

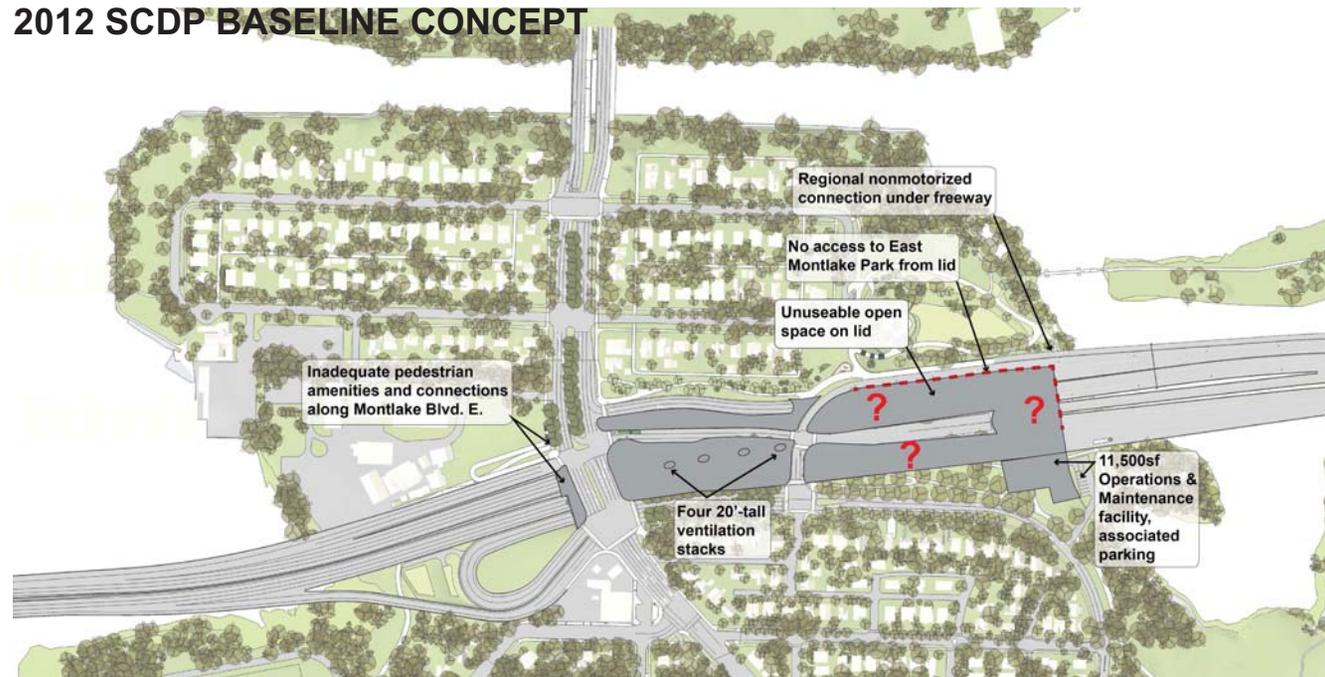
SR 520 Montlake Lid Area

Plan Comparison

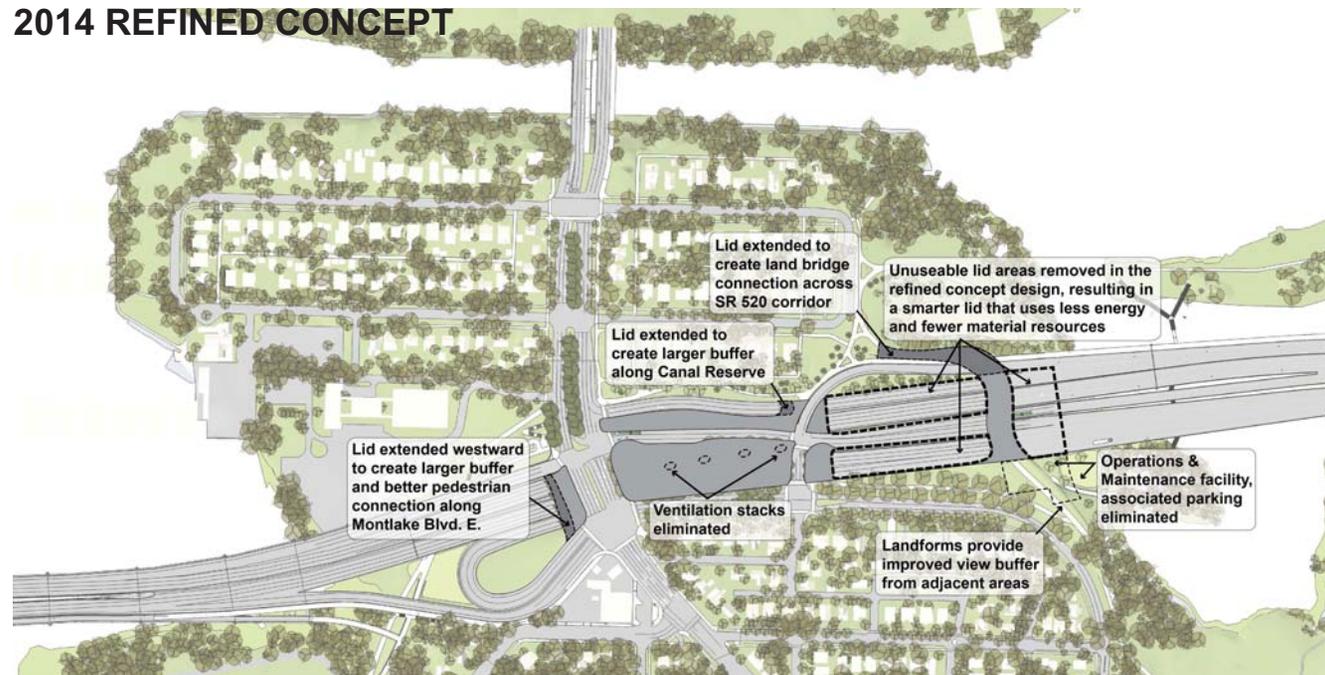
What we heard:

- provide non-motorized connections that are more direct, intuitive and safe
- reduce visibility and material/energy consumption of the infrastructure
- enhance and activate open space while considering views and the gateway experience

2012 SCDP BASELINE CONCEPT



2014 REFINED CONCEPT



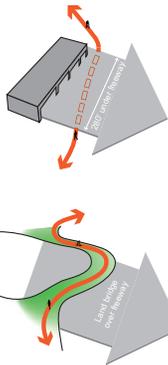
SR 520 Montlake Lid Area

Key Benefits of the Refined Concept

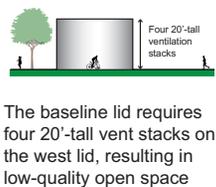
The **refined vision** for the Montlake Lid Area responds to feedback gathered during the 2012 Seattle Community Design Process from the Seattle Design Commission, Seattle City Council, and community stakeholders. Several examples of the key benefits of the refined concept for the Montlake Lid are highlighted below. Although only one example per key design response is illustrated here, **these benefits have been incorporated in many instances throughout the project.** The refined concept provides comparable benefits to the Baseline Design in terms of air quality and noise levels.

1. Better regional connections

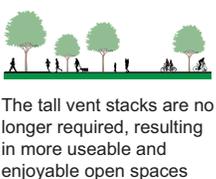
The principal north-south shared use regional path passes under 280 feet of freeway with 10' of clearance; the experience of the shoreline is compromised by an operations and maintenance facility. The gentle slope of the land bridge creates an at-grade, accessible north-south regional connection across the SR 520 corridor and enables more intuitive wayfinding along the pathway.



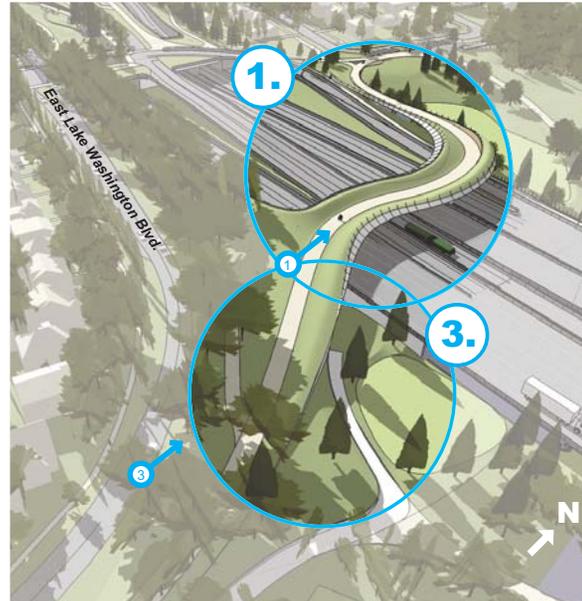
2. More useable open space



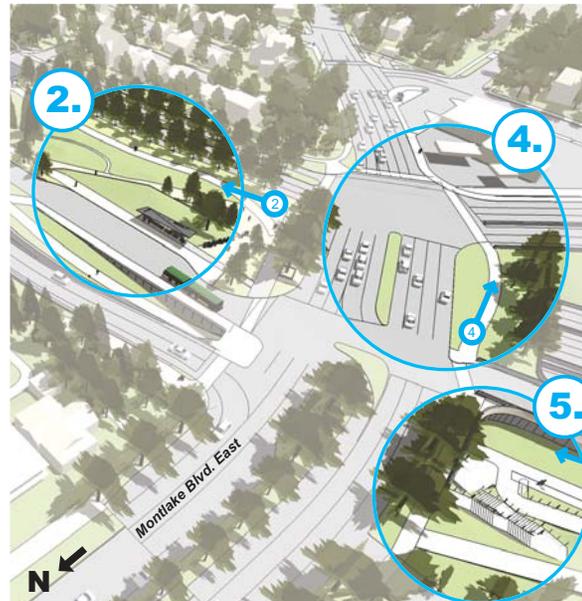
The baseline lid requires four 20'-tall vent stacks on the west lid, resulting in low-quality open space



The tall vent stacks are no longer required, resulting in more useable and enjoyable open spaces



West lid, refined concept (bird's-eye view looking southeast)



3. Buffered views of the roadway

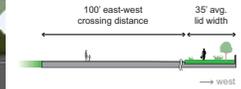


The community expressed concerns about the visibility of the roadway from adjacent areas

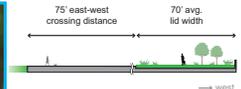


The refined design provides a better visual buffer of the freeway with landforms and retaining walls

4. Improved pedestrian experience

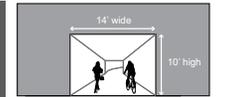


Community members requested better pedestrian spaces and buffers along Montlake Blvd.

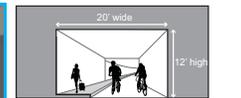


Improvements on Montlake Blvd. include a lid extension to the west and a shorter E-W crossing distance

5. Safer undercrossings



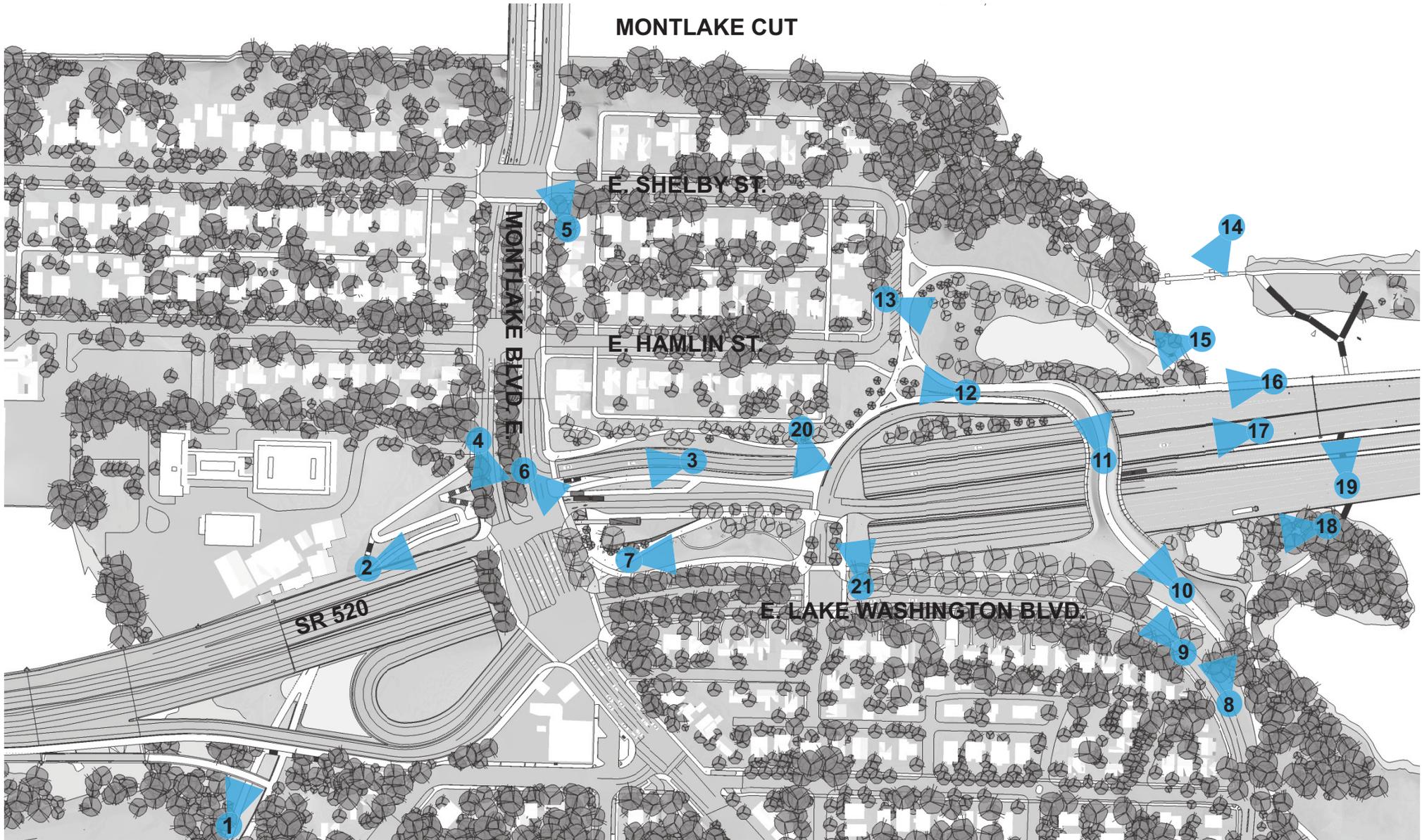
Feedback was received regarding safety and quality of undercrossings



Passages have been redesigned to provide mode separation and improved sightlines

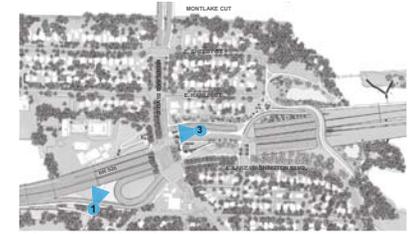
SR 520 Montlake Lid Area

Perspective View Location Key



SR 520 Montlake Lid Area

Perspective Views



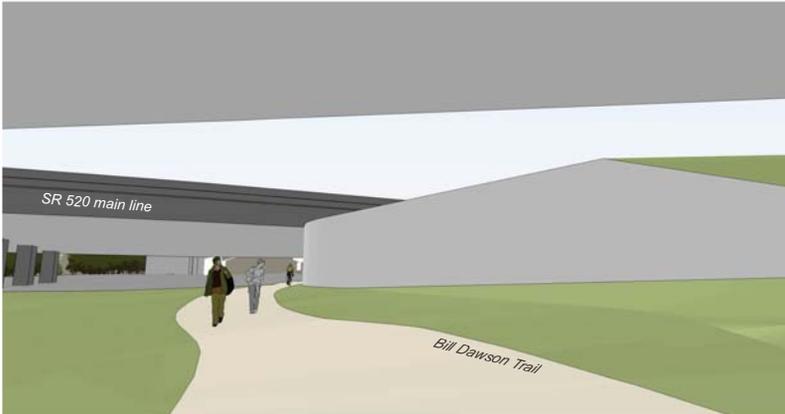
view location key

1 Dawson Trail Under Mainline (looking north)

existing view



baseline view



refined view



3 Dawson Trail at Lid (looking west)

baseline view



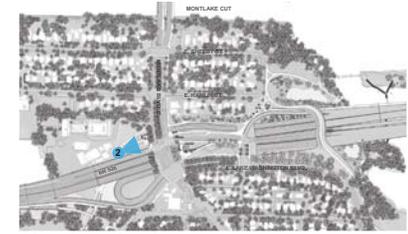
refined view



SR 520 Montlake Lid Area

Perspective Views

2 Dawson Trail at Montlake Boulevard E (looking east)



view location key

existing view



rendered view



baseline view



refined view



- more inviting undercrossing
- improved visibility between Dawson Trail and Montlake
- improved sightline through passage
- separated lanes for pedestrians and bicyclists in passage

- increased light and visibility at Dawson Trail level
- wall and portal treatments give structure a lighter expression
- inviting connections up and down

SR 520 Montlake Lid Area

Perspective Views

4 Montlake Boulevard E Crossings at Lid (looking south)

existing view



baseline view



refined view



- improved pedestrian experience
- improved buffers between shared use path and Montlake Blvd curb
- improved buffer between shared use path and mainline beyond lid to west
- shortened Montlake surface crossing



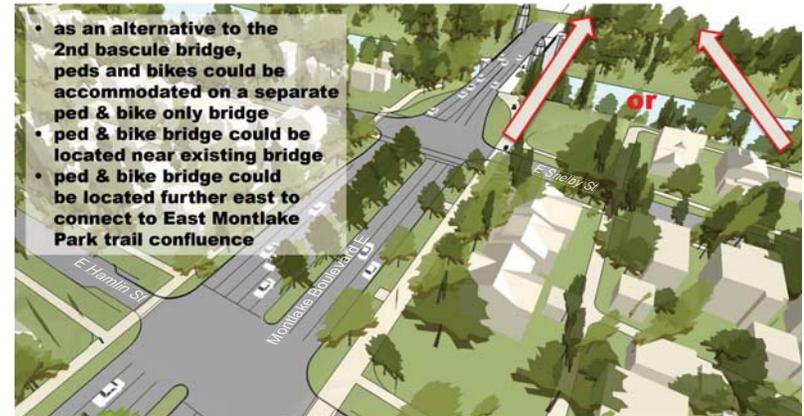
view location key

5 Montlake Cut Crossing (looking northwest)

baseline view



refined view



- as an alternative to the 2nd bascule bridge, peds and bikes could be accommodated on a separate ped & bike only bridge
- ped & bike bridge could be located near existing bridge
- ped & bike bridge could be located further east to connect to East Montlake Park trail confluence

SR 520 Montlake Lid Area

Perspective Views

6 West Lid (looking southeast)



view location key

existing view



baseline view



refined view



rendered view

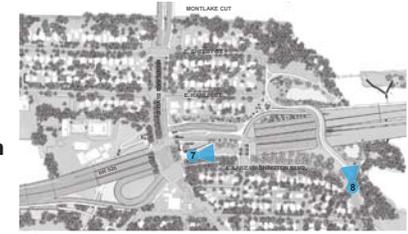


- more useable open space
- the lid is an urban trailhead linking to many outstanding open space and institutional destinations
- lid programming geared toward movement and discovery

- trees and other landscape elements on west lid support Olmsted greenway vision from Arboretum around E Lake Washington Blvd to Montlake Blvd E
- hardscape materials support intuitive wayfinding and signal pedestrian activity

SR 520 Montlake Lid Area

Perspective Views



view location key

8 East Portal from E Lake Washington Boulevard (looking north)

existing view



baseline view



refined view



7 West Lid (looking east)

baseline view

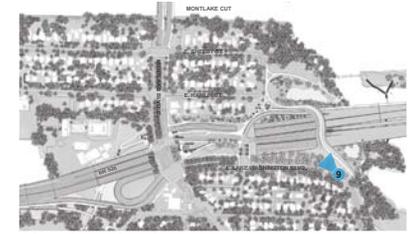


refined view



SR 520 Montlake Lid Area

Perspective Views



view location key

9 Lid From E Lake Washington Boulevard (looking northwest)

existing view



rendered view



baseline view



refined view

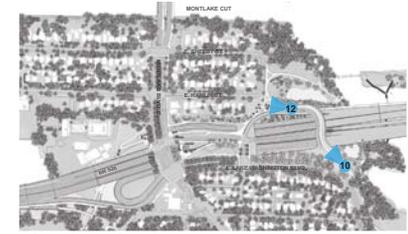


- maintains buffer of highway and increases visibility of sky and landscape beyond 520
- lid and 520 become less of a barrier

- Olmsted legacy is more than historic details and viewsheds...it is about an urban system of green connections that supports a healthy community

SR 520 Montlake Lid Area

Perspective Views



view location key

10 Lid Approach (looking northwest)

baseline view



refined view

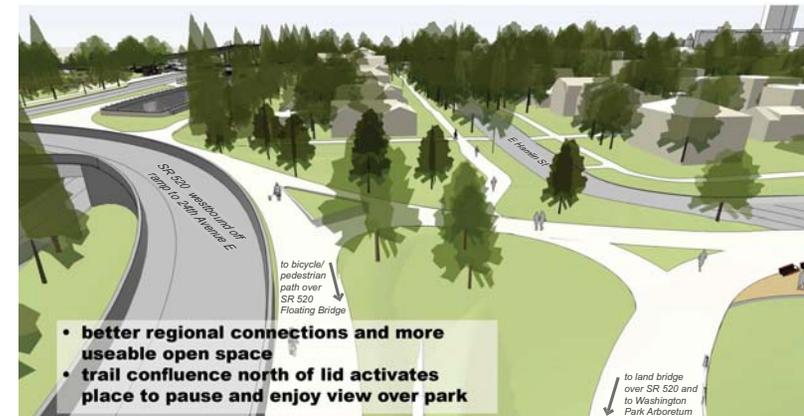


12 Shelby-Hamlin Area (looking northwest)

baseline view



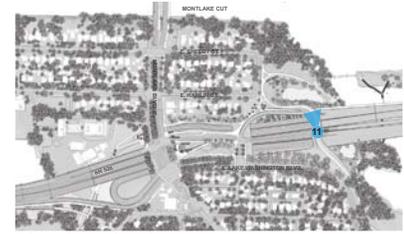
refined view



SR 520 Montlake Lid Area

Perspective Views

11 On The Land Bridge (looking north)



view location key

baseline view



rendered view



refined view

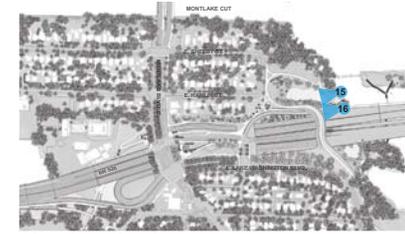


- better regional connection
- visibility of land bridge allows intuitive wayfinding and enhanced sense of security
- trail slope under 5% encourages users of all ages and abilities

- more useable open space, including potential for viewpoints or pause places in visible locations
- vegetation suitable to rooftop condition could complement University of Washington Botanic Gardens collections
- Husky Stadium provides landmark for views north

SR 520 Montlake Lid Area

Perspective Views



view location key

15 East Montlake Park Area (looking southwest)

baseline view



refined view

- view of freeway remains buffered
- view of lid wall is reduced



16 East Portal from Trail (looking west)

baseline view



refined view

- greater expression of city connecting to nature where land and water meet
- gateway experience is more layered in terms of sequential portals and vertical interaction among trails (in both directions)
- roadway experience has more visual connection to surrounding shoreline landscape



SR 520 Montlake Lid Area

Perspective Views

13 Shelby-Hamlin Area (looking southeast)



view location key

existing view



baseline view



refined view



rendered view

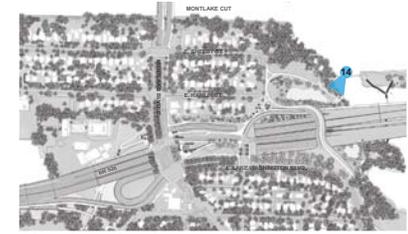


- view of freeway remains buffered
- view of lid wall is reduced
- more useable open space with viewpoint near active trail confluence

- better regional connections encourage positive activity in all seasons
- sustainable stormwater strategies in rest of park integrate WSDOT stormwater facility visually and functionally

SR 520 Montlake Lid Area

Perspective Views



view location key

14 East Lid / Land Bridge (looking southwest)

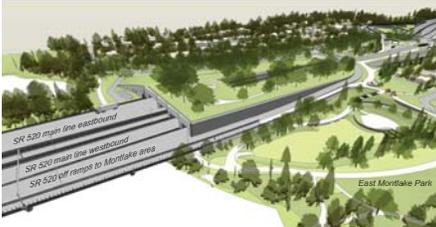
existing view



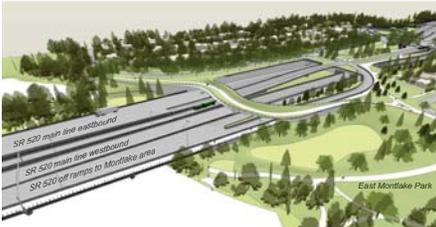
rendered view



baseline view



refined view



- better regional connection from Arboretum and points south to East Montlake Park and UW
- dramatic reduction in concrete, steel and other construction materials (30%)
- reduced O&M costs
- land bridge elevation 15' lower than lid
- more room for trees and wetlands at sides of roadway

SR 520 Montlake Lid Area

Perspective Views

17 East Portal from Mainline (looking west)

existing view

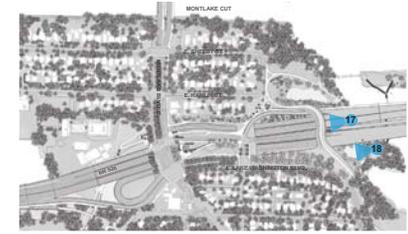


baseline view



refined view

- greater expression of city connecting to nature where land and water meet
- gateway experience is more layered in terms of sequential portals and vertical interaction
- roadway experience has more visual connection to surrounding shoreline landscape
- location in city is more legible to drivers



view location key

18 O&M Building Area (looking west)

baseline view



refined view

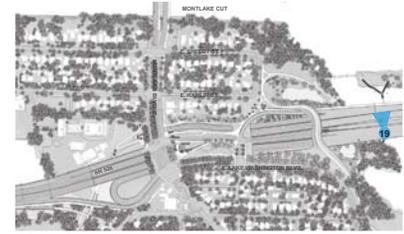


- more useable open space without O&M building and associated parking lot
- additional space for treatment wetlands and trees

SR 520 Montlake Lid Area

Perspective Views

19 Shoreline Trail Under Mainline (looking north)



view location key

baseline view



refined view



- improved pedestrian experience
- trail on boardwalk increases visibility and discourages nuisance behavior under mainline near abutment

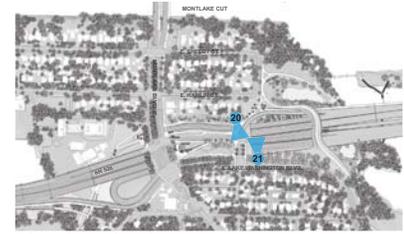
rendered view



- addition of land bridge connection allows shoreline trail to relate to slower immersive experience of wetlands, islands and boardwalks
- land near abutment can be restored to shoreline wetland

SR 520 Montlake Lid Area

Perspective Views



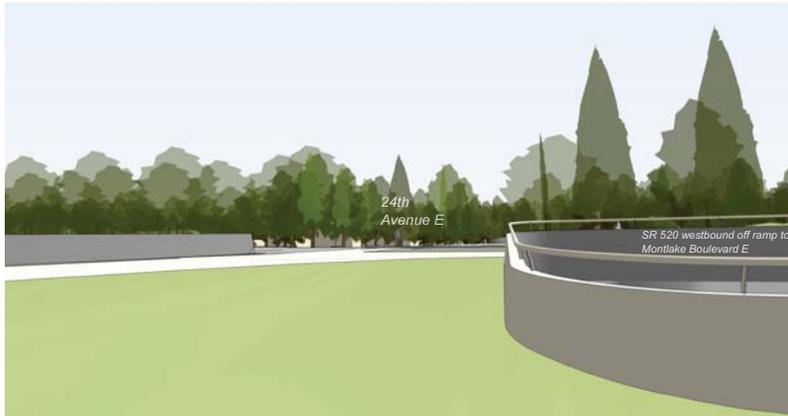
view location key

20 24th Avenue E Area from Canal Reserve (looking south)

baseline view



refined view



21 Lid Area from E Lake Washington Boulevard at 24th Avenue E (looking north)

baseline view



refined view

