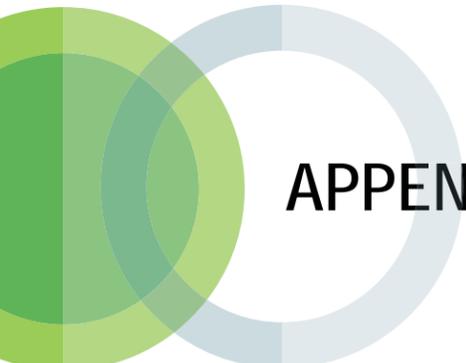


08 APPENDIX

“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.”

Report to Seattle Park Commissioners,

John Charles Olmsted, 1903



APPENDIX

SCDP Report Public Comments

Both a published summary and a complete record of all public comments received through survey, email, letter and public testimony during the public comment period from September 14 to October 5, 2012 in response to the *Seattle Community Design Process (SCDP) Report* are available through the links below:

SCDP Report Complete Public Comments
individual emails

http://www.wsdot.wa.gov/NR/rdonlyres/D2E306A6-2362-4FF6-8233-CE2580969478/0/2012_SCDP_CommentPeriod_PublicEmails_Final.pdf

organization letters

http://www.wsdot.wa.gov/NR/rdonlyres/0A89E121-2EBA-422F-BF6C-7353B3C5DE55/0/2012_SCDP_CommentPeriod_OrgLetters_Final.pdf
[SCDP Report Public Comment Summary](#)

survey responses

<http://www.wsdot.wa.gov/Projects/SR520Bridge/I5ToMedina/scdp>

SCDP Report Comment Summary

http://www.wsdot.wa.gov/NR/rdonlyres/DD9C4D99-7061-40C4-B55C-C60E8CF49C14/0/2012_SCDP_CommentPeriod_FullSummary_Final.pdf

SCDP Public Workshop Comment Summaries

<http://www.wsdot.wa.gov/Projects/SR520Bridge/I5ToMedina/scdp.htm#reports>

SR 520 Project SCDP Public Workshop Materials

<http://www.wsdot.wa.gov/Projects/SR520Bridge/I5ToMedina/scdp.htm#materials>

Additional WSDOT Links

SR 520 I-5 to Medina: Bridge Replacement and HOV Project

<http://www.wsdot.wa.gov/Projects/SR520Bridge/I5ToMedina/Default.htm>

SR 520 Bridge Replacement and HOV Program

<http://www.wsdot.wa.gov/Projects/SR520Bridge/default.htm>

ESSB 6392 Workgroup

<http://www.wsdot.wa.gov/Projects/SR520Bridge/6392workgroup.htm>

ESSB 6392 Workgroup Reports

<http://www.wsdot.wa.gov/Projects/SR520Bridge/6392workgroup.htm#report>

SR 520 Final Environmental Impact Statement (FEIS) - June 2011

<http://www.wsdot.wa.gov/Projects/SR520Bridge/EIS.htm#FEIS>

Record of Decision - August 2011

<http://www.wsdot.wa.gov/Projects/SR520Bridge/EIS.htm#ROD>

Washington State Bicycle Facilities and Pedestrian Walkways Plan

<http://www.wsdot.wa.gov/NR/rdonlyres/F061CF6D-7B96-4E61-BF20-50EAF2716997/0/BikePedPlan.pdf>

Other Relevant Links

City of Seattle Bicycle Master Plan

<http://www.seattle.gov/transportation/bikeprogram.htm>

City of Seattle Pedestrian Master Plan

http://www.seattle.gov/transportation/pedestrian_masterplan/

Safe Routes to School

<http://www.seattle.gov/transportation/saferoutes.htm>

Seattle Complete Streets

<http://www.seattle.gov/transportation/completeStreets.htm>

Seattle Neighborhood Greenways

<http://seattlegreenways.org/>

<http://www.seattle.gov/transportation/greenways.htm>

Olmsted Brothers' Seattle Legacy - Seven Design Principles Shaping the SR 520 Project Vision

SCENERY	<p>"Design of 'passages of scenery' even in the small spaces and in areas intended for active use. Creation of designs that give an enhanced sense of space: indefinite boundaries, constant opening up of new views. Avoidance of hard-edge or specimen planting, creating instead designs that have either 'considerable complexity of light and shadow near the eye' or 'obscurity of detail further away.'"</p>	SUITABILITY	<p>"Creation of designs that are in keeping with the natural scenery and topography of the site: respect for, and full utilization of, the 'genius of the place.'"</p>	STYLE	<p>"Designing in specific styles, each for a particular effect. Primarily in the 'Pastoral' style (open greensward with small bodies of water and scattered trees and groves) for a soothing, restorative atmosphere, or in the 'Picturesque' style (profuse planting, especially with shrubs, creepers and ground cover, on steep and broken terrain), for a sense of the richness and bounteousness of nature, with chiaroscuro effects of light and shade to produce a sense of mystery."</p>	SUBORDINATION	<p>"Subordination of all elements, all features and objects, to the overall design and the effect it is intended to achieve. The 'Art to conceal Art.'"</p>	SEPARATION	<p>"Separation of areas designed in different styles, so that an 'incongruous mixture of styles' will not dilute the intended effect of each: separation of ways, in order to insure safety of use and reduce distractions for those using the space; separation of conflicting or incompatible uses."</p>	SANITATION	<p>"Provision for adequate drainage and other engineering considerations, not simply arranging of surface features. Planning or designs so that they promote both the physical and mental health of users."</p>	SERVICE	<p>"Planning of designs so that they will serve a 'purpose of direct utility or service,' that is, will meet fundamental social and psychological needs: 'So long as considerations of utility are neglected or overridden by considerations of ornament, there will be no true Art.'"</p>
													
Central Park, New York NY	Prospect Park, New York NY	Prospect Park, New York NY	Prospect Park, New York NY	Central Park, New York NY	Back Bay Fens, Boston MA	Bethesda Terrace, Central Park, New York NY							

* All quotes from Olmsted scholar Charles Beveridge <http://www.olmsted.org/the-olmsted-legacy/olmsted-theory-and-design-principles/seven-s-of-olmsteds-design>

The Olmsted Brothers In Seattle

The Olmsted brothers were hired by the City of Seattle to develop a comprehensive plan for parks in 1903 and the 1909 Alaska-Yukon-Pacific Exposition design. "Although... [the] primary goal was to locate a park or a playground within one half mile of every home in Seattle, the dominant feature of the plan was a 20-mile landscaped boulevard linking most of the existing and planned parks [playgrounds and playfields,] and greenbelts within the city limits."

<http://www.seattle.gov/parks/parkspaces/olmsted.htm>

VIEWS		SHORELINES		TREES AND PLANTS		DRIVES AND WALKS		
	Lake Washington Boulevard, Seattle WA		Greenlake Park, Seattle WA		Dunn Gardens, Seattle WA		Lake Washington Boulevard, Seattle WA	Wilcox Pedestrian Bridge over Lake Washington Boulevard, Seattle WA

Westside Operational Requirements and Commitments (per FEIS)



Neighborhoods

- a** Add lids to reconnect neighborhoods.
- v** Minimize impacts to neighborhoods during construction.
- b** Incorporate aesthetic treatment on bridge structures.
- c** Reduce noise to the extent possible by using noise walls, noise barriers and other innovative methods.
- v** Narrow the footprint of the corridor through the neighborhoods.
- d** Reduce the height and width of the floating bridge.
- e** Minimize impacts on the Hop-In grocery store.

Natural Environment

- a** Remove existing R.H. Thomson and Lake Washington Boulevard ramps.
- v** Treat stormwater to meet current stormwater design and treatment standards.
- v** Minimize emissions and provide incentives for transit riders.
- v** Minimize impact to fish and wildlife habitat.

Mobility

- v** Build a six-lane configuration with 4 general-purpose lanes and two transit/HOV lanes with narrower shoulders.
- a** Provide efficient connections for buses to/from the U-LINK station and SR 520.
- b** Provide grade-separated pedestrian crossing to U-LINK station.
- c** Improve bicycle and pedestrian connection at the Montlake/SR 520 interchange and across the Montlake Cut.
- d** Build a structure that accommodates future light rail transit.
- e** Provide bicycle and pedestrian connections across Lake Washington.
- f** Provide direct-access transit/HOV ramps to/from the east.
- g** Narrow width, lower height and incorporate a managed shoulder on Portage Bay Bridge.
- h** Reduce the number of in-water bridge columns.
- i** Replace Lake Washington Boulevard ramp function with managed access at 24th Avenue.

Parks and recreation

- a** Minimize effects on the Arboretum and parklands adjacent to the corridor.
- v** During construction, minimize effects to Opening Day of boating season.
- b** Provide canoe access underneath SR 520 in Union Bay.
- c** Add lids to provide open space.
- d** Minimize impacts to the historical Foster Island.
- e** Remove existing R.H. Thomson and Lake Washington Boulevard ramps.

Safety

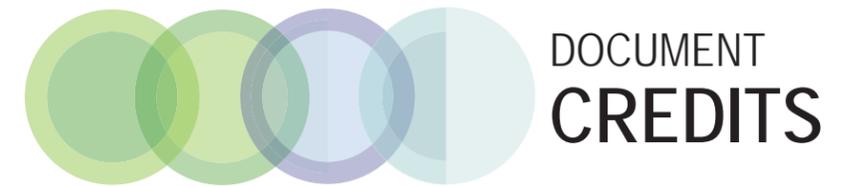
- v** Move forward with the replacement of SR 520 as a six-lane corridor.
- v** Provide sufficient space for stalled vehicles and emergency access along the corridor.
- a** Provide grade-separated pedestrian crossing to U-LINK station.
- b** Improve bicycle and pedestrian connection at the Montlake/SR 520 interchange and across the Montlake Cut.
- c** Enhance bicycle and pedestrian connection over I-5.

Americans with Disabilities Act (ADA):

Materials can be provided in alternative formats for people with disabilities by contacting Shawn Murinko at 360-705-7097 or murinks@wsdot.wa.gov. Persons who are deaf or hard of hearing may contact the Office of Equal Opportunity through the Washington Relay Service at 711.

Title VI Information:

WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program contact Jonte Sulton at 360-705-7082 or SultonJ@wsdot.wa.gov.



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