

DISCOVERY PARK

DEVELOPMENT PLAN

The 1986 Development Plan for Discovery Park is based upon the 1972 Fort Lawton Park Plan and the 1974 Revised Master Plan for Discovery Park, prepared by Dan Kiley and Partners of Charlotte, Vermont.

CITY OF SEATTLE
DEPARTMENT OF PARKS AND RECREATION
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DISCOVERY PARK DEVELOPMENT PLAN

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The potential of the site and the potentials for Discovery Park as Envisioned by Mr. Kiley in the 1972 plan remain unchanged:

The site is one of breathtaking majesty. Lying at the tip of Seattle's crescent on Elliott Bay and thrusting westward into Puget Sound, this promontory commands dramatic views up and down the Sound and across the water to the snow-covered Olympic Mountains.

The seclusion of the site, the magnificent vistas, the stretches of tidal beaches, the stands of native trees, the meadowlands---all combine to make this site, its potential is bounded only by the vision and resolution of those into whose hands it is entrusted.

The Long-range plan establishes guidelines which, if followed faithfully, cannot fail to create on this site park which will be one of the great urban parks of the world—and a joy to this City forever.

Purpose

This is a policy document, which is to be used as a guide for making decisions regarding the development of Discovery Park. This document is based upon the November 1972 and February 1974 plans for Discovery (Fort Lawton) Park. It is intended that all features and policies of the November 1972 and February 1974 Plans shall be a part of the Plan for Discovery Park except where herein revised.

A long-range plan must be flexible and general. The details of the plan may require revisions in order to achieve the overall objectives. However, the guiding principles that were valid in 1972 are still valid today and will retain validity in the future.

In many respects, this plan is conceptual. The size and locations of proposed developments are relatively general and may be modified consistent with the plan during design and implementation. Public review and discussion will be required in the preparation of detailed designs.

Park Philosophy and Goals

The following statements in the 1972 Plan are adopted to express the primary function and goals for development or central purpose of Discovery Park.

Its incomparable site dictates the primary role of this park in the life of the City. That role should be to provide an open space of quiet and tranquility for the citizens of this city—a sanctuary where they might escape the turmoil of the city and enjoy the rejuvenation which quiet and solitude and an intimate contact With nature can bring. It should be accepted that this park cannot satisfy all of the citizens of Seattle. It can only complement the other elements in the park system. This park should not be asked to serve too many functions. It will best serve this city if it is permitted to serve one primary function and to serve that function well. *

Seattle's park system spans over 5300 acres. It includes over 20 miles of shorelines; nine major parks ranging in size from 130 acres to 534 acres; and over 200 smaller parks, playgrounds, and play fields. Within the system are bathing beaches, boat ramps, boulevards, swimming pools, fishing piers, courts, and an array of other facilities capable of meeting the recreational needs of the entire city.

Discovery Park's uniqueness in this system is attributable to its size, location, and topography. It is the largest park in the city. With over 530 acres, Discovery Park represents roughly 10% of the total system and one fourth of the City's natural open spaces. As such, Seattle's citizens originally perceived it as an unparalleled opportunity to provide them with a "taste of wilderness" inside the city limits. Other parks have been intended to do this to some degree, among them Schmitz, Ravenna, and Carkeek Parks. No other is so vast, so varied, or so beautifully located. At Discovery Park, beaches, bluffs, sand dunes, meadows, cliffs, and forests are all combined in one vast peninsular park with views encompassing the Sound and two mountain ranges including Mt. Rainier and Mt. Baker. This is what inspired the original 1972 Master Plan, and the citizens of Seattle have shown that they are willing to go to great lengths to protect this legacy.

In summary, Discovery Park is intended to be an open space park with only those facilities and developments, which are absolutely necessary for the enjoyment of the open space, experience. Discovery Park is a "people park" but also a place in which park visitors can find "quite and tranquility". It cannot be a "wilderness" in a pure sense of the term but it will be a relatively natural park, a place where visitors can learn to respect their environment as well as enjoy the beauty of nature.

Design and Development Objectives

The 1972 Plan contains two statements, which are adopted in this plan for the development of the Park:

In the years to come there will be almost irresistible pressure to carve out areas of the Park in order to provide sites for various civic structures or space for special activities. There will in the future be structures and activities without number for which, it will be contended; this Park can provide an "ideal site" at no cost. The pressures for those sites may constitute the greatest single threat to the Park. They must be resisted with resolution.

If they are not, the park will become so fragmented that it can no longer serve its central purpose. Only those activities and only those structures should be accepted which are in harmony with the overall theme, character and objective of the park. There must be a deep commitment to the belief that there is no more valuable use of this site than as an open space.

This park should be developed with deliberation. It is going to be a part of this city for a long time to come and need not, therefore, be developed impulsively or precipitously. Its development should be at a pace that will allow the most careful consideration to be given to the long-term significance of each element of the park. *

The overall objective for Discovery Park is to preserve or create open space. The development objective is to re-create a natural environment by removing all unnecessary structures and making the retained structures or new structures as unobstructive as possible.

The general objective of plant development and landscaping in Discovery Park is to attain a diversity and richness of plant species and growth. The objective will be to support and reinforce native and indigenous growth. Arboretum type developments of non-native specimens shall not occur.

The general objective of wildlife management in Discovery Park is to preserve and enhance wildlife habitats. However, the Park is an urban park, which is to be accessible for use by the people of this region. The park cannot be managed solely as a wildlife refuge but it must be recognized that wildlife is an important part of the desired recreational experience. Efforts will be made to protect and enlarge the wildlife populations. To protect wildlife, dogs and other pet will be restricted in accordance with the Park code.

The 1972 Plan includes another statement pertaining to structures, which is adopted as a design and development objective:

The greatest single attribute of this site is its natural beauty. In the development of this park the most important signal consideration must therefore be the preservation and enhancement of that beauty. The inclusion of any improvement which detracts from that beauty must be weighed with the greatest of care to be sure that the advantages of that particular improvement clearly outweigh the damage that it does to the beauty of the park. The aim of design for all structures shall be to be compatible with the site and subordinate to the natural environment; any structures that cannot do this or that should be hidden must be screened and buffered so that they will have the least adverse effect upon the natural beauty of the site. *

There will be great pressures to place statues or other memorial structures within the Park. To minimize pressure for placement of such memorials, there is an established policy against the placing of such memorials within the Park. This policy shall not preclude the placement of small plaques commemorating individuals or events. Further, within the Fort Lawton Historic District, memorials may be considered which are constant with the settings and views.

The lands which have been transferred by the Federal government to Seattle comprise an admirable beginning for a great park. The federal government is, however, retaining some of the lands, which are highly desirable for park purposes. It is the city's goal to acquire all of the lands, which comprise the former site of Fort Lawton.

The development of Discovery Park presents a unique opportunity to provide an outdoor experience for all people. Wherever possible, structures, facilities, trails, and features of the Park shall be accessible for the experience and enjoyment of everyone. This objective encompasses the elderly and persons with physical disabilities including those who are sight impaired.

LONG RANGE DEVELOPMENT PLAN

The Long Range Development Plan is to provide a strong, well organized and unified regional urban park – a decisive framework in the tradition of Frederick Law Olmsted's Central Park Plan in New York City or L'Enfant's Plan for Washington, D. C. The Plan is the objective which provides the structure on which to build over the years. The Plan recognizes the unique character and special function of this large public Open space on Puget Sound; it also recognizes that Discovery Park is an integral part of the total Seattle Park System by offering recreation activities complementary to other parks and especially suited to this site.

The design of the Plan incorporates several fundamental elements: an open space philosophy with a nature orientation; a pedestrian emphasis with an informal pattern of foot and bicycle paths, a main entrance from the city on the east (with secondary entrances on the north and south), parking and service facilities

relegated to the peripheries of the park; use, vegetation and wildlife management policies which complement the open space philosophy and nature orientation; and a strong commitment to make Discovery Park an enjoyable, primarily passive and pastoral, recreational experience for the people of the region.

Educational features should be a base or starting points and should not dominate but become an integral part. The design should demonstrate our relation to each other, our relation to society's patterns, and ultimately our relation to our environment.

The prime considerations in this Plan, therefore, are to combine the rich attributes of the site into a unified whole, balancing and relating its parts and features, so that a continuous evolving experience results, ever changing and varied as the conditions direct. The site is to be kept as open and natural as possible and to be perceived as a logical and informal succession of spaces, activities, and plant growth without defined boundaries. This makes a park that affords rest and relaxation, activities for various tastes, and educational, cultural or scientific endeavors.

In the following pages and paragraphs, specific elements of the Plan are discussed along with objectives for each.

PARK ENVIRONS

BEACHES

Because of the great recreational and educational value of natural, saltwater beaches, the beaches at Discovery Park will be considered inviolable and are to be preserved. No development will be allowed within the beach zones except for the access trails shown on the Plan, a kiosk with interpretive information and a limited amount of signs. A few portable picnic tables may be provided near the roadway.

Recreational activity on the shoreline will basically be informal. Such activity is to be concentrated at the South Beach although both Park beach areas will be accessible and open for public walking. The North Beach will be intended primarily for nature and interpretive study both in conjunction with the Park and The Indian Cultural and Education Center. Other Indian Center programs such as cultural demonstration programs involving canoes may periodically be conducted at the North Beach following prior review and approval by the Department. No permanent facilities other than designated trails and limited signs will be developed within the beach area.

The Department will continue to enhance and maintain the South Beach and West Point utilizing the design approach implemented in conjunction with removal of the Metro sludge lagoon in 1981.

The Coast Guard's Lighthouse was originally developed in 1881 and appears on the National Register of Historic Places. The object is to preserve this facility and integrate it into the interpretive programs conducted within the Park. The presence of Coast Guard personnel at the Lighthouse is beneficial for tours as well as operation and security of facility.

Relocation of Metro's West Point Plant remains a goal for the Park. The intent is to restore the Metro Treatment Plant to a natural marsh area with associated access trails and interpretive signs.

The general character of the Park's existing North Beach (north of the Metro Plant) will be maintained. Unused portions of the Metro property should be opened, with Metro's permission, for park use and managed by the City in conjunction with the beach areas. Only limited development will be allowed and such development would be primarily aimed at public access and possibly some modification of the vegetation.

Beach grass and native beach plants will be established in certain designated areas. Marine and other wildlife are to be carefully managed and protected. Policies to prohibit pets and prohibit harvesting of any marine life will be continued and limited short-term closures of nesting areas may be considered.

BLUFFS

The Discovery Park site is basically a promontory forming the northern headland of Elliott Bay. The bluffs along the southern shore perimeter extend from high tide to the uplands at a height of 250 feet and decreasing to 150 feet along the northern shore perimeter. The apex of the headland slopes more gradually from the 250-foot elevation to the West Point sand spit.

The upper levels of the bluff areas in Discovery Park provide unsurpassed views and will be developed and managed to encourage such views. Development will consist of trails, benches and a limited number of picnic tables. Vegetation will be managed to maintain designated viewpoints as indicated on the Plan.

The slopes also contain some of the Park's relatively undisturbed forest areas. Therefore, the slopes are to be protected with access limited to designated trails. Specified areas will be protected as wildlife habitats.

MEADOWS

The upper plateau of the Park rises 100 feet to a summit elevation of 360 feet. The southerly half of the site is relatively gently rolling while the northerly half is more undulating with numerous ravines tributary to the long narrow valley that terminates at the North Mall.

With the exception of the wooded section along the bluff, the southwest quadrant is open grassland. This quadrant of the Park above the south bluffs will be the major open meadow area in the Park. Pedestrian trails and interpretive signs will be allowed through this south meadow area (restrooms shall be sited at the edge of the meadow). The vegetation will be managed to maintain the meadow characteristics and to protect the wildlife habitat. The area is intended to be used and enjoyed by Park visitors but more intensive types of activities will be directed to more structured areas such as the Neighborhood Playground and the Parade Grounds.

The existing Capehart housing area is proposed for eventual removal and restoration to a meadow type of environment. This housing is totally incompatible with the philosophy of the Park. The housing must be removed in order to realize the open space potential and desired character of the Park.

Additional meadow areas will be maintained above the North Bluff, north of the Historic District, west of the North Mall, and near the beach comfort station on the beach area above West Point. These additional meadow areas will not be quite as vigorously protected for wildlife habitat as the south meadow but will serve that purpose along with providing usable open space for walking, sitting, picnicking and other informal recreational activities.

The "500" area is located east of the Historic District. This area is presently occupied by the Army Reserve. The area derives its name from the building numbers assigned by the Army. The buildings in the "500" area should be removed to achieve the open space potential and desired character of the Park. The Objective of site restoration in the "500" area will be variety. Small meadows will be but one of the environs created in this area. The area will be designed to facilitate interpretive programs as well as drop-in informal use. The area may also feature a small man-made stream.

MEADOW/THICKETS

Meadow/thickets basically provide transition between the meadow areas and the forest areas. Meadow/thickets are not high human areas. They are characterized by blackberries and other types of vegetation, which make it difficult for visitors to use or even pass through. Meadow/thickets provide wildlife habitats and food.

Meadow/thicket areas have not been designated on the Plan but a number of such areas are to be retained in the Park. These areas will be managed and maintained in conjunction with the overall wildlife program for the Park. Thickets or forests will not be allowed to overgrow designated meadow areas. Development will be limited to pedestrian trails to provide through access. In some cases, restrooms have been or will be sited at the edge of a meadow and forest transition area in what otherwise would be meadow/thicket.

FORESTS

Approximately one-third of the entire site remains uncleared and predominates in a natural stand of second growth Douglas fir with an intermixing of western red cedar, Oregon maple, green ash, alder, madrona and Pacific Dogwood.

In addition to the Bluffs, major forest areas within the Park are oriented to the northern half of the site. There is also considerable forest surrounding the Neighborhood Playground in the southwest quadrant of the Park

The forests will be managed for a wildlife habitat as well as for recreational walking and nature interpretation. Native wildlife will be protected to the extent possible and enhanced or supplemented.

STRUCTURED OPEN SPACE

Structured open space refers to areas with non-native landscaping which is planted in semi-formal arrangement and/or landscaping including grass, which is cut or trimmed on a relatively frequent basis. Structured open space will be limited primarily to special use zones including the Indian Cultural Center, portions of the Historic district, the Neighborhood Playground, designated picnic areas and the area west of the North Parking lot. These areas are to be developed and managed in accordance with special policies for each area as outlined in other sections of this document.

PARK FACILITIES

INFORMATION FACILITY

The Park shall have an Information Facility located at the main entrance. The purpose of the facility shall be to provide visitors with directions to destinations within the Park as well as other information such as rules and regulations of the Park. This function may be provided in conjunction with the Visitors Center if that facility is sited at the main gate.

VISITORS CENTER PARK HEADQUARTERS/INTERPRETIVE FACILITIES

The general concepts for the Visitor Center which were presented in the 1974 Plan for the Park are still valid:

The question has been posed as to what this center is, what is its purpose and function. Certainly it should be a structure providing shelter and enclosure from inclement weather, housing basic services of toilets, telephone, first aid and information. But of paramount importance it should have a message, a theme going beyond even any interpretation of this particular park.

Thus the center provides an ideal vehicle for the propagation of a land ethic, the sustenance of an environment of the highest quality in which neither Man or Nature dominates, as exemplified in the beauty, diversity and vitality of the Discovery Park landscape.

Architecturally the building should be simple, light and of design sympathetic to its siting and functions. There should be adequate display space for changing exhibits and permanent guide material for environmental study, as well as maps and announcements of each park feature and activity. This should be the place to start to learn about the Park Plan – identify the areas of casual recreation, entertainment and social activities, and activities requiring particular openness or topographical features. *

The interpretive function and the Park headquarters or administration function will be combined into a single Visitors Center facility or facility complex. This facility will serve as a focal point for the Park, a place where visitors can meet, orient them and learn about the Park and its environs. The interpretive exhibits can help communicate the purpose of Discovery Park and also help influence user behavior in a positive manner.

The Center will be similar to centers, which have been developed in some State and national parks. The visitor will be introduced to the Park, the history of the site and to the environment through the use of maps, photographs, models and lectures. Other educational and environmental programs would also occur.

The facilities will include space for visitor information and exhibits, staff offices, meeting and classrooms, library, restrooms and storage.

A specific site for the new Visitors Center has not been selected. Thus the long-range plan shows the existing Visitors Center. This facility may be replaced in order to provide for the needs of this Park. The siting of the Center shall be consistent with the development and design objectives of this plan.

MAINTENANCE FACILITIES

Maintenance facilities to serve the Park are to be sited on the periphery of the Park. The maintenance facilities will consist of crew quarters, storage, fuel tanks and service yard. The facilities will be designed and landscaped consistent with the development and design objectives of this Plan. The facilities will be operated and maintained to minimize such adverse impacts as vehicle traffic, noise, dust, odors, etc.

PICNIC FACILITIES

Discovery Park provides an ideal site for picnics. The major designated picnic areas will be near the North Parking Lot, southeast of the Historic District, at the Neighborhood Playground, and south of Bay Terrace. Smaller informal picnic areas may be found in a variety of locations such as north and south of the Indian Culture Center along the North Bluff.

Picnic facilities will consist primarily of tables, litter receptacles and appropriate landscaping. In general, the intent will be to accommodate families and smaller groups. Smaller shelters that can serve both for interpretive programs and picnic activities may be provided in some areas. It will be necessary to provide conveniently located comfort stations at the same time that the major picnic areas are developed.

COMFORT STATIONS

Locations for restrooms shall be determined on the basis of high use and accessibility, and convenience. They will be designed and constructed consistent with the development and design objectives of this plan.

PARK FURNITURE

Park furniture, such as picnic tables, benches, drinking fountains, bicycle racks and litter receptacles, is to be limited to special use areas and carefully selected locations. In general, benches will be provided in conjunction with trails and viewpoints. Drinking fountains will be provided in conjunction with comfort stations and intensive activity areas. Bicycle racks will also be provided. Litter receptacles will be provided in strategic locations throughout the Park.

The design of park furniture will be compatible with the desired character of the Park. In order to preserve the natural setting, park furniture will not be allowed to proliferate beyond what is absolutely necessary.

SIGNS

An overall plan shall be developed for both interpretive and directional signs. The interpretive signs will be consistent with and complement the Interpretive Program Plan for the Park. The objective for both types of signs will be to provide sufficient information to allow visitors to enjoy the Park but to minimize unnecessary signs that could detract from the natural setting. An overall design concept will be followed such that park signs will be easily recognizable, professional in appearance and compatible with the desired character of Discovery Park.

SECURITY

The safety and security of both Park visitors and neighborhoods adjacent to the Park shall be protected. The City shall work with residents of adjoining neighborhoods to meet public safety and privacy needs. The Seattle Police, including their Mounted Patrol, shall assist with security. For whatever period the Mounted Police are headquartered in the Park, their facilities shall be sited, designed and constructed consistent with development and design objectives of this Plan.

FENCING

The intent is to minimize fencing. Fencing will be permitted for the purpose of protecting privacy and delineating the areas of private ownership from public areas and activities. In general, fencing will be prohibited along the shorelines of the Park. Fencing which is required for the security of the Metro plant or the Lighthouse will be permitted. There will be no fencing or barriers erected with the tidelands areas at either the north or south border of the park. Fencing may be removed near the north and east gates of the park for aesthetic purposes.

SPECIAL ACTIVITY AREAS

FORT LAWTON HISTORIC DISTRICT

The Fort Lawton Historic District was established in 1978 when it was nominated and designed to the National Register of Historic Places. The District consists of a unique oval Parade ground and the surrounding buildings, constructed in the years 1898 to 1908. As noted by the Keeper of the National Register, Fort Lawton reflects late 19th and early 20th century America. The Fort also played a significant and exceptional role in the 20th century America's military history. It was a major port of embarkation for Processing troops leaving and returning from overseas service during World War II and the Korean War, 1940-1955. Fort Lawton also served as a command post for regional Air Defense until 1974, when the 49th Artillery Group was inactivated and the post was closed.

The Historic District is located near the center of Discovery Park and includes the Park's highest elevation, where there is an unsurpassed view of Puget Sound and the Olympic Mountains. The plan for the Historic District adopted in Resolution 27329 reflects the City's current ownership of several buildings on the West Side of the parade ground, and the Headquarters building on the East Side. A formal viewpoint named in honor of Senator Henry M. Jackson is located at the flagpole near the northeast corner of the Historic District. The United States Navy retains 12 buildings for military dependent housing: 7 Officers' Quarters on the east side of the Parade Ground and 5 NCO Quarters on the north side.

The intent of the plan is that the nature and use of the Historic District shall be compatible with the primary role of Discovery Park to provide an open space of Quiet and tranquility. Within the current City ownership, 2 of the original Fort buildings are to be retained and preserved for public park purposes. These are the former Headquarters, Building No. 417; and the former Guard House, Building No. 759. The former Paraded Ground is also to be retained and preserved for public park purposes on keeping with the Park philosophy and goals. Landscaping and roads as originally planned for District shall be retained, preserved, and/or restored as appropriate to delineate the Parade Ground while allowing for views and a compatible transition to other areas.

The plan for those portions of the District which have been retained by the United States Navy and which are currently being used for military dependent housing shall be deferred until de-acquisition by the Federal

Government. This includes the disposition of seven Officers' Quarters and five NCO Quarters which are listed on the National Register of Historic Places. At the time of de-acquisition, consideration shall be given to a full range of proposals and alternatives for these areas including those proposals presented in the 1972 and 1974 plans for the park.

The Fort Lawton Historic District shall be protected and managed as a special activity area within Discovery Park, consistent with City ordinances enacted for such protection and management. As part of park programs and interpretive planning, the intent is that the city shall document the History of Fort Lawton through photographs, memorabilia, public records and other displays.

NEIGHBORHOOD PLAYGROUND

A neighborhood Playground exists in the southeast quadrant of the park south of the East Gate. The adjacent parking lot, off the Government Way entrance shall enable visitors to use this Play Area without going through the rest of the Park.

Non-regulation flied areas, children's play area. A paved court area and two tennis courts have already been developed. Future development may include additional tennis courts.

A relatively small outdoor amphitheater has also been tucked into the easterly slope. Up to 300 people can congregate upon the grass slope. Up to 300 people can congregate upon the grassed slope. Scaled to neighborhood demands, the space should be ample and flexible to function for interpretive programs, theater or music performances.

The neighborhood Playground will be managed as an active, relatively intense use area. This is the only area in the park, which shall be maintained for active sports. The grass areas are to be cut on a regular basis and the area maintained in a fashion similar to other playground areas in the City's park system.

WOLF TREE NATURE TRAIL

The Wolf Tree Nature Trail is located off of North Parking Lot in the northern end of the park. The trail is intended as one of the major features of the Park's interpretive program. A freshwater pond may be developed immediately northwest of the trail both to enhance the interpretive program and to provide a source of water for the Park's wildlife. The trail is to be managed strictly for pedestrian use with no pets allowed. The pond should be designed and managed to encouraged use by wildlife and for interpretive programs with general public access provided at selected viewpoints.

INDIAN CULTURAL AND EDUCATIONAL CENTER

The development Plan for the Indian Cultural and Education Center is to be considered separately, but with attention to the relationship with remainder of Discovery Park. When approved, the plan for the center-associated text will become part of this document and this interim text will be deleted

PARK CIRCULATION AND PARKING

General

The 1972 Plan includes the following statement, which was adopted to provide a guiding principle, related to the use of private vehicles in the park.

There will be great pressures to open up the park to automobiles, motorcycles and motor bikes. One of the greatest values of the park is, however, that it will afford people a refuge from the noise, air pollution and danger of the automobile. We believe, therefore, that park patrons should not be permitted to drive their private vehicle through the park.

The manner of public access to the park and all its areas is most important. Private vehicles will be the usual mode, but public transportation and other alternative modes will also be encouraged. In general, private vehicles shall be prohibited from going deep into the Park. Private vehicles will be limited to parking areas located at the peripheries. A shuttle bus system will be operated to provide internal circulation for those not wishing to walk or ride bicycles.

Discovery Park is to be a pedestrian oriented recreational experience. There may be a permit system to allow for automobiles and public and private non-profit bus access to West Point and South Beach by disabled or senior visitors and for scheduled groups.

CONFLICTING USES

Problems have developed in other city parks because of conflicting uses with trails, paths and roads. The potential for such conflicts shall be anticipated and avoided in this park. Development or redevelopment of trails, paths and roads shall be designed and maintained to avoid such conflicts.

PEDESTRIAN

There will be a complete system of trails allowing pedestrian access to go through areas of the Park. The trails will be designed to complete the natural character of the park. Surface treatments will vary depending upon the particular location and purpose. The trails will be sited and routed to complete use and activity areas as well as to complete the natural character of the park. Surface treatments will vary depending upon the particular location and purpose. The trails will be sited and routed to complete use and activity areas as well as to complete the Vegetation, Wildlife and Interpretive Plans for the Park.

The existing Loop Trail will be the primary pedestrian circulation element. The Loop Trail will be closed to all wheeled traffic except for wheel chairs. Other pedestrian trails will radiate from the loop Trail, together providing access to both the North and South Beaches: to viewpoints; to picnic areas; through the meadows, thickets, and forest areas; and to the various park facilities and special activity areas. Proposed trail routes are conceptual. Actual routes may vary somewhat as the trails are sited, designed and developed.

Running or jogging may conflict with the purpose of the Park. There are currently no restrictions on this activity other than along the Wolf Tree Nature Trail. However, if the park is to offer quiet and tranquility, there may be limits on this activity. The number of runners and joggers will continue to be monitored. At times, certain trails or portions of trails may need to be temporarily closed to this activity in order to protect the trail and associated environs plus reduce conflicts with walkers. Organized running races will not be scheduled in Discovery Park.

BICYCLE

Utilizing selected former Army roads will be closed to private automobile traffic shall provide bicycle circulation. Eventually former Army roads will be closed to private automobile traffic. Eventually former army roads, which are to serve only as pedestrian/bikeways and service access, may be narrowed in order to increase open space and reduce ongoing maintenance. Storm drainage requirements will also have to be considered in conjunction with such actions. Roads, which also serve automobile traffic, shall be clearly lined and signed to help protect bicyclists.

SHUTTLE BUSES

While the park is to have a strong pedestrian orientation, not all visitors are able to make the relatively long and steep trip to west Point or to other destinations. Therefore, a shuttle bus service will be provided for such purposes. The Park Department or its designee shall provide the shuttle bus system, which will operate from a central location and/or connect with the various parking lots and provide service to the South Beach and to other selected areas as may be warranted by demand. The type of busses utilized for transportation within the Parkway is selected based upon size and operation characteristics, which are compatible with the desired character of the park.

TRANSIT

Public transit provides an alternative mode of transportation to and from the park and serves portions of the adjoining and internal residential areas. The restrictions on private vehicles in the park will also apply to public transit vehicles. Routes and bus stops shall be determined in coordination with metro Transit based upon Park needs, residential needs, road conditions and other factors affecting citywide transit planning. The primary transit service serving Discovery Park will enter the East Gate and travel to the North Parking Lot via the main Park entrance road.

AUTOMOBILE

Private automobiles may be the primary mode of transportation to from the Park, but private automobiles will be a secondary or mode of transportation within the Park. The ongoing objective will be to minimize conflicts between automobiles and pedestrians or bicycles. Pedestrians and bicycles will be given priority. The only roads which shall be open to private automobiles on a normal basis will be the main entrance road and possibly access to the Flag Pole area in the Historic District. Primary access to the North Parking Lot will be via the main entrance road (with secondary access available via North Gate); access to the East Parking Lot will be from the main entrance road; and access to the South Parking Lot will be from West Emerson Street. All parking lots will be interconnected. Some of the road connections may be closed to automobile traffic.

Automobile access to the Lawtonwood and Bay Terrace residential neighborhoods will be provided over Park property. Normally the primary access will be via the main entrance road to the North Parking lot and onto a Lawtonwood-Bay Terrace road which shall also provide access to the picnic area and connect to the service road for the Indian Cultural Center.

The routing and design of access from the North Parking Lot to the Lawtonwood and Bay Terrace neighborhoods is based upon preliminary studies and does not necessarily represent the final configuration. At such time as funds become available to improve and/or relocate any of the existing roadways, there will be further design analysis, environmental assessment and discussions with the affected neighborhoods. The objective is to reduce the number of existing roadways in the northeast corner of the Park and to make more open space available for public use.

Service access for both Parks staff and non-park uses shall be provided both on automobile roads and on roads designated as pedestrian/bikeways. An access road will be maintained to the Indian Cultural Center. This road will also serve as a pedestrian/bikeway. Staff and service access to the Coast Guard Station at West Point and to the Metro West Point Treatment Plant shall be via the East Gate.

AUTOMOBILE PARKING

Parking development shall be limited to the minimum required for normal use of the Park.

The objective of limiting the amount of automobile traffic within the Park is to be partially implemented by locating the major parking lots as near to the periphery of the Park as possible. The objective for parking is to provide sufficient parking space onsite and/or at satellite lots. Efforts shall be made to limit the offsite spillover parking demand which would have an adverse effect on the adjoining residential neighborhoods.

Existing parking is focused at the North Lot, East Lot and South Lot near the three entrances to the Park. One additional lot may be necessary in conjunction with a new Visitors Center. There is also a limited amount of parking available at the South Beach on a permit basis.

The Plan provides for a total parking capacity of up to 950 spaces. This includes a moderate amount of expansion capability for the future. Due to the unknowns concerning the future site of the Visitors Center and other factors, individual limits for specific designated parking lots have not been established. The individual sites and future user patterns as well as the availability of potential off-site parking shall ultimately determine the size of each lot. The South Beach beach parking area shall have a maximum capacity of 20 vehicles.

Parking should be expanded relatively slowly in increments and only when the need for such expansion is clearly justified. Ultimately the intent is to achieve a reasonably even balance between the size of each lot. Each time it is proposed to increase the capacity of any designated lot, there should be a careful examination of the Park usage and transportation patterns along with an examination of the capacity of the Park environment to handle additional users. Any parking areas proposed in addition to those specifically provided for in this Plan shall require an amendment of the Plan.

WATER ACCESS

Due to the desired character of the Park, the character of the shoreline and the characteristics of and water conditions in the vicinity of Discovery Park, no formal provisions for access from the water are proposed. There will be no development of piers or moorage facilities at Discovery Park. Informal landings by small craft will be allowed but there shall be no formal provisions for the launching or recovery of such small craft.

INTERIM DEVELOPMENT

There are three categories of property within Fort Lawton's former boundaries. First, there is the park property currently under City ownership. Second, there is non-park property which has been retained but which the City eventually hopes to acquire for park purposes. Third, there is non-park property which is unlikely to be transferred or sold to the City in the foreseeable future.

Interim development is defined as near term (5 – 10 years) Park development which is proposed for the City-owned property. The intent is to maximize the potential of the City property while minimizing the adverse effects of non-Park property and uses on the Park and vice versa. The City shall work with the occupants of the Federally retained property and the Metro property to protect those occupants from any significant adverse impacts resulting from Park development and use.

The objectives for interim development reflect both the realities of existing conditions and the objectives of the Long Range Plan. Many of the major features expected to be developed in the interim period have either been completed or begun. The major remaining features which may be developed during the interim period include the Park Visitors Center (headquarters-interpretive facilities), the maintenance facilities, police mounted patrol facilities, the freshwater pond and some additional automobile parking, particularly at the South Lot. The City's portion of the Historic District also needs to be developed in accordance with the Plan for that area approved in Resolution 27329. The roadway leading to the South Lot and the roadways leading to Lawtonwood-Bay Terrace need to be carefully examined for potential modifications. Likewise, some of the retained roadways which are serving solely as pedestrian/bikeways and park Park amenities such as picnic facilities shall be added.

Offsite potentials such as improvements to the roadways leading to the Park could begin to be realized during the interim period and the relationship with surrounding neighborhoods is an important ongoing consideration both in the interim and long term.

In the following paragraphs and pages each non-park use of retained property is discussed in terms of its relationship with the park.

NON-PARK USES WITHIN DISCOVERY PARK

METRO WEST POINT TREATMENT PLANT

The West Point sand spit is occupied by the U.S. Coast Guard Lighthouse tract and by the Metro Sewage Treatment Plant. Metro has under ownership and long-term lease from the State Department of Natural Resources, a total of nearly 80 acres. The shoreward side of the treatment plant site is retained with a rock rip-rap wall. The treatment plant facilities are surrounded with a chain link fence.

The goal of the City is the removal of the West Point Treatment Plant.

In the interim, Metro's great opportunity and responsibility at West Point is to keep the environment clean and at the same time to subdue the plant's visual image to the overriding importance of the Park. This subordination may be accomplished to some extent with compatible landscaping. In addition, a reduction of Metro's fenced area shall be negotiated to facilitate public use of the surrounding shorelands and beaches. Service traffic to and from the plant degrades the purpose of the park. Any plant expansion on this site shall be resisted.

From a design standpoint and because the shores and beaches belong to the scene and character of the Park, all Metro developments should be considered as a part of the Park environment. No Metro plant development should take place on the South Shores; and any future Metro plant modification shall be limited to the north side of the present treatment plant. Space for a pedestrian walkway on the top of the rip-rap edge along the north side should be available to the public as an important promenade connecting the two beaches and the Park trail system. The beaches need to be open for public walking along the entire outside of the peninsula.

Access to the Metro plant will be via the East Gate, Washington Avenue and Utah Street. Utah Street will be managed as a restricted service road with limited public access on a permit basis and Park shuttle bus service to the South Beach. All automobile parking associated with Metro operations will continue to be accommodated on the Metro site.

COAST GUARD LIGHTHOUSE

The U.S. Coast Guard owns and operates the West Point Lighthouse situated on 2 acres at the tip of the West Point sandspit. The Lighthouse, established in 1881, marking the northern turning point for ships entering Elliott Bay, assumed even greater importance in 1915 with construction of the Lake Washington Ship Canal. As a result of its significance in local maritime history, the Lighthouse was placed on the National Register of Historic Places in August of 1977.

Structures on the Light Station property include the stuccoed brick masonry light tower, with attached fog signal building, a combined garage-office and two keepers' dwellings built in 1897.

It is the objective of the City that the Lighthouse shall always be a part of Discovery Park. As such there will always need to be an access road leading to West Point. Access to the Lighthouse for visitors will be the same as access to the South Beach for Park visitors. Automobile access for other than Coast Guard personnel is restricted and allowed by permit which can be obtained at the Park's Visitors Center.

The Coast Guard conducts tours of the Lighthouse. Given its prominent location and historical interest the Lighthouse shall be part of the interpretive program for the Park.

The Lighthouse at West Point plays an important role in the ecology of the Park beaches. Measures to protect the Lighthouse site affect the transportation of beach material near and around the point. The protection of the Lighthouse site from erosion caused by wave action will be of continuing concern. Plans to protect the Lighthouse site shall be coordinated with plans for beach enhancement on both Park and Metro property. By working together, the shoreline can be protected and the best possible natural appearing recreational beach can be developed and maintained.

ARMY RESERVE

The Army Reserve presently occupies two areas within the former Fort Lawton property. Leisy Hall and Harvey Hall are located adjacent to the northeast corner of Discovery Park. The Reserve is expected to occupy this area in the long term. Its relationship to the Park is mainly in terms of traffic, parking and aesthetics. Texas Way, which passes through this area, provided the initial access to the North Lot. It has since been replaced by an interim entrance road through the Park. Texas Way is currently closed to the public but remains an important access alternative, particularly to the residents of Lawtonwood-

Bay Terrace in the event that weather or other conditions force the closure of the Park road. Finally, traffic associated with the Center operates on both Texas Way out of the Park's East Gate and on 36th Avenue West. Future planning for the intersection at the Park's East Gate will have to be coordinated with the Army. The objective is that the main entrance to the Park be improved both in terms of safety and appearance.

The Army Reserve also presently occupies what is known as the "500" area which consists of approximately 13 acres located west of the existing Visitors Center. This area of the Park shall be returned to open space. The former NIKE Missile Building shall be removed or buried. This building is being used temporarily for warehousing but this use will be discontinued as soon as a suitable replacement facility is identified.

The "500" area is to be a relatively natural open space in keeping with the overall philosophy of the Park. It is intended for generally low intensive use similar to that which occurs in the other natural areas of the Park.

It is essential that the "500" area ultimately become part of the Park and not used for some other purpose. In the meantime, the primary relationship of this area with the Park is in terms of traffic and security. The interim objectives are to minimize the impacts of Reserve traffic on the Park and to minimize potential vandalism or other trespassing.

ARMY CEMETERY

The U.S. Government plans to retain, in perpetuity, ownership and access to the 10 acre cemetery. It is located just east of the Discovery Park Loop Trail in the northeast corner of the Park north of Washington Avenue. Originally operated by the Army, the cemetery is operated by the Veterans Administration.

The cemetery borders on both Park property and Federally retained property. Security has not been a problem but adequate security will be an ongoing objective. There appears to be no major conflicts with the Park. The history of the cemetery will be part of the Park's interpretive program describing the military history of Fort Lawton.

MILITARY HOUSING

The Federal government plans to indefinitely retain several of the military housing areas in Fort Lawton. Forty-four units of Capehart Housing, seven residences on Montana Circle and seven Senior Officers' Quarters are slated for retention by the Government. The Department of Defense plans to retain permanent easements over parts of Washington and Utah Avenues in order to assure access to its housing.

It is essential that Capehart Housing site eventually become part of Discovery Park. This area is far within and very central to the interior of the Park. The housing is totally incompatible with the Park philosophy and the Long Range Development Plan. It is proposed that the housing ultimately be removed and the site converted to a meadow open space interspersed with thickets and coniferous forest.

The Montana Circle housing and the Officers quarters are part of the Fort Lawton Historic District and will be used or removed in accordance with the Plan for that area.

In the interim, while the housing is still occupied and under Federal jurisdiction, there will need to be open communication and an understanding attitude between those administering the housing and those administering the Park. It will be necessary to protect the access, privacy and other rights of the housing occupants. Given that the housing may be retained and occupied for some time, it is also an objective to minimize the negative effects of the housing on the Park.

FEDERAL AVIATION ADMINISTRATION

Since 1958, the Federal Aviation Administration (FAA) has operated a radar installation, for enroute air traffic control. The radar dome continues to be utilized in conjunction with normal air operations.

The FAA has indicated no immediate plans to relocate their facilities out of Discovery Park. The scale and appearance of those facilities conflict with the appearance of the Park.

It is an objective of the City to have the Federal government remove the FAA facilities from Discovery Park. In the interim, safety and security will be major considerations. It will be necessary to protect both the FAA facilities and Park visitors.

NATIONAL OCEANOGRAPHIC AND ATMOSPHERIC ADMINISTRATION

The National Oceanographic and Atmospheric Administration (NOAA) has antenna facilities which occupy a small area just north of the FAA facilities. The Park objectives related to the NOAA facilities are the same as for the FAA facilities. These facilities should be removed from the Park. In the interim, safety and security will be major considerations.

RELATIONSHIP OF PARK WITH SURROUNDING NEIGHBORS

Discovery Park is a regional park. The Park is to be readily accessible and usable for the people of the Seattle area. Discovery Park is a popular destination. In years to come, the Park is expected to become more and more popular and heavily used.

Discovery Park is located within the Magnolia Community. The residents of the surrounding neighborhoods have expressed many concerns regarding the development and use of Discovery Park. In general, they have supported the Park but are concerned about uncontrolled development and/or too much use, particularly when such use is associated with increased traffic through the community.

It is the obligation of those who implement this Plan to respect the concerns of the surrounding neighborhood and any residents within the Park. It is hoped that the residents understand that their community now includes a regional park; that Discovery Park is going to attract more people from throughout the region and that the Park must be planned to accommodate relatively large numbers of visitors. This does not mean that the residents need suffer significant adverse impacts as a result of Discovery Park. Rather, it is hoped that the Park can be developed and used in such a way that both serves the regional population and becomes an asset to the community.

OFFSITE POTENTIALS

The discussion of offsite potentials as presented in the 1972 Plan remains valid today:

The approaches to this Park should be as beautiful as the Park itself. This means that early and effective steps must be taken to beautify the approaches and to protect them against commercial intrusion. As quickly as possible, Gilman Avenue and Government Way should become tree-lined boulevards with underground utilities. *

The main entrance to the Park at the East Gate deserves special attention. This area involves both offsite and onsite potentials. The intersection of West Government Way, 36th Avenue West, Delaware Avenue and Texas Way with the Park's main entrance road is confusing, potentially unsafe and does not serve well as the first impression of Discovery Park. The intersections and the entrance to the Park need to be carefully examined with attention to the needs of the military, nearby residents and the Park. The intersections and the entrance should be revised as necessary to make a safe and suitable gateway to a great park.

