OLMSTED

PARKS

STUDY

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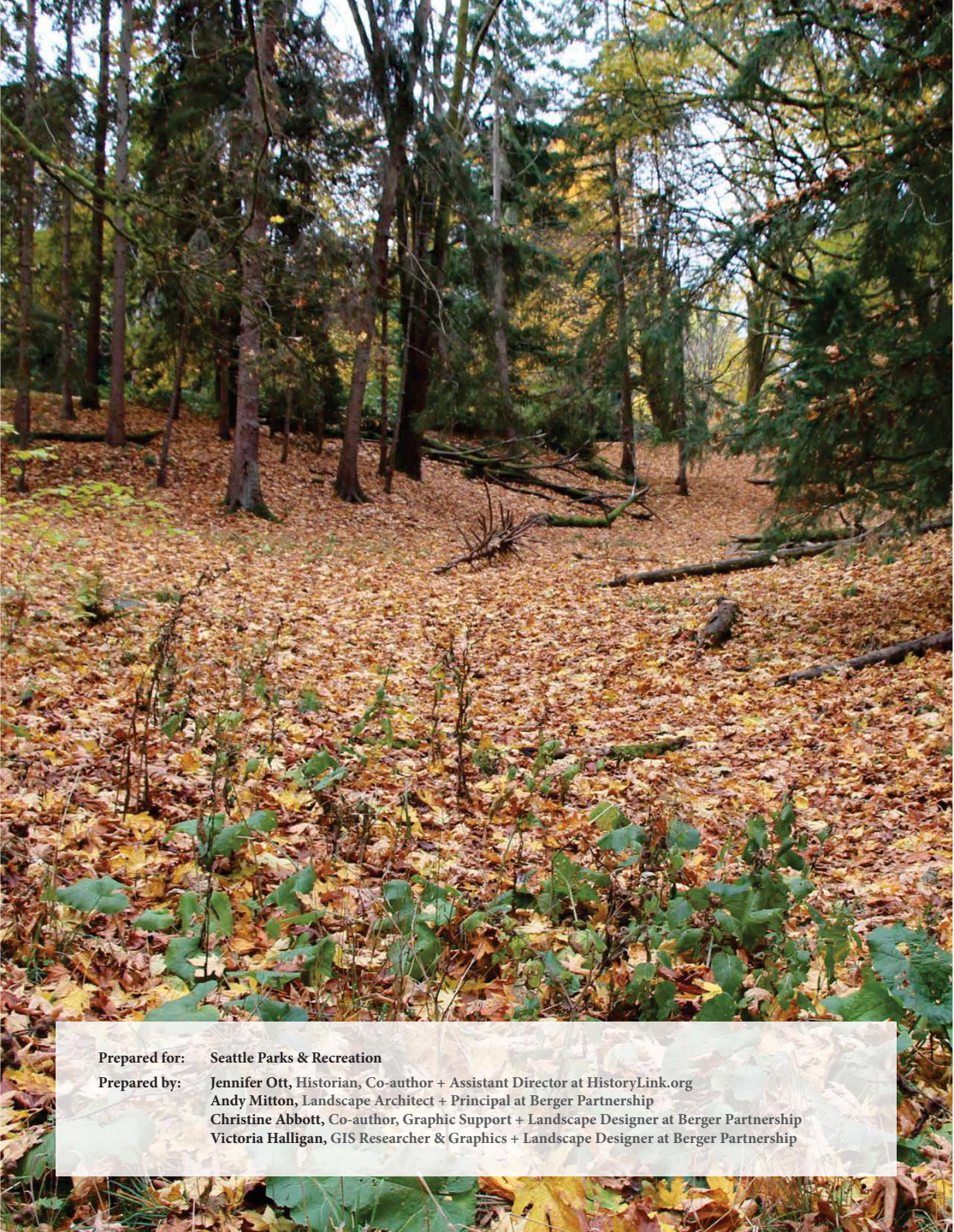
Seattle Parks & Recreation

SUMMER 2018



Prepared for: Seattle Parks & Recreation

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FIGURE A.1 **1913** PHOTOGRAPH - LAKE WASHINGTON BOULEVARD TRESTLE OVER WETMORE SLOUGH

EXECUTIVE SUMMARY

This study links historical review to tangible rehabilitation strategies for 10 Olmsted-influenced or Olmsted-designed landscapes in Seattle. The rehabilitation of cultural landscapes maintains historic character while addressing emerging or ongoing needs for use. The term "rehabilitation" defines a category of historic treatment under the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (1992).

The set of 10 constitutes a representative sample of landscape types from the 1903 and 1908 Olmsted Brothers plans and their 1910 playgrounds report, including boulevards, large and small parks, and a playfield. The purpose of the study is to distill relevant information from historical documents, management plans, and previous Seattle Parks and Recreation (SPR) reports and apply it to a concrete set of recommendations for improving the selected sites. We determined the recommendations based on feasibility and effectiveness for meeting users' needs and reinforcing the intent of each Olmsted landscape. Recommendations take into account general safety and health of those in and around each site, making improvements where opportunities presented themselves. For example, some recommendations contribute to soil stability to prevent erosion or severe shifting of soil. In kind, the recommendations promote ecological health of each site, for example, through diverse native planting and improvements in water management.

In Part A of this document, we present a brief history of Seattle parks, an explanation of the intent and timing of this report, and an overview of sources used. In Part B, the history of each site is followed by proposals for improvement illustrated with schematic maps and explanations. Part C explains future coordination with organizations, cost estimates and a long-term vision.

A *Introduction*

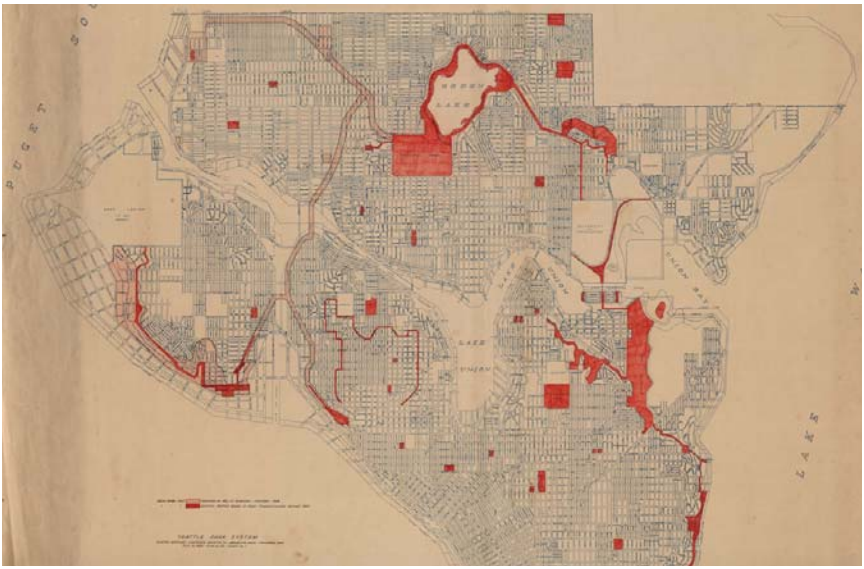
HISTORY OF SEATTLE PARKS

The City of Seattle recognized the potential for parks as early as 1884, when Denny Park, the first city park, was founded. Like other burgeoning American cities—New York, Boston, Chicago, among others—Seattle saw the need for a robust system of landscapes to relieve and protect citizens from the fallouts of intense urbanization.

The City Beautiful Movement gained favor nationwide in the 1890s and into the 20th century and likely affected Seattle's Board of Park Comissioners to seek professional landscape architecture services to help establish parks early in the city's development. The 1893 Chicago World Fair, or Columbian Exposition, helped propel the City Beautiful Movement as a style of urban planning that conveyed monumentality and civic pride. Frederick Law Olmsted Sr. headed the landscape design for the Columbian Exposition, showcasing the role of landscape architecture in a large, urban project within the framework of City Beautiful ideals.

Seattle had already established a number of parks by 1903 when the Olmsted Brothers' firm was hired to complete a comprehensive parks plan for the city. Some of Seattle's early parks were transferred from private to public ownership to be incorporated into the new park system, including Leschi, Madrona and Lower Woodland parks. These three sites, along with many others, were connected to neighborhoods with streetcars that were later removed or reconfigured as bus routes. An 1895 photograph (figure A.3) shows Guy C. Phinney beside his privately owned streetcar at the entrance of Woodland Park at 50th and Fremont Ave. This line would be deconstructed with the Woodland Park improvement about a decade later, one of many infrastructural changes that followed the Olmsted Brothers' parks system plan.

The Olmsted Brothers firm, led by John Charles Olmsted, issued its first report for the Seattle park system in 1903, and issued a supplemental plan in 1908, including a detailed map of a complex, interwoven system of landscapes (figure A.2). The new plan incorporated recently annexed land and added parks, playgrounds, and playfields, along



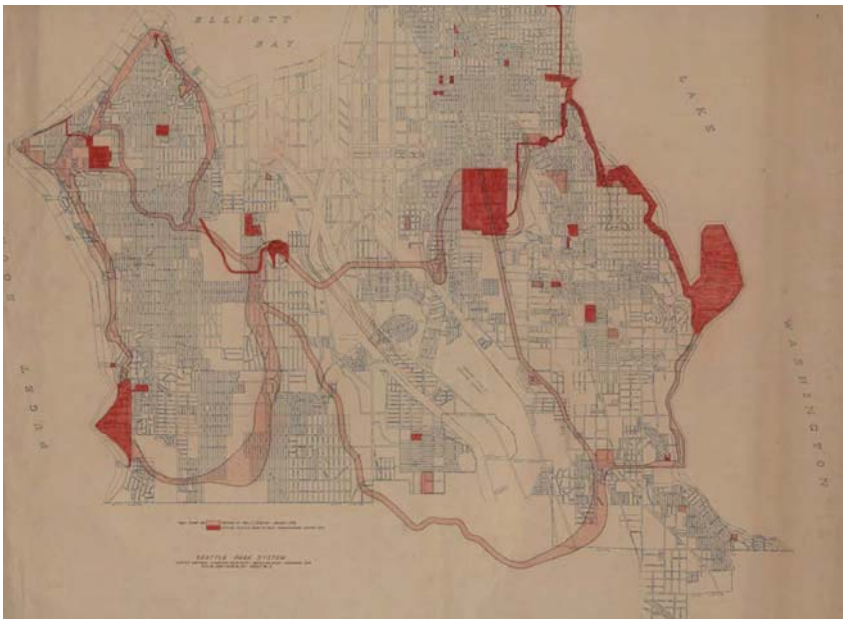


FIGURE A.2 **1928** SEATTLE PARK SYSTEM PLAN

FIGURE A.3 **1895** PHOTOGRAPH "ENTRANCE TO WOODLAND PARK, 1890'S. FREMONT AVE. & N 50TH " *showing Guy C. Phinney's private streetcar.*

with boulevards to provide connectivity to other parts of the park system. A compilation of the park system plans and a sample of related correspondence was included in the Board of Park Commissioners 1909 report, *Parks, Playgrounds and Boulevards of Seattle, Washington.* In the document's introduction, the board asserted their place among major cities with tasteful, progressive park systems:

> "The object of this booklet will therefore be to review what has been accomplished, to set forth by word and by pictures the success which the Board feels it has attained, to show the people of this city as well as to our eastern friends that **Seattle, though a rapidly growing city, is keeping pace in the matter of things beautiful.**" (p. 9)

The 1903 and 1908 plans prized continuity of the landscape, with many parkways and boulevards threading through the city to connect anchors like West Seattle Park (now Lincoln Park) along the beach in West Seattle, Seward Park at the southern terminus of Lake Washington Boulevard and the Fort Lawton military reservation in Magnolia. Olmsted recommended that the city set aside many of the most beautiful vistas and waterfronts that might have otherwise been privatized, protecting Seattle's strongest landscape assets for long-term public enjoyment. The system's parks were diverse in character and scale, including sites for native woodland, stately boulevards, pastoral landscapes and more heavily programmed playfields.

A set of ***design principles*** grounded Frederick Law Olmsted's work and can be observed in Seattle landscapes designed by his stepson, John Charles Olmsted (olmsted.org). Olmsted aimed to highlight the ***Genius of Place***, reading the unique characteristics of a site and drawing them out in the design. Capitalizing on views or shoreline in landscapes like Lakeview Park or Lake Washington Boulevard serve as examples of this design principle. Olmsted designs retained a ***Unified Composition***, with all design elements subscribing to an overall vision and situating themselves in a coherent hierarchical structure. Under this principle, highly decorative planting or site furnishing was omitted for subtle elements that deferred to the larger whole. The ***Orchestration of Movement*** drove careful circulation design, with elegant alignment and smart separation of different kinds of traffic. The pedestrian underpasses at Colman Park and Frink Park offer examples of this kind of orchestration. ***Orchestration of Use*** called for strategic organization of spaces by use and atmosphere, preventing conflict between spaces by program and locating spaces in thoughtful relationship to one another. What we understand as ***Sustainable Design and Environmental Conservation*** was implicit in Olmsted landscapes. We can understand this principle as making the most of existing plants and landscape features and working with climate and microclimate to promote thriving ecosystems and reduce maintenance efforts. A ***Comprehensive Approach*** demanded that a landscape design positively affect and respond to its surroundings. This idea is distilled in architect Eliel Saarinen's direction to designers to "Always design a thing by considering it in its next larger context – a chair in a room, a room in a house, a house in an environment, an environment in a city plan." The comprehensive approach accounts for the Olmsteds' emphasis on boulevards and parkways. These greenways connect parks and marble their positive effects throughout a city.

The Olmsted firm also produced a playgrounds report in 1910, a third component of their parks systems planning for Seattle. A nationwide movement to promote playgrounds influenced park development in Seattle, especially in the first few decades of the 20th century. As large parks that provided oases in the city were seen as therapeutic and builders of civic life, playgrounds were seen as a healthy venue for children to exercise and learn skills of cooperation. The Board of Park Commissioners articulated this value in their 1909 book, citing sports as a means to teach children about fairness from a young age (*Historic Resource Plan*, p. 45). The Seattle Playground Association was founded in 1908, shortly following a White House conference on playgrounds held in Washington D.C. in 1906 and the establishment of the Playground Association of America. This movement sought to provide playgrounds within walking distance of every Seattle household and drove much of the development of parks in the years following Olmsted's second parks plan (*Historic Resource Plan*, p. 45).

The land acquired for implementing Olmsted's 1903 parks plan accounts for roughly 40% of the total park system today, at 6,414 acres (*Historic Resource Plan*, p. 14). Parks also took advantage of labor from the Works Progress Administration

(WPA), a New Deal program that sought to relieve unemployment and invest in public infrastructure. Work from the WPA helped complete new stairs and retaining walls, re-grade sites, and build or improve structures in parks throughout the city.

For the two decades following World War II, suburban development motivated much of the park development. In 1954, Seattle extended its northern boundary to 145th Ave and acquired or built many parks and playgrounds within these new areas. Parks focused on the neighborhood scale, contributing to the abundant, decentralized collection of parks present in Seattle today. At the tail end of this population surge, the Forward Thrust Bond was passed and $65 million was set aside for park development and maintenance. Another 40% of current park space in Seattle was acquired as part of the Forward Thrust Movement of 1968 (*Historic Resource Plan*, p. 18). However, a drop in demand in the aerospace industry led to economic decline in Seattle beginning in the late 1970s. Lasting about two decades, this depression severely reduced tax revenue and, in turn, reduced funding for new parks and maintenance. This pattern of a surge and lull in population and revenue would leave its mark on the parks system. Seattle has an abundance of parks and a remarkable legacy of historic landscapes. These parks require maintenance and periods of tight budgets can lead to decline. Targeted maintenance and design tweaks can help strengthen the presence of Olmsted's vision and help these landscapes better serve their communities.

For an expanded history of the Seattle Park system, see the Historic Resources Plan (Historic Resource Plan), 2005, pp. 11-62.

INTENTIONS

Ten Olmsted-designed or Olmsted-influenced Seattle landscapes constitute the core of this study. This report intends to provide distilled and accurate information about these and any related landscapes mentioned therein, in service of informing action to improve or repair the sites. This report reflects a thorough collection of existing resources to communicate as clearly and comprehensively as possible. We have vetted the sources and fact-checked content as much as possible when warranted. The study should clarify what has been designed, by who and when, bringing to the surface how dynamic and complex these landscapes are. Where possible, the report will include brief explanations of the motivations, theories or inspirations for the landscape designs and the logistical factors that altered them. By using a set of sites, we can address some aspects of the parks as a system as well as a set of discrete parks and boulevards that allow us to hone in on specific recommendations for rehabilitation.

THE OLMSTED SYSTEM OF PARKS AND BOULEVARDS

IN the Post-Intelligencer of October 4 was published the full report of John C. Olmsted, the landscape gardener, who has devised the elaborate scheme of parks and driveways for the city of Seattle which the board of park commissioners hopes soon to put into execution. Herewith is presented a map prepared from Mr. Olmsted's drawings and report giving an outline of the system. The shaded portions along the water fronts of Lake Washington, Lake Union and Green lake, at intervals along Magnolia bluff and the line of the government canal, indicate the course of the splendid boulevards suggested by Mr. Olmsted, which will connect the many parts of the city now in existence and give access to suitable tracts for many more. The shaded squares scattered over the city proper indicate the locations suggested by Mr. Olmsted for children's playgrounds. The system extends from Green lake on the north to the Bailey peninsula on the south, and from Lake Washington on the east to Fort Lawton on the west.

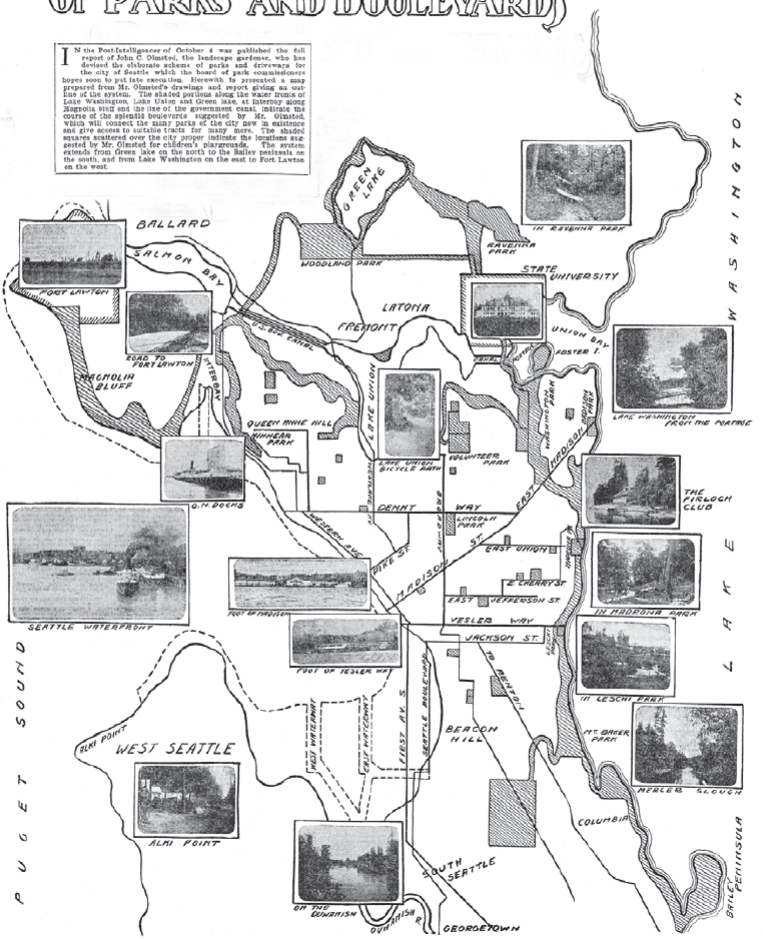


FIGURE A.6 (ABOVE) **1903** SEATTLE PARK SYSTEM PLAN

TIMING

Seattle is booming, and increased population pressure calls for a strong system of public landscapes. This idea of using public landscape to relieve pressure during periods of high urbanization stems directly from the country's first wave of industrialization at the turn of the 20th century. This idea is also tied to the founding of the field of landscape architecture, Central Park being the first and best-known example of a large urban park created in reaction to fast city growth and helping define the city's future.

Only the post-Gold-Rush population surge around the turn of the 20th century comes close to the yearly population growth Seattle is now seeing. Population growth places pressure on urban park systems, but it can also provide increased tax revenue for park land acquisition and revitalization. A growing city has both the means and the responsibility to maintain a robust network of public spaces, especially those that provide access to shorelines, plants and animals, fresh air, and places to play. With more citizens comes more user groups with diverse opinions about how landscapes should be used. For example, Lower Woodland Park negotiates a number of user groups from youth summer camps to BMX bikers to off-leash dog park users. The rehabilitation strategies offered in this study should assist managing these landscapes in light of the wide variety of users.

Many of Seattle's Olmsted parks and boulevards suffer from challenges that can arise over time in publicly owned cultural landscapes when major maintenance has been deferred due to budget constraints: invasive species, encroachment from private property owners, hazardous large trees, erosion, and poor drainage, among others. The integrity of a cultural landscape diminishes when it is not maintained. Historic record indicates that many of these less-than-ideal conditions have persisted over time. For example, the 1986 rehabilitation planning report on Lake Washington Boulevard described the west slope banks in a similarly compromised condition that we find them today. Numerous challenges exist in maintaining a large parks system like the one in Seattle, and this study intends to provide guidance and spark action in rehabilitating a set of significant, historic parks.

Seattle's parks represent one of the most important examples of Olmstedian park systems in the United States. John Charles Olmsted, the primary designer of the Seattle park plans, worked within a design methodology that was highly influenced by his years of work with his stepfather and uncle, Frederick Law Olmsted Sr., who is recognized as the father of landscape architecture. Earlier projects by Olmsted Sr., like the Buffalo Park System and the Emerald Necklace in Boston, tested out ways of designing urban park systems and offered the Olmsteds a wealth of knowledge to drawn upon. A series of Olmsted principles are now recognized as characteristic of their work and have been

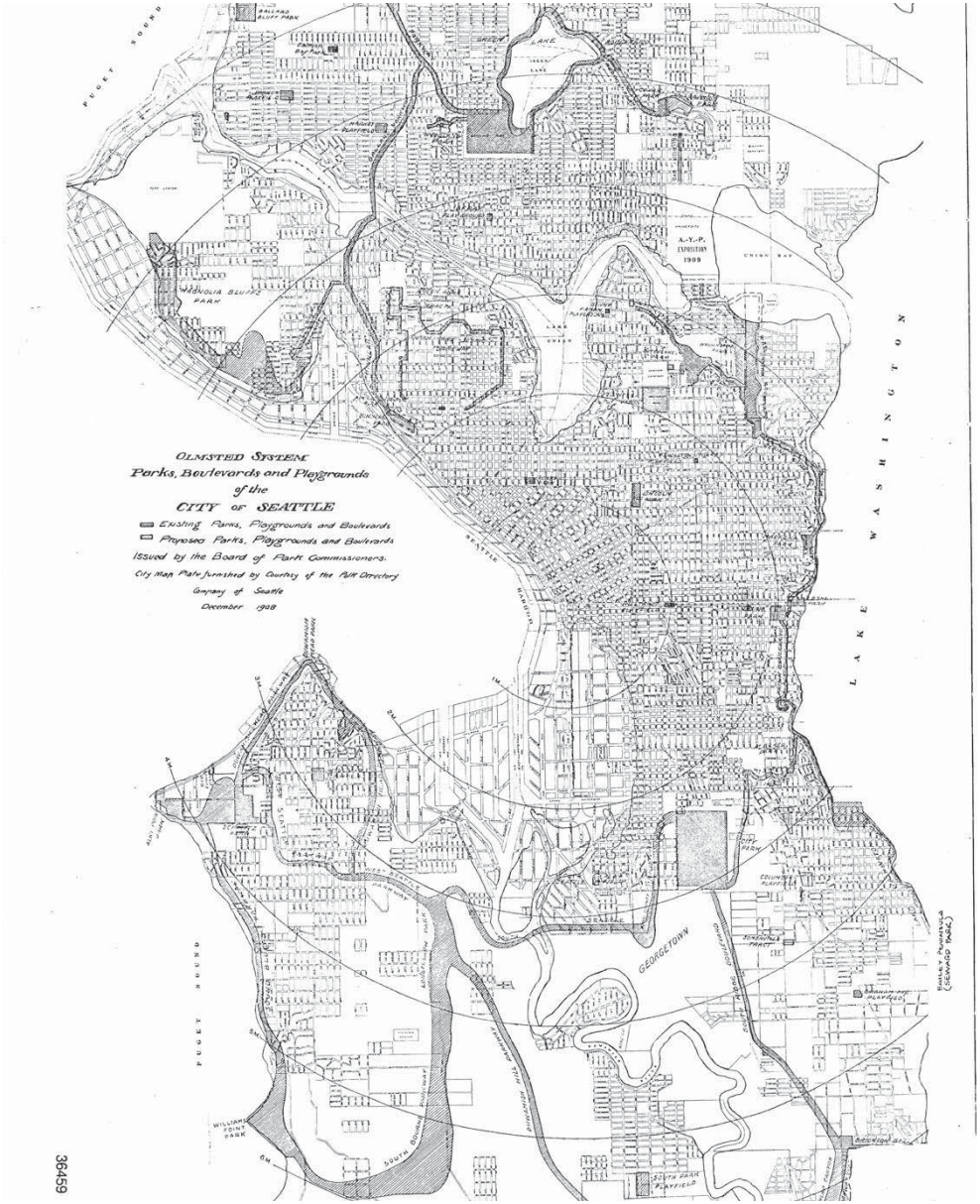


FIGURE A.4: **1908** OLMSTED SYSTEM: PARKS BOULEVARDS AND PLAYGROUNDS OF THE CITY OF SEATTLE

employed by many landscape architects who followed. Buffalo and Boston's landscape networks were ultimately seen as forerunners in the building of park systems linked with parkways and boulevards. Seattle's park system is comparable to Boston in extent, variety and notoriety within landscape architecture, and remains remarkably intact.

The Board of Park Commissioners that included the Olmsted Brothers' plans in its 1909 annual report certainly felt that the parks plan allowed Seattle to "take rank with the leading cities of the United States" (p. 7). Likewise, the park system in Seattle is one of its defining characteristics. The *Historic Resource Report* deems the "relatively early planning and development of a large and varied system of parks and parkways" to be what distinguishes Seattle among American cities (p. 20). In light of the Seattle park system's significance to the city and the country, the need to rehabilitate its historic features is urgent and timely. In short, the time is now!

SITE SELECTION

The site selection process considered the importance of each landscape within the larger Olmsted Seattle parks system, the feasibility of completing impactful work with the resources available, the degree of need for restoration at each site, and the creation of a representative set of Seattle parks and boulevards in the final set. As mentioned previously, all 10 sites in this study were influenced by or designed by John Charles Olmsted of the Olmsted Brothers' firm.

An initial list of 20 possible sites resulted from discussions between Seattle-based environmental historian Jennifer Ott, of HistoryLink, and Seattle-based landscape architect Andy Mitton, of Berger Partnership. Ott and Mitton collaborated to review a National Register of Historic Places (NRHP) Multiple Property Documentation (MPD) before its submission in December of 2016. This MPD sought a *district* designation, as opposed to a *building* or *place* designation, and Ott and Mitton researched the Seattle Olmsted park system to prepare their review and recommendations. In addition, each has over 20 years of experience working with Seattle landscapes through the lens of landscape history and landscape architecture practice, respectively.

The list of 20 sites was then vetted by Seattle's Department of Parks and Recreation, which conducted an internal process, which included assessing their in-house resources for conducting work at these sites. This list of 20 was also sent to crew chiefs and horticultural staff linked to the sites to verify needs identified in the list with realities on the ground. Mitton, Ott and Seattle Parks narrowed the list down to ten, intended to be the final selection. This list was then revised after further review by landscape architects within the Seattle Parks Department. These individuals offered their insight and perspective based on long-term, firsthand experience and a final, revised list of 10 sites was generated. This list revision reflects an effort to thoroughly assess options and ultimately strengthen the core of Olmsted parks in the city.

SOURCES

The study builds directly upon the Seattle Parks & Recreation *Historic Resources Plan* (2005), complementing its scope and continuing its mission to educate and steward historic Seattle landscapes. Where the Historic Resource Plan acts as a "resource and policy guide" of Seattle parks and their historic assets, this Olmsted Parks Study delves into the specific histories of 10 selected sites and concrete recommendations to preserve their original intentions and functionality (*Historic Resource Plan*). Contextual information about the Seattle parks system and Olmsted's influence is concisely restated as necessary in this report; longer versions can be found within the 2005 Historic Resource Plan and cross-referencing the two reports may be useful.

All of our recommendations align with the *Secretary of the Interior's Guidelines for the Treatment of Cultural Landscape's* definition of "rehabilitation" of cultural landscapes, which maintains historic character while addressing emerging or ongoing needs for use. The term rehabilitation is distinct from "preservation," which requires more retention of historic elements, even as these elements have aged over time; from "restoration," which returns a landscape to a particular moment in history, removing evidence of other times; and from "reconstruction," which recreates historic landscapes that have been destroyed or have disappeared.

We referred extensively to vegetation management plans when one was provided for a given site, and to the Olmsted Brothers' Seattle parks plans of 1903 and 1908, and their playgrounds report from 1910. We also used correspondence between the Olmsted Brothers and parks officials in Seattle, in addition to later SPR reports and documents and correspondence with other city departments, organizations, and individuals.

FIGURE A.5 (RIGHT) **1962** 17TH AVE NORTH, FROM UNIVERSITY OF WASHINGTON TO RAVENNA BLVD. PART OF THE ORIGINAL LIST OF 20 SITES.

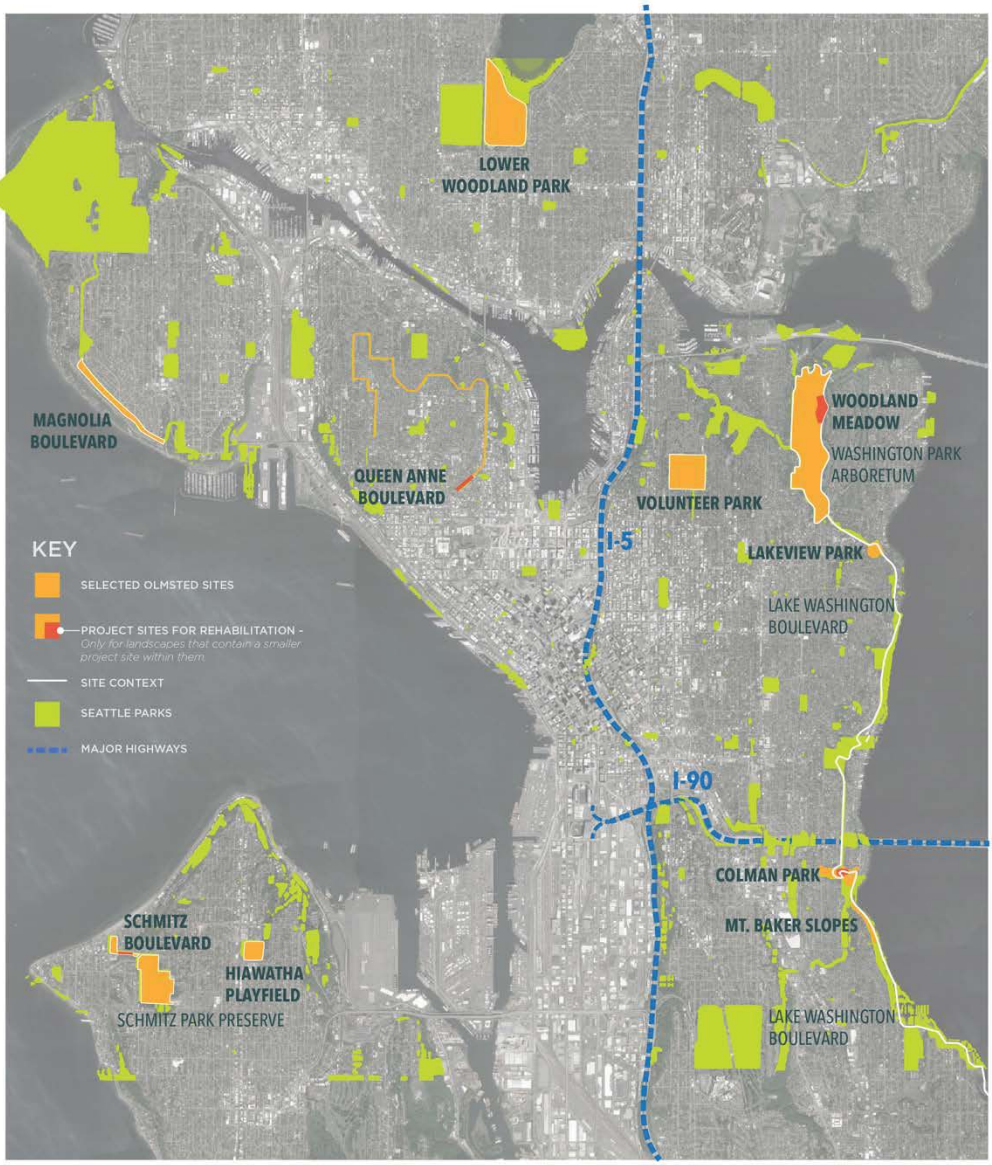


FIGURE A.6 MAP OF 10 OLMSTED SITES SELECTED FOR REHABILITATION

LOWER WOODLAND PARK

VOLUNTEER PARK

WOODLAND MEADOW (ARBORETUM)

LAKEVIEW PARK

COLMAN PARK

MT. BAKER SLOPES

HIAWATHA PLAYFIELD

SCHMITZ BOULEVARD

MAGNOLIA BOULEVARD

QUEEN ANNE BOULEVARD

FIGURE A.7 **2017-2018** PHOTOGRAPHS OF EACH REHABILITATION SITE

1 *Lower Woodland Park*

HISTORY

Woodland Park is located on Phinney Ridge, adjacent to Green Lake Park, which was originally designed by the Olmsted Brothers as Green Lake Boulevard, a link in the chain of boulevards connecting Seattle's large parks. It was purchased from Nellie Phinney, widow of Guy Phinney, in 1900. When the Olmsted Brothers were invited to Seattle to design the park system in 1903, John Charles Olmsted incorporated it into the system as one of the large, destination parks. The upper portion of the park had already been developed into a zoo, but the eastern portion, extending from Linden Avenue to Stone Way, was largely undeveloped when Olmsted arrived.

In his 1903 plan report, Olmsted focused on the wooded landscape in the central portion of the park. He wrote,

> "A large portion of this park is covered with the remains of native woods. Most of the largest and best trees have been cut, but what remain are amply sufficient to preserve the typical characteristics of the woods which originally clothed all the region. These woods cover a comparatively steep slope, broken by ravines and rising to a height of over 150 feet above the lake. Owing to the steepness of the slope, and to the ravines which intersect it, it will be necessary to study very carefully a system of drives for the park which will do the least possible damage to the woodland scenery." (*Report of the Olmsted Brothers*, pp. 118-119).

On the eastern side of the woodland area, he also noted that, "The little ridges and valley in the southeast part of the park which have been cleared of wood should be planted with groves of trees, mainly on the summits, and, where the ground is too steep to be suitable for strolling, shrubbery and wild undergrowth should be restored" (Ibid., p. 119).

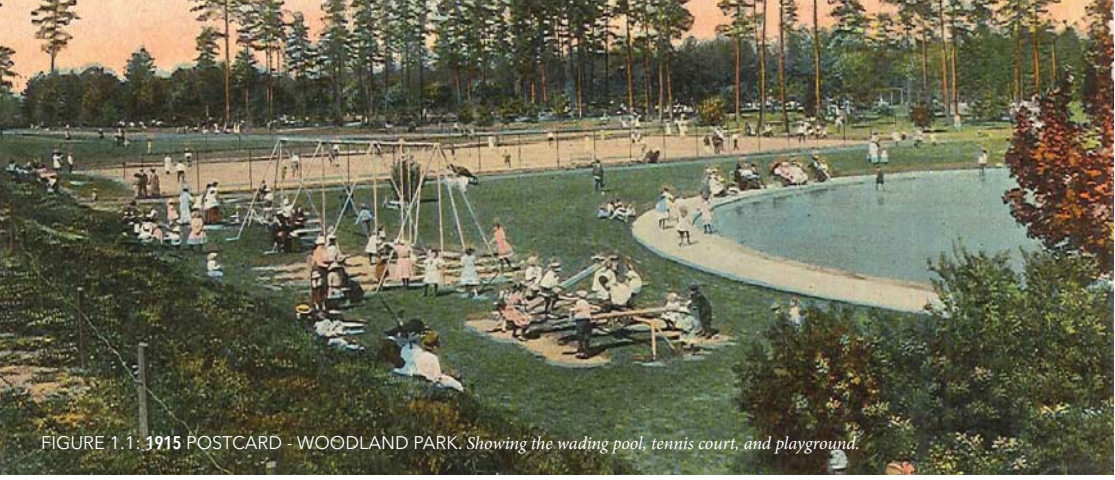


FIGURE 1.1: **1915** POSTCARD - WOODLAND PARK. *Showing the wading pool, tennis court, and playground.*

In December 1907, the Board of Park Commissioners hired the Olmsted Brothers to develop a preliminary plan for the development of Woodland Park. The next month, Olmsted sent a letter to Park Commissioner J. M. Frink laying out some initial ideas. To begin, he praised the character of the park: "One of the most essential landscape features of Woodland Park is the woodland from which it derives its name. To the dwellers in the city, the woodland landscape is one of the most interesting and refreshing sorts as it forms a very complete contrast to all the ordinary city streets and squares and parks" (Olmsted to Frink, January 8, 1908, p. 1). He noted also that, "the original woods still remain to a great extent unartificialized" (Ibid., p. 4).

In that letter and a later one to Frink, he shared his opinions about how the woodland character should be protected. Regarding paths and drives, he wrote,

> "in cases where the land is very rough and steep, the woods should be left in a more nearly wild condition, that is to say, with the natural undergrowth of shrubbery and wild flowers to be viewed from drive and walks upon which the public may pass without injury to the body of the woods. If visitors are to be allowed to range freely through a wild wood without regard to drives and paths, they will soon destroy most of the ground covering verdure and gradually injure, if not ruin the growth of the trees by trampling the earth bare and hard" (Ibid., p. 1).

Regarding the actual vegetation, he wrote, "I take this occasion to advise against the clearing away of underbrush, natural ground-covering, big picturesque stumps and mossy and large logs in the woods of Woodland Park except in limited areas for special purposes and in accordance with a comprehensive plan" (Olmsted to Frink, January 22, 1908).

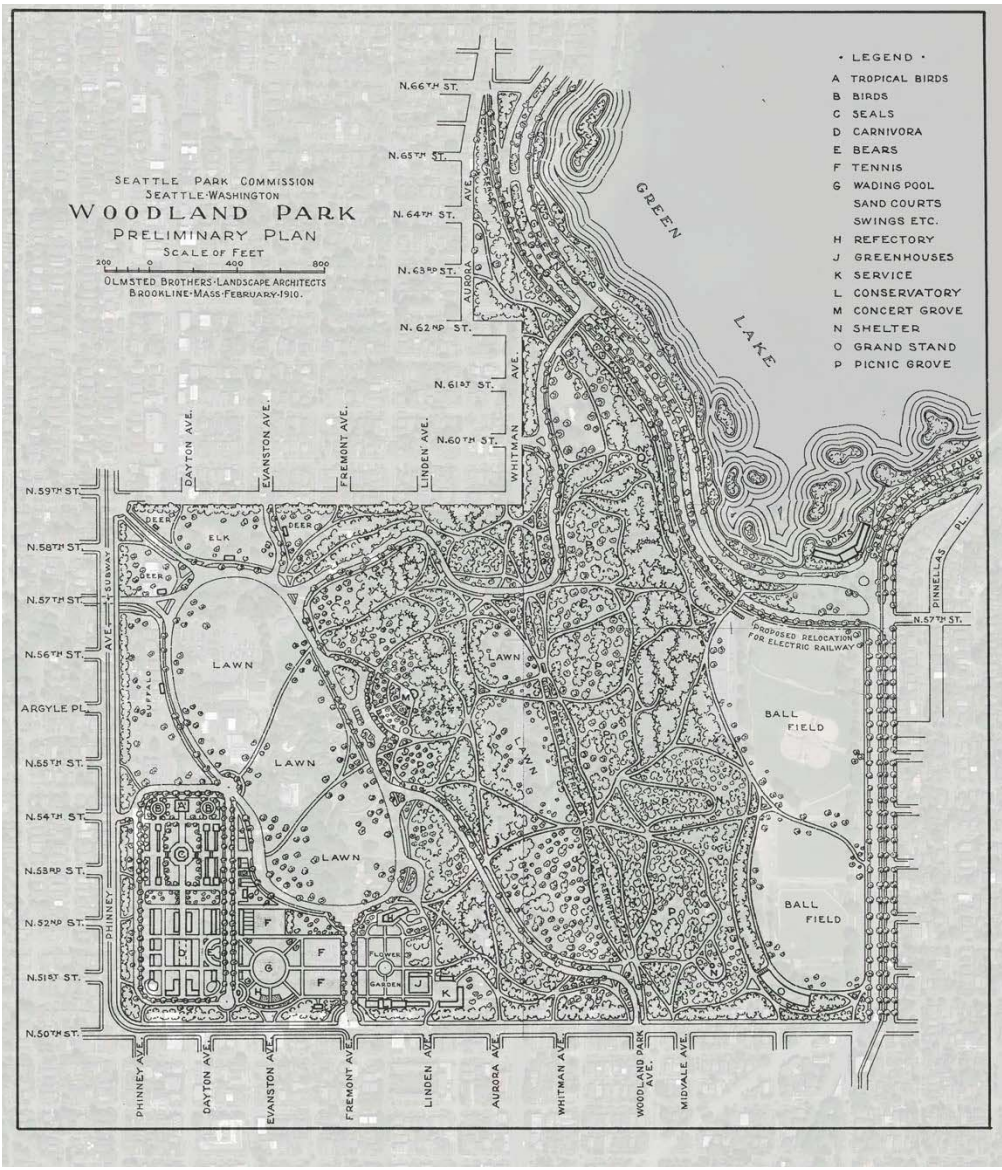


FIGURE 1.2: **1910** WOODLAND PARK PRELIMINARY PLAN, OLMSTED BROTHERS @ 1" = 600' *Shown with aerial image circa 2017, underlaid.*

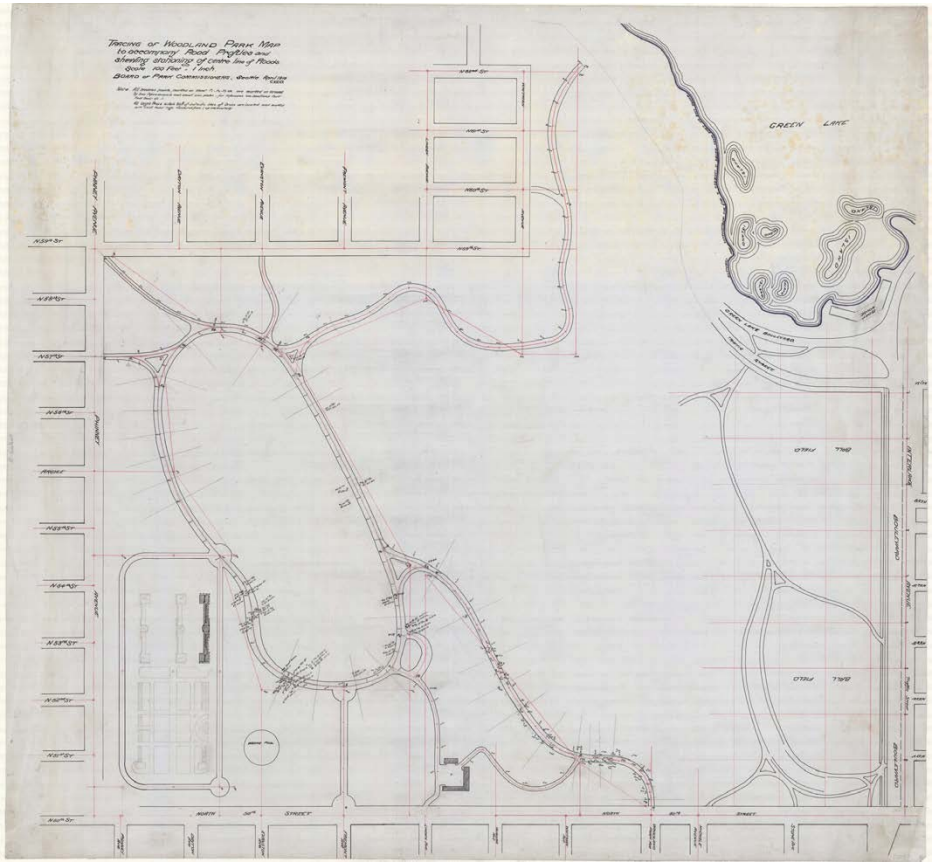


FIGURE 1.3: **1910** CIRCULATION PLAN: "TRACING OF WOODLAND PARK MAP TO ACCOMPANY ROAD PROFILES AND SHOWING STATIONING OF CENTRE LINE OF ROADS" @ 1" = 400'

Olmsted developed a preliminary plan that implemented the recommendations in his correspondence. The woodland area was crisscrossed with looping paths encircling picnic areas. A topographical map (figure 1.4) shows the paths aligned with the ravines that bisected the eastern slope of the park. Save for some lawn areas on the western side of the street railway line that ran north and south through the park and ballfields on the far eastern side of the park, forested areas dominated the eastern portion of the park.

A 1928 map of the park shows trails throughout the forested area, but they differ from the Olmsted Plan in that they do not appear to follow the ravines quite as closely. The character of the woods appears to have been kept consistent with the Olmsted vision. Photographs from the 1900s show the forest before the park was developed, but photos of the park's forested areas after 1910 are rare, so it is difficult to pinpoint when the understory became sparser, as it is today.

A "Natural Park and Woodland Trails" area appeared on a 1953 map, which does not show vegetation. Also, it shows far fewer trails in the mid-section of the park. The southern section has been reconfigured into a group of picnic shelters encircled by a loop road. The forested area that is currently on the steep slopes leading down to the ball fields was likely still forested in this era like it is today.

In 2001, the off-leash dog area (OLA) was added in the northeast corner of the wooded area that had been largely unprogrammed space until then. It has had a significant impact on vegetation within its boundaries.

A short time later, in 2003, a vegetation management plan was drafted for Woodland Park. It identified two character areas within the forested part of the park. The Central Landscaped Forest extended north from the loop road to the drive running from the tennis courts up to the picnic shelters in the center of the park. For that area, the plan identified several objectives:

- Reduce user risk from large, aging, and damaged trees.
- Plan for next generation of trees to provide future canopy.
- Enhance and expand native understory in appropriate locations
- Prevent spread of invasive plant species.
- Contain spread of invasive animal species.
- Provide for protection of endangered species.

To reach those objectives, it called for specific action items:

- Remove highest priority hazard trees on a phased approach over the next 3-5 years, to mitigate risk and to create openings in the canopy for replanting.
- Plant replacement trees for any risk tree removed.
- Plant native understory species.

FIGURE 1.4 (RIGHT): **1909** DETAIL OF ROUGH SURVEY MAP FOR WOODLAND PARK, SCALE UNKNOWN.

- Prune for dead wood, all trees throughout the area.
- Schedule tree work to minimize disturbance to nesting eagles.
- Facilitate non-lethal removal of feral rabbits.

The Mixed Forest Area runs along the eastern edge of the slope, between the picnic areas and the ball fields. The plan also identified objectives for this area:

- Reduce user risk from large, aging and damaged trees.
- Plan for next generation of trees to provide future canopy.
- Prevent spread of invasive plant species.
- Minimize erosion on slopes and trails.
- Expand native understory species.
- Promote slope stability.
- Buffer natural areas from lower Woodland Park ball fields.
- Prune dead wood from all trees within reach of the trails.
- Remove highest priority hazard trees on a phased approach over the next 3-5 years, to mitigate risk and to create openings in the canopy for replanting.

The action items for this area included:

- Remove invasive species including blackberry, cherry, laurel and holly, and increase ratio of native species to ornamental species.
- Promote understory planting to extend into Area 5 - Central Landscaped Forest.
- Diagnose and treat hemlock root disease.
- Reduce social trails.
- Provide dedicated bicycle paths.
- Encourage cylists and runners to form constituency groups to organize volunteer stewardship opportunities.

For both areas, the plan recommended native plants for forest restoration. Trees species included big leaf maple, western red cedar, and Douglas fir. Understory plants included sword fern, Oregon grape, and evergreen huckleberry.

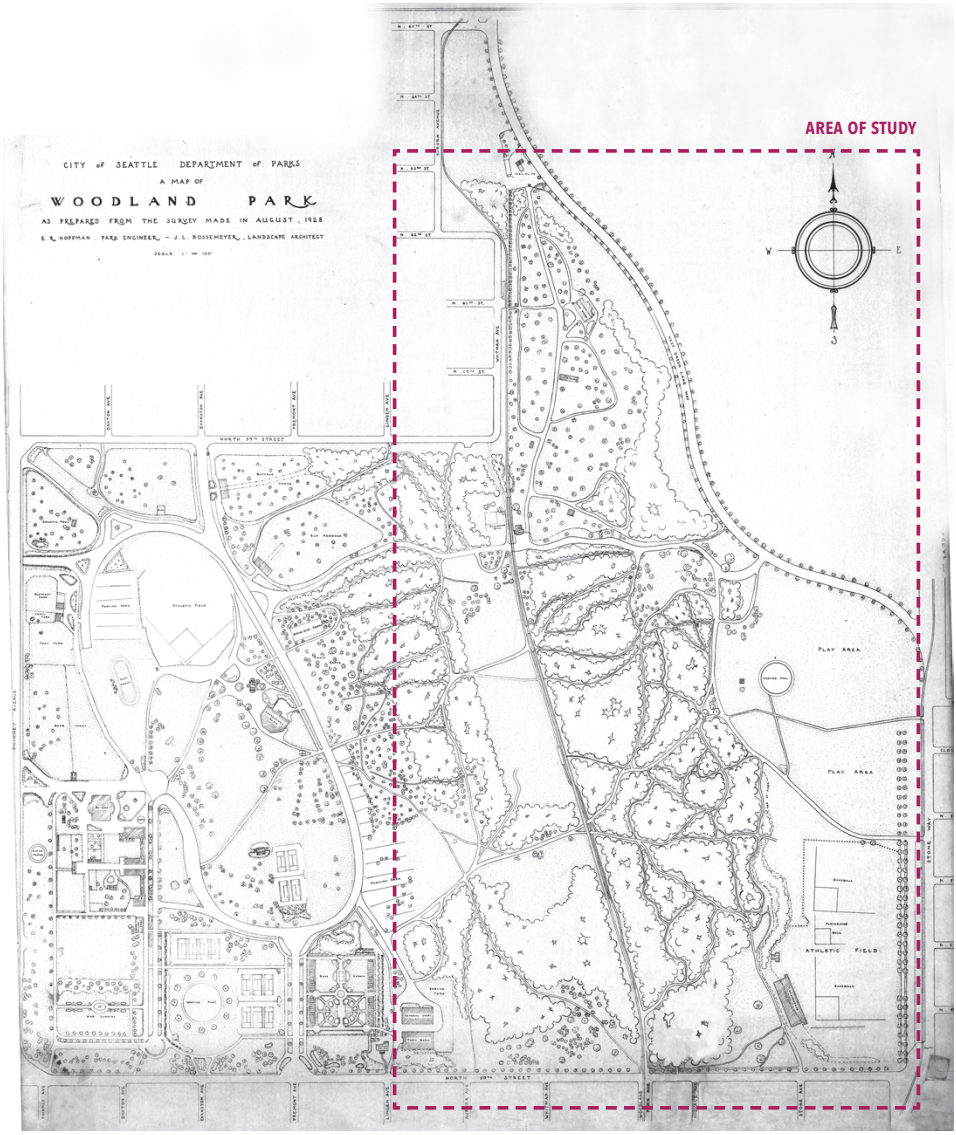


FIGURE 1.5: **1928** MAP OF WOODLAND PARK @ 1" = 500'. STUDY AREA CALLED OUT WITH DASHED LINE.

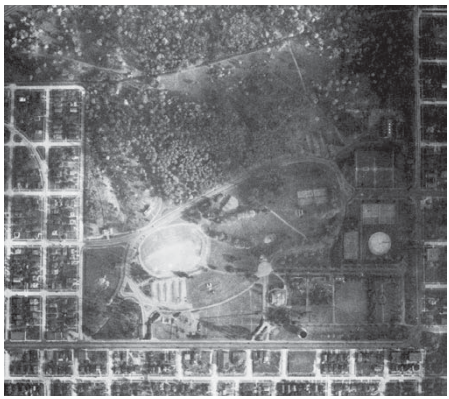


FIGURE 1.6: **1930** AERIAL IMAGE OF WOODLAND PARK

FIGURE 1.7: **1901** PEDESTRIAN OVERPASS SPANS STREETCAR LINE.

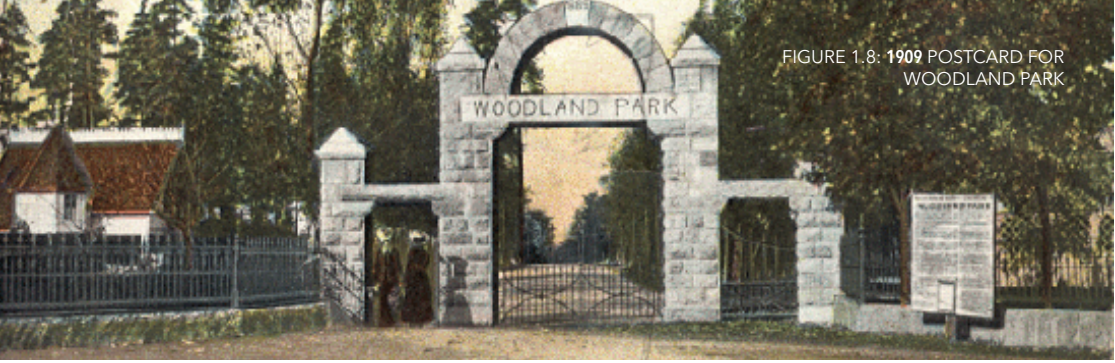


FIGURE 1.8: **1909** POSTCARD FOR WOODLAND PARK

REHABILITATION

Lower Woodland Park is both a hilly, forested respite as well as a venue for activities that impact the landscape, from hiking, mountain biking and BMX to cross country running and dog walking. Rehabilitating the park to reflect its original intentions calls for trail building and plant restoration as well as reviewing accessibility and managing user groups for short- and long-term goals.

For Woodland Park, this report will focus on a study area at the park's central wooded zone or Centralized Landscaped Forest area, as the Vegetation Management Plan refers to it. This zone lies between the eastern sloped zone that abuts the playfields and Aurora Avenue North. Here, Olmsted's original plan included a pattern of curved and crisscrossing paths with softened intersections in a mostly wooded context. Some original paths remain intact, as an overlay of the 1928 survey map showing paths built according to John Charles Olmsted's direction and a present-day map reveal. Our recommendation for trail reconstruction will reinforce existing remnants of this circulation network and balance the pattern and intent of JCO's plan with current desire lines that warrant keeping.

Park crew chiefs who see Woodland Park day to day confirm an observation made in 2003 that "heavy human use" from park activities has caused erosion and the diminishment of healthy soil and planting, especially in steeper zones of the park (Woodland Park VMP, p. 4). As Olmsted emphasized the native woodland quality of the park, defining and restoring trails and planting is essential in maintaining the character of the original design. As paths are more clearly defined visually and in materiality, they will draw users out of the areas intended for planting. New planting, in particular the understory shrub layer, will further discourage walking and biking in areas outside of trails and roads. A hierarchy of paths in line with original intent and current use should be reflected in paths' width and material (gravel or mineral earth). Drainage along trails should be assessed and improved, which will further contribute to controlling circulation

and avoiding trampling and erosion. Our study area includes zones and paths that originate from entry points on the east end of the park, outside of the picnic loop that was installed in the 1950s (figure 1.9).

In addition, we recommend working with a certified arborist to identify hazardous trees to be removed. This recommendation stands from the Vegetation Management Plan and should be executed for public safety and to open up space for healthier plants to compete. In this study we advise that the restoration planting be implemented per the recommendations of the Vegetated Management Plan. It may also be advantageous that the Green Seattle Partnership (GSP) perform the planting as part of their expanding footprint on the site, once the trails have been reestablished. As a partnership venture, this arrangement would help leverage funding dollars to the maximum extent feasible.

In addition to trail and plant restoration, more contemporary concerns of ADA accessibility and managing organizations who use the park contribute to proposed improvements. Known user groups include:

- Friends of Green Lake
- Cycle cross
- BMX bikers
- Mountain bikers
- OLA Dog park and walkers
- Cross Country course
- Volunteer groups
- Summer camps

Rehabilitation should include coordinating with these groups to both mitigate potential damage from intensive use of the land and to capitalize on their vested interest in the long-term health of the park. The 2003 Vegetation Management Plan proposed a Friends of Woodland Park group to complement the Friends of Green Lake, which may help organize efforts to preserve park improvements. In addition, cross country routes should be identified to help determine the hierarchy of pathways for restoration.

Specific recommendations for rehabilitation are organized into a series of thirteen project areas (sub-sites) that bleed from the crosswalks over West Green Lake Way N. by the Aqua Theatre into the central wooded zone. In **PROJECT AREA A**, around the north crosswalk near Aqua theatre, we recommend:

A

- Study two existing ADA parking stalls located in the northern end of the parking lot to understand their purpose and determine useful connections to areas of the park. At a minimum, a safe route should be provided from the ADA stalls to the adjacent crosswalk.

LOWER WOODLAND PARK

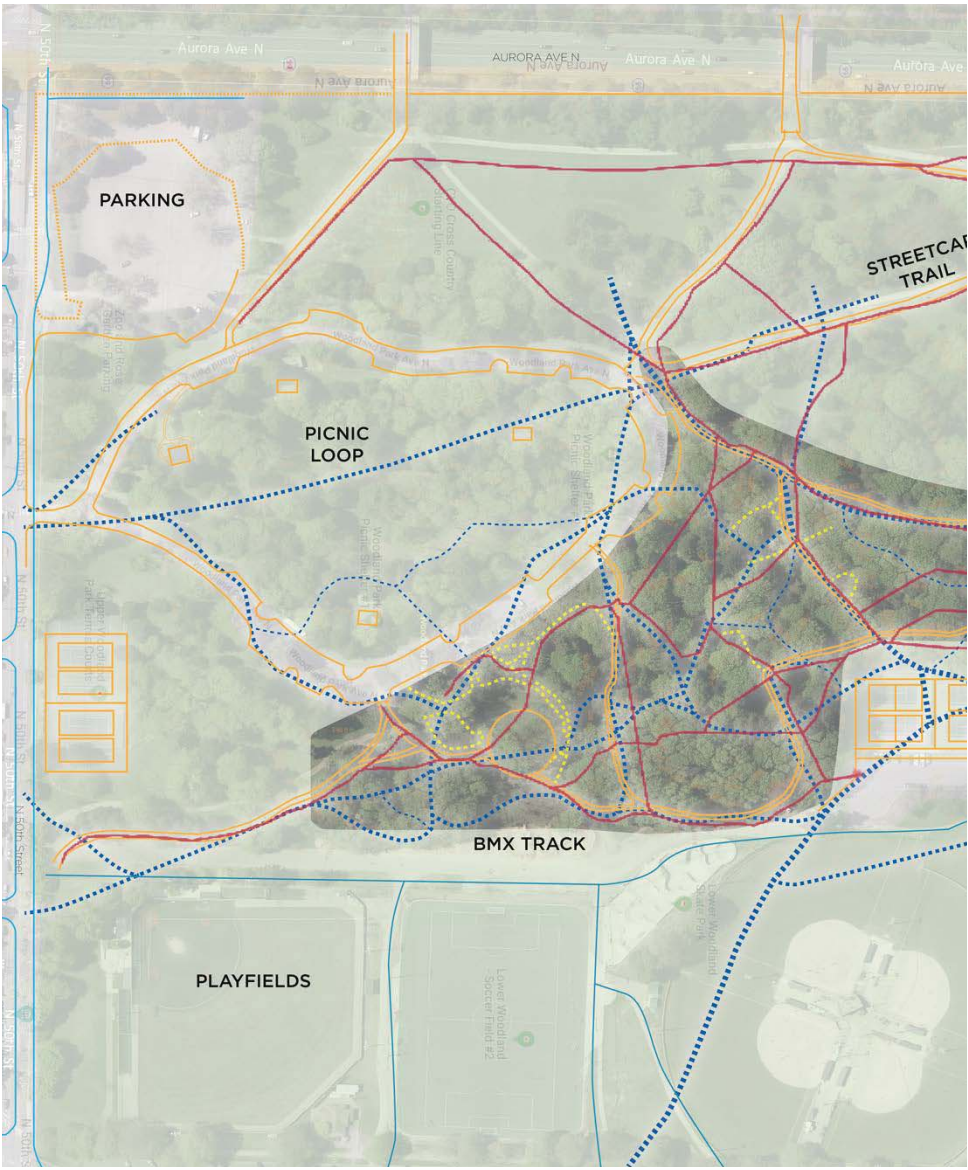


FIGURE 1.9: **1930**, **1978**, **2018** LOWER WOODLAND PARK, COMPOSITE MAP SHOWING HISTORIC LAYERS.


KEY
1930 TRAILS (BASED ON 1928 SURVEY)
1978 TRAILS AND IMPROVEMENTS
1978 REMOVED PATHS
2018 PRESENT TRAILS
200'
400'
600'
1"
N
Aurora Ave N
Winman Pl N
West Green Lake Way N
Lower Woodland Softball #6
Lower Woodland LW7
GREEN LAKE WAY N

LOWER WOODLAND PARK

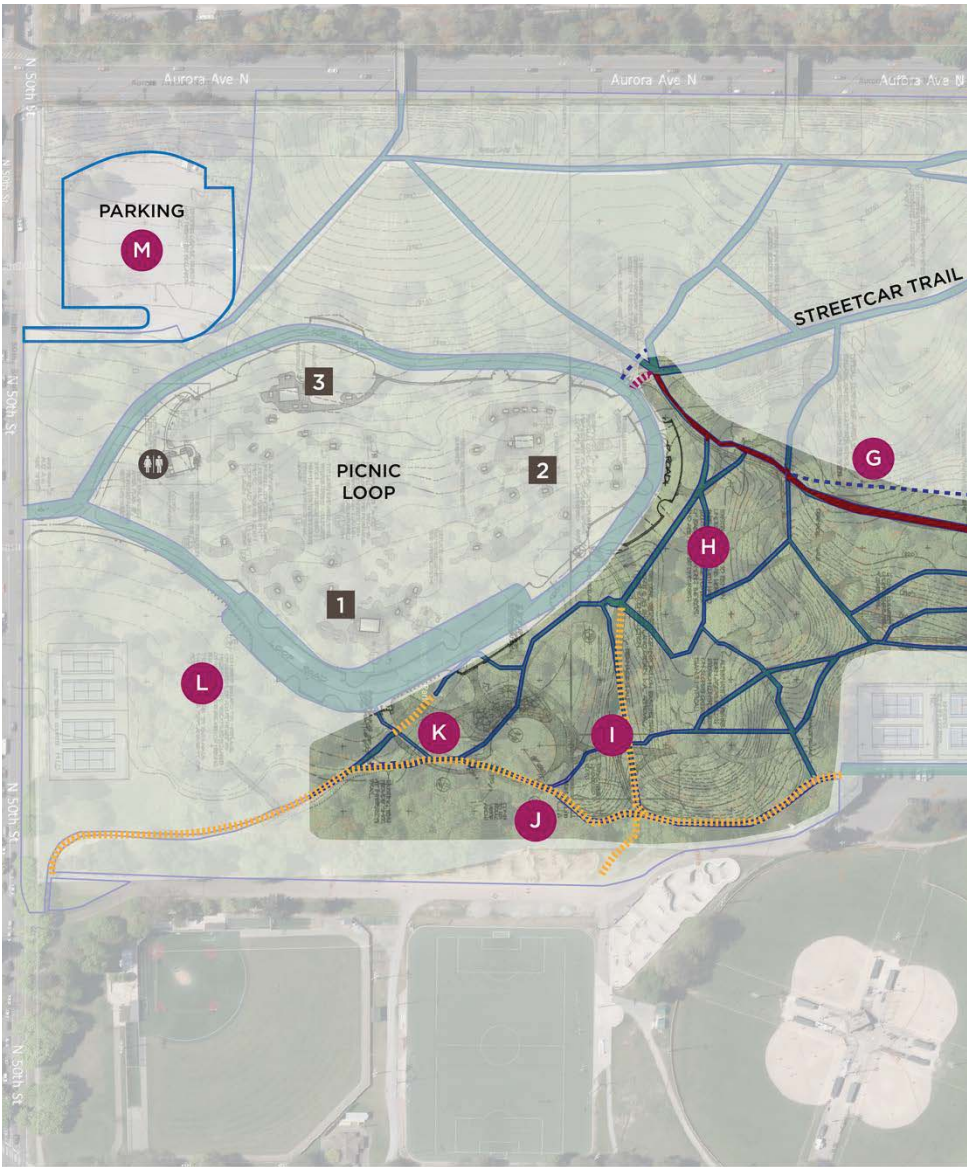
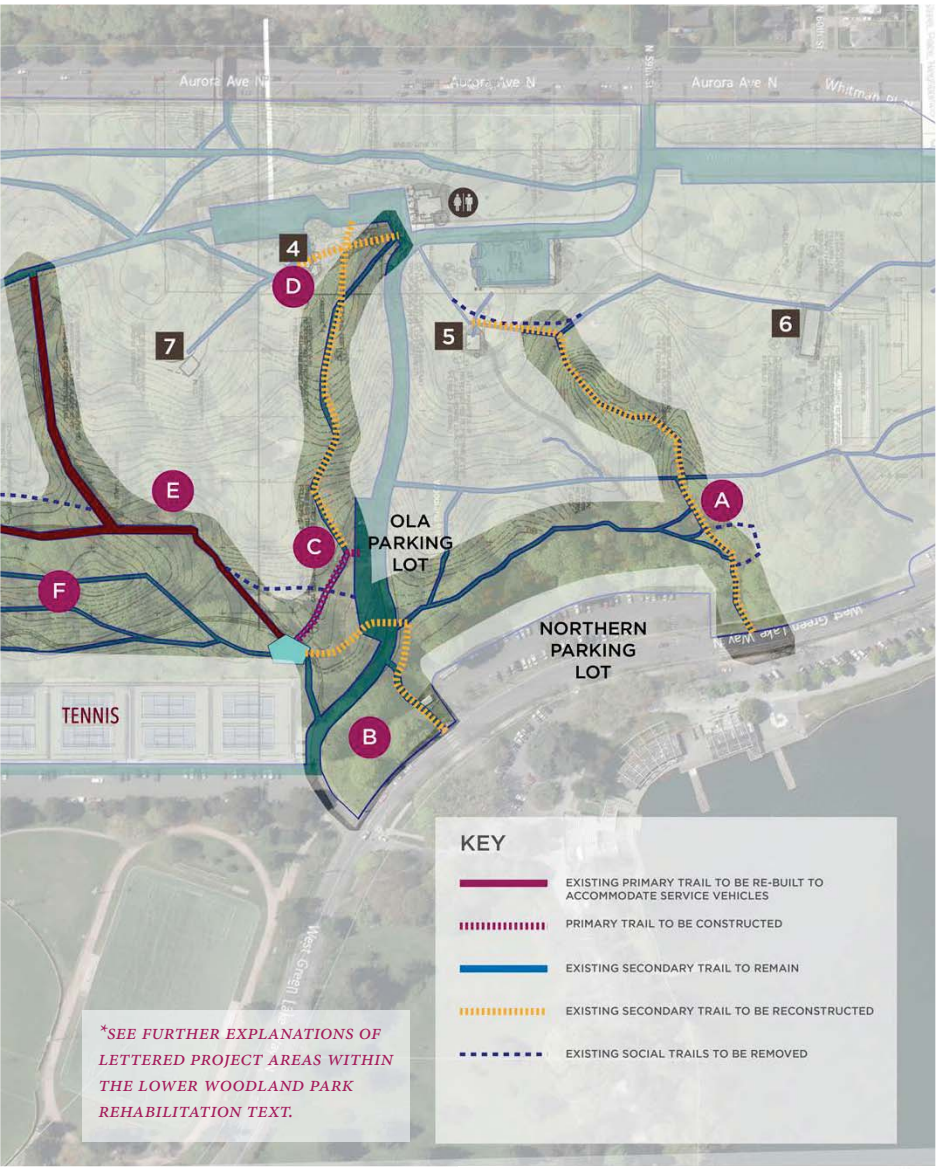


FIGURE 1.10: LOWER WOODLAND PARK, PROPOSED REHABILITATION PLAN



*SEE FURTHER EXPLANATIONS OF LETTERED PROJECT AREAS WITHIN THE LOWER WOODLAND PARK REHABILITATION TEXT.

- Provide a continuous trail starting at the crosswalk up to the top of the hill to connect existing trails at picnic area #5. It should be noted: this route will not be wheelchair accessible.
- Improve drainage along the edge of the lower third of the trail route, in the vicinity of recent clearing near the parking lot. This improvement can be achieved by regrading and widening the existing swale for increased functionality.
- Discourage social trails by providing Large Woody Debris (LWD) along the edge of the trails, similar to other efforts in the park, including revegetating the area.

B In **PROJECT AREA B**, from the southern crosswalk from Green Lake up the hill, we recommend:

- Study two existing ADA stalls at the south end of the parking lot to understand their purpose and determine useful connections to areas of the park. At a minimum, a safe route should be provided from the ADA stalls to the adjacent crosswalk.
- Develop a more permanent, safe pathway that connects from the crosswalk up into the park near the parking by the OLA.
- Alignment of the pathway should consider an alternate alignment from the current social trail to provide a gentler route up the hillside among the mature trees. This route should be studied to determine if it can be wheelchair accessible.
- Extend the pathway to parallel the existing roadway and connect to existing paths leading north.
- Provide a marked crosswalk to indicate where the trails to the south connect at the eastern edge of the OLA parking area.
- Formalize the trail connecting up to the gate at the OLA.

C In **PROJECT AREA C**, around the parking and path to the OLA, we recommend:

- Provide additional barriers east of the parking lot to prevent parking in the areas proposed for planting restoration.
- Investigate the possibility of creating an ADA accessible route from the parking to the OLA. One possibility would be to contour the hillside from the west end up to the gate; crushed rock is a suggested ground material and could also be built to accommodate SPR maintenance vehicles.
- Study trail alignments to better connect project areas B & C.

D **PROJECT AREA D**, the trail from the OLA to picnic area #4 appears to follow a former pathway recommended by JCO. Here, we recommend:

- Formalize a newer social pathway created by cross country routes that

connects up the hill to the park restroom and shelter area #4. We recommend establishing a mineral trail and revegetating the area. Provide LWB barriers to keep park users on the trail.

- Work with the cross country user groups to identify site restoration and pathway alignment that is compatible with their use of the site. Discourage the route across the access driveway at the western end; study and reroute.
- Provide a more formal connection to existing pathways that lead park users to adjacent trails. Include natural barriers to discourage access to areas proposed for revegetation.

E

Further into the park in **PROJECT AREA E**, the main trail connecting the lower and upper portions of the park, we recommend:

- Rebuild the path as a park maintenance primary pathway, at 12' wide.
- Because this pathway has been installed along a natural drainage route, it should be constructed in a way that prevents erosion. For methods of achieving this, see the USDA "Trail Construction and Maintenance Notebook," 2007 Edition.
- Provide a beehive drainage grate at the lower end of the trail along with other plantings to prevent sediment from clogging the drain.
- Provide an area large enough for a three-point turn around for SPR maintenance vehicles, or consider a through route with improvements noted in area C above.

FIGURE 1.11: **1970** AERIAL PHOTOGRAPH OF WOODLAND PARK

F For **PROJECT AREA F**, west of the tennis courts, we recommend:

- Continue to dismantle and discourage social trails.
- Discourage mountain biking trails.
- Build trails in this area as earthen, 8'-10' wide.

G **PROJECT AREA G** falls along the main trail spur that connects the lower and upper park and moves westward to the zoo. For this area we recommend:

- Rebuild the trail as a park maintenance primary path, 12' wide.
- Improve drainage in the upper portion of the trail from the intersection with the picnic loop to the first major trail crossing. Consider the development of a swale to one side with weirs or other forms of flow control.
- Provide a better connection at the picnic loop. Narrow the entry and provide barriers to allow plants to reestablish in the area.

H Our recommendation for **PROJECT AREA H**, centralized between the picnic loop, ballfields and northern picnic areas, is to revegetate the understory per the original design intent. This goal will be supported by extensive work already begun throughout this zone by Seattle Green Partnership.

I **PROJECT AREA I**, south of the tennis courts, is a highly traversed area with major erosion and drainage failures. A storm drain midway down the gully is not taking in water properly, causing overflowing and erosion in heavy rain. If left unchecked, this overflow could erode the entire valley. We recommend:

- Determine the cause of the existing storm drain backup. We recommend running a utility camera for sewer inspection (CCTV) down the utility pipe to identify the blockage and provide a solution to restore capacity of the line. Also, identify if the lines are undersized.
- The area is used as a primary access from the picnic loop down to the BMX bike park. It appears that a formal trail was constructed in 1978, though no evidence of the trail exists to-date. We recommend rebuilding the trail in a way that restores the site and prevents erosion.
- Provide a formal trail that connects to the north-south as well as the western access trail up to the picnic loop.
- Discourage illegal trail building occurring in this area; continue to work with local BMX and mountain bike groups to get the word out that it is not allowed.

J **PROJECT AREA J**, the hillside that falls down to the BMX bike park, is heavily eroded. To repair the land, we recommend:

- Implementing a solution to hold back earth; Consider a rockery wall or other revetment style repair.
- Revegetate the area to prevent erosion and provide LWB barriers to discourage

users from cutting down the hill. Note: we may need to use temporary fencing for one year to discourage former use.
- Deter bike access down the fall line.
- Improve the trail connection to the north to create a better access point to the BMX pump track in coordination with area I (above).

K Further south, in **PROJECT AREA K**, we recommend restoring trails in conjunction with GSP plant restoration.

L In **PROJECT AREA L**, we recommend:
- Allowing for the continued seasonal use of the land for cycle cross.
- Coordinate with the cycle cross team to limit use to that season.
- Continue to mulch within the wooded areas where cycle cross is taking place.

M In **PROJECT AREA M** we recommend:
- Study ways to maximize the existing parking lot while also considering the health and longevity of the existing trees. It appears this area was once part of the larger meadow/greensward space. Overtime, this area has been converted into parking with continued impacts to existing trees and vegetation.
- Review the existing trees with SPR Arborist to identify any health or safety concerns. Provide barriers to keep cars off a larger area of the critical root zone.
- Study options to consolidate the parking area and maximize its capacity by paving the lot and striping the stalls. This action may allow for larger planted areas to preserve the existing trees.
- Study drainage of the lot, and how a reconfigured lot could provide opportunity to meet water quality standards.

The history of Woodland Park combines the notion of a site for "attraction and amusement" as well as a "pastoral retreat" (*Historic Resource Plan*, p. 29). These improvements intend to respond to both of these identities and bolster John Charles Olmsted's image of Woodland Park as a repository of native forest that serves the needs of everyday Seattleites. We believe these targeted rehabilitation measures will reinforce each other and snowball into more enjoyment and investment in Woodland Park.

FIGURE 1.12: **2017** PHOTOGRAPH - WOODLAND PARK BY PICNIC SHELTER #6

2 *Volunteer Park*

HISTORY

Volunteer Park is one of Seattle's most developed and most intact Olmsted landscapes. That is likely because of its location in a wealthier neighborhood, but also because John Charles Olmsted spent several years involved in the design and development of the park between 1904 and 1912. Over those years and for some time after, he developed two preliminary plans for the park, designed a building (the shelter house), and a structure (the concert grove and pergola), and helped SPR locate other buildings, such as the caretaker's cottage, the conservatory, and the water tower.

When the park was developed, it was primarily reached by people traveling by foot and trolley. Along the park's perimeter, there are numerous entry points, some of which are or were combined vehicle and pedestrian entrances. The southwest corner at 11th Avenue E and E Prospect Street was one of these combined entrances, with a short spur drive connecting to the carriage drive that loops through the western portion of the park and paths leading to a proposed, but not built, playground on the western edge of the park, and following the carriage drive into the park. Two sets of stairways negotiated the drop in elevation from the carriage drive, one at the southwest entrance and one leading to the lower terrace where the playground would have been.

The playground was intended for older children, with apparatus laid out in the plan along the existing western border of the park. Olmsted strongly recommended that the Parks Board acquire the remainder of the land between the park border and Federal Avenue, but it was not purchased and houses were built on the lots. When the playground was proposed, neighbors opposed its placement because of noise concerns and the playground was moved to the northeast corner of the park, near the "Little Folks Lawn" and wading pool.

FIGURE 2.1: **CIRCA1913** PHOTOGRAPH - VOLUNTEER PARK

In the 1910 planting plan for the southwest corner of the park, Olmsted called for multi-layered masses of ornamental shrubs bordered by Douglas firs planted in a row along the western border of the park. The beds filled the area between the pathway and the western border at the corner and along the stairways and on the slope between the roadway and the terraced lower level of the park. Many of the species flowered, including dwarf wild rose and early wild rose on the slope, forsythia on the top of the bank along E Prospect Street, and bush honeysuckle along the stairs. The flowering species were complemented by evergreen shrubs such as rosemary, common barberry, and cotoneaster. Most of the beds were surrounded with a narrow band of turf. The overall effect would have been far more formal than is currently found in the park. It is not clear if this part of the park was developed according to the planting plan. The Olmsted Brothers' photo scrapbook does not include any images of this part of park, nor does the Seattle Municipal Archives.

In 1972, SPR closed the vehicle entrance at 11th Avenue E and at E Highland Drive, on the west side of the park, and the paving was removed. The pedestrian walks remained in place and the grading for the drives was left intact. Over time, pedestrians have created social paths that are similar to the historical circulation routes, but not exactly the same and not well integrated with each other. Additionally, erosion on the slope near Prospect Street appears to be related to the lack of formal, well-defined paths. The Vegetation Management Plan developed in 2015 recommends that the paths be made ADA accessible and that the planting beds be better defined. The southwest entrance falls within the area that has been identified as part of the eventual reservoir decommissioning/ burying project, so recommendations for this area have not been as fully developed as for other areas of the park.

The southeast entrance to the park, at E Prospect Street and 15th Avenue E, was a combined pedestrian and trolley entrance and is now a pedestrian/bus stop entrance. In the preliminary Olmsted Plan from 1904 and the revised preliminary 1909 plan, a paved or graveled platform-like area provides space for passengers disembarking from the trolley. A shelter offered a covered space for waiting passengers. Pathways led from each end of the platform area into the park.

Photos from 1909 show a more formally planted landscape than is currently in this area. The preliminary plan shows trees in a row in the platform, but they do not appear on the planting plan, so that idea may have been abandoned. The planting plan for the surrounding planting beds lists plants such as barberry, cotoneaster, rosemary, dwarf wild rose, yellow bush honeysuckle, high bush cranberry, and sweet briar rose. To the south, along the edge of the park, the planting plan also called for small trees, such as dogwood and holly and Western white pine (*Pinus monticota)* [though spelled *Pinus monticola* in the original planting plan) and hawthorn (*Crataequs ocyacanthus* [though spelled *Crataequs ocyacandthus* in the original planting plan). Just past the planting beds, the lawn began and extended up the hill toward the concourse. It was punctuated by trees on the upper part of the slope and the intersection of paths about midway up the slope was surrounded by planting beds filled with mounds of Veronica, St. John's Wort, and *Rhododendron californicum*, with one Magnolia tree.

The 2005 draft Vegetation Management Plan identified several objectives for the Street Buffer Management Zone:

- Minimize tree hazard.
- Reclaim street-edge tree-and-shrub screening, consistent with original design character.
- Provide strategic openings to enhance entry identity and user safety.
- Replace invasive ornamentals with native and alternate Olmsted-palette species.
- Increase seasonal interest plantings visible within and outside the park.

Likewise, the 2015 Planting Plan Update calls for:

- Restore the southeast park entry to enhance its historic character, create an inviting entry, open the view corridor, and provide ADA access.
- Restore the highly ornamental and flowering character of the plant material, including flowering and fruiting shrubs.
- Reestablish shrub beds according to the Olmsted Plan.
- Reestablish hawthorns, cornus, and pines to provide unity among the wide variety of existing tree species.
- Maintain existing open spaces.
- Recreate missing path segments and improve paths to meet ADA standards.
- Maintain lawn areas.

- Maintain narrow lawn edges between paths and shrub beds as intended in historic plans.
- Plant new beds less densely than existing beds have been planted.

As part of the Seattle Asian Art Museum renovation and expansion project, the Seattle Art Museum will be restoring and rehabilitating pathways originating in the southeast entry. Although the elevation change prevents the paths from meeting ADA grade requirements, they will be regrading some of the paths on the slope to make them more accessible.

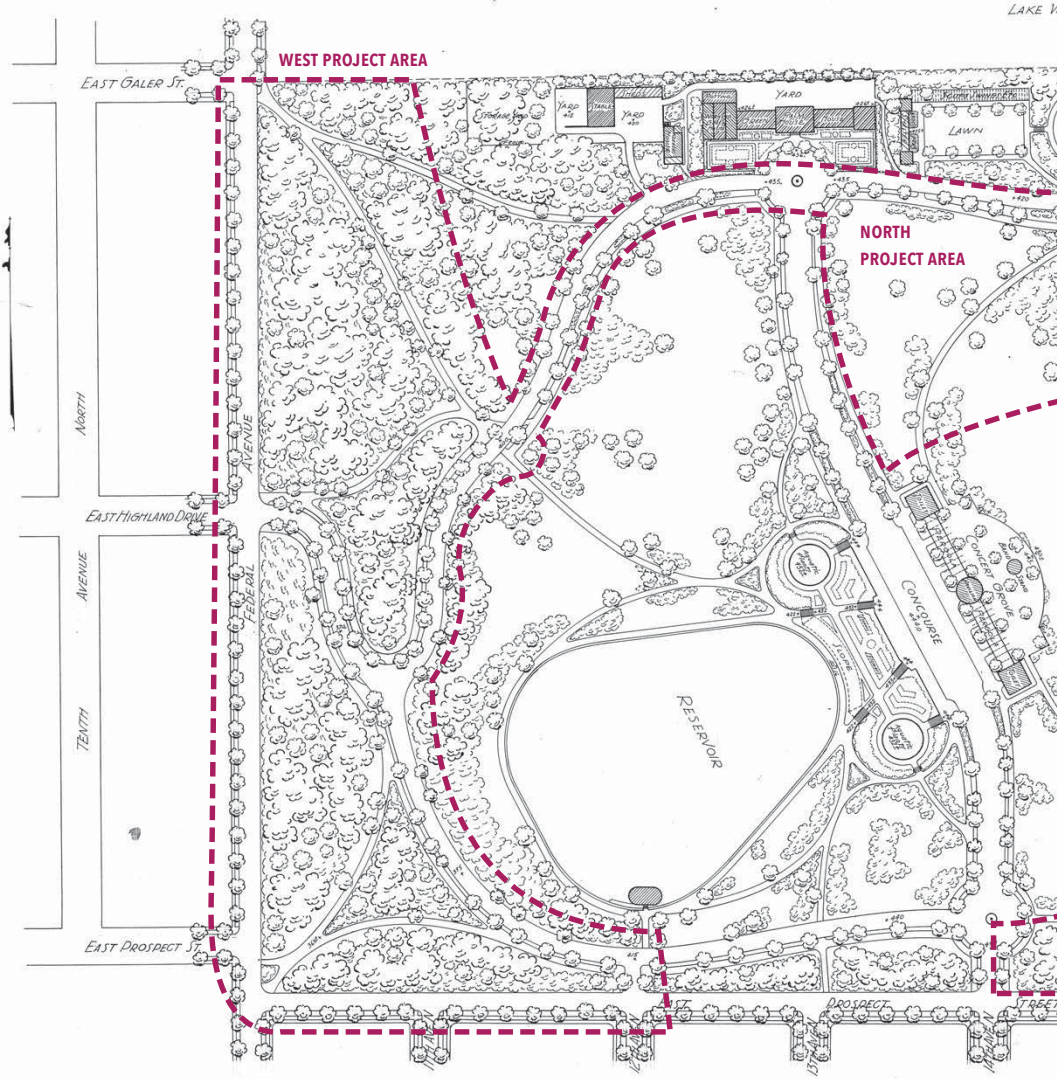
Volunteer Park is a city landmark. Any changes will be subject to Landmarks Preservation Board review. Any changes that affect the character of the park will require the Landmarks Preservation Board. The controls and incentives agreement specifically exempts regular maintenance, including:

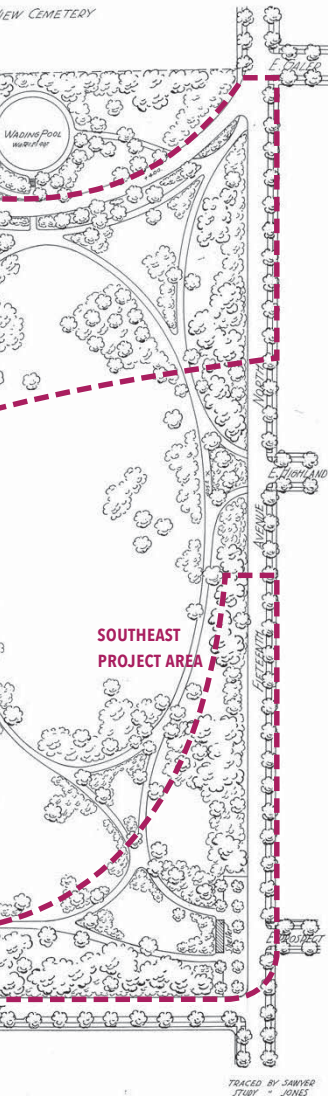
- Removal of trees less than 8" measured 4.5' above the ground in diameter, shrubs, perennials, and annuals.
- Installation of temporary features such as tables, chairs, art exhibits, etc.
- Pruning that is consistent with maintenance needs of trees and shrubs and to keep tree branches from overhanging reservoir fence.
- Management of tree roots relative to the reservoir.
- Installation, removal, or alteration of bike racks, trash cans, and benches, temporary signage, and underground irrigation or other infrastructure.
- Removal of existing security fencing; reservoir water level fluctuations.
- Removal or conservation of public art and memorial markers in the park from the Landmarks Preservation Board certificate of approval process.

REHABILITATION

A contrast to Lower Woodland Park's native forest character, Volunteer Park is more cultivated and formal, with prominent lawns lined with planting beds, a conservatory, and a crisply formed reservoir swallowing up a sizable portion of its southwest quadrant. The park is highly permeable to multiple modes of traffic, and the circulation paths have changed over time, sometimes intentionally, as when the vehicular access was removed from the entrance at 11th Avenue E and at E Highland Drive. Sometimes they changed incidentally, as the erosion from social paths on the slope near E Prospect Street.

Volunteer Park also allows for more precision in implementing John Charles Olmsted's plans, because he was so heavily involved in the park's design and construction. This rich record of Olmsted's relationship to the park has led to much attention and


VOLUNTEER PARK
SEATTLE WASHINGTON
PRELIMINARY PLAN
SCALE 100 ft = 1"
Olmsted Brothers Landscape Architects
Brookline Mass Sept 15th 1904
2695-6
WEST PROJECT AREA
NORTH
PROJECT AREA
EAST GALER ST.
EAST HIGHLAND DRIVE
EAST PROSPECT ST.
NORTH
AVENUE
TENTH
AVENUE
FEDERAL
AVENUE
RESERVOIR
CONCOURSE
YARD
LAWN
PROSPECT
ST.



involvement in the park, and, not surprisingly, several projects are currently underway, notably the expansion of the Seattle Asian Art Museum. The expansion will address some of the issues laid out in the 2005 Vegetation Management Plan and 2015 Planting Plan, including the southwest entry. Our recommendations are meant to blend with these other efforts. That said, we believe that improving entry and circulation from the southern corners of the park can be done more immediately and will encourage people to enter and use the park while the museum construction is underway. The recommendations focus on path and planting adjustments that will recalibrate the relationship between open space and boundaries, trying to reestablish the character that Olmsted intended. In addition, ADA access will be assessed and corrected. Recommendations draw from the 2015 Planting Plan in particular, which takes an in-depth and measured look at the discrepancies between Olmsted's last planting plan (from 1910) and the existing (from 2015) conditions of the park. This study, titled "Volunteer Park Landscape Management Plan," was completed by Pam Alspaugh, a longtime member of SPR.

In the **SOUTHEAST PROJECT AREA**, we recommend enhancing the historic character to create inviting, accessible entries to the park. The street buffer zone should create a permeable boundary, with selective openings. An open view corridor is recommended at 15th Ave E and East Prospect Street with more ornamental flowering and fruiting shrubs, per Olmsted's original plan. The desired effect is a more open and inviting entry experience, so that someone standing at the southeast corner can see into the park and discern an opening at the corner flanked by denser planting on either side. The combination of hawthorn, dogwood and pine trees should be reestablished, providing coherence in the tree palette. The narrow lawn edges between pathways and shrub beds should be maintained as a historic design detail, particularly along 15th Ave E. New shrubs and trees should be planted less densely than the original plan. In addition, the area around the bus stop at 15th Ave E should be revised to open it up, and ADA accessibility should be assessed here and in all other areas of the park, correcting any non-compliance wherever possible.

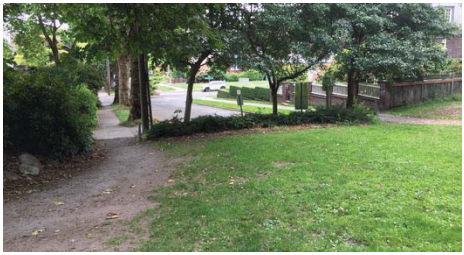
FIGURE 2.2 (LEFT): **1904** PRELIMINARY OLMSTED BROTHERS PLAN FOR VOLUNTEER PARK. @ 1"=400'. ***Note: 15th Ave E shown as 15th Ave N.***

1

2

3

4



> *Rehabilitation, Continued*

The entry at the park's southwest corner within the **WEST PROJECT AREA** should be opened up to provide a clear path into the park for those moving north or east from that corner. Better connections should be made along 11th Ave E on both the east and west sides of the street, with curb ramps possibly added. Like the southeast corner, the entry should offer a view into the park, with legible entry planting flanking either side. Today, a few cherry trees obscure the open feel of the original design and should be considered for removal.

A historic road extended northward into the park from 11th Ave E and a path remains there today. We recommend formalizing this path as well as a contemporaneous pedestrian route to the west. Currently, a blunt social path cuts a straight line north-south through this area and does not match the original Olmsted design. It should be planted over and eliminated. Reinstating the two gently curving paths, one paved (formerly a pleasure drive for cars) and one with a crushed stone surface (formerly its counterpart for walkers) will better preserve Olmsted's intention for this spatial sequence into the park. Along the lower path trail, specifically in the area where the playground existed before it was moved to the northeast corner of the park, the land should be regraded

FIGURE 2.3: **2018** PHOTOGRAPHS - VOLUNTEER PARK
1) *From E Prospect St by Federal Ave E looking towards the cherry trees* 2) *Existing stairways near E Prospect St & Federal Ave E*
3) *Path where Olmsted originally recommended a playground* 4) *Looking west towards midblock entrance on Federal Ave E*

for ADA accessible routes. Existing stairways also need better connections to other routes and likely require regrading. In all this work, walkways should reflect the sinuous character of Olmsted's original path layout.

Another social trail cuts east from the southwest corner, a narrow strip of trampled turf moving beside and over the roots of street trees along E Prospect Street. The Olmsted Brothers' plan does not show a sidewalk along the north edge of E Prospect, and instead shows a consistent band of planting along the entire southern edge, only interrupted for five distinct entries. The social path should be discouraged and eliminated, if possible. Instead, the southwest entry should be designed to draw pedestrians into the park if they are traveling east. More intentional entry planting, planting over the social trail and possibly signage to explain the eastward route should help redirect traffic to match the Olmsted Plan.

In the **NORTH PROJECT AREA**, pathways intersect and line the major greensward areas of the park. Here, the relationship between the size and profile of lawn, planting bed and pathway is crucial for maintaining the correct atmosphere of the original Olmsted design. The pathways through these greensward areas should be restored with precision to correlate to the original layout. The 2015 planting plan should guide a reconfiguration of the planting beds in the northeast greensward area. Lastly, the pathway along E Highland Drive should restored west of the conservatory to its original location and the planting beds updated per the 2015 plan.

These recommendations mean to increase and define circulation routes to create ease and elegance of movement, and clearly define where to walk and where not to walk, to protect planting. The varied and unified planting strategies will also do justice to the Olmsted design. We believe these alterations will help the park remain the iconic Olmsted landscape that it is.

VOLUNTEER PARK

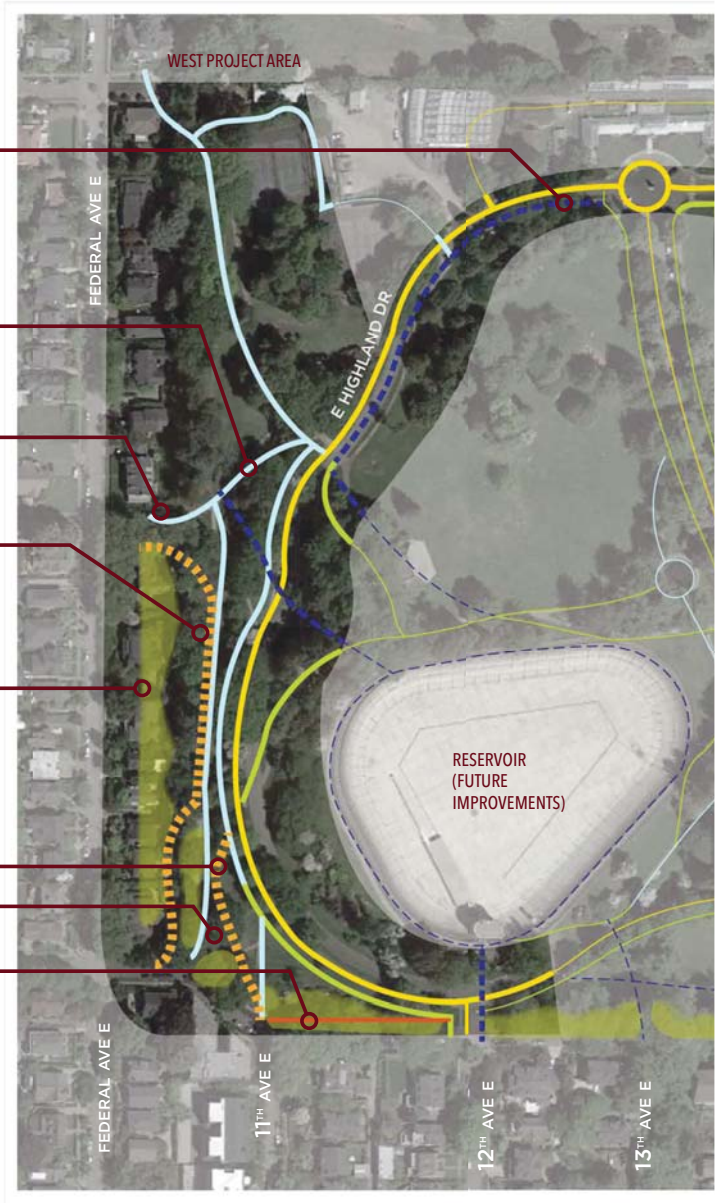
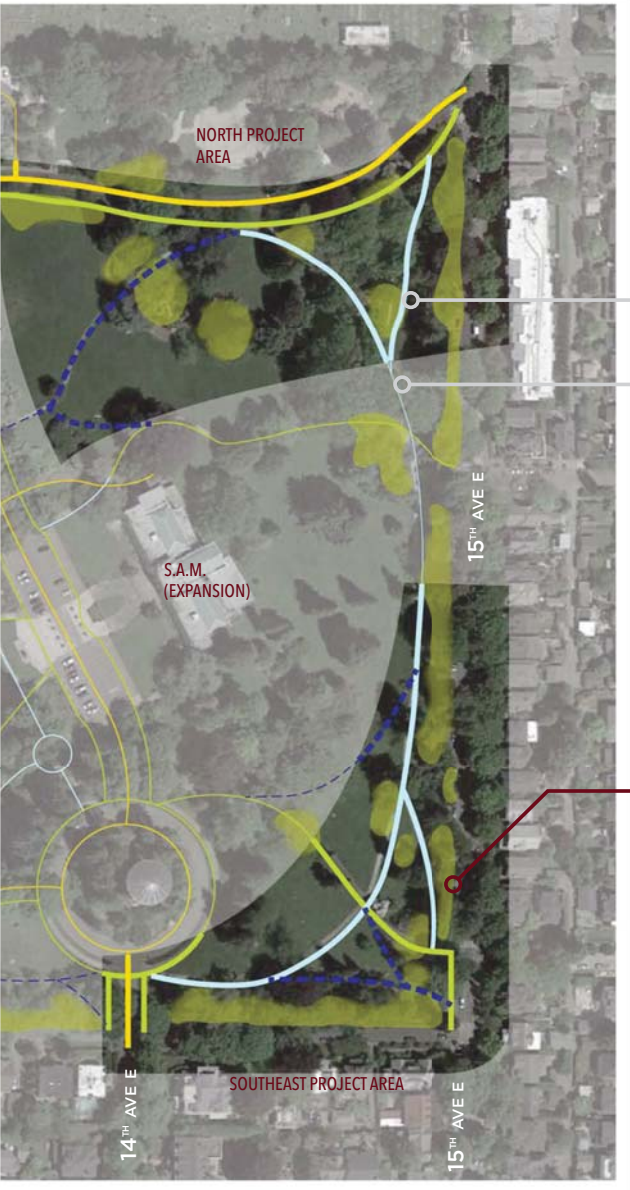


FIGURE 2.4: VOLUNTEER PARK, PROPOSED REHABILITATION PLAN



PATHS WITHIN AREA OF STUDY (BOLD)

SHOWS CONTINUATION OF PATHS OUTSIDE AREA OF STUDY (THIN)

PLANTING BED RESTORATION ALONG 15TH AVE E

KEY

- EXISTING PARKDRIVES (VEHICULAR)
- EXISTING WALKS AND PATHS
- EXISTING GRAVEL PATHS (NOT ADA)
- MISSING OR UNDEVELOPED PATHS
- EXISTING SOCIAL TRAILS TO BE REMOVED
- RECONSTRUCTED OR RECONFIGURED PATHWAY *TO REFLECT ORIGINAL OLMSTED DESIGN*

200' 1" 2 3

N

3 *Washington Park Arboretum - Woodland Meadow*

HISTORY

Washington Park became part of the Seattle park system in 1900, when Puget Mill Company donated 62 acres adjacent to land it was hoping to develop into a residential neighborhood. When John Charles Olmsted came to Seattle in 1903, he incorporated the cutover, undeveloped land into his plan. It is one of the large destination parks that anchor the system and is connected via the chain of boulevards that encircle the city. In 1904, the Board of Park Commissioners hired the firm to design the first section of that boulevard system, Lake Washington Boulevard. Despite Olmsted's protests, the board only commissioned a design for the parkway, not the surrounding parkland. Areas away from the boulevard's path, such as the eastern border of the park, were not designed, but in his reports and correspondence and on notes on plans, Olmsted considered the park as a whole.

In his 1903 park and boulevard system plan report, Olmsted made some recommendations for Washington Park's development. For the eastern border, he suggested a curvilinear line (in contrast to the zig-zagging property line, and a border street. This street would be adjacent to the private land on the eastern side of the park, which had not yet been developed into the Broadmoor Golf Course. If homes were built along the border street, the city would benefit from increased property values and from having a route to the north end of the Madison Park neighborhood. Olmsted also recommended that the boulevard be run through the interior of the park, along a route that would not disrupt the contours of the topography.

Olmsted made recommendations for the park landscape in that initial system report. He recommended different treatments, depending on the topography. He wrote that, "wherever the land is rugged or steep the native undergrowth and groves of alders and maples should be carefully preserved, as in the case of the areas covered with very large trees" ("Report of the Olmsted Brothers," p. 121). In other areas, "a considerable

FIGURE 3.1 **2017** PHOTOGRAPH - WOODLAND MEADOW

part of this park should be partially or wholly cleared and the surface covered with grass. Where the land is flat, or nearly so, the clearing should be the most complete in order to provide open lawns or fields for the use of large numbers of a people" (Ibid.).

Lake Washington Boulevard was developed through the park according to the Olmsted Plan. This included the plantings in the vicinity of the road. The remainder of the park was developed according to SPR's plans in response to the needs of the public. A long, flat stretch in the middle of the park was graded and used as a speedway for horse racing. A barn was built at its north end. Bridle trails throughout the park were enjoyed by horseback riders. The path built through the area as part of City Engineer George Cotterill's 1900 bicycle path plan was well-used.

In the 1920s, the area along the eastern border of the park, to the south of the Broadmoor entrance, was developed into greenhouse and nursery sites. They supplied plant materials for other parks in the city. James Frederick Dawson, a partner in the Olmsted Brothers firm who had done extensive public and private projects in the Northwest and worked closely with John Charles Olmsted before his death in 1920, was hired in 1934 to design a plan for an arboretum in Washington Park. Dawson left the nurseries and greenhouses in the same location. It was a good location for them because the land was relatively flat and away from the primary circulation routes through the park.

Brian Mulligan, who served as director of the Washington Park Arboretum from 1947 to 1972, was largely responsible for implementing the Olmsted Brothers plan. He made adjustments to Dawson's arrangement of plant families to ensure the conditions matched the needs of the different species and built many of the paths through the park. The nursery remained in use at least until the 1950s.

The nursery area was also planted with specimen trees and shrubs that were accessioned to the arboretum collection. The open areas were ringed with a wide variety of species. Near the trail that cuts through what is now a meadow, but which likely formerly separated Nursery #2 from Nursery #3, there is a cluster of crab apple trees and Rosa plants. While there are a number of crab apple trees and this area is a meadow today, and a small sign nearby indicates that it is the 'Crabapple Meadow", the Crab Apple Meadow planted by Brian Mulligan was located in the area now known as the WSDOT Peninsula, on the north side of the arboretum. The area for this project is currently known as the Woodland Meadow.

At some point prior to the 1980s, the nurseries were removed and the area became a meadow which is often used by groups of people and for special events, such as weddings. In the arboretum's 2001 master plan, the Woodland Meadow is largely left alone. In the 2000 Arboretum Master Plan, the woodland meadow was largely left alone and it will be generally managed as Olmsted recommended in 1903. The largely flat area will keep its open character and the turf maintained for use by groups of people. As the arboretum continues to evolve and the organization of the collection's plants and trees is changed, it becomes more important to preserve the character of the remaining areas that were largely shaped by the Olmsted Plan. In the Woodland Meadow, that will involve keeping the landscape open by limiting the planting of trees and managing water drainage issues to protect the turf.

REHABILITATION

The Arboretum Master Plan designates the Woodland Meadow as a “space for special events in a natural park setting” and, today, it is used frequently to host events (figure 3.2). As an area within an Olmsted-designed park, this meadow should follow Olmstedian design principles for this type of open, turf space. Our rehabilitation measures intend to maintain Woodland Meadow as a pastoral landscape, with a generous, open lawn offset by ornamental shrubs, groves, and specimen trees. Taking on a curving geometry typical of Olmsted’s paths, new walkways will circumnavigate the meadow, providing an accessible loop around the site and connecting to existing parking to the west.

Currently, the lawn remains wet for the majority of the year, compromising its use for gatherings except in the dry summer months. To remedy this problem, we propose regrading the open meadow to create a high point to the north and encourage positive drainage to the south end of the site. Here, we propose gathering runoff as a new location for the headwaters of the Woodland Creek on the other side of Arboretum

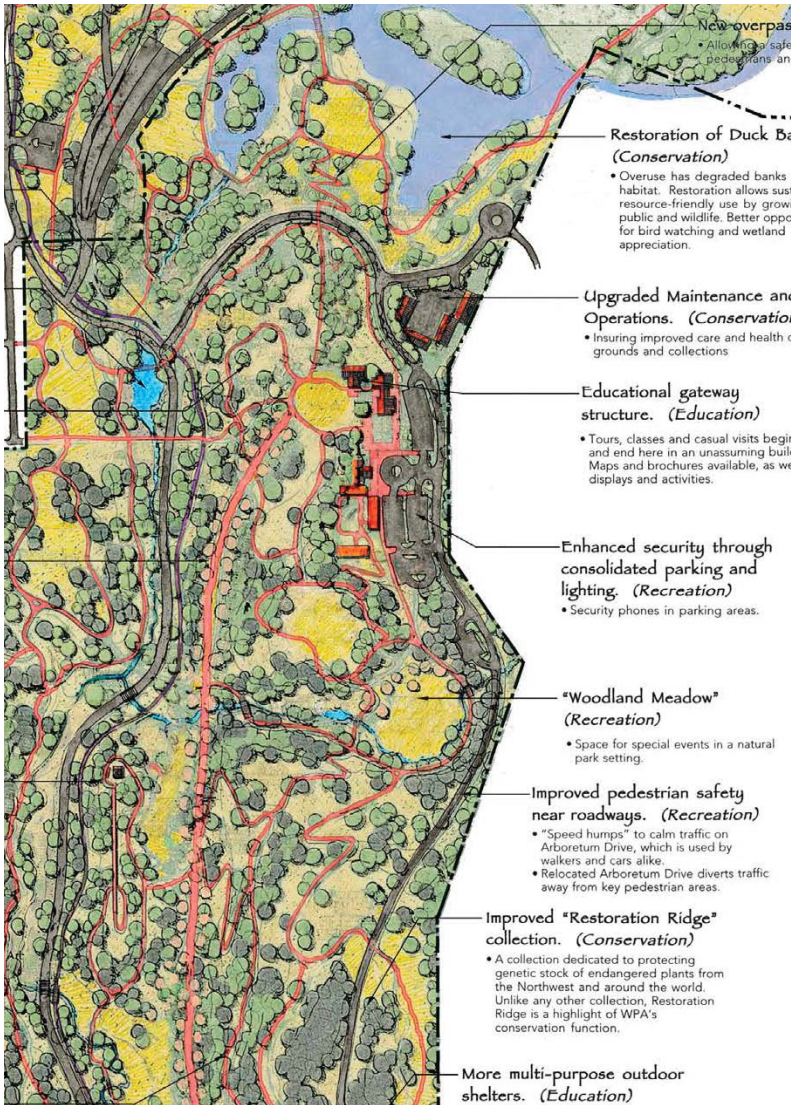


FIGURE 3.2 **2001** DETAIL OF THE ILLUSTRATIVE PLAN, WASHINGTON PARK ARBORETUM

FIGURE 3.3: WOODLAND MEADOW, EXISTING CONDITIONS PLAN

Drive East. Water would sheer across the meadow, catch in this southern depression and move westward beneath the road before linking with the current run of Woodland Creek. Reinstating a waterway through the meadow reflects the recommendations that were part of a 2000 Master Plan of the Arboretum. The regraded land should also direct primary views southwest toward the interior of the arboretum. In addition, as part of this earthwork, under drainage should be provided below the turf and a new irrigation system installed.

Planting improvements should reinforce permeable boundaries around the meadow and support place-making through refined and detailed planting design. New trees and planting beds should be located along the eastern edge to soften the newly built

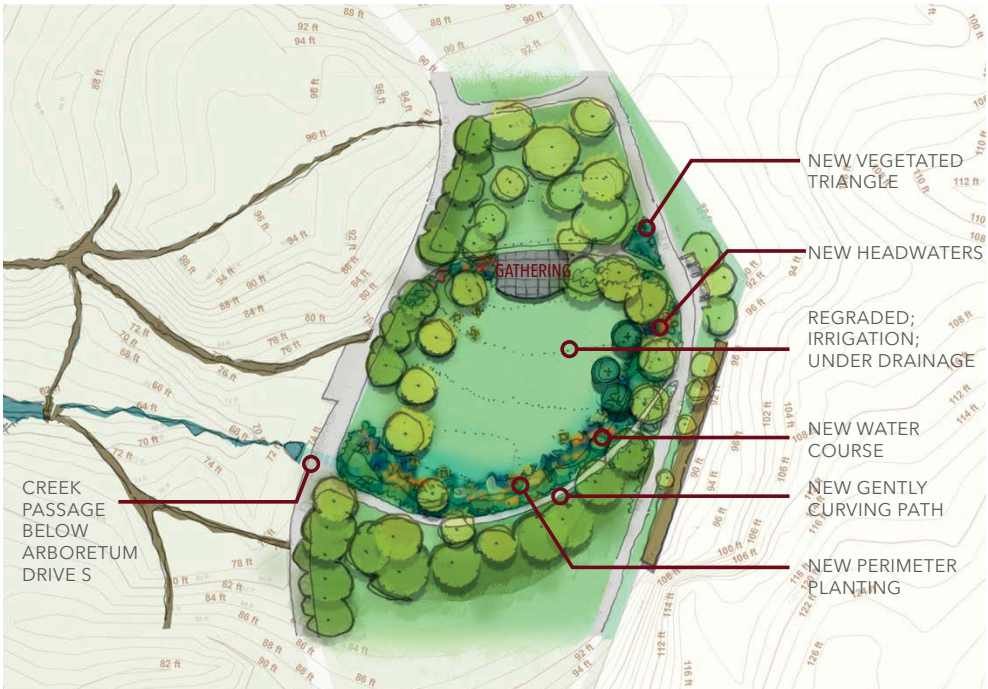


FIGURE 3.4: WOODLAND MEADOW, PROPOSED REHABILITATION PLAN

retaining wall against the Broadmoor golf course. A mix of shrubs and perennials should be added where pathways intersect, including a few vegetated triangles characteristic of Olmsted park design (and of a similar kind proposed for Hiawatha Playfield). During the rehabilitation process, opportunities to plant additional coniferous and deciduous trees should be sought out to further enhance the meadow through contrast of vertical elements to a strong horizontal plane. Likewise, a mix of ornamental and native shrubs should line the edge of the meadow to create a highly articulated edge. We recommend consulting with the University of Washington Botanical Garden (UWBG) for plant selection and to consider the addition of a paved space (~2000 SF) at the north end of the site. These revisions should help the Woodland Meadow better function as an open pleasure ground within the plant-dense environment of the Arboretum.

4 *Lakeview Park*

HISTORY

Lakeview Park is one of several small parks between Seward Park and Washington Park linked together by Lake Washington Boulevard. Olmsted located a park at that site to provide space for transitioning the boulevard up the hillside to Washington Park and to take advantage of the wooded landscape with views out to the lake. His original recommendation in the 1903 report called for the acquisition of the hillside from the ravine where Lakeview Park is today along the lakeshore to the Firloch Club, which is the current location of the Seattle Tennis Club.

Olmsted explained his philosophy behind acquiring hillside tracts for parkland in his 1903 park system plan for Portland. In that report, he argued that steep hillsides left to private development are only going to attract haphazard, low-quality neighborhoods because of the challenges they pose for street development and ground stability. To avoid that circumstance, he suggested that,

> "Speaking in a general way, it would certainly be a very profitable investment for the city, therefore, to take these lands out of the market for residential purposes, and use them for pleasure grounds for the benefit of the citizens at large, and for the particular benefit of adjoining properties above and below. In that case all those who would have built houses on the uneconomical sites will build them elsewhere, and with easier conditions will build handsomer and better houses, or more of them, greatly to the benefit of the taxable valuation of the city" (Report of the Park Board, p. 70).

Real estate values were rising quickly in Seattle in the 1900s, however, and acquiring the entire lakeshore tract proved too costly. Instead, the city developed the ravine area from the lower slope to the crest of the hill into a park. Olmsted's original

FIGURE 4.1: 1966 PHOTOGRAPH - VIEWPOINT ACROSS THE STREET FROM LAKEVIEW PARK

plan called for a drive up the ravine that continued all the way to Madison Street, which would allow the road to gracefully negotiate the rise and then pass under the Madison Street trestle and into Washington Park, where the playfield is now. Some property owners resisted this plan. Those arguing for the boulevard to follow existing city streets up the hillside were overridden, but others arguing against the taking of ravine property between Lakeview Park and Washington Park prevailed and the boulevard skirts the edge of the ravine along that section. Given that the low area at Washington Park was eventually filled and the trestle replaced with solid ground, this actually worked out well for the alignment of the boulevard as it approaches Washington Park.

Don Sherwood, longtime SPR engineer and unofficial historian, tallied a number of projects in Lakeview's early years. He lists contracts for creating "Viewpoint 'resting places'" in 1910 and building paths, developing lawns, landscaping, and installing a drinking fountain in 1911 ("Lakeview Park"). In SPR's annual report for 1910, Lakeview is described as, "Though small in area, the tract is an excellent viewpoint and resting spot on the parkway and a sweeping view of Lake Washington and the Cascade Mountains can be obtained" and "A sightly knoll on the tract has been improved in a formal manner" (*Eight Annual Report of the Board of Park Commissioners*, 1911, p. 31).

Photos of the park are rare, but a clue as to how it was developed can be found in a 1928 letter from the park's neighbors who were concerned about its condition. They wrote, "The knoll in the park opposite Heffernan's [now Bush School], once perhaps the finest beauty spot in the city, is fast losing its charm. Volunteer maple trees and brambles are taking the place of the roses and shrubs which used to decorate its sides" (F. R. Singleton et al to Board of Park Commissioners).

It is not clear if any action was taken at that point, but a 1941 newspaper article

lists Lakeview Park in an article about planned Works Project Administration projects. The work included clearing three acres and planting 200 shrubs. From these descriptions, it appears that the park was more formally developed than it is now.

The importance—and magnificence—of the view from the park is illustrated very well in a 1961 newspaper article. Pointing out that the park's name references the vista, the writer, Janice Krenmayr, describes a route through the park to experience the vegetation and the view. She encourages visitors to start at the stairway at 37th Avenue E, where it "cuts through a veritable jungle, rampant with bushes, trees, ferns, ground-cover plants, and various maple trees—Japanese, vine and broad-leaf" (Krenmayr).

Krenmayr then directs readers to a path ahead that, "dips down into the hollow of the park below. In mid-November, this lovely little retreat of approximately 4½ acres, clear of underbrush, still wore its autumn look. It was an outdoor living room decorated with warm-hued 'throw rugs' —piles of fallen leaves—on its green floor. A huge alder tree in the center of the park emulated a tropical bamboo with its manifold trunk" (Ibid.).

She sends readers down the right side of a fork in the path to explore the wooded hillside and then has them return to the top of the hill, where they can reach the knoll at the center of the park, where, "one can scan over the tops of the foliage and get a view of Lake Washington and the Cascade Mountains beyond" (Ibid).

The vista from the knoll is not as clear or expansive as it once was. Possibly, it has been less aggressively maintained because the viewpoint just across Lake Washington Boulevard at Hillside Drive E, is available. That viewpoint, created by removal of alder trees on the hillside below in 1947 and improved in 1965 with a bench and low stone wall installed as a memorial to Francesca Street Ballinger, is more formal than that from the knoll and a different aesthetic experience. The view from the knoll is framed by vegetation and happened upon as a visitor is walking the paths of the park. It is a unique experience and one that Olmsted was particularly interested in preserving for public enjoyment.

Lakeview Park does not appear to have a Vegetation Management Plan, and invasive plants are becoming a problem. The paths are also less distinct than they once were.

FIGURE 4.2: **1961** SKETCH, REVISED FROM **1910** SITE PLAN @ 1" = 80'. *This sketch was crucial for determining what was originally built on the site.*

FIGURE 4.3: 2016 PHOTOGRAPH - VIEW FROM LAKEVIEW PARK

REHABILITATION

While it is one of many small parks along Lake Washington Boulevard, Lakeview Park creates an uncommon condition as an intimate, small-scale landscape that also connects—through its dramatic vantage point—to the expanse of Lake Washington. The highpoint, a centralized knoll, is bound by forest that creates a distinct sense of interiority, although the woods are no wider than 80' around. From the knoll's southeast end, and just beyond at the lower loop resting spot, the intended view opens up to the lake. The boulevard grazes the park's edge from the north around to a goose-neck loop to the east, and two meadow spaces occupy the lowest elevations in the southern zone of the park.

Drawing from Olmsted's argument for setting aside steep hillsides like Lakeview for "pleasure grounds," rehabilitating such a landscape should aim to stabilize hillsides, capitalize on views, and enhance qualities of the park that seem prominent and valued to the community. Our recommendations for Lakeview focus on refining the spatial sequence from the main entrance to viewpoints, stabilizing the hillsides, improving drainage in prime gathering locations and pathways, and restoring native and ornamental planting to reflect the esteem of such plantings in historic accounts of the park.

From the main entrance of the park, on the north and neighborhood side, views are accessed only through journeying up or around. If one moves along the concentric loop trails, narrow paths and small clearings create a pleasantly varied experience. If one moves straight ahead, they are delivered abruptly to the knoll with no transition in orientation or planting. We recommend removing this east-west path and blocking the existing desire line with structured planting. This leaves a loop trail that can be entered to the left or right from the main entrance. It circles around the hilltop before bringing a pedestrian to the top.

On the upper loop to the north, an existing desire line has severely eroded the hillside; we recommend constructing a stair here from the upper loop down to the boulevard level. Likewise, a stair on the southern side of the lower loop should replace a desire line, and other desire lines should be filled in and planted over. Around the ends of the loop trail, rhododendrons and possibly other similarly structured shrubs should flank both ends.

The upper loop trail requires some regrading in the area around the new stairs, including removing a volunteer tree growing directly on the path. Around the upper and lower loop trails, invasive plants like ivy, English laurel, holly and Himalayan blackberry should be removed and a diverse palette of Pacific Northwest natives including rhododendron, mahonia, snowberry, rubus should be planted in their place. Shrubs and trees should be removed or pruned selectively to allow for views to Lake Washington. For example, a few dead trees currently obscure the lake view from the southeast end of the knoll. We also recommend placing seating in a small clearing and viewpoint on the eastern edge of the lower loop trail and in a similar position up at the knoll.

In this rehabilitation scheme, the knoll will have ornamental planting, echoing the 1928 letter that recounted decorative shrubs and roses at its sides. We suggest signaling the knoll as a more significant area through distinctly colored foliage, bark or blooms that would be visible from the main entrance, to evoke the curiosity of a mindful park-goer. Puddles and soggy soil at the hilltop act as deterrents to the space being well-used. We recommend regrading and resurfacing the knoll with gravel to improve drainage around the benches on the east side and placing lawn in other areas of the knoll.

Large shrubs and structured planting should better define the paths from the main entrance to the southern meadows and lower loop. The drier meadow to the west also suffers from puddling and the drainage should be studied and corrected here. The southernmost meadow should be cultivated as a wet meadow with no circulation, except as lifted boardwalks or trails at the periphery. With a lack of foot traffic, the wet meadow should thrive, and we recommend planting a mix of grasses and wildflowers (i.e. viola) and encouraging gathering in the western meadow. A desire line hugs the eastern edge of the dry meadow and connects to a crosswalk at the top of the hill, with a short swath of asphalt paving near the street. A stair should be constructed here and resurfacing considered to lessen erosion.

In all, these small reconstructions should nudge Lakeview Park toward its character as a purveyor of views and curator of distinct landscape conditions.

LAKEVIEW PARK

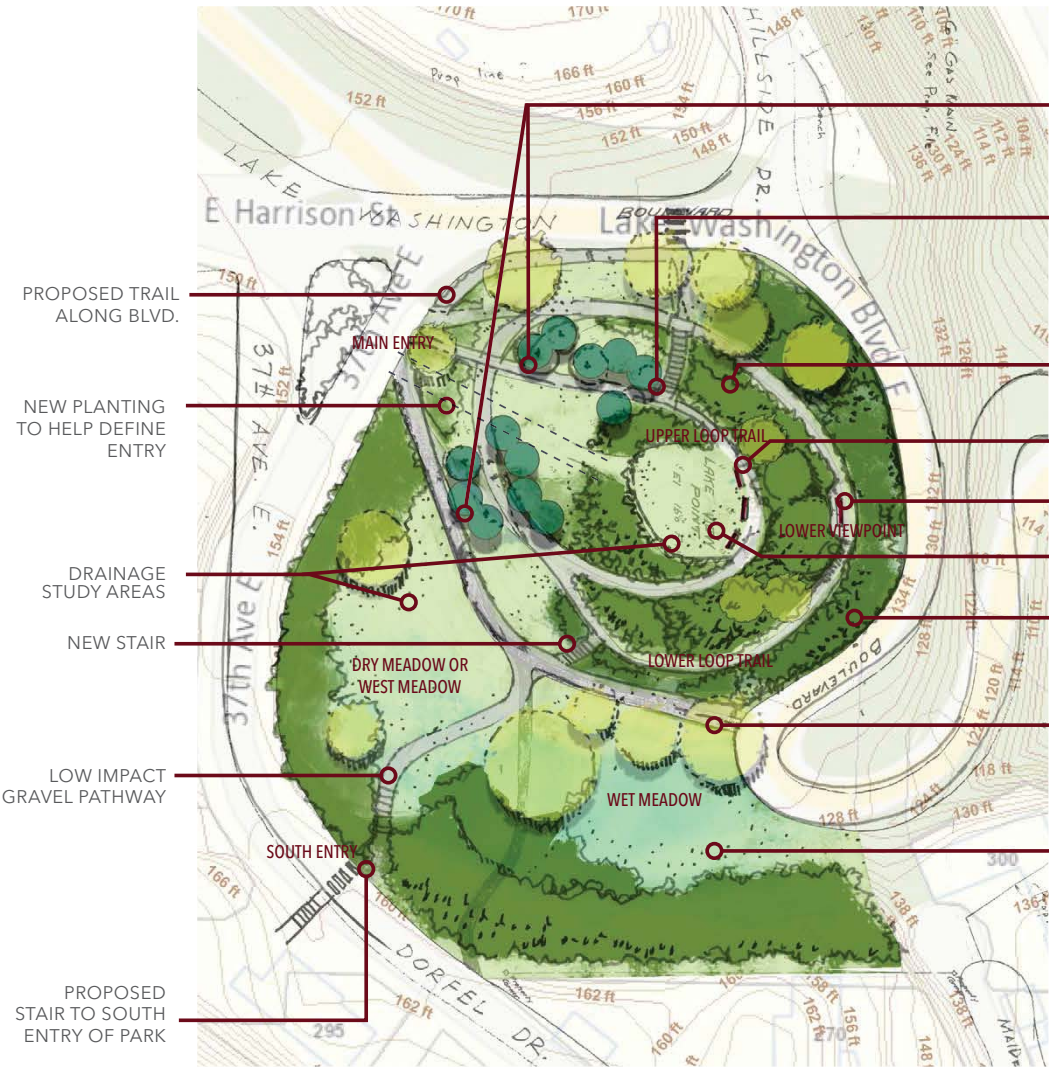


FIGURE 4.4: LAKEVIEW PARK: PROPOSED REHABILITATION PLAN

FIGURES 4.5-4.8: **2018** PHOTOGRAPHS OF LAKEVIEW SHOWING GROUND CONDITIONS AND VEGETATION, INCLUDING MOSS, SHRUBS, TREES AND ROOT UPHEAVAL.

5 *Lake Washington Blvd - Colman Park*

HISTORY

The boulevard through Colman Park was part of the Frink Boulevard section of the lakeshore parkway that Olmsted made a centerpiece of his 1903 park and boulevard plan for Seattle. While he would have preferred that the city carry the mid-section of the boulevard along the crestline of the ridge extending north and south along the western shore of Lake Washington to take advantage of views across the water and to the Cascade Mountains, he offered an alternative route that left the lake shore at the old pump station for the city water system, climbed the hill through a series of switchbacks, and traversed the hillside mid-slope to Frink Park, the next in the series of lakeside parks connected by the boulevard.

James Colman donated the land upland from the pump station to the city for park purposes between 1907 and 1910, creating space for the boulevard to climb the hillside. The lakeshore and mid-slope route was likely more appealing to the Board of Park Commissioners because of its significantly lower cost due to less advanced development along the route. The roadway was constructed in early 1909, as part of the city's effort to finish as much of the boulevard as possible before the opening of the Alaska-Yukon-Pacific Exposition in June at the University of Washington campus.

The upper bridge on Lake Washington Boulevard in Colman Park was built in 1909 to create an underpass for pedestrians traversing the park from east to west. John Charles Olmsted laid out the boulevard alignment in a February 1909 plan, but it does not appear that he designed any of the bridges along the boulevard in Colman Park. There is evidence in the Olmsted correspondence files that the Board of Park Commissioners' consulting engineer, Samuel Lancaster, supervised construction of the boulevard and may have designed the bridge structures. Lancaster would go on to serve as the engineer for the Columbia River Highway, now a national historic landmark.

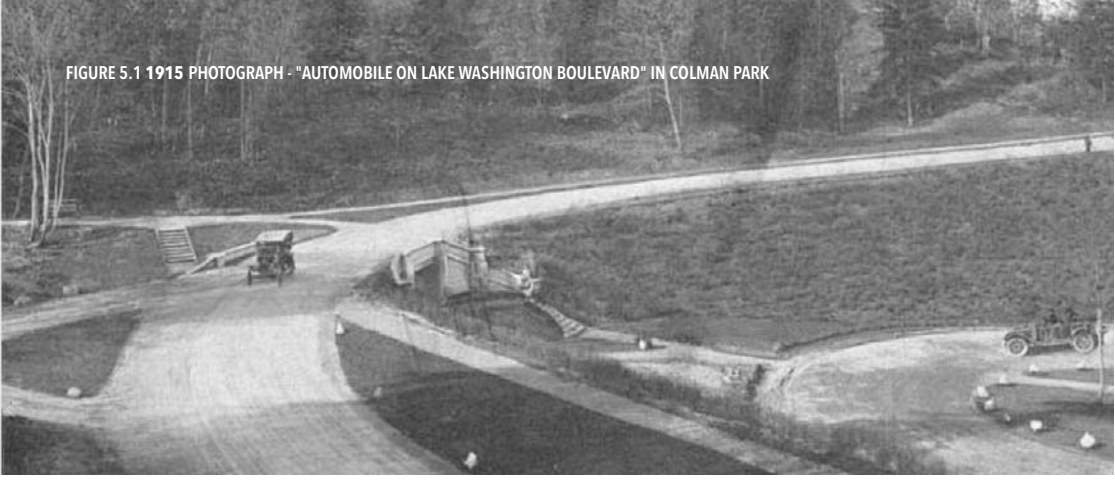


FIGURE 5.1 **1915** PHOTOGRAPH - "AUTOMOBILE ON LAKE WASHINGTON BOULEVARD" IN COLMAN PARK

In 1910, John Charles Olmsted created a design for Colman Park that encompassed the entire park, from 31st Avenue S to the lakeshore. It incorporated some paths that passed under the boulevard as it looped through the park and others that ran alongside the roadway, where space allowed. This layout separated pedestrians and vehicular traffic for safety and to enhance park visitors' experiences.

Olmsted was not commissioned to develop detailed plans for the landscape around the roadway or along the paths. Instead, his intention can be inferred through his writings about similar landscapes in the Seattle park system. He advised that Lake Washington Boulevard's character vary, depending on the surrounding landscape. The section in Colman Park has a parkway character, which Olmsted defined in his 1908 Supplemental Report as, "an avenue or way in which there is an appreciable amount of informal natural landscape beauty" ("Supplemental Report on Annexed Territory and General Development," p. 128). This point contrasts with his description of boulevards, which lay within more formal landscapes, such as residential neighborhoods, and included symmetrical rows of trees, ornamental shrubs, and straight lines.

For parkways, Olmsted called for informal plantings using native plants and sweeping curves that carried the road gracefully across the existing topography. In his 1909 critique of the SPR's work on Interlaken and Lake Washington boulevards, he wrote, "So much of the local landscape effect along the greater part of these drives is due to natural wild growths that the greatest care should be taken in whatever planting is to be done to harmonize the new planting with the existing growths" (Olmsted to Cheasty, June 14, 1909, p. 6). Further, he bemoaned that "the detailed landscape treatment has been very much neglected or has been done in a stiff and formal manner distressingly out of harmony with the wild beauty of the natural woods and ground covering growths" (Ibid., p. 10).

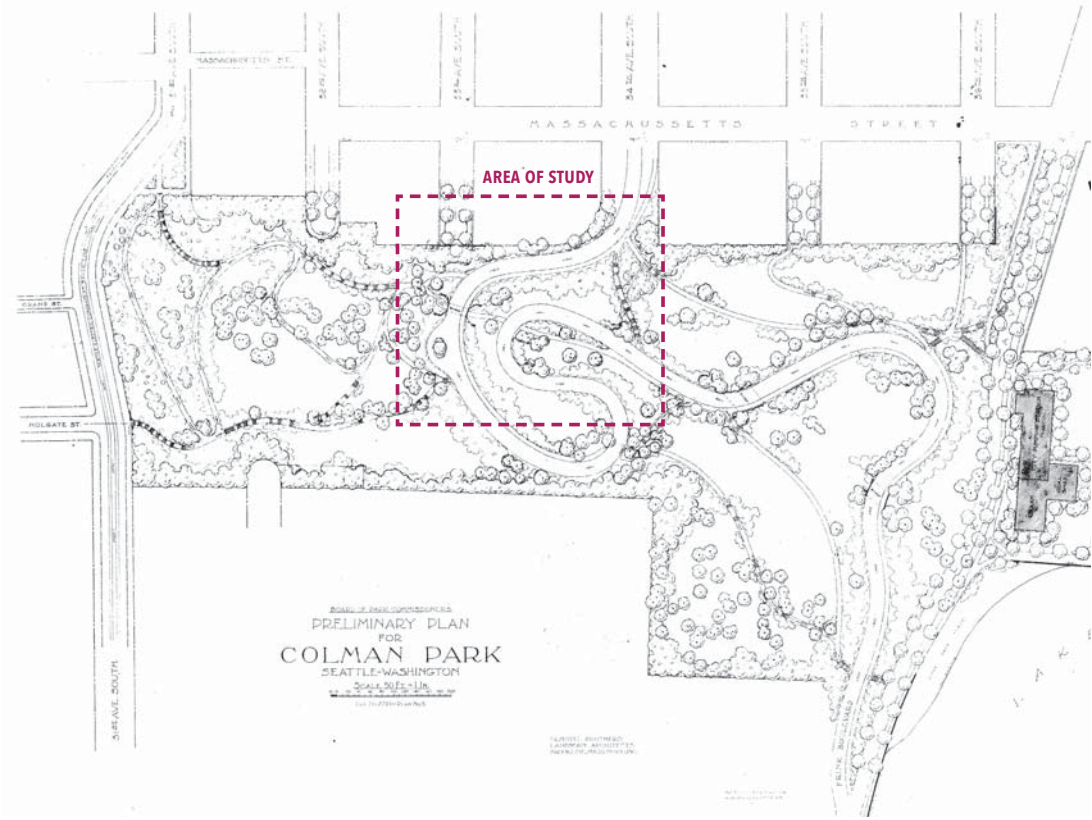
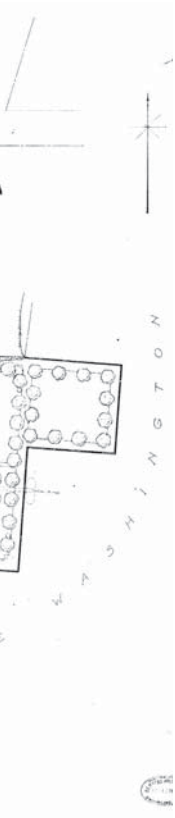


FIGURE 5.2 : **1910** PRELIMINARY PLAN FOR COLMAN PARK, OLMSTED BROTHERS @ 1" = 200'



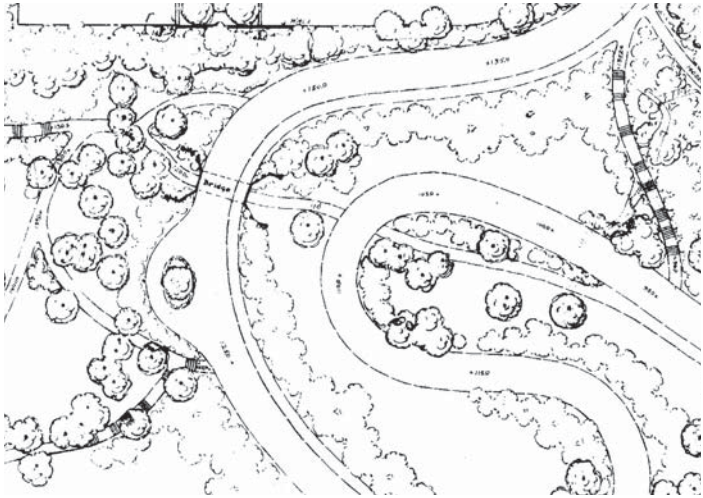


FIGURE 5.3: **1910** ZOOM INTO PRELIMINARY PLAN FOR COLMAN PARK OLMSTED BROTHERS PLAN @ 1"=80'.

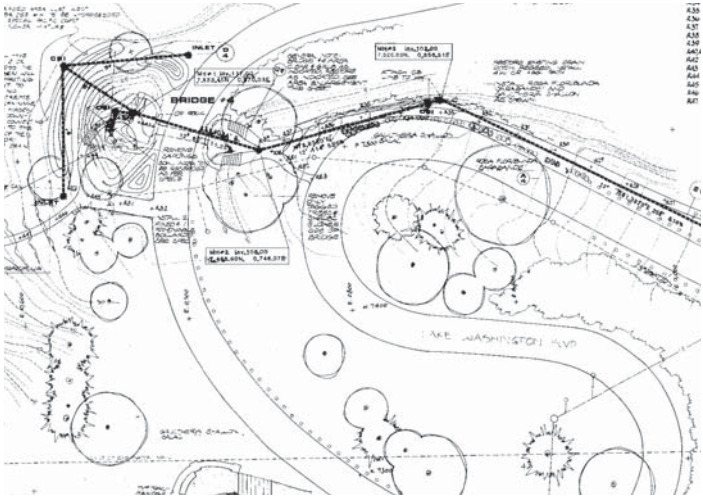


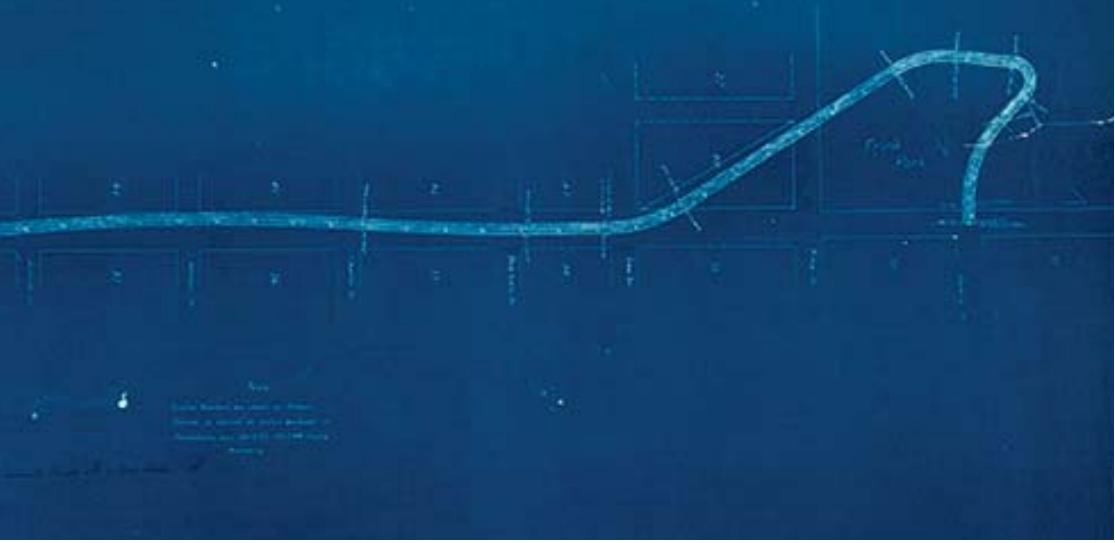
FIGURE 5.4: **1981** - SITE PLAN (SAME VIEW AS 5.3) @ 1"=80'

Historical photos of the uppermost bridge show a more defined and open area on the uphill side of the structure. There are two photographs from the 1910s that show additional staircases. One staircase appears to be one of a pair leading from the slope down to the pedestrian underpass. That symmetry echoes the pair of curving stairs that are still extant on the downhill side. Another single staircase seems to provide a connection to a path extending from the roadway on the northwest side of the bridge.

The bridge railings are also more clearly visible in the historical photos. A significant amount of debris and dirt have built up on the interior of the bridge and a berm has been intentionally built up on the northwest approach to the bridge.

The Long Range Guidelines and Design Improvement Program for the Restoration of the Lake Washington Boulevard developed by EDAW and Walmsley & Co. in 1986 identified a number of actions for rehabilitation of the Colman Park landscape. These include restoring native species to the park's forests, reducing lawn area (although that does not appear to be indicated by the 1910 Olmsted Plan for the park), reducing unmanaged parking along the boulevard, particularly near the p-patch area and near the Ellsworth Storey cottages on the lower switchback, and mitigating drainage issues near paths.

Seattle Parks and community-led projects in the area of the uppermost bridge have improved the drainage and paths in the 1980s. A 1994 project added a row of snowberry (*Symphoricarpos albus*) on the southwest approach to the bridge to match an existing hedge on the southeast side. That project also involved planting 20 Mt. Fuji flowering cherry trees along the boulevard, twelve on the southeast side and eight on the northwest side, to mark the entrance to the park.



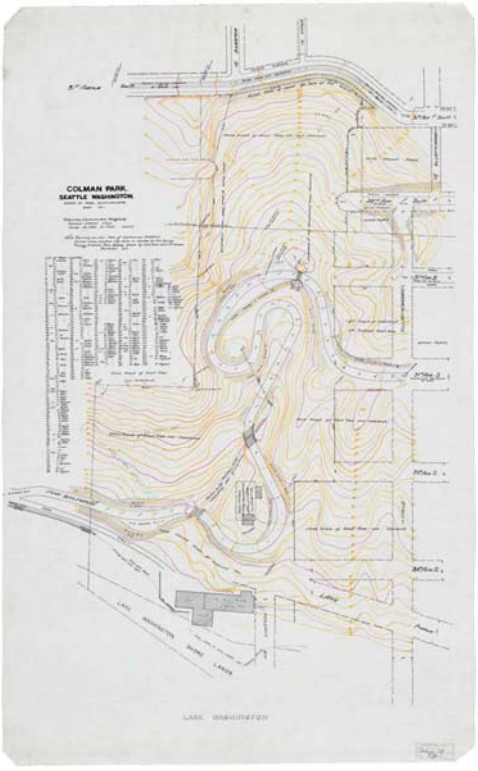


FIGURE 5.5 (ABOVE): **1909** ALIGNMENT OF LWB, COLMAN AND FRINK PARKS, SCALE UNKNOWN.

FIGURE 5.6 (LEFT): **1910** COLMAN PARK PLAN W/ TOPOGRAPHY @ 1"=150'

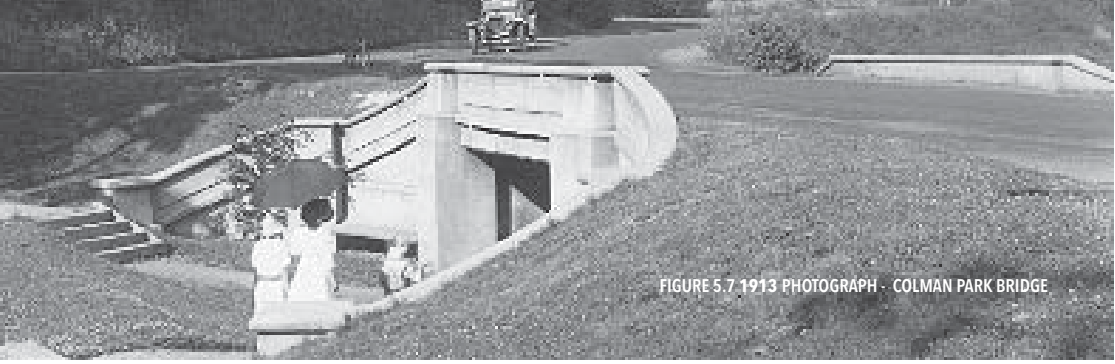


FIGURE 5.7 1913 PHOTOGRAPH - COLMAN PARK BRIDGE

REHABILITATION

Colman Park serves as an important anchor within the Lake Washington Boulevard thread of Olmsted's 1903 and 1908 plans. The boulevard's switchback geometry reflects a varied and relatively extreme topography that creates a distinct parkway character. Our focus for rehabilitation in Colman Park at the upper bridge is a sectional stitch that negotiates pedestrian and vehicular traffic, with walkers below and cars above, a classic Olmstedian tactic for designing park circulation.

The experience of pedestrians below is currently compromised by unintentional patterns of water movement and an accumulation of soil that hides features of the bridge and stairs. The 1913 and 1915 photographs (figures 5.1, 5.7) depict the bridge as an ornate and solid punctuation in the pedestrian path. The benches built into the bridges indicate that the area was intended for lingering and resting, implying a degree of shelter from roadside water and sediment. Standing in that spot today, you could easily be splashed as a car tire drives over a standing puddle on the west side of the road above. Consequently, our recommendations address drainage, grading and tree assessment to correct erosion, undesirable water runoff patterns and obscuring of the bridge itself.

As mentioned, the west side of the bridge accumulates water that splashes down to the path below as cars drive by. On the east side, a second puddle in the roadway is causing erosion at the road level. As a result, excess soil and debris has piled up at the base of the wall and is compromising the walking surface. These drainage problems are causing structural failure in the stairways on the east side of the bridge. In addition, the drainage rills carved into the pedestrian pathways present a tripping hazard. Mulch has piled up on the bridge walls, obscuring detail and ornamental carving, and the position and size of an elm tree on the west side, north of the path, threatens the wall structure. This tree was marked to be removed on 1981 as-built plans, and since has grown so that its trunk nearly touches the abutment wall.

A B In **PROJECT AREAS A & B**, on the north side of the overpass, we recommend replacing the lid of the storm drain manhole from a solid lid to an open grate and regrade to draw in the water.

G Likewise, the lid of the manhole in **PROJECT AREA G** should be replaced with an open grate lid and the area regraded to draw in water.

C In **PROJECT AREA C**, we recommend regrading west of the road around the vehicular pull-out to create a point lower than the road edge around the storm drain and a berm as indicated. This should intercept water from the surrounding bowl and limit runoff to the underpass.

D We recommend repaving the roadway at **PROJECT AREA D** to promote positive drainage to the existing catch basin on the west side of the boulevard.

K E In **PROJECT AREAS E & K**, benches on either side of the underpass, we recommend regrading below the benches to create a reasonable height for sitting, consistent throughout.

F At **PROJECT AREA F**, just south of the underpass, we recommend:

- repairing the gravel walkway throughout
- removing deep cut groves in the crushed rock
- grading to form a shallow swale
- considering adding a catch basin at the east side to convey water from under the bridge away from the stairs

H In **PROJECT AREA H**, we recommend providing a shallow swale to move water north of the pathway.

FIGURE 5.8: 2017 PHOTOGRAPH - **COLMAN PARK BRIDGE FROM THE EAST**

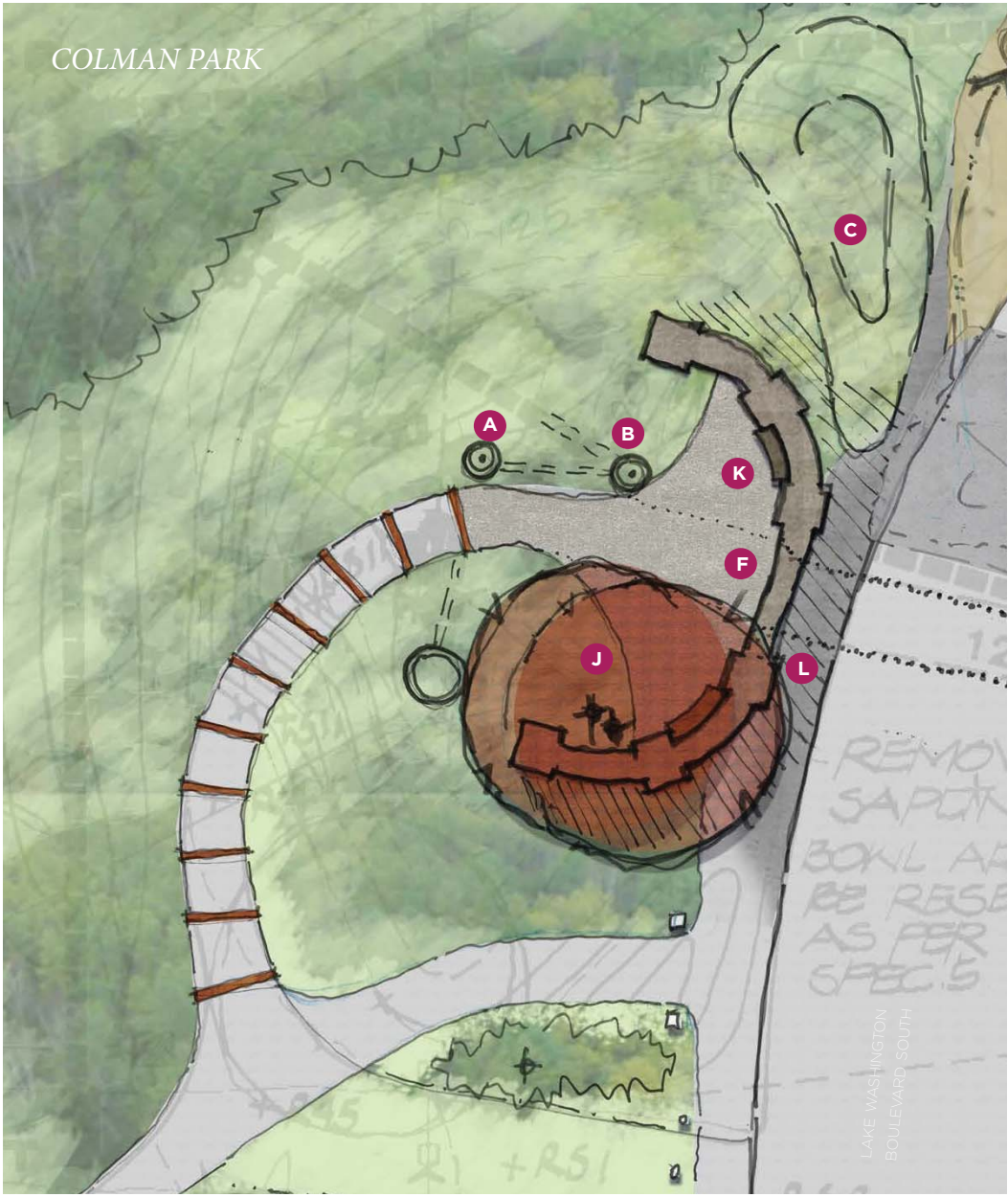
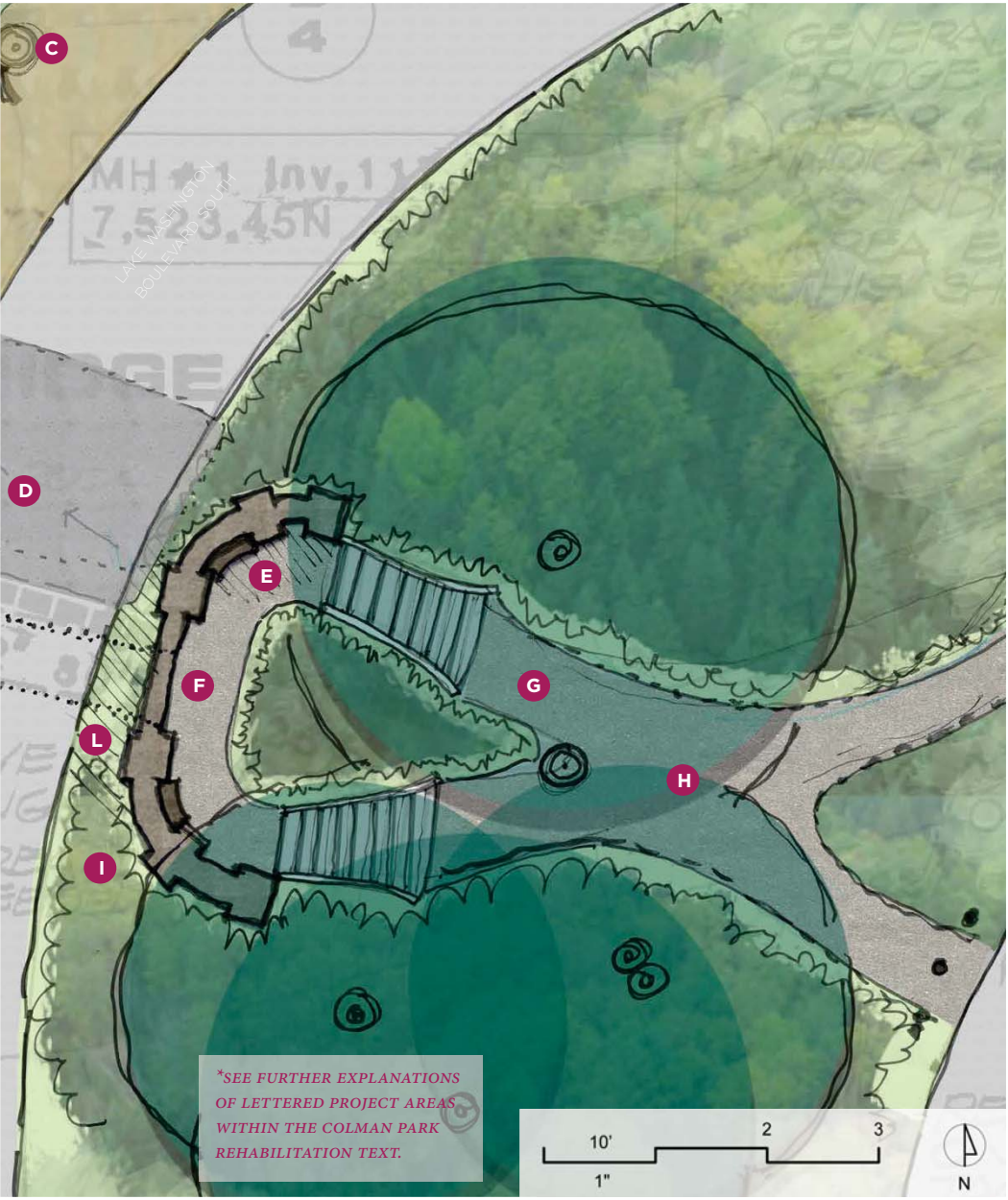


FIGURE 5.8: COLMAN PARK, PROPOSED REHABILITATION PLAN


C
D
E
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G
H
L
I
LAKE WASHINGTON BOULEVARD SOUTH
*SEE FURTHER EXPLANATIONS OF LETTERED PROJECT AREAS WITHIN THE COLMAN PARK REHABILITATION TEXT.
10'
2
3
1"
N

I In **PROJECT AREA I**, just west of the southern bridge wall, we recommend removing saplings between the road and abutment walls on the east side.

J In **PROJECT AREA J**, west of the underpass on the north side, the existing elm tree should be assessed and removed (if necessary), to prevent possible structural damage to the bridge.

K Remove turf in **PROJECT AREA K**, north of the underpass.

H We recommend repairing gravel in **PROJECT AREA H** at the base of the stairs, to create a level surface.

L In **PROJECT AREA L**, on the surface road, remove excess debris at the base of abutment walls and restore the gravel pathway throughout.

In addition, remove soil and debris to clean up the edges of the bridge walls throughout the site, replanting these areas with turf.

FIGURE 5.9 **1907** PHOTOGRAPH - OLD BRIDGE AT FRINK PARK, *another anchor park along Lake Washington Boulevard, similar in scale and north of Colman Park.*

6 *Lake Washington Blvd - Mt. Baker Slopes*

HISTORY

The Mt. Baker Slopes section of Lake Washington Boulevard is located between Genesee Park and Colman Park, where the right-of-way along the inland side of the boulevard consists of a narrow strip of level land and a steep slope. Over the length of Lake Washington Boulevard, there are areas of distinct character. In some places, the boulevard passes through residential areas, or it provides a vehicular route through parks, and or it follows the lakeshore. The Mt. Baker Slopes is one of the lakeshore sections.

The city completed building the first sections of the boulevard, then each given different names, from near Callahan's Point (today's Stay Sayres Memorial Park) to the University of Washington campus at what was then the south entrance to the Alaska-Yukon-Pacific Exposition, in May 1909. Olmsted was not commissioned to design Lake Washington Boulevard, other than the section through Washington Park, which they did in 1904, and the February 1909 boulevard alignment from Frink Park through Colman Park. For the remainder of the boulevard, he shared his vision for the parkway design through his system planning documents, his correspondence with city officials, and his plans for other parks with parkways within or adjacent to their borders.

When John Charles Olmsted created Seattle's park and boulevard system in 1903, he called for a "comparatively narrow fringe of land, sufficient for the needed drives and walks and for the preservation of a foreground of woods" from the Bailey Peninsula, now Seward Park, and the area that is now Colman Park ("Report of the Olmsted Brothers," 74). The boulevard was intended to connect the city's large parks and open spaces, such as Seward Park, Washington Park, and the University of Washington campus, in a manner that would provide a ribbon of park land through the intervening neighborhoods. It followed the lakeshore to provide public access to the lake, but also to take advantage of the views across the water and out to the mountains, including a number of spectacular Mt. Rainier vantage points. He called for the preservation of native vegetation in order

FIGURE 6.1: C.1909 PHOTOGRAPH - ALONG LAKE WASHINGTON, MT. BAKER

to maintain the character of the lake shore and, on the landward side, to protect the experience of the boulevard from the intrusion of the city.

Perhaps most significant for Lake Washington Boulevard in the Mt. Baker Slopes section is the Olmsted commentary in the 1908 Supplemental Report, when he wrote, "A parkway may be defined as an avenue or way in which there is an appreciable amount of informal natural landscape beauty. There is no definite width of street beyond which only can the name parkway be properly applied. The parkway is usually in effect two streets with a strip of informal landscape gardening or of natural scenery (such as a brook) between them or a street with a strip of informal landscape gardening along one side, or a street along the shore of lake, river or sea" ("Supplemental Report on Annexed Territory and General Development," p. 128).

The other commentary we have from Olmsted on the boulevard's vegetation and character is a letter written after he traveled the newly completed parkway and the nearby Interlaken Boulevard, when he came to visit the Alaska-Yukon-Pacific Exposition in 1909. His letter to the Board of Park Commissioners laments the lack of native plantings, the overly formal character of street side tree planting along the lake, and the lack of graceful curves through the steep portions of the boulevard. From his critique, it can be inferred that he intended for the lakeshore boulevard to be fringed by native plants, planted in keeping with the native forests that the boulevard passed through. He reminded the Park Commissioners that, "The problem of constructing park drives is much more than that of securing a certain width with certain maximum grade in the profile and a graceful alignment. It extends to the proper treatment of the side slopes to make them harmonize with the surroundings" (Olmsted to Cheasty, June 14, 1909, p. 9).

The private land along the boulevard quickly developed into residential neighborhoods and the inland buffer of native forest in the public right-of-way has become more important for shielding the park space from visual intrusions as time has passed, even as it has been reduced and degraded by tree pruning and removal for residential views and by invasive species. Encroachments by private property owners into the public right-of-way have also degraded the character of the slope and its historic integrity.

Seattle's Department of Parks and Recreation hired EDAW and Walmsley & Co. in 1986 to develop a design program and plan for restoring and protecting the historical integrity of Lake Washington Boulevard to ensure that the public benefits Olmsted intended for the roadway were maintained. EDAW identified the Mt. Baker Slopes as a distinctive landscape area (14L) and called for several improvements to the inland slopes:

- Reclaim and define privatized land within the right-of-way.
- Correct drainage with stone or concrete lined swales
- Provide bollards with swales to eliminate parking encroachment.
- Use retaining wall if necessary to mitigate extremely steep slopes.
- Maintain and strengthen forest buffer on land side
- Plant groundcover, vines and shrubs to stabilize slopes.

It does not appear that the landward side of the boulevard has received comprehensive treatments according to the EDAW report's recommendations. Parking still encroaches on the plantings in the right-of-way along some portions of the road and invasive plants and tree issues have only increased. The triangle at the Horton Street/ Lake Washington Boulevard intersection does not have invasive plant issues, but it is a far more formal treatment than Olmsted envisioned for the parkway. Likewise, turf along the inland side of the boulevard does not conform to the Olmsted vision. It should be noted, in particular, that Olmsted recommended in his 1909 letter to the Board of Park Commissioners that rustic logs be used for the construction of retaining walls in keeping with the naturalistic character of the vegetation.

The 2010 Vegetation Management Plan for Lake Washington Boulevard calls for restoration of the native vegetation along the slope, but with consideration for the views from residences above and for landslide management. For view management, the standard spacing policy for conifers and deciduous trees was altered to allow conifers to be planted every 150 feet on center and deciduous trees to be planted 100 feet on center. The trees are to be placed in the lower third of the slope, given that vegetation is unlikely to prevent slides. Instead, trees planted at the bottom can hold back slides and reduce damage on the boulevard. The Vegetation Management Plan also acknowledges that the more formal, turf-covered areas on the inland side of the boulevard, such as the one at the intersection of S Horton Street and Lake Washington Boulevard were not part of the Olmsted Plan for the boulevard nor part of the EDAW recommendations, but still recommends that they be retained as transition zones.

FIGURE 6.2: **CIRCA 1914** HISTORIC POSTCARD OF LAKE WASHINGTON BOULEVARD

REHABILITATION

The Mt. Baker Slopes, as an inland zone of Lake Washington Boulevard between Colman and Genesee Parks, play a supportive and necessary role within the parkway. This type of western land buffers the lakeside park from a growing neighborhood, defining a space from the hillside out to the expanse of the lake and mountain views. From Olmsted's 1909 letter responding to the first constructed sections of the boulevard, we know that he valued carefully detailed planting that blended the parkway elegantly into its context. In other words, a park component like the west hillsides of the Mt. Baker neighborhood was an essential ingredient to the experience; the securing of linear space along the lake and the procurement of views was not enough to meet his standards.

As current observation, the 1986 EDAW Plan and the 2010 Vegetation Management Plan attest, the Mt. Baker Slopes management area has suffered from deterioration of the planting material for at least 30 years. Our rehabilitation recommendations center on restoring several distinct planting areas at the base of the

LAKE WASHINGTON BOULEVARD:

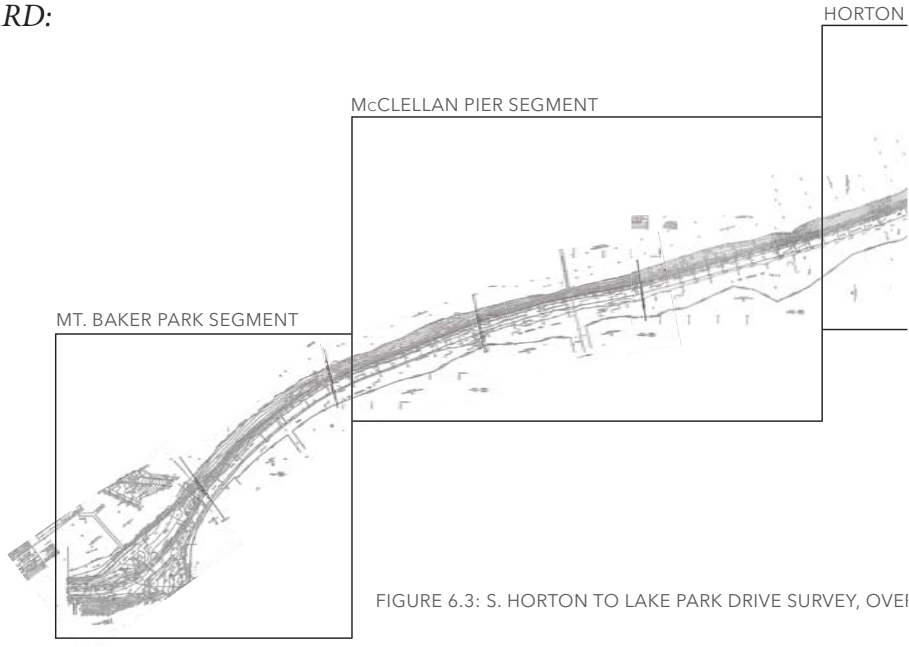
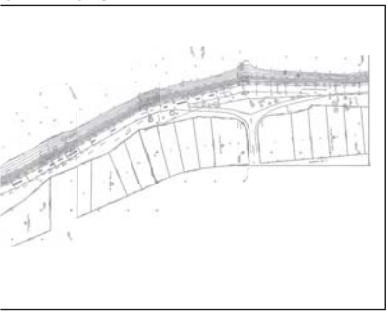


FIGURE 6.3: S. HORTON TO LAKE PARK DRIVE SURVEY, OVE

FIGURE 6.4: **1911** PHOTOGRAPH

FIGURE 6.5: **1920** PHOTOGRAPH - FORMAL PLANTINGS ALONG THE SHO

STREET SEGMENT



N

RVIEW, BASED ON **1983** SURVEY

RESIDE OF LAKE WASHINGTON BLVD

slopes, around a stairway that cuts down to the boulevard and along the western edge of the roadway. South of McClellan Street, the curb on the west side of the boulevard ends and the planting beside the road is degraded from individuals pulling over and parking along the road. We recommend building a new curb and parking pullouts to organize where cars pull off the roadway. This measure should protect the lawn and other plantings and fill in an acknowledged gap in previous work maintaining Mt. Baker Slopes. Although the authors of the Vegetation Management plan could not recommend "constructed elements," they endorsed such elements as useful in promoting plant health (VMP, p. 82). The compaction and gouging of soil from car tires has caused erosion and drainage issues. Improvements to both the soil and water flow should be made, including leveling the land to fill in depressions and studying and revising the run-off strategy.

With a new base of protected land between the hillside and new curbs, we recommend interfacing native plants in more level areas around the toe of the slope and into the strip of turf beside the road. Invasive species like Himalayan blackberry, English ivy, Knotweeds, and Reed Canary grass (among others), should be removed here, ideally in conjunction with new planting. As Olmsted landscapes often fell into combinations of the pastoral and the picturesque, we can think of the transition from the lush hillside to the more formal planting on either side of the roadway as a transition from the wilder, layered picturesque to the more pristine and rational pastoral (VMP, p.6). In this way, the planting design encourages the harmonization of the side slopes that Olmsted references in his 1909 letter.

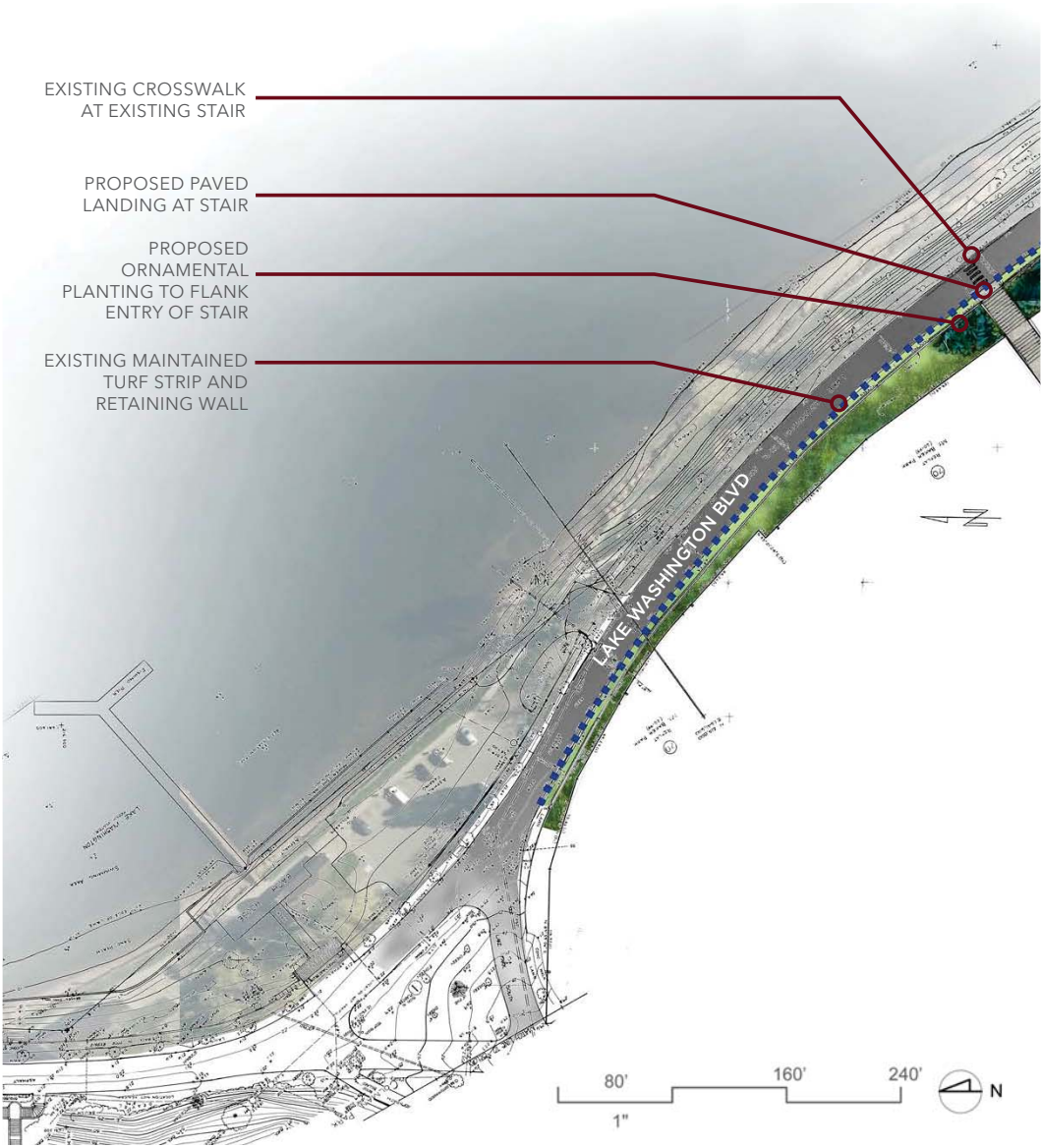
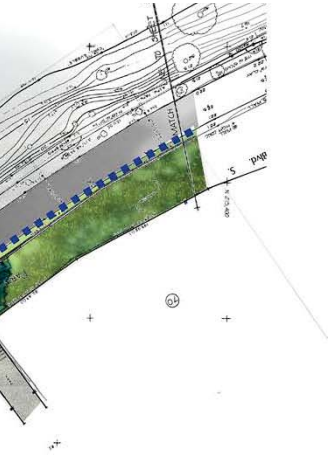


FIGURE 6.6: PROPOSED REHABILITATION SITE PLAN (MT. BAKER PARK SEGMENT)



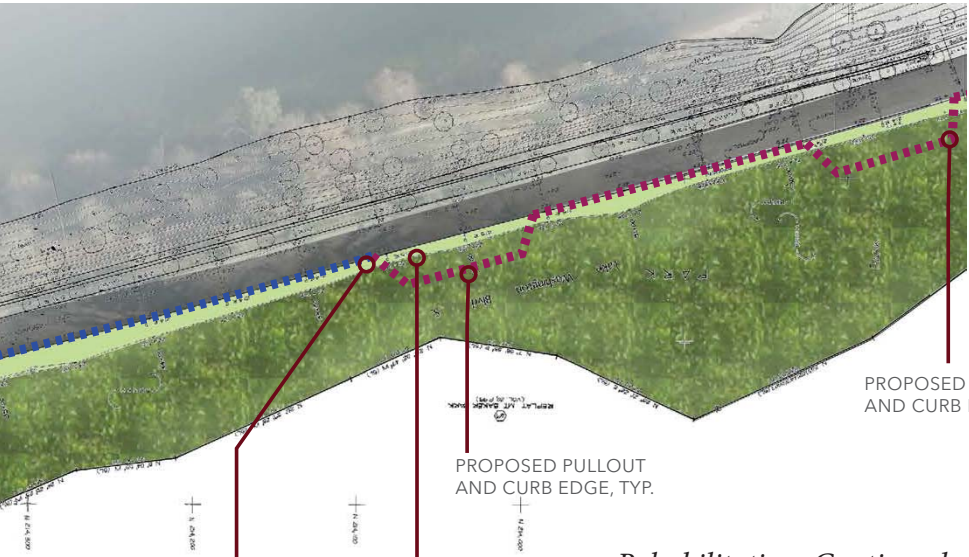
LAKE WASHINGTON BOULEVARD MT. BAKER PARK SEGMENT

KEY

- RESTORATION OF TURF
- DESIGNATED PARK BUFFER
- PROPOSED ORNAMENTAL PLANTING
- GREEN SEATTLE PARTNERSHIP RESTORATION AREA
- PROPOSED CURB
- EXISTING CURB
- PROPOSED PULLOUT/PARKING AREA
- EXISTING PULLOUT/PARKING AREA

FIGURE 6.7: **CIRCA 1916** PHOTOGRAPH - LAKE WASHINGTON BOULEVARD *prior to the lowering of Lake Washington in 1916, a press crew passes Mt. Baker Park on a newly constructed Lake Washington Blvd.*

FIGURE 6.8: PROPOSED RESTORATION SITE PLAN (McCLELLAN ST.)



APPROXIMATE END OF CURB, TO BE FIELD VERIFIED

TURF FROM TOE OF SLOPE TO PROPOSED EDGE OF SLOPE TO BE REPLANTED, MAINTAINED, AND REGRADED AT UNDESIGNATED PULLOUTS, TYP.

80' 160' 240'
1"
N

> Rehabilitation, Continued

Stairways along Lake Washington Boulevard are treated as a distinct management unit (VMP, p.84-85) and call for more formal planting along their edges and around the base of a staircase. For a stair that connects Shoreland Drive S and Lake Washington Boulevard by Mt. Claire Park, we recommend adding ornamental planting at its base within the park boundary. Unfortunately, the land on either side of the stair abuts private property and cannot be altered. We also recommend adding a concrete pad at the base of the stair, which currently ends with a final riser, to more gracefully transition someone descending the stairs to the level of the boulevard. The absence of a legible crosswalk across the road

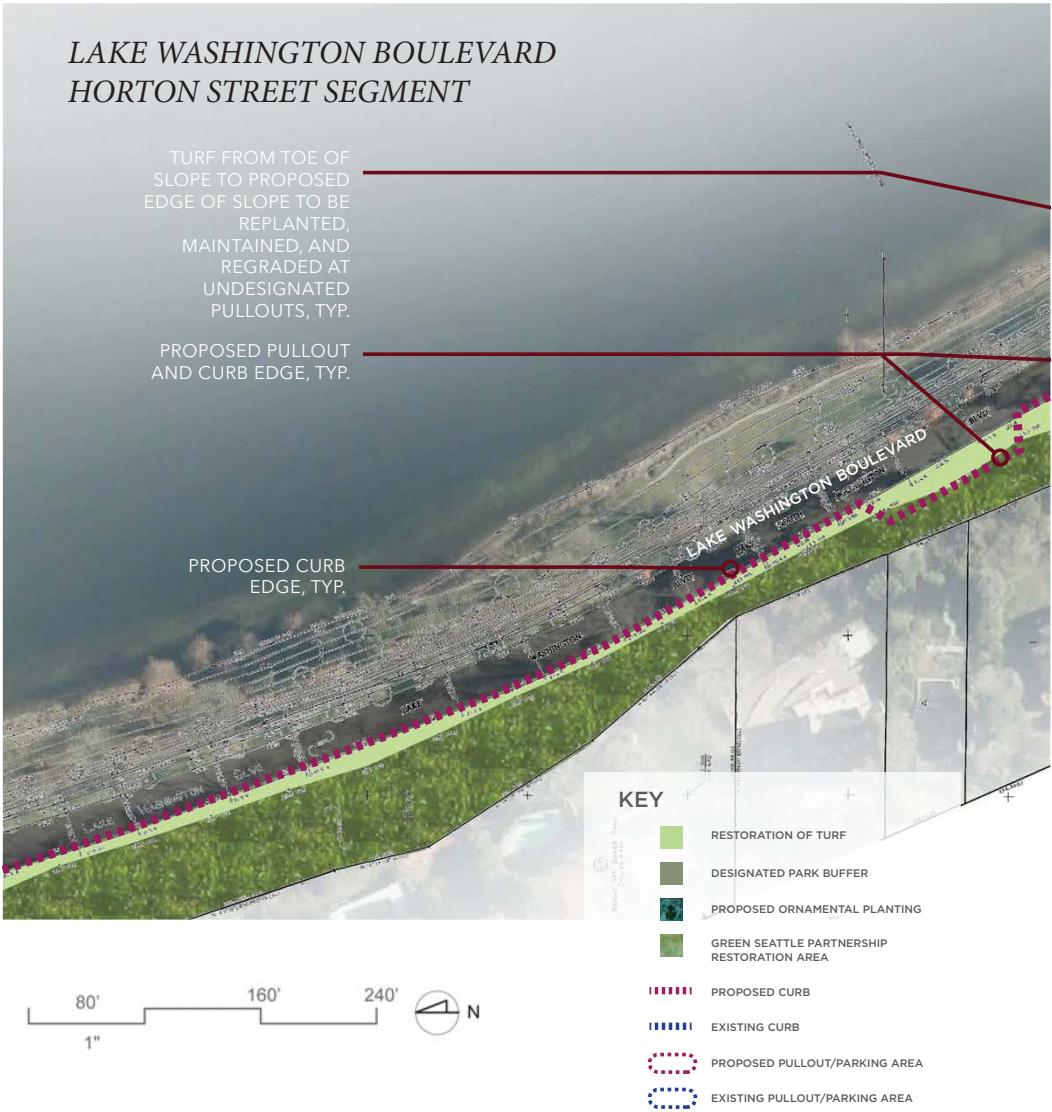
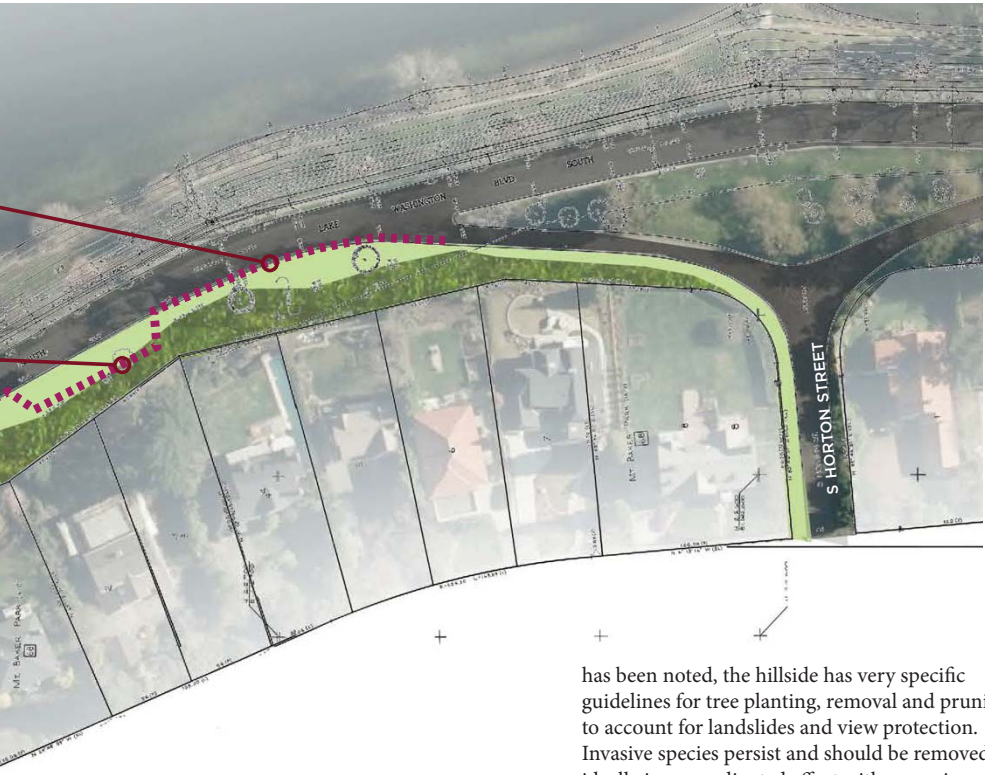


FIGURE 6.9: PROPOSED REHABILITATION SITE PLAN (HORTON STREET SEGMENT)



> *Rehabilitation, Continued*

and the sharp curve from the north make this route from the stairs to the lakeshore park dangerous and more tactics for mitigating the danger and discomfort should be considered.

Efforts to improve the middle and upper portion of the Mt. Baker Slopes are underway by Green Seattle Partnership and our rehabilitation efforts, picking up at the toe of the slope to the road edge, should work collaboratively with theirs. As has been noted, the hillside has very specific guidelines for tree planting, removal and pruning to account for landslides and view protection. Invasive species persist and should be removed, ideally in a coordinated effort with removing invasive species and planting at the base of the slope.

Lastly, encroachments from property owners into these western buffer zones should be addressed comprehensively. Investigation into the locations and degree of encroachment should proceed, evaluating the feasibility of correcting them and tactics for doing so. These rehabilitation recommendations for the Mt. Baker area of Lake Washington Boulevard will help balance the integrity of the hillside and lakeside, to create the polished landscape that Olmsted intended here.

7 *Hiawatha Playfield*

HISTORY

One of the most noticeable differences between the 1903 and 1908 park and boulevard system plans developed for Seattle is the increased emphasis on playgrounds and playfields in the 1908 plan. John Charles Olmsted recommended several playgrounds in the 1903 report, but that plan emphasized the boulevards and parks with landscape beauty and play areas for smaller children.

In the preface to the 1908 report, Olmsted describes each of several types of parks that could be developed in a city park system. He includes playgrounds for younger and older children, recommending that, “there should be local parks, especially for women with babies, and for playgrounds for young children, within a short walk, say half a mile, of every home, and there should be playflelds for boys of the grammar school age and outdoor gymnasiums for older boys within a mile of every home” ("Supplemental Report on Annexed Territory and General Development," pp. 128-129).

In the 1908 report, Olmsted was addressing the newly annexed areas of the city, such as Ballard, South Park, and West Seattle. He lamented that these areas had no parks at all, so the city would need to acquire significant amounts of land to meet the needs of the growing population. For West Seattle, he identified four parks and one playfield, West Seattle Playfield, which was to be located at the top of the hill, near West Seattle School (later Lafayette Elementary).

Unlike other ridgetop parks, the siting of the playfield was not chosen to take advantage of distant views, but instead for its proximity to the school and the availability of two full blocks in the midst of a developing neighborhood.

The increased attention to playfields in the 1908 report reflects the growing influence of the playground movement in the United States. Providing supervised

FIGURE 7.1: **1912** PHOTOGRAPH - WADING POOL AT HIAWATHA PLAYFIELD

outdoor recreation space for the public, particularly in working class neighborhoods that would not have private yards or facilities available was one part of the larger Progressive movement that was instituting numerous civic improvement programs in cities across the country. The earliest public playgrounds were developed in Boston in the 1880s and, in 1906, the Playground Association of American formed in Washington, D.C., fueled by the belief that "inasmuch as play under proper conditions is essential to the health and the physical, social, and moral wellbeing of the child, playgrounds are a necessity for all children as much as schools" ("Playground Association of America").

Seattle's Parks Department had already developed a number of playgrounds by 1908. These included a variety of facilities, ranging from a terraced series of play areas at Collins Playfield to a ballfield and playground equipment at B. F. Day Playfield.

After adopting Olmsted's 1908 report, the Parks Board hired the Olmsted Brothers firm for one more system-wide study to advise the city on development of playgrounds. John Charles Olmsted began that 1910 report with a discussion of playgrounds, their development, and management. In response to the Park Board's consideration of taking responsibility for school playgrounds, Olmsted warned that they would be purely spaces for children to play while at school, not open spaces that could also serve as public parks. He advised the Board that they should only develop parks as playgrounds to the extent that it wouldn't harm the nature of the park. Things like a baseball field, a lawn for croquet or tennis, a wading pool, a sand court, "or similar things harmonious with or not unduly injurious to the landscape of the park" were all in keeping with a public park (Olmsted to Heffernan, October 4, 1910, p. 6). Olmsted recommended that the School Board develop, manage, and staff school playgrounds, while the Parks Board developed, more public, multi-use playfields and playgrounds.

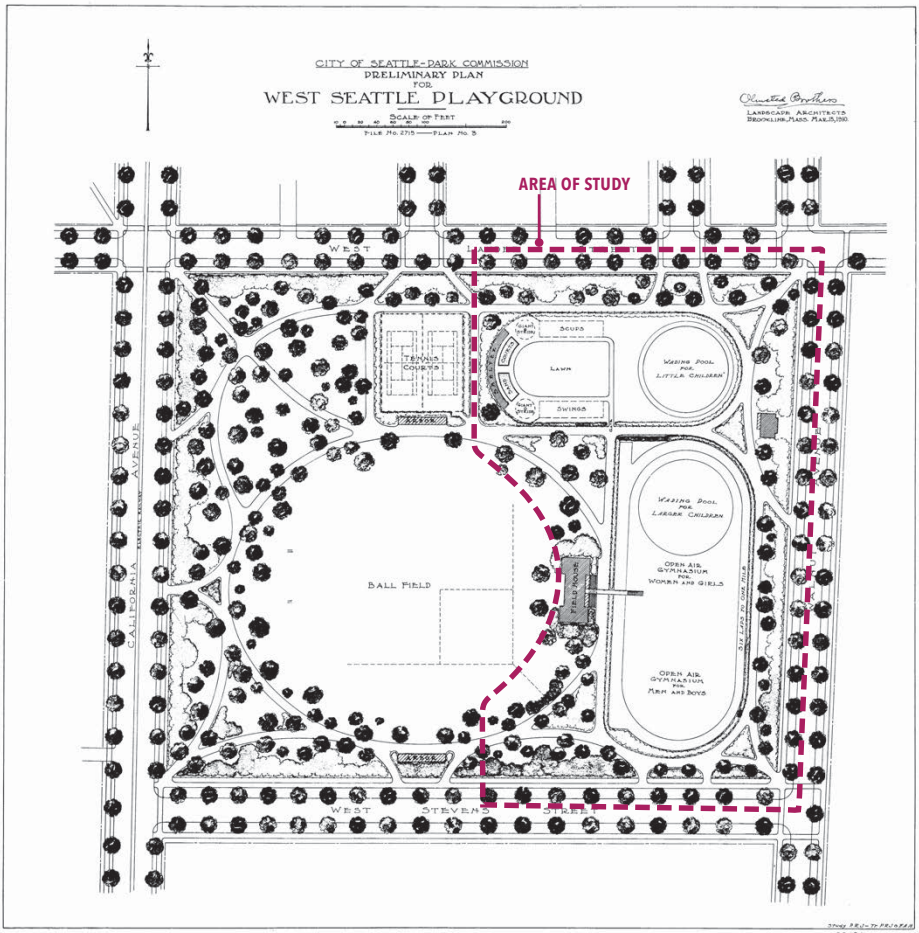


FIGURE 7.2: **1910** OLMSTED PRELIMINARY PLAN FOR HIAWATHA PLAYFIELD @ 1"=150'

FIGURE 7.3: **1915** PHOTOGRAPH - BASEBALL GAME AT HIAWATHA PLAYFIELD

In the playgrounds report, Olmsted held up the West Seattle Playfield, soon to be renamed Hiawatha Playfield, as an exemplary manifestation of the playfield concept. He wrote, "As to size…the aim should be to secure at least eight to nine acres, like the recently acquired West Seattle Playground. This area affords space if the land is fairly level, for a baseball field, an athletic field, a fieldhouse, some tennis courts, a little folks' playground, a wading or swimming pool and some lawns and groves with winding walks, ornamental shrubbery and flowers for the general public" (*Ibid.*).

John Charles Olmsted developed a preliminary plan for Hiawatha Playfield in 1910 (figure 7.2). In it, he divided the space into three areas, two in the southern portion and one across the northern portion. The southwestern portion featured a ballfield and the southeastern portion had a track and gymnasium equipment. Between the two, a small fieldhouse provided indoor facilities and restrooms. In the northern section, Olmsted retained the existing trees and added additional trees and shrubs, particularly along the border of the park. In this wooded area, he situated tennis courts and the playground for smaller children with two wading pools.

From historical photographs and a 1936 aerial of the playfield, it appears that the Olmsted Plan was largely implemented. It was touted as the first playfield in Seattle because it featured the first, and largest, fieldhouse. Not long after its dedication, the Ballard Playfield opened, also with a fieldhouse, as did South Park Playfield. Today, many of these fieldhouses have been replaced and expanded and serve a broad range of residents as community centers.

FIGURE 7.4, 7.5: **1912** PLAY EQUIPMENT AT THE NW CORNER (TOP)
AND AT THE NE CORNER (BOTTOM) OF HIAWATHA

FIGURE 7.6: **2018** AERIAL PHOTOGRAPH OF HIAWATHA PLAYFIELD

Hiawatha Playfield has evolved over the last century in response to changing times. During World War II, the military took over the playfield for housing soldiers. When they vacated the space after the war, they funded some rehabilitation of the landscape and the Parks Department took the opportunity to expand the fieldhouse. The new structure, which was completed in 1949 and encircles the original structure, is about three times the size of the 1911 building.

It is not clear when the gymnasium equipment on the east side of the park was removed. In the 1936 aerial, it does not appear that there is equipment in the lawn area on the east side of the park, but earlier photos show it along that border. Historical photos also show playground equipment in the northern part of the park.

A report produced by the Friends of Seattle's Olmsted Parks in 1984 lists a series of changes to the park. One item notes that the track was relocated from the east side to the west side in 1932, although that is not visible in the 1936 aerial. At the same time as the fieldhouse expansion, the list indicates that paving, a curb, and walls were added. In 1954, ballfield lights and backstops were added. In 1967, the wading pool was moved to the north, where it is located today. The play area has been rehabilitated several times, once in 1973, once in about 1996, and again in about 2005.

Hiawatha Park is a city landmark and any changes that affect its landscape character are subject to Landmarks Preservation Board review.

FIGURE 7.7: **1912** PHOTOGRAPH - HIAWATHA BALLFIELD FROM THE NORTHWEST

REHABILITATION

As the first fully developed playfield in Seattle, Hiawatha plays a critical role in Olmsted's vision for the Seattle park system. In the early 20th century, the playground movement significantly contributed to attitudes and action around park building across America. This nationwide sentiment infiltrated Olmsted's Seattle plans and seemed to increase in prominence as John Charles Olmsted continued to work with the city: many more playgrounds appeared in his 1908 report than his 1904, and his final 1910 report begins with a section devoted to playgrounds, a sign that they were in the fore of his mind and warranted careful management and execution. Our recommendations for Hiawatha focus on circulation and planting to promote ease of movement on the site and reinstate the spatial definition communicated in JCO's original Hiawatha plan.

According to SPR's 2005 *Historic Resource Plan*, Olmsted playfields tended toward formal and geometric design, typically with evenly spaced trees around the edge, often in a double row, and abundant understory planting where it did not interfere with necessary clearing for equipment and sports fields. In his built playfields, shrubs would line the fields, trees were included to even temperature, and native vegetation was retained as much as possible (*Historic Resource Plan*, p. 35). This design vocabulary aligns with Hiawatha, and the 1910 plan implies distinct zones reinforced by vegetation. Currently, the east side of Hiawatha Park is much more open than this, with a light boundary between Walnut Avenue SW and the park, and negligible edges around the east field and pathways.

FIGURES 7.8 (LEFT) **1911** PHOTOGRAPH - BOYS EXERCISING IN HIAWATHA FIELDHOUSE
FIGURE 7.9 (RIGHT): **1911** PHOTOGRAPH - CHILDREN PLAYING IN WOODED AREA OF HIAWATHA

To improve these conditions, we recommend restoring the sweeping geometry of original pathways, resurfacing some routes, replanting areas and creating ADA accessible pathways from parking areas. Olmsted's characteristic sweeping pathways are apparent in the 1912 photograph looking across Hiawatha playfield from the northwest corner of the site (figure 7.7). However, a comparison of present-day and 1910 pathways reveals significant discrepancies. In the 1910 plan, the path from the northeast corner bends in toward the park's interior, bowing like a catenary curve. The paths today have lost this clear geometry, moving in smaller gestures, piecemeal, around northeast elements of the site. We propose adjusting the alignment of the path to resemble the 1910 pathways.

At their intersections, these path curves produce triangular spaces characteristic of Olmsted plans. In the 1910 Hiawatha plan, they appear at the northeast and southeast corners and between the two wading pools. We propose reintroducing or renovating these vegetated triangles in several locations:

- North of the fieldhouse, defining the northeast corner of the track
- At the southeast and northeast entrances
- At the eastern end of the primary east-west path

In addition, we recommend paving the muddy, crushed-stone access road from the midblock of Walnut Ave SW to the area north of the fieldhouse, using asphalt that matches existing site paving. A new ADA-accesible path should connect Walnut Ave SW to the nearest fieldhouse entrance. Planting at the foundation of the north wall of the

HIAWATHA PLAYFIELD

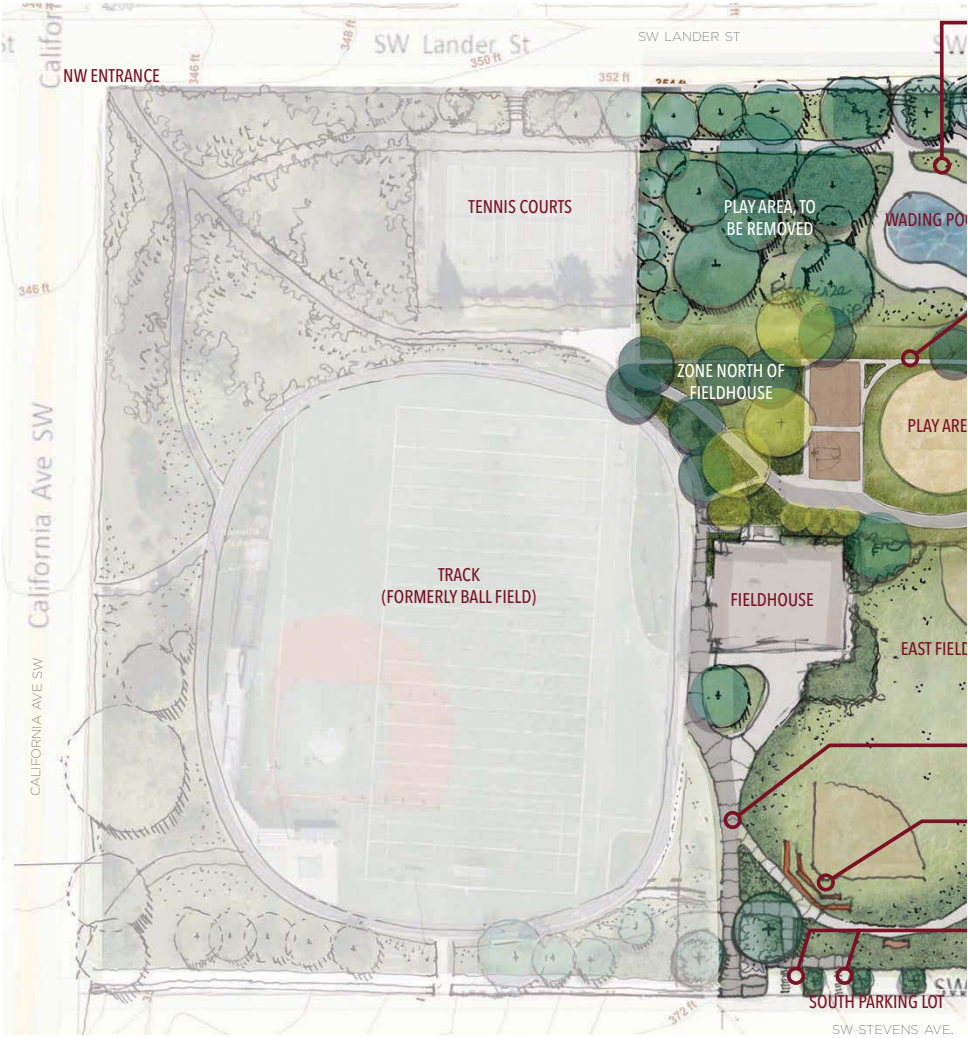
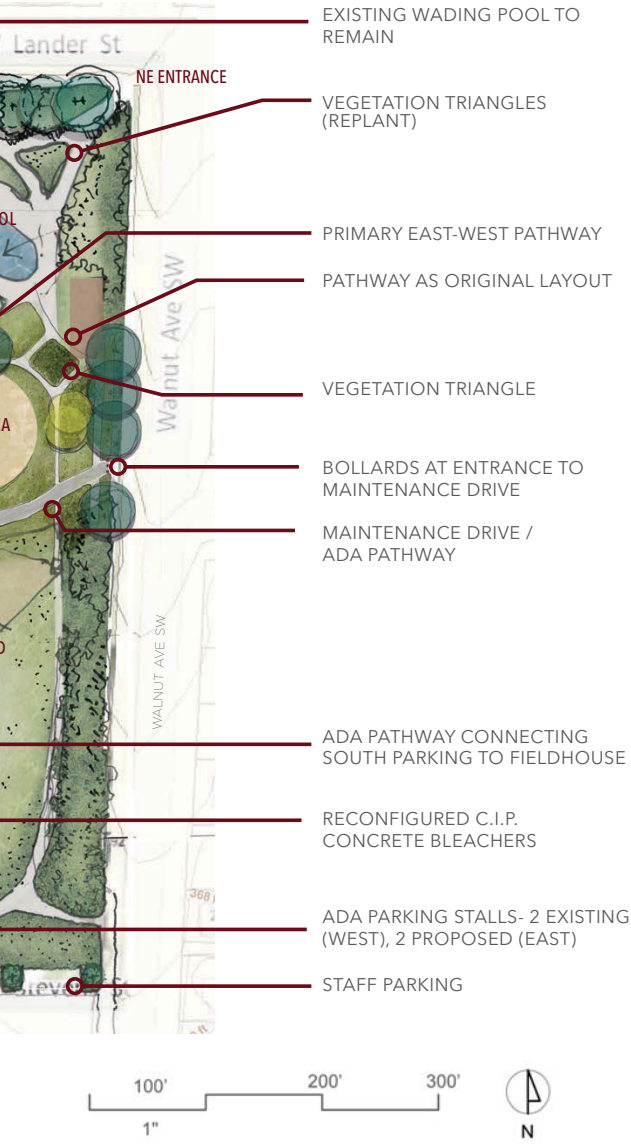


FIGURE 7.10: HIAWATHA PLAYFIELD, PROPOSED REHABILITATION PLAN

> *Rehabilitation, Continued*



fieldhouse should be added to soften the space.

In the south parking lot, existing ADA access should be assessed and revised, if necessary, creating solid accessible routes from the east and the south.

A few changes to the location of equipment address current issues in park usage and revive latent Olmsted elements. When the play area beside the tennis courts is moved (due to hazardous trees), we recommend adding a new play area where the old, central wading pool sat. This new play area should provide spatial definition to the large, nebulous space on the east side of the site. We propose moving swings from the play area to a location within the bow of the path east of the existing wading pool. Finally, southwest of the east field, we recommend the backstop be removed and the bleachers reconfigured. Check with West Seattle High School before making these adjustments to the sports field amenities.

This rehabilitation strategy restores the elegant patterns of movement intended in the first iterations of Hiawatha and promotes convenient access for disabled individuals and staff. New planting

FIGURE 7.12: **1937** AERIAL PHOTOGRAPH OF WEST SEATTLE. *Hiawatha Playfield called out with dashed line.*

will reflect design vocabulary characteristic of Olmsted, give more opportunity for native vegetation to thrive, and provide permeable boundaries to improve atmosphere in the park. Building on the many existing assets of the site, these improvements will create an exemplar for rehabilitating Seattle playfields.

FIGURE 7.13: **2018** PHOTOGRAPH - EAST FIELD OF HIAWATHA PLAYFIELD FROM THE SOUTHEAST CORNER.

8 *Schmitz Boulevard*

HISTORY

Not very many years before Ferdinand and Emma Schmitz donated 30 acres for a park in West Seattle, the type of landscape it contained was ubiquitous along the shores of Elliott Bay. Prior to non-Native settlement in the 1850s, forests of conifers blanketed the hillsides, often all the way to the shoreline. By 1908, however, much of that land had been logged and only a handful of areas, such as Bailey Peninsula (future home of Seward Park) and Fort Lawton (later Discovery Park) contained forests. When John Charles Olmsted returned to Seattle in 1908 to develop his supplemental plan for the newly annexed areas of Seattle, he was happy to incorporate the land donated by the Schmitz family.

The park lay just inland from Alki Beach and Alki Playfield, two other park properties. In addition to the park proper, the Parks Department acquired land for a boulevard connecting the beach with the park. As part of the 1908 supplemental plans, Olmsted had recommended that the West Seattle Parkway be brought over the hill from the Duwamish Parkway to a location just uphill from Schmitz Park.

Olmsted developed a design for the terminus and turnaround for Schmitz Parkway in the middle of the park in April 1909 (figure 8.1). The plan shows just the area around the terminus, but it provides several clues to how Olmsted envisioned the boulevard's design. First, the approach to the turnaround is shown with evenly spaced trees lining one side of the roadway. Photos of the boulevard over the years show those trees extending down the side of the roadway all the way to the intersection with SW Stevens Street. Other historical photos show a different, smaller tree species along 59th Avenue SW.

Second, it appears that any area outside the actual roadway was informally planted, likely with native species, given Olmsted's preference for naturalistic plantings along boulevards in parks. This is reinforced by his directions for how the pergola at the turnaround should be constructed. In his report accompanying the designs for the

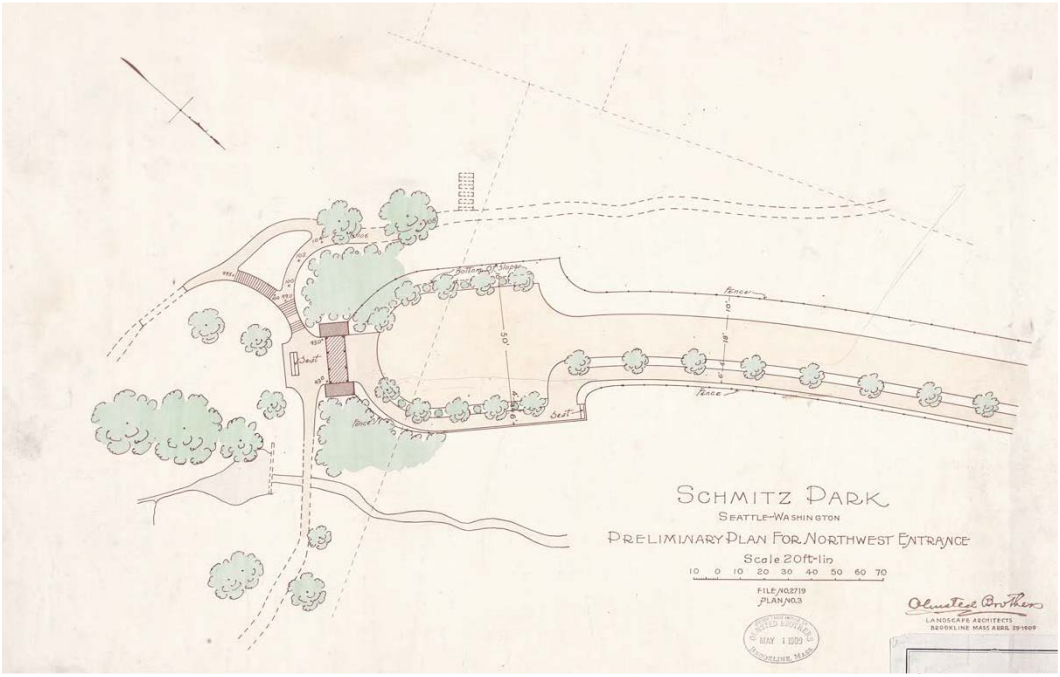


FIGURE 8.1: **1909** PRELIMINARY PLAN FOR NORTHWEST ENTRANCE OF SCHMITZ PARK @ 1"=40'

entrance to the park and the pergola he wrote, "The character of this little building and of the vine-covered pergola we feel is in keeping with the woodland character of the scene, which should be preserved as far as possible as the chief characteristic of Schmitz Park" (Olmsted to Schmitz, September 10, 1909, p. 4).

The boulevard was developed in 1908 from the park to the beach. At the intersection of SW Lander Street and 59th Avenue SW the Parks Department constructed a stone archway marking the entrance to the boulevard. A rustic pergola and comfort station were built at the vehicle turnaround in the park, but it was designed by a park engineer. It would be removed in the 1940s due to vandalism issues. In 1910, trees were planted along one side of the boulevard in the park. The combination of the more formal street tree planting, which reflects the residential nature of much of the boulevard's length, and the informal character of the remainder of the surroundings of the boulevard is somewhat unusual for a boulevard designed by Olmsted. He does not comment on it in his report or correspondence, but it appears that consistency across the length of the boulevard superseded his more common directive to harmonize parkway plantings with the surrounding vegetation to the greatest extent possible.

Olmsted also developed a number of plans for connecting Schmitz Boulevard with the West Seattle Parkway he had recommended in his 1908 supplemental plan. He studied the landscape carefully to determine a graceful route for the boulevard to traverse the steep hillside through the northern portion of the park. He recommended the acquisition of additional parkland to the east, between the park boundary and the intersection of SW Stevens Street and 52nd Avenue SW to allow enough room for the road to move up the hill along a curvilinear route. These plans were not carried out.

The integrity of the boulevard would be undermined by a series of actions in the 1940s, 1950s, and 2002. First, in response to safety concerns over Alki Elementary students having to cross the boulevard to reach the playfield, the roadway between 59th Avenue SW and 58th Avenue SW was vacated in 1949. This created a break in an already short boulevard. Street trees remain on 59th Avenue SW and provide a sense of the boulevard's character, but the removal of the arch in 1953 further degraded the connection between that street and the park and undermined the connection between the beach and the inland parks. Finally, in 2002, the Friends of Schmitz Park and SPR carried out a restoration project at the vehicle turnaround. The parking area was removed and native vegetation planted in its place. The boulevard now comes to an end on the north side of the new plantings.

The boulevard is closed to traffic within the park, but it retains its original character. The plantings on the hillsides flanking the road are informally planted with native species. Those on the uphill side are being rehabilitated by the GSP. The street trees remain alongside the roadway from the park entrance to the former turnaround. The lower side of the boulevard, the area along SW Stevens Street, needs some upkeep to retain the native vegetation and protect the historic character of the boulevard. Even in its highly altered state, it is a lovely remnant of the original vision for this landscape and a reminder of the role boulevards and parkways were intended to play in the park system.

FIGURE 8.2: SCHMITZ PARK PRESERVE AREA

FIGURE 8.3: **1911** PHOTOGRAPH - SCHMITZ PARKWAY ARCH

REHABILITATION

Despite the multiple changes in JCO's vision, the remaining stretch of Schmitz Boulevard is intact enough to convey a charming condition: a boulevard threading through a wooded, upland park. Historic photos, Olmsted's 1909 plan and his related correspondence point to his intention to create a boulevard with regularity in the trees and more native, naturalistic planting beyond. Implicit in his desire to connect Schmitz Park and the beach and extend the boulevard toward his proposed West Seattle Parkway was a desire to encourage movement along the boulevard through a sense of continuity. Our recommendations for rehabilitating this landscape focus on rehabilitating the peripheral planting conditions, maintaining a sense of coherence in the street trees and restoring native planting beneath and beyond the trees.

Currently, erosion, invasive species and compromised tree health undermine the intended atmosphere and integrity of the original plan. At the west end of the boulevard, a set of stone columns and a metal gate blocks vehicular traffic. Uphill to the south (**AREA E**) and downhill to the north, a mix of native and invasive plantings prevail. Plantings encroach in places along the edge of the road and goat paths cut down the hillside to the north, held back by a retaining wall along SW Stevens Street.

E

SCHMITZ PARK

FIGURE 8.3: SCHMITZ BOULEVARD, PROPOSED REHABILITATION PLAN

A At the west entrance on the north hill by **PROJECT AREA A**, invasive grass and Boston ivy presents throughout and should be removed and replaced with native planting, including *Polystichum munitum* (sword fern), *Mahonia* (oregon grape), and *Rubus parviflorus* (thimbleberry), among other species. We also recommend creating a clear edge along Schmitz Boulevard, as mowed turf.

To address erosion from the goat path north of one of the stone columns in **PROJECT AREA B**, we recommend building a timber crib wood stair to allow for circulation without further eroding the hill.

B

In **PROJECT AREA D**, we recommend mowing a strip of 3'-4' around where 57th Ave SW would intersect the boulevard, encouraging larger plants to migrate away from the road slightly. One tree near the entrance on the north side has a large hole in its trunk; this tree and all others should be assessed and replaced as necessary to preserve the integrity of the former boulevard. Green Seattle Partnership is currently working along Schmitz Boulevard, around a stream to the north of the boulevard at its eastern edge by **PROJECT AREA F**, and on the hillsides to the north or south (**PROJECT AREAS E & G**). Work should be done in collaboration with their efforts, maximizing available resources.

D

E F

E G

All efforts along Schmitz Boulevard are ultimately meant to restore the condition of a stately boulevard softened by native planting, and, indeed, remind us of this type of connective landscape in Olmsted's original vision for Seattle parks.

9 *Magnolia Boulevard*

HISTORY

Magnolia Boulevard wraps around Magnolia Bluff, beginning on Thorndyke Avenue, curving around along Galer Street, jogging inland to the head of the Wolf Creek ravine (Magnolia Park), wrapping around the edge of the bluff on the south and west sides, then traveling a short distance inland to a former entrance to Fort Lawton, now Discovery Park. The section along Thorndyke Park offered expansive views of downtown and Elliott Bay before the area just to its east was developed. The section from 29th Ave W to W Howe Street offers glimpses of views to drivers, and the section from 34th Avenue W to W Raye Street provides expansive views, with some of the historic views blocked by encroaching vegetation, alternating with stands of trees and shrubs.

The boulevard is one of the ribbons of parkland connecting Seattle's larger parks. In Olmsted's 1903 plan, he called for the continuation of the parkway from Woodland Park,

> "on a steadily rising grade to a bold headland southwest of Smith's Cove, which commands a very fine view of the city, harbor sound (sic) and mountains. From Smith's Cove to Fort Lawton Reservation the parkway should be widened out to include all of the bluff, and if practicable all water privileges. The bluffs are almost continuous, and are nearly everywhere steep and mostly covered with beautiful woods. The woods are particularly luxuriant and beautiful in the ravines intersecting these bluffs, and considerable areas of land to include the deeper portions of these ravines should be secured. It can safely be assumed that Fort Lawton Reservation will have various pleasure drives laid out in it, and that its use by the public as a pleasure ground will always be permitted by the United States authorities" ("Report of the Olmsted Brothers," p. 75).

FIGURE 9.1: 1**953** PHOTOGRAPH - MAGNOLIA BOULEVARD

When Olmsted designed a landscape plan for the fort in 1910, he extended Magnolia Boulevard further around the bluff, through the military installation. The Fort Lawton plan (figure 9.3) was not implemented, but save for a few years during World War II, much of the fort property was often visited by the public and upon decommissioning of the fort in the 1970s, the land became part of the park system.

In the field notes from Olmsted's tour of the city in May 1903, when he first began working on the Seattle plan, a much more secluded and forested vision for the parkway is described:

> "This bicycle path is practically on the line of drive, should they decide to make one along the Sound. It is beautifully situated, on easy grades, and goes through a very charming piece of woodland scenery. The woods have been cut over, and all the very large trees taken away, and yet there are many good-sized ones left, and many small ones growing up. The underbrush is chiefly alder, but there are in places numbers of madrona trees, and in time these might be encouraged to occupy the ground exclusively, at least along certain portions of the road. Certain other portions, there are fine groves of fir, which might be cleared of underbrush, so as to get a more open effect, and relieve the monotony of a continuous drive through close woods.
>
> "Where the path swings out to the bluff, there is a good opportunity for a concourse, and a little way beyond this point, there is a small ravine, where, by a little judicious cutting a plunging view down into the Sound can be obtained. Then the path continues, keeping a hundred or two feet from the edge of bluff, and around the heads of two canyons to Fort Lawton."

> "The question of how much land should be taken for this drive-way is a hard one to decide, but it seems to me that at any rate, from the point where the first concourse would be made, the whole area between drive and top of bluff should be acquired as far as Fort Lawton, and enough land taken on East side of drive to insure a good border between drive and any future developments of property, and in some cases, this area might be widened in order to take in some particularly fine groves of firs" (Field Notes, May 4, 1903).

In a number of ways, the vision for Magnolia Boulevard is similar to the descriptions we have for Lake Washington Boulevard. Like that street's lakeshore sections, Magnolia Boulevard should be considered a parkway. It skirts along the edge of the sea and provides access to expansive views of the water and distant forests and mountains. The inland buffer of native vegetation was not retained, however.

The residential development immediately adjacent to the boulevard could have qualified it as a more formal boulevard, as can be seen along Montlake Boulevard, and precipitated a revised vision from Olmsted. That does not appear to have happened. Olmsted was in Seattle during the time the boulevard was being laid out by consulting park engineer Samuel C. Lancaster and he did not remark upon it or provide other guidance in correspondence or field notes written at the time. This indicates that he did not see the character or purpose of the parkway differently than the role ascribed to it in the 1903 park system plan.

Olmsted visited Magnolia Bluff several times while planning the Seattle park and boulevard system, making a number of field notes about the landscape and possible routes for the roadway. In his system plans in 1903 and 1908, the boulevard is shown following the route (roughly) of the path that was part of City Engineer George Cotterill's citywide bike path system. He indicated that it would be preferable to acquire the Wolf Creek ravine for its scenic beauty, but property owner James Clise had plans to develop the shoreline for industry and so balked at selling the ravine or bluff land to the city. Instead, he donated about nine acres at the top of the bluff for the boulevard with the understanding that the city would refrain from condemning his land in the ravine and along the shore.

The first alignment of the parkway was laid out by Lancaster. He worked on a number of the boulevards in the Olmsted system, including Interlaken Boulevard and parts of Lake Washington Boulevard. There are numerous references to meetings with Lancaster in Olmsted's field notes. He may be the efficient, but lacking-in-design-skill, engineer referenced in Olmsted's 1909 boulevard critique. His Magnolia Boulevard alignment followed a fairly narrow strip of roadway from Thorndyke Avenue W to Fort Lawton. A portion of the boulevard was in service by 1913 and the entire length was completed by 1916.

The street was widened and paved in 1953, with a sidewalk added along the seaward side. It does not appear that vegetation was significantly altered by the road reconstruction project, but the vegetated portion of the landscape was reduced. The iconic madrona trees that the neighborhood had been named for (in a roundabout way, it appears that United States Coast and Geodetic Survey geographer George Davidson thought they were magnolia trees when he passed through Elliott Bay in 1856), still fringed the edge of the bluff along much of its length, with turf adjacent to the roadway.

Beginning in the 1930s, when more homes were built along the boulevard, the madrona trees along the bluff edge became less desirable for those wanting more open views to the water. Some homeowners wrote to the Parks Department, asking for tree removals along the bluff to open up their views. Those requests were met with opposition from other area residents who considered the trees part of the view. The Carleton Park Improvement Club passed a resolution on July 8, 1930, declaring, "That this club does hereby protest and deprecate the cutting and destruction of the many beautiful Madrona trees along said Boulevard from the westerly approach of the new Garfield Street bridge to and beyond the foot of Parkmont Place" ("Resolutions of Carleton Park Improvement Club, Adopted July 8, 1930"). The conflict was aggravated (and the stock of madrona trees reduced) when unidentified vandals girdled 41 trees in 1931, killing them.

The conflict would simmer in the following decades. Parks Superintendent Paul V. Brown responded to one request for tree removal in 1959, reminding the letter writers, "a similar petition in 1946 brought about a strenuous objection on the part of many of your neighbors" and informing them that a landscape architect would try to devise a plan that will please both those who wanted vegetation to remain undisturbed and those who wanted the views opened up (Brown to Blessing et al.).

The tension between the views from residences and maintaining parkway vegetation was aggravated by environmental conditions. First, the bluff, particularly the southwest side, bore the brunt of winter winds coming off Puget Sound. This led to erosion and, periodically, landslides. Several large landslides, beginning in the 1930s, have led the city to shore up the hillside along the boulevard. Additionally, in the 1970s and 1980s, the madrona trees along the bluff began to succumb to viruses that had been introduced into the region's madrona stands.

The combination of tree removal, changes to vegetation management, vegetation losses to landslides, and viruses led to a degraded boulevard character. By the 1970s, it was noticeable that the madrona trees were declining, but some in the neighborhood still wanted more trees removed, while others continued to be dedicated to their protection and restoration. The issue came to a head in the 1990s, leading to the development of a vegetation management plan that was adopted in 1998. It called for:

- Vegetation management to assist with slope stability.
- Preference for madrona tree and related species.
- Management of the southwest side of the boulevard for "healthy stands of madrona and associated vegetation while safeguarding a diversity of views from the public sidewalk" (pp.12-13).
- Maintenance of the public viewpoints so they alternate with madrona tree stands, which will frame the viewpoints because "Madrona trees are integral to the view. The trees unto themselves are beautiful, and they frame the view of Puget Sound, Mount Rainier, downtown Seattle and the Olympic Mountains beyond them" (p. 13).
- Bench sites are to be located for accommodating people with special needs and do not indicate places where vegetation should be removed.
- The landscape adjacent to the boulevard on the southwest side to be turfed next to the road, with native vegetation at the bluff side. The border between the vegetation and the turf will be curvilinear.
- Planting according to plans for several zones.
- Maintenance of view windows over 65% of the length of the boulevard and obstructed vegetation on 35% of the length, both distributed evenly.
- Twelve vegetation projects to be implemented.

Vegetation management has continued to be contentious. A draft of an updated Vegetation Management Plan was developed in 2016.

FIGURE 9.2: **1933** PHOTOGRAPH - "AERIAL PHOTO OF MAGNOLIA BLUFFS" FROM THE NORTHWEST

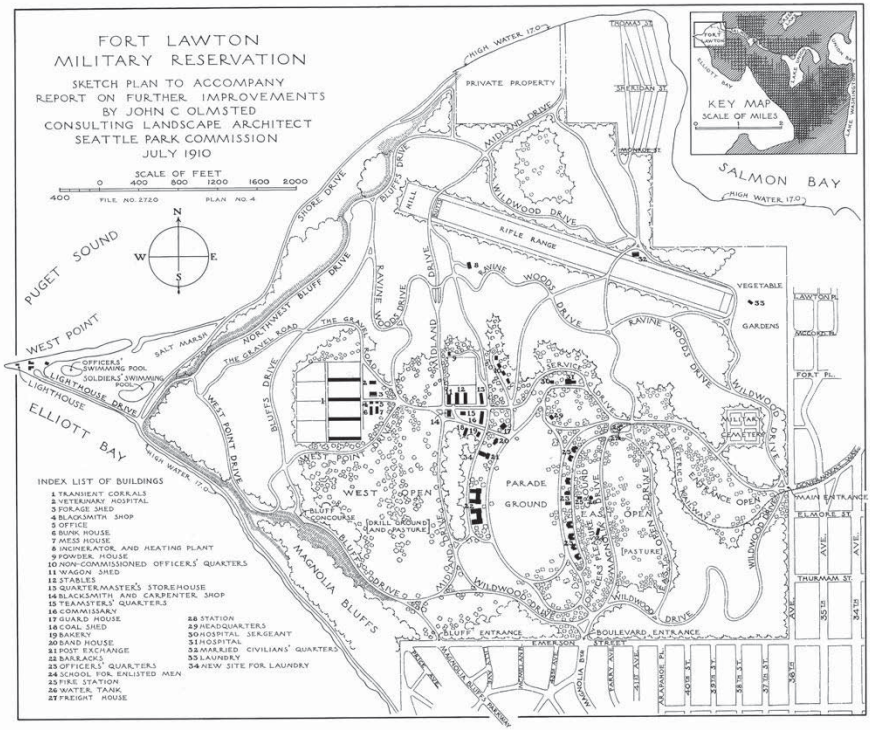


FIGURE 9.3: **1910** OLMSTED PLAN FOR FORT LAWTON, PRESENT-DAY DISCOVERY PARK.

REHABILITATION

As historic account bears out, Magnolia Boulevard assumes a parkway character similar to Lake Washington Boulevard: the topography and the water's edge strongly dictate the formation of the landscape and the planting is naturalized and opens strategically to allow for views outward. On the Magnolia bluff, Cotterill's bike path first responded to the edge of the bluff and Lancaster's first alignment for Magnolia Boulevard follows suit. It follows that any rehabilitation efforts retain the parkway character of balancing lush vegetation, topography and strategic views with urban context.

As early as the 1930s urbanization in the way of residential development on the east side of the Boulevard led to pressures to opening the views on the west side of the boulevard. On the other hand, Olmsted and the authors of the 1998 Vegetation Management Plan have asserted that the madrona trees lie at the heart of the boulevard's original vision and the identity of the neighborhood (even if geographer Davidson mixed up his tree species). It is also clear from Olmsted's early visions of Magnolia that woodland and native shrub growth contributed to the corridor's charm. Accounting for all these considerations, our rehabilitation recommendations promote stewardship of the madrona trees and other native planting, while accommodating the view management zones set out by the most recent Vegetation Management Plan (2016).

Our recommendations promote planting low, native shrubs and groundcover not only in the four native zones identified in the 2016 VMP, but also around the edges of lawns to reinforce a more diverse environment, as Olmsted desired. We can deduce his intention to create diversity along the corridor as he laments the "monotony" of a continuous wooded condition. Present-day conditions risk a different kind of monotony with a significant portion of the boulevard reserved for views and lawn. Diverse, understory planting of non-invasive species should restore the pleasant and varied atmosphere that Olmsted intended and generally contribute to biodiversity. Invasive species should be removed everywhere that will be planted, including the view management zones, lawns and native vegetation zones. In addition, where bigleaf maples more than 5' back from the top of the slope are removed in the North Zone (VMP designation), we recommend that native shrubs should be planted in their place (VMP, p. 5).

The palette for native planting included in the Vegetation Management Plan (pp. 11-12) presents a good starting point for plant selection, and we would recommend expanding the list to include plants that are adapted to the altered urban environment, including:

FIGURE 9.4: **2018** PHOTOGRAPH - MAGNOLIA BOULEVARD LOOKING NORTH

- *Arctostaphylos x media* (Hybrid Manzanita)
- *Arctostaphylos x patula* (Arctostaphylos patula)
- *Mahonia repens* (Oregon Grape)
- *Rosa nutkana* (Nootka Rose)
- *Achillea millefolium* (Purple Cone Flower)
- *Allium cernuum* (Flowering Onion)

We acknowledge the complexity of landslide risk factors along Magnolia Boulevard and defer actions regarding tree management along the top or face of the slopes to the detailed information within the VMP, which includes a Geotechnical Slope Evaluation.

The madrona trees hold an undeniable significance to the boulevard and we recommend reviving their presence as part of rehabilitating this cultural landscape. Reasons include Olmsted's clear favor for madronas on this site, and the fact that these trees have been lobbied for over decades, despite contention around expanding views for private residences east of the boulevard. Yet, Olmsted's Seattle park plan intended precisely to reserve landscapes for public consumption and protect them from private interests that would diminish their value to the everyday citizen. Thus, the views experienced from within the public space of the boulevard must be prioritized. At this time, to allow for the view management zones as laid out in the 2016 vegetation management plan, we recommend planting madrona seedlings (~ 8" in diameter) in the eastern portion of lawns in scattered, linear swaths beside the road. Their arrangement should mimic a natural grove, but also extend in groups north-south to line the road edge as street trees would.

Olmsted intended for a modulation of open space and planting along Magnolia Boulevard, shifting between view corridors and planting that would include madronas, Douglas fir and other native vegetation. Our recommendations look to bring some of this balance between open view corridors and trees that frame views.

MAGNOLIA BOULEVARD

FIGURE 9.4: DIAGRAM OF PROPOSED REHABILITATION, MAGNOLIA BOULEVARD, SECTION 1 (NORTH TO SOUTH)

FIGURE 9.5: DIAGRAM OF PROPOSED REHABILITATION, MAGNOLIA BOULEVARD, SECTION 2 (NORTH TO SOUTH)

FIGURE 9.6: DIAGRAM OF PROPOSED REHABILITATION, MAGNOLIA BOULEVARD, SECTION 3 (NORTH TO SOUTH)

FIGURE 9.7: DIAGRAM OF PROPOSED REHABILITATION, MAGNOLIA BOULEVARD, SECTION 4 (NORTH TO SOUTH)

10 *Queen Anne Boulevard*

HISTORY

Queen Anne Boulevard occupies a complicated place in the Olmsted park and boulevard system. In the 1903 plan, Olmsted described two parkways on the hill. One, starting at about 13th Avenue W and W Nickerson Street, was intended to climb the north side of the hill, following the contours of the landscape up to a point near the intersection of Howe Street and Taylor Avenue. It would then wrap around the southeast shoulder of Queen Anne Hill and curl up to the park planned for the area around the city water tower at the top of the hill, at what is now Observatory Courts Park. The other parkway was supposed to run along the western shoulder of the hill, diverging from the planned boulevard between Woodland Park and Magnolia Boulevard to climb Queen Anne Hill to Kinnear Park on its southwest shoulder. This route would have approximately followed today's 10th Avenue W and Olympic Way W.

When the Olmsted Plan was published in the fall of 1903, however, it included a reduced plan for immediate improvement in order to address concerns about the large cost of the comprehensive plan. The reduced plan did not include building the parkways on Queen Anne, disappointing neighborhood residents. They began an effort to have the city develop a "Queen Anne Driveway" along a different route separately from the Board of Park Commissioners' development of the Olmsted park and boulevard system. The idea for such a parkway had been afoot since at least 1899 and many of the neighbors were willing to foot much of the bill themselves through a Local Improvement District.

Planning progressed along those lines for several years, with considerable discussion of how the parkway should be financed. As late as 1908, Park Commissioner J. M. Frink is quoted in *The Seattle Times* disavowing that a Queen Anne boulevard is part of the Olmsted Plan. That is puzzling, unless he meant that the route laid out by the residents was not included in the plan. Despite his position and little comment from Olmsted, it appears that a Queen Anne Boulevard was incorporated into the Olmsted system. In 1908,

FIGURE 10.1 **2018** PHOTOGRAPH - VIEWPOINT AT BIGELOW AVENUE NORTH & E PROSPECT STREET.
The Spanish chestnuts that have been repeatedly cut down likely result in suckering, as seen in foreground to the right.

when Olmsted came back to Seattle to incorporate the newly annexed areas of Seattle into the park system, Queen Anne Boulevard, in its new alignment, appears on the revised park and boulevard system map (figure A.2).

The boulevard that was built incorporates several aspects of the original Olmsted Plan. It circumnavigates the hill, moving through the neighborhood in a circular route. It provides access to a number of viewpoints looking out over the city and surrounding bodies of water and mountains. To a lesser degree than Olmsted would have preferred, the boulevard follows the topography of the land, particularly on the east and north sides of the hill, moving into the head of each ravine and out and around spurs in the hillside. Finally, the boulevard ends near the park surrounding the old water tower, which is the highest point on the hill.

The boulevard was constructed between 1911 and 1916. The city landmark nomination prepared for the boulevard in 1979 identifies three character areas, which, due to its disjointed route and long period of construction, are somewhat varied. One area is around the Willcox Walls and a second along the Highland Drive section. The rest of the boulevard falls under the "residential drive with tree canopy" character area, of which the 1100 block of Bigelow Avenue is part. The street was lined with Spanish chestnuts. Sometime after 1951, the trees along the 1100 block were removed.

In the 1970s, neighborhood residents began the process to landmark Queen Anne Boulevard, primarily to guide management of the street trees, which varied in species but consistently provided a distinctive character to the boulevard as it encircled the hill, except in portions where trees had been specifically excluded. As part of the landmark nomination, the Queen Anne Community Council proposed a tree management policy that identified the appropriate tree species for each sector along the boulevard. For Sector K, the area between Comstock Place and Prospect Street on Bigelow Avenue, scarlet oak

is the designated tree species. It was originally designated as a Spanish chestnut sector, but the community council, the Landmarks Preservation Board, SPR, and the Board of Park Commissioners all agreed to change the species to scarlet oak because of issues raised by neighborhood residents about people gathering the chestnuts. The scarlet oak is an appropriate replacement because it grows to an appropriately large size to maintain the same street character.

Although the boulevard was landmarked in 1979, it does not have a controls and incentives agreement that governs landmark property management. SPR and the Landmarks Preservation Board could not agree on the terms of the agreement, so the tree replacement plan was adopted as a separate document with the concurrence of the Queen Anne Community Council, the Landmarks Preservation Board, SPR, and the Board of Park Commissioners. That agreement was signed in 1981 after a lengthy public process, but it did not resolve all of the tree replacement conflicts on the boulevard.

There has been considerable neighborhood resistance to replanting trees on the 1100 block of Bigelow Avenue N, partially because there is some disagreement about what street trees existed and when in the recent history of the boulevard. Two photographs in the Seattle Municipal Archives dated 1951 (figures 10.2, 10.3) and a street tree inventory that appears to date to the 1970s show significant trees along the 1100 block. The photos show tall trees on both sides of the street. The inventory locates six 50'-tall Spanish chestnuts on the southeast side and eight "severely pruned" hawthorns on the northwest side. Another inventory of trees that appears to have been developed in relation to the tree replacement plan in the 1980s identifies eight Spanish chestnuts on the northwest side and one hawthorn and three Spanish chestnuts on the southeast side. A restoration plan drafted in 1997 recommended planting ten 2"-diameter trees, presumably scarlet oaks, on both sides of the boulevard between the intersection with W Prospect Street and the 3rd Avenue staircase. The plan does not identify any existing trees along the block. There are indications in the Landmarks Preservation Board's records that some of the trees on this block were removed in the 1980s because of concerns about their health.

An attempt to replace trees along the 1100 block in the 1980s was blocked by neighbors who opposed the project because of concerns over view blockage. The Parks Department considered additional public input but determined in 1988 that the importance of a high tree canopy for the visual integrity of the boulevard outweighed private view considerations. SPR established guidelines to vary the planting from historical conditions by up to 8' in either direction, as long as the spacing between individual trees did not exceed 44'. Funding for the tree replacement was delayed until 1995 and the conflict between neighborhood residents and SPR erupted again. SPR staff consulted with the Landmarks Board, which advised a policy of "progressive gradualism" (Chihara to Bounds, September 10, 1997). In light of inconsistencies in the Parks Department's management of the boulevard over time, the board believed that it would

be best to do projects to restore the integrity of the boulevard's character in collaboration with the adjacent property owners.

This policy has been implemented by SPR. Projects have been carried out along the length of Queen Anne Boulevard, but none have successfully addressed the issues on the 1100 block with street trees.

FIGURE 10.2: **1951** PHOTOGRAPH - QUEEN ANNE BOULEVARD, NORTH SIDE OF BIGELOW AVENUE LOOKING WEST.

REHABILITATION

Looking at the 1908 Olmsted parks map (figure A.2), Queen Anne Boulevard stands out for its delicate, independent presence. Although its southwest terminus is only a few blocks from Kinnear Park, its geometry reads as self-contained, implying a loop that is nearly complete. The fineness of Olmsted's line correlates to the boulevard's physical narrowness within a dense residential context. Although its placement corresponds to the topography—tracing the hill's rim—there is no waterfront or large park the corridor can bleed into, and so this landscape is very contained and on its own. As such, the boulevard is vulnerable to blending into its neighborhood context so much that it disappears as a designed landscape and goes unnoticed as a historic landmark. Our rehabilitation recommendations will focus initially on the 1100 block, the southeast terminus, at Bigelow Avenue N and W Prospect Street. Currently, this threshold into the boulevard landscape is missing a few crucial markers and reviving this area can better alert those moving along Bigelow that they are entering a significant landscape.

We propose restoring two essential elements to Olmsted's original plan for a Queen Anne Corridor: panoramic views and tree-lined streets. The viewpoints constitute one aspect the 1908 iteration retained of Olmsted's original vision for Queen Anne parkways, and the tree-lined street condition reflects Olmsted's practice of bordering neighborhood boulevards with street trees and turf. The missing trees on the 1100 block should be replaced with scarlet oaks, the species identified by the tree replacement plan. To provide better pedestrian connection and accessibility, sidewalks should be installed along Bigelow Avenue N, wrapping around the corner and continuing along E Prospect Street, at 6' wide and 5' wide, respectively. An overlook with curved benches (wood suggested, and conforming to Olmsted furniture standards for freestanding benches), ornamental planting and a modest, semi-circular space is recommended to call more attention to the viewpoint at the high point on Bigelow Avenue and offer a comfortable, celebrated resting place. The Betty Bowen Viewpoint, not far to the west of the 1100 block, presents a good precedent for a small-scale, outlook landscape.

Invasive plants should be removed on the hillside south of Bigelow Avenue and be replanted with low-growing, native vegetation that allows for views. The old Spanish chestnut trees that are suckering should be ground down and low-maintenance, drought-tolerant, low plantings should be installed. Irrigation should be considered to help establish new plantings and turf along the boulevard consistent with other restoration areas.

As Queen Anne Boulevard is tightly nestled into the residential fabric of a well-established neighborhood, encroachments from private property into the SPR-owned

FIGURE 10.3: **1951** PHOTOGRAPH - QUEEN ANNE BOULEVARD, LOOKING EAST AT INTERSECTION OF BIGELOW AVENUE AND 2ND.

boulevard occur, compromising the coherence of the landscape. The extent and nature of these encroachments should be further studied and addressed in multiple ways. Within the 1100 block, the driveway by the southern, corner parcel should be studied to determine if an encroachment into the vegetated triangle can be removed. It should also be studied for its interface with the sidewalk along E Prospect Street. A plan illustration of how encroachments occur at the 3 parcels at this corner site should be created. As encroachments are studied in this localized area, a strategy for handling encroachments along the entire boulevard should be developed and incorporated into a master plan, if possible. A possible tactic would be to take advantage of the buying and selling of properties along the boulevard, so corrections to encroachments could be required as part of the exchange of property and slowly corrected over time.

The physical reshaping of the viewpoint and planting around the Bigelow Avenue triangle should serve as a starting point for further refining the length of the boulevard to reinstate Olmsted's original intentions. These recommendations build on a 2017 report titled "Queen Anne Boulevard Critical Needs Assessment" by SPR intern Margot Chalmers. Chalmers diagrams our study site as "Site 47" and offers similar changes to improve this viewpoint (p. 34).

FIGURE 10.4: PROPOSED REHABILITATION PLAN & SECTION FOR QUEEN ANNE BOULEVARD

FIGURE 10.5: (ABOVE) **2017** PHOTOGRAPH - LOOKING EAST FROM BIGELOW AVE N AND PROSPECT ST. *Spanish Chestnuts that have been cut down and are suckering can be seen in the mid-ground, along Bigelow Ave N.*

FIGURE 10.6: (BELOW) **2017** PHOTOGRAPH - VIEW SOUTHEAST FROM STUDY SITE.

QUEEN ANNE BOULEVARD - BLOCK 1100

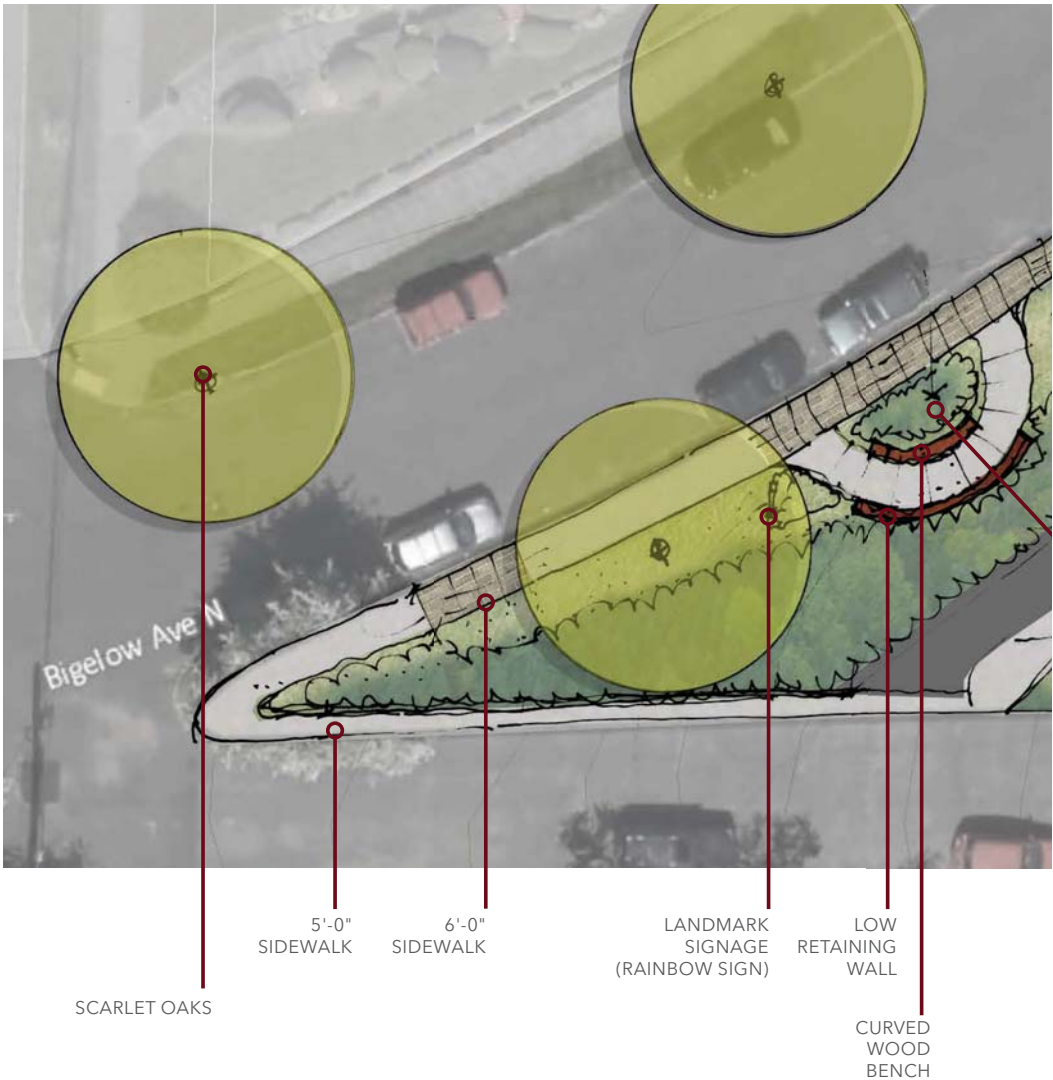
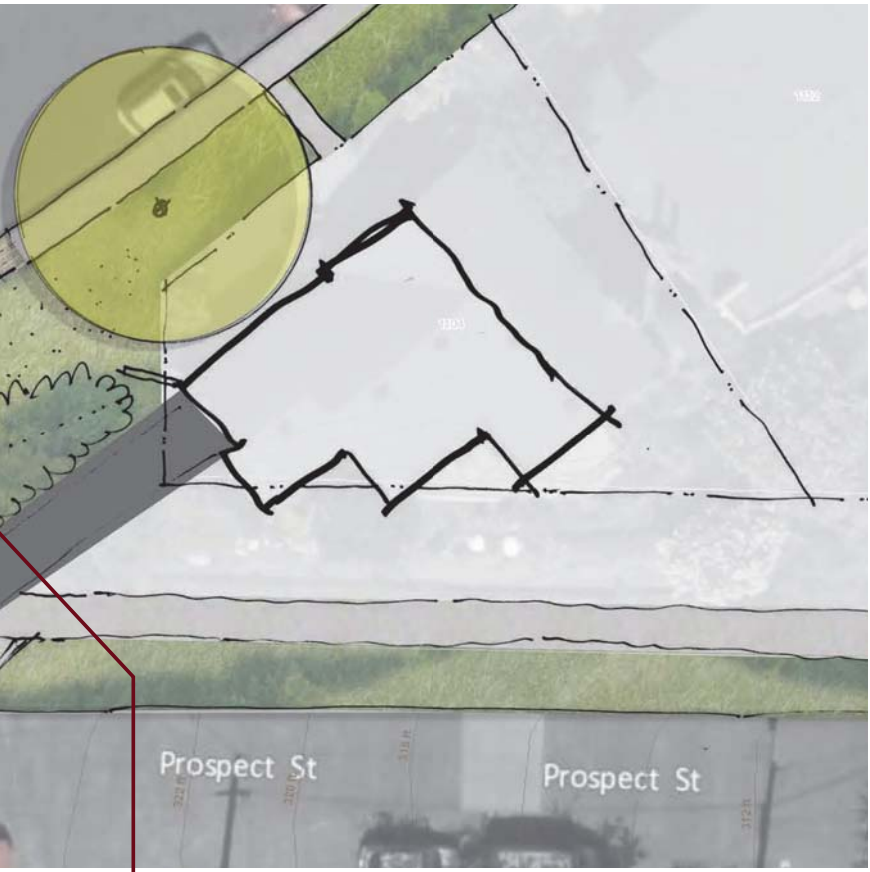


FIGURE 10.7: PROPOSED REHABILITATION PLAN FOR QUEEN ANNE BOULEVARD



ORNAMENTAL
PLANTING

20' 40' 60'
1"

N

C *Next Steps*

INTRODUCTION

As we consider the long-term viability of Olmsted parks and boulevards in Seattle, it is helpful to step back for a moment to remind ourselves of John Charles Olmsted's observations of the native landscape, topography and views surrounding Seattle and how they were integral components of on-the-ground improvements at each site. In order to properly maintain these sites, a system-wide, balanced approach should be considered when determining what rehabilitation projects move forward.

With the increasing demands and pressures of the urban environment, more consideration is needed for the management of these cultivated landscapes. With changes in climate comes more of an awareness that drought stress can bring on disease and overall tree canopy and vegetation loss. This phenomenon has been documented at several Seattle parks recently, especially within our native forests. A startling number of the signature Madrona trees along Magnolia Boulevard are withering and devoid of foliage (figure A.7). Lower Woodland Park and Volunteer Park, icons of wild forest and cultivated landscape, respectively, have both been experiencing an alarming rate of tree and understory vegetation loss. Bigleaf maples, a staple in Pacific Northwest forests, are declining in health throughout Lower Woodland Park. And in Volunteer Park, the SPR crew are so bogged down removing hazardous trees, there is little to no time for preventative tree maintenance that promotes the long-term health of the tree canopy. Without sufficient action, this tree loss may be the single largest impact on our Olmsted parks system in the coming decades.

In some cases, this decline has allowed the rapid establishment of invasive species that have altered the character of several park sites. Therefore, the vegetation management of these sites should be viewed holistically, and partnerships should be formed with key organizations like Green Seattle Partnership (GSP) and the Urban Forestry Commission

FIGURE C.1 **2018** PHOTOGRAPH - MAGNOLIA BOULEVARD *Looking toward Elliott Bay*

to determine best practices to preserve the native forests, or wild aspects, of park designs. Proper management includes an ongoing program to monitor the health of the forested areas, and an action plan that gives SPR the ability to react to necessary maintenance, ensuring the long-term preservation of the landscape. All components of formal and informal landscapes should be considered. For the former, planting beds, tree canopy, groundcover and healthy soil must be maintained. For the latter, native trees, understory, meadow and wetlands plants are crucial, as well as healthy soil and water conditions. Vegetation management should also include succession planning and appropriate maintenance of view corridors to ensure these formal and informal landscapes are present for future generations to enjoy.

In areas of park sites that were intended to be more formal or manicured, opportunities to forge relationships with "Friends of" groups or volunteer based programs are encouraged. Other locations may need to identify additional long-term funding strategies if original elements are considered for rehabilitation to make sure they are viable into the future. In this section, we identify partnerships that can pool resources and encourage continued effort to find other partnerships that may surface.

Without preventative maintenance, park infrastructure can fall rapidly into disrepair. An increase in Seattle population likely corresponds to increased use of amenities that should be planned for, whether its accommodating more people in rest buildings or preventing compaction, erosion, and trampling of plants as more bodies traverse park pathways. Maintenance funding for the sites should be reviewed on an annual basis to determine where the greatest needs exist.

Compiled just over 100 years after the Olmsted Park Plans (1903-1910), this report acknowledges the loss of institutional memory as the distance between original

park implementation and present-day care grows. Current and future stewards of these parks should actively work against this loss of experience and knowledge, forging connections with retired individuals and actively recording and referencing information about landscape care. Vegetation Management Plans hold a wealth of knowledge for many Seattle park sites. Several VMP's significantly informed recommendations within this report, and our work would not have been as strong without them. These VMP's represent a great deal of time and thought, and we urge those vested in the success of Seattle parks to make full use of these documents and keep them active.

Site improvements seek to maintain the cultural integrity of each landscape and to provide accessibility for all individuals who might wish to experience these landscapes. To this end, we highly recommend that each park site develop an accessibility plan to clarify where ADA routes and areas exist. Resources for understanding and providing accessibility are vastly improved today than in the time of early park development. The Olmsted's grounded their aspirations for landscape architecture in the idea that these landscapes were salutary and open to a wide public. Therefore, we see improving ADA access as a central aim of maintaining the Olmsted legacy.

This section addresses logistical and practical necessities of rehabilitating the selected landscapes including cost estimates, aspects of collaboration and long-term, big-picture thinking to keep in mind. Below, a summary of prioritization of recommended improvements is provided for each of the ten selected sites. Probable costs of construction are included to help inform how major maintenance dollars can be allocated. Annual escalation is provided as well, and can be assigned to projects that may be implemented towards the end of the three-year funding cycle. Financial, ecological, social, and logistical factors should be all considered in relation to one another, and the Olmsted parks system improvements should be treated as a set of interconnected parts.

FIGURE C.2 **2018** PHOTOGRAPH - HIAWATHA PLAYFIELD, EAST FIELD

COORDINATION | COST | VISION

LOWER WOODLAND PARK

To improve the essential character of Lower Woodland Park as a hilly, wooded landscape, stabilizing pathways and plantings is the high priority. Efforts to better define trails, restore native planting, improve water management and prevent invasive species should occur as a coordinated effort, as they reinforce one another.

Here, GSP Partnership will be an integral collaborator. Their work to promote a healthy, native plant community is already underway at the park, and combination of effort from GSP and SPR should help create a dramatic sweep of change that clarifies planted & non-planted areas and controls invasive species. The long-term vision for the park requires an ongoing plan for keeping invasive species and trampling of desired plants at bay.

The site is a large, centrally located park with diverse uses, and many user groups should be considered in rehabilitation (see list of user groups, p. 27). Reviewing ADA accessibility throughout the park is also highly recommended and could take advantage of other resurfacing and regrading taking place for water management and other goals. While topographic conditions on the site make it unlikely that every path meet ADA code requirements, the park should comply with ADA standards to the greatest extent feasible. We strongly recommend that an overall accessibility plan be created to clearly communicate accessible areas within each park.

Correcting improper drainage is a high priority to prevent erosion and encourage proper use of the park. If a pathway is wet, for example, park goers are likely to veer off trails into planting areas. In project area I, for example, we have confirmed with Rudy Collard of SPR that the current drainage system is undersized (see figure 1.9 for project area I, south of the tennis courts). We recommend rebuilding the trail with an adjacent drainage facility to accommodate overflows until other drainage infrastructure can be upgraded. Also consider installing water bars across the trail in accordance with or similar to those in the USDA "Trail Construction and Maintenance Notebook (2007 Edition). Permitting for stormwater mitigation should be explored as a next step to confirm if resurfacing trails will trigger stormwater codes.

Note that cost estimates broke out the parking lot, project area M, as a separate plan. This redesign and paving of the parking means to increase planting area and better organize the parking, which has evolved incidentally and uses space somewhat

Project:	Olmsted Park Study
Estimate Type:	Probable Cost of Construction
Design Phase:	Pre-design Study
Area:	Lower Woodland Park (Trail Improvements)
Date:	2018/07/11

	Item Description	Unit	Quantity	Cost Per Unit	Direct Cost
Site Prep					
	Tree Protection	EACH	40	$500	$20,000
	Clearing and Grubbing	ACRE	0.90	$20,000	$17,943
	TESC	L.S.	1	$40,000	$40,000
				Subtotal	$77,943
Grading/Drainage					
	Site Rough Grading	SF	39080	$1	$39,080
	Swale at project area A	L.S.	1	$50,000	$50,000
	Swale at project area I (undersized CB)	L.S.	1	$80,000	$80,000
	Rockery wall (area J)	FF	680	$45	$30,600
				Subtotal	$199,680
Paving					
	Asphalt pathways at ADA stalls (parking lot)	SF	1952	$10	$19,520
	Crosswalk striping	Allow	1	$2,500	$2,500
	Crushed Rock Paving (12' wide primary trail)	SF	17640	$7	$123,480
	Crushed Rock Paving (6' wide secondary trail)	SF	18048	$7	$126,336
	ADA access at OLA parking area	SF	1440	$7	$10,080
				Subtotal	$281,916

Subtotal	$559,539
20% Design Contingency	$111,908
Contractor GC, O&P (15%)	$100,717
Construction Total (CCA)*	$772,164

Escalation (5% Annually)	$38,608

***CCA does not include total project costs including planning, design, administration, project management and tax.**
Refer to assumptions preceding this section.

inefficiently. This project is a lower priority, and is not needed to stabilize the lower trails. It is recommended that a future study look at how many parking stalls need to be provided and perhaps some of the informal field space could be gained back. So, although reworking this parking area improves the site and its reflection of Olmsted's design, this parking project could be delayed.

Project:	Olmsted Park Study
Estimate Type:	Probable Cost of Construction
Design Phase:	Pre-design Study
Area:	Lower Woodland Park - Parking Lot (Area M)
Date:	2018/07/11

	Item Description	Unit	Quantity	Cost Per Unit	Direct Cost
Site Prep					
	Tree Protection	EACH	12	$500	$6,000
	Tree Removal	EACH	5	$500	$2,500
	Clearing and Grubbing	ACRE	1.58	$20,000	$31,566
	TESC	L.S.	1	$80,000	$80,000
				Subtotal	$120,066
Grading/Drainage					
	Site Rough Grading	SF	68750	$1	$68,750
	Site Drainage area M (CBs, Drains, Piping)	L.S.	1	$180,000	$180,000
				Subtotal	$248,750
Walls/Curbs/Stairs					
	C.I.P. Conc. Curbs	LF	2000	$36	$72,000
	Wheel stops	EA	89	$150	$13,350
				Subtotal	$85,350
Paving					
	Striping at parking lot	Allow	1	$8,000	$8,000
	Asphalt Paving at parking lot	SF	59510	$7	$416,570
	Concrete walkways at parking lot	SF	1140	$10	$11,400
				Subtotal	$435,970
Planting					
	Mulch	CY	99	$56	$5,544
	Bioretention Planting Soil	CY	300	$50	$15,000
	Parking lot trees (2.5" caliper)	EA	15	$750	$11,250
	Bioretention Planting at parking lot	SF	8100	$7	$56,700
				Subtotal	$88,494

Subtotal	$978,630
20% Design Contingency	$195,726
Contractor GC, O&P (15%)	$176,153
Construction Total (CCA)*	$1,350,509

Escalation (5% Annually)	$67,525

***CCA does not include total project costs including planning, design, administration, project management and tax.**

Refer to assumptions preceding this section.

VOLUNTEER PARK

Public and institutional input will be prominent in the ongoing rehabilitation of Volunteer Park. The park holds city landmark status and draws support and counsel from a series of civic and community organizations. Landmark status requires that the Landmarks Preservation Board approve rehabilitation measures, ensuring changes are consistent with controls and incentives. It is also advised that plans be reviewed by the Volunteer Park Trust (VPT) and Friends of Seattle's Olmsted Parks. Opportunities to partner with organizations including VPT, the Seattle Asian Art Museum (SAAM) and the Conservatory should be taken advantage of, and fundraising for improving planting beds should be explored. Our efforts are meant to be targeted and complement other efforts to maximize results.

Reconfiguration of planting and pathways takes priority at this site, especially at the southeast and southwest entries. Replanting should be executed with irrigation efforts, so new plant arrangements thrive. Since the recommendations require precision in the size of plantings (around entries in particular) pruning and maintenance are required to continue the effect intended by the Olmsted Plan. If implemented as intended, adjustments to planting should render entries and circulation paths much clearer, therefore discouraging trampling of planted areas and recreating the intended experience of hide and reveal and compress and expand that is part of this park plan. Volunteer Park is unique and prominent to many community and SPR staff and veteran knowledge should be listened for and integrated where appropriate.

FIGURE C.3 **2018** PHOTOGRAPH - VOLUNTEER PARK, LOOKING SOUTH BY MIDBLOCK ENTRANCE ON FEDERAL AVE E

Project:	Olmsted Park Study
Estimate Type:	Probable Cost of Construction
Design Phase:	Pre-design Study
Area:	Volunteer Park
Date:	2018/07/11

	Item Description	Unit	Quantity	Cost Per Unit	Direct Cost
Site Prep					
	Tree Protection	EACH	25	$500	$12,500
	Tree Removal (West)	EACH	4	$500	$2,000
	Clearing and Grubbing	ACRE	1.04	$20,000	$20,897
	TESC	L.S.	1	$30,000	$30,000
				Subtotal	$65,397
Grading/Drainage					
	Site Rough Grading	SF	46296	$1	$46,296
				Subtotal	$46,296
Paving					
	Concrete Paving (Apron at sidewalk)	SF	500	$10	$5,000
	Crushed Rock Paving (West)	SF	7984	$7	$55,888
	Crushed Rock Paving (North)	SF	10280	$7	$71,960
	Crushed Rock Paving (South)	SF	3032	$7	$21,224
				Subtotal	$154,072
Planting					
	Irrigation (modify existing system)	SF	37500	$3	$112,500
	Planting Soil	CY	1157	$50	$57,870
	Lawn	SF	25000	$1	$25,000
	Mulch (4" depth)	CY	153	$56	$8,556
	Planting	SF	12500	$7	$87,500
	Trees	EACH	0	$750	$0
				Subtotal	$291,426

Subtotal	$557,191
20% Design Contingency	$111,438
Contractor GC, O&P (15%)	$100,294
Construction Total (CCA)*	$768,923

Escalation (5% Annually)	$38,446

***CCA does not include total project costs including planning, design, administration, project management and tax.**

Refer to assumptions preceding this section.

WASHINGTON PARK ARBORETUM - WOODLAND MEADOW

Our hope for the Woodland Meadow is to provide an open space that can be used for public gatherings in the spirit of equity and access. Open space is limited within the arboretum and the Woodland Meadow should fill gaps in resources for educational and recreational programs. Our recommendations to redirect the creek and replant around it will promote social and ecological performance. Mitigating sogginess on the site is a practical concern of high priority to render the site functional and able to be reliably used.

We recommend identifying and taking advantage of opportunities to partner with the Arboretum Foundation and the University of Washington Botanical Gardens (UWBG) to aid development of the plan. Improvements should consider how the site might provide additional opportunities for the future Environmental Learning Center which is currently being planned at the arboretum's Graham Visitors Center, north of the project site.

All improvements at the arboretum must be reviewed and approved by the Master Plan Implementation Group (MPIG) and planting should be coordinated with UWBG and complement nearby landscapes as much as possible.

FIGURE C.4 **2018** PHOTOGRAPH - ARBORETUM DR S, ALONG THE WESTTERN EDGE OF THE WOODLAND MEADOW

Project:	Olmsted Park Study
Estimate Type:	Probable Cost of Construction
Design Phase:	Pre-design Study
Area:	Arboretum Woodland Meadow
Date:	2018/07/11

	Item Description	Unit	Quantity	Cost Per Unit	Direct Cost
Site Prep					
	Tree Protection	EACH	28	$500	$14,000
	Tree Removal	EACH	5	$500	$2,500
	Clearing and Grubbing	ACRE	1.25	$20,000	$25,069
	TESC	L.S.	1	$60,000	$60,000
				Subtotal	$101,569
Grading/Drainage					
	Soil export	CY	500	$30	$15,000
	Site Rough Grading	SF	54600	$1	$54,600
	Site Drainage (CBs, Drains, Piping)	L.S.	1	$150,000	$150,000
	Feature boulders at drainage	T.N.	35	$950	$33,250
	River rock	T.N.	40	$950	$38,000
				Subtotal	$290,850
Paving					
	Concrete Paving	SF	2425	$10	$24,250
	Crushed Rock Paving (8 foot width)	SF	5440	$7	$38,080
				Subtotal	$62,330
Electrical					
	Electrical (120v for events)	L.S.	1	$25,000	$25,000
				Subtotal	$25,000
Site Amenities					
	Site Furnishings (Benches)	EA	6	$2,500	$15,000
	Picnic Tables with conc. pad	EA	6	$5,000	$30,000
	Covered Shelter (pre-manufactured)	Allow	1	$55,000	$55,000
				Subtotal	$100,000
Planting					
	Irrigation - Not including POC	SF	54600	$3	$163,800
	Planting Soil	CY	1404	$50	$70,185
	Biofiltration soils	CY	822	$50	$41,111
	Lawn	SF	36000	$3	$108,000
	Stormwater Planting	SF	14800	$7	$103,600
	Mulch	CY	46	$56	$2,601
	Planting	SF	3800	$7	$26,600
	Trees	EACH	12	$750	$9,000
				Subtotal	$524,897

Subtotal	$1,104,646
20% Design Contingency	$220,929
Contractor GC, O&P (15%)	$198,836
Construction Total (CCA)*	$1,524,412

***CCA does not include total project costs including planning, design, administration, project management and tax.**

Refer to assumptions preceding this section.

Escalation (5% per year)	$76,221

Project:	Olmsted Park Study
Estimate Type:	Probable Cost of Construction
Design Phase:	Pre-design Study
Area:	Lakeview Park
Date:	2018/07/11

	Item Description	Unit	Quantity	Cost Per Unit	Direct Cost
Site Prep					
	Tree Protection - Significant trees	EACH	20	$500.00	$10,000
	Tree Removal	EACH	10	$500.00	$5,000
	Clearing and Grubbing	ACRE	1.35	$20,000.00	$27,072
	TESC	L.S.	1	$2,500.00	$2,500
				Subtotal	$44,572
Grading/Drainage					
	Site Rough Grading	SF	4500	$1.00	$4,500
	Site Drainage allowance (CBs, Drains, Piping)	L.S.	1	$50,000.00	$50,000
				Subtotal	$54,500
Walls/Curbs/Stairs					
	C.I.P. Conc. Stair @ 37th (incl. railing)	L.S.	1	$13,600.00	$14,700
	C.I.P. Conc. Stair @ S side (incl. railing)	L.S.	1	$9,500.00	$10,000
	C.I.P. Conc. Stair @ N side (incl. railing)	L.S.	1	$9,500.00	$10,000
				Subtotal	$34,700
Paving					
	Crushed Rock Paving (10' wide)	SF	5800	$7.00	$40,600
	Crushed Rock Paving (6' wide)	SF	10000	$7.00	$70,000
				Subtotal	$110,600
Site Amenities					
	Site Furnishings (Benches)	EA	4	$2,500.00	$10,000
				Subtotal	$10,000
Planting					
	Irrigation - Not including POC	SF	38463	$3.00	$115,389
	Planting Soil (4" depth planting & Lawn)	CY	306	$50.00	$15,278
	Lawn (not irrigated with 4" imported soil)	SF	20500	$0.50	$10,250
	Native meadow (hydroseed only)	SF	25000	$0.50	$12,500
	Mulch (4" in all planting areas)	CY	470	$56.00	$26,326
	Native Planting (pit planting w/ no topsoil)	SF	33963	$7.00	$237,741
	Ornamental Planting	SF	4500	$7.00	$31,500
				Subtotal	$448,984

Subtotal	$703,356
20% Design Contingency	$140,671
Contractor GC, O&P (15%)	$126,604
Construction Total (CCA)*	$970,631

Escalation (5% Annualy)	$48,532

***CCA does not include total project costs including planning, design, administration, project management and tax.**

Refer to assumptions preceding this section.

LAKEVIEW PARK

Like the Woodland Meadow, Lakeview Park is ripe with possibility as an event space and is clearly being underutilized because of compromised views, drainage issues, and muddled circulation. Mitigating soggy soil at the top knoll and the west meadow should invite more activity and events. Redefining the original, circuitous paths and opening up the view from the center plateau will create memorable and distinct spatial and visual experiences at Lakeview.

Restoring existing pathways and clarifying the correct circulation routes are high priorities for this site. Tasks like removing a few trees that have grown over the path on the north side, for example, are important for creating usable park trails. Constructing stairways to replace eroded social paths is a medium priority; if funding is a concern, new stairs can be delayed or omitted and these social paths can be planted over instead. GSP should be utilized for planting work, especially native woodland and understory planting.

Note that Lakeview Park cost estimates do include irrigation costs, but do not include accommodations for a Point of Connection (POC) because it is unknown whether an irrigation system already exists on the site. This matter should be checked before planning construction and budgeting.

FIGURE C.5 **2018** PHOTOGRAPH - LAKEVIEW PARK ALONG LOWER PATH TO THE NORTH

Project:	Olmsted Park Study
Estimate Type:	Probable Cost of Construction
Design Phase:	Pre-design Study
Area:	Colman Park
Date:	2018/07/11

	Item Description	Unit	Quantity	Cost Per Unit	Direct Cost
Site Prep					
	Tree Protection	EACH	5	$500	$2,500
	Tree Removal	EACH	2	$800	$1,600
	Clearing and Grubbing	ACRE	0.08	$20,000	$1,600
	Demo asphalt	SF	360	$2	$720
	TESC	L.S.	1	$2,500	$2,500
				Subtotal	$8,920
Grading/Drainage					
	Site Rough Grading	SF	2346	$1	$2,346
	Site Drainage (CBs, Drains, Piping)	L.S.	1	$100,000	$100,000
				Subtotal	$102,346
Paving					
	Asphalt Paving	SF	360	$10	$3,600
	Crushed Rock Paving	SF	1515	$7	$10,605
				Subtotal	$14,205
Planting					
	Planting Soil	CY	54	$50	$2,695
	Lawn restoration	SF	1000	$3	$3,000
	Mulch (4" depth)	CY	10	$56	$569
	Planting at road edge and new berm	SF	831	$7	$5,817
				Subtotal	$12,081

Subtotal	$137,552
20% Design Contingency	$27,510
Contractor GC, O&P (15%)	$24,759
Construction Total (CCA)*	$189,822

Escalation (5% Annually)	$9,491

***CCA does not include total project costs including planning, design, administration, project management and tax.**
Refer to assumptions preceding this section.

COLMAN PARK

Improvements around the underpass at Colman Park have the opportunity to create high impact at low cost. The separation of different modes of traffic is a signature innovation of Olmsted landscapes and correcting poor drainage and some wear and tear at the bridges should tip the scales to promote use of this sectional park condition as it was envisioned. Trees abutting the bridge structure should be assessed and removed as soon as possible to mitigate damage, and water flow redirected to prevent unwanted splashing, pooling and erosion.

These upgrades should work as an invitation for people to circulate below the bridge, and be able to sit beside it, as was intended. Its proximity to the p-patch will bring some consistent traffic outside the road and the tidied bridge should draw attention as a more well-cared-for historic amenity.

FIGURE C.6 **2017** PHOTOGRAPH - COLMAN PARK BRIDGE

LAKE WASHINGTON BOULEVARD - MT. BAKER SLOPES

Because Lake Washington Boulevard plays an essential, connective role in the historic Olmsted park plan, preserving its integrity with these recommendations is a high priority in this report, overall.

The planting on the inland side of the Mt. Baker Slopes portion of the boulevard serves as an essential component of the experience Olmsted anticipated here. As he indicated in his disappointment with the execution of the Interlaken portion of Lake Washington Boulevard in 1909, Olmsted cared deeply about the integrity of plantings around the edges of the boulevard. The extension of the curb to keep cars from parking on these adjacent planting areas should reinforce those intentions, and the ornamental planting at the base of stairs down to the boulevard should respect the celebratory nature of this threshold, as Olmsted also intended.

This work is limited to space around the roadway and permitting and planning should be considered as the next practical step. GSP has ongoing work to revegetate the hillside with native plantings and should contribute to the overall improvement of this section of the boulevard. In addition, the property and acquisitions group is working on removing encroachments from surrounding neighborhoods to restore public lands and assist GSP with reforestation efforts consistent with previous vegetation management plans.

FIGURE C.7 **2018** PHOTOGRAPH - WEST SIDE OF LAKE WASHINGTON BOULEVARD AT MT. BAKER STAIRS

Project:	Olmsted Park Study
Estimate Type:	Probable Cost of Construction
Design Phase:	Pre-design Study
Area:	Mt Baker Slopes (Lake WA Blvd.)
Date:	2018/07/11

	Item Description	Unit	Quantity	Cost Per Unit	Direct Cost
Site Prep					
	Tree Protection	EACH	20	$500	$10,000
	Tree Removal	EACH	3	$500	$1,500
	Clearing and Grubbing	ACRE	0.39	$20,000	$7,782
	Removing Pavement and curbs	SF	3000	$5	$15,000
	TESC	L.S.	1	$100,000	$100,000
				Subtotal	$134,282
Grading/Drainage					
	Site Rough Grading	SF	20858	$1	$20,858
	Site Drainage (CBs, Drains, Piping)	L.S.	1	$100,000	$100,000
				Subtotal	$120,858
Walls/Curbs/Stairs					
	C.I.P. Conc. Curbs	LF	1500	$35	$52,500
				Subtotal	$52,500
Paving					
	Asphalt Paving	SF	7350	$10	$73,500
	Concrete Paving	SF	100	$10	$1,000
				Subtotal	$74,500
Planting					
	Irrigation - Not including POC	SF	13408	$3	$40,224
	Planting Soil	CY	321	$50	$16,033
	Lawn	SF	9500	$3	$28,500
	Planting at toe of slope	SF	3908	$7	$27,356
				Subtotal	$112,113

Subtotal	$494,254
20% Design Contingency	$98,851
Contractor GC, O&P (15%)	$88,966
Construction Total (CCA)*	$682,070

Escalation (5% Annually)	$34,104

***CCA does not include total project costs including planning, design, administration, project management and tax.**

Refer to assumptions preceding this section.

Project:	Olmsted Park Study
Estimate Type:	Probable Cost of Construction
Design Phase:	Pre-design Study
Area:	Hiawatha Playfield
Date:	2018/07/11

	Item Description	Unit	Quantity	Cost Per Unit	Direct Cost
Site Prep					
	Tree Protection	EACH	15	$500	$7,500
	Clearing and Grubbing	ACRE	1.31	$20,000	$26,165
	Removing Pavement and Curbs	L.S.	1	$50,000	$50,000
	Salvage outdoor exercise equip.	L.S.	1	$5,000	$5,000
	Demolish existing swings, curbs, woodchips	L.S.	1	$5,000	$5,000
	Remove old backstop	L.S.	1	$2,500	$2,500
	Demolish old wood bleachers	L.S.	1	$1,500	$1,500
	TESC	L.S.	1	$100,000	$100,000
				Subtotal	$197,665
Grading/Drainage					
	Site Rough Grading	SF	28278	$1	$28,278
	Site Drainage (CBs, Drains, Piping)	L.S.	1	$100,000	$100,000
				Subtotal	$128,278
Walls/Curbs/Stairs					
	C.I.P. Conc. Bleacher Seats	CY	18	$950	$17,100
	C.I.P. Conc. Curb for Swings + Exercise Equip.	CY	9.02	$950	$8,569
	C.I.P. Conc. Stair (5 risers incl. railing)	L.S.	1	$2,500	$2,500
				Subtotal	$28,169
Paving					
	Asphalt Paving	SF	10039	$10	$100,390
	Concrete Paving Pathway ADA access CC	SF	4600	$10	$46,000
	Concrete Paving Pathways (6' width)	SF	5592	$10	$55,920
	Concrete Paving at bleachers	SF	1000	$10	$10,000
	Crushed Rock Paving (SE field area)	SF	4550	$7	$31,850
	Engineered Wood Fiber (swings)	SF	1687	$25	$42,175
	Resilient Safety Surfacing (Exercise equip.)	SF	810	$35	$28,350
				Subtotal	$314,685
Site Amenities					
	Install salvaged exercise equipment	L.S.	1	$2,500	$2,500
	Basketball Hoop and striping	L.S.	1	$4,000	$4,000
	Heavy Duty Swings (4 swings w/ toddler)	EA	1	$5,000	$5,000
	Removable bollards (4 at maint. drive)	EA	4	$1,200	$4,800
	Site Furnishings (Benches)	EA	4	$2,500	$10,000
				Subtotal	$26,300
Planting					
	Irrigation - not including POC	SF	33309	$3	$99,927
	Planting Soil	CY	761	$50	$38,054
	Lawn	SF	25520	$3	$76,560
	Mulch	CY	72	$56	$4,039
	Planting	SF	7789	$7	$54,523
				Subtotal	$273,102

HIAWATHA PLAYFIELD

The long-term vision for Hiawatha is to improve safety and accessibility, revive Olmstedian spatiality and tailor programmatic uses to the most contemporary needs. Rehabilitation efforts at Hiawatha will partner with other projects with distinct funding sources to maximize results and make changes in a coordinated way. Specifically, we recommend that all site improvements be submitted with play area upgrades, major maintenance and work on the community center. Hiawatha Playfield is also a designated historic landmark for the city, and changes must be reviewed by the Landmark Preservation Board to ensure accordance with their controls and incentives.

High priorities for Hiawatha include creating ADA accessible pathways from SW Stevens Ave and Walnut Ave S and resurfacing and formalizing the maintenance drive from Walnut Ave S to the area north of the fieldhouse. The proposal includes bollards at the entrance of the maintenance drive and the removal of parking and the end of the drive, to make this area vehicle-free (except for SPR maintenance staff). Creating vegetated triangles at path intersections is also a prime goal of these recommendations.

During the review process for this study, it was discovered that a 2007 Skatepark Plan suggested the inclusion of a skatespot for Hiawatha Playfield and plans for integrating the skatespot should be continued with public input. The Skatepark Plan lays out guidelines for creating such an area:

> "Skatespots can range in size from 1,500 up to 10,000 square feet. These are considered neighborhood facilities that can accommodate up to 13 users at a time and are similar in size to a basketball court or single tennis court. Skatespots are often designed to serve one skill level: either beginner, intermediate, or advanced, because there is not enough room to successfully accommodate more than one skill level." (p. 16)

Olmstedian spatiality refers to the revision of pathway geometry and vegetation that defines intersections and entries within the playfield. The combination of a safe playscape and the revival of Olmstedian form satisfies the rehabilitation intentions for this study.

Subtotal	$968,199
20% Design Contingency	$193,640
Contractor GC, O&P (15%)	$174,276
Construction Total (CCA)*	$1,336,115

Escalation (5% Annually)	$66,806

***CCA does not include total project costs including planning, design, administration, project management and tax.**

Refer to assumptions preceding this section.

FIGURE C.8 **2018** PHOTOGRAPH - SCHMITZ BOULEVARD LOOKING EAST BY ENTRANCE

SCHMITZ BOULEVARD

Schmitz Boulevard offers a light, airy walk through the woods and rehabilitation efforts mean to draw people back to Schmitz Park and experience a remnant of a landscape that Olmsted intended to connect the beach to an upland park.

This project is relatively low cost and prioritizes improving the health of existing trees and understory plants. Invasive plants should be removed at the same time replanting of native species is undertaken. Work should be done with GSP for understory planting and tree preservation. We recommend a succession plan for remnant boulevard trees along SW Stevens Street be devised with GSP. The stairway recommended to connect the boulevard to SW Stevens St. is of medium priority and can be deferred if funding is limited. The primary goal and long-term vision calls for strengthening the plantings to reinforce the gesture of a wooded boulevard.

Project:	Olmsted Park Study
Estimate Type:	Probable Cost of Construction
Design Phase:	Pre-design Study
Area:	Schmitz Park
Date:	2018/07/11

	Item Description	Unit	Quantity	Cost Per Unit	Direct Cost
Site Prep					
	Tree Protection	EACH	12	$500	$6,000
	Clearing and Grubbing	SF	2600	$1	$2,600
	TESC	LF	330	$1	$165
				Subtotal	$8,765
Grading/Drainage					
	Site Rough Grading (@ stair)	SF	100	$1	$100
				Subtotal	$100
Stairs/Railings					
	C.I.P Conc. Stair (incl. railing)	LF	1	$4,400	$4,400
				Subtotal	$4,400
Planting					
	Lawn (includes some soil prep)	SF	2300	$3	$6,900
	Mulch (4" depth)	CY	3	$56	$156
	Native Planting	SF	300	$5	$1,500
				Subtotal	$8,556

Subtotal	$13,056
20% Design Contingency	$2,611
Contractor GC, O&P (15%)	$2,350
Taxes (10.1%)	$1,582
Construction Total (CCA)*	$19,599

Escalation (5% Annually)	$980

***CCA does not include total project costs including planning, design, administration, project management and tax.**

Refer to assumptions preceding this section.

MAGNOLIA BOULEVARD

The priority for rehabilitating Magnolia Boulevard is to nudge the landscape towards the madrona-studded bluff that Olmsted admired. The strategy of planting seedlings in north-south swaths by the road should be monitored and recalibrated as necessary to promote the health of these trees. Planting, including lower native species, should be performed with GSP and in accordance with the approved vegetation management plan. As a low cost project, the potential rewards are high for rehabilitating this site. Our hope is the Magnolia residents, as well as other visitors to the site, will appreciate a combination of exquisite water views and madronas characteristic of the site that Olmsted recommended be set aside for this boulevard landscape.

Project:	Olmsted Park Study
Estimate Type:	Probable Cost of Construction
Design Phase:	Pre-design Study
Area:	Magnolia Blvd
Date:	2018/07/11

	Item Description	Unit	Quantity	Cost Per Unit	Direct Cost
Site Prep					
	Clearing and Grubbing	ACRE	0.17	$20,000	$3,466
	TESC	L.S.	1	$5,000	$5,000
				Subtotal	$8,466
Grading/Drainage					
	Site Rough Grading	SF	7550	$1	$7,550
				Subtotal	$7,550
Planting					
	Planting Soil	CY	185	$50	$9,228
	Mulch	CY	92	$56	$5,168
	Planting (native shrubs with madrona seedlings)	SF	7550	$5	$37,750
				Subtotal	$52,145

Subtotal	$68,162
20% Design Contingency	$13,632
Contractor GC, O&P (15%)	$12,269
Construction Total (CCA)*	$94,063

Escalation (5% Annually)	$4,703

***CCA does not include total project costs including planning, design, administration, project management and tax.**

Refer to assumptions preceding this section.

QUEEN ANNE BOULEVARD

The rehabilitation of the viewpoint at Bigelow Ave N and W Prospect Street is a first step in an incremental approach to improve the length of Queen Anne Boulevard. Like Volunteer Park and Hiawatha Playfield, the site is designated as a city historic landmark and changes must be vetted through the Landmarks Preservation Board to ensure consistency with any controls and incentives.

In the project site area, the priority is to mark the viewpoint and beginning of the boulevard with essential components: street trees, low native planting, and a seating area oriented toward the view. Replacing the street trees along this 1100 block is essential to reinstating the character of an Olmstedian Boulevard and should be supported with tactics to promote the trees' survival. Educating and fostering the support of neighboring residents is advisable.

The whole of Queen Anne Boulevard interfaces with dozens of private residential lots and engagement with the public at the neighborhood level is essential for a long-term vision. One option is to correct encroachments as lots along the boulevard and bought and sold. Whatever tack is taken, smart, systemic efforts should be employed to address encroachment and the destruction plants, to preserve the historic integrity of the site.

FIGURE C.8 **2015** PHOTOGRAPH - QUEEN ANNE BLVD - THE 1100 BLOCK LOOKING NORTH
Note: Olmsted boulevards should have street trees, but this block has none, unlike the boulevard further down in the background.

Project:	Olmsted Park Study
Estimate Type:	Probable Cost of Construction
Design Phase:	Pre-design Study
Area:	Queen Anne Blvd
Date:	2018/07/11

	Item Description	Unit	Quantity	Cost Per Unit	Direct Cost
Site Prep					
	Tree Protection	EACH	3	$500	$1,500
	Tree Removal / stump grinding	EACH	4	$500	$2,000
	Clearing and Grubbing	ACRE	0.10	$20,000	$1,928
	Removing Pavement and Curbs	L.S.	1	$50,000	$50,000
	TESC	L.S.	1	$15,000	$15,000
				Subtotal	$70,428
Grading/Drainage					
	Site Rough Grading	SF	7095	$1	$7,095
	Site Drainage (CBs, Drains, Piping)	L.S.	1	$60,000	$60,000
				Subtotal	$67,095
Walls/Curbs/Stairs					
	C.I.P. Conc. Retaining / Seatwall	CY	5	$950	$4,750
	C.I.P Conc. Curbs along south side of Blvd	LF	420	$35	$14,700
				Subtotal	$19,450
Paving					
	Concrete sidewalk @ Bigelow & Prospect	SF	2895	$10	$28,950
	Concrete Paving at seating area	SF	240	$10	$2,400
				Subtotal	$31,350
Site Amenities					
	Site Furnishings (benches)	L.S.	2	$2,500	$5,000
	Integrated bench at retaining wall	L.S.	1	$12,000	$12,000
	Install salvaged rainbow sign	Allow	1	$500	$500
				Subtotal	$17,500
Planting					
	Irrigation - not including POC	SF	4200	$3	$12,600
	Planting Soil	CY	78	$50	$3,889
	Lawn	SF	3000	$3	$9,000
	Mulch	CY	15	$56	$821
	Planting	SF	1200	$5	$6,000
	Street Trees (2.5" caliper)	EACH	6	$1,200	$7,200
				Subtotal	$39,510

Subtotal	$245,334
20% Design Contingency	$49,067
Contractor GC, O&P (15%)	$44,160
Construction Total (CCA)*	$338,560

Escalation (5% Annually)	$16,928

***CCA does not include total project costs including planning, design, administration, project management and tax.**

Refer to assumptions preceding this section.

OVERALL ESTIMATE + PROBABLE COST ASSUMPTIONS

Assumptions:

Given that the project is at an early level of development, much of the cost work must be based on assumptions of construction type and allowances used to estimate quantities. Additionally, area square footages used to calculate some of the costs are based on the site aerial photo, leading to a reasonable but not exact level of accuracy. An awareness of these assumptions is critical in using this cost estimate as an effective tool.

Some elements included in the Probable Coast of Construction (PCC) were estimated at a higher range of direct construction costs since the scope/complexity of the respective park element is unknown. This has been provided to allow the city further leeway in establishing a budget. Therefore, total park cost may rise or fall dependent on the precise cost identified.

Mark-up Definitions:

There are numerous mark-ups that are generally applied to the direct construction costs, and the range of these mark-ups can vary greatly. For this reason, with the exception of a design contingency, we have not included mark-ups on the direct construction cost, but are including these possible mark-ups for your consideration in later budgeting. Mark-ups are generally required to allocate prime contractor costs beyond those that can be qualified under direct costs. Additional post-bid mark-ups may also be included to reflect additional costs to the project beyond those of the general contractor including sales tax, design fees and administrative costs. A typical percentage assigned to each of these mark-ups is noted below and is typical for similar projects but may vary based on a variety of factors.

Construction Contract Mark-ups:

Direct construction costs: The sum of line item costs in the estimate. These are the direct costs to the prime contractor, and include material and labor.

Design Contingency: Design contingency is a reflection of the level of design on which the PCC is based. This contingency is an allowance to reflect unforeseen or non-quantifiable elements of the project that will be incorporated during subsequent design development work. This contingency is higher in the early phases of design and gets lower as the design approaches completion. This is not a bid contingency or an owner construction contingency. 20% has been established for this estimate.

General Conditions: Direct field costs to the general contractor which cannot be charged to any particular item of work. These items include but are not limited to: mobilization, job shack, phone and fax, storage shed, temporary work, demobilization, etc. General conditions are generally assumed to be between 5-8%.

Contractor Overhead: Home office costs to the general contractor including but not limited to: accounting, billing, estimating, project management, etc. Contractor overhead is generally assumed to be 5%.

Contractor Profit: This fee is a percentage of gross project costs. Contractor profit is generally assumed to be 5%.

Escalation: Escalation is a provision for inflation increasing the cost of labor, material and equipment over time. Escalation is typically applied from the date of the estimate projecting to the midpoint of future construction. For the purposes of this cost estimate, given no firm timeline, ***escalation has been calculated based on a one year period of time.*** While a rate of escalation is highly dependent on existing economic conditions, the rate is historically in the ballpark of around 5% annually.

POST-BID COSTS (Soft Costs):

Sales Tax: This PCC assumes no sales tax. However, the local tax rate will ultimately be applied to the costs.

PROBABLE COST OF CONSTRUCTION QUALIFICATIONS:

This Probable Cost of Construction is prepared as a guide only. The Berger Partnership makes no warranty that actual costs will not vary from the amounts indicated and assumes no liability for such variance.

This PCC is based on preliminary level design.

Fees such as permits, inspections, and utility connections are not included in this PCC.

No maintenance costs are included in this PCC.

Project:	Olmsted Park Study
Estimate Type:	Probable Cost of Construction
Design Phase:	Pre-design Study
Area:	Project Probable Cost Summary - all sites
Date:	2018/09/05

	Park sites				Total Cost*	CCA**
	Lower Woodland (Trails)				$1,246,436	$772,163.91
	Lower Woodland (Parking lot - Area M)				$2,180,007	$1,350,508.93
	Volunteer Park				$1,241,205	$768,923.06
	Arboretum Woodland Meadow				$2,460,724	$1,524,411.56
	Lakeview Park				$1,566,804	$970,630.80
	Lake WA Blvd Colman Park				$306,413	$189,821.96
	Lake WA Blvd Mt Baker Slopes				$1,101,005	$682,070.11
	Hiawatha Playground				$2,156,772	$1,336,115.00
	Hiawatha Playground - North Parking				$47,003	$29,118.00
	Schmitz Park				$31,637	$19,599.00
	Magnolia Blvd				$151,838	$94,063.31
	Queen Anne Blvd				$546,508	$338,560.36
				Grand Total	**$13,036,352.00**	**$8,075,985.98**

Notes:

***2018 Planning Level Cost Estimate (includes permit fees, 10.1% taxes, project management, 10.0% construction contingency, reviews and other costs).**

***CCA does not include total project costs including planning, design, administration, project management and tax.**

- 5% escalation added to years 2019 and beyond.
- Refer to assumptions preceding this section.

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4	Seattle Municipal Archives, #29548
7	Seattle Municipal Achives #2332-top & #2333-buttom
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91 *left*	Seattle Municipal Archives, #2087
91 *rt.*	Photo by Asahel Curtis. Seattle Municipal Archives, # 6405-right
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