

SR 520 Westside Corridor Design Principles



2.0

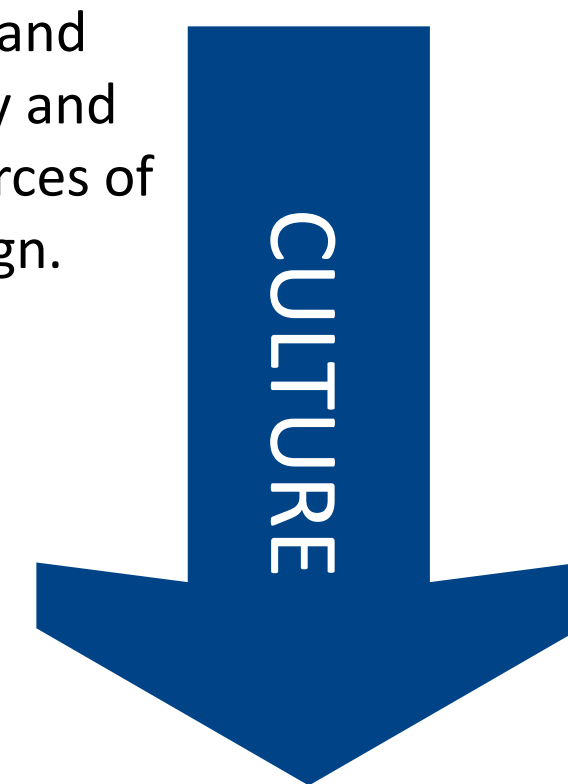
CORRIDOR GOALS, THEME MOTIFS AND VALUES

UNIVERSAL AESTHETIC VALUES

Values describe the foundation upon which principles and measures of project integrity are based. They are statements of the project team's highest priorities and core beliefs, and aligned with the values expressed to date by the communities. The design principles for each area and place within the Westside corridor are grouped according to these values.

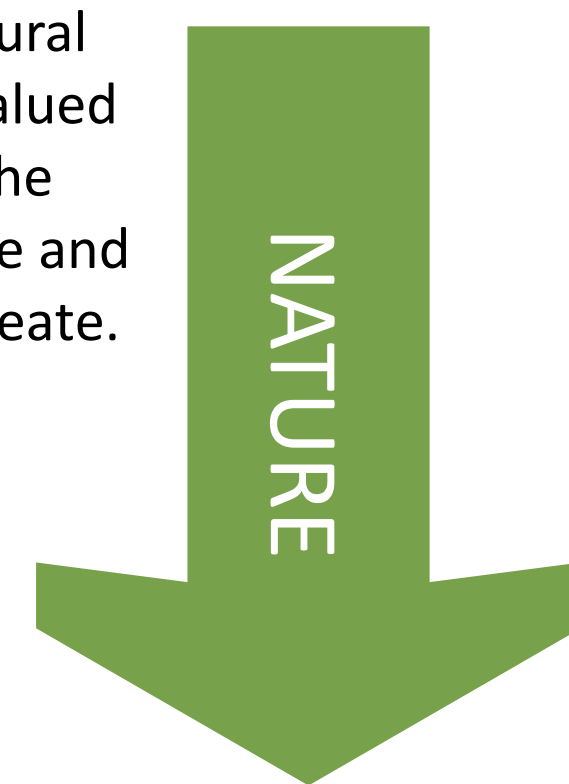
Culture

Community values and the layers of history and culture are the sources of inspiration for design.



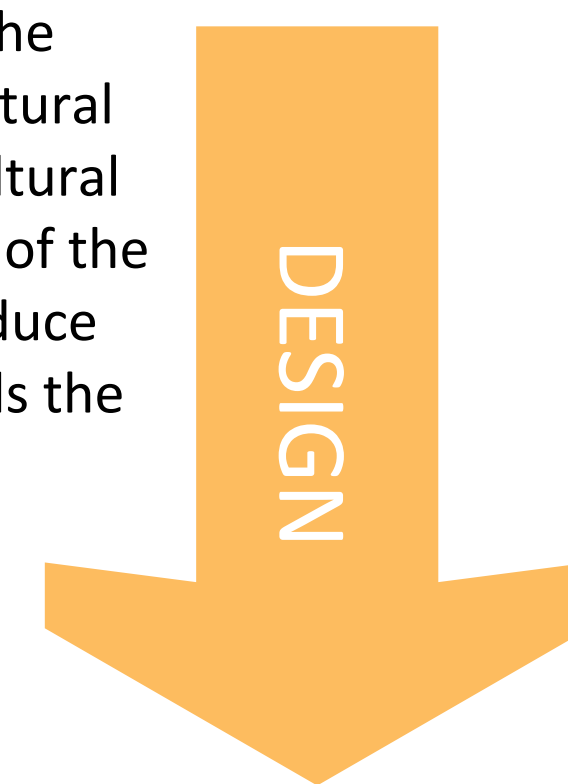
Nature

Nature and the natural surroundings are valued and protected for the functions they serve and the settings they create.



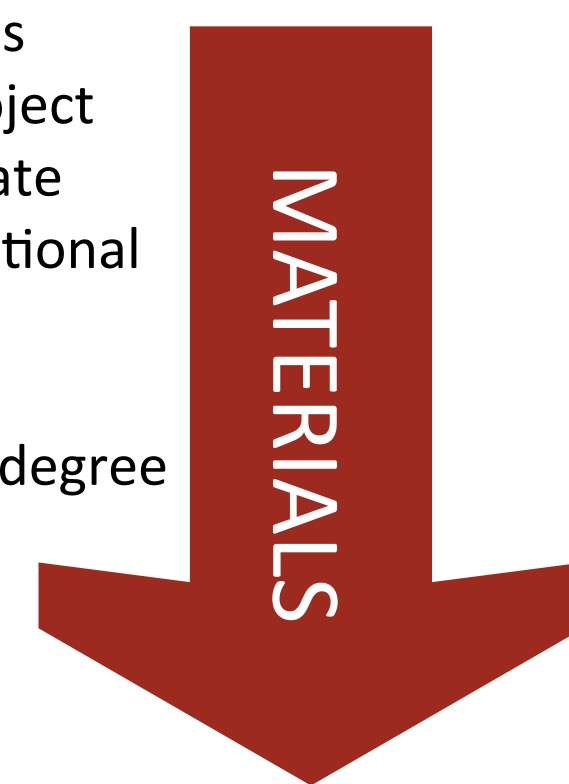
Design

Design integrates the functions of the natural setting with the cultural purposes and uses of the community to produce a facility that stands the tests of time.



Materials

The use of materials throughout the project fulfill their immediate and long-term functional needs, conserve resources, while maintaining a high degree of visual quality.



3.0

UNIVERSAL AESTHETIC PRINCIPLES

The Universal Aesthetic Principles are action statements that apply the Universal Aesthetic Values to the SR 520 project corridor as a whole. They describe how places near or elements of the facility could interrelate to meet the aesthetic goals of the corridor.

1. Draw inspiration from the character of the existing community and its history, and find value in things that are often overlooked.
2. Create a sense of place through spatial design, relationships, and details that tell the story of its history and landscape.
3. Create opportunities for "incidental civilities" where people can rest, cross paths with others, and feel comfortable.
4. Use wayfinding and interpretive signs, landmarks, and design details to help people orient themselves.
5. Connect places with paths and portals that are inviting and draw people toward a social space.
6. Provide continuity of path connections and multiple route options.
7. Identify places of cultural or community distinction and regional continuity.
8. Develop East-West corridor unity throughout the adjoining SR 520 projects.

1. Integrate sustainable solutions into the design.
2. Evaluate existing views of the scenic surroundings and provide opportunities to enjoy similar views.
3. Protect vulnerable places that may be damaged by human activities.
4. Draw attention to places of ecological distinction and continuity.
5. Design to promote dark sky goals across the corridor.

1. Use a coherent vocabulary of forms, materials, color, character, and texture to create corridor continuity.
2. Create timeless designs that avoid trends and offer enduring reflections on community, urban development, and nature.
3. Create a sense of rhythm at a variety of scales through a hierarchy of and relationships between structural or aesthetic elements.
4. Scale the proportion and detailing of design elements to the viewer's distance from the object and speed along the corridor or path.
5. Use transitions and junctions between elements or structures as places for design elements that help create visual continuity and integrity.
6. Create safe spaces using Crime Prevention through Environmental Design (CPTED) strategies such as high visibility, clear paths, alternative routes, and active uses.
7. Design facilities to be interesting and attractive from different viewpoints and for a variety of viewer experiences (boaters, joggers, walkers, cyclists, transit users, and drivers).
8. Use design of railing, walls, lighting, and materials that are visible from the corridor to support rhythm and corridor continuity.
9. Use landscaping to screen residences from public spaces to increase sense of privacy for residents.
10. Blend or screen utilities in a way that minimizes distractions and visual clutter on bridges, structures, landscapes, and other features of the SR 520 corridor.

1. Use high quality and durable materials.
2. Consider ease of maintenance and reducing maintenance requirements in the design.
3. Make high quality craftsmanship evident at all scales to foster pride and a sense of community ownership.
4. Select designs through a careful evaluation of their short- and long-term resource implications including construction materials, finances, and energy.

4.0

WESTSIDE 520 CORRIDOR PRINCIPLES

The Westside Corridor Design Principles and Criteria describe the desired visual and aesthetic character and qualities of the corridor between I-5 and the west high rise of the Evergreen Point Floating Bridge.

DESCRIPTION

The rolling terrain of northeast Seattle is comprised of a north-south trending ridge-valley system that slopes northward toward the basins containing Lake Union, Portage Bay, and Union Bay. This unique landscape required the SR 520 explore cut, elevated, and bridged profiles. Thus, four distinct project areas within the Westside corridor are defined by these basins and plateaus. They are the Roanoke plateau, the enclosed Portage Bay basin, the Montlake hills, and the expansive Union Bay basin.

1. Preserve the Olmsted legacy by applying Olmsted principles of Scenery, Suitability, Style, Subordination, Separation, Sanitation, and Service in design.
2. Identify and preserve key views of regional features of cultural significance from adjacent communities.
3. Develop physical north-south connections across the corridor that act as unifying elements.

1. Maintain or restore natural ecology.
2. Protect shorelines and buffers from overuse.
3. Evaluate views of Lake Union, Lake Washington, the Olympic and Cascade mountains, the Arboretum, Mount Rainier, and provide opportunities to enjoy similar views.
4. Select native vegetation appropriate for planting location and neighborhood context, with a record of survivability in similar contexts.
5. Preserve and protect existing vegetation and integrate into new landscapes.

1. Reveal and express the beauty inherent in the structure of the bridges.
2. Design bridges to have a graceful, timeless appearance.
3. Design the transitions between structure types and sizes to be smooth and graceful.
4. Use design of railing, walls, lighting, and materials to create a sense of rhythm and avoid monotony.
5. Design bridge components to enhance or contribute to the visual and aesthetic continuity of the corridor.
6. Create interesting places under bridges by adding details and educational features.
7. Use "visual friction," like closer spacing of elements, to enhance awareness of changes in speed and approach to nearby intersections.
8. Use design of railing, walls, lighting, and materials visible from the neighborhood perspective to establish local character.
9. Select color palettes to reinforce corridor continuity while providing opportunities for expression of community character.

1. Cultivate a sense of stewardship among the local residents for the open space that will be created by the lids, so that maintenance and safety in these spaces become points of public pride and are self-reinforcing.
2. Ensure high quality craftsmanship, especially in places where people will have time to observe details and small features on lids, paths and in under-bridge areas.
3. Select elements such as rails and signage with a high standard for durability and maintenance.

Roanoke Design Principles

4.1

ROANOKE AREA



AREA PRINCIPLES

CULTURE

1. Retain and enhance neighborhood connections to Roanoke Park and Interlaken Park.
2. Use the lid to reconnect community activity centers.
3. Use interpretive markers to describe the evolution of the Olmsted landscape and the effects of SR 520 on the landscape.

NATURE

1. Evaluate views from 10th Avenue East toward the Olympic Mountains and to Portage Bay and the Cascade Mountains to the east, and provide opportunities to enjoy similar views.

DESIGN

1. Design the ramp bridge connecting I-5 and SR 520 to be graceful.

MATERIALS

1. Select materials that are consistent with the character of the homes in the Roanoke historic district.

10th & DELMAR PRINCIPLES

1. Conserve and reuse elements from the existing Bagley Viewpoint that are valued by the local residents and park users.
2. Create lids as urban open spaces that encourage pedestrian activities and provide meeting places.
3. Cultivate a sense of stewardship among the local residents for the open space that will be created by the lid, so that maintenance and safety in this space become points of public pride and are self-reinforcing.
4. Provide clear pedestrian connections to Roanoke Park.
5. Provide paths across the 10th & Delmar Lid that are in scale and style with surrounding neighborhoods and parks and accommodate diverse users.
6. Evaluate views from the 10th & Delmar Lid of Portage Bay and provide opportunities to enjoy similar views.

1. Select a lid planting palette that relates to the existing forest trees and understory adjacent to the 10th & Delmar Lid.
2. Create a natural-looking transition from lid surface to native topography and landscape on north and south sides of 10th & Delmar Lid.

1. Create aesthetic continuity between the 10th & Delmar Lid and the I-5 Enhanced Pedestrian Crossing.
2. Use the lid as an opportunity to create additional paths that separate motorized traffic from non-motorized traffic.
3. Use "visual friction," like closer spacing of elements, to enhance awareness of changes in speed and approach to nearby intersections.
4. Provide a safe pedestrian connection from the 10th & Delmar Lid to Boyer Avenue.
5. Use natural features and plantings to screen adjacent residences from the 10th & Delmar Lid users.
6. Integrate utilities into the 10th & Delmar Lid structure in a way that minimizes distractions and visual clutter.

1. Select materials complementary to the context and style of the buildings and Roanoke and Bagley Viewpoint parks.
2. Ensure high quality craftsmanship, especially on the lid where people will have time to observe details and small features.

I-5 CROSSING PRINCIPLES

1. Optimize views of the urban skylines and Lake Union shoreline.

1. Use vegetation along the path to protect diverse users from nuisances and harm and create a pleasing, naturalistic environment.

1. Create aesthetic continuity between the 10th & Delmar Lid and the I-5 Enhanced Pedestrian Crossing.

1. Ensure high quality craftsmanship, especially along the pathway where people will have time to observe details and small features.
2. Use pedestrian-scale lighting to provide safe passage along the enhanced pedestrian crossing.

CRITERIA

CRITERIA

CRITERIA

CRITERIA

CRITERIA

Portage Bay Design Principles

4.2

PORTAGE BAY BASIN AREA



AREA PRINCIPLES

CULTURE

1. Evaluate views from the neighborhood to Portage Bay, and provide opportunities to enjoy similar views.

NATURE

1. Ensure the new nearshore landscape has characteristics of the native slope and shore habitat.
2. Support actual and perceived user safety with appropriate landscape design and planting.
3. Provide for interpretive and distinctive amenities near shore habitat or surface water treatment.

DESIGN

1. Create interesting, attractive, and easily maintained spaces and facilities in under-bridge areas.
2. Avoid creating "orphaned" places that might become misused or feel unsafe.

MATERIALS

1. Select durable materials and finishes that are resistant to mold and staining especially where natural light is not present.

BOYER STEPS & UNDER-BRIDGE PRINCIPLES

1. Integrate under-bridge areas with existing and anticipated Montlake Playfield Master Plan and Interlaken parks, trails, and public infrastructure to create intriguing, safe public spaces.
2. Activate the east area of the western Portage Bay Bridge abutment with community uses or interpretive features.
3. Ensure appropriate wayfinding for users around pedestrian stairs connecting Bagley Viewpoint Park and Boyer Street.
4. Create intriguing and safe public spaces under the western terminus of the Portage Bay Bridge by adding details, educational features, and picturesque paths.
5. Provide a visual connection from Boyer Avenue and the local residences to the shoreline area under Portage Bay Bridge. Use common features to create a unified sense of place from the lid surface down to the Boyer landing. The sequence of places created by the steps should provide restful and safe locations to observe both the bridge superstructure, and local perspectives of the slope and neighborhood.
6. Provide a visual connection from Boyer Avenue and the local residences to the shoreline area under Portage Bay Bridge.

1. Use natural features and plantings to screen adjacent residences from the bridge.
2. Use vegetation and urban features to provide visual relief and discourage potential urban camping under the bridge and near abutments.
3. Protect the shoreline from damage caused by human activities along the edge of the undercrossing. Provide locations where users may observe and/or touch the water.
4. Use landscaping features best suited to the physical environment. Specifically, in areas where plants cannot thrive, create programmatic uses with hardscape treatments that do not rely on vegetation.

1. Apply CPTED principles to ensure clear sight lines and visibility west and east from Boyer Avenue.
2. Provide a safe pedestrian connection from Boyer Avenue to Delmar Drive.

1. Ensure high quality craftsmanship on and around the Boyer steps, as people will have time to observe details and small features.
2. Select lighting quality, luminosity, and fixtures along the path to meet lighting standards for safety and comfort of users, while enhancing the visual quality of the area.
3. Select durable materials and finishes resistant to mold and staining especially where natural light is not present.

MONTLAKE INTERCHANGE PRINCIPLES

1. Provide wayfinding, safety (e.g., lighting), and aesthetic experience for Bill Dawson trail users at the east abutment of Portage Bay Bridge.
2. Integrate the under-bridge areas with existing and anticipated Montlake Playfield Master Plan and Interlaken parks, trails, and public infrastructure to create intriguing, safe public spaces.

1. Protect the shoreline from damage caused by human activities.

1. Design bicycle and pedestrian passage for high quality, pleasant, and safe experiences.

1. Ensure high quality craftsmanship, on and around the Bill Dawson Trail, as people will have time to observe details and small features.
2. Select lighting quality, luminosity, and fixtures along the path to meet lighting standards for safety and comfort of users, while enhancing the visual quality of the area.
3. Select durable materials and finishes resistant to mold and staining especially where natural light is not present.

CRITERIA

CRITERIA

CRITERIA

CRITERIA

CRITERIA

Montlake Design Principles

4.3

MONTLAKE AREA



AREA PRINCIPLES

CULTURE

1. Connect communities through pedestrian and bicycle paths and green space.
2. Provide safe passage for each user group. Separated travel lanes for each user group are preferred.
3. Protect the view along the Rainier Vista axis.

NATURE

1. Highlight the beauty that is inherent in the functioning of wetlands.
2. Enhance the residential feel of Montlake Boulevard and Lake Washington Boulevard with trees and vegetation.
3. Use the landscapes on the north side of the westbound off-ramp to create an active buffer between the ramp and the Shelby-Hamlin neighborhood.

DESIGN

1. Design bicycle and pedestrian tunnels for high quality, pleasant, and safe experiences. Design public spaces for multiple uses and user groups for enhanced safety.

MATERIALS

1. See universal/corridor principles.

MONTLAKE LID PRINCIPLES

1. Choose the site furnishings to create a consistent character that is in harmony with the community's goals for landscape character uses.

1. Design lid to have soft, pervious, green surfaces.
2. Design lid landscaping and landforms with respect for natural and/or well-established landscaping in the vicinity.
3. Conserve and replicate, where possible, the planted medians and tree borders from the Olmsted and UW plans.
4. Evaluate views of Lake Union, Lake Washington, the Cascade Mountains, the Arboretum, and Mount Rainier, and provide opportunities to enjoy similar views.

1. Design the lid surface features to create a safe and useable extension of the community.
2. Reflect the influence of the neighborhood street grid and curvilinear landscape forms.
3. Design and create simple portals that minimize ornament and distraction, and integrate the lids with adjacent topography and vegetation.
4. Use "visual friction," like closer spacing of elements, to enhance awareness of changes in speed and approach to nearby intersections.
5. Create safe and attractive transit facilities that address needs such as visual and physical access, and safe bicycle and pedestrian crossings.
6. Use natural features and plantings to screen views of the West Approach bridge from residences adjacent to Lake Washington Blvd.
7. Integrate utilities into the Montlake Lid structure in a way that minimizes distractions and visual clutter.
8. Address ventilation and fire life-safety needs in the comprehensive aesthetic design of Montlake Lid.

1. Ensure high quality craftsmanship, especially on the lid where people will have time to observe details and small features.
2. Cultivate a sense of stewardship among the local residents for the open space that will be created by the lids, so that maintenance and safety in this space become points of public pride and are self-reinforcing.

MONTLAKE INTERCHANGE PRINCIPLES

1. See universal/corridor/area principles.

1. Conserve and replicate, where possible, the planted medians and tree borders from the Olmsted and UW plans.

1. Provide enhanced elements of safety like call boxes and tamper-proof lighting in tunnels to provide security for users.
2. Create safe and attractive transit facilities that address needs such as visual and physical access, and safe bicycle and pedestrian crossings.
3. Use "visual friction," like closer spacing of elements, to enhance awareness of changes in speed and approach to nearby intersections.

1. Ensure high quality craftsmanship, especially along the pathway where people will have time to observe details and small features.

CRITERIA

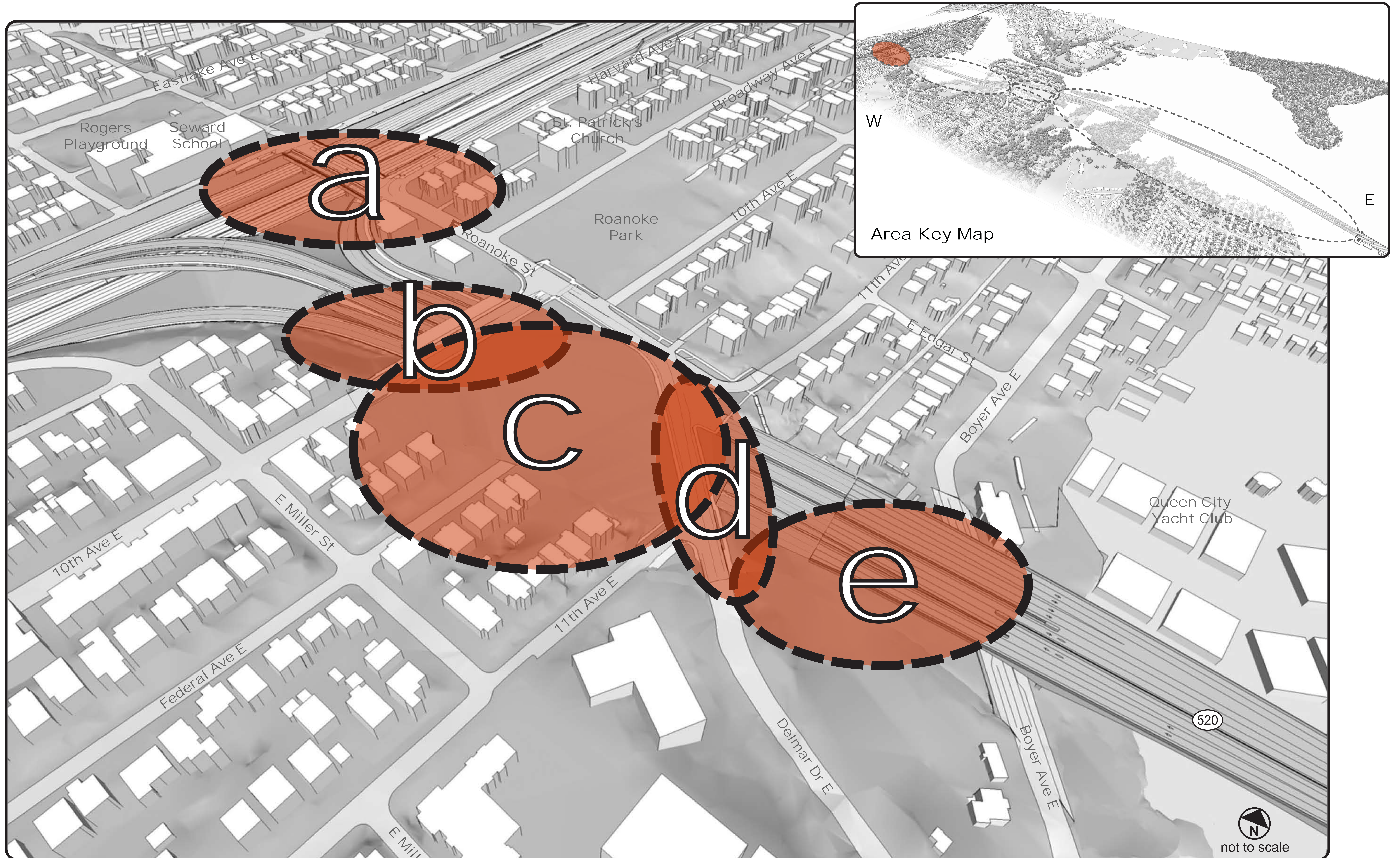
CRITERIA

CRITERIA

CRITERIA

CRITERIA

Design Subareas **Roanoke Area**



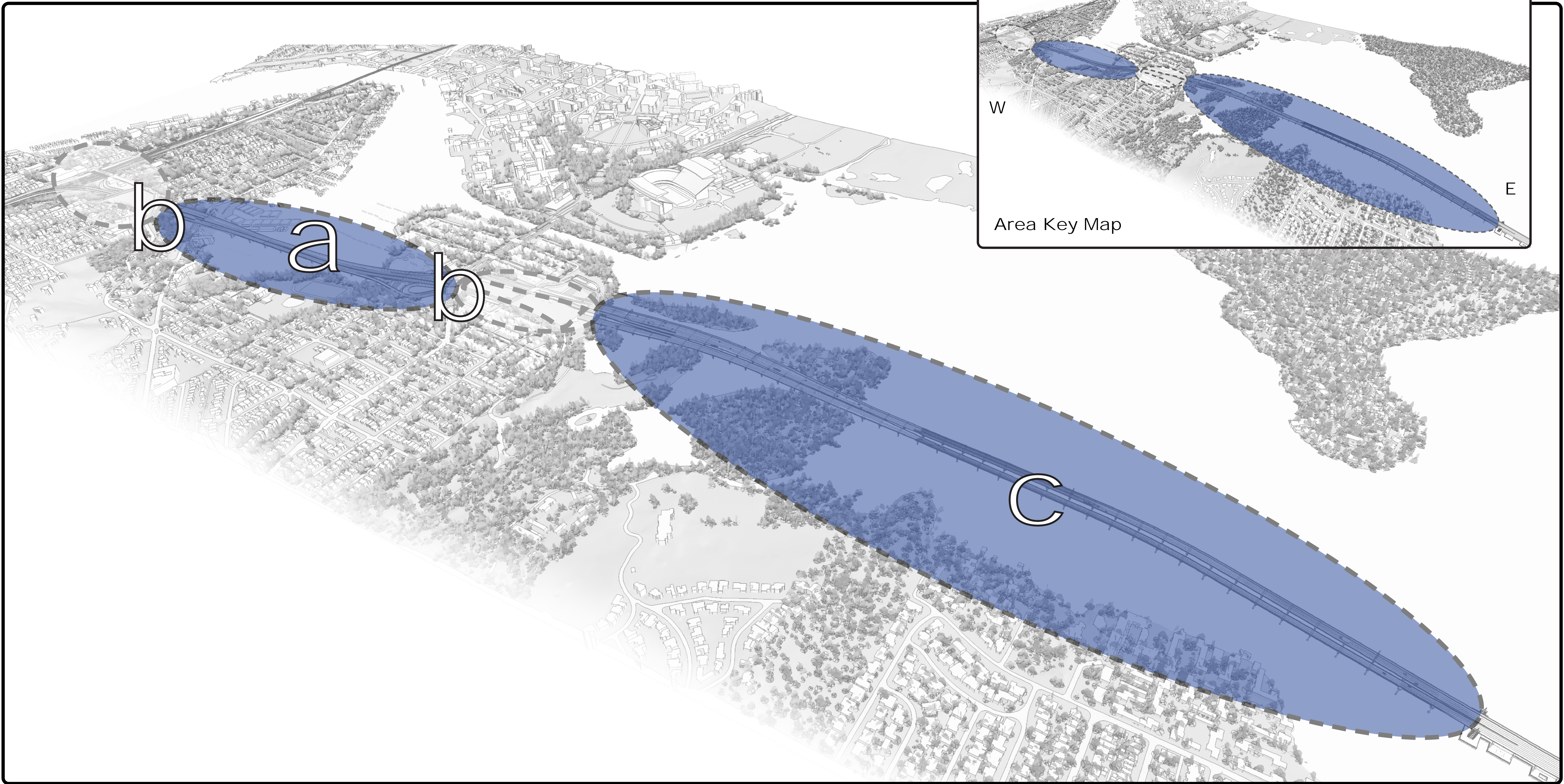
DRAFT
June 2012

CONCEPTUAL
DRAFT - THIS SKETCH ONLY DEPICTS THE IDEA. ENGINEERING, OPERATIONS AND ENVIRONMENTAL ANALYSIS REQUIRED.

Washington State Department of Transportation



Design Subareas Portage Bay Bridge and West Approach Bridge



Portage Bay Bridge

Underbridge Areas

West Approach Bridge

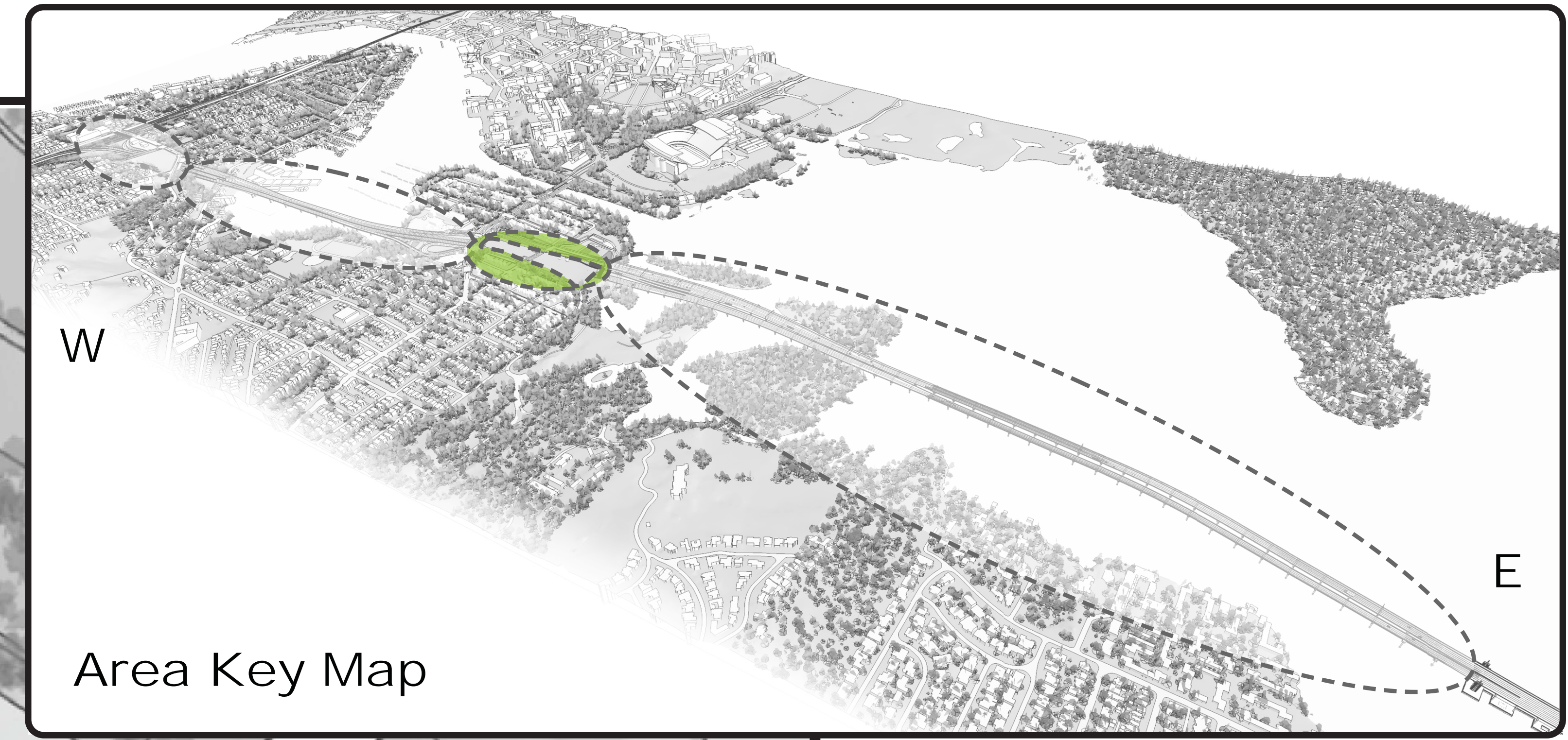
DRAFT
June 2012

CONCEPTUAL
DRAFT - THIS SKETCH ONLY DEPICTS THE IDEAL ENGINEERING, OPERATIONS AND ENVIRONMENTAL ANALYSIS REQUIRED.

Washington State
Department of Transportation

STATE ROUTE
520

Design Subareas Montlake Area



East Lake Washington
Boulevard

Shoreline
and Lid Maintenance
and Operations Facility

East Montlake Park
and Stormwater Facility

Canal Reserve

Montlake Boulevard
East

DRAFT
June 2012

CONCEPTUAL
DRAFT - THIS SKETCH ONLY DEPICTS THE IDEA.
ENGINEERING, OPERATIONS AND ENVIRONMENTAL
ANALYSIS REQUIRED.

 **Washington State
Department of Transportation**

 **STATE ROUTE
520**