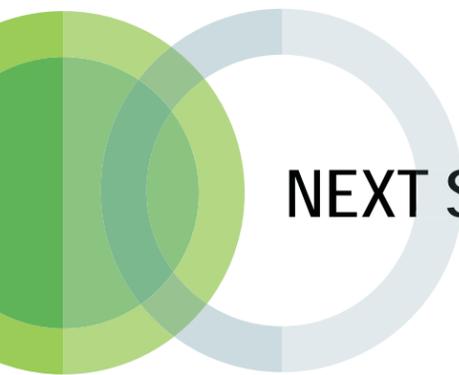


06 NEXT STEPS

“The boulevards were seen by the Olmsteds as an essential part of the park system, designed to... enable visitors to reach vantage points for spectacular views of the mountains and water; to preserve public access to the shoreline... to lend form and texture to surrounding neighborhoods; and to provide ‘linear parks’ through which visitors can travel for hours, seemingly without leaving the countryside.”

Bands of Green, City of Seattle Parks Foundation, 2006

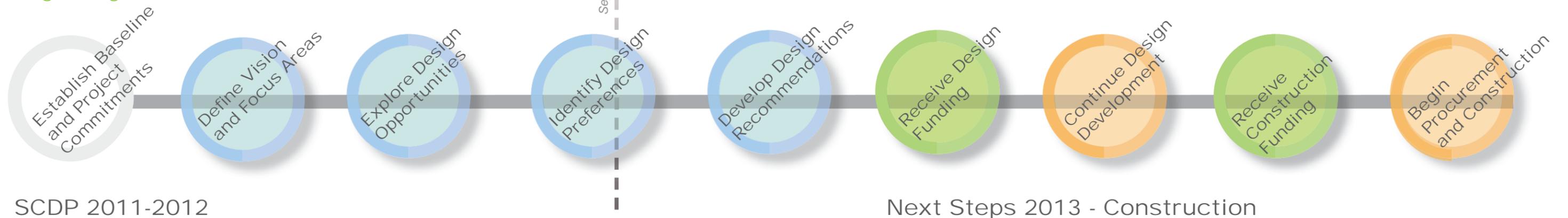


NEXT STEPS

The Seattle Community Design Process began in 2011 after WSDOT received the federally approved Record of Decision for its baseline design. During 2011 and 2012, the WSDOT design team worked closely with neighborhood stakeholders and agencies to explore design opportunities and to develop a series of design preferences for the west side corridor and specific geographic subareas. As project funding is pending, WSDOT continues to develop these design preferences into design recommendations. They can continue toward construction in one of three ways (see also diagram on facing page):

- Identify potential projects that can advance to Preliminary Design development so that they become a priority for construction funding, particularly seismically vulnerable structures like the West Approach Bridge and the Portage Bay Bridge
- Evaluate projects as elements of continuity or distinction that can proceed into Conceptual Design development, which is the next step toward preliminary design
- Advance smaller-scale projects affiliated with nearby neighborhoods or advocacy groups to Preliminary Design through Neighborhood Design Processes

Design Progression



The WSDOT team has ambitious goals in 2012 and 2013 to advance to the next steps of the SR 520 project. The WSDOT team will:

- Develop and secure formal design recommendations for the project's key design elements for the west side
- Continue working through the joint WSDOT/City of Seattle Memorandum of Understanding process relating to the decision to construct and the timing of construction of a second bascule bridge over the Montlake Cut
- Move forward with mitigation commitments that are required as part of the environmental process and that WSDOT has agreed to implement to meet the City's goals and objectives for the project
- Ensure that the City of Seattle maintains a meaningful role and continued involvement throughout the project design process.
- Establish the intent of the City and WSDOT to meet SR 520 project timelines for project completion
- Continue to seek additional funding sources

How can I learn more?

Join the project e-mail update list. WSDOT will continue to keep the public informed about opportunities for input as the project moves forward with design and construction. If you provide your name, we will add you to the project mailing list, which allows you to receive regular email updates. You may join the mailing list by logging onto the WSDOT Web site at www.wsdot.wa.gov/projects/SR520Bridge, by calling the project office at **206-770-3500**, or by emailing the project at SR520Bridge@wsdot.wa.gov.

Design Progression

The vision and principles shape the next steps as the project moves forward (see "Design Progression" diagram below), including design development, construction funding, procurement and construction. Where clear preferences have been identified, they will be carried forward into discussion with agency partners and WSDOT headquarters. The design team will refine these preferences during design development. Where options remain, the project will continue to work closely with stakeholders to solicit feedback.

The schedule for all three categories of projects will be further defined during the fall and winter of 2012. Some projects within all three categories can be expected to move forward in design in 2013.

Project work in the Seattle area is not yet funded for construction. WSDOT continues to work closely with the Governor, Legislature and the City of Seattle to secure construction funding.

The beginning of the SCDP

A baseline design was established by the National Environmental Policy Act (NEPA) Record of Decision and community commitments.

SCDP design opportunities and design preferences

Design opportunities and design preferences were evaluated using the refined project vision and three key design principles:

- Expression
- Sustainability
- Utility

Three-part SCDP Design Development Plan

Design preferences contained within this report will be further developed in one of the following three ways:

Preliminary Design (funding priority)

- Components that support the West Approach Bridge North, such as stormwater treatment
- Vulnerable structures like the Portage Bay Bridge
- Mobility and connectivity elements like the regional shared-use path

Conceptual Design (to define Preliminary Design scope of work)

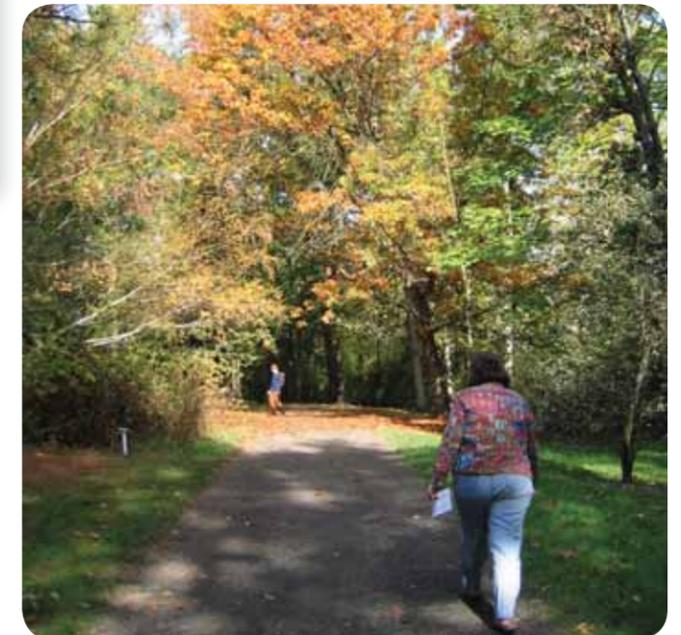
- Large-scale conceptual approaches that engage the vision, such as “city gateway,” “natural axis” and “urban axis”
- Smaller-scale approaches that use standardized criteria to develop “Elements of Continuity and Distinction”
- Elements of Continuity provide consistency in the look and feel of features that are present throughout the corridor such as retaining walls, roadside plantings or the regional shared-use path
- Elements of Distinction offer a unique aesthetic look and feel of singular elements such as the lid portal entries or the Portage Bay Bridge
- Basic configuration for subareas such as Delmar Drive East to Boyer Avenue East connection, including the Boyer steps

Neighborhood Design (to define Preliminary Design scope of work)

- Subareas that are strongly affiliated with and “owned” by local neighborhoods and advocacy groups, such as the 10th and Delmar lid
- Designs that can be further refined by neighborhood-centric processes such as design commissions that employ local artists or design firms and encourage innovation and new technologies
- Projects may range from determining activities for lid areas, design for signage or street furniture such as benches and lighting

“Capitalize on the “blue-green” idea to make every feature reflect that ethos.”

- Expert Review Panel *Final Report on SR 520*
Westside Sustainability and Urban Design
September 24, 2011



Pedestrians strolling in the Washington Park Arboretum



Conceptual Rendering

Looking southeast at the west edge of the stormwater treatment facility area that will provide an inviting and safe pedestrian and bicycle connection to the south and the regional path to the east across the bridge