

# 2010 Statewide Transportation Enhancements Program PSRC Regional Application Form

**\*\*Please read all of the text in this section before completing this application\*\***

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2010 Statewide Transportation Enhancements Program is awarded competitively to projects, and not to the sponsoring agency itself. Sponsors of projects that are awarded funds from this competition will be required to submit a more detailed application in order to program the funds into the State and Regional Transportation Improvement Program. Please refer to the Schedule in the Call for Projects for more information.

**Email submissions are preferred:** Attach your completed application to an email and send it to [tipapp@psrc.org](mailto:tipapp@psrc.org). Please name the file "**2010 Enhancements-[agency]-[project title]**". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's web site. Mailed materials should be sent to: Tracy Murray, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Tracy Murray. For questions or to confirm receipt of your application, contact [Tracy Murray](mailto:Tracy.Murray@psrc.org), 206-971-3277.

**Deadline:** Applications must be received by PSRC by **5:00 PM on Monday, July 12, 2010**. Applications should be no more than **15 pages**, plus maps and/or other required supporting documentation.

<b>PROJECT IDENTIFICATION AND DESCRIPTION</b>	
<b>1</b>	<p><b>PROJECT TITLE:</b> Olmsted Brothers Designed Boulevards, Parkways and Park Systems GIS Mapping</p>
<b>2</b>	<p><b>TRANSPORTATION 2040 ID#</b> Not Applicable (NA)</p> <p>To be eligible for funding, regionally significant projects must be explicitly identified in Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). For the 2010 Statewide Transportation Enhancements Program, this would apply to regionally significant nonmotorized projects such as separated trails. To confirm whether your project is specifically listed in Transportation 2040, refer to <a href="http://www.psrc.org/assets/3763/Appendix_M.pdf">http://www.psrc.org/assets/3763/Appendix_M.pdf</a>. For assistance or questions regarding these issues, contact <a href="mailto:Kimberly.Scrivner@psrc.org">Kimberly Scrivner</a>, 206-971-3281.</p>
<b>3</b>	<p><b>SPONSORING AGENCY: NA</b></p> <p>Note: non-profit organizations may administer grants from the 2010 Statewide Transportation Enhancements Program <u>unless the project requires design, right of way acquisition, and/or construction</u>. In such cases, a public agency must serve as the project sponsor.</p> <p>Co-sponsor(s) if applicable: <i>For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</i></p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT?    <input type="checkbox"/> Yes    <input type="checkbox"/> No</p> <p>Please note: the requirement that public agencies have Certification Acceptance status has been waived for this program; however, all federal and state project requirements must still be met. Refer to the Washington State Department of Transportation Local Agency Guidelines Manual at <a href="http://www.wsdot.wa.gov/LocalPrograms/LAG/">http://www.wsdot.wa.gov/LocalPrograms/LAG/</a> for more information.</p>
<b>4</b>	<p><b>PROJECT CONTACT:</b></p> <p>Name:        Iris Gestram, Executive Director, National Association for Olmsted Parks Email :        <a href="mailto:gestramiris@naop.org">gestramiris@naop.org</a></p>

	Phone: 202.223.9113
5	<p><b>PROJECT DESCRIPTION</b></p> <p>Describe the proposed work and explain the nature of the entire project, including the existing and proposed conditions and type of use. Explain why the project is needed and how the project meets the eligibility requirements of the selected Transportation Enhancements categories. Attach a detailed 8 ½" by 11" vicinity map. Photographs are welcome, but not required.</p> <p>See attached continuation sheets.</p>
6	<p><b>PROJECT LOCATION: Puget Sound</b></p> <p>County(ies) in which project is located: King, Kitsap, Pierce, Snohomish</p> <p><b>Answer the following questions if applicable:</b></p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): NA</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): NA</p>
7	<p><b>PROJECT TYPE</b> (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Provision of Facilities for Bicycles and Pedestrians</li> <li><input type="checkbox"/> Acquisition of Scenic Easements &amp; Scenic or Historic Sites</li> <li><input type="checkbox"/> Scenic or Historic Highway Programs (including tourist &amp; welcome center facilities)</li> <li><input type="checkbox"/> Landscaping and other Scenic Beautification</li> <li><input checked="" type="checkbox"/> Historic Preservation</li> <li><input type="checkbox"/> Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities</li> <li><input type="checkbox"/> Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails)</li> <li><input type="checkbox"/> Control and Removal of Outdoor Advertising</li> <li><input type="checkbox"/> Archaeological Planning and Research</li> <li><input type="checkbox"/> Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity</li> <li><input type="checkbox"/> Provision of Safety and Educational Activities for Pedestrians and Bicyclists</li> <li><input type="checkbox"/> Establishment of Transportation Museums</li> </ul>
<b>PLAN CONSISTENCY</b>	
<p>Cities, towns and counties seeking federal funds managed by PSRC may submit an application only if their comprehensive plan has been certified by PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, nonprofit organizations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with VISION 2040 and Transportation 2040, the central Puget Sound region's long-range Metropolitan Transportation Plan. For questions on consistency and certification, contact <a href="#">Rocky Piro</a>, 206-464-6360.</p>	
8	<p><b>CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040</b></p> <p>All applicants must answer the questions in this section. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC website at <a href="http://www.psrc.org/growth/planreview/statusreportppr/">www.psrc.org/growth/planreview/statusreportppr/</a>. For copies of VISION 2040 or Transportation 2040 documents, please contact the PSRC <a href="#">Information Center</a>, 206-464-7532. Regionally significant projects that expand transportation system capacity must be identified in Transportation 2040. This includes nonmotorized trails and separated pathways. For assistance refer to <a href="http://www.psrc.org/transportation/t2040/">www.psrc.org/transportation/t2040/</a> or contact <a href="#">Kimberly Scrivner</a>, 206-971-3281.</p>

Indicate the current certification status of the local comprehensive plan in the community where the project is located. Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

Certification Status: Certified    Date of certification action (mm/dd/yy): 01/25/07

Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes. (See [http://www.psrc.org/assets/465/Centers\\_small.pdf](http://www.psrc.org/assets/465/Centers_small.pdf) for more information.)

- The project is located outside the designated urban growth area.
- The project is located within the designated urban growth area.
- The project is located within an identified regional growth center or town/activity center. Refer to <http://www.psrc.org/growth/centers/> for more information. For identified local city/town locations, please describe.
  - Regional Growth Center(s): First Hill/Capitol Hill, Tacoma Downtown, Uptown Queen Anne
  - Regional Manufacturing/Industrial Center(s):
  - Local Town/Activity Center(s): Seattle, Tacoma, Everett, Sedro-Wooley

Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
- No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.  
See attached continuation sheets.

## ADDITIONAL REGIONAL PROJECT EVALUATION

### Part 1: Questions for All Projects

**Instructions:** Once all of the sections in Part 1 have been completed (questions 9 through 13), complete the appropriate questions in Part 2 (question 14 and one only of questions 15 through 18). Refer to the Regional Project Evaluation Criteria to assist you in answering these questions.

<b>9</b>	<p><b>RELATIONSHIP TO CENTERS</b></p> <p>Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor. See attached continuation sheets.</p>
<b>10</b>	<p><b>COMMUNITY SUPPORT</b></p> <p>Describe the public review process for the project. List all letters received or other types of support for the project; include any negative response to the project. Provide the dates, times and locations of all public presentations. If appropriate, describe how the project meets identified state, regional and/or local planning objectives. See attached continuation sheets.</p>
<b>11</b>	<p><b>FINANCIAL PLAN</b></p> <p>Please fill out Tables 11A - D below and corresponding questions 11E - F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables 11A -C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table 11D). The tables require sponsors to list the Transportation Enhancements funds being requested (Table 11A), as well as</p>

ALL other sources of secured (Table 11B) and unsecured funds (Table 11C) needed to complete the project.

Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source. Totals of federal and other funds listed in Tables 11A - C should equal the total project cost in Table 11D. Funding Commitment Letters must be provided for all financial partners.

**Required Match:** No local match is required; projects may be funded with 100% Enhancement funds.

**11A: Enhancements Funds Requested**

Phase (Planning, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date by Phase (mm/dd/yy)*	Enhancements Funds Requested
Planning: Programming	01/03/11	\$25,000
Planning: Design	04/25/11	\$75,000
Planning: Implementation	07/18/11	\$135,000
		\$
		\$
	<b>TOTAL:</b>	<b>\$235,000</b>

\* Note: the required obligation deadline for these funds is no later than two years from selection approval, estimated to be January 2011.

**11B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
NA	NA	NA	\$0
			\$
			\$
			\$
			\$
		<b>TOTAL:</b>	<b>\$</b>

\*For tables B and C "obligation" may be defined as expenditure or other commitment of funds; for more information regarding secured and unsecured funding sources please refer to <http://www.psrc.org/assets/469/SecuredUnsecured.pdf>.

**11C: Needed future funding (unsecured)** Do not include the grant funds requested in Table 11A

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
NA	NA	NA	\$0
			\$
			\$
			\$
			\$
		<b>TOTAL:</b>	<b>\$</b>

**11D: Total Project Cost**

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$235,000	Planning:	06/15/12
Preliminary Engineering/Design:	\$0	Preliminary Engineering/Design:	NA
Right of Way:	\$0	Right of Way:	NA
Construction:	\$0	Construction:	NA
Other (Specify):	\$0	Other (specify):	NA
Total Project Cost:	\$235,000	Estimated date of completion (i.e. open for use)	06/15/12



14	<p><b>Select one of the following four categories that best fits your project and follow the corresponding instructions:</b></p> <p><input type="checkbox"/> Nonmotorized Projects: Complete question 15.</p> <p><input type="checkbox"/> Scenic Resources Projects: Complete question 16.</p> <p><input checked="" type="checkbox"/> Historic Resources Projects: Complete question 17.</p> <p><input type="checkbox"/> Environmental Projects: Complete question 18.</p>
15	<p><b>NONMOTORIZED PROJECTS</b></p> <p><b><u>Instructions: Complete this section if you selected “Nonmotorized Projects” in question 14.</u></b></p> <p><b>Please explain how your project addresses the following:</b></p> <ul style="list-style-type: none"> <li>• The project extends, completes or otherwise adds to an existing nonmotorized system or network.</li> <li>• The project connects or links to other multimodal facilities (such as transit stations).</li> <li>• The project addresses current nonmotorized needs in the community, e.g., - gaps in the system; safety issues, etc.</li> <li>• The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility).</li> <li>• Explain how the project relates to surface transportation. If the project has recreational aspects, demonstrate that the purpose is primarily for transportation rather than recreation. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul>
16	<p><b>SCENIC RESOURCES PROJECTS</b></p> <p><b><u>Instructions: Complete this section if you selected “Scenic Resources Projects” in question 14.</u></b></p> <p><b>Please explain how your project addresses the following:</b></p> <ul style="list-style-type: none"> <li>• The project promotes greater public appreciation or use of the transportation system.</li> <li>• The project contributes to the preservation of significant scenic resources.</li> <li>• The level of public exposure or access to the project.</li> <li>• Long-term preservation plans to maintain the scenic character of the property.</li> <li>• Whether or not there is perpetual ownership of the property.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul>

<p>17</p>	<p><b>HISTORIC RESOURCES PROJECTS</b></p> <p><b>Instructions:</b> Complete this section if you selected “Historic Resources Projects” in question 14.</p> <p><b>Please explain how your project addresses the following:</b></p> <p><u>For site-specific and/or capital projects:</u></p> <ul style="list-style-type: none"> <li>• The historic significance of the facility.</li> <li>• The planned use of the facility.</li> <li>• Whether or not the project is part of a larger historic preservation plan.</li> <li>• The level of public exposure or access to the project.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• The long-term preservation and/or maintenance plans for the facility.</li> <li>• Explain how the project relates to surface transportation; describe the current or former transportation use of the facility. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul> <p>NA</p> <p><u>For planning projects:</u></p> <ul style="list-style-type: none"> <li>• The project’s relationship to the protection of historic or archaeological resources.</li> <li>• Whether or not the project is part of a larger historic preservation plan.</li> <li>• The long-term plan for ongoing management, updating and training.</li> <li>• The level of public exposure or access to the project.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul> <p>See attached continuation sheets.</p>
<p>18</p>	<p><b>ENVIRONMENTAL PROJECTS</b></p> <p><b>Instructions:</b> Complete this section if you selected “Environmental Projects” in question 14.</p> <p><b>Please explain how your project addresses the following:</b></p> <ul style="list-style-type: none"> <li>• The relationship of the project to the transportation system.</li> <li>• The need for the project.</li> <li>• The long-term maintenance plans for the project.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul>

## 5. PROJECT DESCRIPTION

*Describe the proposed work and explain the nature of the entire project, including the existing and proposed conditions and type of use. Explain why the project is needed and how the project meets the eligibility requirements of the selected Transportation Enhancement categories. Attach map and photos.*

We propose to develop an *integrated* set of online resources bringing together interactive maps, georeferenced original drawings, navigational tools, archival data and NAOP's online advocacy and technical guidance materials through a single publicly accessible website. The project encompasses those Olmsted Brothers designed parkways, boulevards and origin/destination parks linked to these transportation networks in King, Kitsap, Pierce and Snohomish counties. Providing this information to the public as well as local/regional transportation planners encourages broad public use and long-term stewardship of these resources. The Olmsted Brothers' comprehensive plans employed parks as origin/destination points within broadly linked multi-modal, multi-scaled systems. This project will act as the foundation and model for development of a statewide map with the capacity to grow into a nationwide map database. The project would directly engage local non-profits, in particular the *Friends of Seattle Olmsted Parks*, to provide field verification, volunteer and community outreach support, and draw on their unparalleled local knowledge of this region's Olmsted Brothers designed parkways, boulevards and park systems.

The GIS database will accommodate the full complexity and scale of the transportation systems varying from circulation networks within parks to longer boulevards crossing cities to link origin/destination and intermediate parks. Separated circulation elements are a hallmark of Olmsted firm design extending back to their first commission, New York's Central Park, in which pedestrians, carriages and equestrians enjoyed distinct transportation routes within and through the park. Most such resources in our region are not currently inventoried or listed in the National Register of Historic Places. This project would map and inventory these resources as well as make critical archival and comparative data available to the public, researchers, and transportation planners to facilitate their listing and preservation. GIS provides exceptional utility for transportation planning as a visual database of identified resources to avoid or consider when planning contemporary transportation projects. Website access to this information enables public use of the data for education and to locate and navigate to resources in their community.

The project seeks to design a GIS database capable of:

- Storing location and attribute data to connect the public and planners with these resource locations in their communities;
- Integrate with archival databases and a geo-referenced historic map server to illustrate an old model of integrating multi-modal transportation with recreation and scenic resource access and protection, thus facilitating better transportation design; and,
- Delivering data through a website for public access to provide public information, and serve as a resource identification and analysis tool.

Project tasks include the following:

- To digitize and geo-reference original parkway and landscape plans, allowing these to be viewed online as overlays on contemporary aerial photographs.
- To map each parkway, boulevard and public park system with a location at the point of entry into the physical site for urban recreational use and GPS and mobile device based circulation route navigation.
- To link mapped locations with the Olmsted Research Guide Online (ORGO)—a joint project of the Olmsted National Historic Site, National Park Service, and the National Association for Olmsted Parks—to enable the public and transportation planners to access archival records (original planting lists and plans, archived correspondence).
- To link locations with contemporary National Register nominations, Cultural Landscape Reports, and other landscape preservation plans and records for public access and to consolidate this data by resource for transportation planners.

Products would be accessible to the public - free and without membership restrictions - through a map portal on the National Association for Olmsted Parks (NAOP) website. To reach as broad an audience as possible, other websites such as Historic Seattle, History Link, the Washington Trust for Historic Preservation, and the Washington State Department of Archaeology and Historic Preservation could link users to the NAOP website to access the map portal. At present, archival material is available only through on-site research requests at Fairsted, the Frederick Law Olmsted National Historic Site in Brookline, MA. Managed by the National Park Service, the archive has a two month waiting list for appointments, and only a limited number of drawings can be viewed during a single appointment. Travel and lodging costs make this information inaccessible to most Washington State residents. This project promotes access to and encourages use of these resources through interactive maps to aid the public in locating and navigating to Olmsted Brothers parkway, boulevard and park system designs in their communities. The net effect will be to foster education, appreciation and direct interaction with this significant legacy, and assist with the restoration, maintenance and preservation planning for these sites. For transportation planners the data will expedite historic resource tasks required for environmental review of proposed projects by providing a complete database and mapping of historic boulevards, parkways and parks.

The project meets the historic preservation planning and research eligibility requirement through:

- Research
- Preservation planning
- Public interpretation
- Inventory and survey work

Archival research will compile background data. Sharing GIS maps data with the Washington State Department of Archaeology and Historic Preservation and geo-referencing original drawings furthers stewardship of the resources and their integration in future transportation projects and environmental compliance processes. Providing archival data in a public forum in a manner that directly connects historic information to specific places enhances public awareness for these important resources and their interpretation. GIS mapping of these resources yields an online inventory to their location and facilitates public navigation to and through these sites. Geo-referenced drawings allow direct visual comparison of original and current conditions by planners, researchers and interested citizens.

Reference links:

NAOP: <http://www.olmsted.org/>

ORGO: <http://ww2.rediscover.com/olmsted/>

Fairsted: <http://www.nps.gov/frla/index.htm>

## 8. CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040

*Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please indicate the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.*

The proposed project spans King, Kitsap, Pierce and Snohomish counties and is consistent with the Vision 2040 and Transportation 2040 multicounty planning policies and regional design goals and policies. (*Vision 2040 and Transportation 2040 Appendix C: Multicounty Planning Policies*, April 2010) The following cite above referenced policies and goals followed by a short summary of the project's relation.

*MPP-DP-33 Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements. (pg 7)*

Olmsted Brothers-designed boulevards, parkways and park systems comprise some of our Nation's most treasured historic and cultural resources. The Puget Sound's metropolitan and core cities are fortunate to have a strong concentration of these resources, including Lake Washington, Magnolia and Cheasty Boulevards and their circulation network links to and through such parks as Washington Park Arboretum and University of Washington. The Olmsted Brothers' comprehensive plans employed parks as origin/destination points within broadly linked multi-modal, multi-scaled systems.

Seattle's Volunteer Park is among the best realized of such individual park designs.

The scale of the transportation systems varies from circulation networks within parks to longer boulevards crossing cities to link origin/destination and intermediate parks. Separated circulation elements are a hallmark of Olmsted firm design extending back to their first commission, New York's Central Park, in which pedestrians, carriages and equestrians had distinct transportation routes within and through the park. Most such resources in our region are not currently inventoried or listed in the National Register of Historic Places. This project would map and inventory these resources as well as make critical archival and comparative data available to the public to facilitate their listing and preservation. Mapping these resources will facilitate their integration in transportation planning, expedite identification of affected cultural resources for SEPA and Section 106 of the National Historic Preservation Act review for transportation projects, and encourage the public to locate and navigate to them.

*MPP-DP-34 Preserve significant regional historic, visual and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character. (pg. 7)*

The original designs for these systems emphasized views of the Puget Sound's natural features (such as Lake Washington, Mount Rainier) and presented a key planning tool towards preservation of these features. The project will digitize and georeference original drawings overlaying them on contemporary aeriels. The NAOP website map portal will allow public access to these overlays as an interpretive and planning tool. These boulevards, parkways and destination parks often provided an early anchor for community and transportation development. Strengthening planning efforts of these key linkages supports preservation efforts for surrounding historic residential and commercial buildings and districts.

*MPP-DP-37 Support urban design, historic preservation, and arts to enhance quality of life, improve the natural and human-made environments, promote health and well-being, contribute to prosperous economy, and increase the region's resiliency in adapting to changes or adverse events.*

The Olmsted Brothers in their studies for Seattle in the early 1900s pushed for development and acquisition of public-right-way along scenic corridors and overlooks to provide a public amenity, to emphasize connections with the region's natural environment, and to create linkages for a system of origin/destination parks. Though not fully implemented, the extant developed corridors and destinations provide important precedents for urban design and quality of life enhancements. Examples such as Lake Washington Boulevard provide highly used corridors for pedestrians, bicyclists and automobiles. Changes over time have eroded some original features of these corridors and destinations. This loss coupled with diminished awareness of their existence, significance and original design, places them in jeopardy during changes to streets, intersections, and parks.

*MPP-DP-42 Recognize and work with linear systems that cross jurisdictional boundaries –including natural systems, continuous land use patterns, and transportation and infrastructures systems – in community planning, development, and design. (pg. 7)*

Olmsted Brothers-designed systems exist throughout this four county region. To encourage multijurisdictional use, this project would provide the GIS map layer to the Washington State Department of Archaeology and Historic Preservation (DAHP) for inclusion and sharing with state and federal agencies during planning. DAHP provides the central repository for historic and cultural resource planning data accessed by state and federal agencies. The online website and map portal would allow community groups to compare their resources with those of adjoining communities to identify shared systems meriting collaborative preservation efforts. An example being Spokane's extensive system of Olmsted Brothers designs that could utilize data collected for systems in this region to help inform their stewardship efforts.

*Vision 2040: Part III Multicounty Planning Policies: Design advances a systems approach to address land use, transportation, environmental, urban form, and social concerns holistically. However, design (and systems thinking) at the regional scale involves larger, more complex systems such as watersheds, clusters of communities, regional land use allocation, and more integrated transportation systems. Regional design must identify common values that shape the region's character and ways to support those values at all scales, seeking to integrate various systems and elements through design measures. (pg. 57)*

This project seeks to illustrate the design values embedded in the Olmsted Brothers-designed systems as a tool for articulating common design values and the role of multi-modal and multi-scaled circulation networks as more than just

a conduit for travel but an opportunity to experience the natural environment and setting through which we travel. The Olmsted Brothers brought to the Puget Sound region an unmatched national experience born out of such projects as Boston's Emerald Necklace park and parkway system and the circulation networks and approaches to Yosemite Park.

## 9. RELATIONSHIP TO CENTERS

*Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor.*

*Vision 2040: Part III Multicounty Planning Policies (April, 2010): Regional Growth Centers: are designated areas of high-intensity residential and employment development. They are most typically located in the historic downtowns or other major activity areas of the region's five Metropolitan Cities and in Core Cities. Regional growth centers serve as a primary framework for regional transportation and economic development planning. (pg. 51)*

During the early 1900s, local and state government implementation of Olmsted Brothers-designed systems occurred in the downtown cores and proliferating surrounding residential developments. Today these areas form the high activity areas of regional growth centers, such as First Hill/Capitol Hill; Uptown Queen Anne; and Tacoma Downtown. Most of these systems reside within current UGA boundaries and incorporated urban areas. Examples include West Seattle Parkway, Interlaken Boulevard, and Green Lake Boulevard. The Olmsted boulevard and parkway planning afford an excellent model for integrating multi-modal, multi-scale transportation networks with recreation and open space systems.

## 10. COMMUNITY SUPPORT

*Describe the public review process for the project. List all letters received or other types of support for the project; include any negative response to the project. Provide the dates, times and locations of all public presentations. If appropriate, describe how the project meets identified state, regional and/or local planning objectives.*

Community outreach during the project will be critical in order to field verify system locations. The project proposes to draw on the strong community ties and public outreach capacity of the Friends of Seattle's Olmsted Parks, a non-profit organization. The project will develop a public participation plan at the start of the project to collect data on resource locations and provide for a smooth transition to public use of the online tool.

Letters of support (see attached):

- Friends of Seattle's Olmsted Parks
- Frederick Law Olmsted National Historic Site, National Park Service
- Bicycle Alliance of Washington
- Washington Trust for Historic Preservation
- The Trust for Public Land

The proposed project supports goals identified in the Washington State Department of Archaeology and Historic Preservation's (DAHP) *Washington State Historic Preservation Plan 2009-2013* (pg 10):

*Goal III Strengthen the Role of Historic Preservation in Local Planning and Community Revitalization*

The project would expand the capacity of community groups and local historic preservation programs through access to the public map portal to reference system locations, original plans, archival data and how to navigate to these systems. Sharing of this data with local municipalities through DAHP will help integrate the systems into local planning efforts and fulfill preservation planning objectives. Sharing information through the public medium of the website map portal also connects users to tools developed by NAOP and the National Park Service, including preservation planning, best practices related to these systems, and advocacy outreach.

*Goal IV Increase Efforts to Promote Heritage Tourism*

Knowing these remarkable resources exist and how to navigate to them is a critical first step in promoting them for heritage tourism. Providing the online public map portal allows individual communities to identify which systems they have and provides a tool to help guide visitors to their locations.

*Goal V Improve Identification and Protection of Archaeological Sites and Cultural Resources*

Online resources provide an invaluable means of identifying and protecting cultural resources through enhanced public awareness for and familiarity with the significance of their original design and transportation role. The majority of background and archival materials reside in archives or state and federal repositories and, while open to the public, are not readily useful to the average citizen unless they are pursuing a specific research inquiry. The goal of the online map portal and linking databases and archival data is to make this information both accessible and engaging to the public.

## **17. HISTORIC RESOURCES PROJECTS (Planning Project)**

*Explain how the project addresses the following:*

*The project's relationship to the protection of historic or archaeological resources.*

The project would inventory and map these historic resources, making the data and archival information publicly available. Sharing resulting GIS map data with DAHP would integrate this data into city, county, regional and statewide planning. Making archival and georeferenced original drawing data available to the public supports advocacy efforts for listing these historic resources to the National Register of Historic Places and understanding the parkways, boulevards and destination/origin parks as a larger park system. Having the original plans georeferenced makes the original landscape design data available to transportation planners to guide restoration and preservation efforts along these transportation corridors.

*Whether or not the project is part of a larger historic preservation plan.*

The project fulfills goals (cited above under Community Support and below) of the *Washington State Historic Preservation Plan 2009-2013* (pg10):

*Goal I Enhance the Effectiveness of Historic Preservation Efforts*

Through the project NAOP would engage in partnerships and collaboration with the National Park Service and Friends of Seattle's Olmsted Parks. Public outreach would engage community support to assist in collecting additional local archival data and verifying resource locations. The project would create an *integrated* set of online resources bringing together interactive maps, georeferenced original drawings, archival data and NAOP's online advocacy and technical guidance materials through a single publicly accessible website. The data is intended for a wide range of audiences from researchers to classroom/school children use.

*The long-term plan for ongoing management, updating and training.*

This project will develop the foundation for a statewide database that is intended to grow into a nationwide map database. Each addition would extend information accessible through the online NAOP website and map portal. The useful life of this project is intended to stretch into perpetuity and will become part of NAOP's ongoing website maintenance and support. The project will include development of a maintenance plan that outlines the roles and responsibilities for long term stewardship of the digital data and associated applications. This project fulfills a key part of the National Park Service's mission for the Frederick Law Olmsted National Historic Site, to make its archival records fully available to the public. Digitizing this material and providing it through an online website makes original sources accessible to researchers and general audiences in a manner that is useful and engaging to both.

*The level of public exposure or access to the project.*

Public outreach will be a critical project component, as some of the archival data on boulevard, parkway and park system locations and names do not indicate specific locations. In certain instances the current system name does not match the historic. Community engagement will utilize local historical societies and community volunteers through Friends of Seattle's Olmsted Parks and the Washington Trust for Historic Preservation to locate and field verify system locations. Public meetings held at key locations throughout the counties will educate the public on how to use the online resource once it is launched. Following completion of the project NAOP would continue to promote use of the map portal by the public and local governments as part of the non-profit's ongoing advocacy work.

*Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.*

Park systems are threatened through incremental changes and as well as major infrastructure development. The key factor among all of these threats is a lack of public and agency/planner awareness regarding locations and importance of these resources. Making their locations and original design records/documents accessible to the public will be a first step in facilitating their preservation. The extent and level of expert skill required in the project coordination, database design and programming, and archival map digitization and georeferencing exceed those of volunteer efforts and would not be possible without substantial funding to implement the project. Subsequent efforts would be easier as they could add to the database and utilize the map portal created through this project.

*Explain how the project relates to surface transportation; explain how this enhancement is "over and above" normal project or activities (i.e. not routine or required).*

Olmsted Brothers-designed boulevards, parkways and park systems form a key part of multi-modal and multi-scaled circulation networks within the region's metropolitan centers. The Olmsted Brothers designed parks function as origin/destinations within this multi-modal system. Circulation network scales range from those navigating through a park (such as the roadway through the University of Washington Arboretum) to longer boulevards spanning jurisdictions such as Lake Washington Boulevard. This project undertakes a comprehensive inventory, mapping and public provision of archival data that would not be possible within a normal transportation project or activity. This project benefits from the partnership between NAOP and the NPS Frederick Law Olmsted National Historic Site that is not available to normal transportation projects. NAOP has a task agreement in place with the NPS for this project. This project is intended as a statewide and national model. Based on current archive inventory data there are over 200 Olmsted Brothers projects in Washington State. This work fulfills the NPS mission of providing the archival data to the public with the greatest level of access possible. Washington's WISAARD map and a map currently in beta form for the state of Massachusetts Department of Conservation and Recreation provide models for design and implementation of the online map portal.

## The Olmsted Legacy

Beginning in 1857 with the design for Central Park in New York City, Frederick Law Olmsted (1822-1903), his sons and successor firm participated in some way in more than 6,000 landscape projects across North America, including many of the world's most important parks. The firm's records indicate that it drew at least one plan for more than 4,000 of these. Olmsted's remarkable design legacy includes Prospect Park in Brooklyn, Boston's Emerald Necklace, Biltmore Estate in Asheville, North Carolina, Mount Royal in Montreal, the grounds of the United States Capitol and the White House, and Washington Park, Jackson Park and the World's Columbian Exposition of 1893 in Chicago. Olmsted's sons were founding members of the American Society of Landscape Architects and played an influential role in the creation of the National Park Service.

From Buffalo to Louisville, Atlanta to Seattle, Baltimore to Los Angeles, the Olmsteds' work reflects a vision of American communities and American society still relevant today—a commitment to visually compelling and accessible green space that restores and nurtures the body and spirit of all people, regardless of their economic circumstances. The Olmsteds believed in the restorative value of landscape and that parks can bring social improvement by promoting a greater sense of community and providing recreational opportunities, especially in urban environments.

## National Association for Olmsted Parks

For more than 30 years, the National Association for Olmsted Parks (NAOP) has raised awareness of the importance of the legacy of Frederick Law Olmsted, his sons and associates among public officials, community leaders, landscape design professionals and academics. NAOP encourages scholarship and publishes key reference materials, supports local park restoration, and provides technical assistance to preservation efforts.

The Olmsted legacy needs a strong national advocate. Historic parks and landscapes around the country face threats from development pressure, shrinking municipal budgets, and lack of understanding about the breadth and importance of the Olmsted-designed landscapes.

Established in 1980, NAOP is the only national organization solely dedicated to preserving the Olmsted legacy by providing the advocacy, research and education needed to protect, restore and maintain these exemplary parks and landscapes.

## NAOP at Work

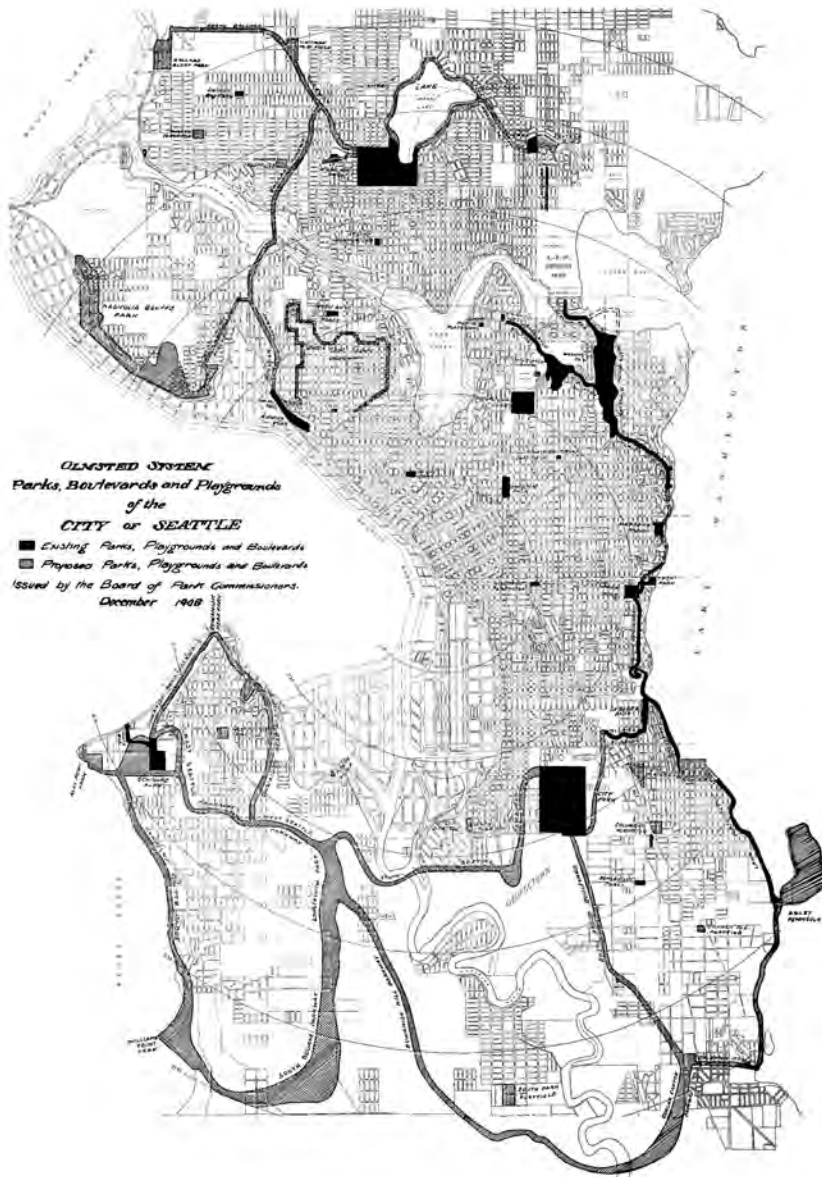
**Advocacy:** NAOP works to enhance the capacity of our national network of members and affiliates to preserve, rehabilitate and manage Olmsted landscapes in their communities and to carry the Olmsted vision into the future. In our nation's capital, NAOP's *Design for Democracy* campaign promotes the preservation of the Olmsted-designed U.S. Capitol Grounds.

**Research:** NAOP works to document the extensive legacy of Olmsted and his firm through scholarly research and publications. NAOP supports the completion of The Frederick Law Olmsted Papers Project, a 12-volume series of Olmsted's most significant letters, reports and landscape plans – an essential tool for historians, landscape architects, and local preservation and advocacy efforts.

**Education:** NAOP works to increase knowledge among landscape professionals, advocates and lay people to support the preservation of historic landscapes and the implementation of Olmsted principles in contemporary landscapes. NAOP partners with national organizations and government agencies to develop education programs, conferences and workshops introducing the Olmsteds' work and the value of parks to people of all ages.

NAOP is the recipient of the 2008 American Society of Landscape Architects (ASLA) Medal of Excellence, in recognition of "notable and sustained contributions to the management and conservation of natural and public landscapes."

ID	Task Name	Duration	Start	Finish	2011				2012					
					1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter		
1	<b>Planning: Programming</b>	80 days	Mon 1/3/11	Fri 4/22/11										
2	Steering Committee Setup	2 wks	Mon 1/3/11	Fri 1/14/11										
3	Contractor Bidding & Selection Process	2 mons	Mon 1/3/11	Fri 2/25/11										
4	Project Charter, Business Requirements	2 mons	Mon 2/28/11	Fri 4/22/11										
5	Detailed Scope and Schedule Development	2 wks	Mon 2/28/11	Fri 3/11/11										
6	Schematic GIS Database Design Development	2 mons	Mon 2/28/11	Fri 4/22/11										
7	Schematic Web Map Portal Design Development	2 mons	Mon 2/28/11	Fri 4/22/11										
8	Community Outreach	1 mon	Mon 2/28/11	Fri 3/25/11										
9	Archival Research	6 wks	Mon 2/28/11	Fri 4/8/11										
10	Digitization & Georeferencing	6 wks	Mon 2/28/11	Fri 4/8/11										
11	Data & Project Management	2 mons	Mon 2/28/11	Fri 4/22/11										
12	Develop Maintenance Plan with Roles and Responsibilities	2 mons	Mon 2/28/11	Fri 4/22/11										
13	<b>Planning: Design</b>	60 days	Mon 4/25/11	Fri 7/15/11										
14	GIS Database Design	3 mons	Mon 4/25/11	Fri 7/15/11										
15	Web Map Portal Design	3 mons	Mon 4/25/11	Fri 7/15/11										
16	Database Link (ORGO) Design	3 mons	Mon 4/25/11	Fri 7/15/11										
17	Community Outreach	3 mons	Mon 4/25/11	Fri 7/15/11										
18	Archival Research (Cont.)	3 mons	Mon 4/25/11	Fri 7/15/11										
19	Digitization & Georeferencing (Cont.)	3 mons	Mon 4/25/11	Fri 7/15/11										
20	Data & Project Management	3 mons	Mon 4/25/11	Fri 7/15/11										
21	<b>Planning: Implementation</b>	240 days	Mon 7/18/11	Fri 6/15/12										
22	GIS Database Programming	10 mons	Mon 7/18/11	Fri 4/20/12										
23	Web Map Portal Programming	3 mons	Wed 2/1/12	Tue 4/24/12										
24	Database Link (ORGO) Programming	3 mons	Mon 10/3/11	Fri 12/23/11										
25	GIS Mapping	3 mons	Mon 7/18/11	Fri 10/7/11										
26	Field Verification	4 mons	Mon 7/18/11	Fri 11/4/11										
27	Community Outreach	12 mons	Mon 7/18/11	Fri 6/15/12										
28	Data & Project Management	12 mons	Mon 7/18/11	Fri 6/15/12										
29	Archival Research (Cont.)	3 mons	Mon 7/18/11	Fri 10/7/11										
30	Digitization & Georeferencing (Cont.)	3 mons	Mon 7/18/11	Fri 10/7/11										



The Olmsted Brothers brought a remarkable capacity to integrate transportation systems and landscape design. Parks became origin and destination points within a larger system of tree and shrub lined boulevards and parkways. Two notable Washington examples of these systems are Seattle and Spokane. In each instance the Olmsted Brothers spanned multiple neighborhoods and often municipalities to link the core urban center with surrounding residential, commercial, industrial and recreation areas. This framework provided a foundation for subsequent transportation planning and development efforts. The extent to which these features have been integrated makes them often difficult to distinguish and for the public to know where the original design ended and subsequent efforts picked up. The illustrations on the following pages provide a sampling of the level of archival detail this project intends to make accessible to the public and planners. Public use of this information enriches greatly our understanding and appreciation for the high quality of our transportation systems. The map at left is a 1908 map of Seattle prepared by the Olmsted Brothers illustrating existing and proposed parks and the systems linking them. *Historic image courtesy of the Frederick Law Olmsted National Historic Site, National Park Service and digitized by the Friends of Seattle's Olmsted Parks.*



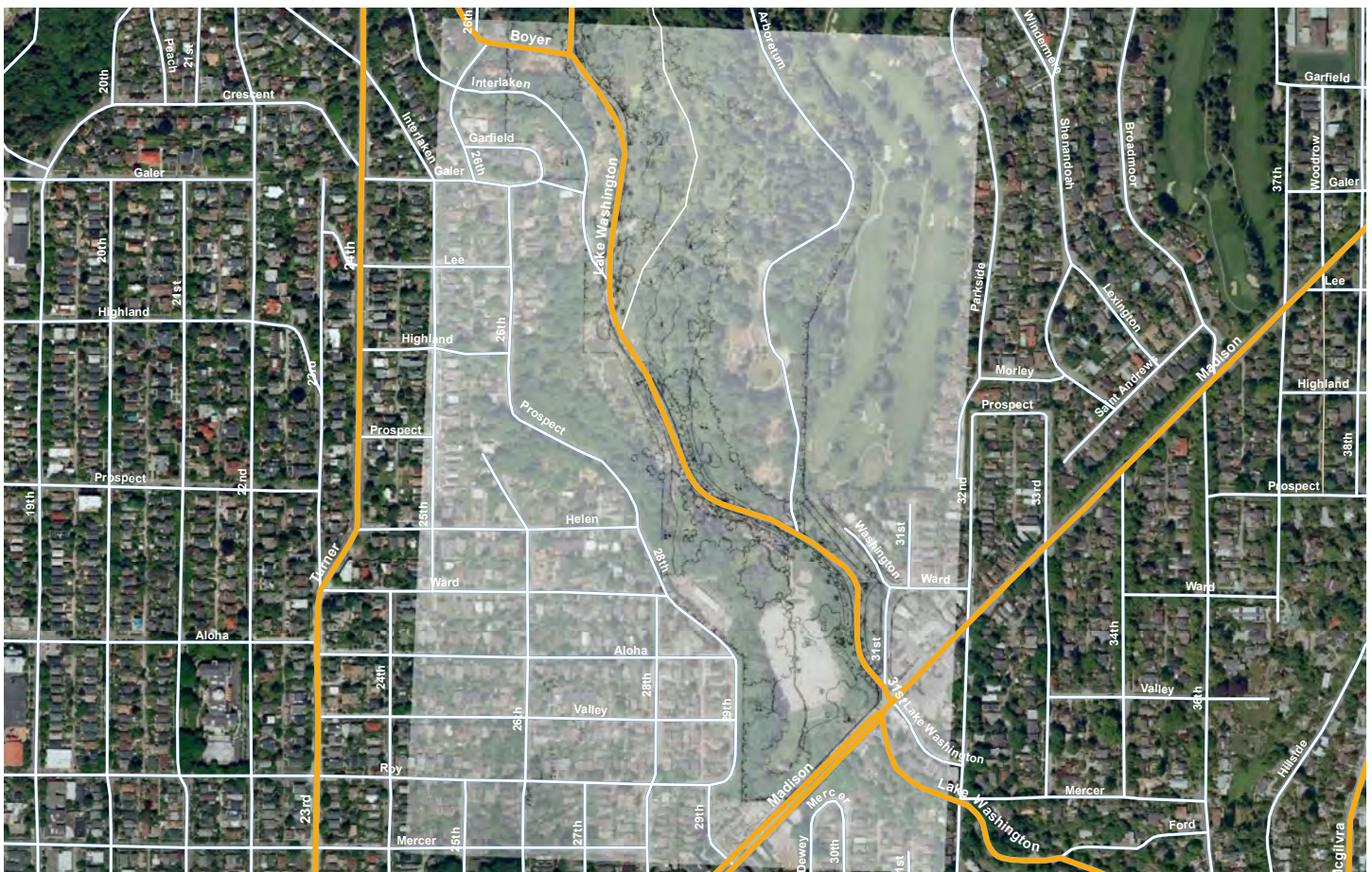
ca. 1914 postcard view looking south along Lake Washington Boulevard. Designed by the Olmsted Brothers as part of a larger regional system this boulevard paralleled the shoreline and linked to multiple smaller parks along its route south. These included Colman and Frink parks represented on the following pages. *Historic image courtesy of the Friends of Seattle's Olmsted Parks.*



The above map overlays a 1910 preliminary plan for Colman Park prepared by the Olmsted Brothers over contemporary aerial and transportation layers. The plan reconciles the steep topography of the site to develop landscaped drives through the park. The drives link secondary streets with the main scenic Lake Washington Boulevard arterial along the shoreline. *Historic image courtesy of the Frederick Law Olmsted National Historic Site, National Park Service and digitized by the Friends of Seattle's Olmsted Parks. (Plan No. 2721-5)*



Mapping serves a key role in understanding changes over time and the relationship of individual systems. The map at left illustrates a 1910 (with 1911 revisions) preliminary plan prepared by the Olmsted Brothers for Green Lake Boulevard overlaid on a contemporary aerial and transportation network. Not shown are the metro transit (bus) and bike connections linking to and around this park. The park plan pre-dated development of State Route 99, which now parallels a portion of the park boulevard. *Historic image courtesy of the Frederick Law Olmsted National Historic Site, National Park Service and digitized by the Friends of Seattle's Olmsted Parks.*



The above map overlays a preliminary plan prepared by the Olmsted Brothers for Washington Park laying out the route for what would become Lake Washington Boulevard. This design served as part of a series of plans for developing the boulevard. This series of plans illustrate the level transportation planning integrated into the design, including linkage with other arterials (such as Madison Street and further north into 23rd Avenue). Additional Olmsted Brother studies illustrate key viewpoints envisioned along this boulevard. *Historic image courtesy of the Frederick Law Olmsted National Historic Site, National Park Service and digitized by the Friends of Seattle's Olmsted Parks. (Plan No. 2699-20)*



**Friends of Seattle's Olmsted Parks**

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July 8, 2010

Kelly McGourty  
Program Manager  
Puget Sound Regional Council  
1011 Western Ave., Suite 500  
Seattle, WA 98104

**SUBJECT: 2010 Statewide Transportation Enhancements Program  
National Association for Olmsted Parks Grant Application**

Dear Ms. McGourty:

As President of Friends of Seattle's Olmsted Parks, I wholeheartedly endorse NAOP's innovative and timely grant proposal, *Olmsted Brothers Designed Boulevards, Parkways and Park Systems GIS Mapping*. I further pledge our organization's commitment to serve as enthusiastic implementation partners providing direct support through assistance with field verification, community and public outreach, and our extensive knowledge of local Olmsted designs. The impetus for this project grew in large measure from discussions among grassroots Olmsted and GIS mapping enthusiasts in our region, FSOP chief among them.

As the significant potential for interactive Olmsted boulevard and historic resource mapping became apparent, we welcomed NAOP's leadership spearheading this effort in the interest of its broader application and future integration across the country. The resulting technological toolset will provide services that are at once diverse, accessible and powerful, with room to become ever-more faceted and comprehensive. As a local organization, our core interest is this project's potential to advance our region's pressing transportation planning and resource protection needs.

We foresee multiple public agency benefits emerging from the NAOP project, among them:

- To highlight the Olmsted firm's boulevard/parkway planning work as an excellent model for integrating multi-modal, multi-scale transportation networks with recreational and open space systems.
- To expedite agency environmental review of proposed projects by providing both an historic resources database and historic boulevard, parkway and park mapping.

- To provide transportation planners ready access to relevant cultural resource information at the earliest stage, to integrate, accommodate and avert potential conflicts and delays.
- To create a tool that rewards Federal investment by creating a template for use by agencies across the country.

We also see direct benefits for the general public:

- To enhance access, wayfinding and awareness regarding historic boulevard, parkway and open space resources in our region, for all modes of users.
- To facilitate transportation heritage research and spark curiosity, which in turn will encourage advocacy, protection and investment.
- To foster partnerships among local, regional and national organizations with diverse but complementary interests, such as the historic preservation, sustainability and cycling communities.

Since 1983, Friends of Seattle's Olmsted Parks has championed our region's rich legacy of historic boulevards, parkways and interconnected public green spaces. Our mission is to increase public awareness, enjoyment and stewardship of this valuable heritage, as NAOP does on a national level. Among our achievements are:

- Providing walking, cycling and vehicular tours
- Developing guide maps and brochures
- Organizing conferences and forums
- Advocating for threatened historic resource protection
- Reviewing plans for projects that affect this legacy
- Preparing landscape landmark nominations
- Promoting the Olmsted firm's vision to inspire modern infrastructure and environmental planning

FSOP sees the creation of interactive Olmsted GIS maps and databases as a quantum extension of our reach in all of these areas and many more in years to come. Thus it is with great anticipation that we support NAOP's application for funding. Few initiatives can equal this grant's reach and lasting impact relative to investment made.

Sincerely,



Brooks Kolb, President  
Friends of Seattle's Olmsted Parks



P.O. Box 2904, Seattle WA 98111  
206.224.9252  BicycleAlliance.org

July 6, 2010

Puget Sound Regional Council  
Kelly McGourty, Program Manager  
1011 West Avenue, Suite 500  
Seattle, WA 98104

Dear Kelly,

Thank you for the opportunity to write in support of *Olmsted Brothers Designed Boulevards, Parkways and Park Systems GIS Mapping*. The Olmsted brothers' legacy in this region has provided citizens for over a century with a wonderful system of parks, boulevards, transportation networks that deserves to be protected. Using current GIS technology the data gathered from the four-county region will strengthen the role of historic preservation in local planning and community revitalization.

Through Transportation Enhancement funding, the National Association for Olmsted Parks proposes to develop an integrated set of online resources bringing together interactive maps, geo-referenced original drawings, navigational tools, archival data and NAOP's online advocacy and technical guidance materials through a single publicly accessible website. As demonstrated in Seattle, these parkways, boulevards and park systems support a wide variety of transportation users including bicyclists, pedestrians and motorists with links to bus and light rail.

Public access to this data would support interpretive, navigation, and planning efforts for a wide range of public and agency users currently engaged in either direct use or related planning of the resources. The project encompasses those Olmsted Brothers designed parkways, boulevards and origin/destination parks linked to these transportation networks in King, Kitsap, Pierce and Snohomish counties. The Olmsted Brothers' comprehensive plans employed parks as origin/destination points within broadly linked multi-modal, multi-scaled systems. This project will act as the foundation and model for development of a statewide map with the potential to grow into a nationwide map database – a much needed resource.

Thank you for the opportunity to write in support of much needed inventory, maps and more.

Sincerely,

A handwritten signature in black ink that reads "Barbara J. Culp". The signature is written in a cursive style with a large, looped initial "B".

Barbara J. Culp  
Executive Director



July 2, 2010

Kelly McGourty  
Program Manager  
Puget Sound Regional Council  
1011 Western Ave., Suite 500  
Seattle, WA 98104

Dear Ms. McGourty,

Please accept this letter on behalf of the Washington Trust for Historic Preservation in support of the National Association for Olmsted Parks (NAOP) application for funding through the Transportation Enhancements Program. The Washington Trust is a statewide, nonprofit organization dedicated to safeguarding Washington's historic places through advocacy, education, collaboration and stewardship.

Through Transportation Enhancement funding, NAOP proposes to develop an online resource that will catalogue and archive Olmsted Brothers-designed landscapes in a four-county region of Puget Sound. Employment of a GIS database would result in an online tool utilizing the most up-to-date technology from a mapping standpoint. Implemented in conjunction with existing archival data and images, the project has tremendous potential to serve as a model for expanded efforts encompassing statewide and national maps of Olmsted Brothers designs. The mapping project would constitute a best-practices example of using technology for educational and advocacy purposes, allowing greater access to information, images, and maps related to our nation's pre-eminent landscape architectural firm.

From a preservation standpoint, this proposal has both innovative and exciting opportunities with a broad base of public and agency users. By integrating the above mentioned resources into a collection of online tools, both public and agency planner ability to identify and understand designs attributed to the Olmsted firm will be greatly enhanced. As a result, assessments related to significance and integrity may be made and can ultimately allow for easily accessible comparison to Olmsted designs around the country. Ultimately, the mapping project will serve as a valuable public tool for better understanding the contribution of the Olmsted Brothers' designs, seeking designation in local, state and national historic registers, informing the long-term preservation of these important landscapes, and facilitating public use and interpretation of these resources.

The Washington Trust for Historic Preservation wholeheartedly supports the NAOP application seeking Transportation Enhancement funds for the mapping project.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Meisner", written in a cursive style.

Jennifer Meisner  
Executive Director



## United States Department of the Interior

National Park Service  
Frederick Law Olmsted National Historic Site  
99 Warren Street  
Brookline, Massachusetts 02445

July 9, 2010

Myra Harrison  
Superintendent  
Frederick Law Olmsted National Historic Site  
99 Warren Street  
Brookline, MA 02445

To Whom It May Concern:

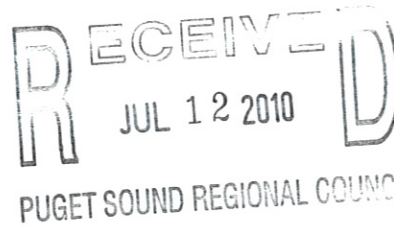
The National Park Service/Frederick Law Olmsted National Historic Site was informed recently about a grant application being submitted by the National Association for Olmsted Parks (NAOP) for funding a Geographic Information System (GIS) project related to Olmsted designed boulevards, parks, and parkways in Washington State. Interactive maps created by this project would become part of a publicly accessible website that would integrate interactive maps, navigational tools, and archival materials, among other pieces of information.

This project is of potential interest to the National Park Service, as it makes use of the Olmsted Archives managed by the National Park Service/Frederick Law Olmsted National Historic Site (Olmsted NHS), involves an organization (NAOP) with whom Olmsted NHS has partnered in the past to increase public accessibility of the Olmsted Archives, and should enhance the public's awareness and understanding of Olmsted designed landscapes in Washington which reflect the firm's work throughout the country.

Our understanding is that the project will significantly utilize the Olmsted Archives. This diverse collection includes approximately 140,000 plans and drawings and 66,000 print photographs of more than 6,000 landscapes design projects in North America. The project will serve the National Park Service's intention to make the Olmsted Archives as accessible as possible to researchers and the general public. Among other things, mapped Olmsted landscapes will be linked with the existing Olmsted Research Guide Online (ORGO), a database that currently links the Olmsted Archives materials with the Library of Congress' collection of Olmsted correspondence. This will enable people to research these landscapes on a whole new level and will allow them to examine both the historical context of these special places as well as their current condition.

Sincerely,

Myra Harrison  
Superintendent, Frederick Law Olmsted NHS



June 30, 2010

Tracy Murray  
Puget Sound Regional Council  
1011 Western Avenue, Suite #500  
Seattle, WA 98104-1035

Dear Ms. Murray:

This letter is to articulate the National Railroad Passenger Corporation's (Amtrak) enthusiastic support for the Seattle Department of Transportation's (SDOT) application for Statewide Transportation Enhancements Program funds in order to continue upgrading Seattle's King Street Station. Currently, Seattle is Amtrak's seventeenth (17<sup>th</sup>) busiest station nationwide, and its utilization will continue increasing due to stimulus-funded capital improvements which will result in additional Amtrak *Cascades* frequencies during the next three years.

In order to accommodate increased patronage, among other improvements, King Street Station would benefit tremendously from the proposed upgrades to the workspaces and passenger service systems that would be updated with the requested funds. Not only will the proposed capital improvements result in improved functionality for the station's users and employees, but they will contribute to King Street Station serving as an appropriate intermodal gateway for the region's premiere destination.

For these reasons, Amtrak fully supports SDOT's application, and looks forward to continuing to work collaboratively with its state and regional partners to enhance intercity rail's presence in the Pacific Northwest.

Sincerely,

A handwritten signature in black ink, appearing to read "Jonathan Hutchison".

Jonathan Hutchison  
*Director, Government Affairs – West*  
510-238-2671

cc: Trevina Wang, City of Seattle  
Gay Banks Olson, Amtrak