CITY OF SEATAC
DISTRIBUTION SCHEDULE

Agreement #: 03-A121	**Subject:** An Interlocal Agreement with the Cities of Burien, Des Moines, and King County to the Preservation and Maintenance of Des Moines Memorial Drive.

Term: 02/01/00 thru ongoing

Reference to: Res.03-019 **Approved:** 09/09/03

Department/Contact: City Manger's Office / Assistant City Manager

Amendments:

No.	Reference to:	Date approved:	Changes to Agreement per amendment:

Comments:

Bid List for Destruction: N/A

Retain this record until after: 10 years after date of termination

Date Reviewed by Deputy City Clerk: 10/30/17 JH

Kristina Gregg - Fwd: Original DMMD ILA

From: Craig Ward
To: Kristina Gregg
Date: 10/11/2004 10:48 AM
Subject: Fwd: Original DMMD ILA

Des Moines sent us this as our copy of the original. This is another example of a document several jurisdictions signed separately, so no signed original exists.

Interlocal Agreement

Des Moines Memorial Drive

In accordance with the Interlocal Cooperation Act (RCW Chapter 39.34), the City of Burien, the City of Des Moines, the City of Normandy Park, the City of SeaTac and King County, (hereafter referred to as "Parties"), each of which is a Washington Municipal Corporation hereby enter into the Agreement set forth:

RECITALS

1. **Whereas, Des Moines Memorial Drive was established as a World War I war memorial in 1921 and runs through the cities of Burien, Des Moines and SeaTac, as well as King County; and**

2. **Whereas, Normandy Park, due to its proximity, has expressed a desire to join the other jurisdictions in cooperating on the restoration of the drive; and**

3. **Whereas, the Parties believe that Des Moines Memorial Drive is an important part of Washington State's history; and**

4. **Whereas, each Party while fully responsible for planning, designing and maintaining the right-of-way and improvement along the drive in their respective jurisdictions, may benefit by cooperating in the design, maintenance, landscape and commemorative standards and cooperative grant applications; and**

5. **Whereas, the Parties believe that a cooperative effort is the most effective method of meeting the goals stated herein, and**

6. **Whereas, on May 24, 2000, the Cities of Burien, Des Moines, Normandy Park, and SeaTac, and King County established an Interlocal Agreement to collaboratively preserve and promote the history of Des Moines Memorial Drive, and**

7. **Whereas, since the Interlocal Agreement was enacted on May 24, 2000, the Des Moines Memorial Drive Advisory Committee has recommended some amendments to the Interlocal Agreement, and**

8. **Whereas, based upon the recommendations of the Des Moines Memorial Drive Advisory Committee, the participating agencies have determined that these amendments are now necessary.**

AGREEMENTS

The Parties agree to:

1. **Cooperate in developing street design, landscape and commemorative standards.**

2. **Cooperate in grant applications for planning and improvements in the right-of-way and along Des Moines Memorial Drive.**

AGREEMENT NO. 03-A121

3. Provide maintenance as needed in order to preserve the trees and landscaping elements in their respective jurisdictions along the drive.

4. Routinely coordinate with the Des Moines Memorial Drive Advisory Committee, established and designated to advocate for preservation of the drive as a World War I memorial. The membership and duties of the Des Moines Memorial Drive Advisory Committee, hereby created by this agreement, are described in Addendum A and are a part of this agreement.

5. Coordinate with utilities using the right-of-way along Des Moines Memorial Drive to assure preservation and replacement of trees due to impacts from construction and use of the right-of-way.

6. Substitute this Interlocal Agreement for the Agreement enacted on May 24, 2000.

ADMINISTRATION OF INTERLOCAL AGREEMENT

The Parties agree to establish an interagency administrative committee and appoint one staff representative to attend scheduled meetings concerning Des Moines Memorial Drive. The interagency administrative committee will decide on a meeting schedule at their first meeting and may revise this schedule from time to time. An annual meeting is required to coordinate annual maintenance and necessary capital improvements to assure the Drive is maintained in appropriate condition. These staff representatives will serve as ex-officio members of Des Moines Memorial Drive Advisory Committee.

TERM

This agreement may be reviewed annually but shall remain in full force and effect from February 1, 2000 unless terminated or modified by separate agreement, so long as at least two parties continue to operate under this agreement.

INDEMNIFICATION

By executing this cooperative agreement on Des Moines Memorial Drive, each of the parties recognizes that all final decisions and responsibility for design standards, construction, regulation or maintenance of its portion of Des Moines Memorial Drive remains exclusively within its jurisdiction and authority. This agreement does not affect or change each parties' liability or responsibility for nor in any way release the individual parties to this agreement from any responsibility which arises in whole or in part from the existence, validity, enforcement or effect of city ordinances, rules or regulations. Entering into this agreement shall not be interpreted as relieving the individual parties, their officers, agents and employees, or any of them from any and all claims, actions, suits, liability, loss, costs, expenses and damages of any nature whatsoever, by reason of or arising out of any negligent act or omission of the individual Parties, their officers, agents, and employees. If any such cause, claim, suit, action, or administrative proceeding is commenced, the individual Parties shall defend the same at their sole expense and, if

judgment is entered or damages are awarded against the Parties, the individual Parties shall satisfy the same, including all chargeable costs and attorneys' fees.

TERMINATION

Any Party may withdraw from this Agreement by delivering written notice to the other Parties. Any property or assets acquired by a party for purposes of this Agreement shall be the sole property of the acquiring party upon withdrawal of termination of this Agreement.

CITY OF BURIEN

APPROVED AS TO FORM this _____ day of _____, 2003.

By _____
_____, *City Attorney*
City of Burien

DATED this _____ day of _____, 2003.

By _____
Gary P. Long, City Manager
At the direction of the Burien City Council by motion passed at an open public meeting on _____, 2003.

CITY OF DES MOINES

APPROVED AS TO FORM this _____ day of _____, 2003.

By _____
Linda Marousek, City Attorney
City of Des Moines

DATED this _____ day of _____, 2003.

By _____
Anthony Piasecki, City Manager
At the direction of the Des Moines City Council by motion passed at an open public meeting on _____, 2003.

CITY OF NORMANDY PARK

APPROVED AS TO FORM this _____ day of _____, 2003.

By_____
Wilton S. Viall, III, City Attorney
City of Normandy Park

DATED this _____ day of _____, 2003.

By _____
Merlin MacReynold, City Manager
At the direction of the Normandy Park City Council by motion passed at an open public meeting on _____, 2003.

CITY OF SEATAC

APPROVED AS TO FORM this _____ day of _____, 2003.

By_____
Robert L. McAdams, City Attorney
City of SeaTac

DATED this _____ day of _____, 2003.

By _____
Bruce Rayburn, City Manager
At the direction of the SeaTac City Council by motion passed at an open public meeting on _____, 2003.

KING COUNTY

DATED this _____ day of _____, 2003.

By _____
Ron Sims, King County Executive
at the direction of the King County Council by motion passed at an open public meeting on _____, 2003.

ADDENDUM A

Des Moines Memorial Drive Advisory Committee

PURPOSE and DUTIES

1. The Des Moines Memorial Drive Advisory Committee is formed as an advisory body to represent the concerned stakeholders' interests. It will provide oversight, advocacy and advice to the cities and King County on the development and implementation of a plan for the street design, trees, and other commemorative improvements and features along Des Moines Memorial Drive. The plan will be submitted to each agency for approval and formal adoption.

2. The Committee will act as coordination body with all members or interested veterans groups to assure a quality World War I memorial.

3. The Committee will develop and provide public information, producing educational and memorial events to commemorate the sacrifice of members of the American military for the cause of freedom.

4. If requested, the Committee may assist other organizations in finding locations for war memorials in the Highline area as necessary.

5. The Committee may seek public or private funds to finance commemorative improvements to the Drive. Funds received for this purpose will be placed in a trust account designated the Operating Fund for Memorial Drive Commemorative Improvements to be managed by the City of SeaTac.

MEMBERSHIP

The Des Moines Memorial Drive Advisory Committee shall be comprised of the following voting and ex-officio members. Member jurisdictions include King County and the Cities of Burien, Des Moines, Normandy Park and SeaTac.

Voting Members

1. Members of Veterans Groups (5) with no more than two members from one group.

2. City designated appointed officials (4)
   - One (1) representative from each member City

MEMBERSHIP (cont.)

Voting Members - continued

3. **County Council designated appointed official (1)**
   - **One (1) representative from the County designated by the Chair of the County Council**

4. **Other citizens (5)**
   - **One (1) citizen representative designated from each member City and unincorporated County. Citizen representatives shall be designated by the Councils of each member City and King County**

5. **Member of the Highline Historical Society (1)**
   - **One (1) representative designated by the Highline Historical Society**

6. **Member of the Des Moines Historical Society (1)**
   - **One (1) representative designated by the Des Moines Historical Society Board of Directors**

Total Voting Membership is 17.

Ex-officio Members

1. **City appointed representative accountable for Operations and Maintenance activities (4)**
   - **One (1) representative from each member City appointed by City Manager.**

2. **County appointed representative accountable for Operations and Maintenance activities (1)**
   - **One (1) representative from the County appointed by the County Executive or his designee**

3. **Utility representatives (2)**
   - **One (1) representative from Puget Sound Energy**
   - **One (1) representative from Seattle City Light**

MEETINGS

The Des Moines Memorial Drive Advisory Committee will meet on a regular basis. At its first meeting, the committee will elect a Chair, Vice-Chair and Secretary and decide on a meeting schedule. This schedule may be revised from time to time. A quorum requires at least nine voting members to be present. All meetings will be announced and open to the public.

#0726

King County
Road Services Division
Department of Transportation
KSC-TR-0313
201 South Jackson Street
Seattle, WA 98104-3856
206-296-6590 206 296-0566 Fax

LETTER OF UNDERSTANDING

The following is a letter of understanding to implement certain administrative clarifications and modifications to the membership of the Des Moines Memorial Drive Advisory Committee ("the Committee"). The Committee was created by an interlocal agreement established between King County and the Cities of Burien, Des Moines, Normandy Park and SeaTac on May 24, 2000. The Committee serves as an advisory body representing the interests of concerned stakeholders in preserving the drive as a WWI memorial.

By countersigning in the spaces provided below, the parties acknowledge and agree to the following:

1. One representative of the Des Moines Historical Society, selected by the Society's Board of Directors, will be added to the Committee as a voting member.

2. The Committee's total voting membership will be increased to 17 and the number of voting members required for a quorum will be increased to nine.

The councils of the four participating cities have previously passed motions or resolutions to authorize the changes listed above. Those motions and resolutions were passed at open public meetings on the following dates: Burien - September 15, 2003; Des Moines – September 11, 2003; Normandy Park – November 12, 2003; and SeaTac – September 9, 2003.

Gary Long — 5-10-04
Gary Long
City Manager
City of Burien
Date

Tony Piasecki — 5/13/04
Tony Piasecki
City Manager
City of Des Moines
Date

Merlin G. MacReynold — 6/9/2004
Merlin G. MacReynold
City Manager
City of Normandy Park
Date

Bruce Rayburn — 6/04/04
Bruce Rayburn
City Manager
City of SeaTac
Date

6/15/2004
King County Executive
By Linda Dougherty
Division Director, Road Services Division
King County Department of Transportation
Date

1, NINE . KC
S 107th ST - S 128th ST

Volume 1

DES MOINES MEMORIAL DRIVE

Corridor Management Plan

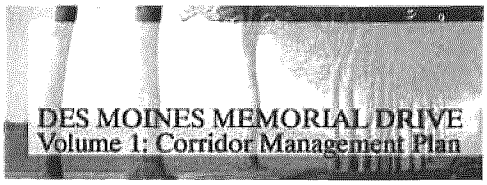
With Rehabilitation and Enhancement Guidelines

WWI Living Road of Remembrance

Washington State

King County
City of Burien
City of Des Moines
City of Normandy Park
City of SeaTac

SBA
LANDSCAPE ARCHITECTS



Volume I: Corridor Management Plan for Des Moines Memorial Drive

January 2005

Prepared for:

City of Burien, Washington

City of Des Moines, Washington

City of Normandy Park, Washington

City of SeaTac, Washington

King County, Washington

Under the Guidance of Plan Steering Committee:

Des Moines Memorial Drive Advisory Committee

Rose Clark, Co-Chair

Corbit Loch, Co Chair

Interlocal Agency Project Management and Support:

King County Department of Transportation, Road Services Division

King County Landmarks

Robert Eichelsdoerfer, P.E., Project Manager

Prepared by:

SB & Associates, Inc.

Susan Black, Project Manager, Project Communications, and Outreach

Jay Rood, Principal Planner

Anri Rapelje, Project Planner

Rachael Watland, Project Planner

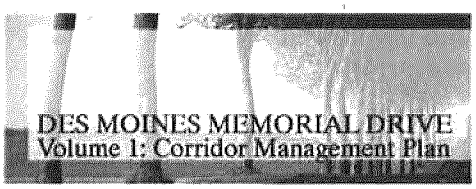
Katherine Duncan, Project Planner

In association with:

Kay Reinartz, PhD., Cultural and Heritage Consulting

Maggie Smith, Public Artist

Jon Gierlich, Public Artist



Des Moines Memorial Drive Advisory Committee

Voting Members:

Evert Carter, Burien American Legion Post 134

Arlene J. Carter, Burien American Legion Auxiliary

Rose Clark, Citizen Representative, City of Normandy Park
(Formerly Burien Councilmember and Committee Co-Chair)

Tom Files, Citizen Representative, City of Burien

George Hadley, Councilmember, City of Normandy Park
(Formerly Normandy Park Citizen Representative)

Claire Henson, Citizen Representative, King County/Boulevard Park community

Diane Kennish, Citizen Representative, City of Des Moines

Lucy Krakowiak, Councilmember, City of Burien

Kitty Milne, Trustee/Former President, Highline Historical Society

Don Moore, VFW & Burien American Legion Post 134

Julia Patterson, Councilmember, King County (Erika Nuerenberg, Legislative Aide)

Bill Rudberg, Board Member, Des Moines Historical Society

Patrice Thorell, Parks and Recreation Director, City of Des Moines

Craig Ward, Assistant City Manager, City of SeaTac

Ex-officio Members:

Larry Fetter, Parks Director, City of Burien - Committee Chair

Stan Haralson, Project Coordinator, Puget Sound Energy

Ruth Harvey, Heritage Corridors Program Manager, King County Road Services Division

Hans Knudsen, Civil Engineer, City of SeaTac

Julie Koler, Historic Preservation Officer, King County

Dave Maresh, Engineering Inspector, City of Des Moines

Barbara Rudge, Senior Planner Aviation, Port of Seattle

Betsey Searing, Landscape Supervisor, Seattle City Light

Other Participants:

Ruth-Ann Matthias, North Highline Unincorporated Area Council

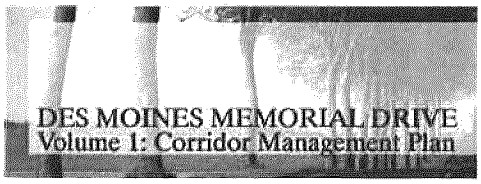
Jordan Perrine, Historical Advisor

Past Members and Supporters:

Corbitt Loch, former Assistant City Manager, City of Des Moines - Committee Chair

Robert Eichelsdoerfer, P.E., Senior Engineer, King County Road Services Division

Jay Holman, former Assistant City Manager, City of SeaTac - Committee Chair



Jennifer Holmes, former Legislative Aide, Metropolitan King County Council - Committee Co-Chair
Marliza Melzer, Boulevard Park
Matt Nolan, P.E., Managing Engineer, King County Road Services Division
Tony Piasecki, former Assistant City Manager, City of Des Moines - Committee Chair
Harry Schreiber, The Retired Sergeants Major and Chiefs Association
Guy Spencer, former Councilmember, City of Normandy Park
Chris Vance, former Councilmember, King County

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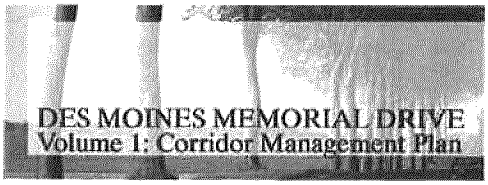

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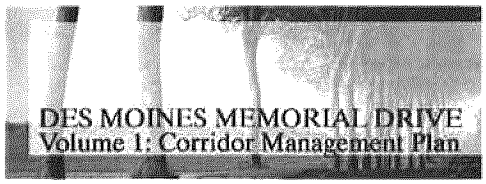

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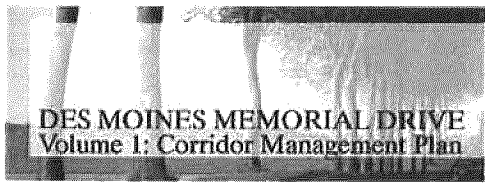

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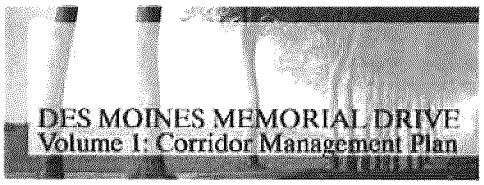

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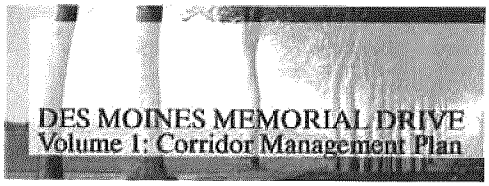

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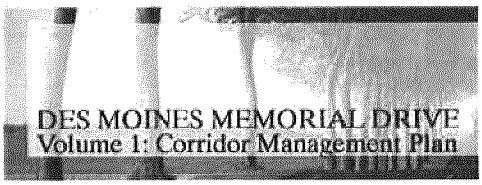

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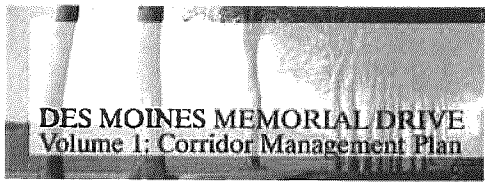

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Historical Background

Des Moines Memorial Way, a road located in the Highline area of south King County, Washington, was established following World War I as a living memorial to those who gave their lives in the course of the war. Within months of the end of the war, the Seattle Garden Club decided to transform a ten-mile section of the Highline Road, also known as the Des Moines Road, into an American Elm tree-lined road. The original plan envisioned the living memorial road to extend from Seattle to Tacoma.

The Garden Club's decision, to dedicate a road and convert it into a tree-lined avenue reminiscent of those of France, arose from the desire to create a "living road of remembrance" that would both honor and memorialize men and women from Washington State who gave their lives in the recent war. In addition, they wished to demonstrate community commitment to work for peace throughout the world.

Funded by donations from individuals and organizations, the "living road of remembrance" was completed by the spring of 1922. Between 1922 and 2004 the memorial road has been cared for by several organizations, with American Legion Post 134 in Burien serving as the principle steward for over 60 years. The road's name was changed to Des Moines Memorial Drive (DMMD) in 1984. Since the first year, the memorial Elms began dying for reasons such as poor soil preparation and inadequate watering. As the Highline area experienced increasingly intense development throughout the twentieth century the Elm-lined character of the road deteriorated as trees were aggressively pruned or destroyed according to the needs of road and utility work.

In 1962, a granite memorial was created midway on the corridor near the Sunnydale School. Many Highline residents did not find the stone memorial an acceptable substitute for the living trees, since the 1970s, there has been an on-going effort to rehabilitate and restore the road to its original status.

Project Goals and Objectives

In 2000, the Des Moines Memorial Drive Advisory Committee (Committee) was created via an Interlocal Agreement between King County and the cities of Burien, Normandy Park, SeaTac, and Des Moines. The Committee initiated the Corridor Management Plan (CMP) project in 2002. The purpose of the Plan is to provide a framework for memorial rehabilitation and corridor enhancement of DMMD. Recommendations for rehabilitation of DMMD focus on how to renew the road as a living memorial. However, because of right-of-way limitations, location of utilities, and other changes to the road and adjacent properties since 1921, it is not possible to restore the memorial to its original condition. The rehabilitated road will fulfill the original goals of the Seattle Garden Club in a modified form. The CMP proposes corridor enhancements that will consist of a variety of creative additions to the memorial road. The enhancements are designed to strengthen the corridor as a special place, set aside to commemorate and honor those who died in World War I. In addition to relating directly to the memorial, enhancements may also

EXECUTIVE SUMMARY

expand upon other corridor "intrinsic qualities", or significant resources, such as recreational resources, historic and archaeological resources, and natural resources. Enhancements may take many forms including, but not limited to interpretive signage, artistic installations and traveler amenities, e.g. safe automobile pull-offs, pedestrian and bicycle paths, benches and landscape elements.

The CMP has three goals: 1) to establish guidelines for comprehensive rehabilitation, enhancement and promotion of the original living road of remembrance; 2) to comprehensively identify and document all intrinsic qualities located in the study area; and 3) to establish an implementation and long-term management plan. In addition to fulfilling the established project goals, this report is designed to meet the special requirements of national, state and local government Scenic Byway standards and to provide the basis for nominating DMMD to national, state, and local historic registers.

The Study Area

The project study area encompasses the original memorial as defined in 1921 with the northern terminus at South Park Bridge (Seattle City Boundary) and the southern terminus at South 227th St., in the city of Des Moines. The memorial road is approximately ten miles in length. The study area was expanded for the purposes of surveying and inventorying of intrinsic qualities to one-quarter mile on either side of the roadway. Local governance of the corridor is split among the cities of Burien, Des Moines, SeaTac, Seattle, Normandy Park, and King County. The community of Boulevard Park, in unincorporated King County, lies at the northern end of the corridor. See Figure ES-2 Project Corridor and Jurisdictions map.

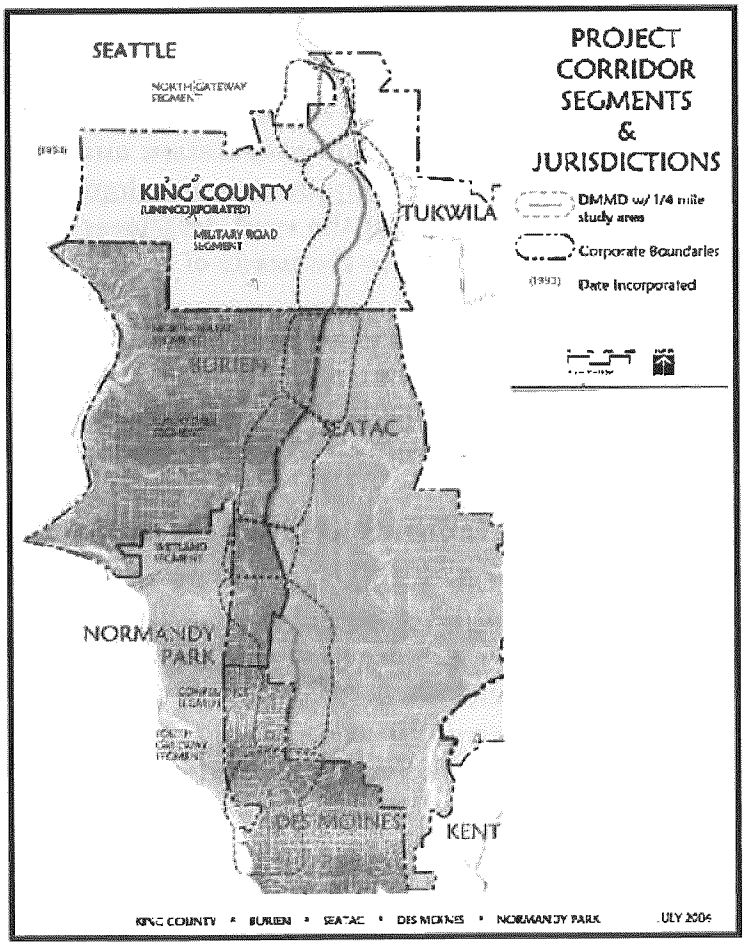

Figure ES-1. Project Corridor and Jurisdiction Map.

Methodology

The recommendations contained in the CMP are based on findings from a comprehensive survey and inventory of the study area. The DMMD corridor was surveyed block-by-block assessing the

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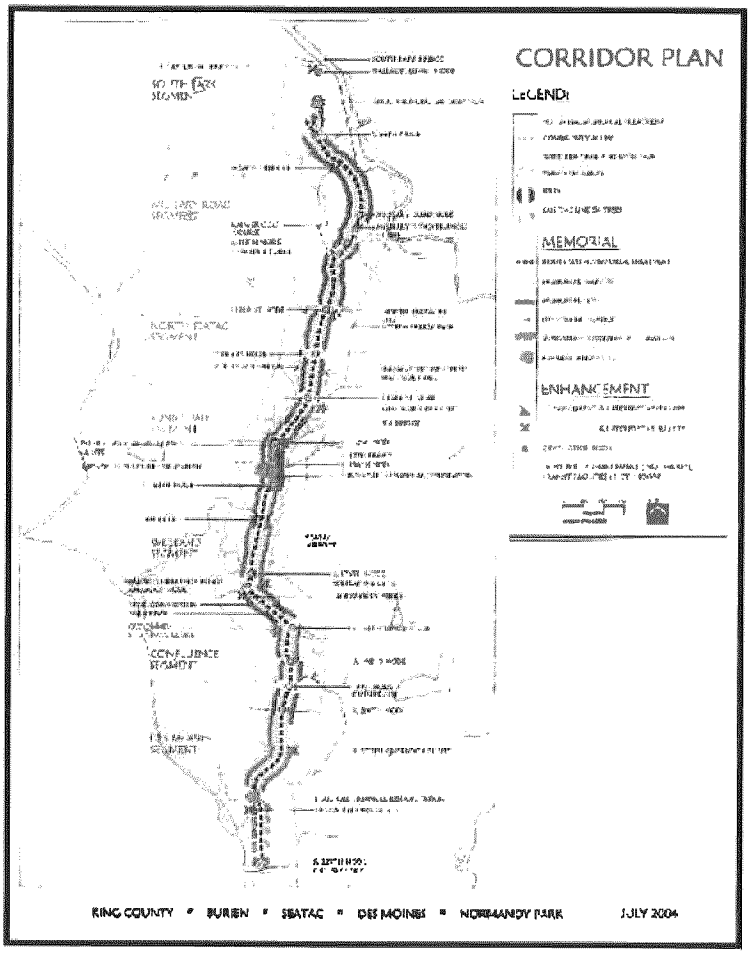

Figure ES-2. Corridor Plan.

length of roadway within each jurisdiction, variations in the width of the right-of-way (ROW), the disposition of overhead utility lines, intersecting streets and trails, existing sections of sidewalk and other infrastructure improvements. In addition, an equally comprehensive survey was conducted identifying the intrinsic qualities found in the corridor following the definitions and guidelines established by the National Scenic Byway program. The intrinsic qualities that were surveyed include historic, cultural, archaeological, natural, recreational and scenic resources. The term "heritage" refers to all of the foregoing intrinsic qualities while the term "historic" refers specifically to those intrinsic qualities that are significant for their association with people, events, or themes that have made an important contribution to local, state, or national history. In addition to physical surveys, contemporary regional influences were examined including transportation systems and linkages, community growth patterns, and public development initiatives.

For purposes of analysis the study area was divided into seven distinct geographical segments: South Park (King County, City of Seattle), Military Road (King County) North SeaTac (SeaTac/Burien) Sunnydale (SeaTac/Burien) Wetlands (Burien), Confluence (Burien/SeaTac) and Des Moines (Normandy Park/Des Moines). See Figure ES-2 Corridor Plan. The segments were used for organizing the corridor survey and inventories as well as analyzing and applying rehabilitation recommendations. Implementation and management strategies, and accompanying cost estimates are also linked to corridor segments.

General Recommendations

1. Plan and restore DMMD as a single coherent entity, irrespective of jurisdictional boundaries, budgets, time frames and local municipal design standards.

2. Seek designation of DMMD as a landmark on local, state and national levels. Seek designation as a Heritage Tour Route under the WSDOT and the National Scenic Byways Program.
3. Prepare, by jurisdiction, land use and transportation planning that supports, through regulation and agreement, the goals, recommendations and guidelines of the DMMD CMP.
4. Implementation of the CMP should take priority over enhancements when prioritizing funding.
5. Develop a solid strategy for long-term care and maintenance of the DMMD memorial Elms and other road improvements.
6. Integrate art into memorial improvements and enhancements.

DMMD Rehabilitation Recommendations:

1. Select, locate and plant disease resistant American Elm (Ulmus americana) minimum of eight feet behind the face of the designated (permanent) DMMD curb-line, 80-feet on center on each side of the DMMD ROW, in close proximity and pattern to the original Elm tree locations. In instances where the present ROW is insufficient, easements and property should be purchased where feasible.
2. Where feasible, utility lines and other installations should be realigned or placed underground when they are in conflict with location of a replacement Elm tree.
3. Place a memorial marker at the ground plane in front of each Elm planted per direction 1 above. A memorial marker should also be placed in locations where overhead wires or other conflicts prohibit replanting of a memorial tree.
4. Seed wildflowers on the edge of the roadway using the same varieties used in the original memorial.
5. Redevelop the Sunnydale Segment as the primary memorial rehabilitation section of DMMD, including redevelopment of the roadway surface to approximate the original red brick roadway and placement of memorial trees. Enlarge and redesign the 1962 Memorial Plaza to better accommodate visitors and celebrations;

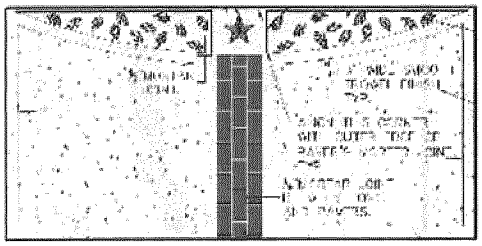

Figure ES-3. Memorial Marker

Figure ES-4. Wildflower Seed

Figure ES-5. Elm Canopy

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6. Underground or realign utilities in an eight-block segment, from South 152nd Street to South 162nd Street in the interest of recreating the original appearance of the memorial road.
7. Redevelop the Flagpole Triangle, City of Des Moines.
8. Develop interpretation, orientation and education material for the memorial.

Corridor Enhancement Recommendations

1. Provide lighting banners/flag holders, and interpretive displays to enhance DMMD and the community corridor.
2. Develop a DMMD logo that expresses the original meaning and value of the "living road of remembrance" that can be conveniently expressed in a variety of media, (e.g. print, stone, metal), to support corridor identification.
3. Provide additional memorial gateways, gathering places and access sites along the corridor. The plan has identified numerous enhancement sites for potential acquisition and/or development within each segment of the corridor.
4. Highlight intersections, streets and transportation nodes.

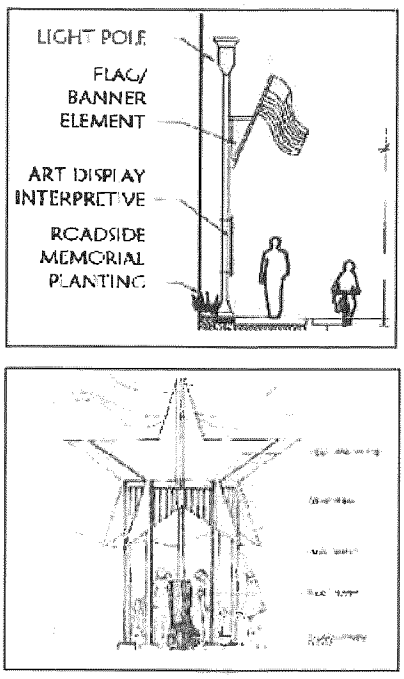


Figure ES-6. Enhancements

Schedule

The Committee has recognized 2021, the 100-year anniversary of the memorial drive as an appropriate target date for the completion of the rehabilitation of the memorial. Completion would include replanting of the memorial Elm trees and other landscape elements, placement of commemorative and interpretive markers, and re-development of the Memorial Plaza at Sunnydale School. As part of the CMP, educational and interpretive programs and publications will be developed. The first step in the rehabilitation process is underway with the development and approval of the CMP. Because of the number of jurisdictions with authority along DMMD it is of utmost importance that the Committee continues functioning in a dynamic leadership role making needed decisions, resolving conflicts and coordinating all rehabilitation and enhancement work. The Committee should work closely with the various jurisdictions assuring that the Plan's recommendations are incorporated into every jurisdiction public development projects affecting DMMD.

Costs

Costs have been divided into two categories: memorial rehabilitation and community-related corridor enhancements. Implementation of recommended memorial

rehabilitation work is anticipated to cost approximately $14.5 million, including $4.5 million for utility undergrounding at specific sites along DMMD. Corridor enhancements are projected to be $29.25 million. This includes $15 million in pedestrian scale lighting. These estimates do not include the cost of road and utility infrastructure improvements.

Significance of DMMD in National Perspective

In addition to having great local and regional significance, DMMD is nationally significant. In the decade following the war, arboreal memorials literally sprang up all over America. Many more such memorials were planned than were actually realized. The DMMD (DMMD) memorial is distinguished among living memorials of its era on several accounts.

- It is one of the earliest planned "living roads of remembrance" and the first in the nation to be fully implemented. This was accomplished in three short years, 1920-22.
- It was the sole "living road of remembrance" following World War I to select AmericanElms for the memorial.
- Ten miles in length, DMMD was one of the longest living roads of remembrance, created in the 1920s.
- It is the only living memorial designed to commemorate an individual with each tree planted.
- It is unique in that both top French generals in World War I, Foche and Joffre traveled to King County to personally participate in dedication and tree-planting ceremonies. Other post World War I living memorials were not so honored.
- In addition to over 1,100 memorial American Elms, the original living memorial included floral plantings below the trees that commemorated the fallen including red poppies (reference to the French Flanders Fields military burial ground, and blue forget-me-nots).

Figure ES-7. Corridor Significance

CHAPTER 1

Introduction

Introduction

Immediately following World War I the Seattle Garden Club, under the leadership of President Lillian Gustin McEwan, decided to transform a 33 mile section of the Highline Road into a tree-lined "living road of remembrance" that would both honor and memorialize men and women from Washington State who gave their lives in the war. In addition, the Garden Club members wished to demonstrate community commitment to work for peace throughout the world. They saw the tree-lined road as reminiscent of the country roads of France. The original vision of the Memorial Way lined with stately American Elms that began at the Seattle City limit on the north and ended at the Tacoma City limit on the south. Only a ten-mile portion of the road, planted with approximately 1200 Elms, was realized.

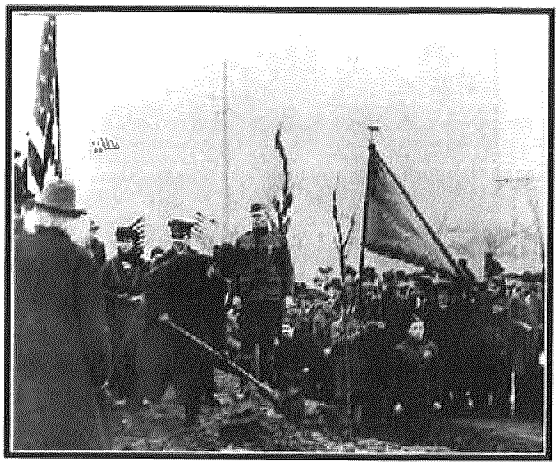


Figure 1-1. Ceremony of the first memorial Elm planted by the Garden Club. Newspaper Files, 1921

The original Des Moines Memorial Way Plan called for planting four-year-old American Elms (*Ulmus americana*), eight to ten feet in height, at 80-foot intervals on either side of the 24-foot, two-lane red brick road. The dream was a living canopy of mature Elms overarching the road and sheltering travelers. The $1.75 cost per tree was covered by donations from individuals, organizations and government agencies. Donors were invited to designate trees as living memorials to relatives and friends, and many did. However, not every tree planted was dedicated to a specific person. Organizations and individuals also donated sums of money, noting that the money was simply "for trees" for the memorial way, with no names provided for commemoration. In other cases money was given for "trees dedicated to the unknown dead from American and foreign forces", and "the war dead from the European Allies forces". Every tree was registered with the American Forestry Association, Washington, D.C., thereby placing each on the National Honor Roll of Memorial Trees. The Seattle Garden Club also kept a registry of the trees.

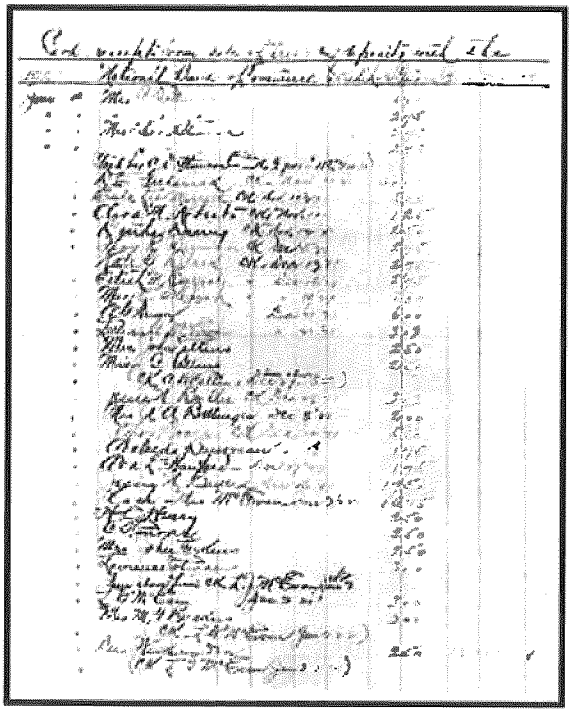


Figure 1-2. Seattle Garden Club Ledger.

The Des Moines Memorial Way project quickly gained widespread support from veterans and patriotic organizations, service and social clubs, community organizations, elected officials, local businesses and citizens. As knowledge of the project spread, financial support came in from across Washington State and the nation. King County Engineer Major Beaman and the King County Commission supported the project with a right-of-

way use permit together with money to offset maintenance costs in the first years. The University of Washington School of Forestry provided technical advice and forestry students assisted in the initial tree planting.

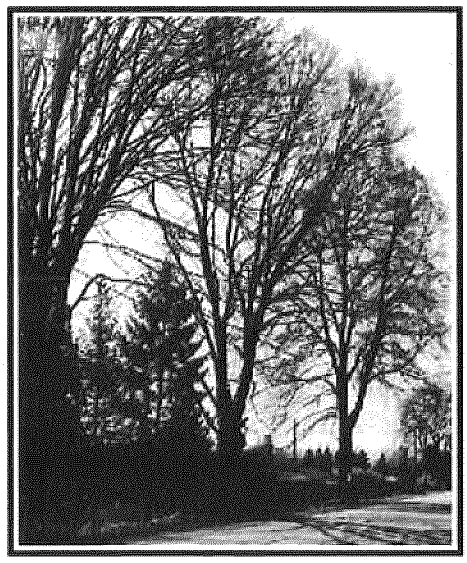


Figure 1-3. American Elm trees (*Ulmus americana*).

National news covered the several dedication ceremonies held in November and December of 1921 and early 1922. Many dignitaries participated in the ceremonial planting of Elms including the top French military generals Marshall Joffre and Marshall Foche, as well as prominent American military leaders. With a massive tree planting effort the arboreal memorial took form. Many memorial Elms were planted by tree donors commemorating a lost family member or friend. A wooden stake was placed beside each tree and a number identifying whom the tree commemorated was noted on the stake or a tag. Campfire Girls and Boy Scouts contributed to the dedication activities by placing American flags beside each memorial Elm. The dedications were major regional events drawing huge crowds.

From 1921 forward Memorial Day services were held yearly at the Sunnydale School site, sponsored by the Veterans of Foreign War (VFW) and American Legion Posts-Seattle Post #1 and Glendale (later Burien) Post #134. Initially Boy Scout Troop #375, the first Highline scout troop organized at the Sunnydale Elementary School, assumed responsibility for maintaining the trees on behalf of the Seattle Garden Club. The Club, however, continued with overall management of the project.

In 1932 the Seattle Garden Club turned care of the memorial Elms over to American Legion Post #134. The Garden Club clearly stated that it expected the Legion to "take charge of any legislation needed for the protection of the trees and see that the trees were not destroyed." Jud Colburn, a World War I veteran, assumed leadership of the Legion's Memorial Elm Committee for the next four decades and earned the title "Keeper of the Elms" for his tireless devotion in caring for the trees. Garden Club records from 1932 note that at this time "a disturbing number of trees had already died" and the growing trees were becoming a problem for the power and telephone utility companies. The record also notes that the Club had abandoned the idea of a permanent identification marker at each elm.

By the 1960s so many memorial Elms had died or been removed by road and utility crews that a memorial plaza was constructed along the road beside the Sunnydale School, approximately

Figure 1-4. A wreath of poppy flowers in honor of a fallen soldier.

midway on the route. The American Legion Elm Committee oversaw the monument project with financing from several sources including the American Legion, King County and the utility companies. The monument is composed of pink granite panels inscribed with the names of those commemorated by the original Elm trees.

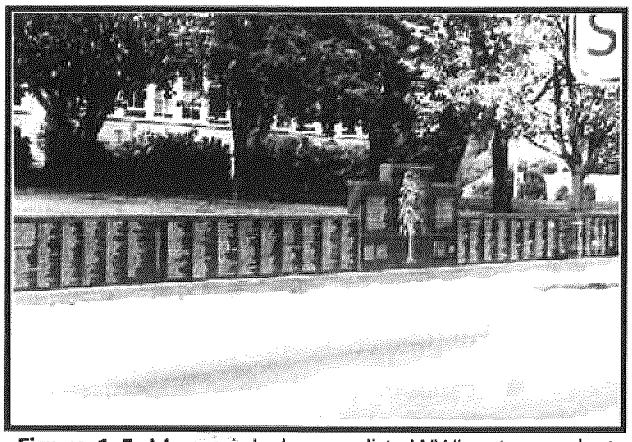


Figure 1-5. Memorial plaques lists WWI veterans lost in battle.

Not all of the local residents were willing to accept the stone memorial in lieu of the living tree memorial. Through the 1970s, 80s and 90s concerned citizen committees formed, dissolved and reformed to address the increasingly deteriorated condition of the memorial Elms. While these committees were not generally successful in achieving many concrete changes, they were invaluable in keeping the issue of the degenerating condition of the memorial trees alive and before the public. In 1984, the name of the road was changed from Des Moines Memorial Way to Des Moines Memorial Drive (DMMD) as a result of citizen efforts.

In 2000, an interlocal agreement brought all of the road's stakeholders together for the purpose of planning its rehabilitation. A DMMD Advisory Committee (Committee) was formed and for two years it met monthly to craft this Corridor Management Plan (CMP).

Adopted Goals and Objectives of the CMP

The Committee adopted the following goals and objectives for the CMP:

1. To establish guidelines for comprehensive rehabilitation, enhancement and promotion of the original living road of remembrance.
   - Enhance the DMMD and further celebrate the Living Road of Remembrance, veterans, their families and the 1960s memorial.
   - Plan, design and implement DMMD WWI Memorial elements, features and programs for the entire length of the corridor.

2. To comprehensively identify and document all intrinsic qualities as well as other natural, cultural and historic resources located in the study area.
   - Increase corridor identity and attractiveness through signature corridor portals, gateways, and thresholds.
   - Develop quality memorial features (memorial plaza, living elements, etc.).
   - Develop unique corridor enhancements and programs (event lighting, flags, banners, celebrations, and parades).
   - Provide accessible pathways, trails, and places to experience the DMMD.
   - Develop educational and interpretive displays and programs.

3. Establish an effective Implementation and Long-Term Management Plan for the CMP.
   - Preserve, restore, rehabilitate and/or reconstruct the historic and heritage resources along the corridor
   - Prepare a plan and schedule that guides DMMD corridor implementation through many phases and anticipates corridor development and partnering opportunities
   - Identify the impacts and opportunities associated with DMMD roadway designs and related utilities implementation along entire length of corridor
   - Prepare a plan that provides a strategy, materials and means to fully support ongoing implementation and funding efforts
   - Prepare qualification statements and gain appropriate designations at local, state and national levels.

Plan Purpose

The purpose of the CMP is to provide a framework for rehabilitating, protecting, preserving and enhancing DMMD. The CMP also addresses the "Scenic Byway Corridor Management Plan 14 Points" (14 Points) established by the Federal Highway Administration (FHWA) for historic tour route and scenic byway corridor management plans. The latter is a prerequisite for qualification for state and federal Scenic Byway enhancement funds. Table 1-1 clarifies where the 14 Points are addressed in this document.

Table 1-1. National Scenic Byway/FHWA *Scenic Byway Corridor Management Plan 14 Points* *(Continues on the following page)*

*NSB/FHWA Point No.	**Washington State CMP Point No. Correlated	***NSB/FHWA CMP Point Description	****DMMD CMP Document Location and Use
1	1	A Map Identifying the Corridor	Chapter 1, Figure 1-6
2	2	Intrinsic Qualities Assessment: 1) Scenic 4) Cultural 2) Natural 5) Archeological 3) Historic 6) Recreational	Chapter 2, Heritage Resource Inventory, Intrinsic Qualities Assessment & Statement of Significance
3	3	Strategy for Maintaining & Enhancing Intrinsic Qualities	Chapter 4, Plan Recommendations & Memorial Rehabilitation & Enhancement Guidelines Chapter 5, Memorial Rehabilitation and Corridor Enhancement Recommendations for Each DMMD Segment Chapter 6, Implementation & Management Strategies
4	6	A Responsibility Schedule for Implementation, Review, Monitoring & Evaluation.	Chapter 6, Implementation & Management Strategies

Table 1-1. National Scenic Byway/FHWA *Scenic Byway Corridor Management Plan 14 Points (Continued)*

*NSB/FHWA Point No.	**Washington State CMP Point No. Correlated	***NSB/FHWA CMP Point Description	****DMMD CMP Document Location and Use
5	7	A Strategy for Managing & Enhancing Existing & New Development to Preserve Intrinsic Qualities	Chapter 6. Implementation & Management Strategies
6	4	A Plan for Public Participation in CMP Implementation	Chapter 4. Plan Recommendations & Memorial Rehabilitation & Enhancement Guidelines Chapter 6. Implementation & Management Strategies
7	12	General Review of Roadway Design, Maintenance, Operation, & Safety	Chapter 3. DMMD Corridor Analysis Chapter 6. Implementation & Management Strategies
8	9	A Plan to Accommodate Commerce While Implementing CMP	Chapter 6. Implementation & Management Strategies
9	11	A Plan to Enhance Visitor Experience	Chapter 6. Implementation & Management Strategies
10	8	Outdoor Advertising Compliance	Chapter 6. Implementation & Management Strategies
11	10	A Signage Plan Supportive of Visitor Experience	Chapter 6. Implementation & Management Strategies
12	13	A Description of Marketing & Promotion Plans for the Corridor	Chapter 6. Implementation & Management Strategies
13	5	A Discussion of Design Standards for Modifications to the Roadway	Chapter 3. DMMD Corridor Analysis Chapter 6. Implementation & Management Strategies
14	14	Interpretive Plan Linked to Marketing & Promotion, Tourism, & Multi-Lingual Populations	Chapter 6. Implementation & Management Strategies

* National Scenic Byway/FHWA CMP Points required to be addressed in plan, source: Federal Register/Volume 60, No. 96/ 1995/Notices. These CMP Planning Points will used to organize the DMMD CMP Document.

** Washington State Department of Transportation, NSB Adapted, Heritage Corridors Program Corridor Management Plan (CMP) planning points organization, 1996

**** The DMMD CMP is focused on a local 10-mile long urban arterial corridor and not on a State or Federal Highway corridor (for which the Scenic Byway CMP criteria were written). The DMMD document is adapted each CMP point to the scales and characteristics of this Memorial Drive.

Tasks for achieving the goals of the CMP include both short and long range activities required to accomplish the rehabilitation of the memorial, establish Historic Landmark Status of the memorial at the local, state and national levels, and develop public support. The first task was to develop a program designed to stimulate and maintain long-term local interest in DMMD. This involved understanding the significance of the original memorial, evaluating the existing corridor, understanding likely future corridor requirements, and developing rehabilitation and enhancement recommendations with public input. Through the development of a solid set of recommendations and the establishment of local jurisdictional support for them, the CMP builds private and public support for rehabilitation of DMMD with stakeholders from the communities, veterans groups, historical societies, individuals, businesses and government agencies.

Study Area

The study area encompasses the memorial roadway as it was completed in 1921, extending approximately ten miles from its northern terminus at the City of Seattle boundary at the South Park Bridge south to South 227th Street in the City of Des Moines. For the purposes of survey and inventory of "intrinsic qualities" (historic, recreational, natural, and scenic resources) in the vicinity of the corridor, the study area was expanded to include a quarter-mile swath on either side of the roadway. Local governance of the corridor is split among the cities of Burien, Des Moines, Seattle, SeaTac, Normandy Park, and King County.

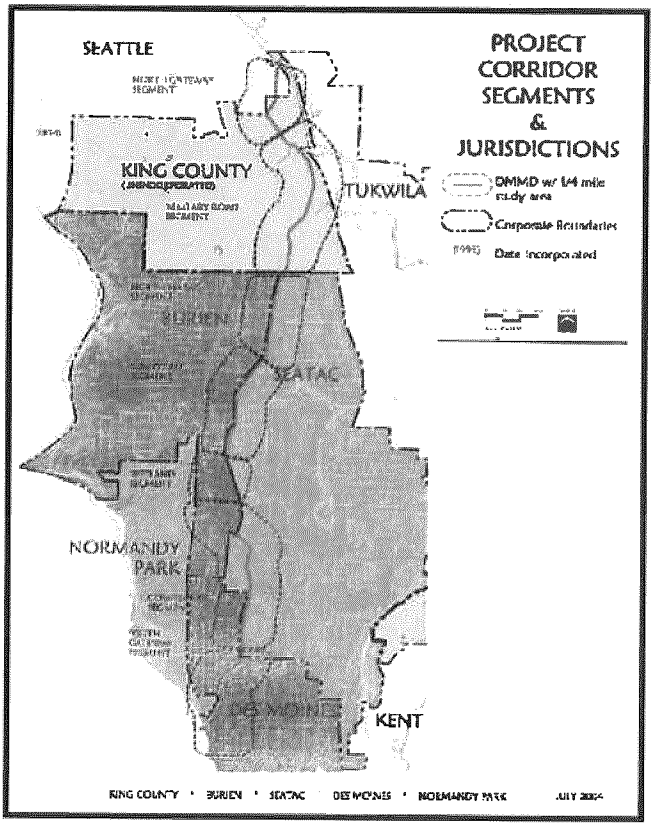


Figure 1-6. Project Corridor and Jurisdiction Map.

For purposes of analysis the study area was divided into seven distinct geographical segments: South Park (King County, City of Seattle), Military Road (King County), North SeaTac (SeaTac/Burien), Sunnydale (SeaTac/Burien), Wetlands (Burien), Confluence (Burien/SeaTac) and Des Moines (Normandy Park/Des Moines). The segments were used for organizing the corridor survey and inventories as well as analyzing and applying rehabilitation and enhancement recommendations. In addition, implementation and management strategies, and accompanying cost estimates are organized by corridor segment.

Project Background

On February 1, 2000, an Interlocal Agreement (ILA) was adopted between King County and the Highline municipalities of Des Moines, Normandy Park, Burien and SeaTac. The ILA established a framework for on-going cooperation between the stakeholders. All parties within the ILA

agreed to four objectives:

1. Cooperate in developing street design, landscape and commemorative standards;
2. Cooperate in grant applications for planning and improvements to the right-of -way;
3. Conduct maintenance to preserve the trees and landscaping elements in their respective jurisdictions; and
4. Coordinate with utilities using the right-of-way to assure preservation and replacement of trees impacted by utility work.

The Committee was established and designated by the ILA to advocate for preservation of DMMD and to serve as the oversight entity for preparation of the CMP. The Committee is composed of representatives from the local governments participating in the ILA, as well as other agencies, advocacy groups and citizen activists dedicated to achieving memorial rehabilitation and restoration goals. The Committee met monthly throughout the development of the CMP. More information about the ILA can be found in Appendix A1, including the purpose and duties of the Committee.

The drafting of the CMP was managed and funded by the King County Department of Transportation, Roads Services Division. King County's Historic Preservation Program Coordinator provided technical assistance to the project. Many County officials have been involved with DMMD since its beginning including Major Beaman, County Engineer, 1922; Ron Sims, King County Executive, since 1999; Chris Vance, Metropolitan King County Council member, who obtained funding in 1990 for creation of a traveling exhibit as well as initial start-up funding; and Julia Patterson, first as State Representative and currently as Metropolitan King County Council member, who obtained state funding and at this writing has initiated action to obtain funding for rehabilitation of the Flagpole Triangle at the south terminus of the drive in the vicinity of the City of Des Moines.

In November 2002, the Committee selected a planning and design team led by the landscape architecture firm of Susan Black and Associates, Inc. (SBA). In addition to SB&A principals and staff, the team included Kay F. Reinartz, Heritage Consultant with experience in heritage corridor planning, and artists Maggie Smith and Jon Gierlich, who brought experience designing military memorials and heritage sites. The scope of work for the CMP included but was not limited to:

- Conduct WWI DMMD data gathering, research and documentation.
- Preparation of a cultural landscape inventory and record: conduct inventory and documentation of scenic/visual, historic, archeological, recreational, cultural and natural resources.
- Identification and documentation of DMMD corridor history: Prepare an historic overview of the DMMD corridor and contributing communities with emphasis on the WWI era. This overview will serve to document DMMD themes and be a basis for planned and ongoing educational, interpretative and promotional efforts.
- Establishment of corridor design, enhancement and commemorative standards and concepts, including: art, interpretative, streetscape and landscape elements.
- Provision of an implementation strategy and basis for ongoing fundraising.
- Development of maintenance guidelines relative to DMMD cultural enhancements.

Methodology

The recommendations contained in the CMP are based on findings generated from two comprehensive surveys of the study area, and extensive historical research. In the first survey the study area was assessed block-by-block to determine the length of variation in the right-of-way (ROW) from centerline, the disposition of overhead utility lines, intersecting streets and trails, existing sections of sidewalk and other infrastructure improvements. The inventory resulting from this survey is contained in Chapter 3. An equally detailed survey was conducted to identify and document the intrinsic qualities found in the corridor following the definitions and guidelines established by the FHWA's National Scenic Byway (a.k.a. Heritage Corridor) program. The inventory resulting from this survey is contained in Chapter 2. In addition, contemporary regional influences were examined including transportation systems and linkages, community growth patterns and public development initiatives. The two artists on the team tracked the historic and community survey and data collection to identify elements that could later become part of an interpretive program, a marketing campaign and to develop memorial markers to enhance the corridor.

Corridor Survey and Inventory

A comprehensive survey and inventory of the corridor was conducted along with identification and delineation of key planning and development issues. Elements that were surveyed and inventoried include:

- Base topography and street/roadway right-of-way and utilities
- Open space and natural areas
- Recreation sites, trails, trail linkages
- Non-memorial historic events, sites and important community facilities (i.e. libraries, churches, schools)
- Historic mapping and aerial photographic mosaics
- Memorial trees and other elements such as plazas and markers
- Land use and major ownership with special attention to publicly owned lands
- Transportation nodes and motorized and non-motorized circulation,
- Corridor related active and proposed development initiatives
- Corridor character and views

Key findings from this survey include data on significant resources, analysis of the existing capacity of the existing ROW to support Memorial rehabilitation and enhancement development, parameters of nearby development initiatives, critical enhancement nodes and transportation linkages/connections. The analysis revealed limitations to the Memorial rehabilitation and enhancement development, opportunities for potential partnering with various public infrastructure projects on or near DMMD and opportunities for making key linkages and connections. The analysis also reveals a need for support elements for visitors to the new tour route.

Data was gathered with the assistance of staff from all the government entities involved in the project. The electric utility providers, Seattle City Light and Puget Sound Energy, provided

information on utility routes, underground wiring, tree condition surveys, and tree maintenance standards.

Documentation

A number of documents were developed that specifically address questions in the 14 Points:

- An *Intrinsic Qualities Survey and Inventory* summarized in Chapter 2 was complied to conform with FHWA Scenic Byway standards for future nomination. An electronic database, hard copy format, and photographs (digital) were prepared for each resource -- natural, recreational, historic, cultural, archaeological and scenic. Fieldwork was undertaken with selected long-term volunteers who worked with Dr. Kay Reinartz, heritage consultant for the SB&A team, to identify the location of each intrinsic quality and to complete survey data sheets. These sheets were then checked for accuracy. See ***Appendix A7*** for an example of the survey sheets.
- A *Des Moines Memorial Drive Historical Timeline* was prepared through extensive research, numerous interviews with long-term community residents, perusal of the original Garden Club ledgers and minutes, and workshops with selected Highline community members. The subsequent Draft Historical Narrative was submitted to two Highline community historians who checked it for accuracy and completeness. This timeline, in its entirety, is at the end of Chapter 2 of the CMP.
- A *Highline Historical Context Timeline and Summary* were prepared following research among Highline community history books and documents located in the Des Moines Historical Society and Highline Historical Society archives. Three heritage research workshops were held for the purpose of gaining public input in several areas including identification of key historic themes, and development of the historic timelines. The narratives and timelines were submitted to Cyndi Upthegrove, Highline Historical Society, Bill Rudberg, Richard Kennedy, Kevin Hall, Des Moines Historical Society, and Helen Kludt, Normandy Park historian, for review and comment. Other community residents also reviewed the document.
- *Interpretive Plan and Guidelines* were developed for the corridor. Two workshops were held, the first to gather input from the Committee and Highline community leaders and the second to review the proposed interpretive program and alternatives. Both meetings were held in the Highline Community. Once drafted, the proposed plan was circulated to Committee members and Highline heritage leaders for input.
- A *Statement of Historic Significance* was prepared for DMMD based on criteria for listing in the National Register of Historic Places. (Chapter 2)
- *Recommendations for Potential Heritage Designations* with Recommendations was also prepared and is located in Chapter 6 of the CMP.

Committee members, stakeholders and citizen volunteers logged hundreds of hours conducting research, survey and inventory of intrinsic qualities, and development of the historic narratives and timelines. This is illustrative of the keen public interest in this project. Key contributors were the Des Moines and Highline historical societies, American Legion Post #134, the Burien Branch of the King County Library, the Seattle Garden Club, city staff members and elected officials, and numerous other individuals.

Artist Involvement

Team artists Maggie Smith and Jon Geirlich participated in all stages and tasks of the planning effort including committee meetings, team and public workshops, intrinsic qualities surveys, and development of enhancement planning, design policies, and standards. The artists were instrumental in identifying and tracking important events, symbols, icons and elements of the memorial (such as the gold star, poppy, red brick road, poppy wreath) and integrating these symbols into the final memorial rehabilitation recommendations and policies. They also researched additional sources pertaining to World War I, and developed new documentation such as letters and poetry connected to those who are commemorated by the Memorial. Virtually all findings and observations of the artists have been incorporated in some way to enrich the recommendations of the CMP.

Communications and Public Outreach Plan

A Communications and Public Outreach Plan was prepared and approved by the Committee. The CMP involves public outreach tools, development of a project website, a master database and regular and targeted communications with the media.

One of the tools recommended in the Communications and Public Outreach Plan was for the creation of three kiosks to educate the public regarding the purpose and goals of the project and to solicit feedback. The kiosks depicted the Elm-arched roadway, the 1921 planting party, and the Memorial Plaza at Sunnydale Elementary. The kiosks were moved around the study area to libraries, city halls, fire stations and banks. Each kiosk was stocked with a supply of project leaflets as well as comment sheets for public input. A project website was created as a means for communicating general project information. The website was linked to SB&A's website with the intention to relocate it to the King County website; However, this did not happen. The website was updated once. Committee member, George Hadley, developed a web service site for communications between the Committee and the SB&A team for the purpose of announcing meetings, agendas, project updates, reports, and internal communication on various issues. A master database maintained communications with interested stakeholders for public notice mailings with information provided by the participating municipalities, veteran's organizations, Highline and Des Moines historical societies, and community residents.

A project newsletter was produced along with intermittent newspaper articles. Rose Clark, Committee member, and Jay Rood, SBA staff, wrote articles that were circulated to the media and published in various forms in newspapers including the *Daily Journal of Commerce* and the *Highline Times*.

Public Outreach and Community Participation

Two public meetings were held for the purposes of providing general information to the public about the project, and to solicit public input to the planning process. The first was held on January 29, 2003, at Burien Community Center. The second was held on June 11, 2003, at the Burien Branch of the King County Library. The SB&A team presented alternative proposals for replacing the American Elm, improving the Memorial Plaza at Sunnydale, lighting the corridor, art elements, interpretive signage and other enhancements. A survey of attendees' responses to the proposals is included in ***Appendix A21***.

Numerous other public meetings were held including seven workshops to gather information on key historic themes, develop a Corridor Interpretive Plan, and aid in identification and documentation of intrinsic qualities. Multiple fieldwork sessions were conducted to assist volunteers in completing the intrinsic qualities survey forms. Interviews with many long-term community residents were also conducted in order to gather historic information relevant to the history of DMMD and the Highline community context.

Other Public Improvements/Development

Research showed that several public infrastructure restoration and improvement projects are likely to occur concurrently with the development of the DMMD Corridor over the next 10 years. This research was conducted to identify projects that are on or near the same corridor that the five jurisdictions are considering upgrading. Several of these projects offer the opportunity to gain the recommended improvements in the corridor, create enhanced linkages to the corridor or discuss adjacencies and prevent precluding activities.

- King County/City of Seattle/City of Tukwila South Park Bridge Replacement
- King County DMMD Road Improvements
- City of Seattle South 14th Street Improvements
- Multi-jurisdiction Hamm Creek Rehabilitation Project
- Port of Seattle/City of SeaTac West Side Trail Planning Process
- City of SeaTac Improvements to North SeaTac Park
- Port of Seattle Sea-Tac Airport Expansion
- City of Burien 152nd/Townsquare Development and Northeast Area Plan
- WSDOT SR-509 Expansion to I-5
- City of Des Moines, Des Moines Creek Bridge and Trail Development

Key Issues and Findings

A number of key issues were identified and resolved in the course of this planning effort. Among these was the suitability of the American Elm for long-term use in the development of streetscapes and the potential dilution of the core concept for DMMD by including memorials of wars other than World War I.

The selection of the American Elm as a canopy tree for the "Living Road of Remembrance" was a matter of extensive discussion at the time it was selected by the creators of the original Memorial. While other trees are more urban-friendly (shorter in height, easier to prune, less susceptible to the Dutch Elm Disease that has afflicted some of the remaining Elm in the Memorial), none possesses the shape, texture, stature and form of the American Elm. Over the past fifty years, a great deal of research has gone into developing cultivars of the American Elm that are resistant to or can live with the disease. The availability of these cultivars commercially, and the likelihood of more cultivars preserving the form and size of the parent, make redevelopment of the original vision of DMMD far more likely to be successful today than it was some years ago. Rehabilitation of the Memorial to suit National Historic Registry standards

argues for the replanting of one or more of these cultivars to preserve the image originally intended; a full, high canopy, deciduous tree providing dappled shade along the corridor.

The decision to rehabilitate the Memorial using Elm trees, however, requires consideration of the overhead utilities that have decimated the original Memorial Elm group. DMMD was selected as a utility corridor early in the development of the area, and the presence of the World War I Memorial did nothing to deter its use as a major power supply line. Rehabilitation of the Memorial with the original tree species requires that new trees will be planted only on one side of the corridor, unless the jurisdictions, property owners, power companies and potentially the taxpayers agree to bear the cost of undergrounding or rerouting the utilities away from the Memorial. The final rehabilitation recommendations accommodate this conflict except in the Memorial Plaza area where utilities are recommended to be undergrounded to support the completion of the originally intended image of a fully canopied, brick street.
Other considerations given to the Elm included whether some of the remaining original Elms be retained, what current planting standards for street trees should be recommended, and shall additional Right-of-Way or easements be acquired when there is insufficient Right-of-Way width to accommodate the full road/bike lane/sidewalk section in addition to trees. Also considered was the question of what to do when an original Elm location is no longer available for planting, as in the case of a driveway installed where there was not one originally.

Another question that the Committee considered at length was whether additional enhancements that might be desirable from a community standpoint should include memorialization of veterans of other wars in addition to World War I. The concern was that memorialization of other wars might dilute the impact of the rehabilitation of the World War I Memorial.

Resolution of these and other questions are found in the General Recommendations for the Corridor as well as those Recommendations that are specifically for the Memorial or other corridor enhancements. These recommendations are located in Chapter 4 of this document.

CHAPTER 2

Heritage Resource Inventory, Intrinsic Qualities Assessment, and Statement of Significance

Corridor Intrinsic Qualities and Historic Overview

The CMP analysis and recommendations are based on findings generated from a survey and inventory of "intrinsic qualities" found in the study area. The survey and inventory complies with guidelines established by the Federal Highway Administration (FHWA) National Scenic Byways program and was adopted by the Washington Department of Transportation (WSDOT) Scenic Byways program. The guidelines call for 14 specific components to be included in the CMP, hence, they are known as the "14 Points".

The 14 Points require survey and inventory of the following six categories of intrinsic qualities (a.k.a. resources): *historic, cultural, archaeological, natural, recreational and scenic.* The CMP addresses all six resource types.

Survey and Inventory Methodology

In addition to providing important information on the corridor's condition and assets, this report provides satisfactory fulfillment of each of the 14 Points in the CMP that qualifies a designated Scenic Byway or Heritage Tour Route (a sub-category of Scenic Byway) for federal and state implementation funds. At this point, DMMD is not designated as either; however, it is the intent of the committee to encourage designation of the route as a Heritage Tour Route in order to officially recognize its significance and to make it eligible for additional sources of funding.

The significance of DMMD's intrinsic qualities is best understood within the historic context of the corridor and surrounding communities. Thus, two historic overviews were prepared as part of this project: one for DMMD itself and another for the greater Highline area. The historic overviews were prepared in both narrative format and as annotated historic timelines. A summary of DMMD's historical context is contained in this chapter. See ***Appendix A2, and A3*** for additional historic documentation material.

The intrinsic qualities survey consisted of a block-by-block assessment of the entire study area. The SB&A team focused on the surviving Elms, variations in the right-of-way (ROW) from centerline, the disposition of overhead utility lines, intersecting streets and trails, existing sections of sidewalk, and other infrastructure improvements. In addition, the team surveyed all scenic and natural intrinsic qualities found in the corridor. Serving as the heritage consultant, Dr. Reinartz surveyed historic (except for the memorial trees), archaeological, cultural and recreational intrinsic qualities. In addition to the surveys noted above, historic and contemporary regional influences were examined, including transportation systems and linkages, community growth patterns, and public development initiatives. Figure 2-1 provides a map of the study area and all of the historic and heritage resources surveyed within this area. Figure 2-2 provides a map of natural and scenic qualities exhibited through the character of the corridor. These maps are followed by the Statement of Historic Significance, which is a vital component of the CMP and is a necessary component for applying for historic register status in both local and national jurisdictions. Figure 2-3 and 2-4 also illustrate intrinsic qualities of the corridor.

The term "heritage" at times is used to refer to any of the six intrinsic qualities, as each is a specific type of "heritage". The term "history" refers to those intrinsic qualities that are valued for their historic association with people, events or themes that have made a significant

Figure 2-1. Historic and Heritage Resources Map

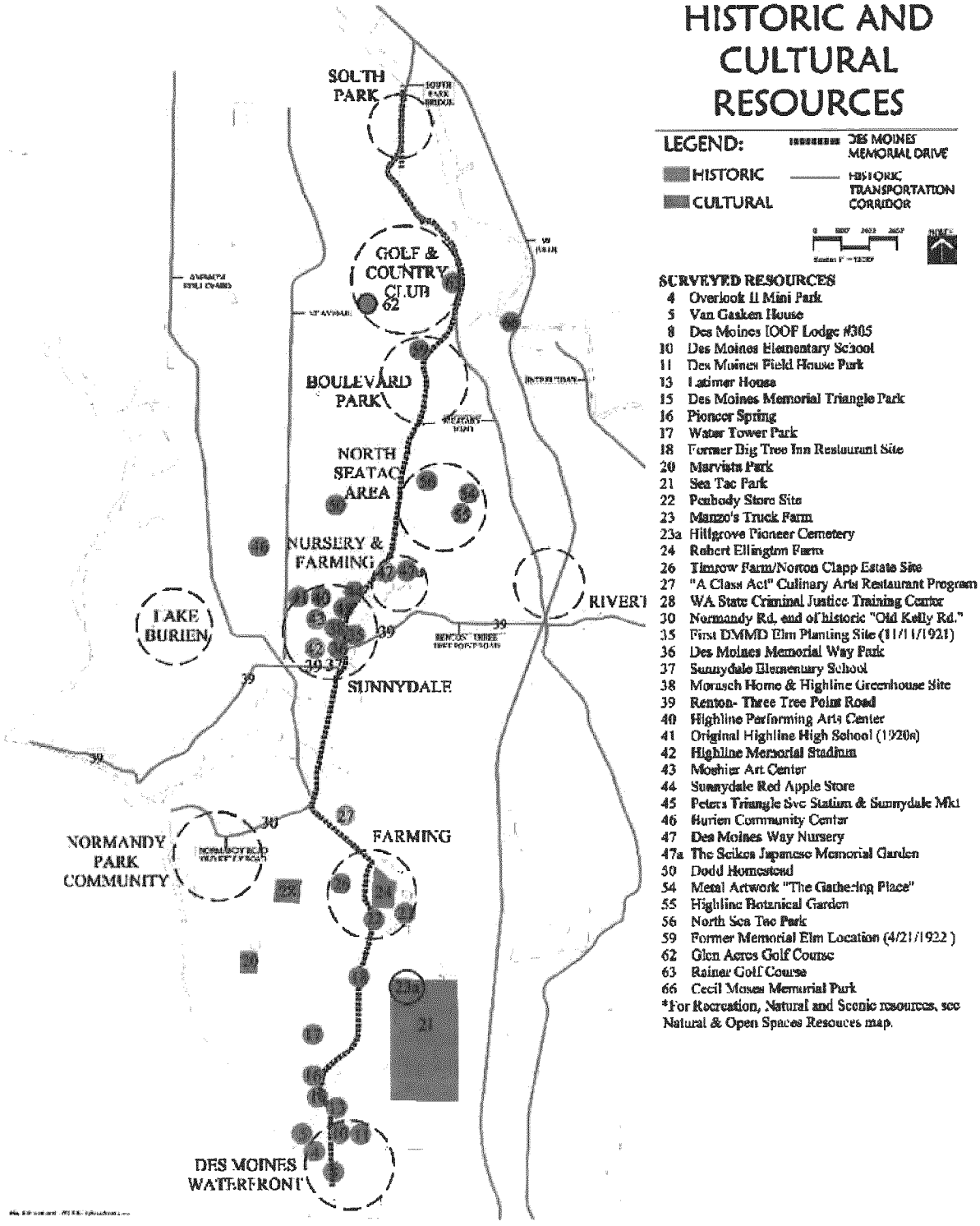
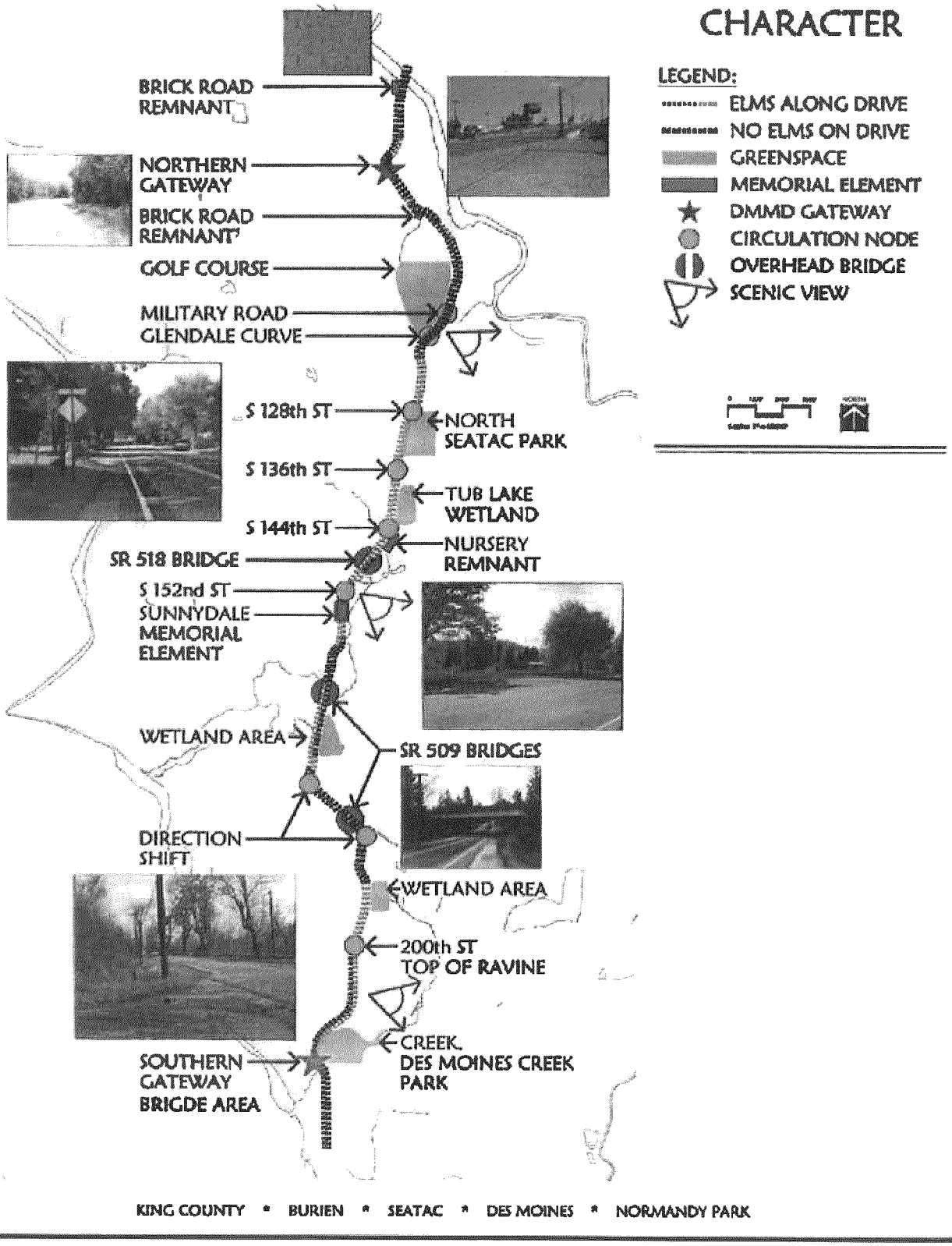


Figure 2-2. Character and Views Map



contribution to local, state or national history. These two terms are not interchangeable. Additional information on intrinsic qualities and the Scenic Byway (a.k.a. Heritage Corridor) program may be found in *Defining Washington's Heritage Corridors Program.*

Statement of Historic Significance

Primary Intrinsic Qualities

The primary intrinsic qualities of the original DMMD consist of the historic roadway itself and the surviving Elm trees. However, the study area, or "DMMD corridor", was defined more broadly to include an area extending one-quarter of a mile on either side of the road. This expanded study area fulfills the 14 Point guidelines calling for the preparation of a survey and inventory of all intrinsic qualities found within a road corridor, and not just the roadway itself. The intrinsic qualities that were identified and documented in this report fall into two categories: 1) those associated directly with the memorial road; and 2) those associated with broader community themes of recreation, natural resources, human culture, and community history. The latter group is secondary to the roadway and other memorial-specific resources.

Resources were selected for inclusion in the inventory by applying the National Scenic Byway's definition that an "intrinsic quality" must be representative, unique, irreplaceable or distinctly characteristic of the area.

The most significant resources contained in the inventory are the historic and recreational intrinsic qualities because of their visible and accessible nature to DMMD and the surrounding community. Historic intrinsic qualities include: 1) the original road memorialized in 1921-22; 2) the original 230 American Elms that are still surviving; 3) the site by the Sunnydale School where multiple dedications of the "Living Road of Remembrance" and the first tree plantings in 1921 and 22 occurred; 4) Des Moines Memorial Way Park and the granite memorial created in 1963, which includes granite panels, bronze plaques and other memorial markers.

The Arboreal Memorial

The Seattle Garden Club records, 1917-1924, indicate that approximately 1,208 American Elms (Ulumus americanus) were planted along the road during that period. Flower species, selected for their direct connection with World War I or their symbolic value, were planted on the road verge below the Elm trees. The flowers were red poppies (associated with the Flanders Field military burial grounds in France), Forget-me-nots, Foxglove and Ragged Robin (Trillium).

The SB&A team conducted research and a comprehensive field survey that provides detailed information on the condition of the trees along the roadway. A 1932 aerial photograph shows between 808 to 883 Elms growing along the road. A survey conducted in 1937 revealed that 75 trees were either dead or in poor condition. These trees were replaced shortly after that. Four Horsechestnut trees, located on the east side of the roadway at South 156th Street, appear to have been planted around the time of the original planting of American Elms in 1921-22. These trees were possibly a plant selection error or quick in-fill fix.

In recent years, many non-Elm tree species have been planted along the road to replace the dying Memorial Elms. In addition to the Horsechestnuts noted above, the SB&A team identified

the following non-Elm species: Linden (65); Cherry (16); Red Maple (8); Hornbeam (20); and Crabapple (66). The Lindens on Marine View Drive in the City of Des Moines were planted in the late 1990s to replace lost or destroyed Memorial Elms. Cherry trees planted on the east side of the road in the 1990s are in poor condition due to poor maintenance. Around 1998 both Japanese and European Hornbeam, and Crabapples were planted on both sides of the roadway in the SeaTac industrial area, just south of South 188th Street. These trees were selected for their yellow fruit and yellow fall color, which are regarded as symbolically honoring those commemorated by the Memorial. These trees have been poorly maintained and are in poor condition. Many other trees are either in similar condition, dead, or dying.

The inventory taken in 2003 revealed 230 Memorial Elms remaining along the corridor. The Existing Elm Tree Inventory Map (Figure 2-3) illustrates the location and distribution of these trees. Over 60 percent of these remaining Elm trees have suffered significant loss of branching and character that resulted from pruning for utilities. Many others were found to be diseased and most have severe damage to their trunks, branches and root areas. Just a few years ago, agencies and utility companies were conducting pathogen surveys and ordering more tree removals and severe annual pruning. *(Chapter 3 provides further description of utilities and mapping, and discussion of Elm disease.)*

Secondary Level Intrinsic Qualities

In addition to the intrinsic qualities that are directly associated with the memorial roadway, there are a variety of other significant resources within the study area that provide important historical context for the roadway. The list below references these resources within their jurisdictions.

City of Des Moines

- Des Moines historic WPA Field House
- Des Moines historic IOOF Lodge Hall #305
- Pioneer Spring flowing beside DMMD

City of Normandy Park

- Historic junction of DMMD with Old Kelly Road, the first road in Highline

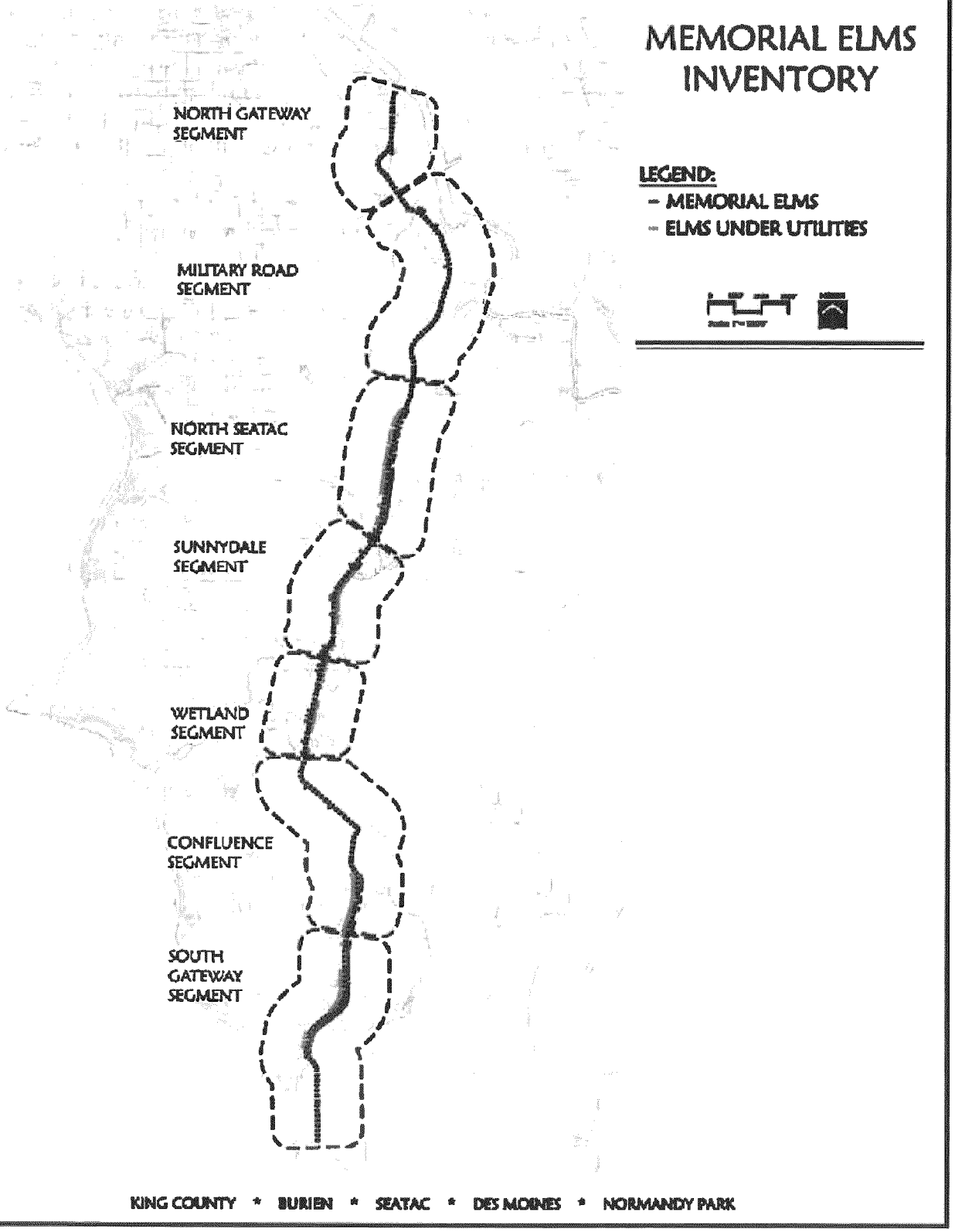
City of Burien

- Sunnydale Elementary School, site of first school in the Highline School District, which was built in 1882
- DMMD junction with historic Renton-Three-Tree Point Road, the original east-west road linking the Highline communities with Renton
- Highline High School, 1920s original historic façade restored
- Intersection at DMMD and South 152nd, the historic focal point and community crossroads known as "The Triangle". Many historic businesses reside here, including Peter's Automotive, the first gas station in southern King County, Sunnydale Market, Vaccas' Pumpkin Patch roadside produce, and Raffo Disposal Company.

City of SeaTac

- Historic site of Des Moines Way Nursery, 1947-2002, Seikes family business representative of Japanese-American involvement in agriculture in Highline. The site had a classic Japanese garden and memorial to Seikes' son who died in World War II.

Figure 2-3. Existing Elm Tree Inventory Map



Boulevard Park (unincorporated King County)

- Intersection of DMMD and Military Road, a territorial road built 1855 - 1860s, is the oldest road in Puget Sound region

The DMMD Corridor contains a variety of recreational resources and opportunities. The corridor's close location to Puget Sound provides salt-water recreation while the many creeks, ravines and natural drainages provide places for nature hikes and wild life viewing in essentially unspoiled natural places. Most of DMMD's trails are found in the southern section of the corridor. Developed sports facilities are most abundant in the north SeaTac section of the corridor. As adjacent Sea-Tac International Airport expanded its runways and general facilities, numerous ball fields and sport courts were built following the condemnation and removal of large numbers of homes in the 1970s and 1980s. Highlights of the recreational intrinsic qualities found in the DMMD Corridor are listed below, which is also listed within their jurisdictions. The term "amenities" refers to the presence of such conveniences as public parking, rest rooms, or telephones.

City of Des Moines

- Des Moines Marina – public fishing pier, moorage, picnicking, and amenities
- Des Moines Beach Park – multi-use park with public access to Puget Sound beaches and tidal flats
- Des Moines Creek Park and Trail – longest trail in Highline area that connects Des Moines with SeaTac and provides hiking, trail biking, bird watching, picnicking, and amenities
- Des Moines Field House Park – gymnasium, ball court, dance floor, picnicking, and other amenities

City of Normandy Park

- Marvista Park – ball field, hiking, biking paths, bird watching, nature viewing, outdoor performance amphitheater, and amenities
- Nature Trails Park – walking, hiking and wildlife viewing
- Normandy Park City Park and Recreation Center – ball field, picnicking, children's play equipment, gymnasium, dance studio, party rooms, and amenities

City of Des Moines

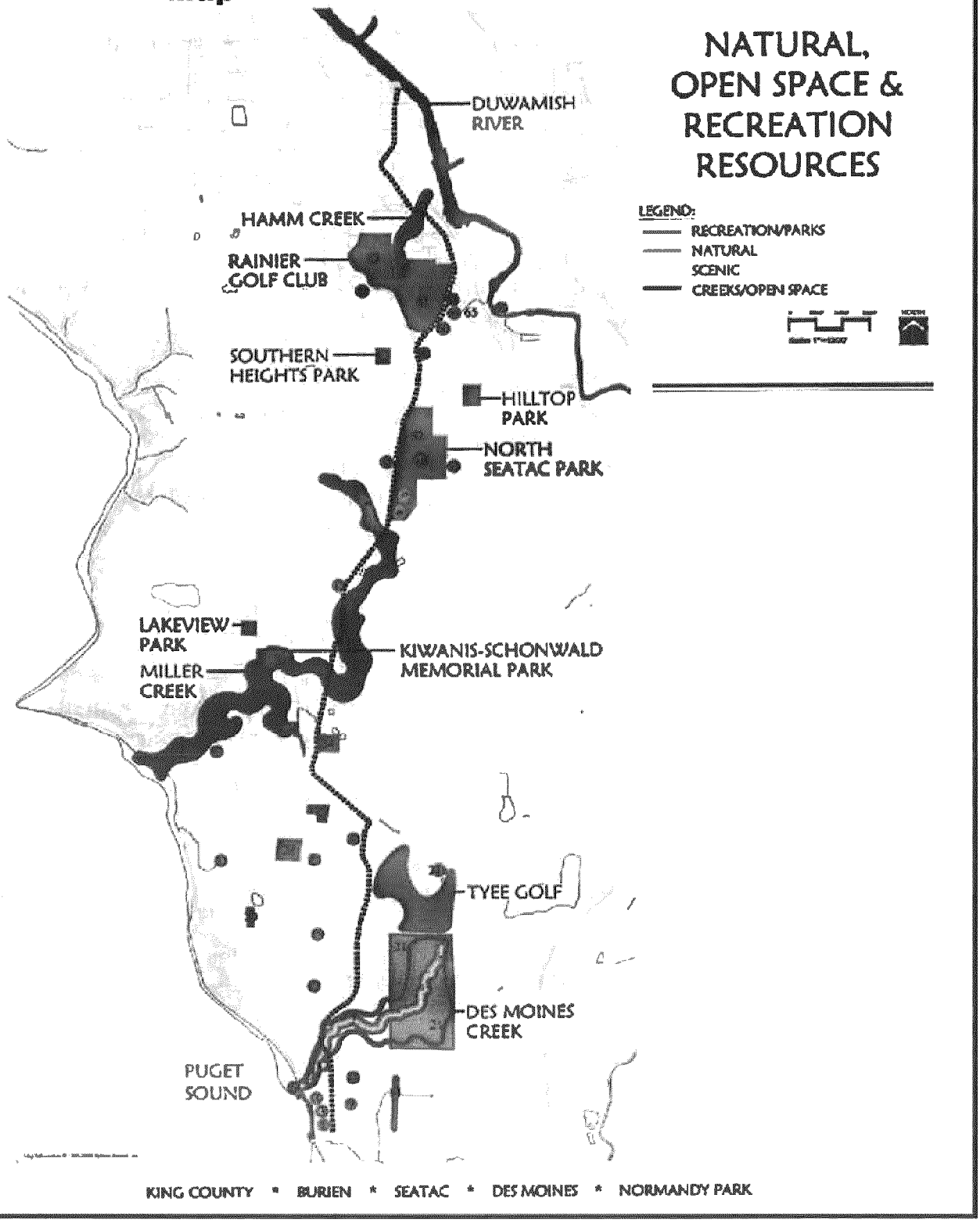
- Westward Park – sports courts, walking paths, picnicking, and amenities

City of SeaTac

- Tyee Golf Course –18-hole facility and amenities
- Sunset Park, formerly known as King County ball fields – multiple ball fields, sport courts, and amenities
- North SeaTac Park – multiple ball fields, sport courts (some illuminated), equestrian trails, hiking, biking trails in both developed and natural settings, multiple picnic areas, children's play equipment, and amenities

Figure 2-4, Natural Open Space and Recreation Resources Map, indicates the location for other significant resources within the study area.

Figure 2-4. Natural Open Spaces and Recreation Resources Map



Historic Context: War Memorials and Des Moines Memorial Drive

Between 1914 and 1918, World War I was fought in Europe. Up to the time it entered the war in June of 1918, the United States had pursued a policy of international isolation. This policy ends with the involvement in the "Great War." The AEF's participation in combat on foreign soil changed America's position in the world and set a precedent for world leadership that steadily expanded throughout the 20th century with the U.S. playing decisive roles in World War II, the Cold War, and other international disputes.

The war also had cultural and social impacts in the United States. Among them was the creation of a new national holiday, Armistice Day, observed on the day World War I ended, November 11. In 1954 Congress renamed the holiday "Veteran's Day" to honor those who served in all U. S. wars. Other familiar institutions emerging from World War I include several war veterans' organizations like the Veterans of Foreign Wars (VFW) and the American Legion. Military poster art began with this war, as did the annual Veteran's Red Poppy fund drive.

World War I Facts

- 1914: War breaks out in Europe. Germany invades France and news about the war dominates American newspapers. The debate begins regarding possible active participation of America in the war.
- 1917: The United States declares war on Germany and plunges into activities to prepare for entering the action in Europe. The war is idealized with slogans such as "The war to end all wars."
- 1918: In June the first American Expeditionary Forces (AEF) are sent to Europe and America enters the fighting.
- 1918: Germany surrenders and the war ends on November 11th. History credits the American Expeditionary Forces with being the deciding factor in turning back the German offensive, thus, bringing the war to an end.
- 13 million men and women died on the battlefield and an estimated 23 million more died of disease.
- More than 1 million French and German soldiers died at Verdun and nearly as many at Flanders.
- From 60 to 90 percent of the European Allied Forces sustained injuries.
- 37,000 Americans are killed in the war with 98,000 sustaining injuries.
- 877 soldiers from Washington State are killed and another 3,070 sustain injuries.
- Washington State soldiers killed included 355 soldiers from King County and 52 from Pierce County.

Arboreal memorials in the post World War I Era

Following the end of the war, there was a burst of energy across America to create memorials to honor and commemorate those who had died in the war effort. While statues and fountains continued to be popular, there was a new interest in the creation of arboreal or tree planting memorials. The American Forest Association (now American Forests) and President Warren G. Harding were prominent with promoting tree plantings as war memorials. Tree-lined boulevards, like those that the American soldiers marched along in France, were a favorite design.

An influential spokesperson for living memorials in the post-war period was Charles Lathrop Pack, Chairman of the American Forest Association. He declared in his 1923 book, *Trees as Good Citizens*, that "the people of the United States [have] adopted the tree, as their token of tribute" to the war dead. His book combines a conservation message urging environmental improvement with the idea of creating living memorials to honor the fallen. Pack eloquently expresses the importance of arboreal memorials:

> *Tree planting to honor the heroic dead of the Great War, or others, has given the world a new form of monument - the memorial that lives. The memorial tree is clothed in the finest of human sentiment. In its ever-renewing growth it stands forth as a thing alive, a simple symbol to keep forever green the memory of those in whose honor it is planted. For today and for generations yet unborn, the message of the memorial tree is the message of life . . . . One of the most appealing features of the tree as a memorial is that this form of expression is possible to everyone. The memorial tree is suited to the requirements of the city as a whole or to the needs of one person. It may express the reverence of a community, of a group or an individual. In either form it is ideal.*

President Harding quickly endorsed the idea of arboreal memorials for the war dead and energetically encouraged the idea with the following words:

> *A general adoption of this plan [to plant memorial trees along public roadways] would, in coming years, be noted as one of the useful and beautiful ideas, which our soldiers' brought back from France. The splendid avenues of France have been among the great delights and attractions to travelers there and a similar development would equally add to the beauty and attraction of our country. I am pleased to know that the idea has already been taken up quite extensively and that considerable progress has been made.*

Des Moines Memorial Drive--unique among post World War I living memorials

In the decade following the war, arboreal memorials literally sprung up all over America. Many more of these memorials were planned than were actually realized. DMMD is distinguished on several accounts.

- It was one of the earliest planned "Living Roads of Remembrance" and the first nationally to be fully implemented. This was accomplished in three short years, 1920-22.
- It was the sole "Living Road of Remembrance" following World War I to select the American Elm.
- Eight miles in length, DMMD was one of the longest "Living Road of Remembrance" created in the 1920s.

- It is the only living memorial designed to commemorate an individual with each tree planted.
- It is distinguished as an American "Great War" Memorial by being the sole arboreal memorial honored by the participation of the top French Generals Foche and Joffre in dedication and tree-planting ceremonies in 1921 and 1922.
- The Highline "Living Road of Remembrance" is distinguished as the recipient of the first Flanders Poppy Wreath presented by the British Legion to an American organization sponsoring a World War I memorial in America.
- In addition to the creation of a French countryside type of tree-lined road, the road's living memorial quality was further enhanced by floral plantings below the trees that symbolically commemorated the fallen. This includes red poppies (in reference to the French Flanders Fields military burial ground), native Northwest Foxglove (in reference to the home of the fallen), Blue Forget-me-nots, and Ragged Robin (Trillium).

It is historically significant that from the beginning DMMD has been under the care of a local community stewardship organization deeply committed to the original goals. The lead care-taking organization has changed several times in 80 years, and the road has had difficult times, however, there were always local residents who were concerned about the Memorial. Since 2000, the future of the road has been in the hands of the Committee.

For historical perspective, other World War I arboreal memorials were created as well. In Portland, Maine, a major city street was turned into a tree-lined avenue with the planting of 400 English Linden trees. The San Francisco Golden Gate Park's Grove of Heroes was planted as a war memorial. In Washington, D.C., Georgetown University students planted a Lombardy Poplar for each of the 54 students who died in the war. On the grounds of Walter Reed Hospital, 507 maple trees were planted to commemorate the fallen from the District of Columbia. In Ohio, a statewide effort was undertaken to plant an oak tree for each person who died in the war with each city assuming responsibility for identifying the fallen and planting the memorial trees. This project was only partially realized with some cities implementing the plan while other cities failing to generate sufficient support for implementation.

The "Living Memorial" Concept Continues Today

The concept of the arboreal memorial commemorating the war dead caught the American imagination. Following each war since World War I, many living memorials have been planted honoring the fallen. Blue Star Memorial Ways, found across America, are an expression of the "living memorial" concept. A state chapter of National Council of State Garden Clubs usually initiates these highway memorial projects. In some cases, designated Blue Star Highways are transformed into tree-lined avenues through the combined efforts of a state garden club and a state's highway department.

In the spring of 2003, the American Forests organization published the findings of a survey it conducted for "living tree memorials" established in the 20th century. The survey revealed a nation wide revival of interest in the historic arboreal memorials, particularly those created following World War I. Local organizations, such as the DMMD Committee, have formed across America for the purpose of restoring historic "living memorials", many of which have suffered "death and destruction" over the decades.

The History of King County's "Living Road of Remembrance"

Immediately following World War I, the Seattle Garden Club, under the leadership of President Lillian Gustin McEwan, undertook the transformation of an eight-mile section of the High Line Road, also known as the Des Moines Road, into a tree-lined avenue. At the time of the project, Lillian Gustin McEwan, wife of Alexander F. McEwan, Seattle pioneer lumberman and prominent philanthropist, was a well-known civic leader in Seattle. She counted, among her personal friends, most of the leading Seattle families of the era.

The creation of Memorial Way in 1921-22 was a natural expression of a number of elements. The vision of a tree-lined avenue as a "Living Road of Remembrance" was a natural outcome of the Seattle Garden Club's mission statement: "To make Seattle and approaches to the city more beautiful". In addition, the decision to create an arboreal memorial was a natural expression of ideas about landscaping and public parks that were "in the air" during the early decades of the twentieth century. Two significant expressions of these ideas for preserving the natural environment were the Olmsted Plan for Seattle's parks and boulevards and the 1909 Alaska-Yukon Exposition. Central to the Olmsted Plan was significant reforestation of the city. When the Garden Club launched its Des Moines Memorial Way project it had already successfully completed another local arboreal road project - planting trees along three and one-half mile stretch of road, from 85th Street North to the Seattle Golf and Country Club.

The Garden Club's decision to dedicate a road and convert it to a tree-lined avenue reminiscent of those of France arose from the desire to create a "Living Road of Remembrance" that would both honor and memorialize men and women from Washington State who gave their lives in the recent war. In addition, they hoped that their efforts would demonstrate their community's commitment towards world peace. From the beginning, the Garden Club referred to the road as "Memorial Way", a name that has often been used up until to the present. However, it has never been the "official" name of the road. Historical record shows that in 1921, the road was known as both the High Line Road and the Des Moines Road. By the 1930s, the road was known as Des Moines Way South.

The original vision for the Memorial Way was a 33-mile road lined with stately American Elms that began at the Seattle city limit on the north and ended at the Tacoma city limit on the south. The Seattle Garden Club would oversee the planting of the trees in the King County section and Tacoma residents would do the same in the Pierce County section. In April of 1922, the Seattle Garden Club received a letter from the Mayor of Tacoma promising that "the people of Tacoma" would plant Memorial Elms along the road south from the Pierce-King County line. McEwan estimated that the two-county project would require between 2,600 and 2,700 Elms. The Garden Club records noted that Mr. Evison, Secretary of the National Parks Association, had agreed to work with the people of Tacoma in organizing tree planting. Mr. Crary of the Tacoma Chamber of Commerce was in charge of publicity. After extensive discussions with the Tacoma group, the Memorial Way was destined to be an eight-mile stretch of road located in King County.

The original Garden Club plan called for planting four-year-old American Elms, eight to ten feet in height, at 80-foot intervals on either side of the road. The vision was a living canopy of mature Elms overreaching the road and sheltering travelers. The $1.75 cost per tree would be

covered by donations. Donors were invited to designate trees as living memorials to relatives and friends, and many did. However, not every tree planted was dedicated to a specific person. Many organizations and individuals donated sums of money noting it was simply "for trees" for Memorial Way with no names provided for commemoration. In other cases, money was given for "trees dedicated to the unknown dead from American and foreign forces" and "the war dead from the European Allies forces". Every tree was registered with the American Forestry Association in Washington, D.C., thereby placing each on the National Honor Roll of Memorial Trees. The Garden Club kept its own tree registry.

Soon after launching the project, the Seattle Garden Club initiated a vigorous publicity campaign geared to stimulate donations for trees for Memorial Way. Their solicitation techniques ranged from personal letters to prominent Seattleites, who were often friends of club members, to newspaper press releases. Veterans' groups and civic organizations quickly rallied around the project and the news media publicized the project across the state and nation. The success of the publicity campaign is demonstrated by the names of numerous out-of-state men and women recorded in the Garden Club's memorial tree registry.

As the project gained momentum, additional support was given from many elected officials, patriotic organizations, service and social clubs, and local businesses. Contributors included the Women's Democratic Club, Washington Regiment of the National Guard, American Legion, Veterans of Foreign Wars, Disabled American Veterans of the World War, Daughters of the American Revolution, American Red Cross, Seattle Council of Minute Women, Young Men's Business Club, the Rainier Golf and Country Club, and many more. The individual subscription list read like a "Who's Who" of Seattle's civic and business community, including Mrs. C.D. Stimson, Judge Thomas and Angie Burke, Mrs. Henry Suzzallo, Mrs. Joshua Green, William E. Boeing, Col. C.B. Blethen, Mrs. J.J. Mac Gilvra, and Samuel Hill.

Memorial Way: The First Year

The first of several dedication ceremonies were held at the historic Sunnydale School site on Armistice Day, November 11, 1921. As a light rain fell on the people in attendance, the first 25 American Elms were planted. Many eulogies were delivered by leaders from state, military, religious and patriotic organizations. Ezra Meeker, age 91 and one of the last living Western Washington pioneers, placed the first spade of soil on the roots of the first tree planted. Among those present were Lillian Gustin McEwan, representatives of the Disabled Veterans, three Gold Star Mothers (lost a son in the war), and officers from Fort Lewis, Tacoma. The impressive international contingent included the consuls of England, France, Italy, Belgium, and Japan. Boy Scouts placed small American flags on each newly planted tree. The event was reported in detail in all of the regional papers and Memorial Elm subscriptions rolled in.

Early in December, Marshall Ferdinand Foche, Commander-in-Chief of the Allied Armies, made a brief visit to Seattle. The Seattle Post Intelligencer carried the banner headline "France Takes City by Storm." Another headline announced "Foche Captures Seattle - Hundreds of Thousands Pour out Rousing Tribute and Welcome to Generalissmo of Great War-Marshall of France Makes Two Speeches, Takes Degree at University and Leads Parade." Every detail of Foche's activities was reported, including his appearance at a special ceremony held in front of the Sunnydale School dedicating the newly created Memorial Way. As part of his activities that day, General

Foche also planted a tree near the north end of the Memorial Way at the intersection of Glendale Way South and South 120th.

Later in December, Lillian McEwan met with Hugo Winkenwerder, Head of the University of Washington School of Forestry, to discuss the Memorial Way tree-planting plan. It was agreed that Forestry students would prepare the ground for tree planting, including digging the holes for 45 cents per tree.

Nineteen twenty-two was a productive year for the Memorial Way project with all of the trees being planted, maintenance funds secured, and international recognition achieved. Much of this success is a credit to Lillian Gustin McEwan and her constant effort to complete the project quickly and efficiently. On January 14, 1922, a third dedication ceremony was held on Memorial Way near the Sunnydale School. Dignitaries participating in this ceremony included Washington Governor Louis Hart, Lt. Gov. W.J. Coyle, a war veteran, and Rear Admiral John Hoogewerff. A special attendee to note was Brigadier General Ulysses Grant McAlexander, a war veteran who served as colonel in command of the 38th Infantry. Brigadier General McAlexander became a celebrated war hero known as the "Rock of the Marne" because of his success in checking the German advance on Paris in the second battle of the Marne. Also attending were Lillian McEwan, international consuls who attended the November 11th dedication, and other high-ranking officials. Numerous people participated in a massive tree-planting effort and it was reported that by the end of the day the majority of the Memorial Elms were planted.

Gov. Coyle acknowledged the Seattle Garden Club's significant accomplishment in creating the arboreal memorial with the following words:

> *The Seattle Garden Club is to be commended for its work and this example will soon be followed in all parts of the United States. These trees are a living memorial to the men who fought in France. They have a special appeal, for the highways in France are lined by wonderful trees. In years to come, when the young men of today are the old men of tomorrow, these elms will have come into their full strength and beauty, an ever-present reminder of the days when the Americans of the World War marched on French highways. It is to be hoped that this road will be but one of many of its kind in Washington.*

As a result of Lillian McEwan's organizational skills, the Memorial Way project moved forward at "full speed". On March 18th, Mrs. McEwan received from King County another permit to plant trees along the High Line Road. Later on April 17th, the Seattle Garden Club received a letter from the Mayor of Tacoma promising that the "people of Tacoma" will plant Memorial Elms south from the Pierce-King County line. The Garden Club had help from Mr. Evison, Secretary of the National Parks Association, in stimulating interest in the tree planting in Tacoma. Mr. Evison worked with Mr. Crary of the Tacoma Chamber of Commerce, who was directing publicity for the Memorial Way in Pierce County.

On April 21, 1922, Marshall Joffre, celebrated as the "Hero of the Marne", came to Seattle as a guest of Samuel Hill, railroad baron and prominent leader of the Washington Good Roads Association. Joffre had been at the dedication of the Peace Portal at Blaine, Washington a few hours prior to participating in ceremonies at the Sunnydale School. He planted an American Elm across the road and southeast of the old school building. The Memorial Way was very festive with

each elm along the road - more than 1,000 - being marked with a small American flag placed by Camp Fire Girls and Boy Scouts.

The Seattle Garden Club's records provide insight into the reaction of people living along the Memorial Way to the massive tree planting. Mrs. McEwan said on April 22nd that residents were "at first a little dazed and suspicious . . . [but] now consider the trees wonderful and a great deal of sentiment exists for them." She emphasized that the people living along the road expressed appreciation for the trees.

Later that spring, the Seattle Garden Club members planted flowers along the Memorial Way. They selected flowers that carried special significance for the veterans' memorial, including Flanders Poppies, Forget-me-nots, and the native Northwest Foxglove. The organizations that later assumed responsibility for maintaining the Memorial Way could not keep up with the constant maintenance. Thus, the flowers eventually died off or naturalized.

The Seattle Garden Club had consulted King County in the early planning stage of the Memorial Way project. In 1922, the County backed its interest with financial support by allocating $500 for upkeep of the Memorial Way. The American Legion Elmer Noble Post is credited with providing valuable assistance in obtaining the funds. In August, Charles Saunders of King County talked to the Seattle Garden Club regarding the care of the Memorial Way Elms and presented the president with three pamphlets and a letter concerning tree maintenance. Saunders urged the club to request funds from King County Roads for care of the Memorial Elms for the next year.

In the fall, Lillian G. McEwan, her daughter Elspeth and Mrs. E. C. Hughes, traveled to France to participate in the Paris Armistice Day ceremonies at the Arc de Triumph. They placed a wreath on behalf of the Seattle Garden Club in honor of the Unknown Dead. The Club's record states that the "wreath was put at the very center of the arch and was noticeable as being different from flowers and was described as stern, quiet and dignified." The record does not identify the wreath material; however, it is thought to have been fashioned from American Elm leaves.

In January of 1923, the Seattle Garden Club received a Flanders Poppy Wreath as a gift from F. M. Earl Haig that was created to mark the British Legion's Armistice Day Appeal for donations to support veterans of the war. Thus, the Red Poppy became established as the enduring symbol of veterans of the Great War. Inspired by the British, the American Legion launched an annual Armistice Day Flanders Poppy fund drive to benefit needy veterans. The Seattle Garden Club issued a recommendation that Flanders Poppy Wreaths be sent to New York City and other prominent places in commemoration of the war fallen. The Garden Club asked for and was promised Poppy seeds direct from the Flanders battlefields. It is believed that the Poppies planted under the Elms on Memorial Way were from these seeds.

Some of the 1921-22 plantings were not thriving and Mr. Castle was hired to evaluate the condition of the Memorial Elms in 1923. Castle reported that in March 75 trees needed replacing. The club had only 13 trees in reserve for planting at this time. The report noted a noticeable difference in health between Elms that were looked after by local residents and those with no human care or maintenance.

In November, the Garden Club was informed that the road connecting Memorial Way to Tacoma would not be built. Another southbound road was planned instead. This road was the Pacific

Highway, completed in 1928. The Garden Club discussed planting 2.5 miles of Memorial Elms from Des Moines to this new road. The record does not report if this was ever done.

The historical record is unclear and even contradictory on the point of the number of Elms and the fallen commemorated. Numbers given in tree planting reports vary from 1,100 to 1,800. The point of those memorialized by the trees planted in 1921-22 is also clouded by the passage of time. One of the Garden Club's declared Memorial goals was to commemorate with each Elm one fallen in the war. However, examination of the Garden Club register reveals that numerous Elms were, indeed, dedicated to the memory of individuals who died in the war effort. And in some cases, sums of money were donated simply "for memorial trees" with no names listed. Other donors (individuals and organizations) did not mention specific individuals to be commemorated by Elms but identified groups of people, such as, "for the unknown dead", "the English and French sailors", or "the southern boys from Washington who died". The registration record also reveals that those originally memorialized included enlisted men and women as well as civilians of both sexes who died in the war effort. In some instances, they did not die in France fighting but in the United States in training camps and hospitals.

The Memorial Way, 1922 - 1963

From 1921 onward, Memorial Day services were held annually at the Sunnydale School site. The Veterans of Foreign War (VFW) and American Legion Posts - Seattle Post # 1 and Glendale (later Burien) Post # 134 - sponsored these services. Initially, Boy Scout Troop 375, the first Highline scout troop organized at the Sunnydale Elementary School, assumed responsibility for maintaining the trees on behalf of the Seattle Garden Club. The club, however, continued with overall management of the Memorial Way project.

At the time of the original planting, each Elm tree was identified with a number recorded on a stake placed by the tree or a tag attached to the tree. The idea at the time was to eventually place a permanent marker that identified each tree, thereby maintaining a clear record of who was memorialized by the living tree. Ten years after the original tree planting, the Seattle Garden Club still had not implemented a plan for permanently identifying or marking each Elm tree. After much discussion in 1932, the original idea of placing a durable marker at or on each tree was deemed impractical. The group concluded that the best way to preserve the names of those memorialized was to engrave them on a bronze plaque that would be placed at the beginning of the Memorial Way. Club records tell us that the club agreed to not spend money on the plaque "until the future of the memorial was definitely determined." Undoubtedly, the financial strains of the Great Depression influenced this decision.

The 1932 report of the Seattle Garden Club's Memorial Elms Committee relates that a "disturbing number of trees had already died" and the growing trees were becoming a problem for the power and telephone utility companies. The minutes also note that "this spring the trees were cut without notice to us. . . . The Puget Power and Light Company has just notified the [Memorial Elms] committee that some of the branches are interfering with their wires and they would like to have us cut them." The considerable amount of work required to properly maintain the trees was becoming apparent to the Garden Club and they shifted tree maintenance responsibilities from Boy Scout Troop 375 to the American Legion Posts-Seattle Post # 1 and Glendale (later Burien) Post # 134. At the time that they turned care of the Memorial Elms over

to the American Legion, the Garden Club clearly stated that they expected the American Legion to "take charge of any legislation needed for the protection of the trees and see that the trees were not destroyed."

Judson (Jud) Colburn, a World War I veteran, joined the American Legion Post # 134 in 1919 and headed the organization's Memorial Elms Committee for 32 years. Colburn viewed the responsibility of maintaining and caring for the Elms as a sacred duty. Through his dedication and hard work, he won such respectful titles as the "Keeper of the Elms" and the "Curator of the Memorial Elms". During his years serving as the chairman of the Elms Committee, Colburn, often single-handedly, made key decisions regarding the Memorial Elms.

As the Elms grew, their branches became entangled with power and telephone lines prompting the utility companies and King County road crews to remove branches with seemingly little thought to the principles of arboreal pruning. Colburn and the American Legion frequently protested the unskilled trimming of the trees. In 1957, Colburn negotiated "an armistice" with the utility companies with the latter agreeing to employ workers with training in tree pruning. Resolving the pruning problem marked the beginning of a new era for Memorial Way. King County and the utility companies finally recognized and deferred to Colburn and the American Legion's Elm Committee's jurisdiction. The historic record suggests that from this time forward no trees were cut without the Committee's consent.

One of the Committee's most difficult decisions was to approve the cutting down of the Elm planted by Marshall Foche at the junction of Glendale Way South, South 120th and Des Moines Way South. Extensive development on the northern end of Memorial Way led to the growth of businesses around the intersection, which resulted in an increase in traffic. There were frequent auto accidents at the intersection that involved the Foche Memorial Elm. In the words of Jud Colburn, "It [the Foche Elm] was rammed by autos several times at that busy intersection, and it became a hazard, so I authorized its removal. After all, it would not do General Foche any good if someone got killed by his tree. I hate to see the trees go, but I gave permission, reluctantly, when common sense dictates."

The Memorial Way Deteriorates -- The 1960s

In response to the post World War II population boom, the Highline utility networks rapidly expanded, which escalated the rate of destruction of the Memorial Elms. For example, in 1963 the county removed many trees to lay a 24-inch water main that runs from South 160th to South 218th Street. In 1966, Des Moines Way South was widened from two to four lanes from Military Road to the Seattle City limit. The number of Elms destroyed was recognized as a serious loss of integrity for the Memorial Way and a major blow to community members who loved the trees and wanted to preserve them.

Jud Colburn and the Burien chapter of the American Legion understood that the Memorial Way, as a "living road of remembrance", was disappearing as the Elm died from various causes. Between 1961 and 1963 a coalition of the parties with a technical interest in the road - King County Roads and Parks departments, Seattle City Light and City Water, Washington Natural Gas, and Puget Power & Light - worked with the veterans to negotiate a compromise where the trees could be cut as needed for various projects. After much discussion, the veterans agreed to give King County and utility companies freedom to remove trees, as they deemed necessary in

exchange for a stone memorial. American Legion Post #1 (Seattle) and #134 (Burien) participated in the discussions; however, the Highline community leaders were not invited to participate.

The granite memorial was located in front of the Sunnydale School near South 156th on a site donated and maintained by King County Parks. This park, Des Moines Memorial Way Park, is the smallest park in King County. Funds for the memorial wall included $11,000 donated by veterans from American Legion Post #1 and #134, $4,250 from King County, and the remaining money came from the utility companies.

The memorial consists of an 84-foot long wall covered with twenty 4-foot high slabs of rose granite upon which are hundreds of inscribed names. The names include the military and civilian fallen that were honored by the original 1921 memorial. You will also find the names of the original tree donors, as recorded in the Seattle Garden Club register. In addition to the names honored in 1921-22, the memorial lists hundreds of other names. Some claim that every "man" who died in World War I from Washington State is memorialized, while others state the 1963 memorial list includes "every man" who died from King County in the war. Explanations of the list always refer to "men" rather than acknowledging the inclusion of women among the fallen. However, there are, in fact, women's names on the 1963 list.

The centerpiece of the granite wall is a 5-foot by 6-foot panel depicting the American Elm tree. The image was taken from a photograph of the original elm planted to commemorate the "Blue Devils" (French pilots). This tree had died by 1963. A bronze box containing letters, newspaper clippings and documents associated with the memorial was imbedded in a vault behind a granite slab. American Legion Post 134 kept a detailed list of the contents held in the bronze box.

With many in attendance, the granite memorial was dedicated on November 11, 1963. Lt. Governor John A. Cherberg delivered the principal dedication address to a group of people that included many military and civilian dignitaries. A 21-gun salute, marches by the military band, and other ceremonies marked the solemn occasion. From this time forward the American Legion held an annual memorial service at the granite memorial on Veteran's Day and Memorial Day. It is clear in the historical record that the parties directly involved with this compromise agreed that the granite memorial was an acceptable mitigation for the loss of many Memorial Elms.

Colburn died at age 91 in October of 1985. In his obituary Colburn is commemorated as the "Keeper of the Elms". He was also commended for his untiring devotion to maintaining the Memorial Elms and for championing numerous Highline community improvements in more than a half a century of work as a community activist.

The Highline Community Takes Charge of Memorial Way, 1970-2000

In contrast to the veterans' satisfaction, the Highline community as a whole did not feel satisfied with the granite memorial. The community felt that they were not consulted on the decision to substitute the original arboreal "living road of remembrance" with the granite memorial. Community leaders continued to battle with King County and utility companies over the on-going destruction of Memorial Way. Although 50 years had passed since its establishment, many

community members felt very passionately about the road with its Memorial Elms. They asserted that they were the heirs, users and rightful owners of the memorialized road. In addition, they wanted trees, not granite slabs located in a place that made them nearly invisible to drivers rushing down Des Moines Way South.

In the 1970s the Highline communities began to take control of the future of the Memorial Way. When the County announced plans to widen Des Moines Way South to four lanes - a move requiring the destruction of all the remaining Memorial Elms - Highline residents responded with a general outcry of protest of unprecedented intensity. When it became known that King County Roads was working on a plan to widen the section of Memorial Way between 128th and 160th to four lanes, an ad hoc citizens' task force was formed. After thoroughly discussing their vision of Des Moines Memorial Way, the task force presented a two-fold demand to the County: 1) the road remain two-lane, and 2) save as many elms as possible.

This citizen action did not deter the County from announcing in October of 1972 that it was in the planning phase for widening Des Moines Way South from two to four lanes in the section between South 152nd Street and Ambaum Boulevard South. Again, Highline citizens responded quickly and dynamically. In a matter of a few weeks enough pressure was put on the King County Council to cause the council members to issue a "stop" order for the widening of Memorial Way.

In 1973 the County Council ordered the preparation of an Environmental Impact Statement (EIS) to address the impacts of the project on the elm trees. This was in direct response to the public's demands and protests toward the widening of Des Moines Memorial Way. The EIS review process created more community irritation when the Highline community historical societies and the Washington Office of Historic Preservation were not included in the list of organizations to review and comment on the EIS. (There was no King County historic preservation office at this time.) However, the EIS was distributed to numerous government and utility agencies, many of which commented on the failure of the document to examine alternatives to destroying the remaining Memorial Elms. The citizen protest was ultimately successful and the road-widening project was first put on hold and then cancelled.

Another victory was achieved around this time when Highline residents stopped the Seattle Water Department from destroying Memorial Elms to lay water pipe south of 156th Street. A key element in this success was Jud Colburn's proposal of an alternative plan that did not require destroying Memorial Elms. Demonstrating unprecedented willingness to compromise, the Water Department accepted Colburn's plan.

Although they were winning some of the battles, Highline citizens were not content to sit on the sidelines. In 1974 a Memorial Way Study Committee, led by Dottie Harper of Burien, drew up a three-fold recommendation: 1) Des Moines Way South remain a two-lane road with bicycle and pedestrian paths; 2) All healthy Memorial Elms be preserved, and 3) Trees already lost are replanted wherever possible. These recommendations generated wide community support but were not acted upon.

In 1977 another Burien community leader, Ola Mae Crawford, wrote and circulated a petition calling for reopening public discussion of the future of the Memorial Way. This move stimulated renewed citizen action on behalf of the Memorial. During a public meeting held to discuss the

1979 Capital Improvement Program for Highline in November 1978, local residents requested that the topic of improvements to Des Moines Way South be opened for community discussion. During this meeting, forceful community spokespeople took a strong stand on the issue of the community's right to participate in planning changes for the road. The community wanted to assure that such changes were appropriate to maintain the original "living memorial" purpose of the road.

The King County Council heard the Highline community's collective voice and in 1979 King County Councilman Paul Barden appointed a citizen's committee to discuss Memorial Way. Of particular concern was the section lying between 128th and 188th that was slated for "road improvements". The chairman of the committee, Jim Kennelly - a community activist who represented the American Legion on the Burien Chamber of Commerce - represented the long-standing American Legion stewardship of Memorial Way and strong community interest in the road. With Kennelly's leadership the Memorial Way Committee drew up yet one more list of recommendations for the drive, including safety elements, pull outs, planting strips, pathways and sidewalks for bicyclists and pedestrians. They looked into the concept of a 36-foot wide road with five-foot sidewalks and a planting strip for healthy young elms on either side of the road.

In spite of the dedicated work of this committee, the single recommendation to be directly implemented was the change in the official name of the road from Des Moines Way South to Des Moines Memorial Drive. Paul Barden sponsored the name-change ordinance #7041 that was passed by the King County Council on December 3, 1984. King County Roads changed the road signs in the following year.

In 1982 the King County Public Works Department committed to planting 61 flowering crabapples and three blossoming cherries between South 130th and South 160th streets. An additional 11 crabapples were planted between South 160th Street and State Route 509.

In the 1980s the City of Des Moines undertook major changes to the community's business district that lay along the Memorial Way (Marine View Drive). The road still had 29 Memorial Elms, including one especially healthy specimen. A Memorial Elms Committee was formed to consider the future of the elms. The committee was composed of staffers from city hall, the newspaper, Des Moines citizens, two people from Burien, and a representative from the King County Parks Division.

In the interest of assessing the public's feelings about the Memorial Elms, a public opinion survey was conducted in the summer of 1988 by the Des Moines News. The overwhelming majority of respondents ranked the Memorial Elms as "very important" and voted in favor of preserving as many surviving elms as possible and replacing lost trees with new plantings of elms or other tree species. After much debate the committee agreed to endorse the Marine View Drive Improvement Plan that required the removal of the remaining Memorial Elms in the district in the interest of upgrading urban amenities, which include replacing and widening sidewalks, siting art works, and creating gardens. The improvement plan included roadside tree plantings of greenspire lindens and red maples but no elms.

In 1988 the County Roads Department designated $15,000 for the purchase of 70 new flowering trees for Des Moines Memorial Drive. The goal was to plant the trees and have them blooming for the State Centennial year, 1989.

The King County Landmarks Commission became concerned about the future of Des Moines Memorial Drive and in 1989 Larry Kreisman was hired to develop an exhibit telling the story and the preservation needs of Des Moines Memorial Drive. The exhibit, "Des Moines Memorial Drive, Landmark Vision and Elusive Reality," opened during a gala State Centennial Veterans Day event held at Sunnydale School on November 11, 1989. Since then the exhibit has been frequently displayed in Highline and has been effective in focusing community attention on DMMD.

More changes on DMMD occurred in 1989 and 1998. On July 26, 1989, a flag pole and plaque commemorating all veterans of all American wars was installed in a triangular park, named Memorial Park, at the intersection of DMMD and Marine View Drive, just north of the Des Moines business district.

In the summer of 1998, Braden Searing, a member of Boy Scout Troop 398, undertook modifications to the plantings in the Memorial Way Park area adjacent to the Sunnydale School as an Eagle Scout project. The scout received permission from the American Legion Post 134 to remove unhealthy Memorial Elms and plant zelkova and flowering pear trees. Throughout the project the Veteran's Elm Committee was consulted and approved of proposed changes to the memorial. The American Legion held a dedication ceremony at the completion of the project and a bronze plaque noting the event was placed on the lawn of the Sunnydale School near the 1963 memorial.

At the end of the twentieth century, three decades of persistent community effort was rewarded with concrete action to restore the Memorial Way. On June 22, 1999, a ceremony was held at Des Moines Memorial Way Park marking the beginning of a major effort to restore Memorial Way. Speaking about the memorial, King County Councilman Chris Vance said, "When it was created after World War I it was considered one of the most historic landmarks in our state. Preserving something like this is critical to (sic.) passing down of our history to the next generation." The ceremony was honored by the presence of many Highline residents and 105-year old Pet (sic.) Crump of Issaquah, Washington, one of the 2,000 living veterans of World War I. In 2000 - 2001 Washington State allocated $25,000 for the purchase and planting of trees on Memorial Way. The funds were put in the hands of the Highline Historical Society. Puget Sound energy contributed $2,000 in 2001 for the relocation of the Memorial Wall. Additional funds are anticipated from the Veterans Administration and other sources.

After two years of negotiations, on April 11, 2000, an interlocal agreement to work together in restoring the Memorial Way was signed by King County and the cities of Des Moines, Normandy Park, Burien, and SeaTac. A steering committee was formed to guide the work that included representatives from the utilities, Sea-Tac Airport (Port of Seattle), the parties to the Interlocal Agreement, American Legion Post 134 and other veteran's organizations, and interested citizens. At the time the interlocal agreement was formalized, Councilman Vance stated, "it is a tremendous step in preserving not only a local, but a national treasure." The DMMD Restoration Program was designed with three phases:

1. Widening of DMMD from South 188th Street to South 194th Street, City of SeaTac.
2. Expanding and modifying Memorial Way Park adjacent to the Sunnydale School, including developing a 3,000-foot plaza on the site. Plans include street and sidewalk improvements and relocation of the bus stop. Construction costs were estimated between $700,000 -

$1 million. The timeline for this phase will depend upon raising the needed funds.

3. Implementing road improvements affecting a 2.1-mile stretch of roadway from South 96th Street to South 128th Street. Cost estimates range from $1.8 to $4.5 million. King County has responsibility for overseeing this phase.

Through the effort of the inter-local coalition, Highline community leaders and Councilman Vance, funding was secured to support the development of a Cultural Enhancement Plan. On August 2001, an RFP was issued by the King County Roads Services Division for the development of a Cultural Enhancement Plan for Des Moines Memorial Drive. The landscape firm Susan Black and Associates (SBA) was selected for the project with Heritage Consultant Dr. Kay F. Reinartz completing the heritage research and analysis, and artists Maggie Smith and Jon Gierlich completing the artistic components of the project. The Cultural Enhancement Plan project began in November 2002 with the consultants working closely with the Des Moines Memorial Drive Steering Committee. The plan was completed in 2004.

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Des Moines Memorial Drive Historical Timeline

The history of a road that became a "Living Road of Remembrance" dedicated to those who gave their lives in support of World War I, the "Great War".

1890-1910 County Road No. 88, known as the Pierce-King County Road and Joseph Quinn Road, is built section by section beginning at 14th Avenue South and south to the Pierce County line.

1911 Pilings are driven for the Des Moines Dock. Eventually this becomes the locale of the southernmost terminus of Des Moines Memorial Drive.

1912 Germany invades France and war breaks out in Europe. War news dominates American newspapers and debate begins regarding possible active participation of America in the war.

1916 The section of Joseph Quinn Road from 14th Avenue South to the Des Moines Dock is realigned. The road is built using a 60-foot standard. The Highline portion of the road is called the High Line Road. A series of road improvements are undertaken in the coming decades working from north to south. The road is rough, muddy and difficult in the rainy season.

1916 High Line Road is designated Permanent County Highway No. 14 from Des Moines Dock to the Seattle City limit. Largely through the efforts of King County Commissioner Laif Hamilton, who owns and lives on the Kelly pioneer homestead in Sunnydale, improvements are funded for the northern 9.6 miles at a cost of $222,691 or $23,200 per mile, inexpensive by standards of the day. Improvements include bricking the road. This work drags on for years with substantial cost overruns. Hamilton's project becomes the object of considerable citizen criticism and becomes known locally as "Hamilton's Folly." The road is locally known as "the brick road" and "Des Moines Boulevard", although the road is never officially designated "boulevard".

1917 The United States declares war on Germany and plunges into activities preparing for entering the action in Europe.

1918 In June the first American Expeditionary Forces (AEF) are sent to Europe and America enters the fighting.

1920 On November 11th Germany surrenders and the war ends. The AEF is credited for successfully turning back the German offensive.

1921 Permit is issued by King County to the Seattle Garden Club to plant American elms along the High Line Road, also known as Des Moines Way South.

1921 November 11th Armistice Day, commemorating the end of World War I, marks the dedication of the High Line Road as a Living Road of Remembrance honoring those who gave their lives in World War I. The project is guided by the Lillian Gustin

McEwan, President of the Seattle Garden Club. The first 25 American elms are planted along the High Line Road. The majority of the fallen commemorated with Memorial Elms were Washingtonians; however, people from other states and Europe are also remembered with trees. The road begins to be referred to as "Memorial Way" and "Memorial Drive", although these terms never became the road's "official" name. The southern terminus is at South 227th and the northern terminus at the South Park Bridge, 14th Avenue South.

1921 In December, Lillian Gustin McEwan meets with Hugo Berkenburger, Head of the University of Washington School of Forestry, to discuss the Memorial Way tree planting plan. It is agreed that Forestry students will prepare the ground for tree planting, including digging the hole for 45 cents per tree.

1922 Early December Marshall Ferdinand Foche, Commander of all Allied Armies in France during World War I, joins Mrs. McEwan and Brigadier General McAlexander of Camp Lewis and other dignitaries in planting memorial American elms along Memorial Way near the Sunnydale School. He also plants a tree near the northern terminus at South 120th and Glendale Avenue South. Many people participate in a mass planting effort and majority of the elms are planted at this time.

1922 On January 14th a third dedication ceremony was held on Memorial Way by the Sunnydale School. Dignitaries participating in this ceremony included Washington Governor Louis Hart, Lt. Gov. W.J. Coyle, a war veteran, Rear Admiral John Hoogewerff, and Brigadier General Ulysses Grant McAlexander. Brigadier General McAlexander was a celebrated war hero known as the "Rock of the Marne". Other participants that day included Lillian Gustin McEwan, the international consuls who attended the November 11th dedication, and other high ranking officials. Numerous tree donors were present and participated in a massive tree-planting effort and by the end of the day the majority of the Memorial Elms were planted.

1922 King County Roads provides $500 for care of the Memorial Elms planted along the High Line Road.

1922 In March, King County issues a permit to the Seattle Garden Club to plant additional American elms on the Memorial Way.

1922 On April 17th Seattle Garden Club records note receiving a letter from the Mayor of Tacoma promising that the "people of Tacoma" will plant Memorial Elms south from the Pierce-King County line.

1923 April 21st French Marshall Joffre, know as the "Victor of the Marne", plants a Memorial elm opposite of the Sunnydale School in a ceremony organized by the Seattle Chapter of Disabled Veterans of the World War (WW I) and the Seattle Garden Club. Many elms are planted that day by French and American military dignitaries, including trees for the "Blue Devils" of France and the English sailors who gave their lives during the war. Small American flags placed by Camp Fire Girls and Boy Scouts, flutter along the road marking each of the Memorial Elms.

The Garden Club members plant flowers around many of the newly planted elms. Floral varieties include red Flanders poppies, forget-me-nots and native Pacific Northwest foxglove.

1922 In August Charles Saunders of King County gives a talk at a Seattle Garden Club meeting regarding the care of Memorial Way elms and presents the president with three pamphlets and a letter concerning tree maintenance. Saunders urges the club to request funds from King County Roads for care of the Memorial Elms.

1925 Boy Scout Troop 375, the first in the Highline Scout District at Sunnydale Elementary School, assumes responsibility for maintaining the trees and the Seattle Garden Club agrees to replace any Gold Star Mother's elms that die.

1922 On November 11th Lillian G. McEwan, her daughter Elspeth and Mrs. E. C. Hughes participate in the Paris Armistice Day ceremonies at the Arc de Triomph by placing a wreath on behalf of the Seattle Garden Club in honor of the Unknown Dead. The Club record's relate that the "wreath was put at the very center of the arch and was noticeable as being different from flowers and was described as stern, quiet and dignified." The record does not identify the wreath material, however, it is thought to have been fashioned from American elm leaves.

1926 As a result of efforts by the Seattle Garden Club and American Legion Elmer Noble Post, the Garden Club receives $500 from King County Roads for the upkeep of Memorial Way.

1923 In January Seattle Garden Club receives a Flanders Poppy Wreath as a gift from F. M. Earl Haig that was created to mark the British Legion's Armistice Day Appeal for donations to support veterans of the war. The American Legion similarly launches an annual Armistice Day Flanders Poppy fund drive to benefit needy veterans and the Flanders Poppy is established as the symbol of World War I.

1927 In March, the Garden Club receives the report from Mr. Castle, who was hired to evaluate the condition of the Memorial Elms, stating that 75 trees need replacing. The club has only 13 trees in reserve for planting at this time.

1923 In November the Garden Club is informed that the road connecting Memorial Way to Tacoma would not be built. Another southbound road is planned instead. The Garden Club discusses planning 2.5 miles of Memorial Elms from Des Moines to this new road. No action follows this discussion.

1928 With the completion of Pacific Highway South (SR 99), traffic on the Des Moines Road (a.k.a. High Line Road) is reduced. SR 99 becomes the primary Seattle-Tacoma route.

1933 Boy Scout Troop 375 turns over maintenance responsibility for the Memorial Elms to the American Legion's Seattle Post No. 1 and Glendale (later Burien) Post No. 134. Jud Colburn, World War I veteran, becomes the chairman of the Legion's

Elm Committee and for the next 32 years tirelessly oversees the care and maintenance of the Memorial Elms as a sacred charge.

1936 Aerial photo of Des Moines Way South shows 808 Memorial Elms still growing.

1948 With "Federal Aid Secondary Project" funding the road is improved from Des Moines (South 216th Street) north four miles to the Sunnydale School (South 156 Street). Improvements includes asphalt overlaying, ditching, expanding paving width to 20 feet, and widening shoulders to four to seven feet.

1950-53 King County funds completion of the 1948 improvements to the Seattle City limits.

1962-63 The American Elms on Des Moines Way South are deemed to be inhibiting progress by King County Roads and the utility companies. After extensive discussions, Colburn and American Legion Post 134 agree to the creation of a granite memorial as a replacement for the original Memorial Elms that will be destroyed by various future utility and road construction projects.

1964 Jud Colburn, chairman of the Memorial Elms Committee for American Legion Post #134, designs and oversees the installation of a granite memorial slab marker that is installed at the Sunnydale School site along Des Moines Way South at South 156 Street. Seattle City Light, Seattle City Water, Washington Natural Gas Puget Power and Light, and King County Roads and Parks departments supply the $17,000 cost of the memorial. There is considerable public criticism of this move that continues in the coming years.

1966 Road improvements are made from Seattle city limits to Military Road. Improvements include widening the road to 44 feet, curb-to-curb sidewalks, and the installation of underground storm drainage. A dangerous two-lane bridge near 16th Avenue South and South 100th Street is removed and the depression filled.

1967- 68 Lewis-Redford Transportation Study of the Sea-Tac International Airport area – funded by the State Department of Highways, Port of Seattle, and King County – recommends 48-foot pavement width for Des Moines Way South.

1968-69 Section of the road from Military Road to South 128th Street is improved. Improvements included widening the road to 44 feet, sidewalks, and installation of storm drainage.

1969-72 The Allison Report, funded by King County, recommends a number of major changes to Des Moines Way South. Urban Arterial Board (UAB) approves matching funds for work on the section that runs from South 128th Street to South 152nd Street. The project is included in 1970 Capital Improvement budget and Arvid Grant and Associates, Consulting Engineers, are selected by King County Design Commission to prepare a survey and design for the modifications.

1972-72 The Arvid Grant plan triggers a huge outcry with the public objecting to the proposal to convert Memorial Way to four lanes, thus destroying all of the

remaining Memorial Elms. In response the County orders an Environmental Impact Statement (EIS) assessing the impacts of the project. Numerous agencies comment on the failure of the plan to consider alternatives to destroying the Memorial Elms. The County puts the project up for bid. Community objection to the project intensifies.

1973 In August the King County Council compromises by temporarily stopping the Des Moines Way South widening project. County Public Works schedules a series of public community meetings to discuss modifications to the project's plans, taking into consideration the width, beauty and historical significance of the Des Moines Way South. The results of the meetings are reported back to the County Commissioners.

1973 On August 31st UAB funds for road improvements on Des Moines Way South are cancelled.

1974 On February 26th representatives from the Highline Community Council call for a citizens' Des Moines Memorial Way Study Committee. April 2nd the SEA-TAC Communities Plan Policy Advisory Committee endorses the committee and the final committee meeting is held on April 4th. Burien activist Dottie Harper chairs the committee that focuses on issues surrounding salvaging healthy sound Memorial Elms, replacing dead trees, and maintaining the road as a two-lane road with bicycle and pedestrian paths. The plan as a whole is not acted upon, however, Memorial Way is designated a bicycle route.

1978-79 Ola Mae Crawford, Highline activist writes and circulates a petition to revive the Des Moines Way South improvement effort. In November of 1979, a public meeting was held to discuss the Capital Improvement Program for Highline. During this meeting citizens argue that the County proceeded with the planning of project without the community's input. Community spokes-people insist that the Highline communities have a right to participate in planning changes for the road. The community wanted to assure that all changes made in design maintained the original "living memorial" vision of the Road of Remembrance.

1979 In response to the Highline citizens' request for a voice, County Councilman Paul Barden appoints a citizen's committee to discuss alternatives regarding the future of the Memorial Way in the section lying between South 128th and South 188th. After months of meetings, the committee produces a list of recommendations for the King County Highline Communities Plan, including safety elements, pull-outs, planting strips, pathways, sidewalks for bicyclists and pedestrians. The recommendations are not acted upon.

1982 King County Public Works Department makes a commitment to planting 61 flowering crabapples and three blossoming cherries between South 130th and South 160th. All trees are planted.

1986 The Southwest King County Arts Council nominates Des Moines Way South for King County Landmark status. The nomination is unsuccessful.

1987 On December 3rd the King County Council passes Ordinance #7041 renaming Des Moines Way South to "Des Moines Memorial Drive." The name change is a part of the 1979 Highline Citizen Committee's recommendations for Des Moines Way Improvements. However, Jud Colburn, the "Keeper of the Elms" and American Legion Post #134 (Burien), is credited with this significant accomplishment.

1988 In October Jud Colburn, 32-year leader of the American Legion Post #134, dies at age 91. In his obituary he is heralded as the "Keeper of the Elms" and commended for his untiring devotion to maintaining the Memorial Elms.

1989 SR 509 is extended thereby alleviating traffic congestion on Des Moines Memorial Drive and reducing the pressure to widen Memorial Drive to four lanes.

1990 The City of Des Moines undertakes major renovation of its business district that lies on either side of Marine Drive, which is a part of the historic Memorial Way. After much discussion the Memorial Elms Study Committee, formed to investigate the future of the Memorial Elms located along the street, endorses the Marine View Drive Improvement Plan that requires the removal of the remaining Memorial Elms in the district.

1991 On July 26th a flag pole and plaque commemorating all veterans of all American wars is installed in a triangular park, named Memorial Park, at the intersection of Des Moines Memorial Drive and Marine View Drive, just north of Des Moines business district.

1989 Concerned about the serious deterioration of Des Moines Memorial Way as a "Living Road of Remembrance", the King County Landmarks and Heritage Commission funds the creation of the "Des Moines Memorial Drive, Landmark Vision and Elusive Reality" exhibit. The exhibit opens at the Sunnydale School Museum on November 11th with a gala Veterans Day-State Centennial event. In subsequent years the exhibit is frequently displayed in various places in the Highline area and is effective in focusing community attention on the memorial road.

1999 Memorial Elms are removed at the memorial wall site. As an Eagle Scout project, Braden Searing substitutes the elm with new plantings. Functioning as the stewards of the memorial road, the project is approved by American Legion Post #134. The veterans acknowledge completion of the project with a dedication ceremony and placement of a bronze plaque.

1999 June 22nd a ceremony is held at Memorial Drive Park (Sunnydale) to launch the beginning of a major project to restore Des Moines Memorial Drive. King County Councilman Chris Vance, who played a major role in securing financial support for the project from the County said at the occasion, "When it was created after World War I, it was considered one of the most historic landmarks in our state. Preserving something like is critical to passing down our history to the next generation."

2002 Interlocal Agreement formalizing the DMMD Restoration Committee is signed by the Cities of Des Monies, Normandy Park, SeaTac, Burien, King County and the Port of

Seattle. In addition to representatives from the Interlocal Agreement, the DMMD Restoration Committee includes representatives from American Legion Posts, VFW, the utility companies, community historical societies, and interested citizens. The committee's focus is restoring the memorial aspects of the historic Memorial Way as well as technical improvements required by the roadway.

2003 Des Moines Memorial Drive Cultural Enhancement Plan receives funding from King County Roads. Susan Black & Associates are contracted to research and produce a Cultural Enhancement Plan for the historic "Memorial Way".

Figure 2-7 highlights some of the historic events that are significant to Des Moines Memorial Drive.

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McEwan, Lillian Gustin. Des Moines Memorial Way Scrapbook. Compiled by the leader of the 1921 "Living Road of Remembrance" project. Scrapbook is preserved in the Highline Historical Society Archives, Burien Washington.

Oral information provided by Rose Clark, Deputy Mayor, Burien, Ola Mae Crawford, Burien, Betsey Searing, Barbara Rudge,

Robbins, Michelle. "Rooted in Memory." *American Forests*, Spring 2003, 38-46.

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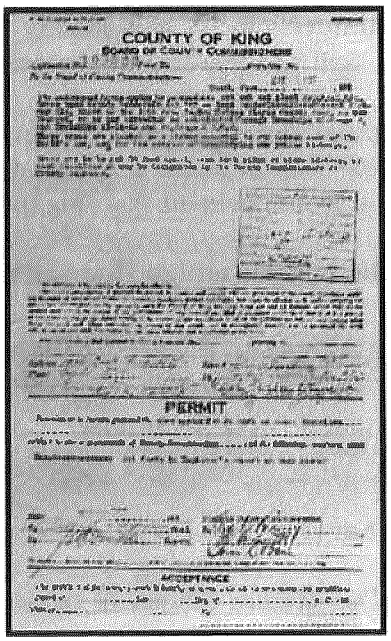
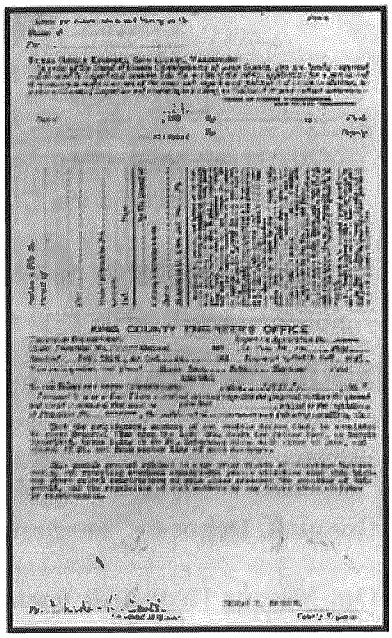
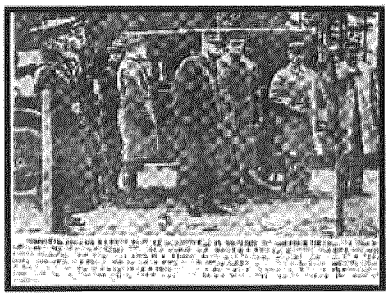
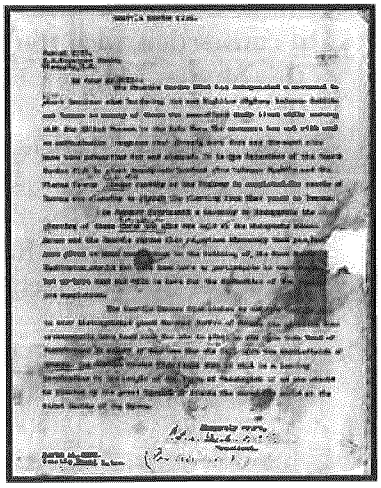
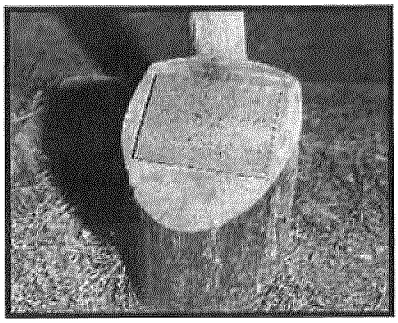
Figure 2-5. Des Moines Memorial Drive History

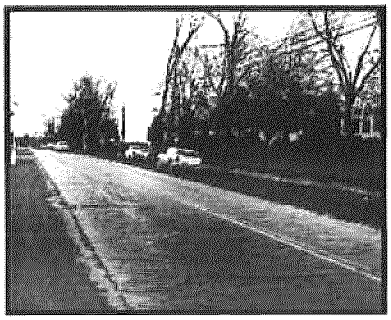


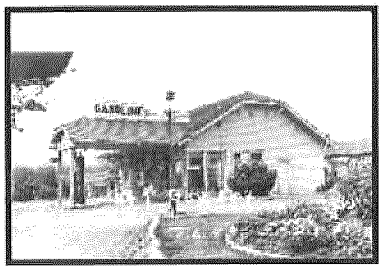












Some photos provided by Seattle Post-Intelligencer.

CHAPTER 3

Corridor Analysis

CHAPTER 3
Corridor Analysis

Introduction

Study of the physical conditions of DMMD formed the basis for the CMP recommendations. The Corridor Analysis was comprehensive in assessing the various influences of development, including the Elms, overhead utilities, roadway design and maintenance, right-of-way width and ownership, transportation and circulation systems and linkages, adjacent land uses, and future developments. All of these elements influence the corridor's capacity to support the Memorial's rehabilitation.

Corridor Inventory and Analysis by Corridor Segment

Early on, planners recognized that similar or like right of way conditions could be defined along with the corridor. These became known as "segments". The segment became a planning tool to enable the team to describe Memorial Rehabilitation and Corridor Enhancements more clearly. Seven segments were identified, delineated and mapped. They are South Park, Military Road, North SeaTac Park, Sunnydale, Wetland, Confluence and Des Moines Segments. Figure 5-1 in Chapter 5 provides the location and size of the corridor segments and jurisdictions.

Six jurisdictions/agencies have some ownership of the seven segments: South Park and Military Road segments fall within King County, City of Seattle and WSDOT right-of-way; the North SeaTac Park, Sunnydale and Wetland segments fall within City SeaTac and WSDOT right-of-way - with City of Burien fronting continuously on both North SeaTac and Sunnydale segments right-of-way; Wetland segment right-of-way falls within the City of Burien exclusively; the Confluence segment is within the City of Burien, City of SeaTac and WSDOT; and the Des Moines segment falls within the City of Des Moines.

Table 3-1. Jurisdictions and Segments

Jurisdictions/Agencies	Segments
King County	South Park & Military Road
City of Seattle	South Park & Military Road
City of SeaTac	North SeaTac Park, Sunnydale, and Wetland
City of Burien	North SeaTac Park, Confluence, Sunnydale, and Wetland
City of Des Moines	Des Moines
WSDOT	South Park, Military Road, North SeaTac Park, Sunnydale, and Wetland

Recommendations for memorial rehabilitation for the World War I Road of Remembrance are consistent across all jurisdictions and segments. However other corridor enhancements are likely to vary by jurisdiction. Documenting corridor analysis findings by segment assists in addressing this variable ownership, roadway design and community development condition.

A segment is made up of a number of elements: A right-of-way ownership, adjacent land use, memorial history and remaining Memorial Elms, sidewalk width and location, curb and gutter development, width of the right of way in that segment, overhead utility line height and location, and roadway design and operational section (two or four lanes in the existing condition).

Memorial Elm Trees (Resource, Selection, Location, Right-of-Way /Service Impacts)

Resource

It is clear that the American Elm tree was carefully and purposefully selected to honor the fallen in the WWI Memorial Project. Not only does this validate for designation purposes the central/ primary role and significance of the Memorial Elm tree, but it defines an obligation for preservation and rehabilitation planning to renew the connection between an individual soldier and an individual tree.

Table 3-2. Elm Tree Facts

Elm Tree Fact Source	Date	Elm Tree Fact	Location
Seattle Garden Club (SGC) 1919 to 1923 Minutes	1919 to 1923	315 Contributors to Elm Tree	From South Park to North Pierce County Line
SGC Minutes & Letters	January 1922	1000 Trees Planted. Help came from King County Engineers, UW, Boy Scouts, & Seattle Taxi Co.	From South Park to North Pierce County Line There are Notes Which Indicate Plantings South of Des Moines.
Tree Purchase list from SGC Tree Purchase Ledger	1960's Inventory	1208 Trees Purchased – Planting Not Confirmed, but Assumed.	From South Park at What is Now South Director Street – How Far South is Unknown.
SGC Minutes	March 1923	75 Trees Need to Be Replaced Due to Roadway/Vehicle Impacts.	Locations Are Not Known.
Aerial Photograph	1936	808 Trees Counted	From South Park to South 227th Street in Des Moines
DMMD Tree Inventory, James R. Clark Ph.D. & Jeffrey Taylor	August 23, 1989	362 Elms Counted	From South 128th Street (at N SeaTac Park) & South 227th Street
DMMD CMP Inventory & Analysis	1920's to 1990's	235 Trees Counted in 2003. 5 Lost in winter of 2003/2004. Only 230 Remaining	From South Park to South 227th Street in Des Moines.
Newspaper Reports	2003 to 2004	1200 to 1800 Trees Reported	Locations Beyond Des Moines Are Unknown or Unidentified.

Replacement Elm Selection and Dutch Elm Disease

Extensive research of the American Elm has uncovered a range of opinions about the most appropriate cultivars of Elms to be planted in the landscape. There are two varieties of American Elms, those that are Dutch Elm Disease (DED) resistant and those that are DED tolerant. A DED resistant tree will not acquire the disease. A DED tolerant tree can survive with the disease present. When looking at the recommended cultivars, 'Princeton Elm' (Ulmus Americana 'Princeton') is the most resistant to DED, as well as to Elm Leaf Miner, another significant pest for Elms. Valley Forge Elm (Ulmus Americana 'Valley Forge') is another DED resistant cultivar. Both the Princeton and the Valley Forge are cultivars that are reproduced by natural fertilization, resulting in genetic variety -- a quality that is essential for preventing a stand of trees from being wiped out due to a disease or pest.

The American Liberty Elm (Ulmus americana 'Liberty") is DED Tolerant. It is a collection of six cultivars of cloned specimens, including Ulmus americana 'Independence' which is patented by the Elm Research Institute (ERI) until 2005. Because these trees are cloned, they will not provide as much genetic diversity as naturally occurs in other varieties. (Dirr, 2003)
It is important for the Memorial to select cultivars and clones that share/display the same characteristics as the parent tree, including non-invasive roots, visual strength and stateliness. The Princeton Valley Forge and Liberty Elm share these qualities and are available from multiple nurseries, even within the Pacific Northwest, and other sources (especially with pre-purchase and/or lead time).

The US National Arboretum and ERI are continuously working to add more DED-resistant cultivars to those already available. Given that DED spreads more easily in a monoculture, it is recommended that DMMD Memorial trees include a mix of the most resistant varieties of American Elms. These would include newer DED-resistant cultivars as they become available at a later date.

Location

Spacing of the replacement Elms along DMMD should be 80-feet, as was the original plan for the Memorial. As older trees require replacement, new trees should be located and planted according to the 80-foot scheme. Where there is a sidewalk along DMMD, the Elm will be located on the outside of the sidewalk. Memorial markers will be located where it is not feasible to replace an Elm at an 80-foot location. The final tree and/or marker count, once trees are protected, replaced, or newly added, will remain at 1,208, the number of trees originally intended for this Memorial. Most nurseries providing DED-resistant strains of American Elm guarantee replacement trees if one of their Elms falls due to disease.

Right-of-Way/Service Impacts

The American Elm is an expansive tree able to canopy the roadway, which is the key reason for its choice as the memorial tree for DMMD and a critical quality to restore for the Memorial. Fortunately, these Elms have less invasive surface roots than many street trees, making it a sidewalk-friendly tree that is fairly easy to transplant. They can, in the Pacific Northwest, grow 60- to 100-feet high and 30- to 50-feet wide in a memorable vase-like shape. The height of the tree calls for long-term planning to protect them from overhead wires. A preferred solution would be to under-ground all wires. Regulation and ordinances may be required to keep these trees

alive and healthy in their natural shape. If left to grow freely upward and outward on both sides of DMMD, these elms will eventually form a rich, green arch across the corridor.

Memorial Tree/Roadway Design and Maintenance Issues

Vehicle Conflicts with Tree Branching

Keeping street tree branches above the envelope of passing vehicles is very important for a safe and low-cost memorial tree program. As currently proposed, the roadway design section and memorial tree are very compatible with this objective. The proposed memorial tree placement (at 8' from curb-line and at the back of the sidewalk) helps to protect the tree, provides an increased curb setback distance, eliminates pedestrian barriers within the sidewalk (as would be the case with curb-side planters or tree wells) and keeps tree branching and leaves well out of the vehicle travel envelope. When bike lanes are positioned along the curb-line, even more space for avoiding vehicle/tree conflicts is created.

Root Impacts on Adjacent Roadway Facilities and Utilities

The Elm is less aggressive than many street trees of its type and stature. Coupled with root barriers, use of structural soils, and extended lateral planter areas, Elms will be a maintenance friendly replacement to the DMMD corridor and street environment.

Leaf Size and Drop

Large leaves from street greenbelts and regional trees clog storm drains and catch basins during the fall season, causing intensive maintenance. Fortunately, the elm leaf is medium in size and overall leaf area and is similar in size to the other street trees planted or planned for DMMD jurisdiction's streets. On the following page, figure 3-1 provides a comparison between leaf shape and size. Elm trees are deciduous, generating leaf drop in the fall as do other trees. Leaf drop from a large tree at 80-feet is comparable to two - three smaller trees at 30- to 40-feet apart. Finally, elm trees represent a small portion of the total leaf material generated in the fall along the corridor when considering the abundance of bordering forested open space, wetlands and parklands, and residences.

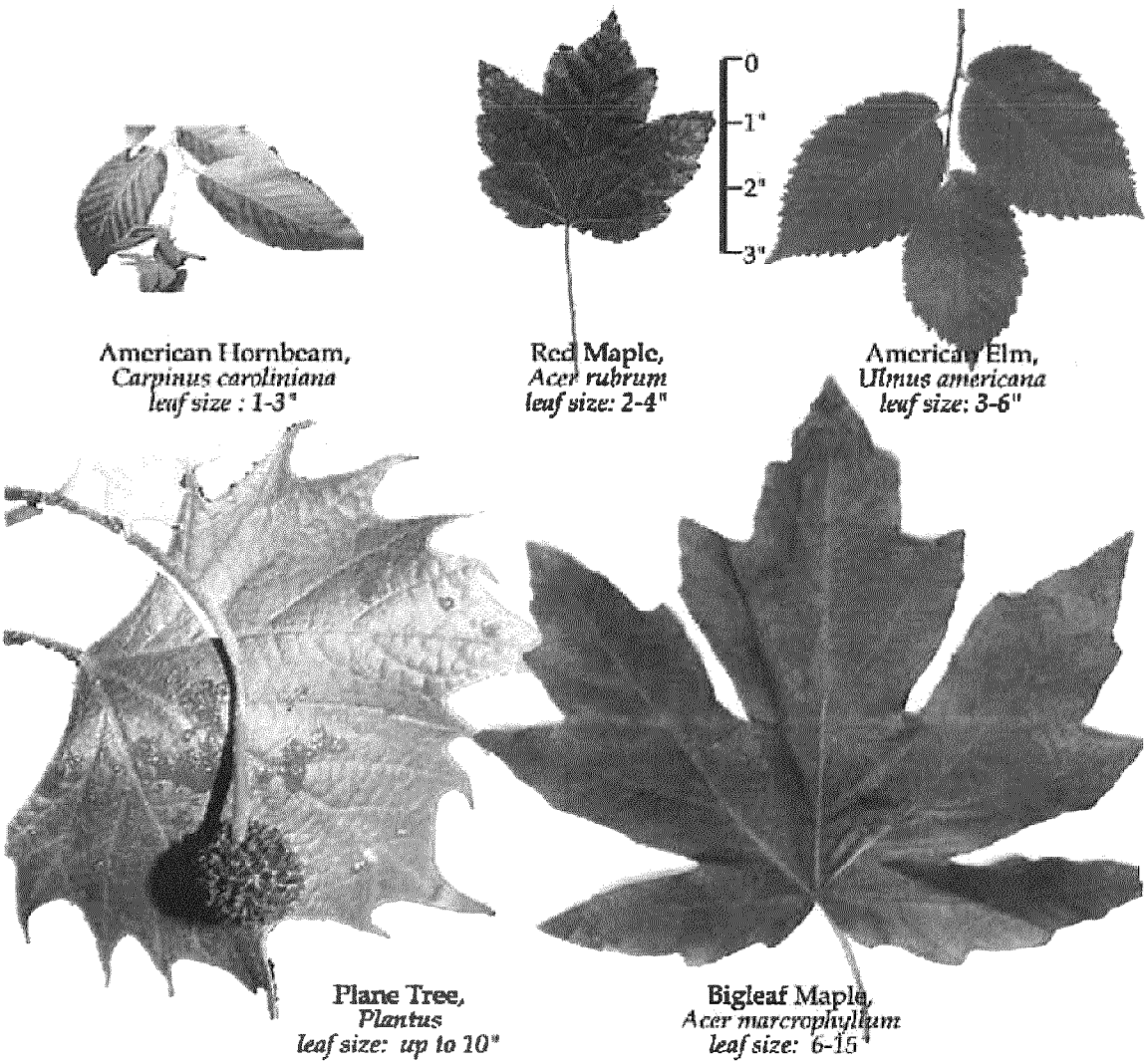
Maintenance

These trees will require focused and expert care that monitors and responds to tree issues quickly and decisively, as they are part of a pattern of memorial trees.

Street Tree Standards For DMMD Memorial Trees

In order to establish the Memorial Elm tree, it may be necessary to modify street tree standards as shown in Table 3-3 -- Street Tree and Streetscape Standards by Jurisdiction. In the end, the Memorial Elm tree must be viewed in the context as a priority and valuable memorial feature and not as a typical street tree.

Figure 3-1. The Leaf Size and Shape Comparison Chart



WWI

SELECTED TREE LEAVES
SIZE COMPARISON
DES MOINES MEMORIAL DRIVE

Reference: Western Garden Book

Table 3-3. Street Tree and Streetscape Standards by Jurisdiction

Jurisdiction	Street Tree/ Plantings Standards	Large Trees & Elm Listed	Setbacks from Curb/Travel Way & Sidewalk	Setbacks from Utilities	Special Considerations
King County	Safety & Maintenance are Priority Issues: Sight Distance, Traffic Safety, Pedestrian Conflicts, & Sustainable Plant Health with Limited Irrigation after Plant Establishment Trees to be Planted, Generally, Behind Sidewalk	Yes, Mature Tree to 12" Diameter Tree Selection Approved on Project Basis – Policy is for Regionally Adapted/Native Species Elms not Prohibited	2' from Back of Curb (10' if Evergreen), 2' from Sidewalk 50' from Intersection Curb 20' from Signs 15' from Bus Shelters 10' from Driveways	5' Typical for Utility Lines, 10' from Vaults, 20' from Light & Utility Poles 5' from Hydrants & Above Ground Utility Boxes Approved Root Barrier at Curbs, Walks & Utilities unless Waived	Specify "Street Tree" Grown Trees with High Lower-Limb Branching Heights Soil Depth to 12" Well Drained Planting Pit or Planter Structural Soil is Acceptable with Specification Root Barriers
City of Seattle		Yes, Liberty Elm			
City of Burien	Not Available at this time				
City of SeaTac	30' on Center Maximum	Sycamore & Maple are Approved Street Trees (Medium to Large Trees)	3' from Curb		
City of Normandy Park	Not Available at this time				
City of Des Moines	Not Available at this time				
WSDOT	Several Planning & Design Standards Applied Specifically to Each Proposed ROW Improvement				
Seattle City Light	Base Criteria on Clearances from Lines (10' to 16.5' Clearances)	From SCL "The Right Tree Book" a List of Both Deciduous and Evergreen Trees is Given Mostly for Small to Medium Sizes			
Puget Sound Energy	Safety of Customers & Users Protect Utility Investments & Operations	Does Not List Trees Above 20' to 30' (Deciduous) & 30' (Conifer)	3' (Side) & 10' (Front) from Transformers		Policy is for Regionally Adapted/ Native Species

Overhead Utilities (Existing Condition, Impact on Memorial Rehabilitation)

Seattle City Light and Puget Sound Energy provide energy utility services for the DMMD corridor communities. Data from these utility providers and DMMD corridor inventories generated Table 3-4 -- Utility provider, Location, Alignment and Length by DMMD Segment. Findings from this investigation conclude:

- Overhead utility lines are aligned along approximately 37,900 LF or 70% of the DMMD's length.
- Utility lines have been installed underground for the remaining 30% of corridor length.
- Overhead utility lines impact 40% of the existing (or available) right-of-way potentially open for memorial tree replacement.
- When they are present, overhead utilities (main power distribution and communication lines are) on one side of the corridor only.
- City of SeaTac and Des Moines have under-grounding policy associated with new roadway construction (these policies are under annual review).
- Franchise agreements certified by The State of Washington establish the utility responsibilities regarding developing, operating and maintaining service through each community.

Table 3-4 -- Utility provider, Location, Alignment and Length by DMMD Segment ***(Continues on the following page)***

DMMD Segment	Seattle City Light Overhead Utility LF / Total ROW LF/Segment			Puget Sound Energy Overhead Utility LF / Total ROW LF/Segment		
	Location West Side of DMMD	*Location East Side of DMMD*	*Detail Notes*	*Location West Side of DMMD*	*Location East Side of DMMD*	*Detail Notes*
South Park	2,420 LF / 4,620 LF		2,200 LF Underground at Marginal Way - WSDOT Interchange			
Military Road	10,730 LF / 12,080 LF	1,350 LF / 12,080 LF	East Side from S. 96th to 16th Ave. S.			
North SeaTac	6,585 LF / 7,335 LF		750 LF Underground at SR 518 - WSDOT Overpass			
Sunnydale	1,540 LF / 6,050 LF	4,110 LF / 6,050 LF	400 LF Underground at SR 509 - WSDOT Overpass			
Wetland				5,330 LF / 12,160 LF	3,070 LF / 3,070 LF	
Confluence					2,710 LF / 12,160 LF	1,500 LF Underground SR 509 WSDOT Overpass 2620 LF Underground at 188th and DMMD to S. 192nd St.

Table 3-4 -- Utility provider, Location, Alignment and Length by DMMD Segment (Continued)

DMMD Segment	Seattle City Light Overhead Utility LF Total ROW LF/Segment			Puget Sound Energy Overhead Utility LF Total ROW LF/Segment		
	Location West Side of DMMD	*Location East Side of DMMD*	*Detail Notes*	*Location West Side of DMMD*	*Location East Side of DMMD*	*Detail Notes*
Des Moines				3,499 LF 7,430 LF		
Totals	21,275 LF 38,235 LF 56% on West	5,460 LF 18,130 LF 30% on East	3,350 LF UG	5,330 LF 19,590 LF 27% on West	5,780 LF 15,230 LF 38% on East	8,150 LF UG

Review of Roadway, Design and Maintenance (CMP #7, #13)

Proposed Roadway Section

The proposed section -- a 35 M.P.H., three-lane road with shoulder and curbside bike lanes on each side of the roadway -- is proposed for the corridor wherever feasible. This roadway design section also includes 5-foot wide sidewalks on each side of the roadway. The total design section is 55-feet, with 44-feet curb to curb (two 5-foot bike lanes, two 11-foot travel lanes and one 12-foot center turn lane) and 5.5-feet of combined sidewalk and curb on each side.

The City of SeaTac has already built a portion of this new DMMD roadway section from South 188th Street to South 196th Street. King County is designing to this standard for its current DMMD Roadway Improvements Project from South 96th Street to South 128th Street. King County will construct improvements consistent with this design section in 2004/2005.

Other variations on this section may be developed by the other jurisdictions. One known variation will occur in the City of SeaTac, where North SeaTac Park lies adjacent to DMMD on the east. At this point the bike lanes are expected to leave the roadway section and enter the park on a multipurpose trail.

Impact of Proposed Section on Memorial Rehabilitation

The 55-foot-wide design section will impact all existing elm trees because they are planted 44-feet apart, laterally. As DMMD is improved, all original elm trees will be removed and replaced. New trees should be replanted at new lateral spacing determined by the new roadway width in that segment.

The centerline of each new tree should be placed eight feet from the face of the new curb. Each new elm requires a planting area of at least 3- to 3.5-feet. This size planting area is typical of street tree planters in urban corridors. With the tree set at the back of sidewalk along the edge of right-of-way, rather than between the sidewalk and curb, the available tree root zone is

optimized. Easement acquisition for trees will be required, however, wherever there is less than 65-feet of Right-of-Way available.

Functional Classification

In the King County Road Standards, DMMD is defined as a Minor Arterial -- an urban route with a posted speed of 35 M.P.H. and an Average Daily Trip volume of 15,000 in the King County segment.

Connecting Highways

SR 518 and 509 are the only connecting state highways that cross over it. In addition, both state routes have ramps to the corridor.

Channelization and Signalization

The recommended design section for the road includes three-lanes; two through-lanes and a center turn lane. In addition, Class II bike lanes are recommended to be added within the curbs of the roadway. Signalization is not addressed in the CMP, but will be addressed by each jurisdiction (using accepted traffic engineering criteria) as they identify and implement needed road improvements.

Vehicle Pullouts (Widened Shoulder Area, Vehicle Turn Outs and View Points)

Vehicle pullouts are widened areas of the roadway prism, either paved or unpaved, that allow slow-moving vehicles to leave the travel lanes and faster traffic to pass. On a heritage route, pullouts can also provide short-term parking for travelers to access a nearby point of interest. Because DMMD is an urban arterial, some points of interest will be more appropriately accessed by parking at another location (such as a lot or side street) and walking to the site. Consideration should be given to parking issues and/or pullouts, specifically where significant interpretive elements are located.

Speed Limits

DMMD is currently 35 M.P.H. and is proposed to remain at that speed.

Airports

Sea-Tac International Airport is adjacent to DMMD to the east from approximately S. 142nd Place to the SR509 overpass (approximately 8th Place S.). There are no access points to the airport from the Drive.

Non-Motorized Transportation Facilities

Safe facilities are needed for bicycle and pedestrian travel. Current and future renovation of the corridor includes bike lanes and sidewalks on each side of the travel lanes along DMMD or adjacent to DMMD as a multipurpose trail. The City of SeaTac is currently planning a multipurpose trail, much of which will be adjacent to the corridor or within it.

Public Transportation

Metro bus route 132 serves DMMD between South 120th Street and South 96th Street. There are

18 Metro transit stops in this section with some stops having concrete pads for handicap loading. The busses are on a 30-minute schedule during peak hours and 60-minute schedule during non-peak hours.

Right-of-Way Ownership and Distribution

The DMMD corridor was inventoried block by block along its entire length assessing jurisdictional and agency ownership, existing Memorial Elms and roadway condition, adjacent land use, corridor length, right-of-way widths from centerline, the disposition of overhead utility lines, intersecting streets and trails, existing sidewalk length and other infrastructure improvements. An assessment was conducted from the South Park Bridge in Seattle to S. 227th Street in Des Moines (See Volume II: Appendices, for complete inventory record). A summary of right-of-way data from this inventory is documented in Table 3-5 and Table 3-6. In summary:

- The DMMD is 9.98 miles in length (52,745 LF along its centerline).
- The minimum right-of-way width is 60-feet
- The maximum right-of-way width is 110-feet, exclusive of WSDOT right-of-way widths that are from 95- to 140-feet
- 28,224 LF of corridor is greater than 60 feet in width or 52.7 % of total DMMD length, exclusive of 4,850 LF or 9.8% of WSDOT right-of-way portions of the corridor
- 25,321 LF of the corridor is 60 feet in width, or 47.3% of total DMMD length
- There is approximately 33,500 LF of existing sidewalk or approximately 16,750 LF on each side of corridor roadway
- The City of SeaTac has by far the most DMMD right-of-way control, on a centerline LF basis (44.1%), with 16.5 % more coverage than the nearest jurisdiction, King County at 27.6% coverage. An interesting note is that on a DMMD frontage basis, the coverage begins to even out between jurisdictions -- perhaps indicating or suggesting a means to allocate implementation responsibilities.
- North SeaTac Park is actually owned by the Port of Seattle and leased, with restrictions and review of approval, to the City of SeaTac.

Table 3-5. Summary of Corridor Right-of-Way Ownership and Frontage

Jurisdiction/ Agency	ROW Owned (In Linear Feet)	Percent of ROW Per Total DMMD	Frontage on ROW (In Linear Feet)	Percent of Frontage Per Total DMMD
King County	14,780	27.6%	29,560	28.8%
City of Seattle	1,920	3.6%	3,840	3.8%
City of SeaTac	23,635	44.1%	29,345	28.7%
City of Burine	5,780	10.8%	24,945	24.4%
City of Normandy Park	200	.4%	200	.2%
City of Des Moines	7,230	13.5%	14,460	14.1%
Totals	*53,545*	*100%*	*102,350*	*100%*
WSDOT	5,000	9.8%	-	-
North SeaTac Park	-	-	3,100	3%
Port of Seattle	-	-	9,400	9.2%

Table 3-6. Summary of Existing ROW Ownership, Frontage, Widths and Sidewalks

DMMD Segment and Location	Jurisdiction City/County Total Length at Centerline, Linear Feet	Frontage (In Linear Feet)	Right-of-Way Width Total (In Linear Feet) 60' / >60	Sidewalk Length West/East
South Park	King County (2,700LF)/ Seattle (1,920 LF) 4,620 LF/.875 Miles	King County 5,400 LF Seattle 3,840 LF	1,770/2,800	4,040 LF
Military Road	King County (12,080 LF) 12,080 LF/2.287 Miles	King County 24,160 LF	8,370/3,710	22,250 LF (20,000 LF Built)
North SeaTac	SeaTac (7,335 LF) 7,335 LF/1.389 Miles	SeaTac 7,335 LF Burien 7,335 LF	3,860/3,475	14,100 LF
Sunnydale	SeaTac (6,050 LF) 6,050 LF/1.145 Miles	SeaTac 6,060 LF Burien 6,060 LF	2,860/3,190	11,720 LF
Wetland	Burien (3,070 LF) 3,070 LF/.581 Miles	Burien 6,140 LF	3,070/0	6,080 LF
Confluence	Burien (2,710 LF) SeaTac (10,250 LF) 12,960 LF/2.3 Miles	Burien 5,420 LF SeaTac 15,970 LF Des Moines 4,530 LF	2,290/10,670	22,930 LF (2,400 Built)
Des Moines	Des Moines (7,430 LF 7,430 LF/1.288 Miles	Des Moines 14,660 LF N. Park 200 LF	3,101/4,329	13,960 LF (6,480 Built)
Total	***52,745 LF/9.98 Miles***	***102,350 LF***	***Greater than 60': 28,224 LF @ 52.7%*** ***23,374 LF @ 43.7% (Without WSDOT @ 4,850 LF)*** ***60' ROW: 25,321 LF @ 47.3%***	***95,080 LF/468,150 SF (30,000 LF/ 150,000 SF Existing)***

Transportation and Circulation System/Linkages

Regional Transportation and Circulation System Linkages and Connections

As shown on the Circulation Map, Figure 3-2, DMMD is a key part of the transportation system serving the corridor communities. Whereas SR 509 supports high volume regional transportation needs, DMMD serves local needs and connections. It also may become a designated north/south corridor for non-motorized transportation in this area.

There are 15 circulation nodes along the DMMD corridor that offer prime opportunities for building community identity, promoting DMMD values and orienting visitors including two bridge crossings (South park and Des Moines Creek), three WSDOT overpasses (SR 518 and SR 509), and the Duwamish Regional Trail connection at West Marginal Way/14th Avenue South.

Future Public Facility Improvement

Ten important community and corridor development projects and/or programs offer opportunities for meeting the CMP's goals and building implementation partnerships.

- South Park Bridge Replacement Project
- 14th Avenue South Street Improvements Project
- Duwamish River Trail development
- Hamm Creek Restoration
- King County DMMD Roadway Improvement Project
- Intersecting Street Improvement Projects
- SeaTac/Port of Seattle West Side Trail Planning Process
- Port of Seattle Expansion
- SR 509 extension - highway approaches, bridges/overpasses and trail
- Des Moines Creek Bridge and open space/trail improvements

South Park Bridge Replacement

King County, City of Tukwila and City of Seattle

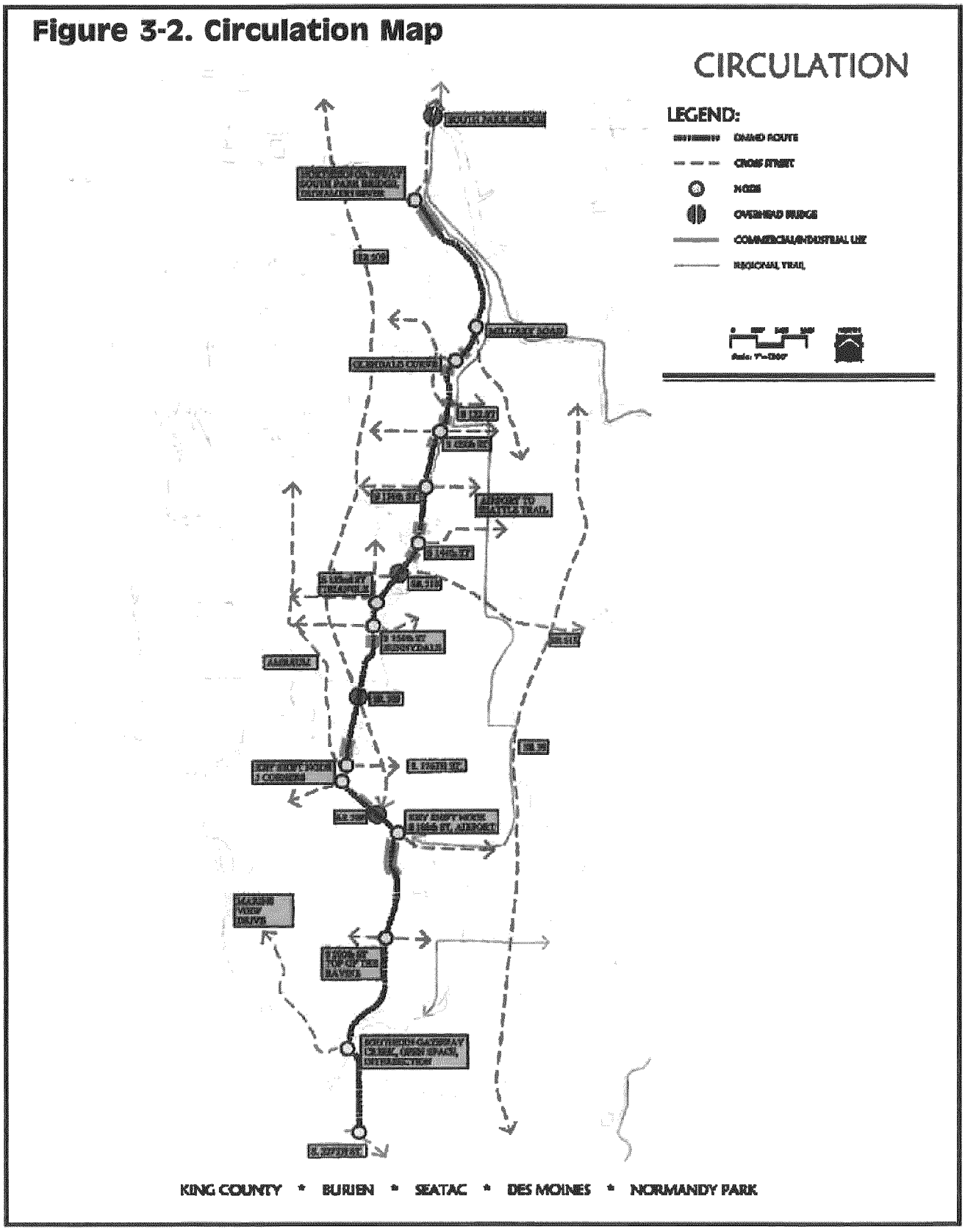
In the 2001 Nisqually earthquake, existing bridge and bridge span structural stability problems were exacerbated. The decision was made to replace this 73-year-old structure. Both historically and functionally important to this part of King County, Seattle and the DMMD corridor, the new bridge will need to respond to the unique conditions of the South Park community, the Duwamish River and 14th Avenue South transportation system conditions and needs. An EIS is currently being prepared with ultimate bridge construction scheduled for 2009.

14th Avenue South Street Improvements Project

City of Seattle

The City of Seattle has selected an engineering consultant to begin design work on 14th Avenue South Street improvements, including roadway and lighting elements. In addition the South Park community is working with an artist to develop an arts plan for the corridor. Coordination

Figure 3-2. Circulation Map



between this project and the CMP is a prime opportunity to leverage multiple benefits, insights and reference points for both projects.

Duwamish River Trail

King County and Participating Cities

The Regional Duwamish River Trail is not yet fully developed as it merges with the South Park community and 14th Avenue South/West Marginal Way Place. This an important linkage point not only for South Park and Seattle but also for DMMD communities and SeaTac Airport as well. The CMP will promote the further development of this key non-motorized vehicle link to this important regional trail system.

Hamm Creek Restoration

Restoration Groups

Over the past 10 years volunteer organizations have worked successfully to restore the Hamm Creek habitat to levels with the capability to support fish, especially salmon. This is an important basin helping to restore and sustain the larger Duwamish River watershed. DMMD crosses Hamm Creek near 17th Place South, where a small remnant of the old red brick road can be seen.

King County DMMD Roadway Improvement Project

King County

King County is currently (2004) designing roadway improvements for its portion of DMMD - from South 96th Street to South 128th Street (just north of North SeaTac Park). The County has directed its design engineering and landscape architectural team to develop plans consistent with the memorial and enhancement standards as set forth in this document. In this way roadway improvements can proceed in such a way as to not preempt DMMD Memorial and enhancement goals and allow for, the development of some of these elements.

Intersecting Street Improvement

County and Cities

Several street improvement projects that intersect with DMMD have recently been completed, such as at South 120th Street. These intersecting street projects represent important nodes of contact and connection with DMMD and the surrounding communities.

SeaTac West Side Trail

City of SeaTac and Port of Seattle

As part of the City of SeaTac's long range open space and circulation planning efforts, the City plans to connect discontinuous existing trails. One connection is at the western perimeter of North SeaTac Park (128th to 136th), a second is DMMD and SR 509 Extension, and a third is the Des Moines Creek Trail (trail head at 200th). Many off and on-street trails merge at North SeaTac Park, particularly at 128th and continue northward on DMMD to Seattle via the South Park Bridge, or connect to Duwamish Regional trails.

The SeaTac trail is planned to be multiple-use and aligned on the east side of DMMD. However, in some cases the trail will need to utilize DMMD bike lanes and/or DMMD right-of-way -- this is

especially true for SR 518 and SR 509 crossings. DMMD right-of-way, bike lanes and sidewalks may need to substitute as trail when there are no Port of Seattle or SeaTac properties to advance the trail through.

The West Side Trail planning is scheduled for 2004, with trail implementation to follow in 2005-2006.

SeaTac Airport Expansion

Port of Seattle

The Port of Seattle is proceeding with airport expansion plans, including the Third Runway, TRACON Facility and security fencing. As part of facility expansion the Port of Seattle has purchased several properties along DMMD, both in SeaTac and Burien. It will be critical to work with the Port to explore opportunities for implementing not only DMMD goals but also the West Side trail and other City of SeaTac and Port partnered projects.

SR 509 Extension and Highway Approaches, Bridges/Overpasses and Trails

WSDOT

WSDOT is currently conducting preliminary design for extension of SR 509 from its terminus at DMMD and S. 188th to I-5. A trail is also planned to extend from the existing S. 200th Des Moines Creek trail along the western edge of the SR 509 right-of-way to DMMD and S.188th, with a crossing at about S. 198th. WSDOT project representatives have addressed the DMMD Advisory Committee and have been working closely with each of the affected city governments.

Des Moines Creek Bridge and Open Space/Trail Improvements

City of Des Moines

The City of Des Moines is planning to replace the current Marine View Drive Bridge over Des Moines Creek. This would enable the extension of the Des Moines Creek trail to the shore and waterfront park. This project is important to DMMD resources as well, including Flag Pole Triangle and Big Catch Park. A connection from DMMD to the Des Moines Creek trail at this point would be an important addition to both systems.

Adjacent Land Use (Memorial Rehabilitation Opportunities and Impediments)

Lands that are adjacent to or near the Memorial and that are in public ownership can be viewed as providing opportunities to develop a more multipurpose and comprehensive Heritage Tour Route corridor. For example, a land use adjacent to the right of way that is a local or regional park may provide parking for visitors to the Memorial. The following is a list of potential contributing properties to the Memorial rehabilitation and to the Corridor Enhancement effort as well.

- King County property (such as at Military road)
- North SeaTac Park
- Port of Seattle/SeaTac Airport
- School District (such as at Sunnydale School)

- Des Moines Creek open space and trails
- Des Moines plazas and parks

Adjacent built land uses, whether in public or private ownership also provide opportunities for memorial development, as well as preemptions for Elm tree sites.

- Commercial retail land use (buildings and parking facilities) built to right-of-way line
- Intersections and highway facilities (see below)
- Steep slopes and requirement for retaining structures
- Adjacent sensitive areas
- Port facilities and security fencing

CHAPTER 4

Plan Recommendations, Memorial Rehabilitation, and Corridor Enhancement Guidelines

CHAPTER 4

Plan Recommendations, Memorial Rehabilitation, and Corridor Enhancement Guidelines

Introduction

The following Corridor Management Plan (CMP) recommendations and memorial rehabilitation and corridor enhancement guidelines address all of the DMMD resources and issues identified by the Advisory Committee, agencies and departments and consultant team.

Goals and Objectives

Goals and objectives were identified and adopted by the DMMD Committee early in the planning process to guide discovery and organize discussion of the various findings. These goals remain in place as the CMP is finalized:

1. **Rehabilitate and Enhance WWI Memorial**
   - Enhance and further celebrate the DMMD WWI Veterans Memorial: Living Road of Remembrance, veterans and families, and 1960's memorial.
   - Plan, design and implement DMMD WWI Memorial elements, features and programs for entire length of the corridor.
2. **Further Identify, Strengthen and Enhance the Other Natural, Cultural and Historic Resources of the DMMD Corridor Communities through Implementation of the CMP**
   - Increase corridor identity and attractiveness through signature corridor portals, gateways and thresholds
   - Develop quality memorial features (memorial plaza, living elements, etc.)
   - Develop unique corridor enhancements and programs (event lighting, flags, banners, celebrations and parades)
   - Provide accessible pathways, trails and places
   - Develop educational and interpretive displays and programs.
3. **Establish an Effective Implementation Plan**
   - Preserve, restore, rehabilitate and/or reconstruct the historic and heritage resources along the corridor.
   - Prepare a plan and schedule that guides DMMD corridor implementation through many phases and anticipates corridor development and partnering opportunities.
   - Identify the impacts and opportunities associated with DMMD roadway designs and related utilities implementation along entire length of corridor.
   - Prepare a plan that provides a strategy, materials and means to fully support ongoing implementation and funding efforts.
   - Prepare qualification statements and gain appropriate designations at Local, State and National levels.

CHAPTER 4

Plan Recommendations, Memorial Rehabilitation, and Corridor Enhancement Guidelines

General Recommendations

- Plan and restore Des Moines Memorial Drive as a single Memorial; establish consistent set of memorial elements and support through the jurisdictions, time frames, budgets and design.
- Designate DMMD as landmark at local, county, state and national levels- developing DMMD as a Heritage Tour Route, the first in the State of Washington.
- Prioritize funding and implementation of Memorial rehabilitation first. - funding and implementing other corridor enhancements as funding allows but fully coordinated with memorial rehabilitation and corridor enhancement guidelines.
- Prepare, by jurisdiction, land use and transportation planning that supports, through regulation and agreement, the goals, recommendations and guidelines of the DMMD Corridor Management Plan.

DMMD Rehabilitation Recommendations

Elm Tree Selection

It is important to select Ulmus americana species that are cultivars and resistant to Dutch Elm Disease. The plants need to be a minimum 2 1/2" caliper for installation within the DMMD memorial rehabilitation corridor. Also important is selecting trees that have been grown and pruned for installation within street/roadway corridors. At this time, the known DED resistant cultivars are Ulmus americana "Princeton" and Ulmus americana " Valley Forge". The selection of at least two different Elm cultivars will establish some protective diversity along the corridor. Figure 4-1 shows a Ulmus americana "Princeton".

Figure 4-1. Ulmus americana "Princeton".

Siting of Memorial Elm Trees

The siting of Memorial Elm trees is the first priority for memorial rehabilitation design. It is essential to provide Elm tree sites that are closely located to the original planting sites. The sites of the original Memorial Elms will be identified using remaining trees, historic aerial, aerial oblique and other photographs, recorded site data and typical planting pattern. The following are guidelines for siting Memorial Elm Trees:

- Site Elms approximately 80-feet on center along the margins of the new roadway and within the available right-of-way. This may vary four feet one way or the other.
- Site Elms directly across from one another along the right-of-way. Some variation, from 4- to 8-feet offset is permitted.
- Plant Elm trees 8-feet behind curb (measure face of curb to centerline of tree). This distance will allow for installation of a 5-feet sidewalk (if desired), and minimizes potential moving vehicle conflicts.

- Provide a minimum of 48-square-feet of root growth area for each Elm. Root zone obstructions should be no closer than 3-feet from the centerline of Elm tree. Follow King County Standard Planting Detail as guideline.
- Although every attempt will be made to locate and accommodate an Elm tree along both sides of the right-of-way corridor, there will be some Elm tree site preemptions:
  - Driveways that cannot be consolidated to form an Elm tree site.
  - Utility conflicts that cannot be moved (existing) or aligned (new) to accommodate an Elm tree.
  - Retaining walls that cannot be moved (existing) or aligned (new) to accommodate an Elm tree.
  - Constructed buildings that cannot be moved to accommodate an Elm tree, such as at commercial nodes.
- Locate Elms away from overhead power lines and at standard setbacks from underground and at-grade utilities. Where utilities will not be relocated or aligned, planting will be limited to one side of right-of-way. Although not a two-sided planting, this will allow for more viable Elm trees along the corridor.
- Undergrounding overhead power lines and alignment of other utilities to provide for Elm Tree planting on both sides of DMMD is highly recommended.
- Where right-of-way is not wide enough to accommodate Memorial Elms and no overhead power lines are anticipated, additional right-of-way will be purchased or permanent use easement obtained for the root zone of an Elm.

Memorial Markers

Not all original Memorial Elm tree sites will be replanted. To make up for this loss, a permanent marking system will be installed 80-feet on center and may or may not be accompanied by a Memorial Elm. The location of Memorial Markers will follow the location of the Memorial Elm trees. This recommendation fulfills the original intention of the Seattle Garden Club to "mark" or tag each tree and place an American Forest Association plaque at each tree. These memorial markers provide a highly experiential and educational reinforcement of the Memorial Elm tree planting pattern - without taking away from the original intent of the scale and character of a "Living Road of Remembrance". Figure 4-2, 4-3, and 4-3 provide examples of marker types.

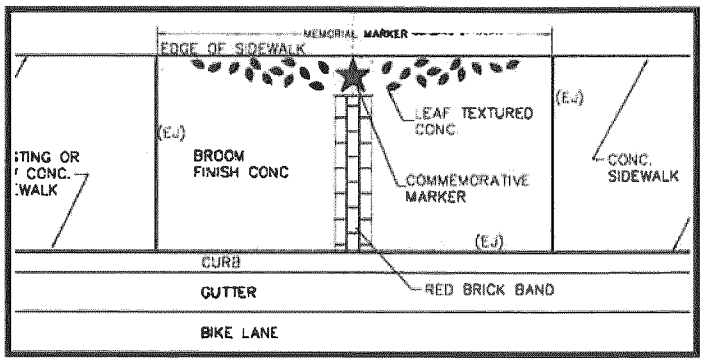


Figure 4-2. Standard Marker.

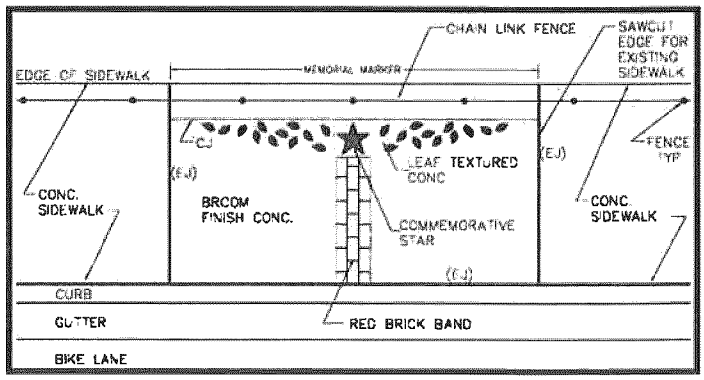


Figure 4-3. Marker at fence or railing.

Memorial markers can be placed in a variety of sidewalk locations and can be adapted to stand-alone without being installed in a sidewalk.

Wildflower Seeding

Wildflower seeding will be done continuously under all Memorial Elm tree plantings and along remaining margins of the right-of-way corridor. Original memorial wildflowers consisted of Foxglove, Ragged Robin, Poppies and Forget-Me-Not.

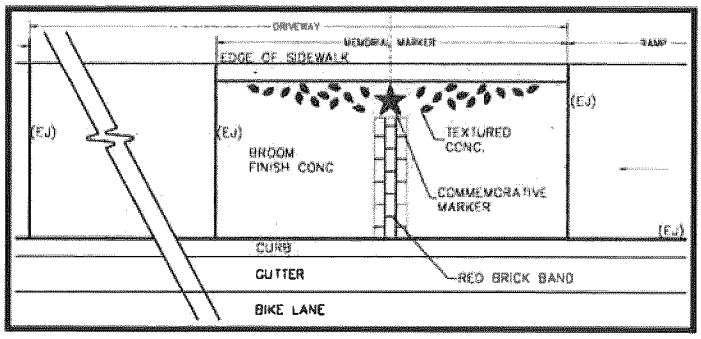


Figure 4-4. Marker at a driveway and ramps.

Sunnydale Memorial Rehabilitation and Redevelopment

The Sunnydale area is the historic crossroads and traditional site for events surrounding the Memorial. It is also the location of the etched granite wall containing the names of the fallen as recorded in the original register. This existing plaza and the 8 blocks surrounding it from 152nd to 160th streets is proposed for redevelopment to accommodate the highest level of rehabilitation and enhancement activity relative to the DMMD. On the following pages, Figure 4-5 and 4-6 illustrates the layout of a typical road.

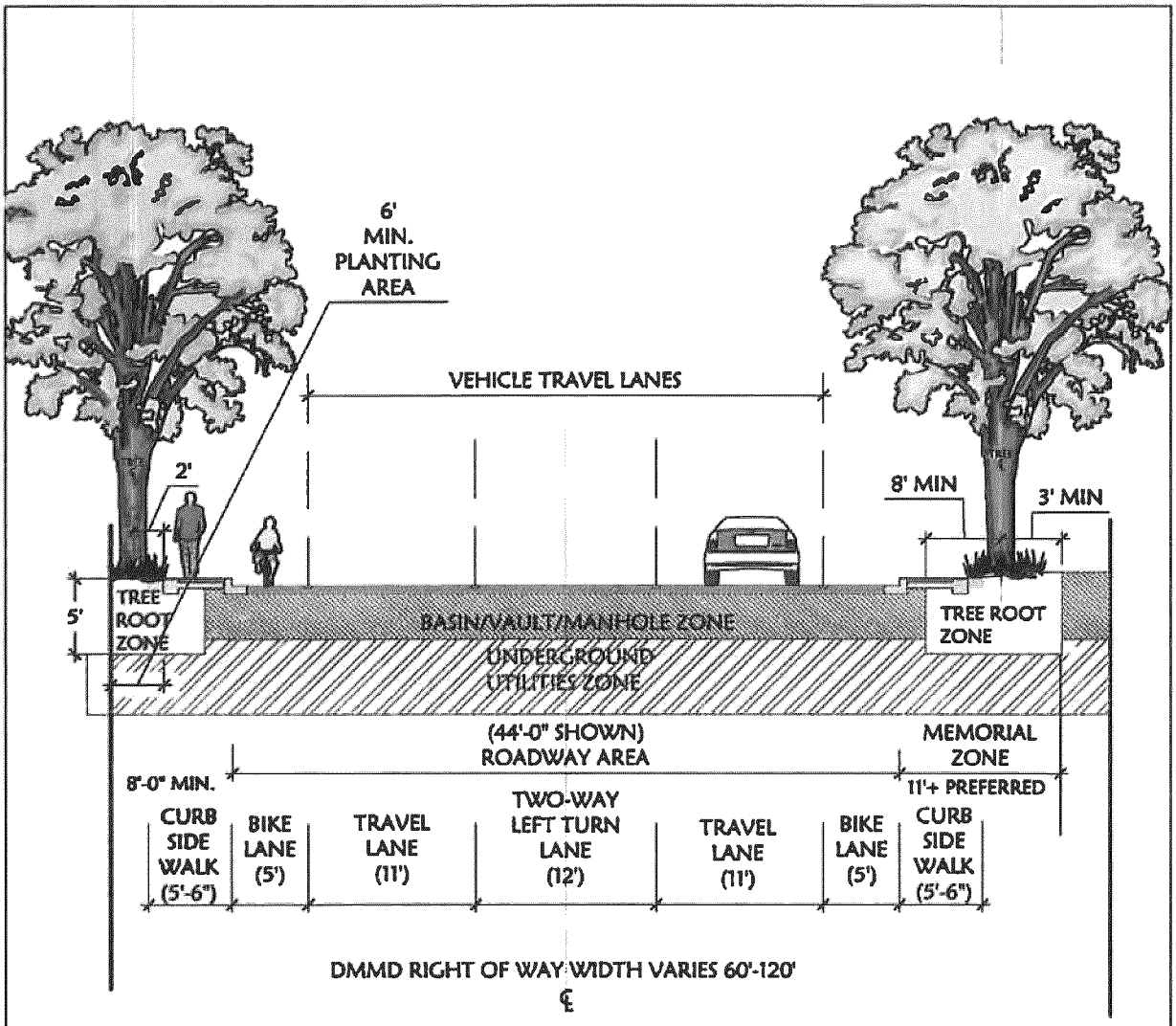
Memorial Trees and Red Brick Roadway

- Develop the portion of the Sunnydale Segment from South 152nd Street to South 160th Street, in layout and texture, as a reconstruction and rehabilitation of the 1921 memorial tree and wildflower plantings around the red brick roadway.
- Underground utilities in this 8-block segment of the corridor (Approximately 3,000-Linear-Feet).
- Install a red brick or red brick patterned roadway surface between the curb-lines or from bike lane edge to bike lane edge.
- Locate and install Memorial Elms on both sides of the right-of-way corridor without interruption.
- Locate and install Memorial Elms as close to original crossroad spacing (44 feet) as is feasible.
- Install memorial markers at each Elm site.
- Install wildflower seeding beneath trees continuously along the margins of the corridor.
- Coordinate this Sunnydale Segment redevelopment with the City of SeaTac's planning and development of the West Side Trail, which will likely be within or immediately adjacent to the DMMD right-of-way in this segment.

Memorial Plaza

- Redevelop the Des Moines Memorial Park at Sunnydale School into a memorial plaza. Relocate the memorial wall of etched granite panels to a position 25- to 35-feet farther back from the right of way and onto Sunnydale School property. This will create more area for gathering, examining the wall and conducting ceremonies to honor the fallen.

Figures 4-5. Typical Road Segment



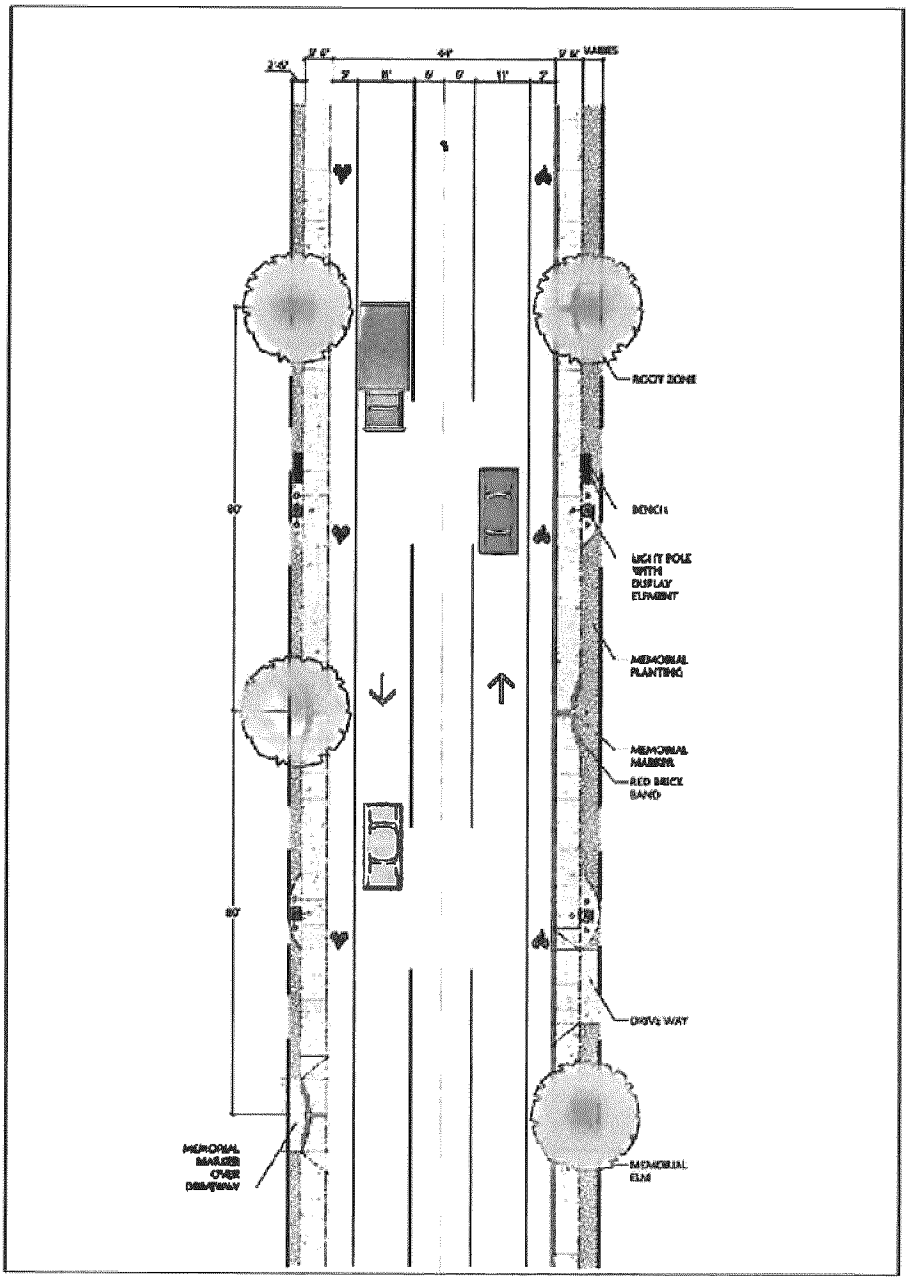
WWI

TYPICAL ROAD SEGMENT

DES MOINES MEMORIAL DRIVE
CORRIDOR MANAGEMENT PLAN

SCALE:
1"=10'

Figures 4-6. Typical Memorial & Roadway Layout: Plan View



TYPICAL MEMORIAL & ROADWAY
LAYOUT: PLAN VIEW
ALL SEGMENTS
DES MOINES MEMORIAL DRIVE
CORRIDOR MANAGEMENT PLAN

SCALE:
1"=30'

- Relocate existing Memorial Cherry trees to sites between the new wall location and school building. Identify new sites for other memorials and honoring elements within the plaza. Add flagpole(s). Consider other amenities such as special paving, seating, other retaining walls, accessible ramps, bike racks, benches, lighting, irrigation and new plantings in the memorial plaza redevelopment design.
- Include art elements in the redesign of the Plaza.
- Incorporate signage and an interpretive display and integrate educational elements into the plaza.

Des Moines Memorial Park (Flagpole Triangle)

The Flagpole Triangle, at the intersection of DMMD and Marine View Drive, will have its flagpole and memorial elements enhanced. The existing planters and lawn areas will be redesigned to provide a stronger visual impact. The park acts as a natural gateway to the corridor and its symbolic presence could be expanded.

Signage and Interpretation

Signage will be designed and installed at DMMD corridor gateway points as well as at intersecting circulation nodes. Signage will direct and orient people to key memorial sites along the corridor such as the Memorial Plaza, Flagpole Triangle, and Military Road site. A signage program will be designed to be integrated and coordinated with interpretive sites, displays and elements (See Art Integration Plan). The graphic and informational content, scale and size of signs, displays, and sites will be coordinated with the Interpretive Plan and the Arts Integration Plan.

Memorial Tree/Plant Rehabilitation Installation and Maintenance

Elm trees will be planted according to best management practices for large tree installation in right-of-way corridor. Each location will be reviewed for specification of planting, soil, root barriers, staking, water tubes and other necessary protection to ensure the health of the tree.

- Specify a 3-year plant establishment maintenance period to ensure that the Elms transition well to their new sites.
- Provide ongoing monitoring, repair and maintenance of landscape elements, including monitoring protection and repair of any remaining Memorial Elms.

Corridor Enhancements Recommendations

Corridor Enhancement elements include recommendations for both continuous improvements that accompany the memorial the entire 10 miles, and segment-specific and site-specific recommendations that will be applied by the jurisdiction at the time corridor improvements are made in an area. Elements to be continuous with the Memorial are light standards, interpretive signage and banners. Segment-specific and site-specific corridor enhancements are plazas, node development, other memorials and recreation and scenic opportunities along the way. It is important to note that although the segments delineate specific portions of the DMMD corridor, they are still parts of the whole.

A great deal of community history was rediscovered, recorded and retold over the course of this discovery process. Much is presented as part of the timeline in Chapter 2 - Plan Implementation Strategies. A more extensive version is included in the appendix to this document.

As each jurisdiction prepares designs for improvements to DMMD, it will consider incorporating some of this rich community history into other elements along the corridor. Elements recommended by the CMP are pedestrian scale lighting, banners, interpretive program elements at bus stops and shelters, utility hatch covers, benches, etc. It is the belief of the planning team that these more localized, community based elements create a rich fabric of experiences and potentially rich imagery that supplement and augment the memorial corridor and the experience of the visitor.

Pedestrian Lighting

Pedestrian scale lighting will be installed along the corridor. This type of lighting is typically pole-mounted and between 18- to 24-feet overhead (unlike the intersection and traffic lighting that is typically 40-feet overhead and on cobra-shape standards). There are several types of light standards and fixtures, such as those used by Seattle City Light, that provide energy efficiency, continuity and interpretive opportunities for the corridor. Figure 4-7 provides a street cross-section that includes light poles.

- Light poles will be located back of sidewalk and/or in line with Elm trees. This position will not detract from the Elms and potentially light them at night.
- Light poles will be contemporary, have simple detailing, but not be reflective of early period lighting as this may diminish the original memorial.
- Light poles will be dark in color: such as: dark red/rust, dark blue, dark green or black.
- Light poles also will be able to support display flags, banners, signage, art, interpretive elements, flower baskets, etc.

Bus Stop Seating and Shelters

Currently the corridor has approximately 60 bus stops (an average of seven stops per mile) and three bus shelters. Seating should be provided at each bus stops and unique bus shelters should be customized throughout the corridor to support the heritage tour theme and inform bus riders. Bus shelters might include enameled panels with historic photos, text from letters home by soldiers, letters to soldiers from their loved ones, and replicas of documents such as receipts for memorial trees.

Flagpole Fixtures

Fixtures would be installed on pedestrian scale light poles to display the flag on national holidays, creating a festive lane that connects the commuter with a sense of shared history within the communities.

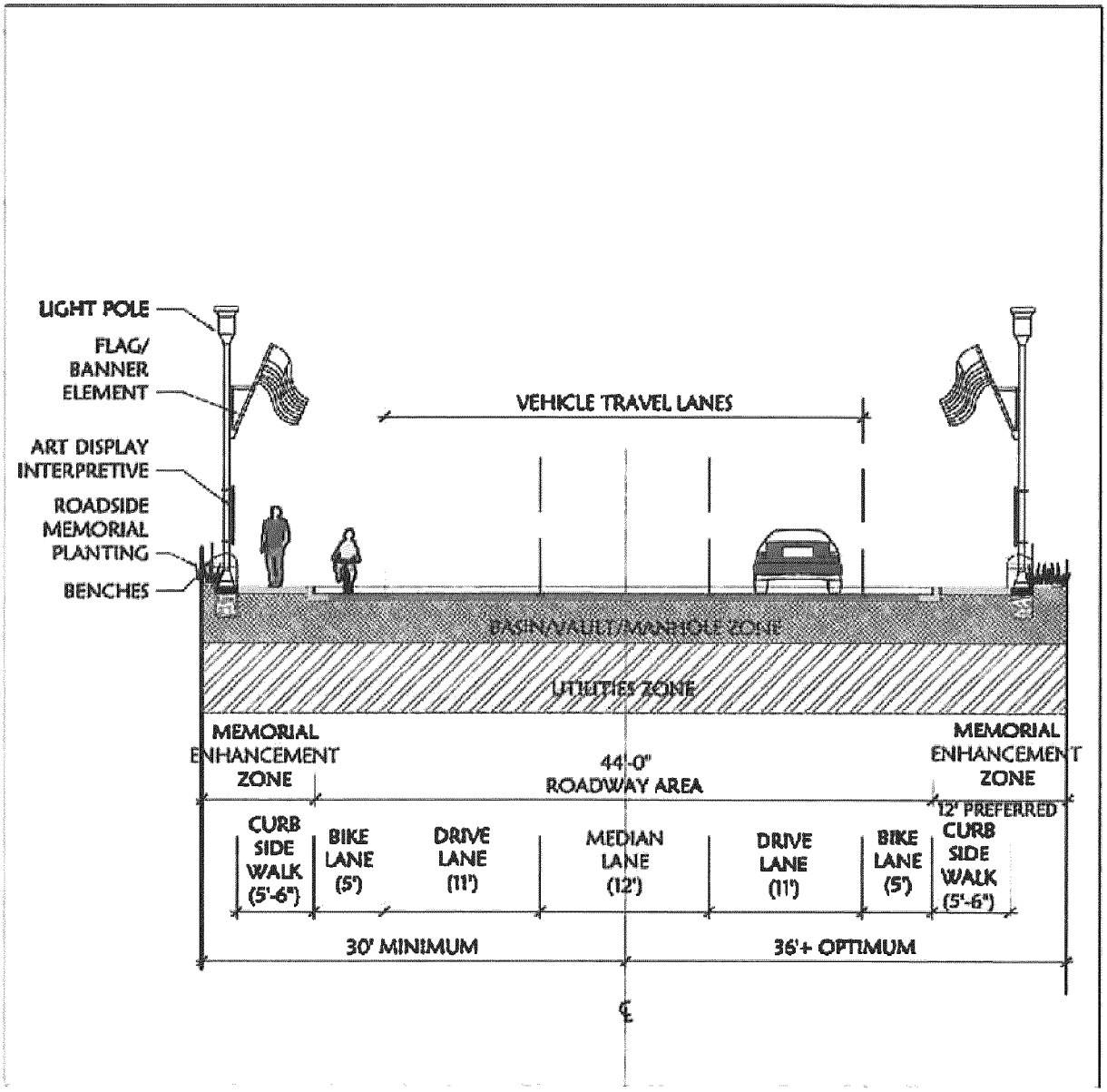
Utility Hatch Covers

Unique utility hatch covers should be developed to mark the corridor. The hatch covers will be designed to include messages of ecological importance, which in turn reinforces awareness for preserving the corridor's natural as well as cultural heritage. For example, an Elm log cross-section with around 80 growth rings would make a nice hatch cover impression.

Corridor Furniture

Furniture should be provided throughout corridor to enhance DMMD's appearance. Items such as benches, refuse containers, bike racks, and water fountains can be added. It is important to select designs that complement the light poles and are durable and maintenance friendly. A

Figure 4-7. Light pole section



TYPICAL CORRIDOR ENHANCEMENT ELEMENTS: SECTION VIEW

DES MOINES MEMORIAL DRIVE CORRIDOR MANAGEMENT PLAN

SCALE: 1"=10'

consideration would be commissioning artists to utilize Elm wood from Elms removed for the corridor widening for special elements.

Corridor Enhancement Sites

Twelve sites are identified in the CMP as potential "Corridor Enhancement Sites". Each site has some quality or character that, if developed, will amplify the memorial's experience and deepen the visitor experience in non-memorial related intrinsic qualities such as recreation, events of cultural interest, regional natural qualities, etc.

Included in each segment description and site opportunities definition is an example of interpretive themes/stories/program, artist notes and suggestions for coordination with other known projects in the area.

A general guideline for addressing the individual sites as future corridor enhancement opportunities is for each jurisdiction to initiate property acquisition and/or easements and develop design and implementation plans that take advantage of the opportunities described.

Corridor Enhancements at Nodes

Signage, displays and street furniture will be important additions to the DMMD corridor at important intersecting nodes with DMMD.

Corridor Signage and Interpretive Displays and Elements

Augment signage and interpretive elements of memorial rehabilitation and corridor enhancements:

- Gateway Sign and DMMD Map
- Node Signs and mini orientation maps
- Interpretive Displays
  - Shelter display panel(s)
  - Kiosk panel(s)
  - Railing panel(s)
  - Light pole panel(s)
  - Node panel(s)

Corridor Enhancement Maintenance

- Provide for the ongoing monitoring, repair and maintenance of landscape elements.
- Provide for the ongoing monitoring, repair and maintenance of memorial elements and corridor enhancement elements for the whole of the corridor. Coordinate with Memorial Rehabilitation maintenance program and schedule.

Artist Report

The original conception of DMMD is a grand one. Its founders were emphasizing the memorial by making the drive unlike any other road in the area. By planting a species native to the eastern United States, they were able to differentiate this canopied corridor from all others in the west. The dignity of their idea is embodied in the impressive vertical scale of the trees and the ten-mile length of the drive. The vision and enterprise of those citizens who conceived this singular memorial demand our respect today. The Elm, in this case, is the tree of honor.

"We had rather walk beneath an avenue of Elms than inspect the noblest cathedral that art ever accomplished." - **Henry Ward Beecher**

Citizen-financed public works of the human heart such as the DMMD are rare in this country. The scale of the drive is grand, and it needs to be reclaimed for the lofty ideals it once stood for. Through the arts, the CMP's mission is to retell the story of the DMMD, as it scrolls over its 10-mile path.

"Because of its fundamental architectural form, this is the ideal street tree; its branches meet across the road in a vaulted arch."
-**Donald Culross Peattie,**
A Natural History of Western Trees

DMMD was conceived as a living memorial. The planners' intention was to move an honored memory through the seasons into the future. Now the future is here. The notion that each Elm tree was planted to represent a fallen soldier is a powerful argument to start a renewed journey toward the next century. The Elms that have been lost over the past eighty years will be replanted. Where it is not possible to replant trees in the places they were, marking those places is important.

The image of the Elm tree is central to the drive and to the integration of arts. Space for the Elms and their maintenance requires commitment from all the jurisdictions along the drive. Without the form and stateliness of the Elm, the memorial loses its meaning. Without the Elm, DMMD will not be a powerful living memorial.

Red Brick Road

The image of the brick road that existed when the memorial was conceived is also important. Since two sections of the brick paving still exist (14th Avenue South at the Duwamish River, and just off the drive at Hamm Creek), and others may be discovered beneath existing asphalt, the brick should be preserved for salvaged and reused in the Memorial. Important sections of the drive, such as the north and south portals (South Park Bridge and the Flagpole Triangle) and the intersection of the Drive with South 156th Street at the Sunnydale School will be paved with brick in the roadway.

Wildflowers

Originally, the founders of the drive planted wildflowers to accompany the Elms. The wildflowers provide a poetic image, and will be revived. The Flanders Poppy ties the memorial to the fields of France, which was the founders' original intention. The other

flowers — Forget-me-not, Foxglove and Trillium — mark the change of seasons in different ways than do the Elm trees, and also commemorate the dead. They are an important metaphor for the fleeting character of life.

Naming

The original intent of the founders was to remember each person who died in World War I. The names, with the Elms, are the resource, and deserve to be researched further. The Seattle Garden Club hand written ledger, showing the donor name, the honored soldier and the amount contributed for a simple Elm ($1.75) is another kind of living history - the mother or father's sorrow, tied to a (once) living physical manifestation of life. Names on the granite memorial plaques at the Sunnydale School, names in the ledger, all will be preserved.

"Dear Mother: June 18, 1918
Even the trenches can be beautiful when they are trimmed with flowers, and the barbed wire forms a trellis for rambling vines....At the base of one of the birches is a flourishing wild rose bush, literally covered with blossoms, some of which I sneaked up and picked-keeping not only head but also the rest of me carefully DOWN during the process....Here are some of them for you, and also some daisies and yellow asters from the edge of one of my trenches."

The Star

The star is an enduring symbol in American society. From Betsy Ross' first flag to today's national emblem, its power to reference the flag of the United States reminds the citizen that something of national importance has happened here.

The Wreath of Poppies or Elm Leaves

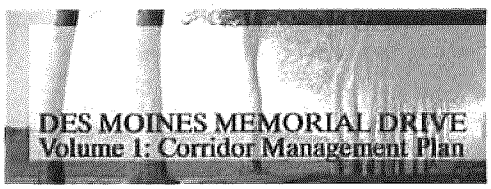
The Garden Club notes contain the discussion of a wreath as a symbol of honor. As far as we know, that wreath was never created. If a wreath is created for the centennial, both the Elm leaf and the poppy will be included-the Elm leaf for its resemblance to the Laurel leaf, the ancient symbol of honor, and the Flanders Poppy because it reminds us of the losses we endured in the aid of an ally overseas.

These images and symbols could find many uses in the revitalization of the memorial, as rhythmic markers throughout the corridor, or as part of the design of the memorial plaza banners and memorial places.

"Dear Mother: June 26, 1918
The poppies are the most wonderful flowers I have seen here. They grow in such profusion as to make you wonder whether the French, with their irrepressible love of the artistic, sow the seeds broadcast just as they plant every row of trees with a view to delighting the eye. Much love, Quincy"

Recommendations for Artist Involvement

Memorial rehabilitation, corridor enhancement and interpretive aspects of the revitalization of the drive require artists who are experienced in working with communities, memorials and public spaces.



Artists should be involved in all of the design aspects of the rehabilitation of the memorial, from developing the markers for the Elms to the design of the Memorial Plaza. As corridor enhancements are selected by jurisdictions, artists should be involved with the design aspects of the various elements that express consistent memorialization or community uniqueness. Pedestrian lighting, flags, plazas, interpretive elements, wreath benches, kiosks and bus stops are a few opportunities for artists to participate in the creation and extension of the memorial corridor.

Artists will also participate in the development of partnerships and funding strategies. The inclusion of artists in the planning and design work opens funding possibilities, such as assistance from the National Endowment for the Arts and the Washington State Arts Commission.

The creation of an ongoing record of the memorial revitalization process may be an artwork in itself. A professional photographer, for example, might work with the Committee and the jurisdictions to make a permanent artistic record of the rebuilding process. A videographer, filmmaker or writer could also maintain a living record of the process.

The establishment of a program for the use of salvaged Elm wood would provide a source for artist materials. A policy for dealing with the resource of wood from Elms that must be taken down will create opportunities for artists and artisans to use the resource. Some of the products might be incorporated in the Drive, or distributed to public places where they can become interpretive materials for public awareness of the Drive.

Interpretive Plan Guidelines

Suggested Approach to Interpretation for Memorial Elements and Corridor Enhancements

- Interpretation should take a variety of forms including, but not limited to, art works, signage and plantings.
- Major thematic threads should be woven through the various interpretive forms used, thereby maintaining continuity throughout the memorial road.
- Interpretation of the theme of remembrance as well as the history of the memorial way should be presented at multiple locations on the DMMD corridor. Exact location of the interpretive sites should be made following the study and analysis of key road factors (e.g. safety) and predominant mode of travel in the vicinity of a given site (e. g. pedestrian, automobiles, parking availability, etc).
- Special sites should be larger and provide opportunities for major interpretation. The presence of such elements as benches, fountains, sculpture and plantings will encourage visitors to linger.
- Peterson Triangle at 152nd and 8th Avenue South Interpretive signage will share features in design and layout to visually link them and signal to the traveler that the "station" is a part of the Road of Remembrance aspect of DMMD. Design a memorial road logo that is used throughout all interpretive materials, e.g. signage, leaflets for visitor "memorial recognition".
- Design interpretive signage in such a way that the story told at each station is interesting and meaningful to not only those driving the complete route, but others who are visiting only a few of the interpretive sites or enter the road from one of the many crossroads.
- Select and design interpretation for each site after careful consideration of how the route will be traveled and by whom, e.g. walkers, bicyclists, rapidly moving motorists.

Themes

The major theme is World War I and the concept of the "Road of Remembrance".

- Tell the human story of the war overseas and at home, with primary focus on the people who were commemorated in the original 1921-22 memorial and secondary focus on all fallen Washingtonians.
- The personal story of the fallen: Integrate memories, letters, poetry, photos and other graphic materials that express the experience of local people.
- Tell the story of the Memorial Way from 1921 to the present.

Secondary Themes

- Highline community history.

Other Story Opportunities

- The idealization of World War I, rhetoric, e.g. the "Great War," "the war to end all wars", etc.
- War poster art, original to World War I.
- America's first involvement in a major foreign war in Europe.

- Profile of the "typical doughboy," i.e. average age, factors prompting men and women to enlist in this war.
- Express motivations for men enlisting for service in the American Expeditionary Force. Reactions and feelings of family and friends to the decision to enlist. Insights into the "personal" war experience e.g. interrupted schooling, jobs, delayed marriages etc. Draw on letters, poems, memories etc. e.g. story of Darris Chalk of Des Moines a young enlisted man who died in the line of duty at the front and was a conscientious objector.
- Focus on life in the war zone and war related places, e.g. training camps, hospitals and military establishments both in the U.S. and in Europe. Life in the trenches. Enlisted women's part in the war in the battle zone and behind the lines. The participation of civilians in the war arena.
- Washington State's participation in the war effort including building war equipment, e.g. ships and airplanes.
- Number of people participating in the war effort both as civilians and enlisted military personnel.
- Number of Washington people to die in the war effort, both stateside and in Europe. Draw on 1921 list information to tell this story.
- Volunteer effort by civilians in support of the war. Personal efforts, e.g. pen pals for soldiers, shipping boxes of cookies etc. to the front, etc.
- Era following the end of the war; impact on American culture. Outpouring of sentiment following the war, e.g. war memorials, living memorials, "roads of remembrance", institution of Armistice Day in 1921 (later changed to Veteran's Day), FVW poppies, annual rituals in the Highline community and King County.

CHAPTER 5

Memorial Rehabilitation and Corridor Enhancement Recommendations for Each DMMD Segment

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Memorial Rehabilitation and Corridor Enhancement Recommendations for Each DMMD Segment

Introduction

It became clear during the planning process that the organization of the elements for the roadway section is likely to be change or altered along the 10-mile length of the DMMD corridor as jurisdictions build it out. Each jurisdiction, responding to engineering design studies, traffic and pedestrian safety criteria and projected use at the time, will establish the roadway curb-to-curb width, bicycle and pedestrian amenities and trail alignments most suited for that segment of DMMD at the time of roadway improvements. As a result, implementation guidelines address memorial rehabilitation and corridor enhancements consistent with the best design for these elements, regardless of the roadway section to which they are adjacent, and assuming that the section will vary according to jurisdiction and segment.

Overall DMMD Corridor Management Plan recommendations and guidelines for memorial rehabilitation and corridor enhancement have been described in *Chapter 4, Plan Recommendations and Memorial Rehabilitation and Corridor Enhancement Guidelines*. Here, they are applied to unique characteristics, resources and patterns of each DMMD Corridor Management Plan segment *(see Chapter 3, Corridor Analysis by Segment and Figure 5-1 -- DMMD Corridor Plan)*. Estimates of probable implementation cost are also prepared and presented in this chapter.

Application of Recommendations by Segment

For each of the seven (7) DMMD corridor segments, the following applications of *Chapter 4, Plan Recommendations and Memorial Rehabilitation and Corridor Enhancement Guidelines*, are described:

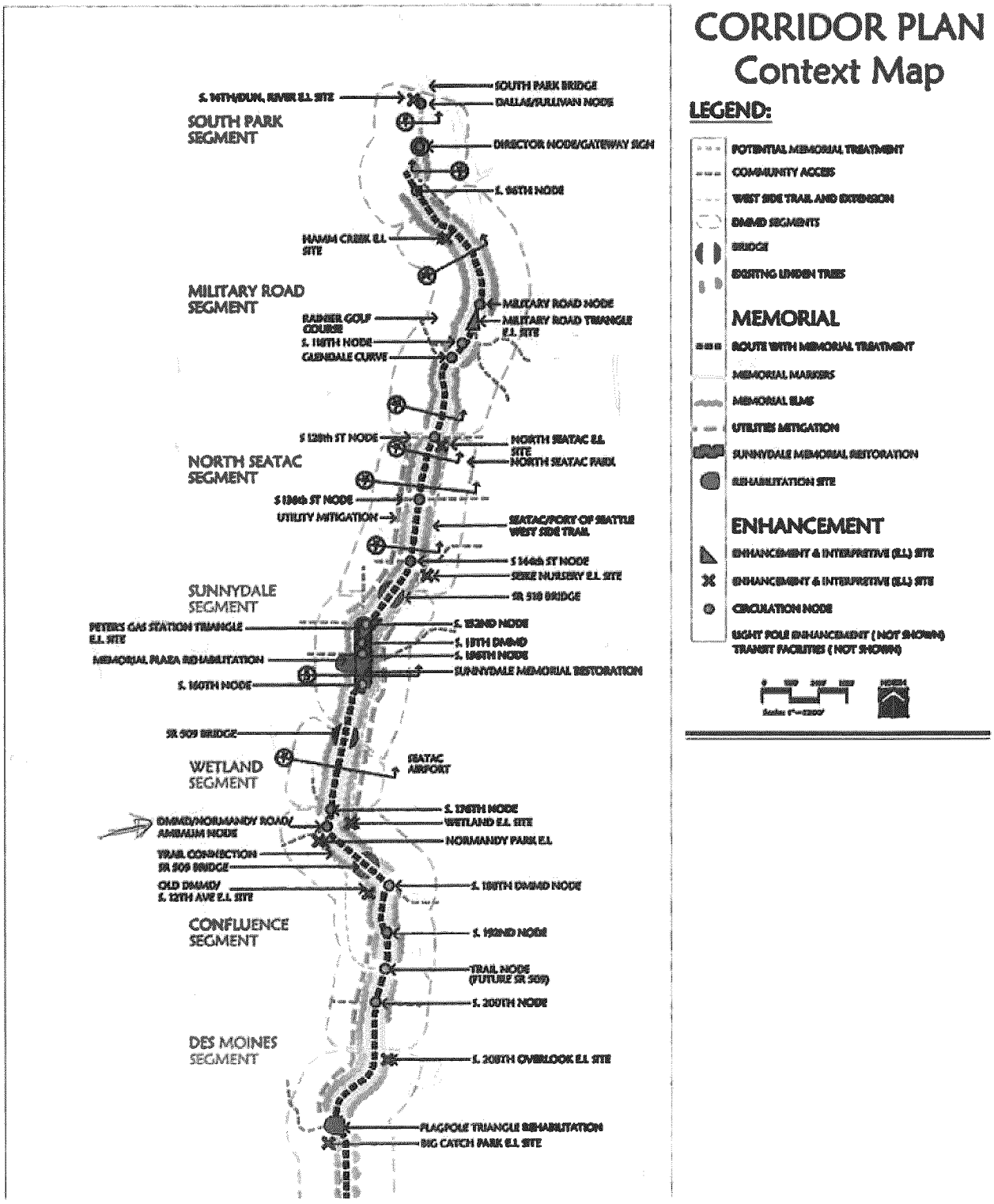
- Segment Character Summary
  Description of the unique characteristics of this segment of the DMMD Corridor
- Memorial Elements/Guidelines Outline
  Description of each of the memorial elements and guidelines applied to each DMMD corridor segment
- Corridor Enhancement Elements/Guidelines Outline
  Description of each of the enhancement elements and guidelines applied to each DMMD corridor segment
- Corridor Enhancement Site(s) within Segment
  Description of each of the enhancement sites/areas recommended for each DMMD corridor segment
- Utility Undergrounding and Realignment
  Description of the recommended utility undergrounding and utility realignment and/or redevelopment due to memorial tree replacement within each DMMD Corridor segment
- Property Acquisitions or Use Easements
  Description of recommended property acquisition or use easement required to provide right-of-way locations for replacement of memorial trees within each DMMD corridor segment
- Interpretive Themes, Stories and Program Concept
  Description of the recommended interpretive concept for each DMMD corridor segment
- Art Notes
  Description of artist thoughts and "notes" regarding each DMMD corridor segment

- Coordination and Partnering Opportunities
  The Seattle Garden Club, Veteran groups, Historic Societies (Local, regional and state), arts organizations (local, regional and state) and Puget Sound Regional Council will be crucial to the successful implementation of these memorial and enhancement improvements.

The plan, section and illustrative drawings shown for each segment are alternatives as to how the memorial and enhancement elements/guidelines would be applied to each jurisdiction's roadway improvement approach (travel and turn lanes, bike lanes, sidewalks, support facilities and utilities for that segment).

Figure 5-1 on the following page presents the Des Moines Memorial Drive Corridor Plan.

Figure 5-1. DMMD Corridor Plan



South Park Segment Recommendations

Character Summary

The .88 mile South Park Segment frames the northern gateway to DMMD. The South Park Bridge over the Duwamish River leads the traveler into the South Park Neighborhood along 14th Avenue South up and over the WSDOT interchange (over West Marginal Way). South Park was the terminus of the DMMD at South Director Street, where 3 remaining memorial elms can still be seen on the east side of "old" 14th Ave. S. (connecting to West Marginal Way Place and the regional Duwamish Trail). The short piece of roadway between the South Park Bridge and S. Dallas/Sullivan Streets is in King County, from S. Dallas/Sullivan Streets to S. Director Street is within the City of Seattle, and the remainder is in King County again. The bridge, river and community form the northern gateway to DMMD.

Jurisdictional/Agency Ownership: King County, City of Seattle, and WSDOT

Memorial and Enhancement Elements (King County Portion Only)

Memorial Elements (Per Guidelines)

- Existing Elm Tree Protection until Replacement
  - (3) Elm trees along "old Road" 14th Avenue South
- Replacement Elms
  - (18) Elm trees (From S. Director Street southward only using "Old Roadway" alignment on 14th Avenue South over to South 96th Street)
  - No utility undergrounding but some allowance for utility realignment/redevelopment.
- Elm Markers
  - From S. Director Street southward only using "Old Roadway" alignment on 14th Avenue South over to South 96th Street
- Shoulder Seeding
  - Under elm only
- Signage
  - At S. Dallas/Sullivan Street
  - At S. Director
  - At S. 96th Street
- Interpretive Sites
  - At Bridge /River
  - At S. Dallas/Sullivan Street
  - At S. Director
  - At S. 96th Street/Old Roadway

Corridor Enhancements (King County, City of Seattle, and WSDOT -- Old Roadway to 14th Ave. S.)

- Enhancement Sites
  - S. 14th/Duwamish River
- Node Development
  - Dallas Ave. S./S Sullivan St

- S. Director St.

- Crossings
  - South Park Bridge
  - SR 99/Marginal Way
- Light/Display Poles
  - (56) 36 within the City of Seattle right-of-way and 20 within the King County right-of-way.
- Enhancement Furniture
  - (12) Benches
  - (12) Refuse containers
- Art Integration

Corridor Enhancement Site

14th Avenue South and Duwamish River Overlook

This site provides an opportunity for a riverside overlook and interpretive display of the former ferry crossing, the historic South Park Bridge, visible remains of the original red brick road, the Duwamish River and the gateway to the DMMD. Elements might include:

- Access connections to 14th
- Overlook platform or edge
- Interpretive display(s)
- Lighting

Permitting and use easements will likely be required in this sensitive zone adjacent to the river.

Utility Undergrounding

No utility undergrounding is envisioned for this segment, though undergrounding of overhead utilities would greatly improve the street environment through this segment.

Property Acquisitions or Use Easements

A use easement is required to replant trees on WSDOT's S. 14th Street right-of-way. Coordination and right-of-way use permits with the City of Seattle will also be required to install any of the proposed enhancements.

Interpretive Concept

A DMMD interpretive feature is a remaining section of the original DMMD brick road surface adjacent to South Park Bridge.

Visitor orientation to the Road of Remembrance:

- Interpretation - signage with introduction and overview of key highlights along DMMD.
- Map locating historical, cultural and recreational resources and natural features found within the corridor.
- Location of traveler services, e.g. public restrooms, traveler information, business centers.

DMMD History Theme

Des Moines Road, a.k.a. High Line Road. Focus on the road at the time of creation of the memorial, e.g. main north-south road between Seattle - Tacoma, brick surface, story of "Hamilton's Folly", favorite Sunday Drive route.

Community Themes

- Duwamish River zone: historic use of the river, South Park neighborhood and adjacent communities of Riverton Heights, Tukwila, Seattle; influence of the Duwamish River on the district, river ferries.
- Early Euro-American homesteaders, e.g. Mike Kelly and Jane Fenton Kelly (founders of Sunnydale), interconnection of early Duwamish Valley communities, i.e. South Park, Riverton, Allentown, Foster, Tukwila.
- Influence of nearby presence of Boeing plant on neighborhood, 1940s forward.

Art Notes

The north entrance to the corridor at the South Park Bridge, which is in need of replacement, is the north gateway to DMMD. The South Portal is the south entrance at Flagpole Triangle/Big Catch Plaza/Des Moines Creek Bridge on Marine View Drive in Des Moines. Both of these sites need to be effectively marked, so that travelers who enter the corridor have a strong sense of coming into a significant place. Each should be marked first with a pair of Elms in a prominent location. Brick paving, referring to the old brick road that lies under the present one, will be included at the portals.

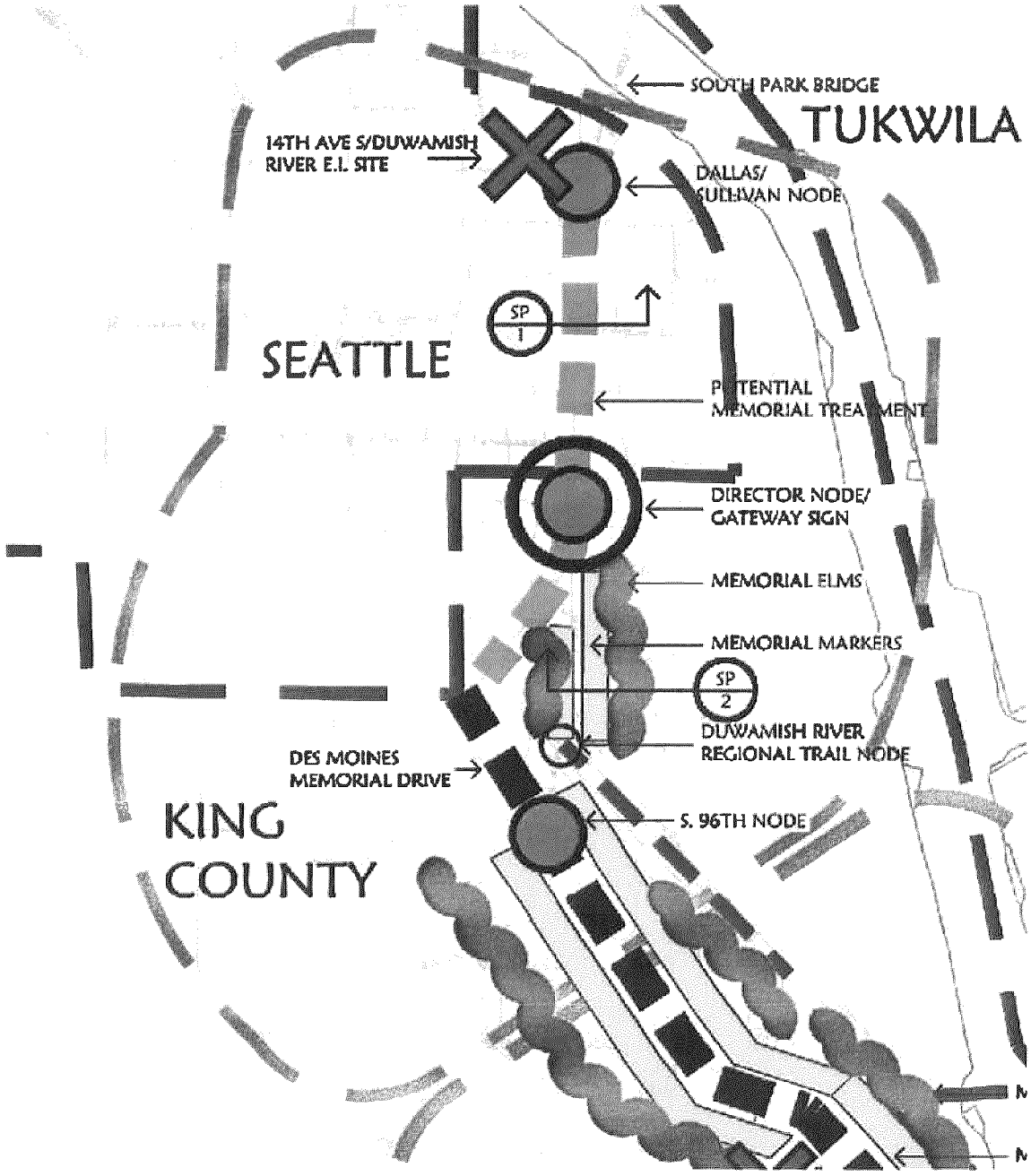
Lanterns at the two portals could serve as symbolic and literal light and promote wayfinding. The design of the South Park Bridge itself is significant for the corridor, and the new bridge will incorporate memorial elements such as red paving brick, lanterns and other imagery pertaining to the memorial.

Coordination and Partnering Opportunities

The project will coordinate with the South Park Bridge rebuilding project, City of Seattle's South Park Community Planning, 14th Street Improvements project and Duwamish River habitat enhancement efforts, South Park Neighborhood and with WSDOT for use and development of DMMD improvements along 14th Avenue South.

The following pages provides a corridor plan and design alternatives for this segment.

Figure 5-2. Corridor Plan - South Park Segment



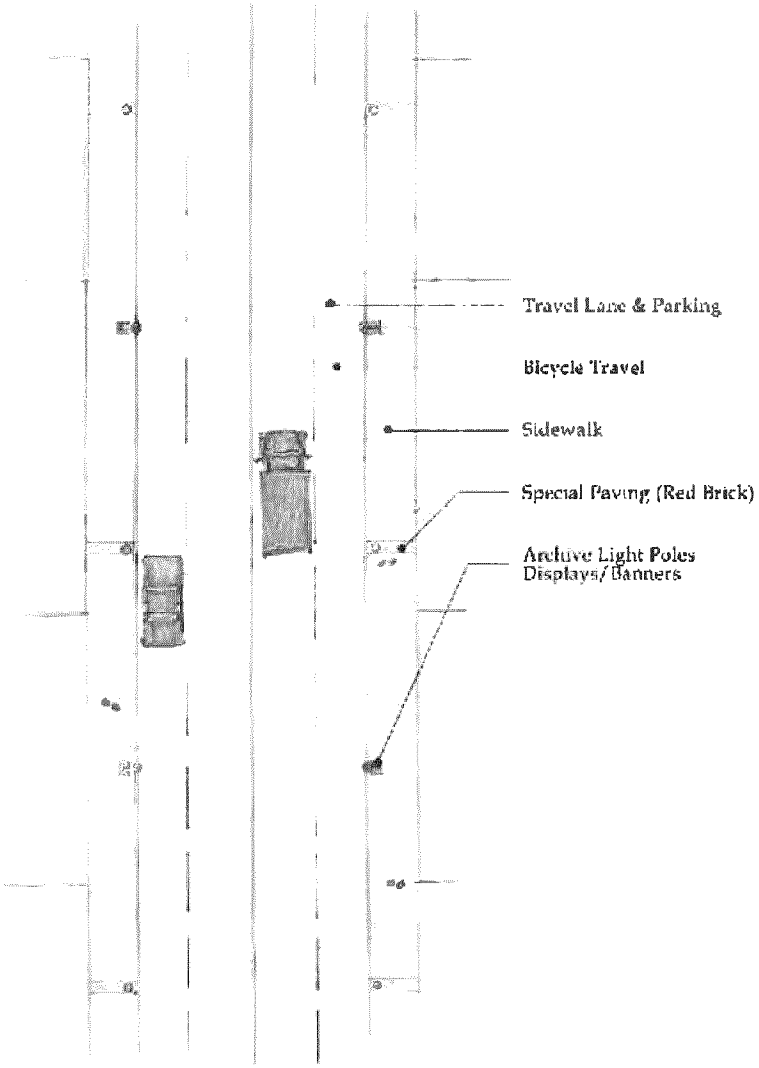
WWI

SOUTH PARK SEGMENT

DES MOINES MEMORIAL DRIVE CORRIDOR PLAN

NTS

Figure 5-3. South Park - Plan Alternative



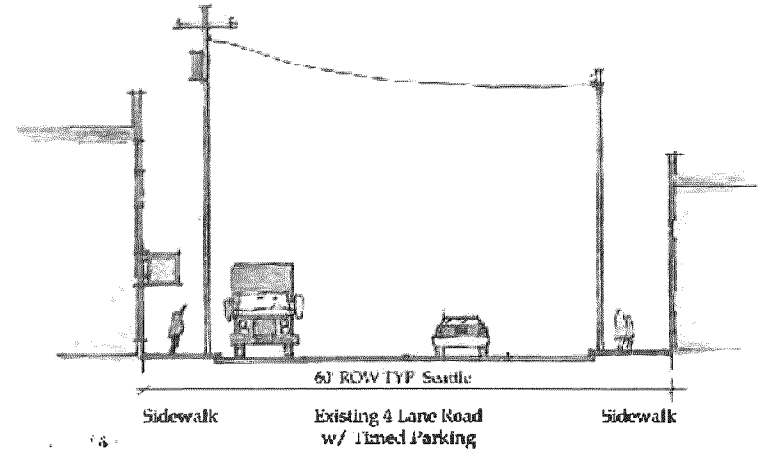
PLAN
NTS

SOUTH PARK SEGMENT

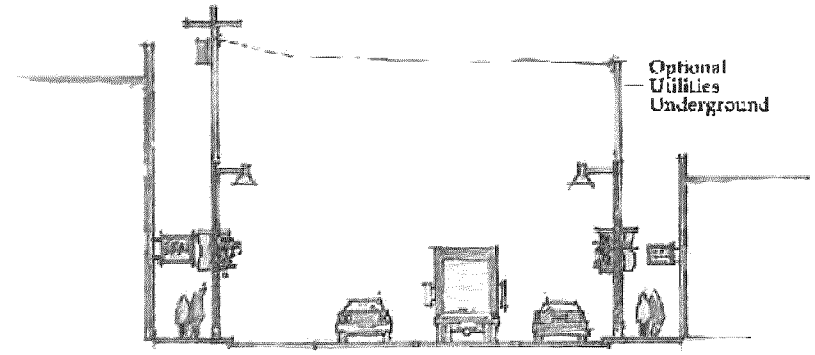
Proposed Corridor Enhancement Plan Alternative

DES MOINES MEMORIAL DRIVE

Figure 5-4. South Park - Roadway Alternative



SP 1 EXISTING SECTION NTS



SP 1 PROPOSED SECTION NTS

SOUTH PARK SEGMENT

Existing Roadway and Proposed Enhancement Alternative

DES MOINES MEMORIAL DRIVE

Figure 5-5. South Park - Roadway and Memorial Alternative

SP 2 EXISTING SECTION NTS

SP 2 PROPOSED SECTION NTS

SOUTH PARK SEGMENT

Existing Roadway and Proposed Memorial Alternative
(South of S. Director Street on 14th Ave. S)

DES MOINES MEMORIAL DRIVE

Military Road Segment Recommendations

Character Summary

The 2.29-mile Military Road Segment passes through King County and the Boulevard Park neighborhood, from South 96th Street to South 128th Street. This segment gets its name from the historic Military Road that intersects DMMD within the segment. In fact, DMMD claims about one-mile of the original Military Road alignment within its right-of-way. The Hamm Creek basin and a large Golf Course crosses or adjoins DMMD in this segment as well.

Jurisdiction/Agency Ownership: King County

Memorial and Enhancements Elements

Memorial Elements

- Existing Elm
  - (4) Four existing elm
- Replacement Elm
  - (104) Locate and plant per guidelines, primarily on the east side/non-overhead utility side. Will require some shoulder easements or purchases to fully implement.
  - New overhead utilities have been installed on west side of the right-of-way, undergrounding remains a recommendation but is unlikely to occur in the short term
- Elm Markers
  - (252) To be installed in 2005
- Shoulder seeding
  - To be included in construction of roadway, 2005
- Signage sites
  - At all nodes per guidelines
- Interpretive sites
  - At all nodes per guidelines

Corridor Enhancements

- Enhancement Sites
  - Hamm Creek Wayside
  - Military Road Triangle

Node Development (Develop per Guidelines)

- S. 96th
- Military Road
- Glendale Way S
- S. 120th
- S. 128th

Crossings

- No highway overpasses/interchanges in this segment

Light/Display Poles

- (289) per guidelines

Enhancement Furniture

- (70) Benches
- (70) Refuse containers

Corridor Enhancement Sites

Remaining Red Brick Road at Hamm Creek "Wayside"

There is 600-square-foot remnant of the original brick paving of Des Moines Memorial Drive across from 17th Pl. South. It is now in private ownership and partially developed as a driveway, carport and yard to a residence. Nevertheless, an interpretive kiosk is recommended here in association with a rest area and Hamm Creek overlook. Elements will include:

- Cleanup and rehabilitation of red brick road
- Access paving from sidewalk to this area
- Interpretive Kiosk
- Benches
- Railing

King County Military Road Triangle Site

This recommended interpretive site is a half acre triangular property formed by the intersection of Military Road with DMMD. It is owned by King County. The site is currently wooded with moderate to steep slopes. DMMD rises above Military Road from 5- to 30-feet at this site. With some clearing, there will be views to the east over the Duwamish Valley.

Military Road is an historical throughway for defense in the early periods of development of the Puget Sound region. This intersection offers a tremendous set of enhancement and interpretive opportunities, including:

- Interpretive facilities
- Rest area and overlook
- Boulevard Park Community Park
- DMMD/Military Road Commemorative Sculpture or Flagpole
- Transit Stop(s)
- Trails and accessible connections to neighborhood streets
- Benches, lighting and landscape

Utility Undergrounding

No utility undergrounding is envisioned for this segment - though undergrounding of overhead utilities would provide for the planting of memorial elms on the west side of the right-of-way and greatly improve the street environment through this segment.

Property Acquisitions or Use Easements

Some property acquisition and use easements are required to enable elm tree planting and to develop enhancement sites within this segment. An additional 2- to 6-feet is required for tree planting.

Interpretive Concept

1. Road of Remembrance and history of the memorial:
   - Highlights of original establishment of the Memorial Way by Seattle Garden Club, 1921-22
   - "Road of Remembrance" stories, i.e. Washington Doughboys on the European front and connection with people living in the then Highline communities.
   - Memorial Way historical events that took place in this section of the route, e.g. Marshall Foche planted a Memorial Elm in December 1921, at the intersection of So. 120th and So. Glendale Way; elm removed circa 1965.
   - Story of other memorials and plaques placed on Memorial Way over the years, e.g. 1955 crash of plane carrying Korean War soldiers returning home, 1998 Eagle Scout project, etc.
2. Additional corridor intrinsic qualities: Boulevard Park district
   - Historic - scenic 16th Avenue So. Bridge.
   - Recreation - Links to scenic areas, hiking, biking, Duwamish Valley attractions, e.g. Cecil Moses Park, salmon interpretive area, Salish art walk, picnicking, and Duwamish River trail (Tukwila to Renton).
   - Environmental - Hamm Creek greenbelt project; small section of the original DMMD brick road (currently on private property).
3. Community history themes:
   - Early King County history, 19th century, first territorial road in Western Washington, also first King County road.
   - Early Boulevard Park development as an exclusive neighborhood with excellent views of the Duwamish River Valley, fine homes, exclusive country clubs--Glendale Jewish Golf Club and Rainier Golf Club, and first branch King County Library.
   - Impacts of World War II and aftermath on Boulevard Park neighborhood; influx of Boeing wartime workers.

Art Notes

The Memorial at the Hamm Creek brick road

On the west side of Des Moines Memorial Drive, on the north edge of the Hamm Creek ravine, a vestige of the brick road still remains. This section of paving is a good location for memorial interpretation, and a small rest stop.

Memorial at the Military Road Triangle

This confluence of the drive and the old Military Road is significant both historically and symbolically. The Military Road Triangle could be shaped in a sculptural way. The landform will be strong enough to be perceived by motorists, and an environment and visual context will be created for a specimen Elm.

Coordination and Partnering

Hamm Creek open space preservation groups, Rainier Golf Club, King County (for use of Military Road Site), and Boulevard Park Neighborhood.

The following pages provides a corridor plan and design alternatives for this segment.

Figure 5-6. Corridor Plan - Military Road Segment

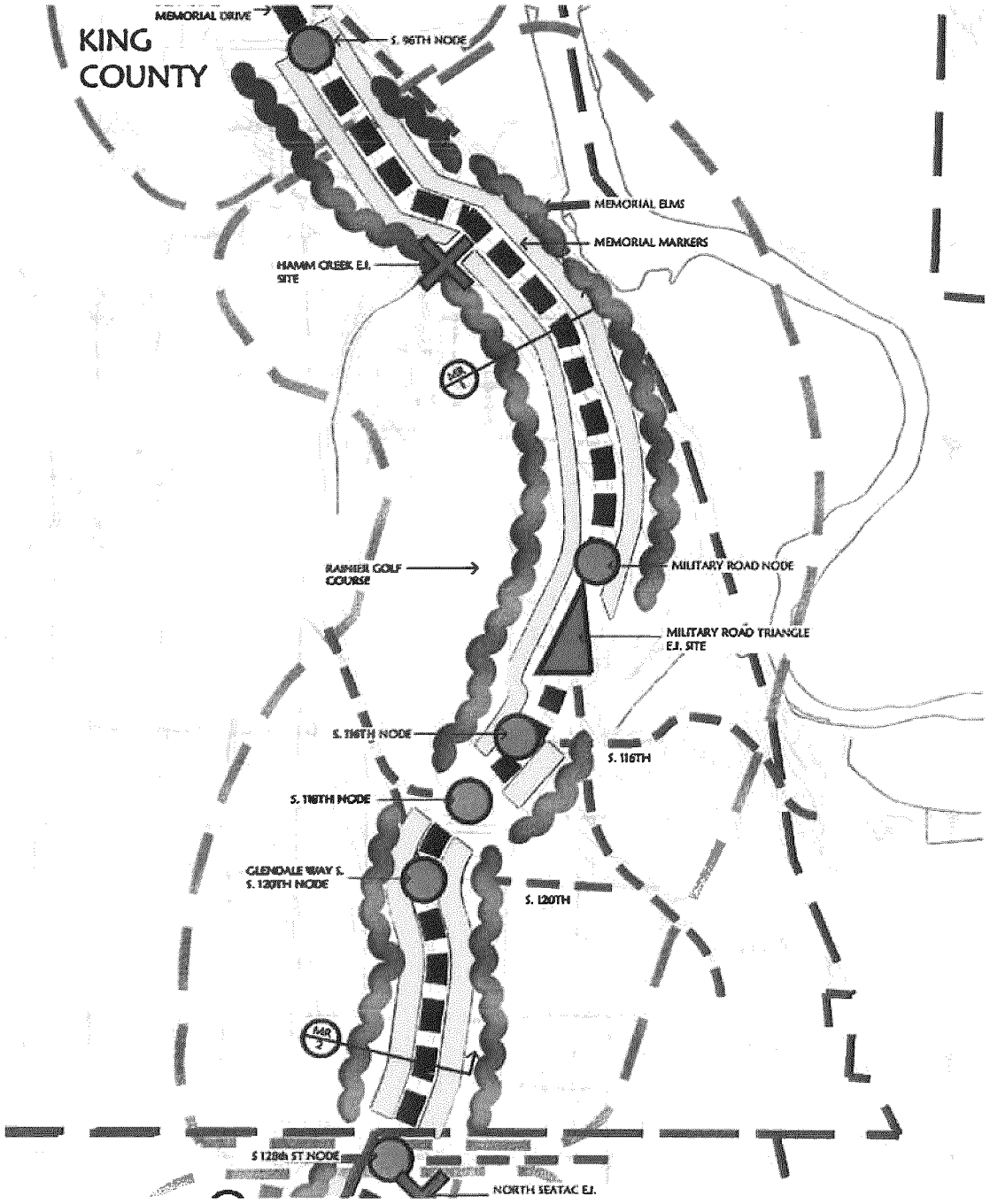


Figure 5-7. Military Road - Memorial Plan

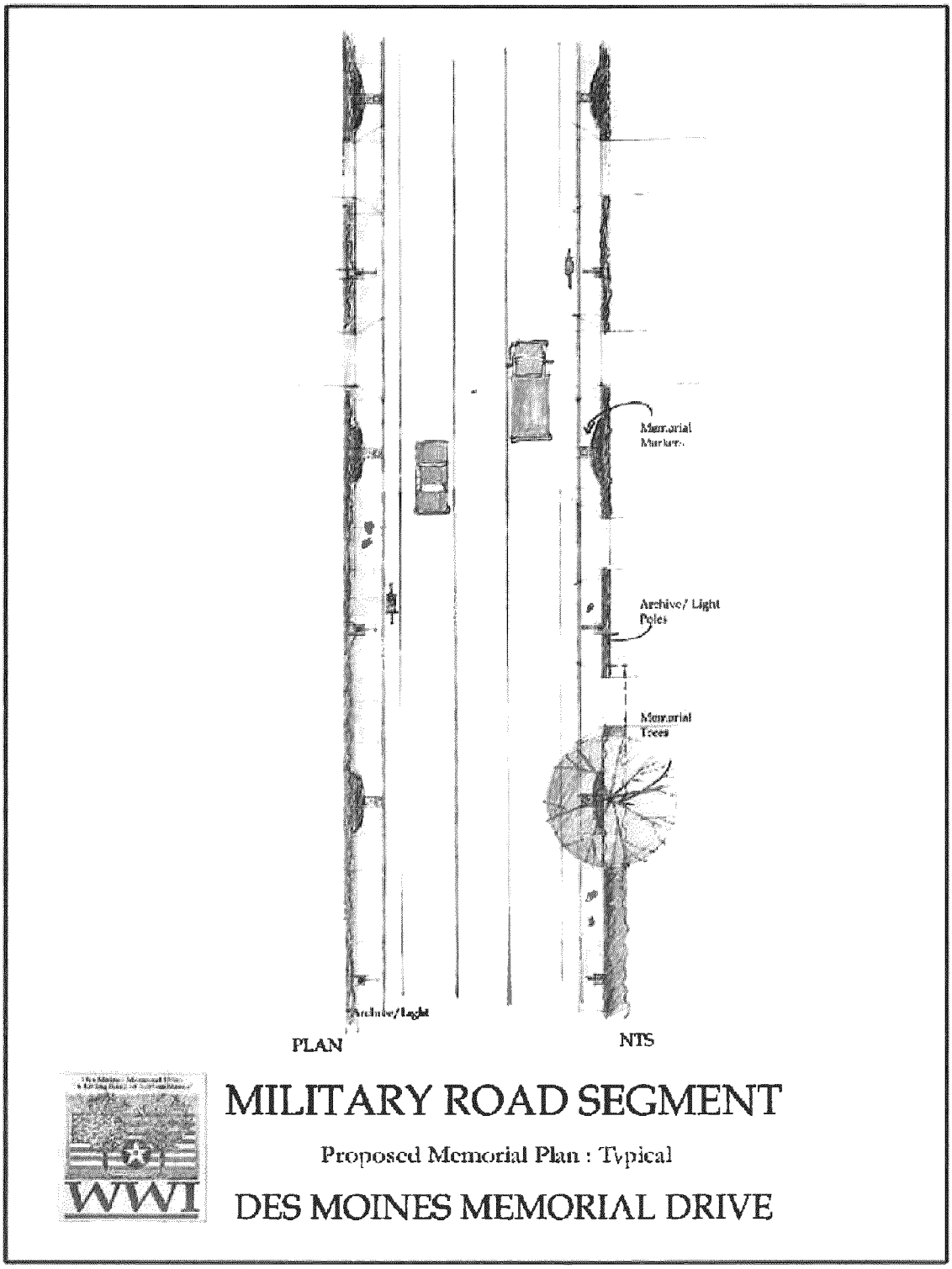


Figure 5-8. Military Road - Roadway and Memorial Alternative

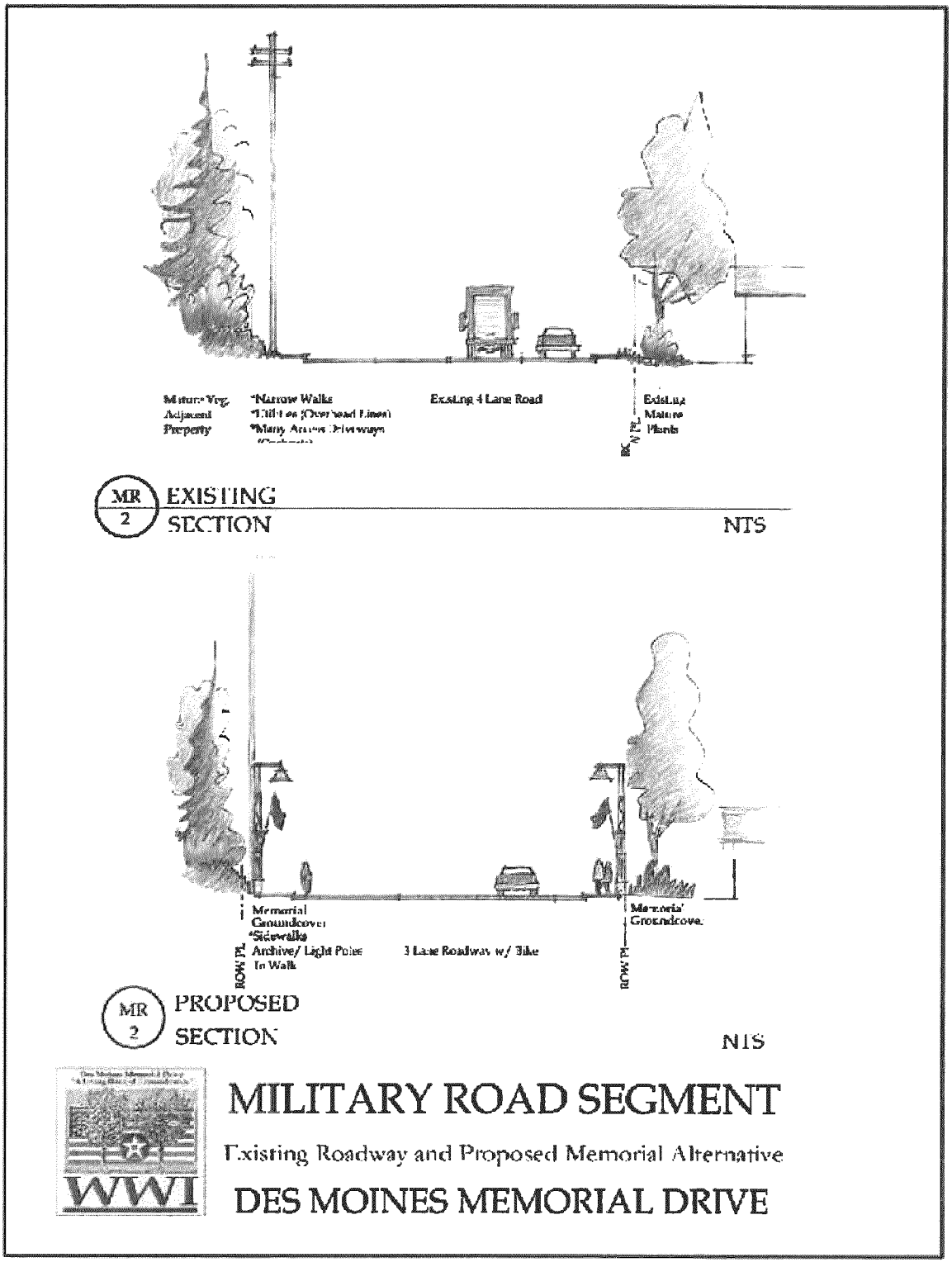
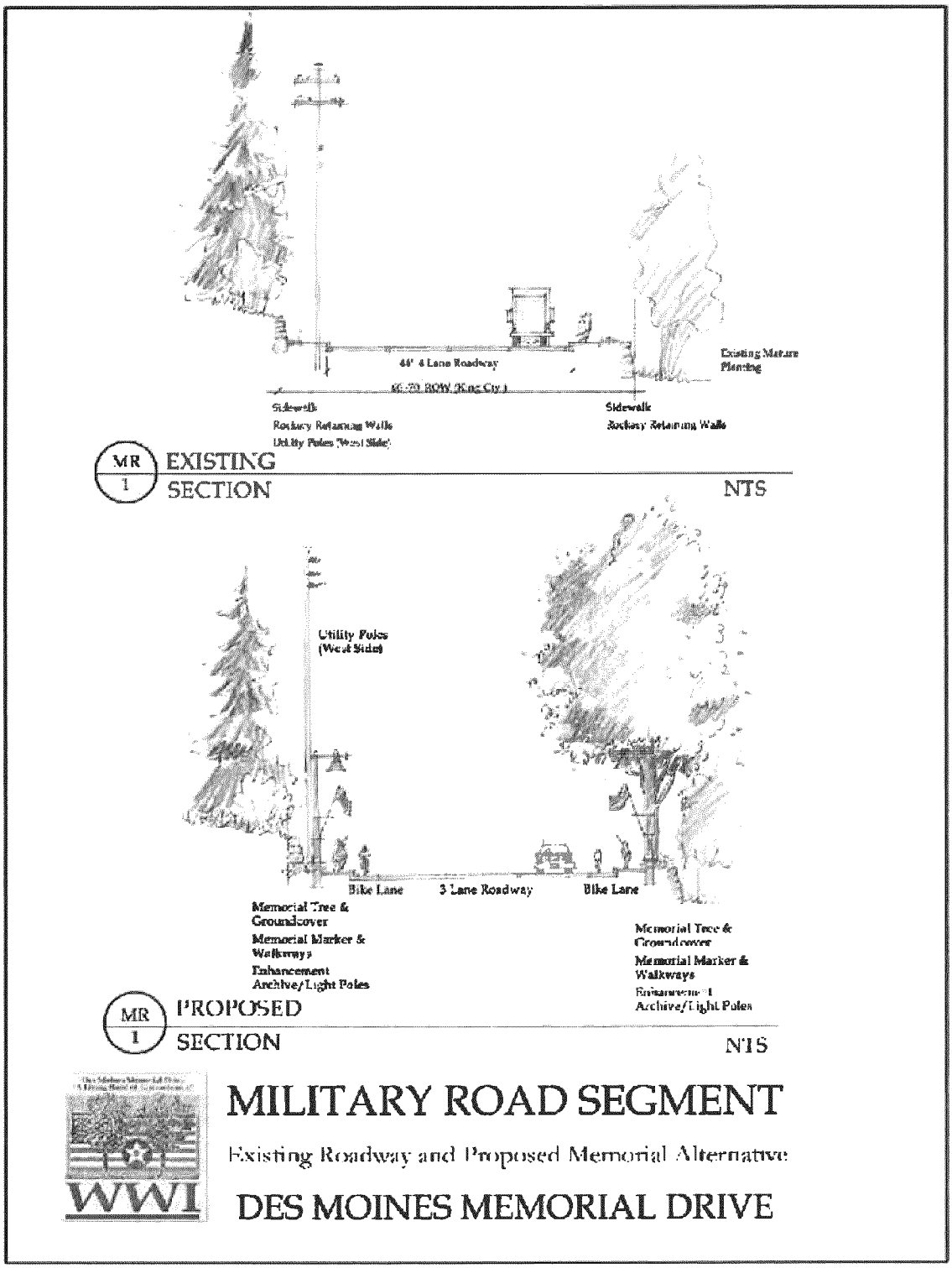


Figure 5-9. Military Road - Roadway and Memorial Alternative



North SeaTac Segment Recommendations

Character Summary

The 1.39 mile North SeaTac Segment passes through the City of SeaTac, from South 128th to the SR 518 overpass. Although the DMMD right-of-way is wholly within the SeaTac's city limits, Burien neighborhoods front on the drive along its entire western edge. The segment name is derived from the large forested and recreational municipal, North SeaTac Park, fronting DMMD along the northern half of the segment's eastern right-of-way margin. Several original memorial elm also remain along this segments' roadway margins.

Jurisdiction/Agency Ownership: City of SeaTac with City of Burien Frontage (West side of right-of-way)

Memorial and Enhancement Elements

Memorial Elements

- Existing Elm Protection and Monitoring until replacement
  - (74) Original elm trees
- Replacement Elm
  - (129) Replacement elm
- Elm Markers
  - (170) Memorial markers
- Shoulder seeding
  - Along all open shoulder areas under elms
- Signage sites
  - At all nodes
- Interpretive sites
  - At all nodes and enhancement sites

Corridor Enhancements

- Enhancement Sites
  - North SeaTac Park (NW entry) Interpretive Site
  - Seike Nursery Interpretive Site
- Nodes Development
  - S. 128th
  - S. 136th
  - S. 144th
- Crossings
  - SR 518 - Overhead and interchange
- Light/Display Poles
  - (289) Light poles with display/banner capability
- Enhancement Furniture
  - (70) Benches

- (70) Refuse containers
- Art Integration

Corridor Enhancement Site

Northwest North SeaTac Park Entry Interpretive Site

Existing parking lot and park trailhead at this location make it a good site for orienting and educating people about the DMMD corridor and communities. Elements include:

- Interpretive Kiosk or Shelter
- Wayfinding Display
- Benches
- Lighting

Seike Nursery Interpretive Overlook/Site

Although a Port of Seattle mitigation site scheduled to be vacated for the new runway, there may remain remnant plants from this long-standing memorial garden. The DMMD right-of-way adjacent to this site may offer the opportunity to provide an interpretive kiosk or railing display adjoining the DMMD sidewalk or West Side Trail. Elements include:

- Interpretive Kiosk or Display Railing
- Railing combined with barrier
- Paving connection to sidewalk/trail

Utility Undergrounding

No utility undergrounding is envisioned for this segment - though undergrounding of overhead utilities would provide for the planting of memorial elms on the west side of the right-of-way and greatly improve the street environment through this segment.

Property Acquisitions or Use Easements

Some property acquisition and use easements are required to plant elm trees and to develop enhancement sites within this segment. For tree planting, 2- to 6-feet are required on each side to plant a tree 8-feet behind the face of the curb. The possibility of using property within North SeaTac Park and the SeaTac owned DMMD right-of-way may provide an opportunity to avoid purchases or easements through this segment.

Interpretive Concept

Northwest North SeaTac Park Entry Interpretive Site

1. Focus on the "Living Road of Remembrance" aspect of DMMD
   - Original arboreal plan for Memorial Way, i.e. American Elm, 80 foot spacing, etc.
   - History of the Memorial Elm trees since 1922.
   - Story of the on-going commitment of Judd Colburn, American Legion Post 134, and Burien and Highline citizens to maintaining and preserving the memorial road; highlights of efforts to rehabilitate the original memorial down to the present.
   - Historical perspective on 20th century arboreal memorials across America and uniqueness of the DMMD memorial.

2. Community history themes:
   - Impact of World War II and post war dynamics on community development, e.g. rapid population growth, building boom, and loss of rural livelihoods and suburban-style development.
   - The development of SeaTac Airport and impacts on the Highline communities, 1930 - present.
   - Ethnic population themes: Des Moines Nursery, Seike family home and Memorial Gardens dedicated to the memory of son killed in action in World War II; ethnic factors in the Highline community history, Japanese, Italian (late 19th early 20th century); Southeast Asian, Mexican-American, Somali and others in the late 20th century.

3. Corridor recreational resources
   - Resources located at North SeaTac Park, including the former King County Ball Fields site. Multitude of facilities: public rest rooms, drinking water, picnicking, biking and equestrian trails, children's play center, ball fields, and ample parking.
   - Focal point for hiking, biking; links to regional hiking/biking systems, King County Regional Trail system, SeaTac to Seattle route; Duwamish-Green River Trail and the Cedar River Trail.
   - Corridor cultural resources including cluster adjacent to North SeaTac Community Center including Highline Botanical Gardens, art works and strolling paths.
   - Traveler amenities including information, public restrooms, telephones and other amenities.

Art Notes

Photographically record the existing elm tree roadway and incorporate into interpretive displays in this segment.

Coordination and Partnering Opportunities

City of SeaTac's West Side Trail Study and North SeaTac Park will provide opportunities to enrich this segment and allow for funding opportunities.

The following pages provides a corridor plan and design alternatives for this segment.

Figure 5-10. Corridor Plan - North SeaTac Segment

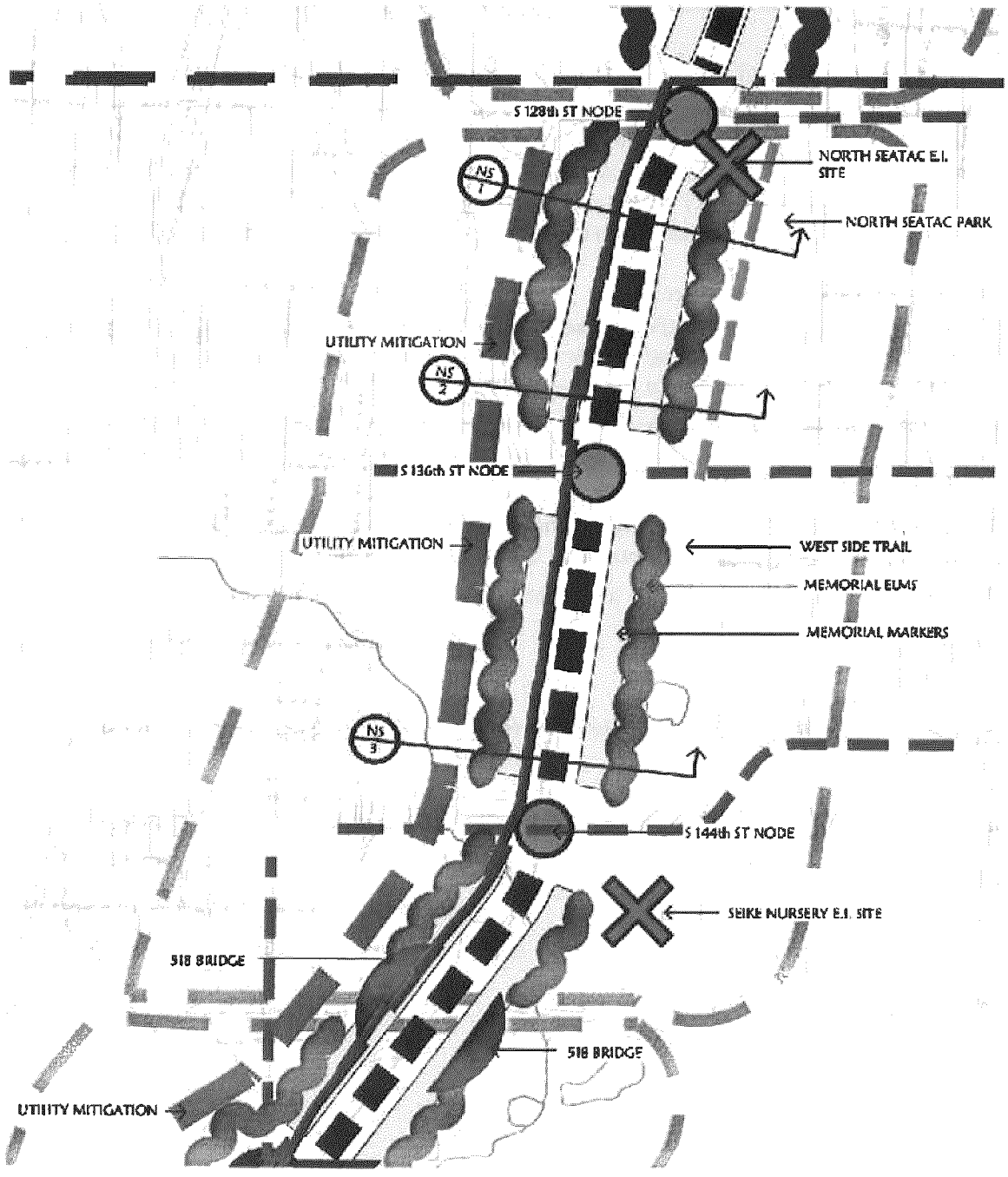


Figure 5-11. North SeaTac - Memorial Alternative

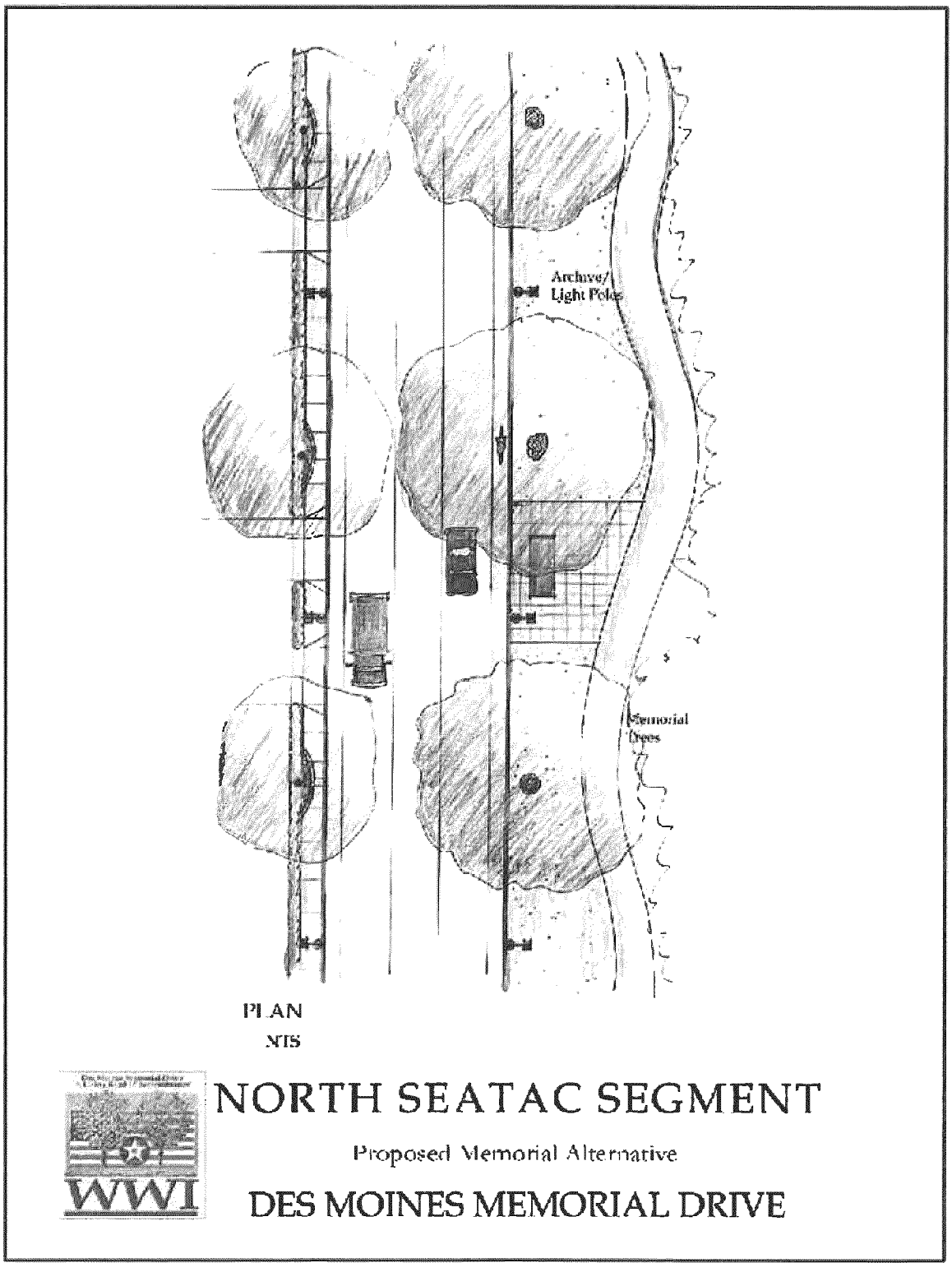


Figure 5-12. North SeaTac - Roadway and Memorial Alternative

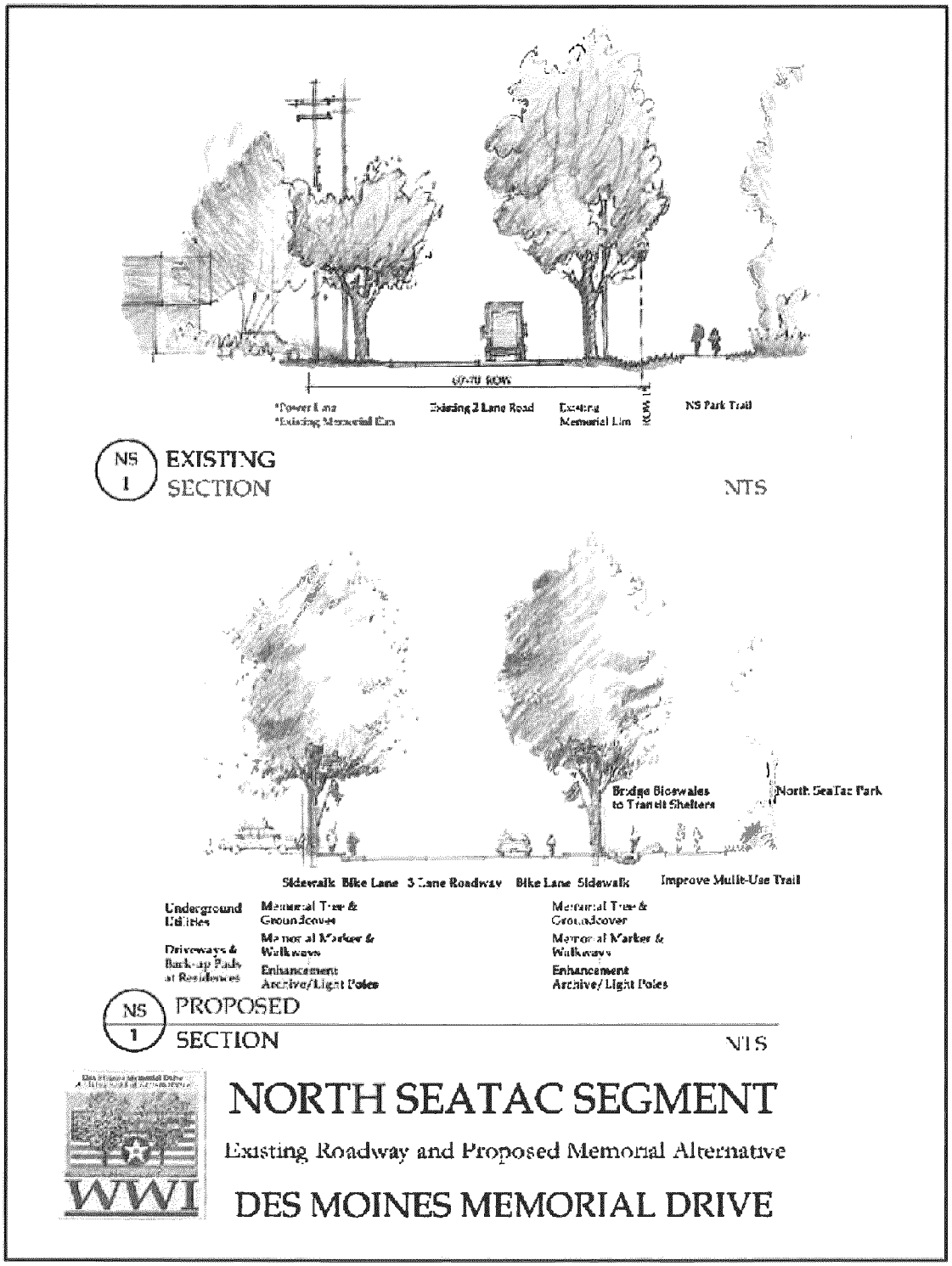
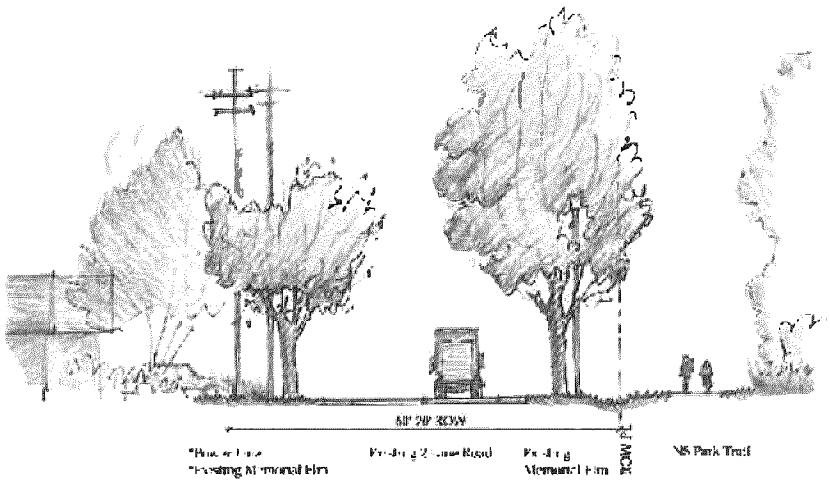
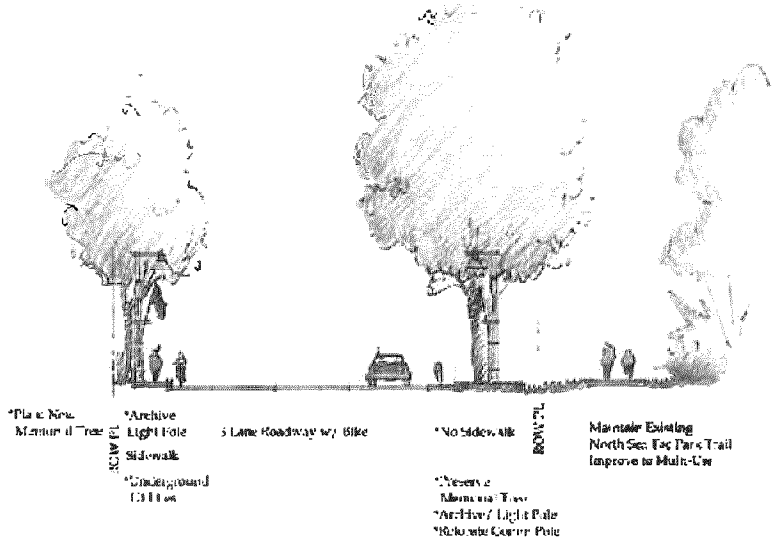


Figure 5-13. North SeaTac - Roadway and Memorial Alternative



NS 2 EXISTING SECTION NTS



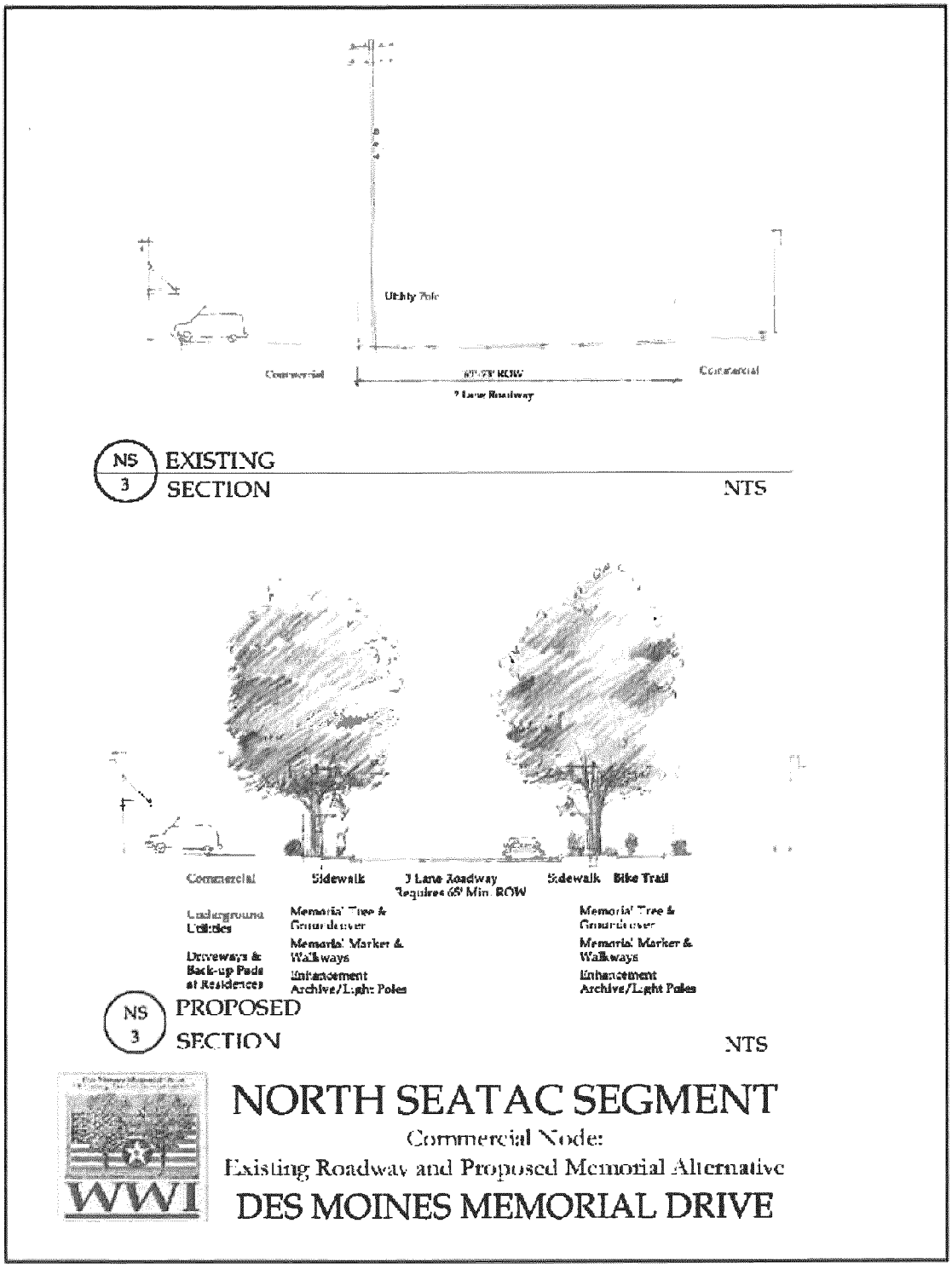
NS 2 PROPOSED SECTION NTS

NORTH SEATAC SEGMENT

Existing Roadway and Proposed Memorial Alternative

DES MOINES MEMORIAL DRIVE

Figure 5-14. North SeaTac - Commercial Node: Roadway and Memorial Alternative



Sunnydale Segment Recommendations

Character Summary

The Sunnydale Segment includes 1.15 miles of this very important DMMD segment, between the SR 518 and SR 509 overpasses. Sunnydale has been the area's highpoint and crossroads from the earliest periods of settlement in the area. This is the existing site of the Memorial Park built in 1962 with stone memorial panels, historic school, first gas station, and key east/west travel routes.

Memorial Rehabilitation that occurs in this segment is the most extensive proposed. It will focus attention on the redeveloped plaza, the area of the school, reconstruct a roadway similar to the original, underground overhead utilities in order to plant the Living memorial on near-original spacing. See discussion of this improvement in Chapter 4, Plan Recommendations and Memorial Rehabilitation and Corridor Enhancement Guidelines.

Jurisdiction/Agency Ownership: City of SeaTac with City of Burien Frontage (West side of right-of-way). Port of Seattle owns approximately 70% of the property on the eastside of DMMD right-of-way in this segment.

Memorial and Enhancement Elements

Memorial Elements

The Sunnydale Segment Memorial Rehabilitation improvements are described in the Memorial section, pages 4 - 7 above. This is the priority rehabilitation and redevelopment area of the DMMD Corridor Plan.

The Sunnydale area is an historic crossroads, and traditional site for events surrounding the Memorial. It is also the location of an etched granite wall containing the names of the fallen as recorded in the original register. This existing plaza and the 8 blocks surrounding it from 152nd to 160th streets is proposed for redevelopment to accommodate the highest level of activity relative to the Memorial.

Memorial Trees and Red Brick Roadway

Develop the portion of the Sunnydale Segment from South 152nd Street to South 160th Street, in layout and texture, as a reconstruction and rehabilitation of the 1921 memorial tree and wildflower plantings around a red brick roadway.

- Underground utilities in this 8-block segment of the corridor (approximately 3,000 LF).
- Install a red brick or red brick patterned roadway surface between the curb-lines or from bike lane edge to bike lane edge.
- Locate and install memorial elms on both sides of the right-of-way corridor without interruption.
- Locate and install memorial elms as close to original cross-road spacing (44 feet) as is feasible.
- Install wildflower seeding beneath trees continuously along the margins of the corridor.
- Install memorial markers at each elm site.

This Sunnydale Segment redevelopment will be coordinated closely with City of SeaTac planning and development of the West Side Trail which will likely be within or immediately adjacent to the DMMD right-of-way in this segment.

Memorial Plaza

Redevelop the Des Moines Memorial at Sunnydale School into a Memorial Plaza. Relocate the memorial wall of etched granite panels to a position 25- to 35-feet farther back from the right of way and onto Sunnydale School property. This will create more area for gathering, examining the wall and conducting ceremonies to honor the fallen.

Relocate existing Memorial cherry trees to sites between the new wall location and school building. Identify new sites for other memorials and honoring elements within the plaza. Add flagpole(s). Consider other amenities such as special paving, seating, retaining walls, accessible ramps, bike racks, benches, lighting, irrigation and new plantings in the memorial plaza redevelopment design. Include art elements in the redesign of the Plaza. Incorporate signage and an interpretive display and integrate educational elements into the plaza.

- Existing Elm
  - (48) Existing memorial elm
- Replacement Elm
  - (96) Replacement elm per guidelines
- Memorial Markers
  - (143) Memorial markers per guidelines
  - Coordinate with WSDOT to place in walkways under SR 518 and SR 509 overpass
- Shoulder seeding
  - In all open shoulder areas under elm
- Signage sites
  - At all nodes and enhancement sites
- Interpretive sites
  - Per interpretive plan
- Memorial plaza
  - Redevelop to allow for additional gathering space
- Roadway paving
  - Red brick patterned paving across all travel and turn lanes

Corridor Enhancements

- Enhancement Site
  - Peters Triangle Interpretive Site
  - 156th Rest Stop and Memorial Plaza Parking Area
- Node Development
  - 152nd
  - 156th
  - 160th

- Crossings
  - 518 - Overhead and interchange
  - 509/(164th) - Overhead
- Light/Display Poles
  - (173) Light poles with display and banner capability
- Enhancement Furniture
  - (44) Benches
  - (44) Refuse containers

Corridor Enhancement Site

Peters Triangle/First Gas Station Interpretive and Community Space Site

The Peters Triangle site offers an opportunity to anchor the north end of the Sunnydale Memorial Plaza and roadway improvements. It is a half-acre triangular shaped property formed by the intersection of 8th, South 152nd and DMMD. Historically it was the site of the first gas station in south King County. Established in the early 1930's, this was a key node in the north south and east west movement of people in this area.

The City of Burien has developed S. 152nd Street as a major community corridor connecting DMMD to Burien's downtown, schools, art center, and sports complexes. Elements suggested for development at this site include:

- Interpretive Signage
- Directional Signage
- Benches
- Drinking fountain
- Shade trees

156th Rest Stop and Memorial Plaza Parking Area

The Port of Seattle owns a 2.6-acre, triangular shaped property across DMMD from Sunnydale School Memorial Plaza. The property is formed by the intersection of DMMD with South 156th Way and South 157th Place. Approximately one acre of this property is not affected by wetlands and wetland buffers. This would provide an excellent rest stop and short term parking area for visitors to the Memorial Plaza, subject to Port and FAA approval.

- Trail/Sidewalk connections
- Vehicle parking and tour bus pullouts
- Rest Facilities, including restrooms, water fountains and benches
- Interpretive Display kiosk
- Orientation signage and maps

Utility Undergrounding

Undergrounding of overhead utilities is recommended for the Sunnydale segment. This is one segment where this full action is recommended - as it is the one segment where full rehabilitation is being prioritized.

Property Acquisitions or Use Easements

Some property acquisition or use easements are required in this segment:

- Limited right-of-way area needs are anticipated, especially for the 60-foot existing right-of-way width section.
- The Sunnydale School property (Highline School District) to allow for Memorial Plaza Redevelopment
- The Peters Triangle Gas Station enhancement site at DMMD, 8th Avenue S. and S. 152nd Street.

Fortunately, acquisition of the 156th Stret Triangle would require Port and FAA approval.

Interpretive Concept

Peters Triangle Interpretive Concept

"The Peters Triangle" is an historic community crossroads and location of key long-term community businesses. Peters Triangle Service Station was the first gas station in South King County.

Art Notes

Art at Memorial Plaza

Art at Memorial Plaza will be carefully done so as not to overpower the stone memorial panels and space.

1. Memorial Plaza adjacent to the Sunnydale School, Des Moines Memorial Drive and South 156th:
   - Focus on honoring the World War I fallen.
   - Historic perspective on World War I, concise main event timeline focusing on American involvement in the war.
   - The "French connection" i.e. gratitude to America for joining the war effort and playing major role in winning the war; participation by French Marshals Foche and Joffre in dedicating DMMD, 1921-22; Foche and Joffre plantings adjacent to Sunnydale School logical sites.
   - Creation of 1963 Memorial Way Park and the granite memorial in stone; the 1963 list of those commemorated.
   - Tribute to Jud Colburn, "Keeper of the Elms" and historic stewardship organizations: American Legion posts # 1 and #134, Burien.
2. Community history themes:
   - Early Euro-American settlement, Kelly homestead, Sunnydale, Kelly Road, Lake Burien & formation of early communities, historic intrinsic quality, and the historic Dodd's house.
   - Important role of early trolley public transportation; the building of the Burien Railway, a.k.a. "Toonerville Trolley", community actively participate in maintaining rail service up to the Depression.
   - Three Tree Road connecting Three Tree Point to Renton Road; Three Tree Service Station (1920s), an early automobile service station.

- Post World War II transformation of area from rural/agricultural to suburban living, e.g. John Mingo farm, present day location of the Burien Community Center.
- Repeated expansion of Sea-Tac Airport, the volume of air traffic and parallel increases in automobile traffic produce spiraling damage to the quality of life for the Highline communities in the latter decades of the 20th century.

Art at Peters Triangle

Peters Triangle is a prominent site in corridor history-one of the first gas stations in south King County was located here. It is a part of early automotive history (as is the drive itself) in the Highline area.

Peters Triangle is located just four blocks north of Memorial Plaza, near the heart of the drive. It would be an optimum location for a park and interpretive center. This relationship would be reinforced by red brick paving in the drive between Peters Triangle and the Memorial Plaza, creating a striking sense of place.

This proposed Peters Triangle Park will be paved with red brick, provided with ample seating, and planted with several elm. A closer cluster of elm should add an interesting punctuation to the eighty-foot spacing in the corridor. This place is an opportunity for interpretive materials presented in innovative ways (i.e., on plaques in the pavement or set into or carved directly into the benches.

Coordination and Partnering Opportunities

West Side Trail planning and development, Port of Seattle, Highline School District (Sunnydale School and memorial plaza land/easement), and Seattle City Light (Undergrounding).

The following pages provides a corridor plan and design alternatives for this segment.

Figure 5-15. Corridor Plan - Sunnydale Segment

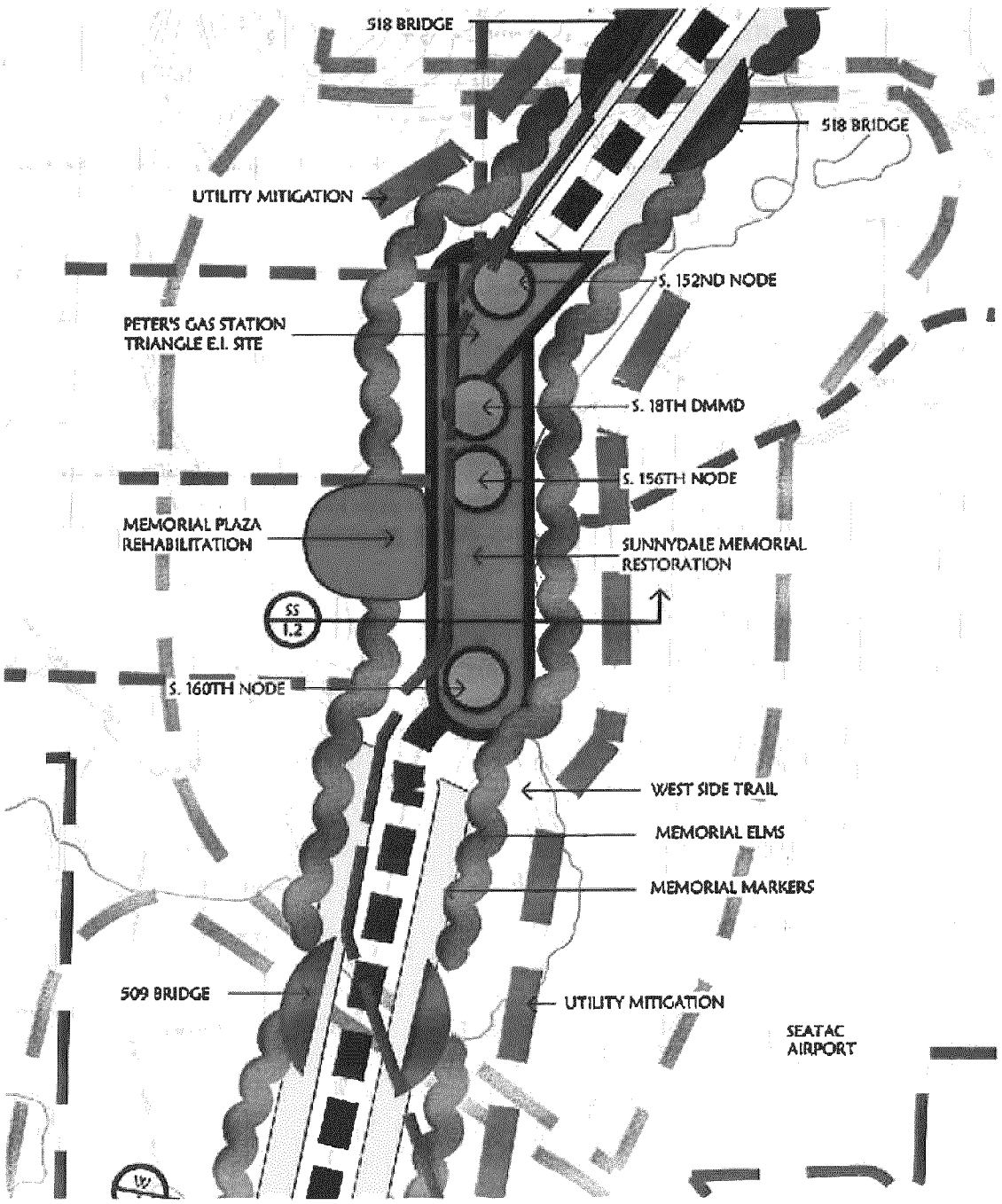
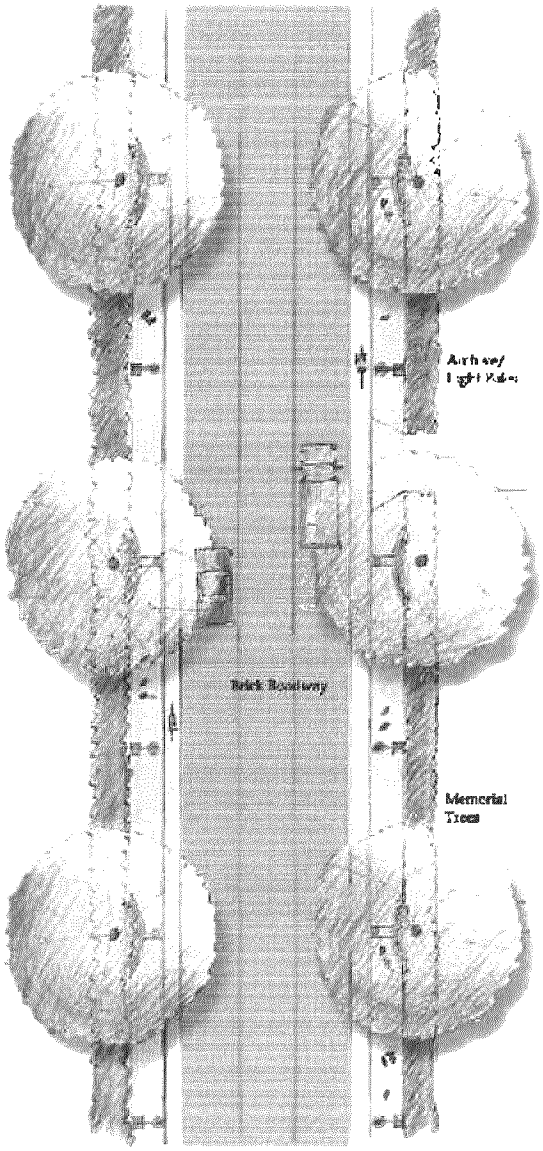


Figure 5-16. Sunnydale - Memorial Alternative



PLAN
NTS

SUNNYDALE SEGMENT

Proposed Memorial Alternative

DES MOINES MEMORIAL DRIVE

Figure 5-17. Sunnydale - Perspective

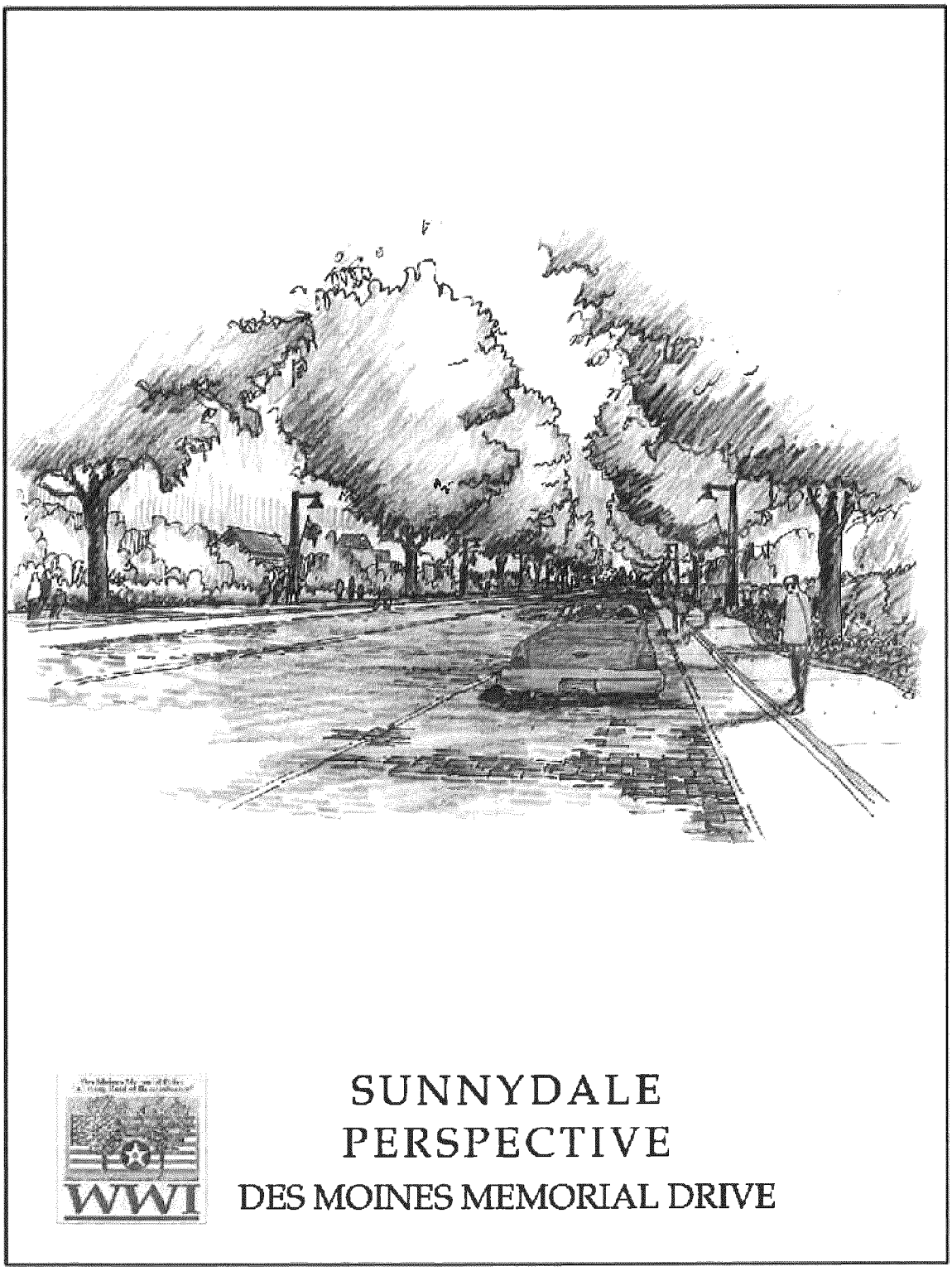


Figure 5-18. Sunnydale - Roadway and Memorial Alternative

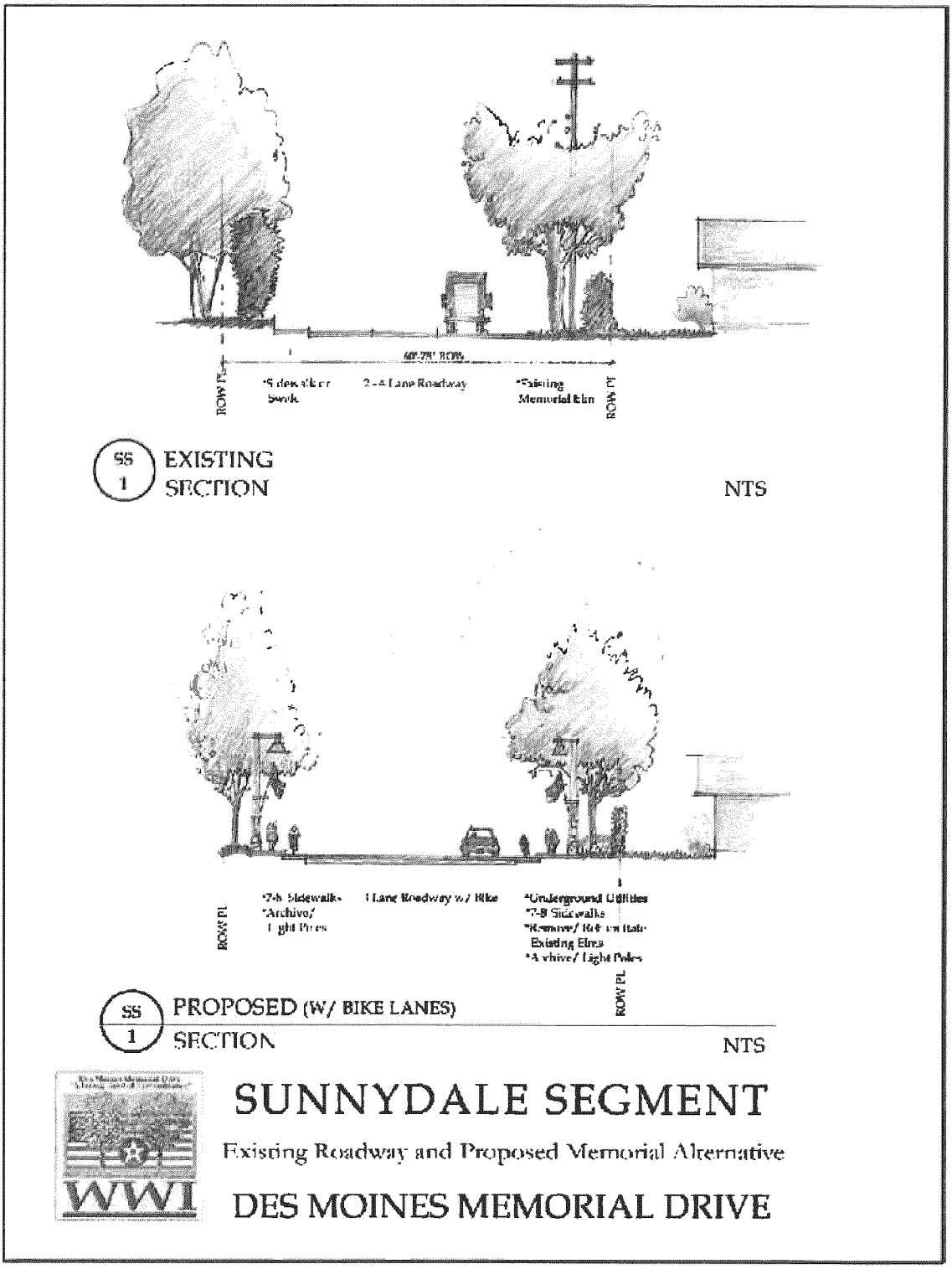
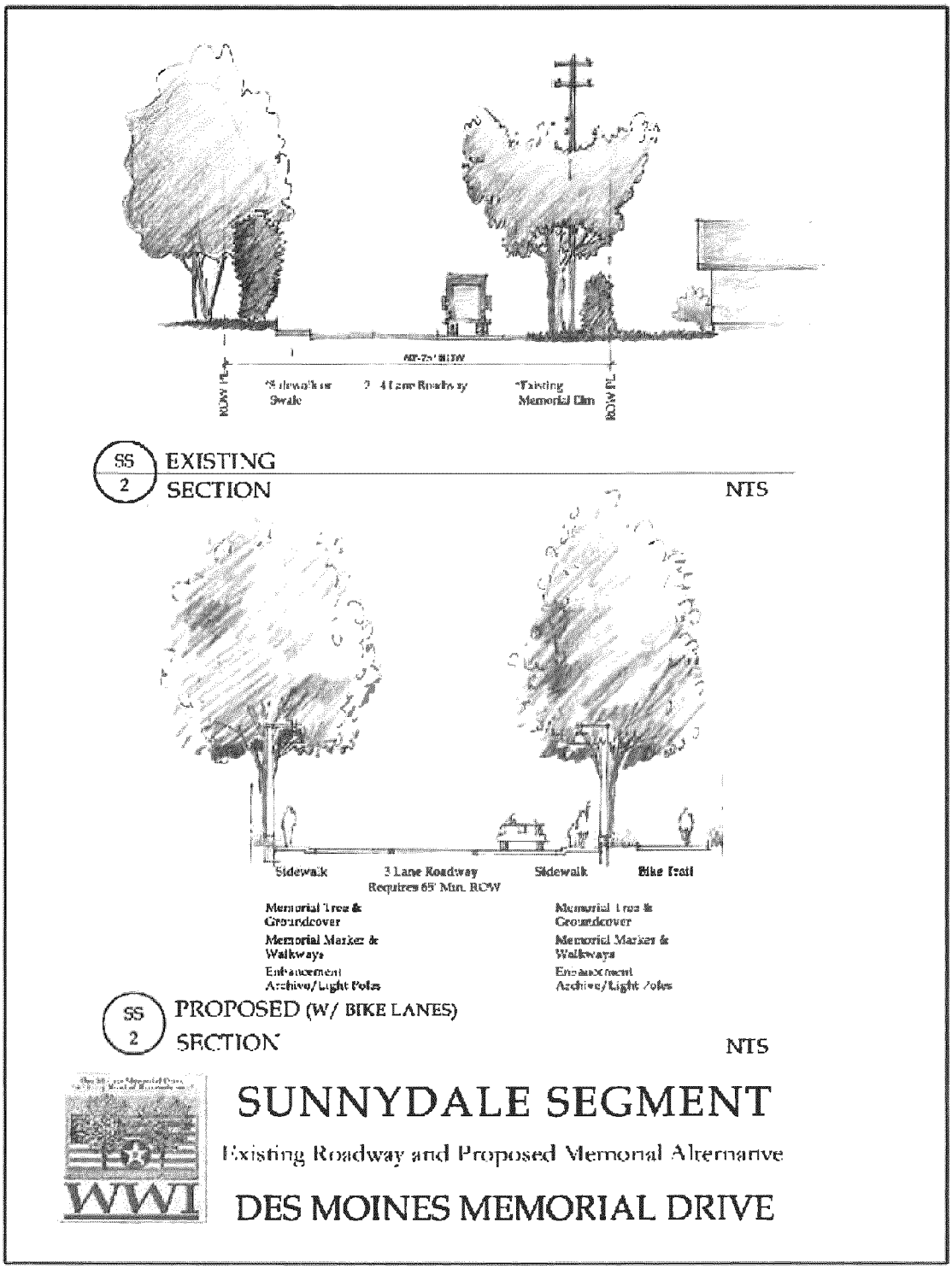


Figure 5-19. Sunnydale - Roadway and Memorial Alternative



Wetland Segment Recommendations

Character Summary

The Wetland Segment includes .58 miles of DMMD within the City of Burien, between the SR 509 Overpass and 216th Street. A large forested wetland area associated with the Miller/Walker Creeks basin dominates this segment.

Jurisdiction/Agency Ownership: City of Burien and WSDOT (SR 509 Overpass)

Memorial and Enhancement Elements

Memorial Elements

- Existing Elm
  - (20) Existing elms per guidelines
- Replacement Elm
  - (77) Elm per guidelines
- Elm Markers
  - (77) Memorial markers per guidelines
- Shoulder seeding
  - In all open shoulder areas under elms
- Signage sites
  - At all nodes
- Interpretive sites
  - At all nodes and enhancement sites

Corridor Enhancements

- Enhancement Site
  - Wetland Interpretive Site
- Nodes Development
  - 176th
- Crossings
  - 509 north (160th) -
- Overhead Light/Display Poles
- Enhancement Furniture

Corridor Enhancement Site

Wetland Overlook/Interpretive Site

A site located within DMMD right-of-way between 170th and 178th should be purchased and developed as a wetland overlook and interpretive display site. Although the wetland is on private property, its sensitive area status is likely to preempt development that would alter its vegetation

and habitat values. This site offers an opportunity to provide an interpretive kiosk or railing display adjoining the DMMD sidewalk. Elements include:

- Interpretive Kiosk or Display Railing
- Railing combined with barrier
- Paving connection to sidewalk/trail

Utility Undergrounding

No utility undergrounding is envisioned for this segment - though undergrounding of overhead utilities would provide for the planting of memorial elms on the west side of the right-of-way and greatly improve the street environment through this segment.

Property Acquisitions or Use Easements

Some property acquisition and use easements are required to implement elm tree planting and to develop enhancement sites within this segment. From 2 to 6 additional feet are required to plant the memorial elm.

Interpretive Concept

Wetland Overlook Interpretive Concept

Proposed interpretive focus: Highline natural history

- Highline area geology, e.g. floating island, Mount Rainier, Osseola Mudflow etc.
- Natural flora and fauna, e.g. discovery of Giant Sloth in peat bog during SeaTac expansion work.
- Wetlands

Art Notes

The qualities of this rich natural area and surroundings will be celebrated.

Coordination and Partnering Opportunities

Coordination with City of Burien and DMMD adjacent property owners will be required to fully implement the memorial and enhancement improvements recommended for this section.

The following pages provides a corridor plan and design alternatives for this segment.

Figure 5-20. Corridor Plan - Wetland Segment

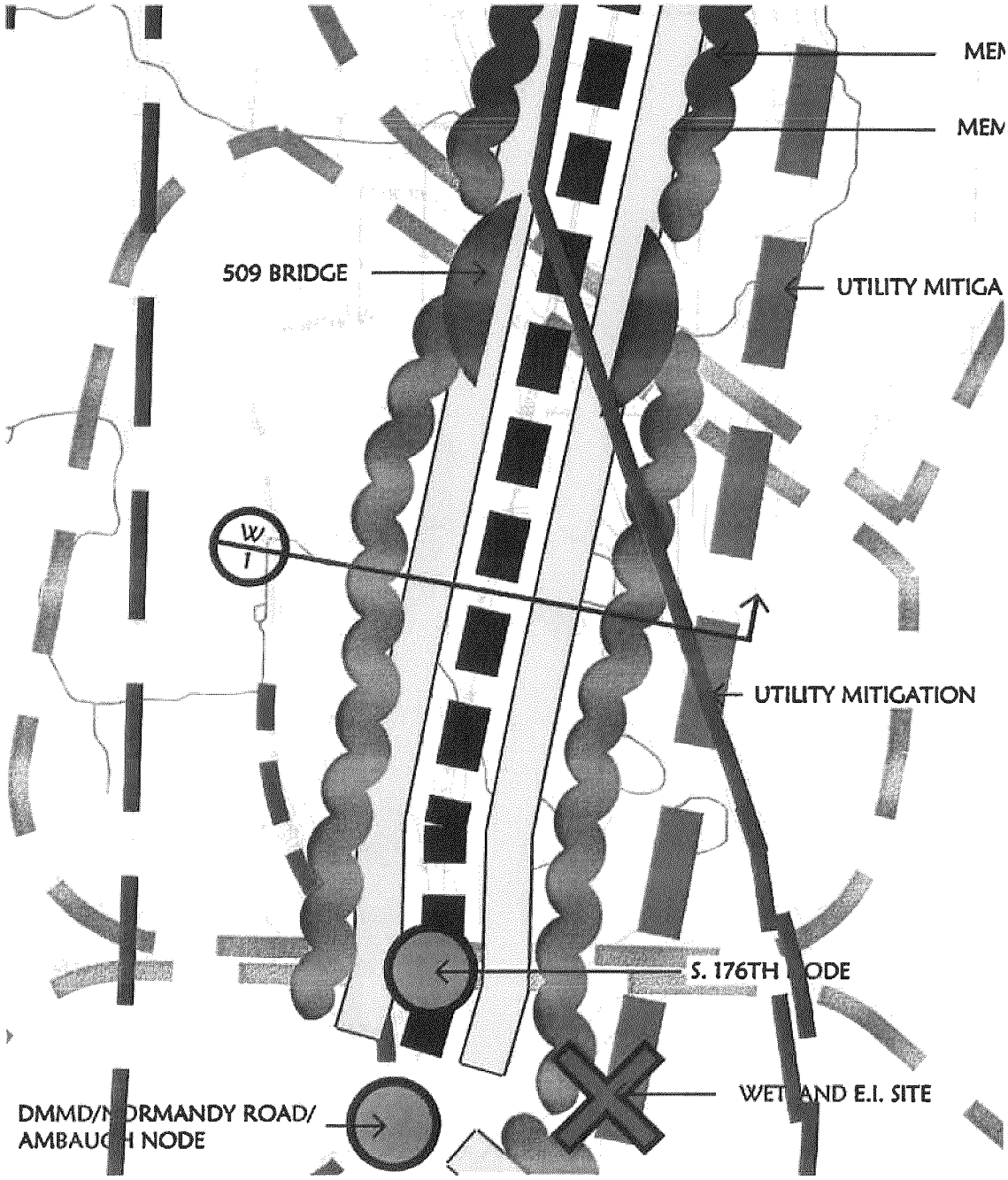


Figure 5-21. Wetland - Memorial Alternative

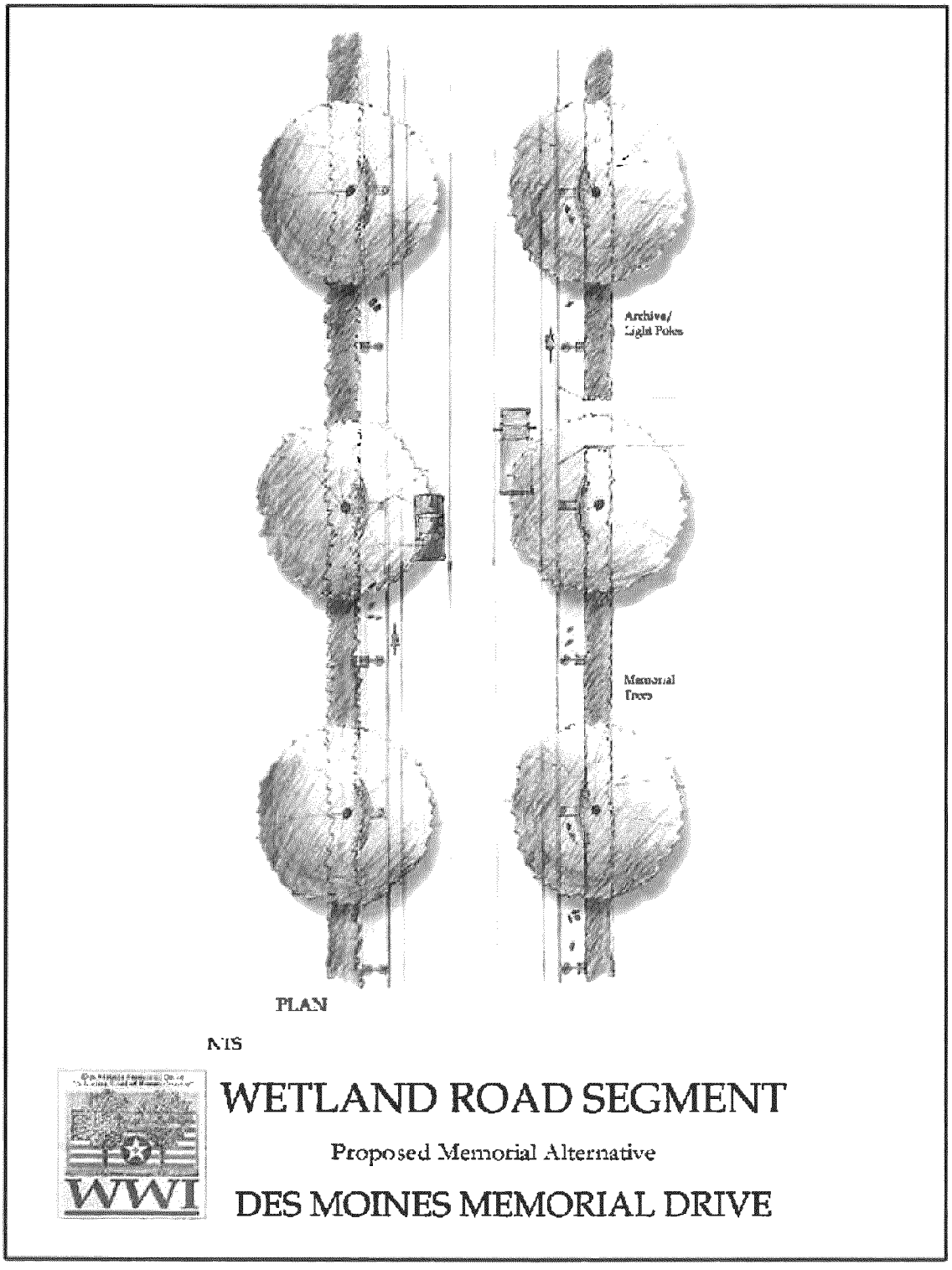
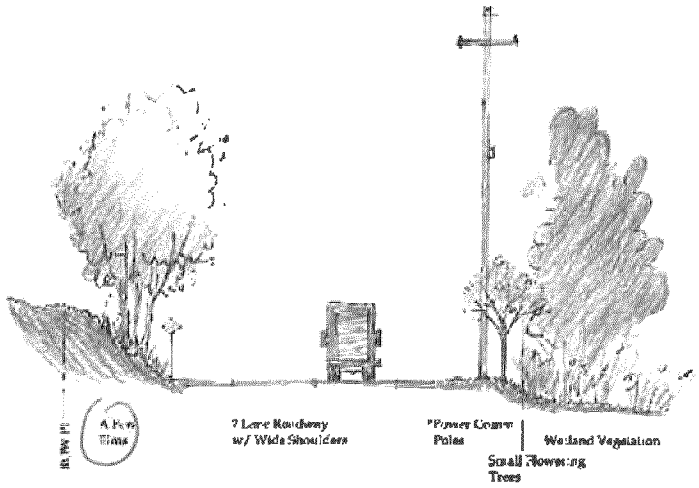
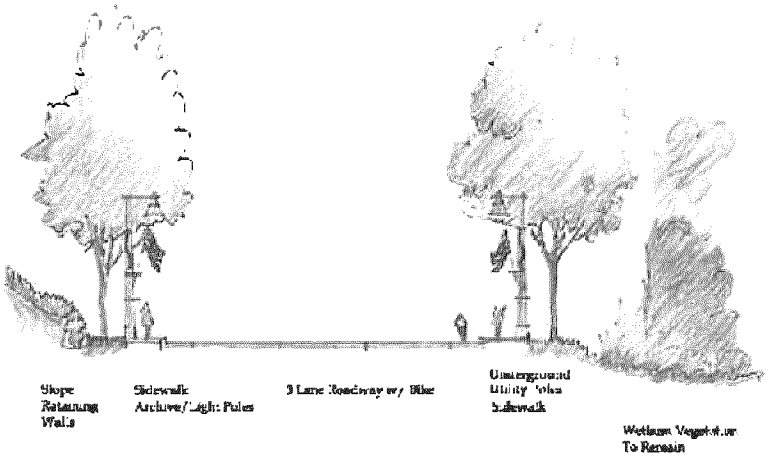


Figure 5-22. Wetland - Roadway and Memorial Alternative



W 1 EXISTING SECTION NTS



W 1 PROPOSED SECTION NTS

WETLAND SEGMENT

Existing Roadway and Proposed Memorial Alternative

DES MOINES MEMORIAL DRIVE

Confluence Segment Recommendations

Character Summary

The Confluence Segment is 2.3 miles and includes the "big jog" of DMMD. It includes the 5 Corners intersection of DMMD, Normandy Road and Ambaum Boulevard, the stretch of DMMD and under the SR 509 interchange, the DMMD/188th intersection and south to South 208th Street. DMMD has wiggled its way through here since the 1910's and was planted with memorial elms along its entire length through this area.

Jurisdiction/Agency Ownership: City of Burien, City of SeaTac and WSDOT right-of-way (SR 509 Overpass and interchange)

Memorial and Enhancement Elements

Memorial Elements per Guidelines

- Existing Elm
  - (51) Remaining elm requiring monitoring and maintenance until replacement
- Replacement Elm
  - (215) Memorial elm trees (Number includes replacing Japanese crab apple and hornbeam in newly constructed SeaTac roadway section).
- Elm Markers
  - (272) Memorial markers per guidelines
- Shoulder seeding
  - In all open shoulder areas under elm trees
- Signage sites
  - At all nodes
- Interpretive sites
  - At all nodes and enhancement sites

Corridor Enhancements

- Enhancement Areas
  - DMMD/Ambaugh/Normandy Park Road
  - DMMD/188th (node)
  - 208th Overlook Site
- Node Development
  - 176th
  - DMMD/Normandy Road
  - DMMD/188th
  - S 192nd
  - 208th
- Crossings
  - 509 (DMMD/188th) Overhead and interchange
  - 509 south (Approximately 194th)
  - Proposed on existing right-of-way/trail

- Light/Display Poles
  - (260) light poles with display and banner capability
- Enhancement Furniture
  - (66) Benches
  - (66) Refuse containers

Corridor Enhancement Sites

5 Corners Interpretive Site: DMMD/Ambaum and Normandy Park Road

This site is the node where DMMD joins 188th and the Normandy Park entrance is located. An enhancement site here, on a small purchased parcel adjoining the right-of-way, would mark this important "turning point" in the DMMD alignment and the entry to Normandy Park. An interpretive kiosk or railing display adjoining the DMMD sidewalk would be appropriate at this location.

- Interpretive Kiosk or Display Railing
- Railing combined with barrier
- Paving connection to sidewalk/trail

DMMD/188th Site

This 1/4-acre site is a triangle formed by the intersection of South 188th Street, DMMD and 12th Avenue So. The site was occupied by a tavern until recently, and is now owned by the Port and undeveloped with a few trees and scattered parking off of 12th Avenue South. DMMD leaves 188th at this junction heading south to Des Moines. With coordination with the Port, the site may be available for:

- Interpretive facilities;
- Rest area and viewing area;
- DMMD Commemorative Sculpture or Flagpole;
- Trails and accessible connections to 188th and proposed 509 extension trails;
- Benches, lighting and landscape.

Utility Undergrounding

No utility undergrounding is envisioned for this segment - though undergrounding of overhead utilities would provide for the planting of memorial elms on the west side of the right-of-way and greatly improve the street environment through this segment.

Property Acquisitions or Use Easements

Some property acquisition and use easements are required to install elm trees and to develop enhancement sites within this segment. From 2- to 6-feet of additional right-of-way is required.

Interpretive Concept

Five Corners Interpretive Concept

Proposed interpretive concept focuses on: 1) Native American presence in area; 2) early exploration; and, 3) early community development. The following outlines the interpretive concept in more detail:

- Native American presence and traditional uses of the area, e.g. seasonal clam-gathering, native trails throughout the area, e.g. up and over the ridge from Three Tree Point connecting to the Duwamish River. Native trails used by pioneer settlers. Discovery of Indian canoes buried in Angle Lake.
- Early exploration and mapping by Euro-Americans. Three Tree Point, visits ashore by early explorers, Capt. Vancouver, agents of the Hudson's Bay Co., and others.
- 19th century orientation to Puget Sound, dependency on water transportation, the Mosquito Fleet.
- Early development of Highline beaches as summer resorts, Three Tree Point, Angle Lake Plunge and a 1920s developer's unrealized plan to develop a "Luna Park" style amusement park.
- The Normandy Park subdivision vision and story.

Art Notes

Art at Memorial at Normandy Park Road to 188th & Des Moines Memorial Drive

Mark either end of the discontinuity at Five Point Intersection and 188th with brick paving set across the road and with elm and other markers. Leave the area in between untreated, as an interruption in the corridor.

Coordination and Partnering Opportunities

Coordination with City of Burien, City of SeaTac, WSDOT (SR 509 expansion - trail and interchanges).

The following pages provides a corridor plan and a design alternative for this segment.

Figure 5-23. Corridor Plan - Confluence Segment

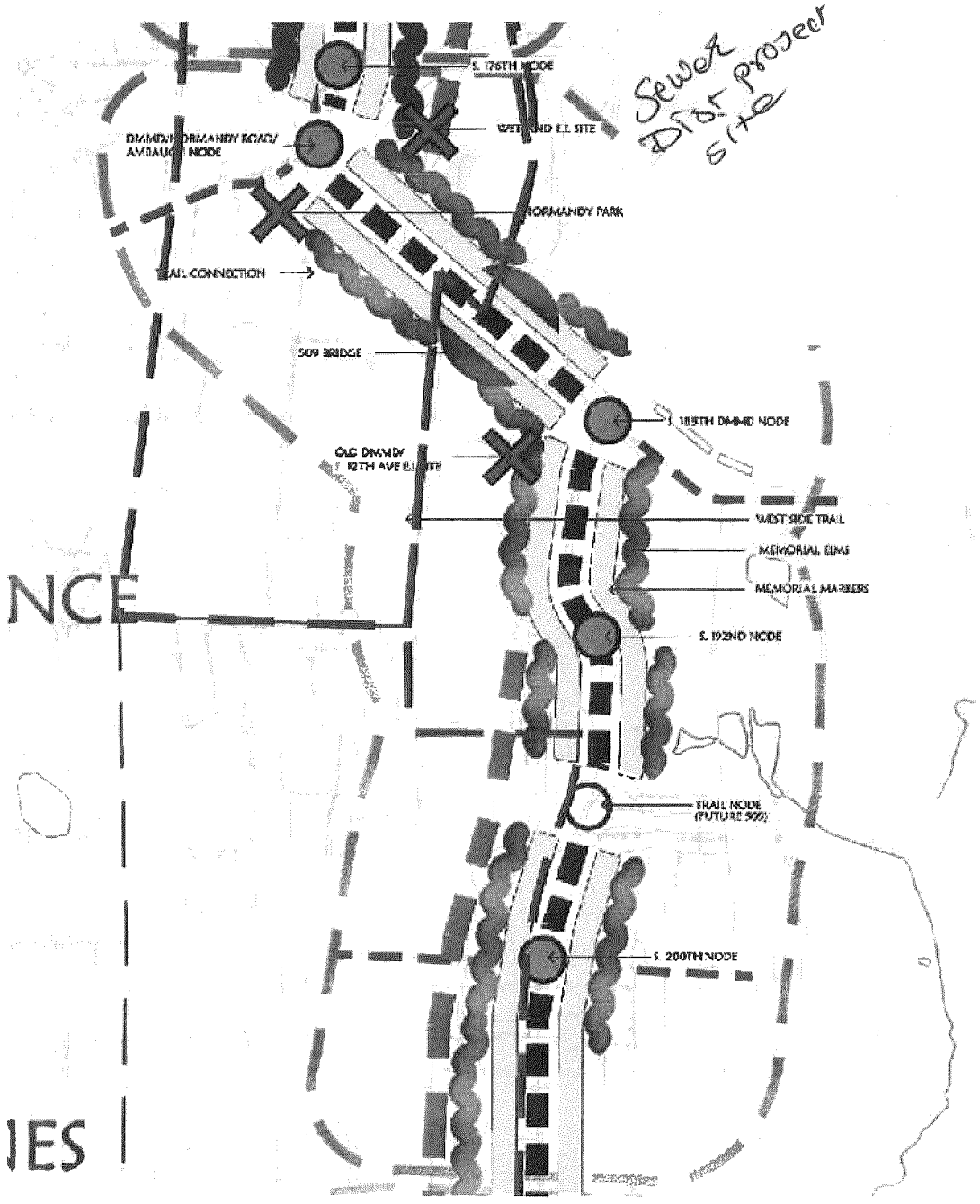
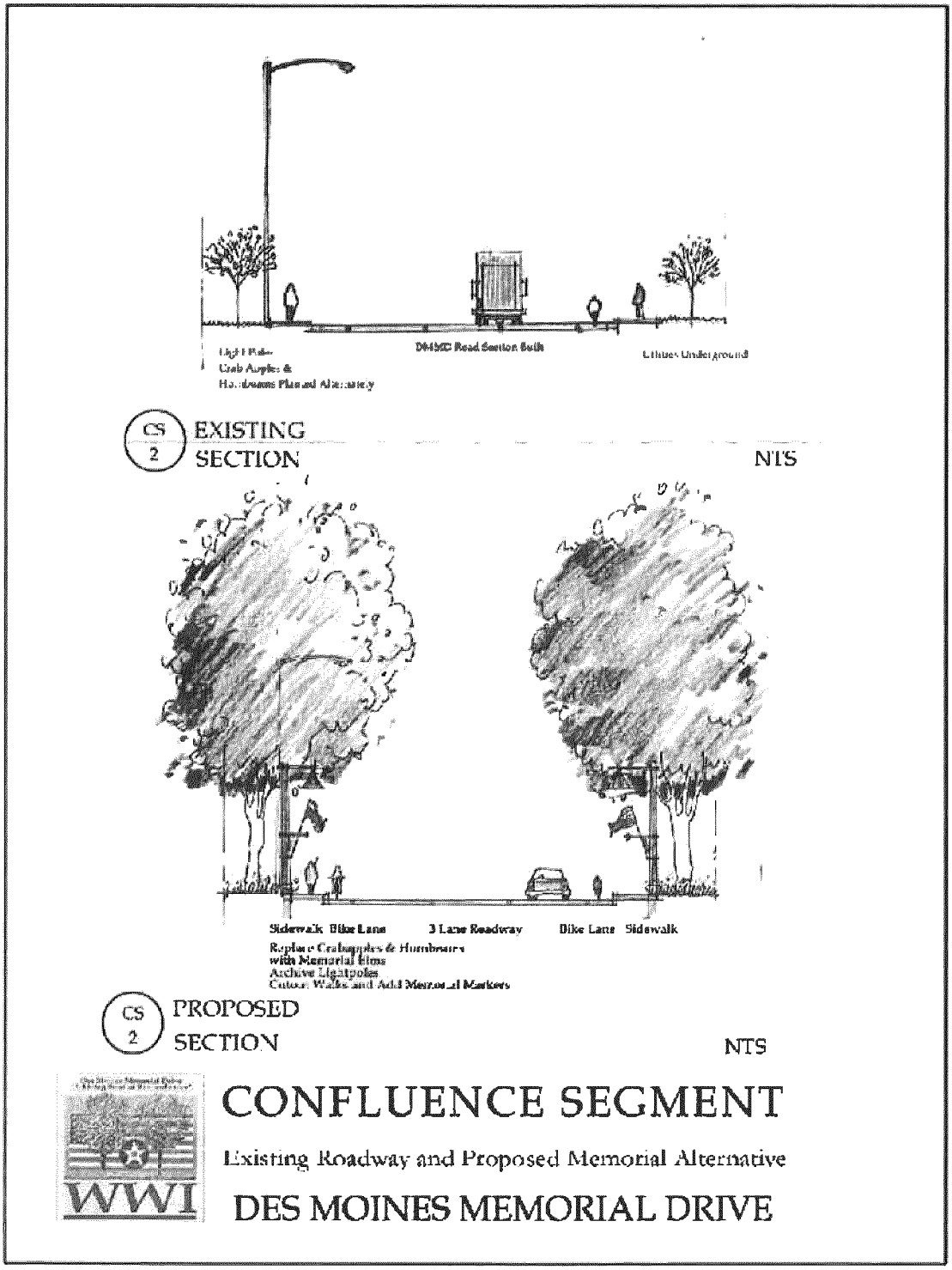


Figure 5-24. Confluence - Roadway and Memorial Alternative



Des Moines Segment

Character Summary

The Des Moines Segment is the problem 1.29 miles of DMMD from South 208th street to South 227th Street at the Des Moines Marina entry. This segment is entirely within City of Des Moines limits, running along the western slopes Des Moines Creek open space, turning at Flagpole Triangle, over Des Moines Creek, past "Big Catch" Park and through the civic and commercial center of Des Moines. Much of this civic portion of DMMD has had elms replaced with Linden trees. This segment is the southern "bridge and sound" gateway to DMMD.

Jurisdiction/Agency Ownership: City of Des Moines

Memorial and Enhancement Elements

Memorial Elements

- Existing Elm
  - (45) Existing elm requiring monitoring and maintenance until replacement
  - (Other existing linden trees will require maintenance and monitoring)
- Replacement Elm
  - (64) Elm
- Elm Markers
  - (150) Memorial markers (Includes 60 markers inserted within existing City of Des Moines sidewalk)
- Shoulder seeding
  - In all open shoulder areas under elms
- Signage sites
  - At all nodes
- Interpretive sites
  - At all nodes and enhancement sites
- Flagpole triangle
  - Rehabilitation of Flagpole Triangle with existing markers cleaned and repaired, new plantings for whole of triangle, flagpole repaired and painted. Consider redesign of access in coordination with bridge project work.

Corridor Enhancements

- Enhancement Sites
  - 208th Overlook Site
  - Big Catch Park
- Nodes Development
  - 208th
  - Marine View/Flagpole
  - 8th Avenue E. /218th
  - 227th
- Crossings

- Des Moines Creek Bridge

- Light/Display Poles
  - (102) Light poles with display/banner capability
- Enhancement Furniture
  - (24) Benches
  - (24) Refuse containers
- Art Integration
  - At Big Catch Park

Corridor Enhancement Sites

208th Overlook/Interpretive Site

This site should be located within DMMD right-of-way or within a small purchased parcel adjoining the DMMD or 208th right-of-way. It should offer the opportunity to overlook Des Moines Creek. An interpretive kiosk or railing display would be very appropriate here. Also, if a big enough site were acquired, this would be an excellent vehicle/tour bus pullout along DMMD and the Des Moines Creek watershed. Elements include:

- Interpretive Kiosk or Display Railing
- Railing combined with barrier
- Paving connection to sidewalk/trail
- Vehicle pullout

Big Catch Park Interpretive/Gateway Site

This existing park provides an important DMMD gateway and interpretive opportunity. Enhancement elements here include:

- Elm tree planting on both sides of right-of-way at this point
- Gateway commemorative sculpture
- Interpretive kiosk or display panels
- DMMD Sign and maps

Utility Undergrounding

No utility undergrounding is envisioned for this segment - though undergrounding of overhead utilities would provide for the planting of memorial elms on the west side of the right-of-way and greatly improve the street environment space through this segment.

Property Acquisitions or Use Easements

Some property acquisition and use easements are required to implement elm tree planting and to develop enhancement sites within this segment. From 2- to 6-feet of additional right-of-way or easement is required for planting elm.

Interpretive Concept

Early Era of "Motoring", Early Des Moines Settlement

1. **Orientation, similar to North Portal:**
   - Interpretation - signage with introduction and overview of highlights along DMMD.
   - Map highlighting historical, cultural and recreational resources, and natural features found in the corridor, and location if major interpretive sites.
   - Location of traveler services, e.g. public restrooms, traveler information, business centers.
2. **Memorial Way themes:**
   - Early motoring, cultural/social/technical history, the tradition of the "Sunday Drive and DMMD; Big Tree Inn as a historical expression of early motoring culture.
   - Flagpole triangle - 1998 memorial honoring veterans from all wars; potential further enhancements.
   - Des Moines Marina scenic and recreational facilities.
3. **Community themes:**
   - Native American presence and myth sites at Des Moines Marina.
   - Early development of Des Moines area, pioneer spring site, Latimer House.
   - Favorable conditions at shoreline promote early water transportation and development; later local interests develop public transportation links to north Highline and Seattle.
   - Lumber milling era, Van Gasken House.
   - Public land transportation, motor stage from Des Moines to Seattle through Highline plays critical role in determining development in the Highline area, Neal Bros. Stage service connecting Highline to Seattle.
   - Draper Children's Home; Depression Era/WPA, Des Moines Field house.
   - Community life, IOOF Lodge Hall. Current location of the Des Moines Historical Society Museum.

Art Notes: South Gateway

The south entrance at Flagpole Triangle/Big Catch Plaza/Des Moines Creek Bridge on Marine View Drive in Des Moines is the south gateway of DMMD. This site needs to be effectively marked, so that travelers who enter the corridor have a strong sense of coming into a significant place. A pair of Elms should be prominently sited. Brick paving, referring to the old brick road that lies under the present one, will be included at the gateways.

Lanterns should serve as symbolic and literal light and promote way-finding. The South Gateway, Flagpole Triangle/Big Catch Plaza/Des Moines Creek Bridge on Marine View Drive in Des Moines, will incorporate red paving brick (which could also extend over the roadway), lanterns and other imagery. This site will be planted with one or more Elms. At the Flagpole Triangle, emphasize the layering of history as a means of intensifying the memorial enhancements on the site. Find ways to keep the "original" layer -- the early 20th century layer -- distinctive.

The following pages provides a corridor plan and design alternatives for this segment.

Figure 5-25. Corridor Plan - Des Moines Segment

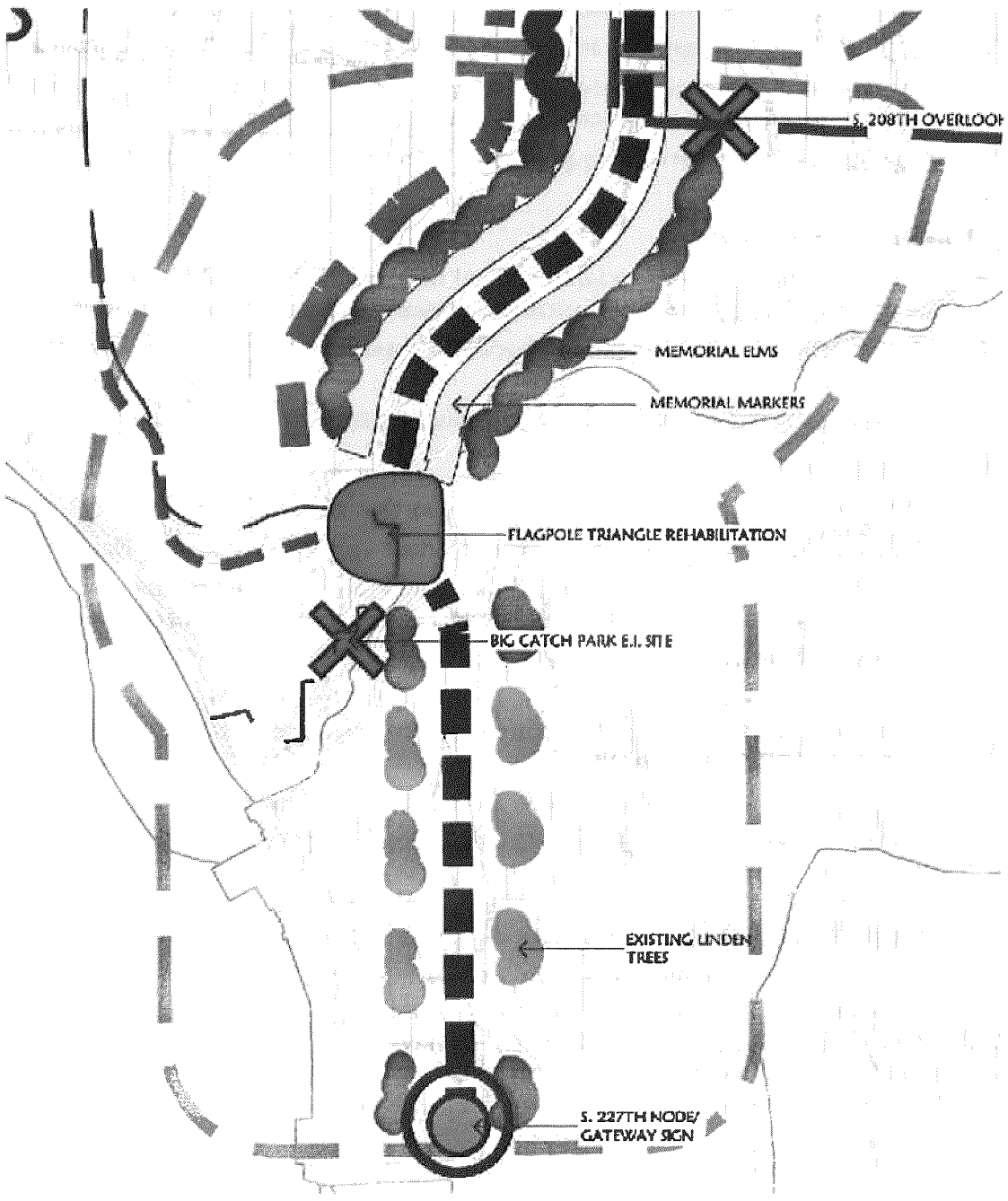
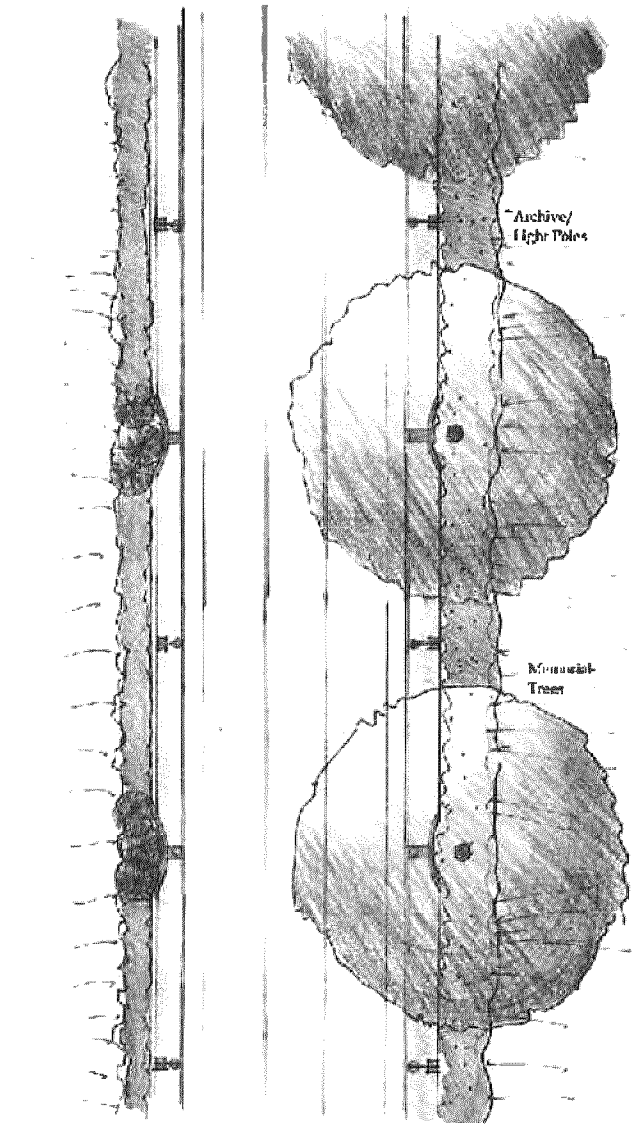


Figure 5-26. Des Moines - Memorial Plan



PLAN
NTS

DES MOINES SEGMENT

Proposed Memorial Plan

DES MOINES MEMORIAL DRIVE

Figure 5-27. Des Moines - Roadway and Memorial Alternative

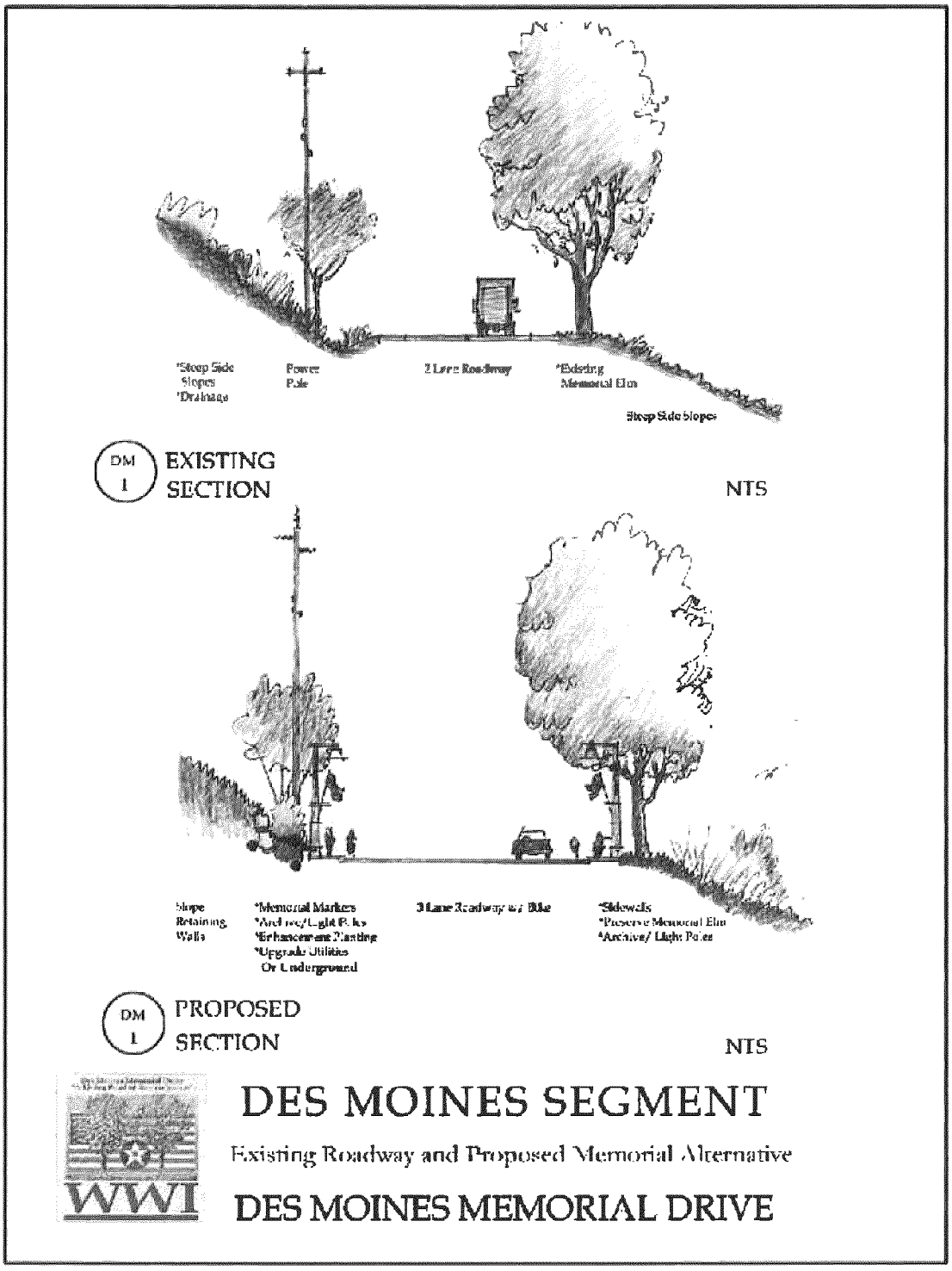
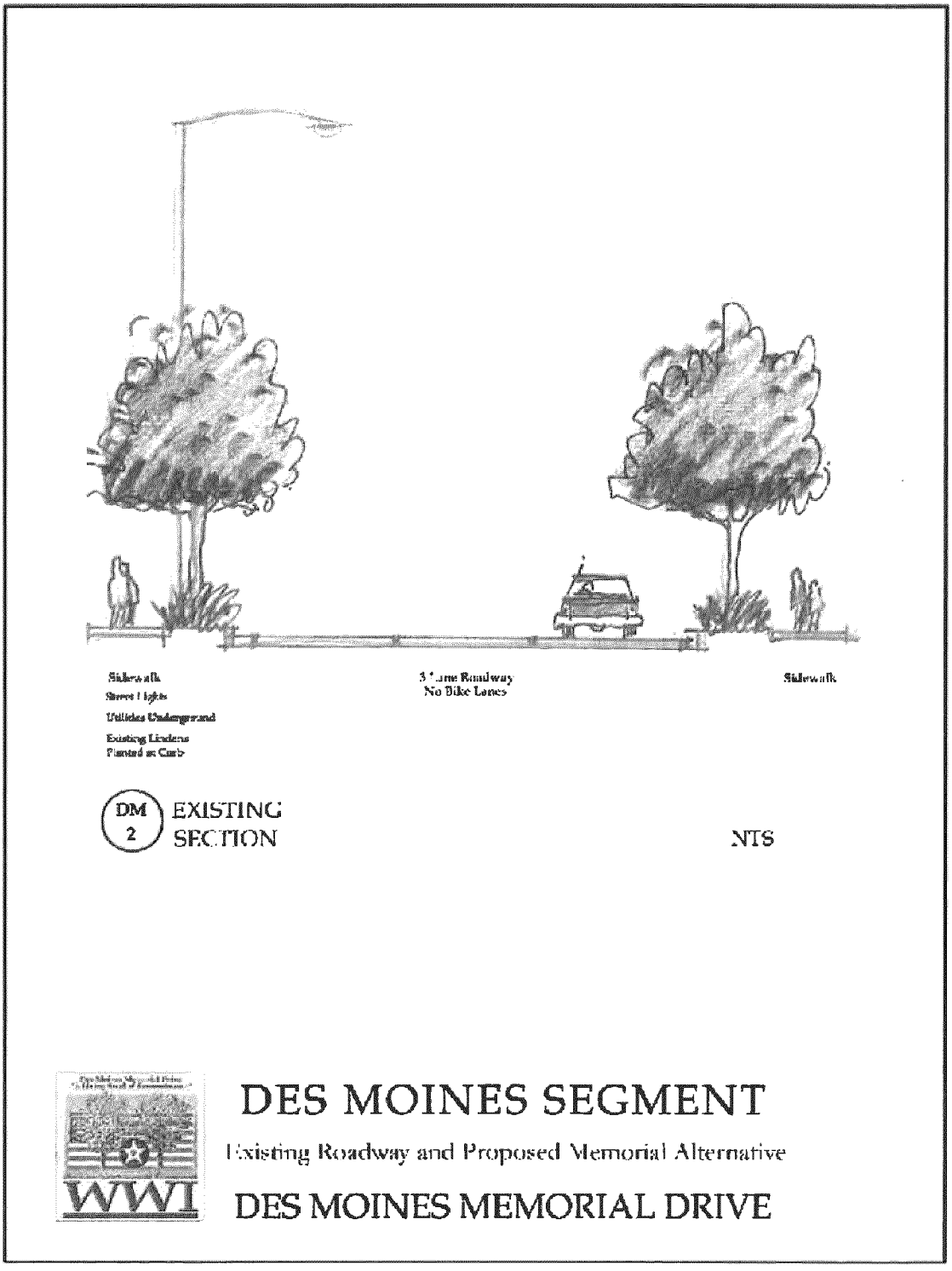


Figure 5-28. Des Moines - Roadway and Memorial Alternative



CHAPTER 6

Implementation and Management Strategy Recommendations

Introduction

In order to fully implement the Corridor Management Plan (CMP) for Des Moines Memorial Drive (DMMD) it will be necessary to accomplish several strategic steps in a managed, coordinated and phased manner. Each strategic topic of the following list is elaborated on in this chapter:

1. Obtain acceptance by all jurisdictions who are signatory to the Interlocal Agreement for the rehabilitation of DMMD.
2. Establish and sustain a DMMD corridor management or oversight organization committed and authorized to implement the CMP in all of its dimensions.
3. Pursue and receive landmark and other heritage designations for DMMD at all local, county, state and national levels.
4. Identify comprehensive planning and zoning ordinance provisions that further protect and support DMMD goals and planning policies.
5. Establish and sustain a DMMD marketing, promotions and outreach program aimed at continuing and building community interest, education and support.
6. Develop and activate a capital funding strategy and campaign directed at developing priority memorial reconstruction elements and supporting enhancements.
7. Develop and activate a coordinated schedule and actions assignment plan to implement DMMD programs, development and elements.
8. Establish and sustain a DMMD memorial and enhancements maintenance program involving all of the corridor jurisdictions and communities.

For each implementation and management strategy recommendation described, the corresponding CMP requirement (of the National Scenic Byway/FHWA 14 points) is noted. This chapter addresses CMP requirements 3 through 14 directly or by reference to other chapters. The following table helps to correlate CMP requirements and Intrinsic Qualities implementation and management planning within the chapters of this document.

Table 6-1. National Scenic Byway/FHWA CMP Document Points and Intrinsic Qualities - Location in DMMD CMP Chapters ***(Continues on following page)***

*NSB/FHWA Point No.	**Washington State CMP Point No. Correlated	***NSB/FHWA CMP Point Description	****DMMD CMP Document Location and Use
1	1	A Map Identifying the Corridor	Chapter 1, Introduction
2	2	Intrinsic Qualities Assessment: 1) Scenic 4) Cultural 2) Natural 5) Archeological 3) Historic 6) Recreational	Chapter 2, Heritage Resource Inventory, Intrinsic Qualities Assessment & Statement of Significance
3	3	Strategy for Maintaining & Enhancing Intrinsic Qualities	The CMP Document
4	6	A Responsibility Schedule for Implementation, Review, Monitoring & Evaluation.	Chapter 6, Implementation & Management Strategies

Table 6-1. National Scenic Byway/FHWA CMP Document Points and Intrinsic Qualities - Location in DMMD CMP Chapters *(Continued)*

*NSB/FHWA Point No.	**Washington State CMP Point No. Correlated	***NSB/FHWA CMP Point Description	****DMMD CMP Document Location and Use
5	7	A Strategy for Managing & Enhancing Existing & New Development to Preserve Intrinsic Qualities	Chapter 6. Implementation & Management Strategies
6	4	A Plan for Public Participation in CMP Implementation	Chapter 4. Plan Recommendations & Memorial Rehabilitation & Enhancement Guidelines Chapter 6. Implementation & Management Strategies
7	12	General Review of Roadway Design, Maintenance, Operation, & Safety	Chapter 3. DMMD Corridor Analysis Chapter 6. Implementation & Management Strategies
8	9	A Plan to Accommodate Commerce While Implementing CMP	Chapter 6. Implementation & Management Strategies
9	11	A Plan to Enhance Visitor Experience	Chapter 6. Implementation & Management Strategies
10	8	Outdoor Advertising Compliance	Chapter 6. Implementation & Management Strategies
11	10	A Signage Plan Supportive of Visitor Experience	Chapter 6. Implementation & Management Strategies
12	13	A Description of Marketing & Promotion Plans for the Corridor	Chapter 6. Implementation & Management Strategies
13	5	A Discussion of Design Standards for Modifications to the Roadway	Chapter 3. DMMD Corridor Analysis Chapter 6. Implementation & Management Strategies
14	14	Interpretive Plan Linked to Marketing & Promotion, Tourism, & Multi-Lingual Populations	Chapter 6. Implementation & Management Strategies

* National Scenic Byway/FHWA CMP Points required to be addressed in plan, source: Federal Register/Volume 60, No. 96/ 1995/Notices. These CMP Planning Points will used to organize the DMMD CMP Document.

** Washington State Department of Transportation, NSB Adapted, Heritage Corridors Program CMP planning points organization, 1996

*** The DMMD CMP is focused on a local 10-mile long urban arterial corridor and not on a State or Federal Highway corridor (for which the Scenic Byway CMP criteria were written). The DMMD document is adapted each CMP point to the scales and characteristics of this Memorial Drive.

1. Interlocal Agency/Community Plan Acceptance (CMP Point #4)

Five government jurisdictions - King County, Burien, SeaTac, Normandy Park and Des Moines - are responsible for developing and accepting the CMP. Each jurisdiction must protect the interests and values of their constituents while cooperating with the other jurisdictions to achieve the goals and policies of the CMP. The accepted plan must allow for each jurisdiction to implement the CMP.

CMP acceptance by each jurisdiction added together will become one organized effort at rehabilitating and reactivating this WWI Living Road of Remembrance for DMMD communities, residents and visitors (for the next 100 years).

2. Management/Oversight Entity and Organization (Overall CMP and Component of CMP Point #4)

It is vital to the CMP implementation effort to establish a management or oversight entity. The agencies of the Interlocal Agreement and associated DMMD Advisory Committee have accomplished much over the last three years and this stewardship must continue in some organizational form in order to fully implement the CMP, maintain continuity and sustain the planning momentum. Key responsibilities will be:

1) Implementation steering - funding and development
   - Initiate, coordinate, or direct funding programs
   - Coordinate municipal/jurisdictional capital programs
   - Identify and build development partnerships, public and private
2) Coordinating acceptance and designations
3) Coordinating or directing continued programming and outreach
   - DMMD Calendar
   - Marketing and Promotions
   - Community Outreach
4) Establishment and oversight of maintenance program

3. Obtain Landmark, Heritage Tour Route and other Heritage Designations (CMP Point #3)

DMMD potentially qualifies for heritage designation under a number of programs. Heritage designations appropriate for the Memorial Way fall into two categories -- National and Local Landmark Registers and Washington Department of Transportation Scenic Byway Program. Achieving official "heritage designation" would benefit the memorial in several significant ways including:

- Give official recognition of the high heritage value of this "Living Road of Remembrance" locally, regionally and nationally.
- Focus public attention on the historic importance of the memorial.
- Justify and strengthen rehabilitation work on the memorial.
- Qualify DMMD for grant funds for implementation of selected CMP elements available under selected designation programs.

A brief description of the various landmark register programs is found below, followed by a description of the Scenic Byway Program. The final section of this report focuses on the official designations that carry the financial advantage of qualifying DMMD for potential enhancement funds. The steps in the designation process for these programs will be presented in summary form.

Landmark Designations and Landmark Registers (Definition of a landmark)

(The following landmark designation information is drawn from King County Historic Preservation Technical Paper No. 2.)

An officially designated landmark is a physical property that has been formally designated and listed on a register of historic places by a government agency. The laws, policies and procedures adopted by a particular governmental agency define the landmarking process. A landmark can be a building, a structure, a site (including an archaeological site), a district with a number of buildings, or an object, such as a ship or a railway locomotive. Achieving landmark status is a multiple step process involving historical research, a formal nomination and public input process, and a formal designation process. The information known about a property is evaluated following objective, official criteria. Not every property that is nominated to a landmark register meets the "tests" included in the designation criteria. Lists of landmarks designated by government agencies are often referred to as "landmark registers" "heritage registers", or "registers of historic places." Landmark designations by various governmental agencies may involve different criteria.

National Register of Historic Places: The National Register of Historic Places, a.k.a. the National Register, is an official listing of districts, sites, buildings, structures, landscapes and objects significant in American history, architecture, archaeology and culture. The National Register Program is administered at the federal level by the National Park Service, U.S. Department of the Interior, in conjunction with the National Advisory Council on Historic Preservation. Nominations to the National Register from Washington State are reviewed by the Washington State Advisory Council, a governor-appointed citizen board that is staffed by state employees of the Washington Office of Archaeology and Historic Preservation (OAHP). Nominations that receive a positive recommendation are forwarded to the National Advisory Council for final approval and listing by the Keeper of the National Register, Washington, D.C. There are several hundred Seattle and King County properties listed on the National Register, including a number of historic districts. Questions relating to National Register properties in Washington State will be referred to the OAHP at 420 Golf Club Road, Lacey or, P.O. Box 48343, Olympia, WA 98504-8343 or Tel. 360-407-0752. The OAHP maintains a list of National and State Register Properties in King County.

National Historic Landmark Register: Seven King County properties are listed on the National Historic Landmark Register, five are vessels and two are properties: 1) Georgetown Steam Plant; 2) Pioneer Square and Pergola; 3) the lightship Swiftsure (formerly: Relief); 4) the tugboat Arthur Foss; 5) the steamboat Virginia V; 6) the schooner Adventuress; and 7) the fireboat Duwamish. The process for nominating properties to this level of landmark designation is similar to that of the National Register described above.

Washington Heritage Register: The listing of a property on the Washington Heritage Register is intended to give recognition to and to encourage protection of places having

historic significance in the State of Washington. It is largely an honorary designation; although some properties listed on the register may come under state environmental review laws or qualify for limited financial incentives. In King County there are about 70 properties listed on the Washington Heritage Register. It is administered by the OAHP under Chapters of the Revised Code of Washington.

King County Register of Historic Places: The King County Landmarks Commission, a nine-member citizen board appointed by the County Executive under Chapter 20.62 of the King County Code, designates King County Landmarks. Designated King County Landmark properties may be eligible for certain incentives and they are protected by certain design review processes. At present there are approximately 60 properties listed on the King County Landmarks Register. The King County Historic Preservation Program (KCHPP) of Business Relations and Economic Development provides staff support for the Commission. The Commission designates King County Landmarks only in unincorporated areas of the County. A complete list of all properties designated by the Commission, including those in cities having an interlocal agreement with King County for historic preservation services, is available from the Preservation Program as Technical Paper No.20, Register of King County Landmarks.

Interlocal Cities Municipal Landmarks Registers: The King County Landmarks Commission acts as municipal landmarks commission in those cities and towns that have entered into an interlocal agreement (ILA) with King County for historic preservation services. The Commission currently designates landmarks under ILA's in Auburn, Black Diamond, Carnation, Kenmore, Kirkland, Newcastle, North Bend, Shoreline, Skykomish and Snoqualmie.

Community Landmark Register (Unincorporated King County): The King County Landmarks Commission also designates "Community Landmarks" which are locally significant properties. Community Landmarks do not have to meet the stringent criteria of properties listed on the King County Landmarks Register, and are largely an honorary designation. For information, contact the KCHPP at the above address.

King County Landmark Designation: steps in the nomination process:

1. Applicant completes and files the standard registration form with the King County Historic Preservation Officer. Registration forms and guidelines are available from the Historic Preservation Program office.
2. Submitted forms are reviewed by the Historic Preservation Officer for completeness prior to being forwarded to the Landmarks Commission for consideration. Additional information may be requested to complete the application.
3. The Historic Preservation Officer schedules a public hearing for the Landmarks Commission to consider the nomination. The applicant, the owner, and any parties of interest are notified in writing of the meeting date at least 30 days and not more than 45 days before the meeting. Further details on the King County Landmark Designation Process are found in King County Historic Preservation Program Technical Paper No. 4, located in Appendix A10.

The King County Historic Preservation Program grant cycle occurs twice a year. Information regarding this program may be obtained from the King County Cultural Development Authority. Contact Charles Payton, Manager, charles.payton@culturaldevelopment.org. Information on grant cycles appears in The Heritage Advisor, heritage publication of the Cultural Development Authority of King County posted at www.culturaldevelopment.org/heritage/advisor/.

Process for Gaining County Landmark Status

DMMD is located largely within the boundaries of incorporated municipalities. The Boulevard Park section is located in unincorporated King County. Since the King County Landmarks Commission designates King County Landmarks only in unincorporated areas of the County, it will be necessary for all of the municipalities through which DMMD runs to enter into a formal interlocal agreement with King County before the Memorial Drive can be designated a County Landmark. For information on how to enter into an ILA contact the King County Landmarks Commission or the Historic Preservation Program at 516 Third Avenue, Room 402, Seattle WA 98104-5002 206-296-8689.

- Initiate ILA agreement process with the King County Historic Preservation Program.
- City review and approval, and passage of related ordinances, estimated time - one to two months.
- Processing through the Executive and County Council for approval and signatures estimated one to two months.
- A memo with further details provided by the King County Historic Preservation Officer is located in the report appendix.

Washington Scenic Byway Program, Washington Department of Transportation

In 1991 Congress, through the Intermodal Surface Transportation Efficiency Act (ISTEA), created the National Scenic Byways Program. In 1998 a bill known as T-21 extended many of ISTEA's mandates. In 2003, a bill known as C-3 extended it again.

Washington created its own Scenic Byway program in the late 1960s under the state Scenic and Recreational Highway Act. In the 1990s, the Washington Department of Transportation (WSDOT), stimulated by funding made available through ISTEA, established a Scenic Byway Program, a.k.a. Heritage Corridors Program until 2000. The purpose of the state program is to provide technical assistance to local organizations across the state seeking Scenic Byway standing and/or financial assistance and technical expertise in developing a CMP for their local road. The grant cycle for project implementation funds through the National Scenic Byways Program closes in June for the following fiscal year. Grant information and technical assistance in completing the grant forms is available from the State Scenic Byway Program.

The Washington Scenic Byway program has developed a program for corridor stewardship organizations seeking official designation for their road. Roads may be designated under one of two categories: Washington Scenic Byway or Washington Heritage Tour Route. Des Moines Memorial Drive is appropriate for designation as a Heritage Tour Route.

State Scenic Byways are designated by the State Legislature through a formal nomination process that is administered by the Washington State Department of Transportation (WSDOT). For information and the nomination packet, contact the Paula Connelley, Washington Scenic Byway Designations Project manager, connelp@wsdot.wa.gov or mail P.O. Box 47390, Olympia, WA 98504-7393.

Washington Heritage Tour Route Designation - Steps in the Nomination Process

1. Complete and file the form for "Pre-application and request for evaluation for Washington Scenic Byway and Heritage Tour Route designation". Registration forms and guidelines are available from the Scenic Byway Designations Project Manager.
2. The Scenic Byway Designations Project Manager reviews submitted forms for completeness. Additional information may be requested to complete the application.

Blue Star Memorial Highway Program

The National Garden Club, Inc. has established the Blue Star Memorial Highway Program to honor all men and women who had served, were serving or would serve in the armed forces of the United States. Contact: National Garden Club, Inc., Blue Star Memorial Chairman, 1 Summit Street, New Milford, CT 06776 - (860) 355-5363

4. Existing and New Development: Enhancement and Management (CMP Point #5)

Adjacent DMMD Corridor conditions vary widely today. In addition to crossing into and through five separate jurisdictions, ownerships, zoning and land uses vary from public parks and schools to publicly owned but inaccessible land (airport), private commercial, residential and multifamily developments and private recreational uses. Commercial nodes and gateways to the various jurisdictions also dot the corridor, as do various sensitive natural areas and regional and local transportation corridors.

Each jurisdiction will determine the best way to incorporate the CMP into the comprehensive plan, CIP/TIP program, and associated zoning for its community. Likely land use and development control areas would be under the topics of community and economic development, transportation, utilities, parks, open space and recreation, and natural and cultural resources (landmarks, community heritage and arts).

Specific zoning areas would likely be memorial tree recognition and protection, other corridor significant tree protection, signage and advertising, heritage protection, and encroachments. There may be other, more specific, DMMD resource protection land use controls required as well.

5. Heritage Corridor Marketing Plan Recommendations

Steps in Developing the Marketing Plan

This section has been developed to serve as an outline and basis for a comprehensive DMMD corridor marketing plan, which will be developed at a later date. The following steps are suggested:

1. Form a marketing plan steering committee composed of representatives from tourism, visitor promotion and marketing organizations, and interest groups located within the corridor.
2. Seek funding to support the development and implementation of the comprehensive marketing plan. As a part of the process of securing funding the marketing steering committee will facilitate the forming of partnerships among tourism organizations and interested parties.
3. Establish a timeline for the development of the full marketing plan and implementation of the completed marketing plan.
4. Develop marketing plan proposals and programs in accordance with DMMD corridor advisory committee directions
5. Upon completion of the marketing plan, form a marketing standing committee to oversee the implementation of the marketing plan and maintain communication and good partnership relations with all tourism marketing organizations in the corridor on an on-going basis.

Proposed Objectives of the DMMD Corridor Marketing Program

- Support the economic development goals of corridor communities in the areas of tourism and economic diversification.
- Use a grassroots approach involving the public as much as possible in the development of the marketing plan to assure that the final plan embodies stakeholders' ideas and has their support.
- Assess what corridor travelers want and desire from their experience in visiting the DMMD corridor and identify business opportunities offered by those wants and desires.
- Raise awareness of the attractions of the DMMD corridor across the state, throughout the entire Northwest region and nationally.
- Actively interest DMMD corridor travelers in the corridor's communities and solicit their input as corridor "customers".
- Establish on-going partnerships to support the economic development objectives of DMMD corridor communities.
- Insure consistency with other CMP objectives such as conservation, memorial rehabilitation, development and traffic.

Partnerships

The DMMD corridor organization and marketing committee should seek partnerships for joint promotional efforts. These partners will be other organizations focusing of tourism and travelers. Other potential partners are business and corporate entities and outdoor recreation organizations. Examples of potential partnerships activities that might be pursued include:

- Production and distribution of corridor literature, maps, interpretive guides, traveler's services information.
- A heritage corridor education program.
- Joint booths at regional travel and recreation conferences, trade shows, and veterans' events.

Collateral Development

1. **DMMD Corridor Logo**
   Develop a corridor logo.

2. **Portable Display**
   Create a freestanding portable display that can be tailored to the needs of various audiences and events with interchangeable panels with text, maps, graphics and photographs. This display would be used for both tourism promotion and DMMD corridor outreach to local residents.

3. **Media Outreach**
   - Develop a public relations plan.
   - Coordinate media relations programs and plans with existing destination marketing organizations in order to maximize impact.
   - Utilize media contact lists provided by local, state and regional tourism and destination marketing organizations for newspapers, television and radio stations to develop a database for press releases and newsletters.
   - Develop media relationships through press trips and media calls.
   - Contact existing destination marketing organizations to develop a comprehensive calendar of annual events that take place within the corridor and issue press releases and invitations to the media for all events.
   - Create "news-worthy" occasions, e.g. ground breaking ceremonies, dedications and celebrations and invite the public and media.
   - Produce exciting press releases for project milestones, e.g. announcement of new grand project, the kickoff event, progress reports and completion and dedication/ celebration.
   - Post notices of DMMD corridor organization meetings and other activities as handbills in corridor communities, and local television and radio broadcast bulletin boards as appropriate.
   - Pursue creative opportunities for DMMD corridor spokespersons to appear on local and regional radio/television talk shows or programs.

4. **Media Packet**
   Send the following orientation materials to media decision makers in major media marketing organizations in the Pacific Northwest and to national publications with a focus on travel, planning, transportation, veteran's issues, and historic preservation.
   - File pictures on CD ROM.
   - Fact sheet about the corridor.
   - Story ideas list customized by media specialty (people, environment, general, travel, legal, editorial, etc.)
   - Primary media spokespeople for the program.
   - Primary spokespeople for each activity.
   - Primary spokespeople for each area of interest.

- Access to celebrity or specialist speakers, as they are available.
- Camera-ready logo graphic.

5. **Website**
   A website should be developed to serve a twofold purpose:
   a) Promote the DMMD corridor as a traveler/ tourist destination targeting the cultural and historic resources outlined elsewhere in this plan;
   b) Promote the DMMD corridor organization, its activities and events with the goal of informing and recruiting interested citizens to support the DMMD corridor. The corridor newsletter should be put on the website as well as the seasonal events calendar for the corridor. Partnership with an established non-profit website should be found. The DMMD corridor website could be a part of or linked to websites of other route organizations, e.g. the state Heritage Corridors Program website, WSDOT, or National Scenic Byways Online.

6. **Program Video**
   A 10-20 minute video or digital slide show should be produced highlighting the heritage resources of the corridor, a brief history of the collaborative planning process, and corridor key issues and concerns. It should include the DMMD corridor vision and mission, as well as opportunities and benefits for corridor residents and visitors. The CMP could be presented, including ways in which people can support the plan. Additional videos or slide shows could be developed focusing on specific activities and locations with the corridor.

7. **Heritage Celebration**
   The development of an annual heritage celebration would encourage exploring the DMMD corridor in many ways. The feasibility of such a celebration should be explored with Department of Trade and Economic Development (DTED) and local community groups and heritage or tourism organizations. The celebration could be done in conjunction with support from local and Seattle/Tacoma/Portland market media sponsors. Through these media sponsorships the DMMD corridor heritage celebration events would provide direct advertising equivalents that allow corporations to fund the program from advertising budgets in addition to their corporate giving programs. Additional sponsors, such as local businesses and corporate sponsors, would receive event sponsorship titling and recognition in exchange for promotion of specific program events.

   The DMMD corridor celebration would be planned and executed by a steering committee that is a consortium of local community and visitors' organizations, corridor historical societies, veteran's groups, recreation organizations, and any private sector sponsors.

6. Capital Funding Strategies and Campaign (Overall CMP outcome and CMP Point #3)

A strategy and campaign for identifying, securing and raising capital and programming funds are required to support the DMMD organizations and improvements. Primary funding needs are:

- Designations, applications, and research
- Development capital improvement program

- Marketing, promotions and outreach programs
- Maintenance program

Tied to designation approvals and building on municipal TIP and CIP programs, this capital strategy recommendation is to identify potential development partners and funding in both private and public arenas. In addition, there are a number of grant programs that have potential for providing implementation funds for heritage components of the CMP.

King County Heritage Grants Programs

The King County Historic Preservation Program has maintained a heritage grant program that has made funds available for a wide variety of heritage projects, e.g. interpretive signage, leaflets and special events. The program has followed a biennial cycle with deadlines in June and December. The County grants program is being revised in 2004. The definition of qualifying projects and applicants likely is to change from the earlier program. When a specific implementation project is defined, the current grant program guidelines can be requested from King County staff. Contact information is provided below.

- Information on grant cycles appears in The Heritage Advisor, heritage publication of the Cultural Development Authority of King County posted at www.culturaldevelopment.org/heritage/advisor/.
- Information regarding this program may be obtained from the King County Cultural Development Authority. Contact Charles Payton, Manager, charles.payton@culturaldevelopment.org.

The Cultural Development Authority of King County administers Hotel-Motel Tax Revenue based programs that include:

- Special Heritage Projects
- Landmark Rehabilitation
- Heritage Cultural Education
- Community Arts Initiative

For detailed information, annual grant cycle and application materials contact Flo Lentz, Historic Preservation Manager, Cultural Development Authority of King County, Smith Tower, 506 2nd Ave., Suite 200, Seattle, WA 98104, Tel. 206-296-8682, fax 206-296-8629, flo.lentz@culturaldevelopment.org, www.culturaldevelopment.org or Debra Twersky, 206-296-8558, debra.twersky@culturaldevelopment.org.

The Puget Sound Regional Council has various programs that change each year. Current information is available on the website http://www.psrc.org.

National Scenic Byway Grant Program/WSDOT Program

Beginning in 1991, Congress has passed a number of acts to provide funding for programs that enhance America's roads and travelers' experiences. Among the programs has been the Scenic Highway Program, formerly Heritage Corridors. WSDOT has participated in this program by providing technical assistance to local organizations across the state seeking Scenic Byway financial assistance and technical expertise in developing and implementing

the CMP. Since 2003, funding has been provided under the Safe, Accountable, Flexible and Efficient Transportation Act (SAFTEA).

The Scenic Byway grant cycle for project implementation funds deadline is June with funds made available in the following fiscal year. Grant information and technical assistance in completing the grant forms is available from the State Scenic Byway Coordinator.

The Scenic Byway Fund is an excellent source of funding for DMMD. Please note that to receive implementation funds, a road must be a designated Scenic Byway or Heritage Tour Route. For information on applying for Heritage Tour Route designation and the annual grant cycle contact Paula Connelly, Washington Scenic Byway Designations Project Manager, connelp@wsdot.wa.gov, Tel. 360-705-6822, or mail PO. Box 47390, Olympia, WA 98504-7390.

Washington State Sources

Washington State Capital Funds for Heritage has a biennial grant cycle. Applications, due in spring of a year, have funds distributed in the following year. The program is administered by, and application materials are available from, the Washington Heritage Program office, Garry Schalliol, Manager, Washington State Historical Society, http://www.wshs.org.

City of Des Moines

Des Moines Legacy Foundation, Contact Corbitt Loch, City of Des Moines, Tel. 206-870-6568, City of Des Moines, 21630 11th Ave. S., Des Moines, WA 98198.

City of SeaTac

SeaTac does not at this time have programs dedicated to heritage or the arts. The City does have funding for tourist-oriented facilities through the Hotel-Motel Tax Revenue. Many of the non-transportation capital expenses, e.g. interpretive signage, may qualify. For more information, contact Craig Ward, 206-793-4820248-6130, City of SeaTac, 4800 S. 188th St., SeaTac, WA 98188.

An important issue for the Hotel-Motel Tax Advisory Committee would be whether or not implementation of the DMMD CMP is likely to generate additional stays in local hotels.

Private Foundations and Other Sources

The Secretary of State Office maintains a website, www.secstate.wa.gov, that lists private foundations and other sources and generally provides a wealth of information including a private foundation directory that can be ordered on-line.

The following websites list a wide variety of funding programs, some of which would be appropriate for implementation of specific components of the DMMD improvements. The best approach is to research the specific programs as a part of the planning component for implementation, as the amount of funding, criteria and other specifics of the grant programs change from year to year.

Foundation Center

http://www.fdncenter.org/

Humanities Washington
http://www.humanities.org

National Endowment for the Humanities
http://www.neh.gov

National Trust for Historic Preservation
http://www.nationaltrust.org

Preserve America
http://www.preserveamerica.gov/

Washington Trust for Historic Preservation
http://www.wa-trust.org.

The Office of the Interagency Committee Outdoor Recreation (IAC)

IAC offers several grant programs for recreation and habitat conservation purposes, including parks, trails, and public access/education projects on aquatic lands. More information can be found at http://www.iac.wa.gov/iac/grants.asp

Potential Development Partners and Funding Sources: Private Foundations

The following websites list a wide variety of funding programs some of which would be appropriate for implementation for specific components of the DMMD improvements. The best approach is to research the specific programs as a part of the planning component for implementation as the amount of funding, criteria and other specifics of the grant programs change from year to year.

Foundation Center
http://www.fdncenter.org/

Humanities Washington
http://www.humanities.org

Institute of Museum & Library Services
http://www.imls.gov

National Endowment for the Arts
http://arts.endow.gov

National Endowment for the Humanities
http://www.neh.gov

National Historic Publications & Records Commission
http://www.nara.gov/nara/nhprc

National Trust for Historic Preservation
http://www.nationaltrust.org

Preserve America
http://www.preserveamerica.gov/

Puget Sound Regional Council
http://www.psrc.org

Seattle Department of Neighborhoods
http://www.cityofseattle.net/don

Washington Department of Community Trade & Economic Development
http://www.cted.wa.gov

Washington State Historical Society
http://www.wshs.org

Washington State Housing Finance Commission
http://www.wshfc.org

Washington Trust for Historic Preservation
http://www.wa-trust.org

Arts Funding Sources and Potential Development Partners

Seattle City Light, via the Seattle Office of Arts & Cultural Affairs Public Art Program, may generate some Seattle 1% for Art funds through their improvements in the corridor.

The King County Cultural Development Authority is a body that funds public art projects and has a strong interest in the corridor, especially with the securing of King County Register of Historic Places status. The King County Historic Preservation Program may offer management and maintenance assistance to art components of the Memorial. The King County Cultural Development Authority may be interested in funding a lead artist to work on an ongoing basis with the Committee, and with any design teams, to plan for the inclusion of contributions of an artist or artists in the corridor.

The Washington State Arts Commission may consider funding public art in the corridor when WSDOT projects are part of the general plan. Mitigation funding may be available with the development of highway crossings and intersections that impact the Memorial. Individual cities have different programs for arts. For example, the City of SeaTac sponsors exhibitions through its Department of Parks & Recreation. Normandy Park has an Arts Commission but not a public art program. The City of Des Moines has no public art program or arts commission. The City of Burien has no public art program. King County Cultural Development Authority, however, sponsors projects in these areas.
The National Endowment for the Arts has contributed to memorial projects in the past, when artists were involved as designers.

The National Endowment for the Humanities funds artists' participation in projects that have historical and interpretive value.

Private funding may be available from local corporations and foundations with an interest in the corridor and in horticulture, such as Weyerhaueser, Boeing, and a variety of private foundations supporting environment, education and historic preservation. Public/Private sector collaborations are possible between local developers, and municipalities.
Local Garden Clubs, Chambers of Commerce and Rotary Clubs are likely to be interested in sponsoring portions of the Memorial and Memorial Enhancement.

7. Schedule and Responsibilities: Implementation Actions Schedule and Assignments Plan (CMP Point #4)

Table 6-2. Summary of Plan Implementation Actions/Tasks, Standards and Responsibilities

Implementation Task/Step	Responsible Parties	Action Responsibility
Plan Acceptance by Jurisdictions	All jurisdictions	Coordinate through interagency working committee
Establishment of DMMD Management/Oversight Organization	DMMD Advisory Committee	Interagency working group building from transitional DMMD Advisory Committee
Preparation, submittal and acceptance for DMMD Designations	Interagency Working Group	DMMD management/Oversight Organization King County Office of Historic Preservation
Incorporate DMMD policies into comprehensive planning and zoning	Each jurisdiction	By each jurisdiction as directed by plan acceptance
Marketing, promotions and Outreach program establishment Secure Capital Improvement Scheduling and Funds	Interagency Working Group Each jurisdictionDMMD management/ Oversight Organization	DMMD management/Oversight Organization Cooperative public, business and civic groups Prepared as outcome of Plan Acceptance by each jurisdiction: TIP/CIP budgets and schedules Utility budgets and schedules
Prepare Capital Funding Strategies and Campaign	DMMD management/Oversight Organization	Overall Capital Funding Case Statement and individual jurisdiction funding
Implementation Actions Schedule and Assignments Plan	DMMD management/Oversight Organization	Prepared as outcome of Plan Acceptance
Gain acceptance for extending some of the key DMMD memorial and enhancement elements under existing and planned WSDOT overpasses along the corridor.	DMMD management/Oversight Organization	Coordinate with WSDOT Planning
Maintenance Program for memorial and enhancement improvements Short term Memorial Term preservation and maintenance	DMMD management/Oversight Organization	Coordination with each jurisdictions public works and parks maintenance departments

8. Maintenance Program (CMP Points #3 and #4)

Establish both short and long term DMMD memorial and enhancement improvements maintenance programs. The maintenance program would be built from existing jurisdictional maintenance programs in the short term while a long-term program would be developed as follow-on of post construction plant establishment maintenance contracts (usually from 2-3 years in length). The maintenance program would address:

- Protection, monitoring and removal of existing memorial trees over a 6 - 8 year period depending on DMMD roadway and infrastructure development schedules.
- Maintenance and monitoring of constructed memorial improvements, including: trees, plantings, paving, markers, interpretive displays and signage and plazas.
- Maintenance and monitoring of constructed enhancement improvements, including: light poles, display/art elements, benches, water fountains, refuse and other corridor furniture.
- Each trees' condition and maintenance history to be tracked annually.
- Coordination with DMMD event and celebrations calendar and installation, mounting and dismounting of flags, banners and other materials.

9. Ongoing Public Participation (CMP 6 - Chapter 4 Plan Recommendations)

The stewardship of the Memorial has traditionally been a partnership of veterans, residents, local officials, local businesses and other interested parties. The CMP recommendations in Chapter 4, the proposed Interpretive Plan, designation as a landmark and implementation strategies for local jurisdictional funding and management - all support the need for a constituency of people who will carry on the banner into the future.

Two public meetings were hosted during the course of this study. The project historian conducted many private interviews on topics of memorial remembrances and community history specifically for the purpose of gaining public support for ongoing stewardship. Resources are available for encouraging greater awareness of the resource even today.

The Highline Historical Society has a display that was created in the early 1990s that shows the development of the Memorial in pictures and discusses the evolution of it through the 1980s. A display of the current project has been circulated around public facilities in Burien, SeaTac and Des Moines during this planning process as well. The more often these displays are showcased, the more awareness there is in the public of the Memorial and the more stewardship and community support there will be for its preservation and renewal.

10.DMMD Roadway Design Standards, Operations, and Commerce (CMP Points #7, #8 and #13 - Chapter 3 Corridor Analysis)

The Roadway Design Standards are discussed in Chapter 3, Corridor Analysis. While this is a Corridor Management Plan, it specifically addresses a heritage element adjacent to the road, not in it. As each jurisdiction will determine a roadway section that is best suited to safety and commerce for that location, it is understood that the Roadway Design Standards may change.

By locating the memorial behind the curb and potential sidewalk, the CMP allows for its installation regardless of the chosen Design Section.

11. Visitor Experience and DMMD Interpretive Plan (CMP Points #9 and #14 - Chapter 4 Plan Recommendations)

A recommendation for developing the story line for a new Interpretive Plan is included in Chapter 4, Plan Recommendations. This is not a full interpretive plan, but substantial research went into determining story lines, emphasis, facts and the timeline for the memorial (Chapter 2). Implementation of an interpretive plan for the Corridor, and implementation of improvements for both the memorial features and the segments will make the visitor experience more focused, educational and interesting.

12. DMMD Corridor Signage and Outdoor Advertising (CMP Points #10 and #11 - Chapter 5 Implementation)

DMMD, to provide for visitors to the memorial and to highlight the memorial's continuity and significance, may benefit in the future from signage guidelines set out at the federal and state level for Scenic Byways and Heritage Corridor routes.

Signs are strictly regulated under Federal and state law, by the Federal Highway Administration's Manual on Uniform Traffic Control Devises (MUTCD) and the Scenic Vistas Act, respectively for highways that seek to qualify for Scenic Byway standing.

Wayfinding Signage

In addition to regulatory and warning signs (e.g., "stop", speed limit, "curve" symbol, crossroad symbol), provisions for adequate destination signing are essential to help safely guide travelers unfamiliar with an area along their journey. WSDOT's Traffic Manual provides guidelines for selecting destinations for guide signs, based on the MUTCD and traveler needs, while offering insight into the priority of destinations considering the very limited sign space available at interchange and intersection approaches.

Recreational and Cultural Interest Area Signs

Recreational and cultural interest areas are attractions that are open to the general public for the purpose of play, amusement, or relaxation used to refresh the body or mind (RECREATION) or for the training and refining of the mind, emotions, manners, taste, etc., (CULTURAL INTEREST). Recreational attractions include such facilities as parks, racetracks, and ski areas, while examples of cultural attractions include museums, art galleries, and sites of particular historical importance.

Recreational, cultural, tourist information services, and byway logo signs can be grouped into five categories:

1. Recreational and cultural signs (brown background),
2. Visitor information signs (blue background),
3. Gateway logo signs (green background),
4. Trailblazer/marker logo signs, (see below), and
5. Supplemental guide signs (green background).

Trailblazer/marker logo signs generally consist of an enlarged version of the logo alone, and therefore have no background color on which the pattern appears.

Scenic Byway Logo Signing Guidelines

Scenic Byway Logo Signing Guidelines were produced in January 1997 to provide standards for byway logo signing. These guidelines define the eligibility criteria for byway logo signing, and WSDOT's positions on key policy issues. There are three basic types of scenic byway logo signs that are defined in the guidelines:

1. Gateway Signs
2. Trail Blazer/Marker Signs
3. Supplemental Guide Signs

Gateway Signs mark the beginning of the scenic route at both termini of the route. The location and design of the sign will be determined jointly by the WSDOT region traffic offices. An Orientation Sign is a specialized version of a gateway sign, typically located at a roadside pullout. They include a map and sometimes include space for brochures and other tourist information materials.

Trail Blazer/Marker Signs are placed every 8 to 16 kilometers (5 to 10 miles) along the scenic byway for driver assurance. Trail markers are informational plaques or shields designed to provide or shields designed to provide the traveling public with route guidance of cultural, historical or educational significance. A good example is the distinctive Lewis-Clark Trail marker sign found in the southern part of the state.

The third sign type is the *Supplemental Guide Sign*. This type of signing can only be used at junctions of a state highway with a scenic highway with a scenic byway. WSDOT's *Scenic Byway Logo Signing Guidelines* discusses these signs in detail.

Consolidation of "Sign Clutter"

Preparing a cohesive scenic/heritage highway signing plan also has the added bonus of helping to reduce sign clutter. Over the years as sites develop, signs for these locations proliferate along the roadway, sometimes being tacked to existing signposts like an afterthought. Careful consideration in a signing plan can consolidate or eliminate some signs, making it easier for motorists to make decisions, as well as reducing the cluttered look along a given stretch of roadway.

Implementing a Proposed Signing Plan

Any proposed plan will provide travelers with informative supplementary signs along DMMD. The use of a byway logo on trailblazer signs will assure that motorists are aware that they are on DMMD. Appropriate signing to main attractions will enable visitors to find the attractions and understand their nature. Directions to less prominent attractions can be advertised through pamphlets available at visitor information points or through Heritage Tour advertising programs. Implementation of a signing plan will also help consolidate existing signs, both on DMMD and the crossroads. All agencies with jurisdiction will work together to assure consistency along the corridor.

Scenic Highway Funding

Scenic highway funding is available for those communities along a state scenic highway provided that local sign ordinances are at least as restrictive as the above-noted regulations. A community that enacts a signing ordinance that is less restrictive than the Scenic Vistas Act will not be eligible for scenic highway funds, although the jurisdiction can still apply for other grants associates with the scenic highway program. At present the jurisdictions within the corridor are eligible for scenic highway funds since the local ordinances either comply, or will comply with the Scenic Vistas Act.

13. Transportation and Commerce Strategy (CMP Point #8)

DMMD is an urban arterial with a wide range of uses. In addition to its function as a WWI memorial and heritage route, it must also fulfill several key transportation functions. These include the following:

- Safely and efficiently moving people and goods.
- Offering a choice of transportation modes, including single-occupant-vehicle, transit, bicycle, and pedestrian.
- Providing safe facilities for all modes.
- Reducing conflict between commercial traffic, visitor traffic and non-motorized (pedestrians, bicyclists) users in the corridor.
- Providing travelers with safe and convenient opportunities to remove their vehicles from the main flow of traffic by providing pullouts, turn lanes, and parking, where feasible.
- Improving mobility by encouraging and accommodating public transit

The proposed road design section, which includes bike lanes and sidewalks, is intended to improve the transportation functioning of the corridor. The bike lanes and sidewalks help separate bicyclists and pedestrians from vehicular traffic, including truck traffic. The continuous center turn lane is intended to both improve safety and decrease congestion caused by left-turning vehicles. The turn lane also proves better access to driveways and commercial properties along the drive.

14. Budgeting

Making budget decisions for implementing the CMP will require prioritization, jurisdictional coordination and projects/programs phasing. Recommendations for DMMD CMP budgeting are:

- Fund the initial heritage tour route, landmarks and other designation and associated/ linked funding application efforts first.
- Fund the memorial rehabilitation elements first.
- If priority choices are required, fund the primary memorial rehabilitation corridor Sunnydale segment as soon as is feasible considering SeaTac and Burien CIP/TIP timetables.
- Fund and implement those memorial rehabilitation projects that are ready to be implemented.

- Develop joint or partnered roadway or utility improvement projects with memorial rehabilitation - leveraging matching funds programs where possible.
- Carefully assess alternate forms of funding utility undergrounding and realignment. The cost estimate designates monies for the complete undergrounding of utilities for the Sunnydale segment and puts forward a contribution for each tree planted for the remainder the corridor segments.
- Corridor enhancement funding is dependent on more traditional sources, such as TIP's, CIPs, and Improvement District programs and therefore needs some advanced planning.

Estimate of Probable Implementation Cost (2004)

An estimate of probable implementation cost has been prepared and is presented the attached Figure 6-1. Both a summary and detailed estimate of costs are shown for year 2004 cost values. Probable costs are organized around overall and ongoing corridor planning, designation and management costs and by priority memorial rehabilitation and secondary corridor enhancement elements.

If it was just a matter of replacing memorial trees, the implementation costs extend to (1) one million dollars -with an additional (1/2) one half million dollars for replacement memorial trees located where overhead utilities have been placed underground. However undergrounding utilities is very costly - running approximately (5) five million dollars per mile. The benefits in this case are equally important.

15. Schedule - Timeline and Centennial Milestone

There are many variables in scheduling improvements to a roadway that crosses four jurisdictions, intersects a state highway undergoing improvement, and lies adjacent to many sensitive areas. But a centennial anniversary will come in 2021 that provides a goal for achievement of the replanting of the memorial elm trees along the way, placement of the markers, redevelopment of the Sunnydale Memorial Plaza and seeding of the wildflowers that could be celebrated while veterans are honoring the fallen of World War I and other wars.

The year 2021 therefore sets a milestone for completion of improvements to the memorial, and a framework for developing a timeline for other activities.
Early-action items have been identified throughout the document in the form of other public projects happening in or around the corridor, partnering opportunities and future upgrades. Each of these offer an opportunity to leverage memorial improvements, corridor enhancements, or other opportunities identified in the CMP into reality.

Priorities

Prioritizing the elements of the CMP was discussed at the DMMD Committee level on a number of occasions. It was agreed that prioritizing the memorial renovation - including the tree replacement, the markers, the wildflowers and the Sunnydale Memorial - was the highest priority. It was also voiced that this needed to occur as a single and coordinated action within a limited time frame rather than in bits and pieces over several decades.

The schedule, Figure 6-2, lays out the ordering of the organizational support and approvals required for the rehabilitation of the Memorial, a rough timeline for designations, funding

and a recommended timeframe for implementation of the Memorial improvements. This schedule is rough, as each jurisdiction will establish its own timeline, however completing installation of the trees by 2012 allows 8-10 years for growth and establishment before the centennial. In this period, elms may become 25 to 30 feet in height and begin to develop some presence along the road, a reminded to those who visit for the centennial that there is a bright future for the Memorial.

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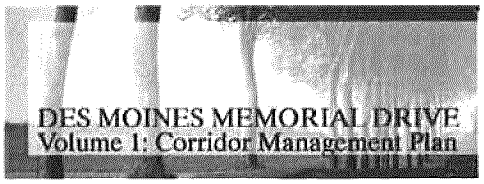

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Figure 6-1. Corridor Management Plan for Des Moines Memorial Drive

Memorial Rehabilitation and Corridor Enhancement Implementation Cost Estimates-SUMMARY

SB & Associates, Inc. - January 2005			*Whole Corridor*	*Corridor Segment*														
				South Park		Military Road		North SeaTac		Sunnydale		Wetland		Confluence		Des Moines		Totals
	Unit	Unit Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
MEMORIAL DESIGNATIONS																		
Designation Action																		
Designation Totals				$ 49,000.00		$ 7,000.00		$ 7,000.00		$ 7,000.00		$ 7,000.00		$ 7,000.00		$ 7,000.00		$ 49,000.00
MEMORIAL RESTORATION AND PROTECTION																		
Acquisitions or Entitlements																		
Subtotal				$ 1,574,500.00		$ 84,500.00		$ 366,000.00		$ 231,000.00		$ 200,000.00		$ 99,000.00		$ 379,500.00		$ 214,500.00	$ 1,574,500.00
Existing Original Elm Tree Protection, Monitoring																		
Subtotal				$ 87,600.00		$ 1,800.00		$ 2,200.00		$ 26,800.00		$ 15,600.00		$ 6,000.00		$ 16,200.00		$ 17,000.00	$ 87,600.00
Elm Tree																		
Subtotal				$ 650,275.00		$ 16,650.00		$ 96,200.00		$ 119,325.00		$ 88,800.00		$ 71,225.00		$ 198,375.00		$ 59,200.00	$ 650,275.00
Marker																		
Subtotal				$ 423,600.00		$ 7,200.00		$ 114,000.00		$ 68,000.00		$ 57,200.00		$ 30,800.00		$ 108,800.00		$ 37,600.00	$ 423,600.00
Ground Plain Memorial Landscape																		
Subtotal				$ 243,500.00		$ 8,500.00		$ 56,500.00		$ 36,250.00		$ 36,250.00		$ 19,000.00		$ 56,500.00		$ 30,500.00	$ 243,500.00
Undergrounding Utilities Mitigation																		
Subtotal				$ 3,703,000.00		$ 18,000.00		$ 104,000.00		$ 129,000.00		$ 3,896,000.00		$ 77,000.00		$ 215,000.00		$ 64,000.00	$ 3,703,000.00
Signage and Interpretation																		
Subtotal				$ 35,000.00		$ 5,000.00		$ 5,000.00		$ 5,000.00		$ 5,000.00		$ 5,000.00		$ 5,000.00		$ 5,000.00	$ 35,000.00
Signage and Interpretive Installation																		
Subtotal				$ 352,000.00		$ 47,000.00		$ 53,000.00		$ 53,000.00		$ 53,000.00		$ 46,000.00		$ 53,000.00		$ 47,000.00	$ 352,000.00
Memorial Plaza Redevelopment/Rehabilitation																		
Subtotal				$ 425,000.00		$ -		$ -		$ -		$ 425,000.00		$ -		$ -		$ -	$ 425,000.00
Flagpole Triangle Rehabilitation																		
Subtotal				$ 21,500.00		$ -		$ -		$ -		$ -		$ -		$ -		$ 21,500.00	$ 21,500.00
Memorial Elements and Facilities Maintenance																		
Subtotal				$ 460,800.00		$ 24,000.00		$ 110,400.00		$ 67,200.00		$ 57,600.00		$ 28,800.00		$ 110,400.00		$ 62,400.00	$ 460,800.00
Subtotal Memorial				$ 6,025,775.00		$ 219,650.00		$ 914,300.00		$ 742,575.00		$ 4,041,450.00		$ 389,825.00		$ 1,152,275.00		$ 565,700.00	$ 6,025,775.00
Implementation/Construction Totals (- acquisition and maintenance)				$ 5,906,475.00		$ 99,150.00		$ 425,900.00		$ 432,375.00		$ 3,771,850.00		$ 250,025.00		$ 650,375.00		$ 276,800.00	$ 5,906,475.00
Contingency 20%				$ 1,181,295.00		$ 19,830.00		$ 85,180.00		$ 86,475.00		$ 754,370.00		$ 50,005.00		$ 130,075.00		$ 55,360.00	$ 1,181,295.00
Taxes 8.8 % (note: may be exempt as roadway project)				$ 623,723.76		$ 10,470.24		$ 44,975.04		$ 45,658.80		$ 398,307.36		$ 26,402.64		$ 68,679.60		$ 29,230.08	$ 623,723.76
Design, Administration, Permiting 40%				$ 2,835,108.00		$ 47,592.00		$ 204,432.00		$ 207,540.00		$ 1,810,488.00		$ 120,012.00		$ 312,180.00		$ 132,864.00	$ 2,835,108.00
Total Memorial - Construction				$ 10,546,601.76		$ 177,042.24		$ 760,487.04		$ 772,048.80		$ 6,735,015.36		$ 446,444.64		$ 1,161,309.60		$ 494,254.08	$ 10,546,601.76
Acquisitions and Entitlements				$ 1,574,500.00		$ 84,500.00		$ 366,000.00		$ 231,000.00		$ 200,000.00		$ 99,000.00		$ 379,500.00		$ 214,500.00	$ 1,574,500.00
Memorial Research and Planning Total				$ 84,000.00		$ 12,000.00		$ 12,000.00		$ 12,000.00		$ 12,000.00		$ 12,000.00		$ 12,000.00		$ 12,000.00	$ 84,000.00
Memorial Maintenance Total				$ 460,800.00		$ 24,000.00		$ 110,400.00		$ 67,200.00		$ 57,600.00		$ 28,800.00		$ 110,400.00		$ 62,400.00	$ 460,800.00
Grand Total				$ 12,685,901.76		$ 297,542.24		$ 1,248,887.04		$ 1,082,248.80		$ 7,004,615.36		$ 586,244.64		$ 1,683,209.60		$ 783,154.08	$ 12,685,901.76

Figure 6-1. Corridor Management Plan for Des Moines Memorial Drive

Memorial Rehabilitation and Corridor Enhancement Implementation Cost Estimates-SUMMARY

MEMORIAL ENHANCEMENTS			Whole Corridor		Corridor Segment S. Park		Milt. Road		N. SeaTac		Sunnydale		Wetland		Confluence		Des Moines		Totals
	Unit	Unit Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
Acquisitions or Entitlements																			
Subtotal				$ 862,000.00		$ 7,000.00		$ 35,000.00		$ 12,000.00		$ 729,000.00		$ 28,000.00		$ 35,000.00		$ 15,000.00	$ 862,000.00
Lighting																			
Subtotal				$ 10,960,000.00		$ 580,000.00		$ 2,890,000.00		$ 1,730,000.00		$ 1,460,000.00		$ 700,000.00		$ 2,600,000.00		$ 1,020,000.00	$ 10,980,000.00
Memorial Banner/Flag Holders on Light Poles																			
Subtotal				$ 1,168,500.00		$ 58,300.00		$ 303,400.00		$ 181,600.00		$ 153,400.00		$ 73,600.00		$ 286,000.00		$ 112,200.00	$ 1,168,500.00
Interpretive Displays on Light Poles																			
Subtotal				$ 1,194,600.00		$ 50,600.00		$ 316,800.00		$ 189,200.00		$ 162,800.00		$ 79,200.00		$ 286,000.00		$ 110,000.00	$ 1,194,600.00
Corridor Furniture																			
Subtotal				$ 1,283,000.00		$ 62,000.00		$ 327,000.00		$ 210,000.00		$ 174,000.00		$ 85,000.00		$ 309,000.00		$ 116,000.00	$ 1,283,000.00
Enhancement Area Development																			
Subtotal				$ 1,150,000.00		$ 100,000.00		$ 375,000.00		$ 175,000.00		$ 250,000.00		$ 25,000.00		$ 150,000.00		$ 85,000.00	$ 1,160,000.00

			Whole Corridor		Corridor Segment S. Park		Milt. Road		N. SeaTac		Sunnydale		Wetland		Confluence		Des Moines		Totals
	Unit	Unit Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	
Enhancements Maintenance																			
Subtotal				$ 230,400.00		$ 12,000.00		$ 55,200.00		$ 33,600.00		$ 28,800.00		$ 14,400.00		$ 55,200.00		$ 31,200.00	$ 230,400.00
Enhancements Construction Totals				$ 15,766,100.00		$ 850,900.00		$ 4,212,200.00		$ 2,485,800.00		$ 2,200,200.00		$ 992,600.00		$ 3,831,000.00		$ 1,443,200.00	$ 15,786,100.00
Contingency 20%				$ 3,153,220.00		$ 170,180.00		$ 842,440.00		$ 497,160.00		$ 440,040.00		$ 198,520.00		$ 766,200.00		$ 288,640.00	$ 3,157,220.00
Taxes 8.8 % (may be exempted with roadway project)				$ 1,664,360.16		$ 89,855.04		$ 444,608.32		$ 262,500.48		$ 232,341.12		$ 101,671.68		$ 383,433.60		$ 152,401.92	$ 1,667,812.16
Design, Administration, Permitting 40%				$ 7,567,728.00		$ 408,432.00		$ 2,021,856.00		$ 1,193,184.00		$ 1,056,096.00		$ 462,144.00		$ 1,742,880.00		$ 692,736.00	$ 7,577,328.00
Total Enhancements - Construction				$ 28,151,948.16		$ 1,519,367.04		$ 7,521,304.32		$ 4,438,644.48		$ 3,928,677.12		$ 1,719,175.68		$ 6,483,513.60		$ 2,576,977.92	$ 28,187,560.16
Acquisitions and Entitlements				$ 862,000.00		$ 7,000.00		$ 35,000.00		$ 12,000.00		$ 729,000.00		$ 28,000.00		$ 35,000.00		$ 15,000.00	$ 862,000.00
Memorial Maintenance Total				$ 230,400.00		$ 12,000.00		$ 55,200.00		$ 33,600.00		$ 28,800.00		$ 14,400.00		$ 55,200.00		$ 31,200.00	$ 230,400.00
Grand Total				$ 29,244,348.16		$ 1,538,367.04		$ 7,611,504.32		$ 4,484,244.48		$ 4,686,477.12		$ 1,761,575.68		$ 6,574,713.60		$ 2,623,177.92	$ 29,280,060.16
MEMORIAL AND ENHANCEMENTS																			
Total - Construction				$ 38,698,549.92		$ 1,696,409.28		$ 8,281,791.36		$ 5,210,693.28		$ 10,653,692.48		$ 2,165,620.32		$ 7,644,823.20		$ 3,071,232.00	$ 38,734,261.92
Acquisitions and Entitlements				$ 2,436,500.00		$ 91,500.00		$ 401,000.00		$ 243,000.00		$ 329,000.00		$ 127,000.00		$ 415,500.00		$ 229,500.00	$ 2,436,500.00
Memorial Research and Planning Total				$ 84,000.00		$ 12,000.00		$ 12,000.00		$ 12,000.00		$ 12,000.00		$ 12,000.00		$ 12,000.00		$ 12,000.00	$ 84,000.00
Memorial Maintenance Total				$ 691,200.00		$ 36,000.00		$ 165,600.00		$ 100,800.00		$ 86,400.00		$ 43,200.00		$ 165,600.00		$ 93,600.00	$ 691,200.00
Memorial and Enhancement Total				$ 41,910,249.92		$ 1,835,909.28		$ 8,860,391.36		$ 5,566,493.28		$ 11,081,092.48		$ 2,347,820.32		$ 8,237,923.20		$ 3,406,332.00	$ 41,945,961.92
DMMD Marketing and Promotions Program																			
Marketing and Promotions - 6 Years	each year	$ 75,000.00	6	$ 450,000.00															
Total				$ 450,000.00															
Grand Total				$ 42,360,249.92															
Sales Tax Exemption				$ 2,286,623.92															

Figure 6-2. Des Moines Memorial Drive Corridor Management Plan
Implementation and Management Schedule

	Early Implementation			Implementation				Centennial				
Implementation Task	**2004**		**2005**	**2006**	**2007**	**2008**	**2009 to 2011**	**2012 to 2018**	**2019 to 2020**	**2021**	**2022**	**2023 - 2073**
Plan Completion and Approvals	• Burien • Des Moines • Normandy Park • SeaTac • King County											
Establish DMMD Management and Maintenance Organization	Establish Organization for Plan Implementation and DMMD Management - Maintenance											
Implementation Designations	• Blue Star • City • King County • State/FHWA • National • Other	Additional Research and significance verification conducted. Applications submitted and approved										
Implementation Funding: • City • County • Community • Partners • Grants • Federal/State programs	Initiate funding strategies and grant applications – tied to designations (completion)	Ongoing Funding for King County/Military Road , SeaTac Confluence, and South Des Moines Segments (for roadway sections completed)	Funding Secured and Coordinated with City TIPs and Roadway/Utility projects						Centennial Event Funding		Reconfirm/Secure Maintenance Funding	
Memorial Development												
South Park Segment							Complete Memorial Implementation					
Military Road Segment	King County Roadway & Memorial Markers			Tree Planting			Complete Memorial Implementation					
North SeaTac Segment							Complete Memorial Implementation					
Sunnydale Segment				Roadway, Memorial Markers & Trees			Complete Memorial Implementation					
Wetland Segment							Complete Memorial Implementation					
Confluence Segment				Tree Planting on Existing Built Roads			Complete Memorial Implementation					
Des Moines Segment				Gateway Tree Planting			Complete Memorial Implementation					
Memorial Maintenance	Arborist Evaluation of existing Elms Maintain trees per recommendations	Ongoing Memorial Tree maintenance	Ongoing Memorial tree maintenance	Ongoing Memorial Tree maintenance	Original Trees replaced	Ongoing Memorial maintenance	Ongoing Memorial maintenance	Ongoing Memorial maintenance	Ongoing Memorial maintenance	Ongoing Memorial maintenance	Ongoing Memorial maintenance	Ongoing Memorial maintenance
Memorial Programming and Marketing		Develop a Marketing Plan. Develop and promote DMMD Corridor and communities calendar.							Centennial Event Planning - French Involvement Sought	Centennial DMMD Celebration	Centennial DMMD Celebration	