NPS Form 10-900

OMB No. 1024-0018

MP-989

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name **Lake Washington Boulevard**

other names/site number Washington Blvd; Washington Park Blvd; University Blvd; Blaine Blvd; Frink Blvd; Lake Washington Blvd E; Lake Washington Blvd S

2. Location

street & number Connecting Montlake Boulevard to Seward Park through the Washington Park Arboretum and land generally adjacent to Lake Washington ☐ not for publication

city or town Seattle ☐ vicinity

state Washington code WA county King code 033 zip code 98112; 98122; 98144; 98118

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _X_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide _X_ local

Applicable National Register Criteria

_X_ A ___ B _X_ C ___ D

Signature of certifying official/Title — Date: 3-16-17

WASHINGTON SHPO
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official — Date

Title — State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:)

Signature of the Keeper — Date of Action: 5/8/2017

Lake Washington Boulevard
Name of Property

King County, Washington
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

	private
X	public - Local
	public - State
	public - Federal

Category of Property
(Check only **one** box.)

	building(s)
X	district
	site
	structure
	object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		site
7		structure
		object
7		**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)
Seattle Olmsted Parks and Boulevards

Number of contributing resources previously listed in the National Register
Arboretum Sewer Trestle

6. Function or Use

Historic Functions
(Enter categories from instructions.)
RECREATION AND CULTURE/outdoor recreation
LANDSCAPE/park
TRANSPORTATION/road-related
TRANSPORTATION/pedestrian-related

Current Functions
(Enter categories from instructions.)
RECREATION AND CULTURE/outdoor recreation
LANDSCAPE/park
TRANSPORTATION/road-related
TRANSPORTATION/pedestrian-related

7. Description

Architectural Classification
(Enter categories from instructions.)
No style

Materials
(Enter categories from instructions.)
foundation: N/A
walls: N/A
roof: N/A
other: CONCRETE
IRON

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

Lake Washington Boulevard (Blvd.) is located in Seattle, King County, Washington, in Sections 21, 27, 28, and 34 of Township 25 N, Range 3 E, and Sections 3, 10, 14, 15, and 23 of Township 24 N, Range 4 E, Willamette Meridian, South Seattle quadrangle. Lake Washington Blvd. stretches in a roughly north–south alignment, beginning at the intersection with E Montlake Place (Pl.) (at its northern end), and ending at the intersection with S Juneau Street (St.) in Seward Park (at the southern end). Approximately 8.5 miles in length, Lake Washington Blvd. consists of a paved roadway lined with landscape vegetation that traverses a series of landscape spaces, including independent City of Seattle park units. Where the roadway penetrates rather than borders an official, named city park, the road alignment often tightens into a series of radial curves, to maximize users' experience of the park from the road and allow them to navigate existing topography, including historic ravines. Where the roadway borders a park, one can generally view park space from the roadway, enlarging the overall sense of space. Where the roadway borders a park along the shore of Lake Washington, visual access to the lake is part of the road experience. The overall effect is of a series of enclosed to more open segments, with the corresponding width of the historic property varying from the narrowest segments, where vegetated borders frame the two-lane roadway, to the widest segments, where large landscape spaces line one or both sides. Character-defining features include the curvilinear alignment of the roadway, native and ornamental plants and specimen trees bordering the roadway, and built structures integrated into the roadway such as overpasses and bridges. Designed as a scenic parkway, Lake Washington Blvd. choreographs a series of spectacular landscape spaces along its length, including views to Lake Washington (often in the middle ground) and the Cascade Mountain Range and Mount Rainier (in the distance). Ornamental trees and shrubs are typically associated with residential or commercial segments, and native trees and shrubs are associated with naturalistic segments.

John Charles Olmsted (JCO) first envisioned Lake Washington Blvd. as a pleasure drive and transportation route for horses and carriages, bicyclists, and later, automobiles, with adjacent pedestrian pathways. The boulevard was a key element of the 1903 Olmsted Brothers plan for a citywide parks and boulevard system in Seattle. As a transportation route and recreational amenity, Lake Washington Blvd. has, for more than 100 years, both provided users with access to some of Seattle's most dramatic geographic features and views and connected many of the city parks along its route. As with the best boulevards and parkways, Lake Washington Blvd. is deeply integrated into the surrounding landscape, running atop ridges, along the shoreline, and through steep ravines, neighborhoods, and park spaces, drawing visitors through a sequence of diverse yet linked experiences.

Lake Washington Blvd. is eligible for listing in the National Register of Historic Places (NRHP) as a historic district under the Multiple Property Document (MPD) for Seattle's Olmsted Parks and Boulevards (1904–68) as the city's prime example of a Boulevard and Parkway with associated structures (Type 3). The boulevard also meets the definition of a designed historic landscape, specifically a parkway, which links the surrounding landscape features to create a single aesthetic experience.[1] Lake Washington Blvd. was in part designed by one of the nation's premier landscape architecture firms and was directly influenced by JCO's design recommendations.

JCO defined *boulevards* as generally 200-ft-wide formal streets with associated planting strips of uniform width and formal design; he defined *parkways* as a two-lane avenue either bisected or flanked by a strip of informal

[1] J. Timothy Keller and Genevieve P. Keller, *National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes*, accessed May 4, 2016, https://www.nps.gov/nr/publications/bulletins/pdfs/nrb18.pdf.

gardening or natural scenery or a street along the shore of a lake, river, or sea.[2] Lake Washington Blvd. includes sections that meet both descriptions. Although named as a boulevard (and referred to as such throughout this document), Lake Washington Blvd. displays exemplars of both boulevards and parkways along its length. Contributing resources to Lake Washington Blvd. include the roadway structure itself, bridges, paths, and significant, publicly maintained landscape elements within the boulevard's right-of-way (ROW).

Narrative Description

Lake Washington Blvd. is a two-lane pleasure drive that begins at its intersection with Montlake Blvd. on the north end and reaches south to Seward Park. The road provides driving, biking, and walking paths and alternately passes through naturalistic and more formal sections punctuated by dramatic views of mountains and Lake Washington.

The Seattle Olmsted Parks and Boulevards MPD, under which Lake Washington Blvd. is eligible, categorically exempts some resource types from consideration, including signage and lighting, because they are inconsistent, subject to change, and lack distinction or historical associations. Likewise, this nomination exempts parking lots and steel guardrails from consideration. Furthermore, while the boulevard has a relationship with surrounding parks, viewpoints, and boat launches, these are considered separate resources with distinct histories, designs, and uses. Therefore, within and adjacent to named parks, viewpoints, and marinas, the boulevard is defined narrowly as the roadway, with nearby pedestrian pathways, buildings, and roadside plantings generally considered elements of surrounding or adjacent parks. Exceptions to this include instances where a specific landscape element (formalized rows of street trees, for instance) were clearly designed to accentuate the roadway. Outside the boundaries of official, named city parks, this nomination defines the boulevard by the City of Seattle's ROW, expanded along the shoreline to incorporate a landscaped buffer with views of Lake Washington. The nomination excludes other boulevards, including Montlake Blvd. E, which Olmsted Brothers designed as a link between Lake Washington Blvd. and the University of Washington. Construction of State Route 520 (SR 520) in 1963 altered the northern end of Lake Washington Blvd. Therefore, the period of significance for the Lake Washington Historic District dates from the beginning of its construction in 1904 to 1963.

Along its winding path, Lake Washington Blvd. is generally picturesque, making use of Seattle's dramatic topography and sublime views of parks, lakes, and mountains. Additionally, as historian Charles Beveridge has noted, "the special quality of the Seattle parks and boulevards is their lush vegetation, a feature that would have delighted Olmsted himself. The dense ground cover, ferns, and climbing vines such as one encounters in Colman, Ravenna, and Schmitz Parks, Interlaken Boulevard, and the Washington University Arboretum represent the key materials of the Olmstedian picturesque."[3] Contrasts in setting and scale—from the vast openness of the water and mountain views and vistas to the intimate enclosure of forest settings—are character-defining spatial relationships of Lake Washington Blvd. and a recurring theme along its length.

This nomination describes Lake Washington Blvd. as one encounters it beginning at its northern terminus at Montlake Blvd. and traveling south to the southern terminus at S Juneau St. Along the length of the roadway are a variety of street trees that include, among others, rows of ornamental cherries (*Prunus*) and Norway maples (*Acer platanoides*). Other species include red alder (*Alnus rubra*), Douglas fir (*Pseudotsuga menziesii*), linden (*Tilia*), and poplar (*Populus*), as well as some madrone (*Arbutus menziesii*).[4] Lake Washington Blvd.

[2] Seattle Board of Park Commissioners, *Parks, Playgrounds, and Boulevards of Seattle, Washington* (Seattle: Pacific Press, 1909), 124–27.
[3] Charles E. Beveridge, *Frederick Law Olmsted: Designing the American Landscape* (New York: Universe Publishers, 2001), 226.
[4] A survey of individual roadside trees was not conducted for this project. However, previous surveys of the boulevard were consulted in an attempt to include within the nomination's boundaries all significant street trees, understory, and plantings designed to enhance the experience of the pleasure drive. See Katie Moller, Marcia Fischer, Nick Silverman, and Kelvin Andrews, "Lake Washington Boulevard Vegetation Management Plan," January 2010, Seattle Parks and Recreation and Natural Systems Design, Seattle, WA, held by the City of Seattle, WA. See also EDAW and Walmsley & Co., Inc., "Long Range Guidelines and Design Improvement

travels through a number of public parks, including some that predate it (Leschi, Madrona, and Viretta) and some that were developed concurrently or later (Lakeview, Colman, Genesee, Stan Sayres, Seward, and Washington Park Arboretum). The City of Seattle constructed Lake Washington Blvd. in sections; the following physical description divides the boulevard into sections that correspond with historic naming conventions.

Segment 1: Lake Washington Blvd.: Montlake Blvd. to Washington Park Arboretum (previously known as University Blvd.)

The segment of Lake Washington Blvd. once known as University Blvd. (and occasionally referred to in the local press as the "University Extension") begins at Montlake Blvd. and terminates at Washington Park Arboretum at roughly the intersection of 26th Ave. (Ave.) E, a distance of approximately 0.2 miles.[5] This segment is characterized by the boulevard's location between SR 520 and portions of the Montlake Historic District, a National Register–listed historic district of cohesive and intact early twentieth-century houses. Lake Washington Blvd. carries two lanes of traffic and accommodations for bicyclists east from Montlake Blvd. E along the northeastern border of the Montlake neighborhood. The roadway is paved, with occasional lane dividers, and flanked by high (8-inch) curbs designed to discourage roadside parking.

At its northern end, **Lake Washington Blvd. (Contributing Resource No. 1)** begins at an intersection with Montlake Blvd. E; Montlake Blvd. E carries traffic north and south over Lake Washington Ship Canal and SR 520. SR 520, completed in 1963, parallels Lake Washington Blvd. for a distance of approximately 400 feet (ft) before the boulevard makes a curved 90-degree turn south.

Along this segment, the northern flank of the boulevard includes a planting strip averaging 7 ft wide that separates the boulevard from a concrete retaining wall and SR 520. (As of this writing [2016], the planting strip is presently under construction, with much of the foliage removed.) On the boulevard's south flank is a narrow planting strip with a formal alignment of mature American linden (*T. americana*). Intrusions onto the boulevard ROW include driveways and/or encroaching landscaping, a condition that occurs to varying degrees along much of the boulevard's length.[6]

At 24th Ave. E, the construction-related concrete retaining walls on the north terminate and the boulevard takes on a verdant character, bordered on both sides by widening planting strips. To the north and east, rows of Chinese poplars (*P. simonii*; a rare species no longer available in nurseries), firs (*Pseudotsuga* sp.), flowering fruit trees, and willows (*Salix* sp.) accentuate a grassy lawn as Lake Washington Blvd. bends south along a wide, gentle curve. To the west, American lindens combine with little-leaf lindens (*T. cordata*), sweetgum (*Liquidambar styraciflua*), and flowering fruit trees, including purple-leaf plum (*Prunus blireiana*). These flanking planting strips create an allée canopy over the boulevard and sidewalk and provide a permeable screen for neighboring residences with teasing views of Lake Washington.

Lake Washington Blvd. passes recessed parking bays and a screened parking lot to the east, near the entrance to Washington Park Arboretum. At the intersection of 26th Ave. E, the boulevard leaves the residential neighborhood and enters Washington Park Arboretum, where it is flanked by park resources outside the boulevard's boundaries, including structures, buildings, plantings, and pathways. Stone markers flank 26th Ave. E: on the north side of the intersection is the first of a series of cobbled stone monoliths that appear alongside Lake Washington Blvd., marking the entrance and exit from Washington Park. The square column is approximately 5 ft high, constructed of basalt fieldstones with a pyramidal cap, with an adjacent segment of wall approximately 3 ft high and 5 ft long. A young oak (*Quercus* sp.) and decorative grasses

Program for the Restoration of Lake Washington Boulevard, Working Papers," May 1986, Seattle Department of Parks and Recreation, Seattle, WA, held by the City of Seattle, WA.

[5] "Boulevard Now Open to Fair Grounds, *Seattle Times*, May 30, 1909.

[6] While encroachments by various landowners have occurred within the boulevard's ROW and many are incompatible with the boulevard's historic character, most are reversible. The City of Seattle is currently encouraging property owners to remove encroachments.

accentuate the stone pylon, which was recently moved to its present location. On the south, a stone marker naming the arboretum is nestled under a young canopy of oak trees and surrounded by planted ferns.

Segment 2: Lake Washington Blvd. through Washington Park Arboretum (previously known as Washington Park Blvd.)

The segment of Lake Washington Blvd. within Washington Park Arboretum begins at the park boundary at the northern extent of 26th Ave. E and terminates at the southern entrance/exit of Washington Park at E Madison St. This 1.2-mile-long segment through the arboretum includes a two-lane roadway with accommodations for bicyclists, high curbs, and gutters. Throughout the park, the roadway follows a series of gentle curves as it conveys visitors past specific sections of the park, including the Pinetum, Japanese Garden, and Washington Park Playfield, and through park collections of oaks, walnuts (*Juglandaceae*), viburnums (*Adoxaceae*, previously included in the family *Caprifoliaceae*), and hollies (*Ilex*), to name but a few. Lake Washington Blvd. parallels Azalea Way, which remains mostly obscured from view by screens of sloping hillsides and the arboretum's plant assortment.

Washington Park Arboretum was designed around Lake Washington Blvd., which predates it by roughly four decades. JCO recommended the roadway in his 1903 report for Seattle and it was originally known as Washington Park Boulevard when construction began in 1904. Olmsted Brothers prepared planting plans for the boulevard within Washington Park, but the majority of their recommendations apparently were either never implemented or altered.[7] However, Olmsted Brothers' James Frederick Dawson (JFD) went on to design the arboretum in 1936, retaining what was by then known as Lake Washington Blvd. and much of the spirit of the original plan. Although JCO had recommended the winding, gravel, pedestrian footpath to the west as early as 1903, the City did not construct it until the late twentieth century, outside the period of significance.[8]

A significant feature of the Washington Park Arboretum that passes directly over Lake Washington Blvd. near the arboretum's northern extent is the **Arboretum Aqueduct and Sewer Trestle** (also known as the Willcox Footbridge) **(Contributing Resource No. 2; 1910).** The bridge is a multiarched, concrete-and-brick pedestrian bridge that filters foot traffic over Lake Washington Blvd. The City built the structure in 1910 to carry a newly constructed sewer line over low ground. The aqueduct is a Seattle City Landmark and was listed in the NRHP in 1982.[9]

As it moves through the arboretum, the boulevard acts as a thoroughfare, with limited opportunities to exit the roadway. Drivers and bicyclists move through different park settings, from enclosures of tall Western red cedars (*Thuja plicata*) with dense understory sloping down hillsides to open expanses of low brush to deciduous forests that hint at gardens beyond. Primarily, the boulevard is tightly shaded on both sides throughout the arboretum. Periodically, the flanking growth thins, providing views and vistas interspersed with clusters of azaleas (*Rhododendron*), an indication of the Japanese Garden to the east. Nestled behind an *ōgaki* (wooden great fence), the garden's overhanging maples reach to the boulevard.

Parking lots north and south of the aqueduct and in association with other amenities (e.g., Japanese Garden) include breaks in the curb and paved or graveled lots of various sizes. As the roadway nears the southern exit of Washington Park Arboretum, the gravel pedestrian path hugs its edge. At the southern end of the Japanese Garden, the roadway and walking path run between a pair of Washington Park Arboretum's square pylons of

[7] BOLA Architecture and Planning and Karen Keist, "Washington Park Arboretum Historic Review," September 2003, https://depts.washington.edu/uwbg/docs/arbhistory.pdf.
[8] Raymond Larson to Chrisanne Beckner, personal communication, March 25, 2016.
[9] Earl D. Layman, Seattle Historic Building Data Sheet, Arboretum Aqueduct, accessed March 28, 2016, www.seattle.gov/Documents/Departments/Neighborhoods/HistoricPreservation/Landmarks/RelatedDocuments/arboretum-aqudeuct-nomination-data-sheet.pdf. The aqueduct was accepted as a Seattle City Landmark, December 21, 1976 by Ordinance 106070 (www.seattle.gov/Documents/Departments/Neighborhoods/HistoricPreservation/Landmarks/OrdinanceDocuments/106070.pdf). See also National Park Service, "Arboretum Sewer Trestle," National Register Digital Assets, last updated November 2, 2013, http://focus.nps.gov/AssetDetail/NRIS/82004229.

dressed fieldstones with tapered concrete caps, marking the location of the park's stone cottage, built by the Works Progress Administration as an amenity for the Washington Park Arboretum.

From the arboretum exit, Lake Washington Blvd. glides between formal rows of red oaks (*Q. rubra*) and oriental plane (*Platanus orientalis*).[10] These trees represent a significant, intact example of one of the Olmsted Brothers' recommendations regarding roadside plantings.[11] The canopy shelters the roadway and adds formality and order to the southern border of Washington Park Arboretum. The boulevard then intersects with 31st Ave. E, where a final square stone column marks the arboretum's eastern boundary. From here, the boulevard crosses E Madison St. and continues southeast.

Segment 3: Lake Washington Blvd. from E Madison St. to E Yesler Way (previously known as Blaine Blvd.)

The segment of Lake Washington Blvd. originally named Blaine Blvd. stretches 2.2 miles southeast between E Madison St. and E Yesler Way. Named after influential Park Board president Elbert F. Blaine, the boulevard was constructed in 1909 at an average of 27 ft wide, with a greater width around turns.[12] Blaine Blvd. was designed and constructed by the City's engineering staff, including Chief Engineer Reginald H. Thomson and Consulting Engineer Samuel C. Lancaster, under the guidance of Olmsted recommendations.

The Blaine Blvd. segment is varied in character, traveling through commercial intersections, formalized residential neighborhoods, and the first segment of the boulevard's namesake stretching along the shoreline of Lake Washington. Interrupted by driveways and residential landscaping encroachments, the roadway along the former Blaine Blvd. includes accommodations for bicyclists, as well as segments of concrete curbs and gutters.

From the intersection of E Madison St. to 32nd Ave. E, pin and scarlet oaks (*Q. palustris*, *Q. coccinea*) transition the boulevard into a residential neighborhood. Interspersed with little-leaf linden, the trees are planted in a formal allée that follows the curve of the road, providing dappled shade over the roadway and flanking sidewalks. As the grade begins to rise at 32nd Ave. E, the boulevard's character changes; although it is still traveling through a neighborhood, street-side plantings get denser, a forest edge provides privacy to adjacent homes, hillsides slope south, and curbs and gutters disappear and are sometimes replaced with guardrails. A remnant of the historic Lake Washington Bicycle Path is visible east of 32nd St. At these locations, the pedestrian path climbs some distance away from the roadway.

Near the intersection with E Ford Pl., the sidewalk returns to the northern roadside. At this location, concrete gutters are located on downslopes. Plantings are inconsistent, as residential landscaping, driveways, and other intrusions encroach. A short stretch of yellow birch (*Betula alleghaniensis*), interspersed with wild black cherry (*P. serotina*), Norway maple (*Acer plantanoides*), and common mountain ash (*Sorbus aucuparia*); a lone Sawara cypress (*Chamaecyparis pisifera*) provides canopy at the approach to Lakeview Park.

Lakeview Park includes a park and viewpoint that JCO recommended for this location in his 1903 report. At the entrance to Lakeview Park, the boulevard turns gently south at the intersection with Hillside Drive (Dr.) E, revealing a framed view of Lake Washington. The viewpoint, consisting of a semicircular rock wall enclosing a lawn with a cobblestone terrace and bench, is west of the boulevard in Lakeview Park. The City first developed the viewpoint in 1947 and then improved it in 1965.[13] The viewpoint at Lakeview Park provides the first clear view from Lake Washington Blvd. to the lake itself with a dramatic distant view to the Cascade Mountains.

[10] Olmsted Brothers, "Washington Park, Seattle, WA, Planting Plan for Border of Driveway," 1906, Olmsted National Historic Site, http://www.olmstedonline.org/Plan/Details/1571
[11] BOLA and Keist, "Washington Park Arboretum," 27–28.
[12] Samuel C. Lancaster to Seattle Board of Park Commissioners, February 8, 1909, Parks Files, 1892–1985, Box 34, 5801-01 Parks Department, Don Sherwood Parks History Collection, Seattle Municipal Archives, Seattle, WA (hereafter SMA).
[13] Don Sherwood, "History—Lake View Park," October 11, 1974, http://www.seattle.gov/parks/history/LakeViewPk.pdf.

Past the viewpoint, Lake Washington Blvd. turns sharply through a series of switchbacks within a deep ravine. Here begin the contrasts in scale—from vast water and mountain views to intimate forest enclosures. Within the ravine, vegetation is naturalistic and forested, with an undergrowth of blackberry and ivy, likely invasive, backed by dense forests of dogwood (*Cornus*), cedar, oak, maple, birch, and madrone, among others. The tightest angles of the curve hug small patches of turfed lawns with accents of ivy, ferns, and a small number of deciduous trees. The roadway again includes high curbs and one recessed parking bay near Lakeview Park's southern exit. No pedestrian paths appear alongside the roadway through much of the park; however, at the exit, the roadway is paired with a narrow pedestrian path and a flanking row of young oaks to create an allée over the roadway. At the intersection with 38th Ave. E, the roadway is capped by willow and low shrubs including native horsetail fern (*Equisetum*) nestled among the blackberries and ivy, and is shaded by a cluster of cedar that anchors the hillside to the west.

As Lake Washington Blvd. exits Lakeview Park at 39th Ave. E, the road turns south through tall screens of trees and understory. Although the road enters a residential neighborhood at this location, the tightly planted hedges of neighboring yards continue the screened and intimate character of the boulevard. A narrow, paved sidewalk is set directly against the roadside's western edge as it descends toward Denny Blaine Park. At E Denny Blaine Pl., the vegetation opens to reveal the neighborhood, and the roadway splits divides around a small, oval concrete ring planted with spring-blooming bulbs around a single *Prunus* tree. To the east is Denny Blaine Park, with its low ferns and shading willows.

South of Denny Blaine Park, the roadway follows wide, gentle curves south, with sidewalks to the east and west. Upscale residential development, sometimes obscured by decorative walls or planted privacy screens, comes directly to the sidewalk's edge, leaving little room for plantings associated with the boulevard. Viretta Park, located west of Lake Washington Blvd., includes a sloping hillside with curving walkways. Completed by 1909, Viretta Park provides a forested roadside border of mature deciduous trees and evergreens, along with lush understory.

South of Viretta Park, the roadway descends through a steep ravine with residential development on either side. West of the boulevard a terraced concrete stair (constructed in 2016) descends from E Olive St. to Lake Washington Blvd. and then continues east of the boulevard, descending to a shore view. Planting strips occasionally create a buffer between the roadway and sidewalk and feature stone barriers in barren turf with flanking Norway or red maples (*A. rubrum*) or yellow birch. Recessed curbs and expanded paving occasionally allow for roadside parking, but as is consistent along the boulevard, roadside parking is limited. As the road descends past Howell Pl., residential vegetation to the east diminishes to low shrubs along private fencing, providing a brief but spectacular view to and across Lake Washington.

At E Pine St., the boulevard is within view of a concrete staircase that leads from the western edge of Lake Washington Blvd. down through an adjacent shoreline pocket park at the E Pine St. Pump Station. The park provides views of the Eastside (Bellevue area) against the backdrop of the snow-covered Cascade Mountains.

The contrast of space—from open and massive views to enclosing vegetation—is emphasized as Lake Washington Blvd. continues its descent, ducking in and out of densely vegetated, forest-like settings before reaching the shoreline at E Pike St. This segment of the boulevard, from approximately E Pike St. to Madrona Dr., features the characteristic shoreline landscape that repeats along most of the boulevard: the boulevard, paired with an eastern pedestrian path, skirts the shore. Sweeping lake views are interrupted here only by a massive oak sentinel, the gentle sway of a solitary willow, a cluster of poplars, or a native madrone. The low brush of blackberries, shoreline grasses, and turf hugs the sidewalk that carries waterside pedestrian traffic. Always the distant view of the Eastside shoreline (and now, Bellevue's downtown skyscrapers) and the even further majesty of the Cascades with the occasional glimpse of Mount Rainer draw the eye over the water to the borrowed landscape beyond.

At Madrona Dr., Goldmark Overlook was constructed in 1992 along the eastern edge of Lake Washington Blvd. A lakeside stone wall encloses the rounded, recessed parking area, and a plaque dedicates the bus stop to the Goldmark family. A freestanding gabled roof clad in shakes covers a small bus-stop bench. Development west of the roadway is set along the hillside. Mature foliage along the steep incline forms a natural border for the roadway. Where the grade is less steep, residential development comes to the boulevard's edge.

Continuing south, Lake Washington Blvd. bisects Madrona Park and Beach, which encompasses forested trails west of the roadway and a long, narrow beach east of the roadway. Madrona Park, which predates the boulevard, was a popular private park reached by streetcar until the City acquired it in 1908.[14] This is one of the few locations where the boulevard is known to have been rerouted slightly as the park developed, although these alterations occurred in the 1920s.[15] Here, a wide pedestrian pathway (constructed east of the roadway in the 1980s) flows between the boulevard and the shore. Pedestrians access the park from the west via a concrete staircase down to the roadway at E Spring St. Madrona Park east of the roadway includes parking lots, a brick comfort station, and the Spectrum Dance Theater (historically, the Madrona Bath House). The roadway remains at a higher grade than low-lying development to the east, including parking lots, which protects the roadside view of the lake. At the comfort station, a planting strip with concrete curbs and gutters sits between the roadway and parallel parking spaces. The grass planting strip contains modern concrete planters and bollards.

From the park setting of Madrona, Lake Washington Blvd. enters a hybrid landscape of single- and multifamily residences, commercial buildings, and on-water marinas with associated parking lots and low-lying development. Lakeside assets include the T-shaped dock at E Jefferson St. and the Leschi North boat moorage, which separate the boulevard from the shoreline via paved parking areas. The character of the shoreline south of Madrona Park becomes increasingly commercial, though the first in a series of flowering cherry trees (*P. cerasifera*) is planted on the west side of the boulevard at the intersection of E Alder St. The route of the boulevard also changes, as the road becomes Lakeside Ave. south of the boat moorage. Lake Washington Blvd. climbs west, following a diagonal to E Yesler Way past mature Summit green ash (*Fraxinus pennsylvanica*). The boulevard in this location is rustic, characterized by intermittent curbs and gutters and multiple residential intrusions. At the entrance to Leschi Park, the boulevard crosses under the park's Yesler Way trestle bridge (1912), which the City built for the streetcar that carried visitors from downtown Seattle to the shore of Lake Washington. Here, the former Blaine Blvd. terminated and Frink Blvd. began.

Segment 4: Lake Washington Blvd. from E Yesler Way to Colman Park (previously known as Frink Blvd.)

Historically known as Frink Blvd., this 1.7-mile-long segment of Lake Washington Blvd. with accommodations for bicyclists begins at E Yesler Way and terminates in Colman Park opposite Holgate St. From E Yesler Way, the boulevard is characterized by surrounding woodlands as it winds sharply through Leschi, Frink, and Colman Parks, over hills and through ravines. Curbs, gutters, and associated pedestrian paths appear and disappear inconsistently, as the boulevard moves through the steep terrain with little roadside space. Within the parks, the landscapes of both boulevard and park intertwine, becoming a single setting.

In Leschi Park, the boulevard continues to rise up winding curves through a woodland-esque landscape. Tall, shading oaks are interspersed with scrub oaks and dense undergrowth of ferns and flowering shrubs. From Leschi Park, the boulevard crosses S Jackson St. and enters Frink Park, where it winds through another ravine.

In Frink Park, a casual dirt trail separated from the roadway by timber bollards adjoins the roadway through dense growth. The boulevard makes one sharp curve in Frink Park and then crosses over the **Frink Park**

[14] Don Sherwood, "History—Madrona Park," December 3, 1974, http://www.seattle.gov/parks/history/MadronaPk.pdf.
[15] Sherwood, "History—Madrona Park."

Bridge (Contributing Resource No. 3; 1909), a paved arched overpass ornamented with capped concrete rails featuring trefoil (cloverleaf) shaped cutouts and battered column capitals at each end. The bridge's structure, visible to pedestrians walking the footpath below, consists of a smooth concrete arch between large square columns with decorative dimpled concrete panels above the arch. The boulevard then continues west diagonally through Frink Park, passing a concrete and pipe rail staircase on the west. Near the exit, curbs and gutters and defined parking spaces appear along the roadside as the boulevard leaves behind the naturalistic park landscape and enters a residential neighborhood. The characteristics of the landscape within Frink Park are similar to those within Leschi Park, with tall trees interspersed with dense undergrowth creating a woodland setting.

South of Frink Park, Lake Washington Blvd. enters its only straightaway, passing through a neighborhood along a ridge and a series of street trees including Japanese red pine (*P. densiflora*), Washington hawthorn (*Crataegus phaenopyrum*), and flowering plum, cherry, and Osage orange (*Maclura pomifera*) trees. The roadside includes sidewalks and residential plantings, although these are inconsistent. At S Charles St., the boulevard splits, with one leg running north above a sloping planting strip accented with a stone retaining wall and the other running south of the planting strip, for approximately two city blocks. Low-profile plantings here include wildflowers, ivies, and grasses. The view from the upper leg of Lake Washington Blvd. remains open, stretching above rooftops to an expansive panoramic view of Lake Washington and the mountains beyond.

Past the S Charles St. Bed, ornamental trees, flowers, and a line of conical shrubs follow the upland slope to a concrete and pipe rail staircase at Judkins St. Continuing south, the boulevard includes on-street and recessed parking bays, curbs and gutters, and modest views to the lake as the pleasure drive yields to residential development. Sidewalks are inconsistent at this location, but generally run along the western border of the boulevard. Planting strips, when integrated with the roadway, are generally grassy.

Lake Washington Blvd. passes the East Portal Viewpoint, an overlook that offers a framed view of the Interstate 90 (I-90) floating bridge between flanking pairs of pine trees (*Pinus*). The overlook consists of a circular walkway with a decorative concrete rail on its eastern edge and a curved concrete planter with manicured shrubs on its western edge. The planter includes a semicircular concrete bench on its interior. Box hedges (*Buxus* sp.) ornament the overlook. The viewpoint includes two large concrete historic markers along the eastern side of the boulevard. On a concrete pad, one slightly convex concrete slab with decorative channeling includes a plaque honoring Lacey V. Murrow, for whom the floating bridge was named. The other, a similar-shaped monument to the south, celebrates the 2008 designation of the bridge and Mount Baker tunnels as a National Historic Civil Engineering Landmark.[16]

The boulevard continues through the residential neighborhood until it reaches Colman Park, at which point curbs and gutters fall away as the roadway enters dense foliage, bisects steep ravines, and returns to a woodland setting.

Segment 5: Lake Washington Blvd. from Colman Park to Seward Park (previously known as Lake Washington Blvd.)

Only this southern segment of the roadway, roughly 3.2 miles long, was originally known as Lake Washington Blvd. From here, Lake Washington Blvd. continues with integrated bike path and inconsistent curbs and gutters.

At the northern extent of Colman Park, Lake Washington Blvd. runs over the first of three concrete overpasses, each of which is a contributing resource within the Lake Washington Boulevard Historic District. The **Colman Park Overpass No. 1 (Contributing Resource No. 4; 1909)** is located close to the Colman

[16] American Society of Civil Engineers, "Lacey V. Murrow Bridge and Mount Baker Ridge Tunnels," accessed November 22, 2016, http://www.asce.org/project/lacey-v--murrow-bridge-and-mount-baker-ridge-tunnels/.

Park P-Patch (community garden named after the Picardo family).[17] The P-Patch consists of garden beds climbing up the hillside and a wood and gravel staircase at grade. The overpass includes shallow, capped, solid concrete railings with square columns at each end. Looking east from atop the overpass, the viewer can see the upcoming tight curves of the boulevard as it continues south along a descent. Metal guardrails or timber bollards flank the roadway around curves as it loses grade. At the base of the P-Patch Overpass, motorists can view pedestrian traffic that passes underneath, a design element that harkens back to Frederick Law Olmsted's strategy in New York's Central and Prospect Parks, where using underpasses and overpasses helped achieve vertical traffic separation. The single-arch concrete span includes a square opening flanked by square columns with capped, battered capitals. From the columns, the overpass's concrete walls slope down to the north and south, leading to a second and third set of columns that end at a concrete terrace. Approaching the terrace are twin concrete staircases without railings, one leading up from the south and one from the north. The terrace passes under the bridge and provides access to the P-Patch on the west.

South of the P-Patch Overpass, Lake Washington Blvd. runs through dense growth to a second Colman Park concrete bridge, hereafter called the **Colman Park Overpass No. 2 (Contributing Resource No. 5; 1909)**, also with a paved deck and shallow concrete rails and columns. The base of Colman Park Overpass No. 2 is more densely covered in foliage than is Colman Park Overpass No. 1 and is accessed by informal dirt trails along the roadside. From the pedestrian path, a dense undergrowth of blackberries, scrub oak, and ferns almost completely obscures the span's substructure with the single archway creating a welcome pass through the brush.

Past the Colman Park Overpass No. 2, Lake Washington Blvd. continues, exiting the dense forest at a gentle, 180-degree curve around a grassy lawn and a single residence at the park's edge. To the southeast, a momentary glimpse of the lake is visible through a V-shaped break between a pair of towering cedars in the distance and one of Colman Park's own massive bigleaf maples (*Acer macrophyllum*). The boulevard continues past this viewpoint and over a third overpass, hereafter referred to as the **Colman Park Overpass No. 3 (Contributing Resource No. 6; 1909)**, which features the same square columns and paved deck as the other overpasses within the park. Past Colman Park Overpass No. 3, the boulevard completes its winding descent through Colman Park, exiting at the intersection with Lakeside Blvd.

From Colman Park, Lake Washington Blvd. turns south and enters Lake Washington Boulevard Park. The boulevard follows the shoreline, although a combination of mature trees and undergrowth obscure the view for a time. As the **Lake Washington Footpath (Contributing Structure No. 7; ca. 1930)** comes into view east of the boulevard, the vegetation begins to thin.[18] A formal row of oaks within curbside barriers of manicured lawn separates the road from the footpath, providing glimpses of the lake beyond. Opposite this, on the west side of the boulevard, a battered concrete retaining wall edges the sloping hillside covered in mature trees and undergrowth.

Continuing south, the boundaries of Lake Washington Boulevard Park and Mount Baker Park and Beach are obscured by dense and enclosing under- and overgrowth that falls away at Mount Baker Beach, revealing lawns and shoreline park spaces. At this location, the boulevard is also bordered to the west by Colman Park and Dose Terrace, an elaborate concrete staircase that climbs west of the shoreline to provide access between residential districts and Colman and Mount Baker Parks to the west and the shore of Lake Washington to the east. Charles P. Dose donated his namesake terrace to the City in 1910.[19] The staircase flows down the hill with unadorned pipe railings and occasional platforms, but ends near the roadway in an elegantly curved split stair, with two legs flowing around a single platform, or viewpoint, down to Lake Washington Blvd. From the viewpoint, which is enclosed by a semicircular concrete half wall with decorative

[17] Kery Murakami, "Do You Know Why They're Called P-patches?" *Seattle Post-Intelligencer*, April 28, 2005.
[18] The trail appears in historic photos held by the University of Washington Special Collections as early as ca. 1931, although the original date of construction has not been confirmed.
[19] Katheryn H. Krafft, "Dose, Charles P., and Ida House," National Register of Historic Places Nomination Form, May 2013, http://www.dahp.wa.gov/sites/default/files/DoseHouse_NRnom.pdf.

fluting, visitors can look out at the lake. Shallow exterior walls capped with concrete flank the stairways. Constructed as early as 1908, Dose Terrace's split stair and platform was improved in 1931 with new concrete steps.[20]

South of Dose Terrace, Lake Washington Blvd. continues past the Mount Baker stairs at the entrance to Mount Baker Beach and Bath House. The formal concrete stairs with decorative balustrade also marks the intersection of Lake Park Dr. and the entrance to the Mount Baker Park to the west. A planting strip east of the roadway includes a formal single-file row of oak trees. A secondary line of flowering cherry trees dots the sloping hillside down to the shoreline. The hillside is primarily grassy with informal, unpaved pathways; a dense understory and occasional trees and shrubs obscure the waterline. The boulevard continues south along the gentle curves of the shoreline, retaining the walkway, lawns, trees, and views to the east, and a steep slope with concrete **Lake Washington Retaining Wall (Contributing Resource No. 8: 1934)** backed by forest trees and residential foliage to the west, including walls of laurel (*Prunus*) hedges. This formal treatment remains consistent to Genesee Park and Stan Sayres Memorial Park, two mid-twentieth-century parks. Stan Sayres Memorial Park is associated with annual Lake Washington boating activities, including the 1952 Gold Cup speedboat races, the first Gold Cup race held on Lake Washington.

Heading south, Lake Washington Blvd. retains its more formal and consistent design from Stan Sayres Memorial Park to its terminus at Seward Park. A minimal amount of forest growth appears to the west, with well-maintained views to the east as the boulevard passes alongside shoreline greenspace that narrows and widens with the lake's topography. The occasional park bench, grassy ledge for ducks, and wider or narrower turfed lawns are dotted with oak, cedar, cypress, and more formal lines of ornamental cherries, whose compact size allows for views of the lake. Where residential development appears on the west side of the roadway, as in other locations, property owners have landscaped the roadside, sometimes installing shrubs, woodchips, or other "improvements" at the roadway's curb. Parking is limited and generally confined to parking lots, including a large oval-shaped shoreline parking lot at the Adams St. Boat Ramp, and a long narrow lot south of the boat ramp at Lakewood Moorage. South of the moorage, the walking path leads out to a point where wooden park benches command views of the lake.

From the boat launch, Lake Washington Blvd. curves toward the isthmus of Seward Park, passing along broader lawns and mature trees, including the emblematic flowering cherries, on its way to its termination at S Juneau St. The boulevard, which was originally recommended to continue south, was not completed past Seward Park. Instead, the boulevard terminates at the welcoming rotunda of Seward Park, where Lake Washington is visible to the north and south.

As a pleasure drive, Lake Washington Blvd. exhibits tremendous variety, makes use of some of the city's most dramatic topography, and continues to provide a unique recreational experience for visitors and residents alike.

Inventory of Contributing Resources: Lake Washington Blvd.

No.	Resource Name	Date	Architect/Designer	Contributing/ Noncontributing
1	Lake Washington Blvd. Roadway	1904–17	Olmsted Brothers (JCO); S. C. Lancaster; City of Seattle Engineering Department under R. H. Thomson and J. W. Thompson	Contributing
2	Arboretum Aqueduct and Sewer Trestle	1910	Walter Ross Baumes Willcox and William J. Sayward (Willcox and Sayward)	Contributing / Previously listed
3	Frink Park Bridge	1909–11	S. C. Lancaster; City of Seattle Engineering Department under R. H. Thomson and J. W. Thompson	Contributing
4	Colman Park Overpass No. 1	1909	S. C. Lancaster; City of Seattle Engineering Department under R. H. Thomson and J. W. Thompson	Contributing
5	Colman Park Overpass No. 2	1909	S. C. Lancaster; City of Seattle Engineering Department under R. H. Thomson and J. W. Thompson	Contributing

[20] "Betterments for Park System Now Fast Being Made," *Seattle Times*, March 15, 1931.

6	Colman Park Overpass No. 3	1909	S. C. Lancaster; City of Seattle Engineering Department under R. H. Thomson and J. W. Thompson	Contributing
7	Lake Washington Footpath	ca. 1930	City of Seattle Engineering Department	Contributing
8	Lake Washington Retaining Wall	1934	City Engineering Draftsman R. J. W.	Contributing

Lake Washington Boulevard
Name of Property

King County, Washington
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Community Planning and Development
Recreation and Culture
Transportation
Landscape Architecture

Period of Significance

1904–1963

Significant Dates

1904: Construction begins in Washington Park
1909: Alaska-Yukon-Pacific Exposition
1917: Montlake Cut
1920s: Lake Washington Blvd. consolidated
1963: Completion of the SR 520 Bridge

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Olmsted Brothers (Landscape Architect)
Thomson, Reginald H. (Seattle Chief Engineer)
Lancaster, Samuel C. (Seattle Consulting Engineer)
Thompson, John W. (Parks Superintendent)

Statement of Significance Summary Paragraph
(Provide a summary paragraph that includes level of significance and applicable criteria.)

Lake Washington Blvd. is eligible for listing in the NRHP under the Seattle Olmsted Parks and Boulevards MPD as an excellent example of an Olmsted-designed historic landscape (parkway) within the MPD-defined property type of Boulevard and Parkway (Type 3).[21] The period of significance for the boulevard begins in 1904, after John Charles Olmsted, principal designer for the venerable Olmsted Brothers, Landscape Architects first envisioned a linked citywide parks and boulevard system and the City of Seattle began construction of the boulevard in Washington Park. The period of significance ends in 1963 with completion of the SR 520 Bridge, which altered the boulevard's northern boundary. Lake Washington Blvd. is locally significant under Criterion A for associations with events that have made a significant contribution to the broad patterns of history in community planning and development, recreation and culture, and transportation. The boulevard is also significant under Criterion C comprising eight contributing resources (one of which is previously listed individually on the NRHP) as a designed historic landscape. It was designed and constructed by masters in landscape architecture and engineering, namely John Charles Olmsted (JCO) of the Olmsted Brothers firm, with notable influence by Reginald H. Thomson, Seattle City Engineer; and Samuel C. Lancaster, Seattle's consulting engineer.

Lake Washington Blvd. retains integrity from its period of significance, with minimal alterations over time: neighboring residents have encroached on the historic ROW with individual landscape plans or driveways; the boulevard was renamed as a single roadway, although it was originally constructed as a series of linked, individually named boulevards and parkways; street trees and other plantings have evolved as original resources have aged and deteriorated; views have occasionally been blocked by mature foliage; and the boulevard's roadway has been periodically resurfaced and upgraded with the addition of amenities like curbs and gutters, expanded pedestrian and bicycle paths, recessed parking bays, and metal guardrails.[22] In spite of these changes, most of which took place in the early half of the twentieth century, the boulevard retains integrity of location, as it continues along the majority of its original path beside Lake Washington and among Seattle's key lakeshore parks, ridges, ravines, and neighborhoods. It retains integrity of setting, as it is still flanked on the west by a mix of mature residential development and parklands, and on the east by framed and panoramic views of Lake Washington. It retains integrity of design, materials, and workmanship, as it generally adheres to its original design and construction, both under the recommendations of Olmsted Brothers, under the construction plans of Seattle's Engineering Department, and under the management of Seattle Parks and Recreation Department. It also retains integrity of feeling, as it continues to guide motorists through the city's parks, woodlands, and along Lake Washington, where some of the city's finest views are available. Furthermore, the boulevard retains integrity of association, as it continues to provide users with an authentic experience of an Olmsted-designed pleasure drive.

History of Lake Washington Blvd.: Background

What would become the city of Seattle was settled by a small group of Euroamerican pioneers who arrived at Alki Point in the early 1850s. The Denny, Boren, and Bell families formed a small community that would grow into Washington's so-called Queen City. An 1855–56 street map of Seattle shows an early road system.[23] Cherry St., Yesler Way, and Main St. align east of Elliott Bay for a few blocks before the map dissolves into a confusion of crosshatches representing trees and unmapped territories labeled "Hills and Woods thronged

[21] Olmsted's recommendations for the design of Lake Washington Boulevard were included in the 1903 plan for Seattle and further clarified in correspondence between Olmsted Brothers and the Seattle Board of Park Commissioners. However, the boulevard is believed to have been constructed based on plans prepared by the City of Seattle Engineering Department, specifically Samuel C. Lancaster.
[22] The terms *boulevard* and *parkway* have sometimes been used interchangeably in Seattle. However, JCO considered boulevards to be wider and more formal than naturalistic parkways. The term *roadway* is a generic term that can encompass both these types.
[23] Thomas S. Phelps, "Seattle, 1855–6, enlarged and revised by Clarence Bagley, December 1930," in Myra L. Phelps, *Public Works in Seattle: A Narrative History of the Engineering Department, 1875–1975* (Seattle: Kingsport Press, 1978), 5.

with Indians." Yet even on this early map, a "Lake Trail" leads east from the town site, through the woods toward Lake Washington. The young settlement of Seattle already had a relationship with the nearby lake.

In the 1870s and 1880s, Seattle's population, and real-estate speculation, grew. Developers began to offer new lots to the east of the city and enticed local residents to take the bumpy coach ride over roads like Madison St.. By 1888, the Lake Washington Cable Railway Company was preparing to construct a looped cable road, or streetcar, running to and from Lake Washington along Yesler Way.[24] Private parks and picnic grounds along the lake grew into popular destinations, including Leschi Park, located at the eastern end of the new streetcar line. In roughly 1890, John J. McGilvra opened 21-acre Madison Park at the end of Madison St., actively soliciting weekend visitors and potential buyers with bandstands, bathing beaches, and a ballpark.[25] At roughly the same time, James D. Lowman developed Madrona Park around a new streetcar line to attract potential buyers to his property.[26]

As early as 1892, around the time of the birth of the Progressive Era and City Beautiful Movement, Seattle's second park superintendent, Edward O. Schwagerl, began to promote a citywide, and city-owned, park system. Unlike real-estate developers, Schwagerl wished to preserve and develop parklands for public enjoyment. His proposed park system relied on a series of parkways and boulevards to connect four proposed large parks, two to be located along Puget Sound and two to be located along Lake Washington. This local take on a fundamentally Olmstedian idea of a citywide park system was later woven into the JCO-designed plan for Seattle's parks and boulevards. In a speech to the Chamber of Commerce, Schwagerl proposed Lake Washington as the eastern edge of his park system, with a park at what was then called Bailey Peninsula (Seward Park) and another at Sand Point (Magnuson Park).[27]

The Seattle Board of Park Commissioners Envisions Lake Washington Blvd.

In anticipation of an expanded park system, the Seattle Board of Park Commissioners' 1892 annual report praised the three existing private parks along Lake Washington, as well as the "maiden beauty" of the lakeshore, and rejoiced that these same "are yet untouched by the blasting fires of the logging camps and clearings that have ruined and devastated 'parkable' trees and growths of nearly every portion of the Sound country."[28] The proposed boulevard was not only a romantic possible pleasure ground close to the city, claimed the commission, but also "the real *heart and center of the magnificent system* possible for the city."[29]

The forward-thinking commission, along with Schwagerl, asked that lands along the lake be secured immediately so they would not be lost to other uses. Lake Washington, an early water source close to town, had already attracted industrial development, including the Lake Washington Mill Company's saw and shingle mill, the Seattle City Railway Company's powerhouse, and the City Water Works pumping station.[30] Commissioners also asked for the authority to condemn parklands and requested that the debt ceiling be raised so they could begin acquiring lands at once. Anticipating further growth, Schwagerl warned that the "Puget Sound country, sooner than many anticipated, will draw to its shores the wealthy of the entire Union to enjoy the wonderfully healthy climate and attractive home conditions."[31]

[24] Clarence Bagley, *History of Seattle from Earliest Settlement to the Present Time*, Vol. 1 (Chicago: S. J. Clarke Publishing Co., 1916), 439.
[25] Don Sherwood, "History–Madison Park," September 1974, http://www.seattle.gov/parks/history/MadisonPk.pdf.
[26] Sherwood, "History–Madrona Park."
[27] E. O. Schwagerl, "Superintendent's Advisory Letter," *Second Annual Report of the Board of Park Commissioners, to the Honorable Mayor and City Council of the City of Seattle for the Year Ending November 30, 1892* (Seattle: Koch & Oakley Printing Company, 1892), 11.
[28] Seattle Board of Park Commissioners, *Second Annual Report of the Board of Park Commissioners, to the Honorable Mayor and City Council of the City of Seattle for the Year Ending November 30, 1892* (Seattle: Koch & Oakley Printing Company, 1892), 4. Note that the term *parkable*, while rarely used today, apparently referred to resources that could be adapted to or used in parks.
[29] Seattle Board of Park Commissioners, *Second Annual Report*.
[30] Sanborn Fire Insurance Maps, Seattle, Washington, 1894, Digital Sanborn Maps, 1867–1974, held by the University of Washington.
[31] Schwagerl, "Superintendent's Advisory Letter," 11.

Although Schwagerl's plan was taking shape by the early 1890s, the Panic of 1893 hindered public development, causing the closure of local banks and setting off a four-year depression in Seattle.[32] As plans stalled, Schwagerl himself resigned. By 1894, only an early roadway, identified on a Seattle map as a "poor or slightly travelled road," ran north–south along the lakeshore, providing a minor route between the city's string of shoreline parks, many of which were newly accessible by streetcar.[33]

In 1897, Seattle experienced a population boom as news of gold in the Yukon spread across the nation. Adventurers packed up and headed to Seattle, where they outfitted themselves for the trek to the Klondike Gold Fields. New money flowed through the city, increasing development, traffic, and commercial trade around Elliott Bay.

Also in the 1890s, bicycling became an increasingly popular pastime for the city's residents. The Good Roads Movement led to the founding of the Queen City Good Roads Club in Seattle, which sought to complete connected bicycle paths throughout the city, taking advantage of views of the lakes, Puget Sound, and nearby mountains. In 1897, the Good Roads Club held a meeting to discuss the future of a bicycle path along Lake Washington. The club unanimously approved a new path and designed it to run from the Denny-Fuhrman Addition, located at present-day Portage Bay near Lake Union, east over Madison St. to Lake Washington, and then down to Leschi Park at Yesler Ave.[34] By 1898, the *Seattle Times* was reporting that "outside of the fact that the path is a little bumpy in places, it is in excellent condition."[35] This path and others would degrade over the next few years due to wear and tear from the city's horse teams as they graded new streets and sidewalks over and around the original path.[36] However, the bicycle paths were an early attempt at a connected series of recreational pathways, and they would later provide a partial route for future parkways and boulevards.

Lake Washington Blvd. and the Good Roads Movement

Bicyclists were not Seattle's only promoters of good roads. By 1898, men like attorney, investor, and Great Northern Railway executive Samuel Hill (son-in-law of Great Northern's general manager, James J. Hill) was advocating for state highway systems to improve connections between urban and rural locations, partly to stimulate trade. In 1899, he convened a meeting of interested road advocates in Spokane. There, Hill and other attendees, including Seattle's own chief engineer Thomson, agreed to found the Washington State Good Roads Association, which would soon begin lobbying the state legislature for roadbuilding, anticipating that the personal automobile would grow from a rare luxury item to a common necessity.[37]

In his 1899 annual report, Seattle's Superintendent of Streets, Sewers, and Parks Frank N. Little also addressed the need for drives and boulevards following generally the same plan Olmsted Brothers would recommend, one that took advantage of the city's exceptional water views. Little noted:

> I would be neglectful of my duty, did I not call your attention to the urgent necessity of some system of drive ways or boulevards being started. If a few miles of good driveway was built on proper grades, say along the shore of Lake Union, thence to our State University, which of itself, when its grounds are beautified, will be a great attraction; thence along the shore of Lake Washington to our beautiful parks, Madison, Madrona, and Leshi [*sic*], with a view to extending it to Columbia and a return to the city by way of the valley of the Renton car line. This would encourage men of means who were lovers of horse flesh to invest in our city, thus soon

[32] Greg Lange, "Panic of 1893 Sends King County and the Puget Sound Region into a Four-Year Depression on May 5, 1893," HistoryLink.org Essay 1972, October 3, 1999, http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=1972.
[33] R. H. McKee and A. M. Reynolds, *McKee's Correct Road Map of Seattle Vicinity, Washington, USA* (Seattle: Lowman & Hanford Lithographers, 1894).
[34] "Good Roads," *Seattle Daily Times*, March 25, 1987.
[35] "Items of Interest," *Seattle Daily Times*, April 28, 1898.
[36] "On the Bicycle Paths," *Seattle Daily Times*, February 24, 1902.
[37] David Wilma, "Washington Good Roads Association," HistoryLink.org Essay 5219, February 16, 2003, http://www.historylink.org/index.cfm?DisplayPage=output.cfm&File_Id=5219.

> increasing our taxes sufficiently to meet the whole cost of construction and such a route would accommodate the bulk of our people.[38]

Little's report also described the deteriorated condition of the city's streets at the end of the nineteenth century. A small number of business blocks were paved with brick, but others were paved in planks and taking a beating from the hauling of heavy materials. The remainder were dirt roads, also in poor condition as the City was regularly cutting through them to install Seattle's new sewer system, a project City Engineer Thomson managed.[39] When Superintendent Little recommended drives, he was likely imagining dirt roads, established at roughly 100 ft wide with their planting strips, to be used primarily by horse teams and carriages. The city would not see its first automobile until July 1900.[40]

By 1901, much of Lake Washington's shoreline had been platted. Maps show a combination of developments, some with strict grids and others with winding roads or paths that managed the extreme grades west of the lakeshore.[41] These early attempts to take advantage of the city's scenic location among the waters and mountains of western Washington were both an outgrowth of Seattle's explosive development and a response to larger national trends. In 1902, the city's board of park commissioners, growing impatient with their lack of progress, wrote an impassioned letter to George Cotterill, assistant city engineer and the designer of Seattle's bicycle paths. The commission called Seattle "behind every city of her size in the United States" in forming a park system, noting "there is not a foot of boulevard within her corporate limits."[42] Outside the central commercial core, the commission found the city "ragged and haphazard . . . not a hundredth part of the land platted has been laid off with reference to the topography of the ground." The solution, claimed the commission, was parks and boulevards: "They will prove here, as they have proven everywhere, incentives to artistic development."[43] The commission referred to cities like Minneapolis, Boston, Kansas City, Denver, Detroit, San Francisco, and Los Angeles, all of which had used levies to raise the many thousands of dollars needed to develop city park systems.

In 1902, as park commissioners continued to pursue a citywide park system, James D. Blackwell of the Seattle Electric Company reached out to Percy Jones, a landscape architect at the Olmsted Brothers firm. Blackwell asked Jones if there was some way to get Frederick Law Olmsted Sr. to "design a scheme of general improvement for the parks here." He hinted that the park commissioners were struggling: "The natural park features of most of this land are as good as any I have ever seen and with the proper treatment at the present time would place Seattle well to the front as a place of beautiful Parks. On the other hand they are in danger of being butchered by persons unskilled in park work."[44]

Through Jones's work, the Board of Parks Commissioners, and Blackwell, the City of Seattle was introduced in 1902 to JCO, stepson of Frederick Law Olmsted Sr. and principal partner in Olmsted Brothers. JCO and Jones visited Seattle, traveled extensively through the city, and took notes and photographs that informed the firm's 1903 plan for Seattle's parks and boulevards. After spending more than a month in Seattle, JCO presented a citywide park system plan to the park board that proposed more than 20 miles of connected boulevards and parkways that would lead pedestrians, bicyclists, horse teams, and eventually, motorists through some of the city's most pristine woodlands and atop its highest bluffs, so they could appreciate its

[38] Frank N. Little, "Report of Superintendent, Streets, Sewers and Parks, Seattle, Washington," December 20, 1899, Streets, Sewers and Parks Annual Reports, 1896–1900, Office of the City Clerk Annual Reports, 1802-17, Streets and Sewers, Department of, Box 1, SMA.
[39] Little, "Report of Superintendent," December 20, 1899.
[40] Greg Lange, "First Automobile Arrives in Seattle on July 23, 1900," HistoryLink.org Essay 957, February 26, 1999, http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=957.
[41] Ellis Morrison and A. Robinson, *Morrison and Robinson's City of Seattle and Vicinity* (Seattle, Ellis Morrison and A. Robinson, 1901).
[42] Seattle Board of Park Commissioners to George Cotterill, September 5, 1902, 0038-001, box 7, George Cotterill Papers, Pacific Northwest Historical Documents, University of Washington Libraries, Special Collections, Seattle, WA (hereafter UW Special Collections). Cotterill, a civil engineer, ran for Mayor of Seattle in 1902 and lost. He campaigned again in 1912 and won. He served a single term.
[43] Seattle Board of Park Commissioners to Cotterill, September 5, 1902.
[44] J. D. Blackwell to Percy Jones, March 21, 1902, Job 2690, Reel 95, MSS52571, Olmsted Associated Records, Library of Congress, Manuscript Collection, Washington, DC (hereafter Olmsted Associated Records).

natural landscape, unique topography, and incomparable lakes and mountain views. Throughout the next forty years, the City of Seattle would remain in regular contact with the firm, members of which would design individual parks, boulevards and parkways, playfields and playgrounds, private developments, and more, while also advising the parks commission on how best to raise sufficient funds to build the city's system.[45]

The Olmsted Plan

Many of the Olmstedian ideals found in JCO's plans for Seattle, and especially for Lake Washington Blvd., echoed the work he and his father had completed before Olmsted Sr. died in 1903. As they had manifested in Buffalo, New York, and Riverside, Illinois, JCO imagined a parkway-lined street that provided multiple lanes for carriages, pedestrians, horseback riders, and carts and wagons. The system would provide access to a series of parks by way of wide, landscaped boulevards. As in Boston, JCO envisioned a surrounding greenbelt for the city that included a combination of drives and scenic areas.[46] His aesthetic veered away from traditional garden designs, which he considered fussy or distracting, and toward designed landscapes that were picturesque and naturalistic and had the power to "evoke a poetic mood lifting one out of everyday care and ennobling the spirit with intimations of the divine."[47]

Lake Washington Blvd. was an essential link in the metaphorical necklace that would link individual jewels along the lake's western shore in Olmsted's proposed citywide system for Seattle as evidenced in the introduction to the 1903 plan (reprinted in the board of park commissioners' 1909 annual report):

> In designing a system of parks and parkways the primary aim should be to secure and preserve for the use of the people as much as possible of these advantages of water and mountain views and of woodlands, well distributed and conveniently located. An ideal system would involve taking all the orders of the different bodies of water, except such as are needed or are likely to be needed hereafter for commerce, and to enlarge these fringes at convenient and suitable points, so as to include considerable bodies of woodland, as well as some fairly level land, which can be cleared and covered with grass for field sports and for the enjoyment of meadow scenery.[48]

The report went on to detail the path of Lake Washington Blvd., which JCO recommended the City build one piece at a time, or reduce the boulevard's boundaries slightly, as the City's finances allowed:

- Washington Park: In Washington Park, JCO envisioned his pleasure drive carried north and south through the park, "in such a way as not to unduly cut up the level or gently sloping land."[49] He also imagined the drive crossing the future canal to the north and linking to the University of Washington grounds and the rest of the citywide parks and boulevard system.
- Washington Park to Denny Blaine Park: Where the roadway runs southwest toward Denny Blaine Park, JCO recommended present-day Lakeview Park, which includes a steep ravine. He recommended a pleasure drive following the "bed of the ravine" toward Denny Blaine. Here, as well as in the section below, Olmsted wished to see residential districts replatted to follow the topography of the land.[50]
- Denny Blaine Park to Madrona Park: Olmsted envisioned a 150- to 200-ft-wide shoreline strip.[51]

[45] An in-depth history of the Olmsted's involvement with Seattle, the details of its various parks plans, and the developmental history of the citywide park system are all detailed in the associated MPD, "Seattle's Olmsted Parks and Boulevards (1903–1968)," prepared by Natalie Perrin and Chrisanne Beckner, Historical Research Associates, Inc. (HRA), 2016, on file the Department of Archaeology and Historic Preservation, Olympia, WA.
[46] Elizabeth Barlow Rogers, *Landscape Design: A Cultural and Architectural History* (New York: Harry N. Abrams, Inc., 2001), 347.
[47] Rogers, *Landscape Design,* 339.
[48] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards*, 73.
[49] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards,* 95.
[50] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards,* 94.
[51] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards,* 74.

- From Madrona Park to Yesler Way at Leschi Park: JCO recommended the City secure the steep hillside and that the boulevard follow the area's ravines and hillsides."[52] Instead, Lake Washington Blvd. hugs the shoreline through most of this section.
- Leschi Park south to the city's southern boundary at Hanford St.: Leschi Park had long been a popular recreation spot. The Olmsted plan recommended a pleasure drive and "a few walks" along with a crest parkway above the landslide area, south of Yesler Way.[53] Believing that present-day Frink Park, an area known for its landslides, would provide permanent problems for future residents, the Olmsted plan also recommended the City buy all of the landslide area for a public park. Paired with an inland road (Mount Baker Blvd.), JCO also envisioned a shoreline parkway that ran south along the shore to the city's former southern boundary.[54]
- City boundary at Hanford St. south to Bailey Peninsula (named Lake Washington Blvd.): The Olmsted report recommended Bailey Peninsula (Seward Park) as the most available large tract of land in the area, although it was at that time south of the city boundary at Hanford St. JCO recommended the boulevard as a "comparatively narrow fringe of land, sufficient for the needed drives and walks and for the preservation of a foreground of woods" from the city boundary to Seward Park.[55]

Comprising roughly 8 miles of JCO's recommended 20 miles of parks and boulevards, Lake Washington Blvd. was envisioned as a pleasure drive for horses and carriages as well as a small number of luxury motorcars. It was designed to pair with pedestrian and bicycle paths that ran through both Leschi and Madrona Parks, taking advantage of existing recreational spots.[56] Although this section of the pleasure drive was later connected and renamed "Lake Washington Boulevard," it was originally described as separate boulevards or parkways, each of which could be constructed as funds permitted until the entire system could reach from Seward Park to the university grounds then on to Ravenna Park, where the drive would steer west toward Green Lake and Woodland Park, then back south to Queen Anne Hill, west again to the Magnolia Bluffs, and finally, north to its termination point at present-day Discovery Park.[57]

JCO used the terms *boulevard* and *parkway* to refer to sections of his roadway systems. The difference between the two was a matter of formality and size. A boulevard, according to JCO, "may be defined as a formal street of sufficient width to include one or more formal grass strips (with formal planting) of more than usual width. . . . Boulevards are usually 200 feet wide. They are almost without exception of uniform width for long distances and everywhere of a formal design."[58] A parkway, in contrast, he defined as "an avenue or way in which there is an appreciable amount of informal natural landscape beauty. There is no definite width of street beyond which only can the name parkway be properly applied. The parkway is usually in effect two streets with a strip of informal landscape gardening or of natural scenery (such as a brook, for instance) between them or a street with a strip of informal landscape gardening along one side, or a street along the shore of lake, river or sea."[59] When constructed, Lake Washington Blvd. would, in effect, embrace both definitions, featuring both the "informal natural landscape beauty" of roadside forest remnants found in the city's ravines and the "formal" rows of street trees established along the roadway in various locations.

[52] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards*, 90–91.
[53] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards,* 87–90.
[54] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards*, 85.
[55] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards,* 74. For comparative Seattle maps from different eras, refer to appendices.
[56] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards*, 83.
[57] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards,* 74.
[58] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards,* 128.
[59] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards*, 128.

Lake Washington Blvd.: 1904–1907

To implement the Olmsted vision for the citywide park system, including Lake Washington Blvd., the Seattle Board of Park Commissioners freed themselves from Seattle City Council control by public vote in 1904. With complete control over the parks budget and the ability to condemn land, the commission began acquiring parks and converting existing pathways into sections of JCO's envisioned boulevard. As Parks Superintendent John W. Thompson wrote to Olmsted Brothers in 1904, the commission was anxious to complete boulevards throughout the city to cater to the growing number of citizens with "a desire to get fast horses and stylish vehicles."[60]

Setting the plan in motion, the board of park commissioners asked JCO to design a roadway through Washington Park. Although he argued for the ability to design the entire park in his correspondence with city representatives, the board authorized JCO only to provide plans and planting plans for the new boulevard.[61] The City used dynamite to blast out tree stumps and graded the northernmost section of Lake Washington Blvd. north to south through the park during summer 1904.[62] Grading consisted of clearing and constructing dirt roadbeds with a slight crown in the center to allow water to drain toward curbside drainage ditches.[63] JCO advised that the planned dimension of the roadway (24 ft for the roadway, 6 ft for the turf strip, and 8 ft for the walk) were "just right." He recommended, however, that although the roadway needed to follow long curves and easy grades, the walk could meander away from the 6-ft-wide turf strip, especially where the area was topographically irregular, or moving the walk could save significant trees or lead people through "sylvan scenery." But these variations had to be determined on the ground to make use of the park's best features and to avoid excessive formality. When asked to provide a planting plan for the drive's borders, Olmsted Brothers rejected many of the formal and exotic plants found in the City's nursery and opted for plants that would harmonize with and blend into existing growth, including ferns, hemlock, spruces, Oregon grape, rosemary, wild rose, and Scotch broom (*Cytisus scoparius*, listed by King County in 1988 as a Class B noxious weed).[64]

At the same time, other portions of Lake Washington Blvd. were also under development, and landowners even offered to deed the City portions of their lands for the boulevard. Charles P. Dose and his neighbors, for example, offered 8 to 9 acres of their lands in exchange for the City's promise to begin developing the lands within two months, to complete the improvements within two years, and to build such infrastructure—including a concrete wall with "ornamental flower vases" along the shoreline—as the landowners prescribed.[65] Developers and private landowners alike knew the value of owning land alongside a picturesque park or boulevard and were anxious to trade unimproved land for expensive park improvements that would raise their adjoining property values.

In response, JCO prepared a set of guidelines to help the park board determine whether such offers were worth their investment. First, the board should not accept gifts that obligated them to spend public funds on development and maintenance before securing a deed to the property. Second, JCO wondered, why agree to pay more to develop the land than the gift was worth when the City could condemn the land for full market value and then improve it on its own schedule according to its own plans?[66]

The city was in the process of experimenting with road and sidewalk surfacing as plans for the boulevard progressed and transportation grew more complex with the addition of motorized vehicles. In 1904, the city

[60] J. W. Thompson to Olmsted Brothers, July 1, 1904, Job 2690, Reel 95, MSS52571, Olmsted Associated Records.
[61] JCO to Charles W. Saunders, March 24, 1904, Job 2690, Reel 95, MSS52571, Olmsted Associated Records.
[62] JFD, field notes, Seattle, Washington, August 1904, Job 2690, Reel 95, MSS52571, Olmsted Associated Records.
[63] King County, "Historic and Scenic Corridors Project Final Report," Appendix B: King County Roads: History of Overland Transportation, accessed May 8, 2016, http://www.kingcounty.gov/~/media/transportation/kcdot/roads/historyarchaeology/documents/HistoricCorridors/Report/CoverAndIntro.ashx.
[64] Olmsted Brothers, "Washington Park, Seattle, WA, Planting Plan for Border of Driveway," 1906, Olmsted National Historic Site, http://www.olmstedonline.org/Plan/Details/1571. "Scotch Broom," King County, Noxious Weeds, last updated September 28, 2016, http://www.kingcounty.gov/environment/animals-and-plants/noxious-weeds/weed-identification/scotch-broom.aspx.
[65] C. P. Dose and Company to Seattle Board of Park Commissioners, May 20, 1904, Job 2690, Reel 95, MSS52571, Olmsted Associated Records.
[66] Olmsted Brothers to Charles W. Saunders, June 17, 1904, Job 2690, Reel 95, MSS52571, Olmsted Associated Records.

could claim more than 5 miles of brick paved streets, less than 2 miles of macadamized roads (crushed stone), 34.4 miles of planked streets, more than 15 miles of asphalt paved roads, and more than 169 miles of graded dirt roads; additionally, the City owned 153 miles of plank and 137 miles of "cement" sidewalk.[67] Road work was completed by members of the "chain gang," prisoners who helped clear and cut roadways through the woods, including those just south of Leschi Park.[68]

In 1906, the park board received a $500,000 loan to acquire new parklands. Again, JCO wrote to share his opinion: "In short, I distinctly advocate the expenditure of practically all of the half million dollar loan in parks having landscape advantages, mainly upon areas along the shore of Lake Washington."[69] Knowing that a canal was planned between the Puget Sound and Lake Washington, one that would ultimately lower the lake level, JCO added, "I believe that it is very important that the Board should secure, in connection with each piece of park land fronting upon either Lake Washington or the Sound, all underwater land rights." He took the last recommendation even further, suggesting that the state legislature should pass a law giving the City all the Lake Washington lands and underwater land rights within the city's boundaries not already owned by private individuals.[70]

In 1907, the Washington legislature did indeed pass a law designed to establish ownership of the shorelines the cutting of a new ship canal would soon expose. The canal was expected to drop the level of Lake Washington, creating new lands for an extended shoreline. Those lands were proposed for sale in support of a new endeavor, the Alaska-Yukon-Pacific (AYP) exposition, which was planned for the University of Washington campus in 1909. The law gave portions of the shore along Union Bay to the University of Washington for the exposition and portions of the shore adjoining parks and boulevards to the City of Seattle, "provided however that all such lands donated to the city of Seattle shall be used by it only in connection with and as a part of its public park system."[71]

Beginning in 1907, plans for Lake Washington Blvd. progressed as the City passed ordinances to accept new donations from nearby landowners, including land near Mount Baker known as the Hunter Tracts.[72] The Mount Baker Subdivision was platted in 1907 and the property owners deeded a strip along the shore to the City for park purposes, thus ensuring that the land would not be sold for other development. This gift enabled the City to extend Lake Washington Blvd. south. Real-estate developers also saw opportunities associated with the coming AYP, the sweeping views of the lake from the surrounding hills, and the winding, scenic drive under construction along the eastern edge of their residential developments.

Lake Washington Blvd.: 1908–1940

By 1908, Seattle was actively planning the AYP, Seattle's first world's fair. The University of Washington's board of regents had invited JCO, who had been instrumental in helping the city envision its future park system, to design the fairgrounds in 1906.[73] The project melded well with JCO's plan for Lake Washington Blvd. The fair would take place in the southern campus, where there was still room to design walks, vistas, and gardens to provide views of the water and Mount Rainier. JCO noted in his plans that he had recommended a lakeshore drive that crossed over the water at Lake Union and approached the campus from the south, connecting the exposition with Lake Washington Blvd.[74] The City prepared the grounds and began to macadamize Lake Washington Blvd. In October 1908, the *Seattle Times* reported that the City had nearly

[67] A. L. Walters, "Report of Superintendent, Streets, Sewers and Parks, Seattle, Washington," December 26, 1904, Annual Reports, Streets and Sewers Department, Office of the City Clerk Annual Reports, 1802-17, Streets and Sewers, Department of, Box 1, SMA.
[68] Walters, "Report of Superintendent."
[69] JCO to J. E. Shrewsbury, Board of Park Commissioners, Seattle, Washington, November 28, 1906, Job 2690, Reel 95, MSS52571, Olmsted Associated Records.
[70] JCO to Shrewsbury, November 28, 1906.
[71] Legislature of the State of Washington, Session Laws 1907, S.B. 101 Chapter 3, accessed February 16, 2016, http://leg.wa.gov/CodeReviser/documents/sessionlaw/1907c3.pdf.
[72] City of Seattle, Ordinance 16556, published July 25, 1907, microfiche, SMA.
[73] Perrin and Beckner, "Seattle's Olmsted Parks and Boulevards," E-33.
[74] JCO to C. J. Smith, November 5, 1906, Job 2739, folder 6, box 1, UW-0170, UW Special Collections.

completed grading Lake Washington Blvd. and was about to macadamize the boulevard with stone from the City's recently purchased quarry near the north end of Lake Washington. In October that year, forty horse teams worked to grade the boulevard from Mount Baker Park north to Frink Park. According to the *Seattle Times*, "weather permitting, the Lake Washington Blvd. will be extended complete to the university and exposition grounds by next June."[75]

With the AYP fast approaching, portions of the boulevard remained incomplete. Samuel Hill of the Good Roads Movement had met and befriended engineer Samuel Lancaster, another proponent of good roads who became known as the inventive and artistic designer that went on to design Oregon's prized Columbia River Highway through the Columbia River Gorge. Hill convinced Seattle's Chief Engineer Thomson to bring Lancaster on temporarily, and Lancaster is believed to be responsible for finalizing portions of the boulevard and its few bridges and overpasses, although original plans for these resources appear to have been lost or destroyed.[76] Park board minutes from 1908 show that in March and April that year, the board asked Lancaster to "formulate a plan for the extension of the Blvd. from the Denny-Blaine Addition to Leschi Park," and that he handled the matter of grading the roadway in Frink Park along with Park Superintendent Thompson.[77]

Lake Washington Blvd. was constructed near the height of the Good Roads Movement and was an example of evolving roadbuilding techniques. The AYP exposition even included a Good Roads Building, which was the site of the American Congress of Road Builders, at which Lancaster was scheduled to give a talk on "boulevards," Hill on "primary transportation," and Thomson on the "Evolution of Roads."[78]

In 1908, the park board asked the community to approve $1 million in bonds so that it could complete as much work on the city's parks and boulevards as possible before the exposition. According to the *Seattle Times*, "the main object in raising the money is to resume construction of Lake Washington Blvd. from Bailey Peninsula to the university."[79] Seattle's citizens passed the bonds, and the park board rushed to complete construction, occasionally calling on JCO to weigh in on issues. In 1909 correspondence, JCO recommended that a recreational pier planned for the end of Holgate St. be moved to Mount Baker Park, where the grade was easier.[80] He also recommended that the park board continue the boulevard south of Seward Park along the shoreline, to take advantage of Mount Rainier views.[81]

Not all plans progressed smoothly leading up the AYP, however. Landowners advocated for moving the proposed 1.5-mile-long extension of Lake Washington Blvd. south of Seward Park inland to preserve their own access to views and vistas. JCO argued, however, for the best possible drive for the public at large. A pleasure drive, he wrote, should have the greatest access to views of not only the lake but also Mount Rainier. Inland, the boulevard would be among private lots, with no public access to the water. "It should be borne in mind," he wrote, "that Lake Washington Parkway was designed and undertaken with the full understanding that it was primarily for the benefit of the city as a whole and only incidentally to benefit the neighboring private property."[82] The proposed southern extension was never built.

On May 30, 1909, the park board opened University Blvd. connecting Washington Park with the southern boundary of the exposition grounds (present-day Montlake Blvd.). The 30-ft-wide, macadamized drive was paired with parking strips and an 8-ft-wide walk. The extension crossed over the present ship canal, which at the time was merely a log run, and took one side of a 120-ft-wide thoroughfare, sharing the space with the 23rd Ave. streetcar and a wagon road. It was completed just in time for the exposition's June 1 opening. The board

[75] "Boulevard Grading Completed," *Seattle Times*, October 4, 1908.
[76] Robert W. Hadlow, "Columbia River Highway," National Register of Historic Places nomination form, Section 8, February 2000, http://www.oregon.gov/ODOT/HWY/HCRH/docs/nomination2.pdf. HRA attempted to locate plans through the Seattle Department of Transportation, SMA, and Seattle Parks and Recreation Department. Plans have not yet been found in these or other repositories.
[77] Board of Park Commissioners Minutes, Volume 3, March 11, 1904–April 13, 1908, 9365-01, SMA.
[78] "Road Builders Congress at Seattle Exposition," *Good Roads Magazine* 10, no. 6 (June 1909): 2.
[79] "Seattle Acquiring Magnificent Playfield and Parking System," *Seattle Sunday Times*, December 27, 1908.
[80] JCO to J. M. Frink, January 21, 1909, Job 2690, Reel 95, MSS52571, Olmsted Associated Records.
[81] JCO to J. M. Frink, January 9, 1909, Job 2690, Reel 95, MSS52571, Olmsted Associated Records.
[82] JCO to Frink, January 9, 1909.

still struggled to complete the entire drive to Bailey Peninsula, however, and portions of the roadway remained dirt even as the exposition opened.[83]

JCO was quick to comment on the newly constructed drives, boulevards, and parkways within the city when he visited Seattle for the exposition. In correspondence, he claimed many of them were badly designed by the City's engineering department under the influential Thomson. Although both were dedicated to the successful development of the city, Thomson and JCO had different opinions about how it should occur. Thomson was committed to improving the practical lives of a growing population: he built the city's water and sewer systems but had little sympathy for the naturalist's approach to design. According to historian William H. Wilson, "Thomson's sympathy with the natural environment was limited to allowing water to run downhill."[84]

JCO may have seen Thomson's practical approach and local influence as potential threats to his own plans for Seattle. Whatever the motivation, JCO was generous with his criticism of the engineering work on the boulevard. At worst, he complained the city's new boulevards were "conspicuously stiff and formal, consisting of a succession of simple radial curves and straight lines, as is customary in railroads, instead of gracefully varying curves as is customary in the best parks."[85] Such comments may have been meant for both Thomson and his friend Hill, who was not only an advocate, like Thomson, of good, straight, efficient roads but also a railroad man, perhaps more interested in how efficiency could increase profits than in pleasure.[86]

JCO recommended that cuts and fills and drive routes should be varied, even at additional expense. He lamented that bridges and arches were constructed of reinforced concrete, as in Colman Park, because concrete was too permanent a material. Bridges that had been constructed without room for walks could not be easily widened over time. And walks in general, he noted, had been omitted from many of the city's drives and would have to be added. JCO felt that drives should have avoided all formality and that wild varieties of trees, shrubs, vines, and creepers should be irregularly planted in planting strips and along retaining walls. Steps, as well, should be installed on curves or broken lines, and all concrete work "whether in walks, steps or retaining walls, should be made much darker than the natural color by the introduction of non-fading mineral mortar colors and the surface of all such concrete work should be more or less roughened."[87] JCO praised the City for exercising efficiency and economy, but concluded that "while the drives are successful in opening up the parks to the public and affording them the benefit of enjoying the wonderful views, the detailed landscape treatment has been very much neglected or has been done in a stiff and formal manner distressingly out of harmony with the wild beauty of the natural woods and ground-covering growths."[88] Although it is hard to quantify what or how much changed after the Olmsted critique, it is clear that along the historically named Lake Washington Blvd. (from Colman to Seward Parks), the roadway does include wide, gentle curves and very few straight lines; the wild beauty of the surrounding landscape is retained in many locations; and walks and stairs were added, although not all of these appear to date from the early twentieth century.

If JCO gave the boulevard mixed reviews, the park board appeared unambiguously impressed with the work. A long, multi-author feature on Seattle, published in *The Coast* in 1909, included a description of the city's Olmsted-designed parks and boulevard system written by board president Edward Cheasty. The article claimed that "to the tourist visiting Seattle, the boulevard system probably makes a more lasting impression than any other scenic feature . . . . a riprap seawall protecting the roadway for the entire distance, the roadway being paralleled by a concrete walk and parking strip with trees and the beautifully wooded slopes on the shore side make a combination unequalled anywhere."[89]

[83] "Boulevard Now Open to Fairgrounds," *Seattle Sunday Times*, May 30, 1909.
[84] William H. Wilson, *The City Beautiful Movement* (Baltimore, MD: John Hopkins University Press, 1989), 217.
[85] JCO to Edward C. Cheasty, June 14, 1909, Job 2690, Reel 95, MSS52571, Olmsted Associated Records.
[86] William H. Wilson, "'Names Joined Together as Our Hearts Are': The Friendship of Samuel Hill and Reginald H. Thomson," *Pacific Northwest Quarterly* 94, no. 4 (Fall 2003): 183–96.
[87] JCO to Cheasty, June 14, 1909.
[88] JCO to Cheasty, June 14, 1909.
[89] Edward C. Cheasty, "Seattle's Park System of Today," *The Coast* 18, no 3 (September 1909): 145–53, quotation on 153.

Lake Washington Blvd. after the AYP

In 1909, the Seattle Board of Park Commissioners published an annual report including JCO's recommendations from the 1903 report and his recommendations for newly annexed lands in a supplemental 1908 report. While the park board provided updates on all work completed within the city, it was particularly proud of its work on boulevards: "the Park Board has accomplished more in the last two years in this direction than in all the previous years of its existence."[90] Claiming the City had not had the funds to complete all JCO's recommendations for "a very elaborate boulevard system practically belting the city with something like fifty miles of boulevards and parkways," the board said it had focused specifically on Lake Washington Blvd. "The Board has been working hard to have a connected system from Bailey Peninsula, on the south, to the Exposition Grounds, on the north, open to traffic for this Exposition year, and its efforts have been crowned with considerable success."[91]

Although the City was still working with property owners to connect the southern end of the boulevard to Seward Park, the report detailed 2 miles at the south of Lake Washington Blvd., noting the beautiful views of the Cascade Mountains, a newly macadamized 30-ft-wide roadway, a concrete promenade on the beach, and rock seawalls, with natural vegetation and planting strips, all overseen by "magnificent" residences to the west. "This is the type of construction that the Park Board is putting in wherever it has lake shore rights."[92]

The historically named Lake Washington Blvd. section ended roughly at Holgate St. From there, a separate section, known as Frink Blvd. after former board president John M. Frink, wound through the contours of the ravine at Colman Park. While work was still underway, the park board had, by 1909, constructed Lancaster's "ornamental concrete bridges and culverts" on the boulevard within Colman Park.[93]

At the north end of Leschi Park, the boulevard's name changed again to Blaine Blvd., in honor of former Seattle Board of Parks Commissioners president E. F. Blaine, generally referred to as the "father" of the Seattle park system.[94] Blaine Blvd. veered east toward the lake, crossing below the ornamental archway that supported the Yesler St. railway line. The boulevard met Lakeside Ave. and then traveled north past Madrona Park to Denny Blaine Park, where it veered west, traveled through Lakeview Park, and then ended at the intersection with E Madison St. at the southern foot of Washington Park. From there, the boulevard was known as Washington Park Blvd., traveling north and east through the park to Union Bay. According to the 1909 report, this last leg of present-day Lake Washington Blvd. "was the first extensive piece of boulevard building attempted by the Park Board and is naturally the best known."[95]

Land donations would soon lead to new features, including a staircase named Dose Terrace after donor Charles Dose.[96] Other events would also affect the boulevard. By fall 1910, storms and floods were destroying sections of the newly constructed seawall, washing over the walks and drives of Lake Washington Blvd., leading to additional construction.[97]

Lake Washington Blvd. and the city's entire boulevard system remained popular with the new class of automobile owners whose use of the roads the magazine *Horseless Age* featured in 1912. The article claimed that "automobilists and lovers of nature by the hundreds have been seen on Seattle's famous boulevards and park driveways, which now present a combination of rich green and the ever-attractive golden hue of the Scotch broom which banks the sides of the smooth motoring thoroughfares." Although Scotch broom is now

[90] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards*, 57.
[91] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards*, 59.
[92] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards,* 59.
[93] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards,* 63.
[94] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards,* 63.
[95] Seattle Park Commissioners, *Parks, Playgrounds, and Boulevards,* 63.
[96] "C. P. Dose Donates Park Strip to City," *Seattle Times*, November 27, 1910.
[97] "City Works Menaced by Closing of Canal," *Seattle Times*, November 1, 1910.

considered an invasive species, the most important feature of this system, according to the article, was "the care which landscape experts have exercised in preserving nature's own handiwork."[98]

In the years after the AYP, Seattle became known for its extensive parks and boulevard system as visitors came to motor along Lake Washington or visit other parks. According to the *Seattle Times*,

> Seattle's boulevard system is the talk of the country. If the word of tourists is to be taken, and for that reason Seattle has attracted a great number of automobilists during the last few seasons; and that the scenic settings have been provided for in every particular is indicated by the enthusiasm with which every visitor speaks of the park and boulevard system. . . . Tourists who have visited Seattle and ridden over the scenic Lake Washington Boulevard system, have gone forth proclaiming it as unparalleled anywhere.[99]

The boulevard was immediately popular but not yet complete. Efforts had been underway for decades to establish a shipping canal between Puget Sound and Lake Washington. In fact, Lake Union was named in 1854 for its position between the two. However, the project had been slow to develop. In 1860, early pioneer Harvey Pike had begun to dig a shallow ditch between Lake Washington and Lake Union at the present Montlake Cut to float logs. The Lake Washington Improvement Company hired Chinese laborers who began enlarging and deepening the ditch in the mid-1880s. In 1895, former governor Eugene Semple developed a new scheme to cut a southern canal through Beacon Hill to Wetmore Slough on Lake Washington, though work on both proposed routes stalled until the Washington legislature put its vote behind the northern route. In 1910, U.S. Army Corps of Engineers (USACE) general Hiram M. Chittenden helped persuade Congress to appropriate nearly $3 million to complete the needed locks on the present Lake Washington Ship Canal.[100]

With a partnership between USACE and King County in place, work on the canal began in 1911. A temporary dam between Lake Washington and Lake Union was removed in October 1916 and the locks were completed in May 1917.[101] Although the goal of the canal was to provide portage to Lake Washington, one anticipated effect was that Lake Washington dropped between 8 and 9 ft, exposing new shoreline and limiting regular flooding during fall and winter storms. Another effect was an increase in available land for the southern extension of Lake Washington Blvd., which was finally completed to Seward Park in 1917.

Also in 1917, the United States entered the First World War. Although Lake Washington Blvd. was completed, a frank report from Seattle's Department of Streets and Sewers explained how difficult it was to maintain the city's roadways after it lost large numbers of skilled staff to enlistment. At the same time, the city's population boomed with new residents come to support the industrial and military efforts in Seattle. All of this occurred while people relied more than ever on personal automobiles and commercial trucks, a transition that crowded the city's roadways and led to nearly insurmountable maintenance problems. "Unexpected demands on account of war activities and the needs of an ever-increasing population have confronted us throughout the year," wrote Superintendent Charles R. Case to Mayor Ole Hanson in his report, claiming that since railroads alone couldn't handle the increased need for freight service, the military was relying on trucking.

> Street cars have failed to fulfill requirements of travel, compelling thousands of people to daily use autos and jitneys. Every vacant house in every quarter of our city has necessarily been occupied. Almost every delivery concern has abandoned horse-drawn equipment for cheaper and faster motor driven apparatus. In heretofore undeveloped section of the city thousands of homes

[98] "Seattle Boasts of Its Boulevard System," *Horseless Age* 29, no. 22 (May 29, 1912): 4.
[99] "Boulevard System Is Talk of Nation," *Seattle Times*, June 8, 1913.
[100] Walt Crowley, "Lake Washington Ship Canal," HistoryLink.org Essay 1444, July 1, 1999, http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=1444.
[101] Crowley, "Lake Washington Ship Canal."

> have been built. In every instance these conditions have meant more demands on this department.[102]

The war was not the only event to affect the future of Seattle's parks and boulevards. In 1920, after seventeen years of collaboration, JCO, the primary designer of the city's park system, died. While Olmsted Brothers still employed others familiar with the city and its park resources, most notably James Frederick Dawson (JFD), who had come to Seattle to help prepare the University of Washington grounds for the AYP exhibit, the city lost its primary partner for park design.

In the early 1920s, after the war ended, the entire stretch of drive from the University to Seward Park was rechristened "Lake Washington Boulevard."[103] Also in the early 1920s, Seattle residents, many whom were already members of the Good Roads Club, began to advocate for a drive that would run along the east shore of Lake Washington. To be called the Lake Washington Highway, the proposed road would connect all shoreline communities via a 52-mile-long, 20-ft-wide highway of brick and concrete "completely encircling Seattle's great and picturesque inland sea." The completed lakeshore drive was officially dedicated in August 1922.[104] Lake Washington Blvd.'s popularity with drivers increased throughout the 1920s, often so crowded with cars that it sat at a virtual standstill. The system as a whole even drove newspaper journalists to attempt a kind of poetry. In 1923, the *Seattle Times* described it as "bordered with colorful flowers growing in ordered profusion, winding between wooded banks covered with shrubbery that forms a pattern of vernal and somber greens, curving along the shores of blue lakes, meeting sudden vistas of mountain-rimmed horizons rising out of the purple-shadowed hills or overlooking the changing iridescent glory of a sunset on Puget Sound—thus in a succession of incomparably lovely pictures run Seattle's boulevards."[105]

Maintaining Lake Washington Blvd. in the Great Depression

By 1927, the tone of articles regarding Lake Washington Blvd. had begun to change. Journalists lamented that street signs along the boulevard were either missing or dirty, that the roadway's edges were poorly maintained, and that access to Seward Park was limited.[106] By 1929, efficiency experts were recommending the park board be abolished and that other city departments take over parks maintenance.[107] The proposal did not appear to gain traction immediately, but on the eve of the Great Depression, it was clear that the city was struggling to maintain the system it had so thoughtfully created.

In spite of economic conditions, the boulevard and the parks system received significant upgrades in the 1930s with the help of private and federal funding. When the University of Washington and City of Seattle agreed to develop Washington Park as an arboretum in the early 1930s, the City and the Seattle Garden Club pulled Olmsted Brothers back into service and asked JFD to plan the new park. JFD designed to accommodate the boulevard, created Azalea Way out of a former speedway, designed an oval rose garden at the south entrance to the park, and added a series of lagoons to the north end of the park.[108] JFD would continue to work on Washington Park until just before his death in 1941.

In the mid-1930s, with the help of the Works Progress Administration (WPA), the City of Seattle was able to make major improvements to Lake Washington Blvd. In 1937, the WPA constructed a concrete retaining wall and seeded an upland slope along the boulevard's split roadway south of Frink Park. Long a deteriorating section of the boulevard and prone to landslides, the location was repaired with joint funds from Seattle's

[102] Charles R. Case to Mayor Ole Hansen, Re: Annual Report, December 20, 1918, Streets and Sewers Annual Reports, 1916–1918, Box 1, Office of the City Clerk Annual Reports, 1802-17, Streets and Sewers, Department of, SMA.
[103] Jennifer Ott, "Lake Washington Boulevard (Seattle)," HistoryLink.org Essay 10244, February 8, 2013, http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=10244.
[104] "Scenes at Lake Washington Boulevard Dedication," *Seattle Times*, August 27, 1922.
[105] "Seattle's Thirty-One Miles of Beautiful Scenic Boulevards," *Seattle Times*, September 30, 1923.
[106] "Scenic Loop in Bad Shape. Signs Gone; Paving Rough," *Seattle Times*, May 8, 1927.
[107] "Eliminate City Parks Board Is Experts' Advice," *Seattle Times*, November 14, 1929.
[108] Olmsted Brothers, "General Plan for the University of Washington Arboretum," March 1936, Olmsted National Historic Site, http://www.olmstedonline.org/Plan/Details/1620.

Department of Streets and Sewers and Board of Parks Commissioners.[109] The City also maintained and managed plantings along its boulevards, even as adjacent homeowners occasionally requested trees be topped or removed so they could retain their lakeshore views. According to Jacob Umlauff, head gardener at the time, residents who did not own lakeshore property were fiercely protective of these trees: "It is astonishing the amount of complaints we get from the general public when we remove trees and severely prune shrubbery along the boulevards, work that we deem necessary for safety."[110]

Also in the late 1930s, rock walls were proposed for the shoreline near Seward Park, and a trestle that crossed Wetmore Slough near the boulevard's southern tip (present-day Genesee Park) grew weak and unstable. With WPA support during the Great Depression, the City filled Wetmore Slough and continued Lake Washington Blvd. over the top of it.[111] Other projects took place, including construction of the Lacey V. Murrow (I-90) Floating Bridge, which was designed by Homer Hadley and opened in 1940 (it has since been replaced and paired with a parallel span). I-90 forms an east–west belt across the city, arches over the western shoreline of Lake Washington just north of Colman Park, and reaches across the lake to Mercer Island. The I-90 corridor runs directly under Lake Washington Blvd. through a series of tunnels near the present-day East Portal Viewpoint.

Lake Washington Blvd.: 1941–1963

In 1942, Seattle's Engineering Department took over maintenance of Lake Washington Blvd. south of the arboretum.[112] The department promptly squashed some efforts of the park commissioners, including a plan to add a curb and sidewalk to the west edge of the boulevard at Madrona Park. City Engineer Charles L. Wartelle recommended that the eastern walk was sufficient, as the engineering department did not wish to disturb the slope on the west side.[113] The slope remains unaltered today.

By 1945, the Engineering Department was lamenting that very little money had been spent on the city's boulevards since 1930 and that they required attention. The Washington Asphalt Company resurfaced the worst sections that year as a stopgap measure.[114] These improvements continued throughout the 1940s as funding became available, culminating in new subdrainage, paving, and curbs and gutters on the boulevard throughout Washington Park in 1949. The engineering department found that 8-inch-high curbs were required in the park to keep motorists from parking on the grassy roadside.[115] Similar work took place along the boulevard south of Washington Park. That year, the annual report noted new parking areas at Adams St., Genesee Way, 48th Ave., 53rd Ave. S, and Ferdinand St., with teams actively filling and grading and adding concrete curbs, drainage, and gravel surfacing along Lake Washington Blvd.[116]

Although these maintenance issues were a constant concern for the City and its Maintenance, Engineering, and Parks Departments, Seattle citizens cherished the drives, parks, and lakeshores as recreation spots. Increasingly in the summer months, the parks and boulevards became the site of festivals, competitions, and beach gatherings. Lake Washington was further immortalized in 1949, when car dealer Stan Sayres proved that most speedboats sat too low in the water to hit top speeds. That year, with his hydroplaning speedboat, Sayres broke the world record for speed. He went on to win the Gold Cup in Detroit the next year, thereby winning the honor of choosing the site for the 1952 Gold Cup races.[117] With the City of Seattle's support,

[109] W. C. Hall to C. T. Wende, October 28, 1937, Lake Washington Blvd, 1909–1973, Sherwood Collection, SMA.
[110] Jacob Umlauff to Seattle Board of Park Commissioners, Lake Washington Blvd, 1909–1973, Sherwood Collection, SMA.
[111] Don Sherwood, "Lake Washington Boulevard," September 1974, http://www.seattle.gov/parks/history/LakeWashingtonBlvd.pdf.
[112] Sherwood, "Lake Washington Boulevard."
[113] C. L. Wartelle to the Seattle Board of Park Commissioners, February 19, 1942, Lake Washington Blvd, 1909–1973, Sherwood Collection, SMA.
[114] W. C. Hall, Engineer's Annual Report for 1944, included in the *Seattle Board of Park Commissioners' Annual Report for 1944* (Seattle: Seattle Board of Park Commissioners, 1945), 3.
[115] Seattle Board of Park Commissioners, *Annual Report, Department of Public Parks* (Seattle: Seattle Board of Park Commissioners, 1949), 5.
[116] Seattle Park Commissioners, *Annual Report, Department of Public Parks*, 11.
[117] David Wilma, "Hydroplane Is Successfully Tested on Lake Washington on October 1, 1949," HistoryLink.org Essay 2106, January 01, 2000, http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=2106.

Sayres invited racers to Lake Washington, and the Gold Cup has been held there ever since, crowding Lake Washington Blvd. with hydroplane enthusiasts every summer during the annual Seafair festival.[118]

During the late 1950s and early 1960s, Interstate 5 (I-5) was constructed through Seattle on its north–south route through California, Oregon, and Washington. In 1963, the Evergreen Point Floating Bridge, officially the Governor Albert D. Rosellini or SR 520 Bridge, was constructed to link I-5 in Seattle to Interstate 405 (I-405) east of Lake Washington. The second of Lake Washington's floating bridges, SR 520 relieved congestion along I-90 and led to increased development on the Eastside.[119]

While the SR 520 Bridge proved to be a great asset for the Eastside, it negatively affected historic Seattle neighborhoods such as Montlake and also led to changes in Lake Washington Blvd., which is located just south of the Montlake Cut and the east–west route of SR 520 on the west side of Lake Washington. The SR 520 interchange altered Montlake Blvd. as it heads north over the Montlake Cut to the University of Washington campus, the onetime location of the Olmsted Brothers' University Blvd.

Lake Washington Blvd. in the Present Era

Throughout the twentieth century, Lake Washington Blvd. maintained its route, historic use, and associated features, including overpasses, underpasses, stairways, curbs, and walking paths, although improvements and maintenance have been ongoing. In the 1980s, local landscape planners and designers completed an extensive study of the boulevard, leading to long-range guidelines and a design improvement program. Recommendations included integrating bicycle travel and improved drainage into parts of the boulevard, managing parking alongside the boulevard, and improving the visitor experience.[120] In 1983, a series of wheelchair-accessible walking and biking paths were added adjacent to the roadway at Madrona Park.[121] The roadway has also been improved with additional curbs, gutters, and parking. In 2010, the City of Seattle completed a new vegetation management plan to provide guidelines for maintaining the health of vegetation alongside the roadway.[122]

While the City of Seattle seeks to protect the resource and improve the visitor's experience, the boulevard and its associated landscape continue to be a recreational gem. Recreational uses along the shores, beaches, roadways, paths, and park landscapes continue to include walking, jogging, bicycling, motoring, swimming, boating, fishing, picnicking, sunbathing, and sightseeing.

Eligibility under Seattle's Olmsted Parks and Boulevards MPD

Lake Washington Blvd. is a designed historic landscape (parkway) that meets the criteria for eligibility as an Olmsted-designed Boulevard and Parkway (Type 3) and a historic district as defined by the MPD. The boulevard is, by definition, a roadway, which is a structure, linked with associated sites, structures, and objects. Boulevards focus the visitor's attention on "the experience gained from the journey, be it from a neighborhood to a commercial core, to or from a scenic viewpoint, or, most likely, between parks."[123] Boulevards are purpose driven, designed for transportation, and suitable for pleasure driving, walking, and biking. As originally envisioned by the City of Seattle and JCO, Lake Washington Blvd. itself is a linear roadway that incorporates segments defined as both parkway and boulevard. The proposed historic district includes the roadway, bridges/culverts, and associated planting strips and pathways.

[118] Jim Douglas with Heather MacIntosh, "Seafair: the Founding: Jim Douglas's Account," HistoryLink.org Essay 2567, July 27, 2000, http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=2567.
[119] Washington State Department of Transportation, 520History: Looking Toward the future: 1956–Present, accessed March 18, 2016, http://www.520history.org/1956-Present.htm.
[120] EDAW and Walmsley, "Long Range Guidelines and Design Improvement Program for the Restoration of Lake Washington Boulevard," 1986.
[121] City of Seattle Department of Engineering, Lake Washington Bikeway engineering drawings, June 20, 1983, City of Seattle Engineering Records Center, Seattle, Washington.
[122] Moller, Fischer, Silverman, and Andrews, "Lake Washington Boulevard Vegetation Management Plan," 2010.
[123] Perrin and Beckner, "Seattle's Olmsted Parks and Boulevards," E-54.

Associative Attributes:
As noted in the MPD, an eligible parkway or boulevard must be a designed historic landscape associated with the designs or design principles of the Olmsted Brothers. Lake Washington Blvd. was recommended in Olmsted Brothers' 1903 plan for Seattle's parks and boulevards, which included a full definition of the boulevard's route and details regarding the treatment of parking strips. The route was further detailed in correspondence between JCO and the City of Seattle in association with the 1909 AYP Exposition. The Olmsted Brothers firm did not prepare drawings or planting plans for all sections of the boulevard, but did design sections of the boulevard in association with parks through which the boulevard passes, including Washington, Colman, Frink, and Seward Parks.

Lake Washington Blvd. meets the minimum eligibility requirements defined in the MPD, as noted below. It is a designed historic landscape as it was "consciously designed" by members of the Olmsted firm, and constructed to the majority of the design requirements outlined in the 1903 Olmsted plan for Seattle.

- As noted in *National Register Bulletin 18,* "in many instances the original design intent of a significant designed historic landscape was to complement an adjacent building or structure."[124] Lake Washington Blvd.'s roadway is unique in that the designed historic landscape is the structure, the roadway itself, designed to complement the natural topography through which it passes.

- Olmsted Brothers recommended the boulevard's construction in 1903 and prepared drawings for specific sections of it. The City constructed the boulevard between 1904 and 1909, with additions added at the south end after the level of Lake Washington dropped in 1917. The boulevard served its initial purpose as a connecting pleasure drive for the city's system of parks and boulevards throughout the period of significance.

- Lake Washington Blvd. is significant within all three historic contexts presented in the MPD. It is an early boulevard recommended by Olmsted Brothers and heavily influenced by the Seattle Board of Park Commissioners. It is also associated with the AYP Exposition and with later implementations of recommendations from the 1903 Olmsted report. It remained a pleasure drive throughout the remainder of the period of significance.

- The boulevard is significant under NRHP Criterion A for association with events that have made a significant contribution to the broad patterns of local history (notably, community planning and development, recreation and culture, and transportation). It is also significant under Criterion C as a designed historic landscape (parkway) envisioned by master landscape architects and engineers.

- The boulevard meets the definition for property type 3: boulevards and parkways.

- The boulevard retains sufficient historic integrity from the period 1904–63 to convey its historic significance.

Eligibility under Criterion A: Community Planning and Development (1904–1963)

The City of Seattle constructed Lake Washington Blvd. based on recommendations and plans prepared by Olmsted Brothers. Lake Washington Blvd. represents a citywide collaboration between JCO and his associates and the City of Seattle and its board of park commissioners and engineers, who were, for the first time, exploring strategies for building and surfacing a system of roads for the increasingly popular personal automobile. In an era of progressive politics, when many cities were embracing the City Beautiful ideal

[124] Keller and Keller. *National Register Bulletin 18*.

embodied by the World's Columbian Exposition held in Chicago in 1893, Seattle's young park board wanted to plan a parks and boulevard system that would protect and celebrate the city's unique topography, complete with views of Puget Sound on the west and Lake Washington on the east. More than a century later, Lake Washington Blvd. remains the city's primary pleasure drive and a jewel within Seattle's Olmsted system.

The boulevard was a collaboration among landscape architects and City and park planners and engineers. Although the Olmsted plan laid out a series of recommendations for the proposed boulevard in 1903, it was members of the Seattle Board of Park Commissioners who mustered the political will to construct the system and members of the Engineering Department who designed the route of the drive; graded and then paved the streets; designed and constructed key structures, including overpasses, bridges, and ornamental stairs; and have maintained the boulevard throughout its long life as a recreational asset.

Eligibility under Criterion A: Recreation and Culture (1904–1963)

While Lake Washington Blvd. was the result of an exhaustive political process, its primary value has been as a recreational asset for Seattle residents and visitors. JCO believed that parks were to provide peace and tranquility away from the city, and Lake Washington Blvd. achieves that aim by both providing a pleasure drive with commanding views and delivering residents to parks along its route. From the arboretum, the boulevard winds through forested and residential corridors and a series of the city's premier parks, allowing visitors to view and access beaches, forests, ravines, and the shoreline, before leading visitors to Seward Park. From the roadway, which is kept to two lanes, the driver can park in various locations, taking advantage of viewpoints, shoreline picnicking, bicycle paths through the boulevard's adjacent parks, or a system of walks, all of which achieve the Olmsted ideal of providing a respite from city life. Such activities along the boulevard, which was designed in the Progressive Era, were expected to exert a positive influence on the visitor and to improve quality of life. As Seattle mayor James T. Ronald noted in 1924:

> Records and statistics of cities having parks invariably demonstrate the proposition that the number of men and women who waste their substance of mind and body [and] employ their time in the resorts in undesirable and unclean places of the city is diminished in accordance with facilities and opportunities afforded for pleasure resorts and recreation. Human nature naturally seeks its recreation among beautiful surrounding in preference to loafing and idling among the saloons.[125]

Lake Washington Blvd. has been a significant recreational amenity for more than 110 years and has been documented as a premier recreation site in Seattle in a number of historic records, including park board's annual reports, articles in the *Seattle Times* and various magazines, and photographs showing the boulevard and nearby parks packed with visitors. Even today, Lake Washington Blvd. provides more than 8 miles of peaceful, quiet, sun-dappled drives with water and mountains views and to access the recreation and cultural facilities along its length.

Eligibility under Criterion A: Transportation (1904–1963)

Lake Washington Blvd. is significant as Seattle's best example of an Olmsted-designed and recommended informal parkway and boulevard planned not for efficiency but for personal pleasure. As a pleasure drive, the boulevard expresses the key elements of Olmstedian ideals regarding boulevards and parkways. It links elements of the citywide system and provides visitors with a sequence of varied, picturesque experiences, including unparalleled water and mountain views accessible either by foot, bicycle, or car travel.

Since the construction of Lake Washington Blvd., personal travel routes have progressed from carriageways and horse paths to roadways used almost exclusively by personal automobiles—an evolution that was taking

[125] Seattle Mayor J. T. Ronald quoted in C. H. Hanford, ed., *Seattle and Environs: 1852–1924* (Seattle: Pioneer Historical Publishing Co., 1924), 498.

place as John Charles Olmsted was visiting western cities like Portland and Seattle in 1903 to advise them on integrating drives into their citywide park systems. JCO wrote in detail about parkways and boulevards in the citywide park plans, including those for Portland (1903), Seattle (1903), and Essex County, New Jersey (1915), which, due to its later date, may be considered the more mature and complete definition of Olmsted's various boulevard and parkway types.

In 1903, writing for the Portland park plan, JCO wrote about the importance of parkways and boulevards to complete citywide park systems, noting that parkways were informal pleasure drives, while boulevards were formal:

> Eastern Parkway and Ocean Parkway, in Brooklyn, are instances of liberal and complete boulevards in which there is a broad central drive devoted exclusively to pleasure driving and a narrower drive on each side intended for access to adjoining private properties as well as for ordinary street traffic and separated from the middle drive by double rows of trees with promenades between them. Drexel Boulevard, in Chicago, is another type of boulevard (more popular with real estate men) in which there are two sidewalks each with a row of trees, two broad driveways and a broad central ornamental strip. The parkway called in part Fenway, in part Riverway and in part Jamaicaway, in Boston, and Bay Ridge Parkway or Shore Drive, in Brooklyn are examples of informal parkways in which adjoining or included local scenery or distant views are more important than the decorative turf strips and shade trees.[126]

Although some parts of Lake Washington Blvd. are treated formally, no part of the roadway is grand enough or includes so many separate rows of trees as to meet the most formal definition of a boulevard, which JCO defined as a triple drive consisting of an uninterrupted central drive flanked by wide parking strips, each with two rows of trees and a walking path, and two more drives flanking the parking strips for regular traffic and residential driveways.[127] However, much of the route of Lake Washington Blvd. perfectly fits the "informal parkway" model, designed to highlight local scenery and distant views, as these are significantly more appropriate in a dramatic setting like Seattle than "decorative turf strips and shade trees." Rows of shade trees are used to dramatic effect in some locations along Lake Washington Blvd., so that even when the roadway is narrow and the native vegetation close, one can still, for instance, drive under a dramatic canopy of sycamores and elms south of Washington Park or along an uncrowded row of flowering cherries along the shoreline near Seward Park.

In 1915, JCO prepared a more detailed typology that he used to introduce his plans for Essex County, New Jersey, in which he further defines the informal parkway ideal:

> The term parkway is ordinarily used to designate a pleasure way which is not within a park but has a park-like character, which means that it has at least grass plots and trees in addition to the necessary bare, hard surfaces for traffic. Further than that, a parkway, to be really worthy of the name, ought to have the quality of luxury as compared with ordinary city streets and avenues, such as is almost sure to result from being laid out with a greater width than ordinary city streets . . . one would be amply justified in claiming that a parkway to be worthy of the name and to be obviously luxurious should be noticeably more than 100 feet wide.[128]

[126] Portland, Oregon Park Board, "Report of the Park Board, Portland, Oregon, 1903, with the Report of Messrs. Olmsted Bros, Landscape Architects, Outlining a System of Parkways, Boulevards, and Parks for the City of Portland," 1903, 17, https://www.portlandoregon.gov/shared/cfm/image.cfm?id=93560.
[127] JCO, "Report of Olmsted Brothers on a Proposed Parkway System for Essex County, New Jersey," 1915, 4–7, http://babel.hathitrust.org/cgi/pt?id=mdp.39015063989050;view=1up;seq=5.
[128] JCO, "Essex County, New Jersey," 1.

This was clearly JCO's intent in Seattle, where the parkway includes wide planting strips in some locations or "borrows" the vegetation of associated parks in others. However, JCO defined his terms, claiming that, in general, "the formal boulevard is more appropriate amidst distinctly citified conditions, while the informal or landscape parkway is decidedly more pleasing and appropriate amidst suburban or rural surroundings, where it is often feasible to preserve beautiful groves, brooks, ponds, or other picturesque landscape features."[129]

JCO further defined the informal pleasure drive as "curvilinear pleasure traffic routes, especially such as include or adjoin pleasing natural landscape features."[130] He recommended them as being more pleasurable—for the cost—than formal boulevards: "in fact, they frequently serve more or less completely as local parks."[131] JCO clearly preferred these informal parkways, noting that laying them out on curving lines "enabled the designer to appropriately and gracefully adjust them to topographical and property conditions better than can be done in the case of formal and mainly straight boulevards, thus creating a valuable element of beauty and securing economy of grading, and at the same time leaving the adjoining real estate less damaged by excessive cuts and fills, when the parkway passes through sloping or rolling land."[132]

Although parts of Lake Washington Blvd. include formal rows of street trees, informal landscape planting strips dominate and provide the most intimate experience of Seattle's unique topography and its enviable position along Lake Washington and in sight of the Cascade Mountains and Mount Rainier.

Eligibility under Criterion C: Landscape Architecture (1904–1920)

Lake Washington Blvd. is significant under NRHP Criterion C as a designed historic landscape and the work of masters, specifically JCO and Samuel C. Lancaster. It is further associated with a significant trend in landscape architecture, that of city-wide planning incorporating designed boulevards and parkways within park systems.

JCO was heir to Frederick Law Olmsted Sr. and senior partner of Olmsted Brothers when he was invited to Seattle in 1903. He had apprenticed under his father beginning in 1875, had contributed to some of the firm's most significant projects, including the World's Columbian Exposition in 1893, and had designed for park systems in Boston, Louisville, and Rochester.[133] In the Northwest, he would design citywide park systems for Spokane, Portland, and Seattle. In Seattle, his vision was well realized as the City worked to construct JCO's complete citywide plan and continues that work today. JCO is Seattle's principal park designer, and the boulevard one of his most enduring masterpieces.

JCO first defined the future Lake Washington Blvd. in a 1903 report to the Seattle Board of Park Commissioners. In that document, JCO laid out his recommendations for land acquisitions, boulevard widths, associated walking paths, and roadside treatments, noting the beauty of the natural vegetation and recommending the preservation of significant trees, views, and forested ravines. Other elements of the boulevard, including framed views and movement between diverse landscapes (including close, dense, forested ravines and wide, open shorelines), provided contrasting inward- and outward-looking experiences of Seattle's native topography, incorporating distant views. Within parks, including Colman, Frink, and Lakeview, JCO's recommendations preserved the beauty of the ravines with twisting roadways, unfinished edges, few amenities, and an ability to frame dramatic views of upcoming turns, allowing the visitor to be drawn through the landscape. These recommendations not only helped Seattle envision its future boulevard but also inspired Seattle's park commissioners to begin the work of constructing it to these specifications. Because Olmsted was preparing plans for the AYP Exposition while the boulevard was under construction, he followed its

[129] JCO, "Essex County, New Jersey," 4.
[130] JCO, "Essex County, New Jersey," 7.
[131] JCO, "Essex County, New Jersey," 8.
[132] JCO, "Essex County, New Jersey," 8.
[133] David B. Williams, "A Brief History of Seattle's Olmsted Legacy," Friends of Seattle Olmsted Parks, accessed April 4, 2016, http://www.seattle.gov/friendsofolmstedparks/FSOP/history.htm.

progress and remained connected to the project, considering the boulevard an extension of one of his greatest achievements, the plan for the AYP. As such, Lake Washington Blvd. is an excellent example of a roadway built to JCO's specifications.

With JCO's recommendations in hand, it appears from Park Board minutes, that Lake Washington Blvd. was constructed primarily by City staff under Park Superintendent John W. Thompson and Chief Engineer Reginald H. Thomson. Thomson was an influential figure who was responsible for major planning and development projects throughout Seattle, including the many regrades that reshaped the city's topography, its water and sewer systems, and the designing and paving of many of its roadways. Thomson was even involved in the original design of the city's early bike paths, which guided the route of Lake Washington Blvd. If city staff undertook the roadwork for the boulevard, some of the key features, including ornamental bridges and overpasses, appear to be the work of one of the Northwest's premier picturesque roadway designers, Samuel C. Lancaster, in association with Thomson. Although JCO would later critique the boulevard and make further recommendations, the boulevard followed his primary guidelines, and continues to be a work of exceptional artistic value today.

Engineer and roadway designer Lancaster spent only a year or two in Seattle as the consulting engineer to the Seattle Board of Park Commissioners. In 1908, Hill took Lancaster to Europe for the first International Road Congress. The pair stayed to study roadbuilding techniques in Western Europe. Hill then found the job for Lancaster in Seattle, where Lancaster worked closely with the park board to implement Olmsted's recommendations for Lake Washington Blvd. Hill then provided space on his own lands at Maryhill on the Washington side of the Columbia River Gorge for Lancaster to perform road-paving experiments. Lancaster was later invited to design the scenic Columbia River Highway along the Columbia River Gorge, a roadway that became a popular pleasure drive and is today a National Historic Landmark. As noted by historian Cheri Dohnal:

> Lancaster and the other designers on his team fastidiously held to a set of very strict standards for ease of driving, safety, and scenic considerations. Their design emulated European road-building techniques while maintaining complete respect for natural surroundings specific to the Columbia River Gorge. The road was to have no grade that exceeded five percent, a turn radius of 100 feet was calculated into every curve, reinforced concrete was used in every bridge, and matching masonry guard rails, guard walls, and retaining walls would be used throughout the project. Lancaster successfully created a stretch of highway that had natural beauty that blended into its surroundings without disrupting them.[134]

Although Dohnal was discussing the Columbia River Highway, for which Lancaster has been praised, some of the techniques she mentions echoed his work and JCO's plans for Lake Washington Blvd. Like the Columbia River Highway, Lake Washington Blvd. followed hairpin turns and navigated steep grades along Seattle ravines. It was constructed with reinforced concrete bridges, overpasses, and retaining walls and maintained traveler safety along curves with clear sightlines and a widened roadway, as JCO recommended. Most important, it was designed with complete respect for its surroundings. If Lancaster was indeed tutored by both JCO and Thomson, two of the most prominent designers who worked to shape the present plan of Seattle, then his work in Seattle is likely partly responsible for his inspired design of the Columbia River Highway. Today, Lake Washington Blvd. remains a model for boulevard building throughout the northwest, and one that continues to express Olmsted's ideals of roadway design.

[134] Cheri Dohnal, *Columbia River Gorge: Natural Treasure on the Old Oregon Trail* (Mount Pleasant, SC: Arcadia Publishing, 2003): 122.

Conclusion

By following many of Olmsted's design specifications, the City constructed a boulevard that provides a consistent and sequential experience for the visitor, but careful planning and construction do not wholly explain the character of Lake Washington Blvd. and its ability to charm the user. Over the past 110 years, the boulevard has retained its ability to take the visitor out of the city and introduce what appears to be a series of protected, natural landscapes on the edge of a thriving metropolis. Like his father before him, JCO designed experiences in such structures as Lake Washington Blvd., whose users for over a century have experienced a pleasure drive that works on the subconscious, providing respite from the city while being an essential and naturalistic part of it. Lake Washington Blvd. remains, through the work of JCO, Thomson, and Lancaster, a work of mastery and aesthetic beauty. As such, it meets the eligibility requirements both as a historic district and as a significant designed historic landscape. Designed historic landscapes are not only aesthetic jewels but also records of trends and events in landscape architecture. Lake Washington Blvd. is one of a small number of successfully completed boulevards that meet the Olmstedian ideal in that they connect a string of parks or park experiences; provide for aesthetic experiences in the close, middle, and far distances; incorporate the borrowed landscape—in this case, surrounding water and mountain views—and celebrate the unique topography and flora of a place. Furthermore, Lake Washington Blvd. incorporates, in its park surroundings, the Olmstedian ideal of parkways, featuring mature and varied growth in the native creepers and ferns of the lush understory and also in the majestic allées of flowering fruit trees or towering maples and oaks.

The boulevard is also a record of landscape architecture as practiced during the City Beautiful movement in Seattle. The result of considerable public efforts in city planning, budgeting, and engineering, Lake Washington Blvd. was one of the first boulevards to emerge in Seattle as an example of a pleasure drive that could rescue the weary city dweller from the noisy confines of urban life and release him or her into a carefully designed but authentic natural landscape that linked some of the city's finest parks. As such, the boulevard was designed as an ideal urban experience of natural beauty. As the public boulevard transitioned from horses and streetcars to the personal vehicle, it also remained an artifact of an earlier era, one that predated the speed with which we presently travel. It was designed to be savored slowly but continues to function even at modern speeds. Remarkably, the present appearance and function of the landscape is nearly identical to its historic design intent, with open views transitioning to enclosing drives. While other boulevards and parkways exist throughout Seattle that benefited from the Olmsted influence, the Lake Washington Boulevard Historic District is a particularly fine example of its type and an excellent representative of the Olmsted legacy in Seattle.

9. Major Bibliographical References

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HistoryLink.org
Library of Congress, Washington, DC
National Association for Olmsted Parks, Washington, DC
Olmsted Archives, Fairsted, Frederick Law Olmsted National Historic Site, Brookline, Massachusetts
Seattle Municipal Archives, Seattle, Washington
Seattle Public Library, Seattle, Washington
Sherwood Park History Files, Seattle Parks and Recreation, Seattle, Washington
University of Washington, Special Collections, Seattle, Washington
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Lake Washington Boulevard
Name of Property

King County, Washington
County and State

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property 166.6 (appx. 8 miles)
(Do not include previously listed resource acreage.)

UTM References ____NAD 1927 or X NAD 1983

UTM References for northern and southern boundaries of Lake Washington Boulevard:

Point Number	North	East
1a: Northern Terminus	552284 m E	5276970 m N
1b: Southern Terminus	555842 m E	5266510 m N

Verbal Boundary Description (Describe the boundaries of the property.)

Lake Washington Blvd. begins at its intersection with Montlake Blvd. on the north and runs south to the intersection with S Juneau St. at Seward Park. The boundary for the historic district includes the linear resource of Lake Washington Boulevard and its width as defined by GIS information provided by the City of Seattle's Parks Department, with exceptions. In accordance with the City of Seattle's boundary for Lake Washington Boulevard, the linear resource changes widths along its approximately 8-mile-long route, encompassing both the roadway and planted borders and, in some sections, the lakeshore located adjacent to the boulevard. When the roadway runs through independently named and maintained parks, the historic district boundary narrows to only the width of the roadway, excluding the boundaries of the named parks (which may be eligible under this MPD or other NRHP criteria but are not included as part of this nomination). One other exception to the City's GIS-defined boundary occurs at the shoreline south of Madrona Park, where the historic district boundary widens to the shoreline (exclusive of the seawall).

Boundary Justification (Explain why the boundaries were selected.)

The Lake Washington Blvd. endpoint boundaries are based on the north and south termination points of the named resource. The east/west boundaries of the Lake Washington Blvd. include the roadway and associated planting strips along its length. As the boulevard was constructed both in pieces and in association with a number of parks and privately owned parcels (all of which have their own independent development histories), the district's boundaries expand and contract outside of the roadway and its parallel plantings at various points along its length for different reasons, including but not limited to property ownership. For example, within named, official City parks, the boundaries typically include only the road and planting strips (the parks may be eligible for future listing on their own merits but are not considered part of the Lake Washington Blvd. per se). In some cases, though, stretches of City-owned shoreline (some within a named City park and some not) between the roadway and the waterline are included within the boundary because they encapsulate the spirit of the boulevard's design and conception, which was to encompass views of the lake and the mountains beyond.

Lake Washington Boulevard
Name of Property

King County, Washington
County and State

11. Form Prepared By

name/title Chrisanne Beckner, MS and Natalie K. Perrin, MS (Edited by DAHP Staff)

organization Historical Research Associates, Inc. (HRA) date January 30, 2017

street & number 1904 Third Ave., Suite 240 telephone 206.343.0226

city or town Seattle state WA zip code 98101

e-mail cbeckner@hrassoc.com; nperrin@hrassoc.com

Additional Documentation

Submit the following items with the completed form:

- **Regional Location Map: See** Map Continuation Sheet
- **Local Location Map: See** Map Continuation Sheet
- **Photo Location Map: See** Map Continuation Sheet

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

See photo continuation sheet.

Property Owner: (Complete this item at the request of the SHPO or FPO.)

name City of Seattle – CO: Dept. of Transportation

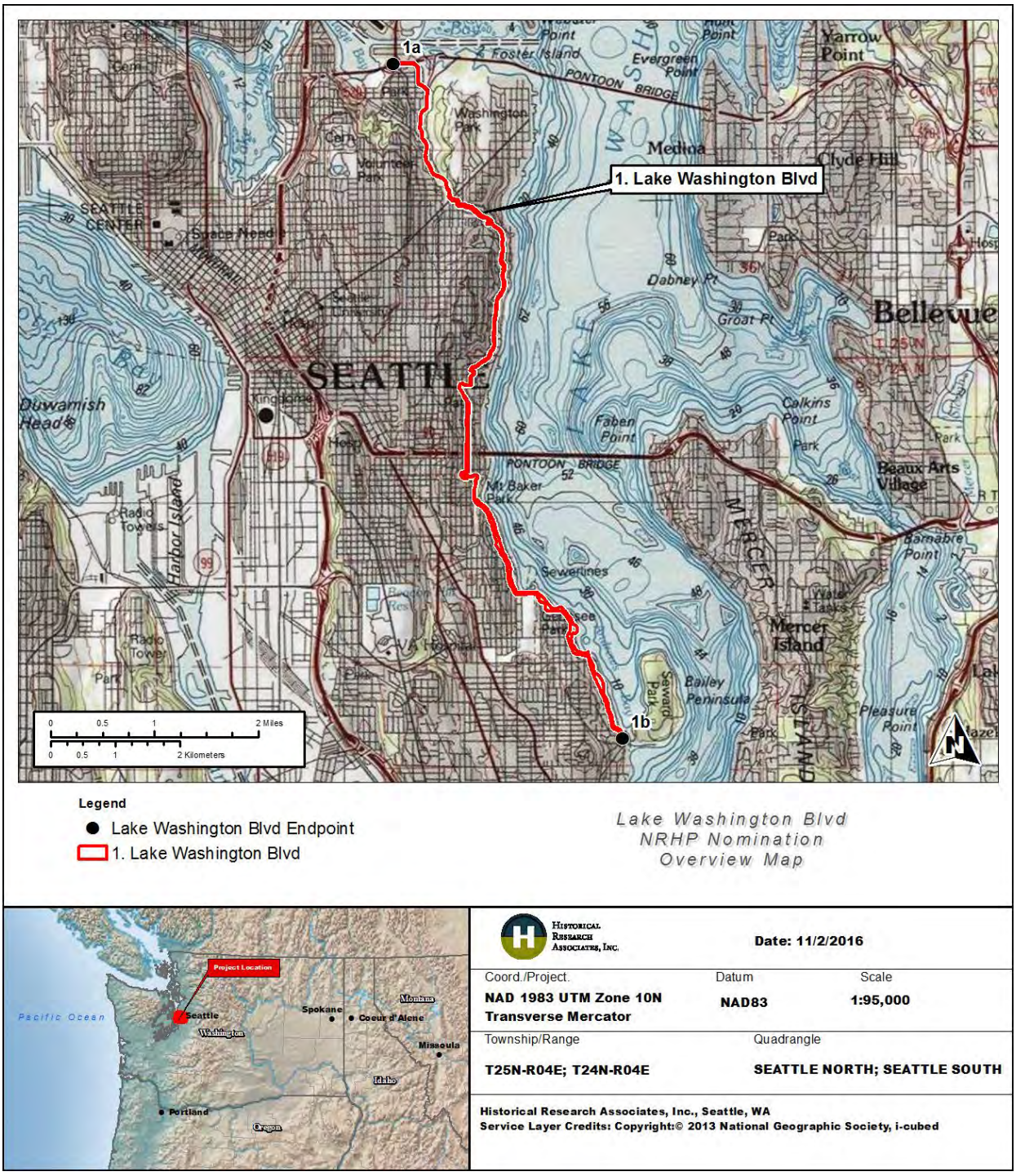
street & number PO Box 34996, 700 Fifth Ave., Suite 3800 telephone (206) 684-6723

city or town Seattle state WA zip code 98124-4996

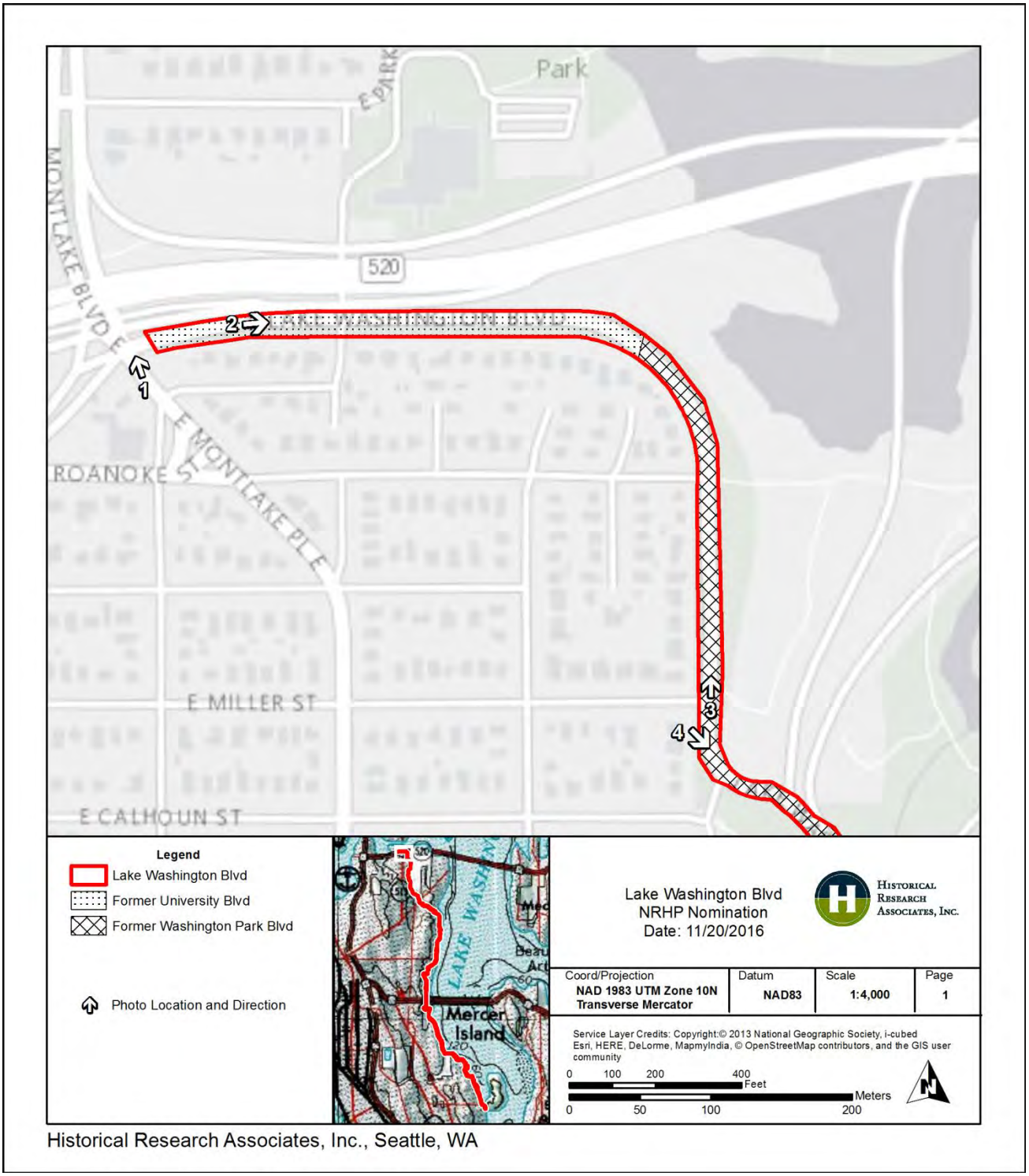
name Seattle Parks & Recreation – Jesus Aguirre Superintendent

street & number 100 Dexter Ave N telephone (206) – 684-4075

city or town Seattle state WA zip code 98109



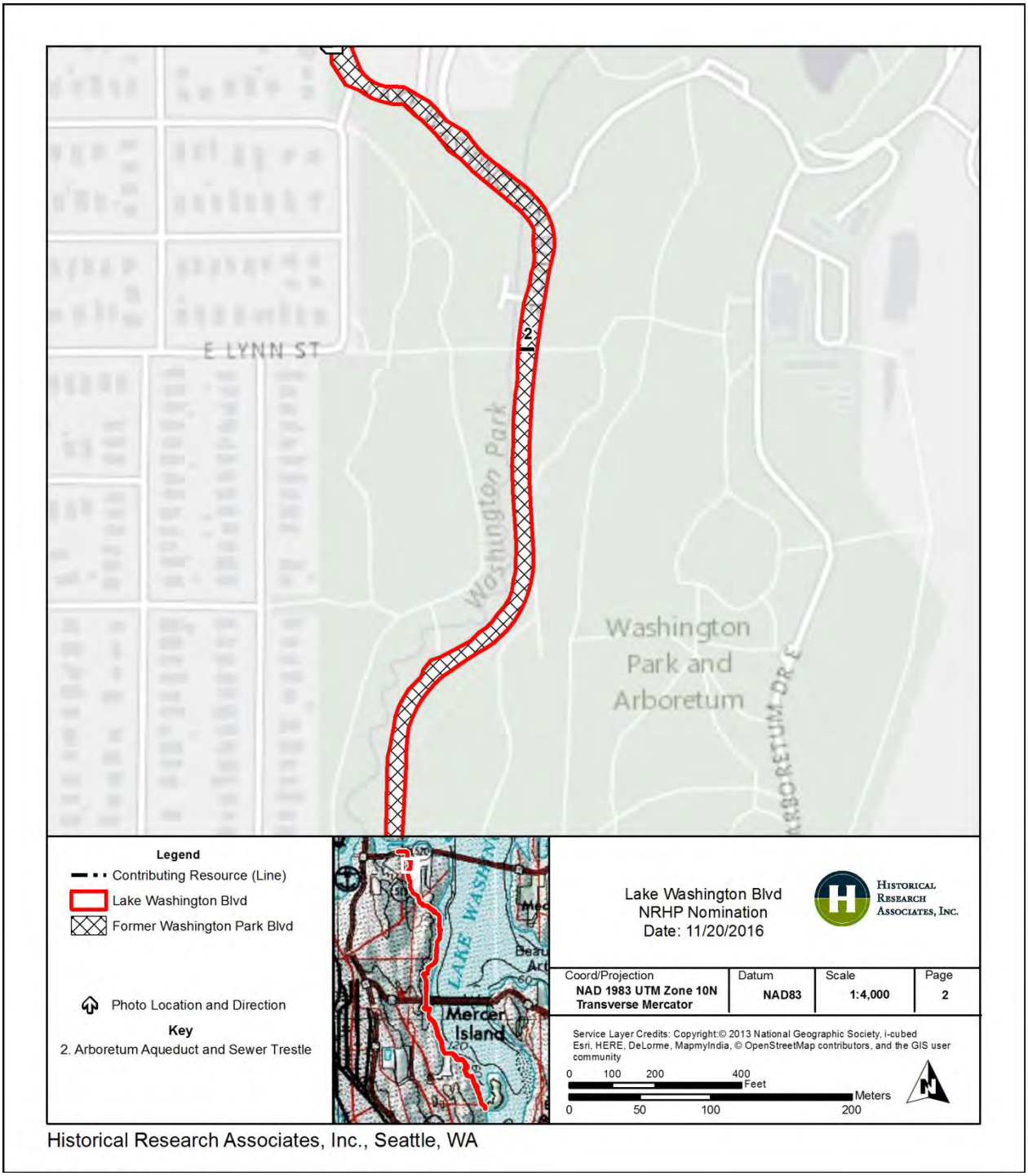
Lake Washington Boulevard Overview Map.



Historical Research Associates, Inc., Seattle, WA

Map 1. Lake Washington Boulevard with arrows corresponding to photos found in the Photo Continuation Sheet below.

Maps Continuation Sheet



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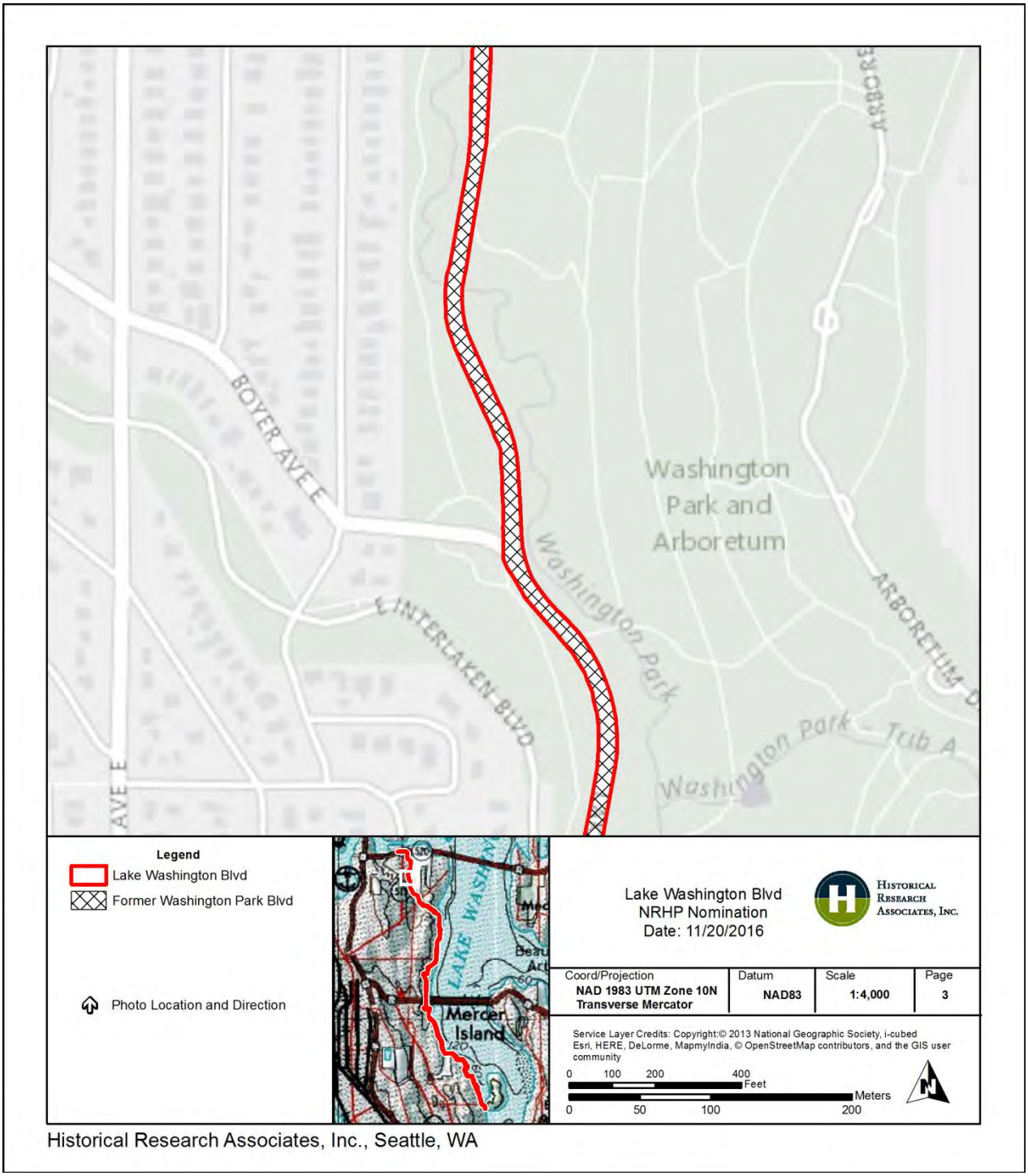

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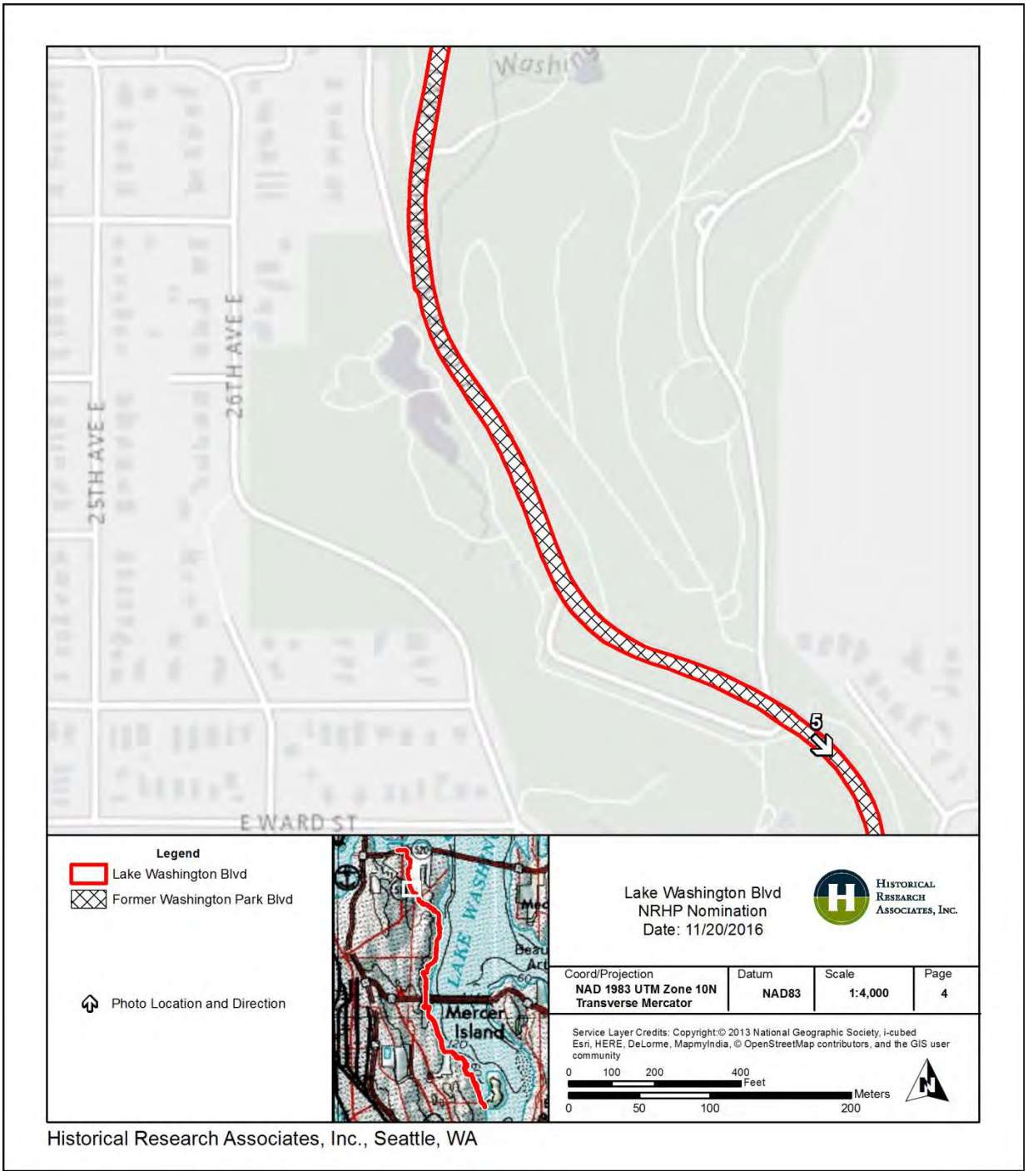

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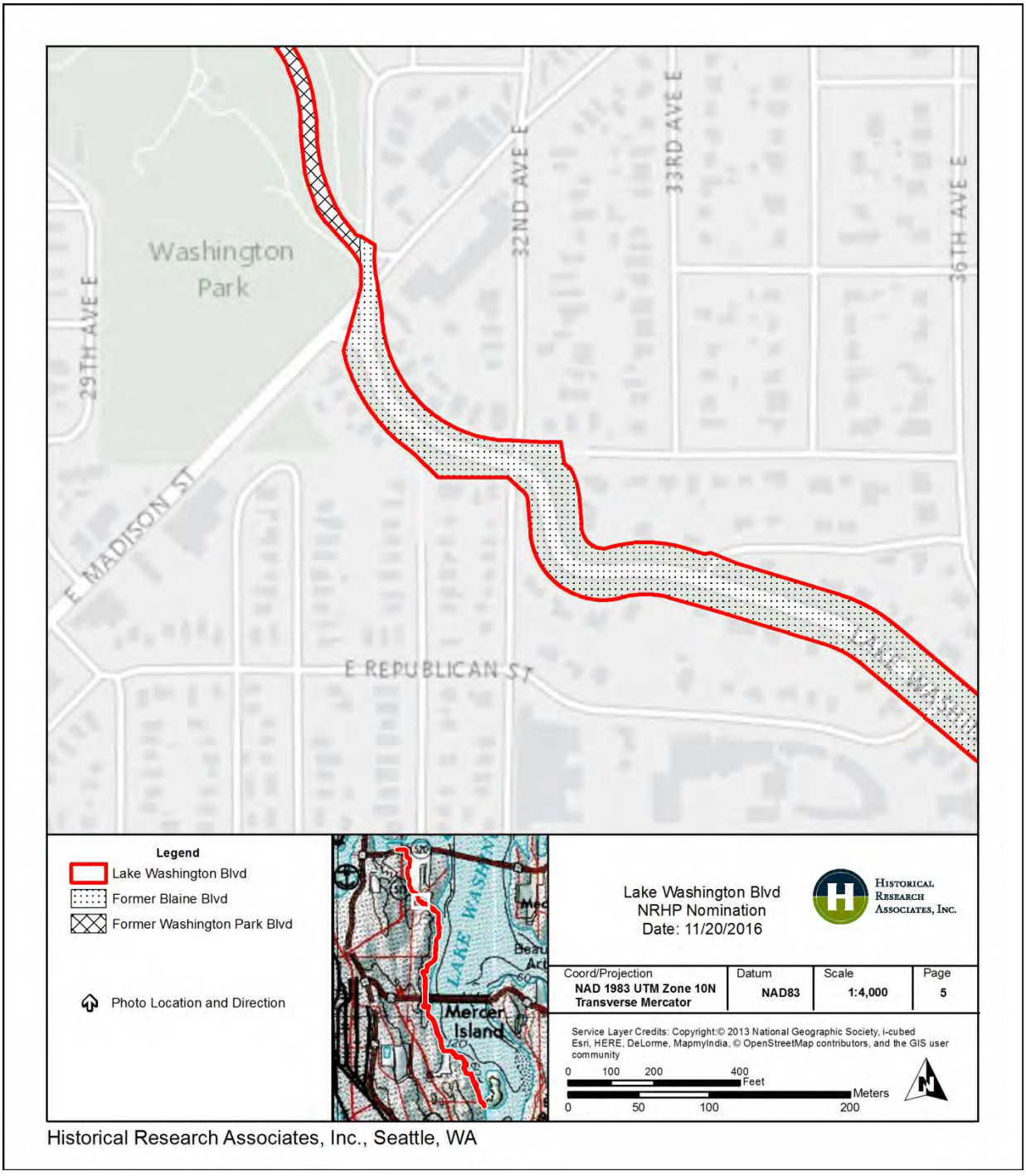

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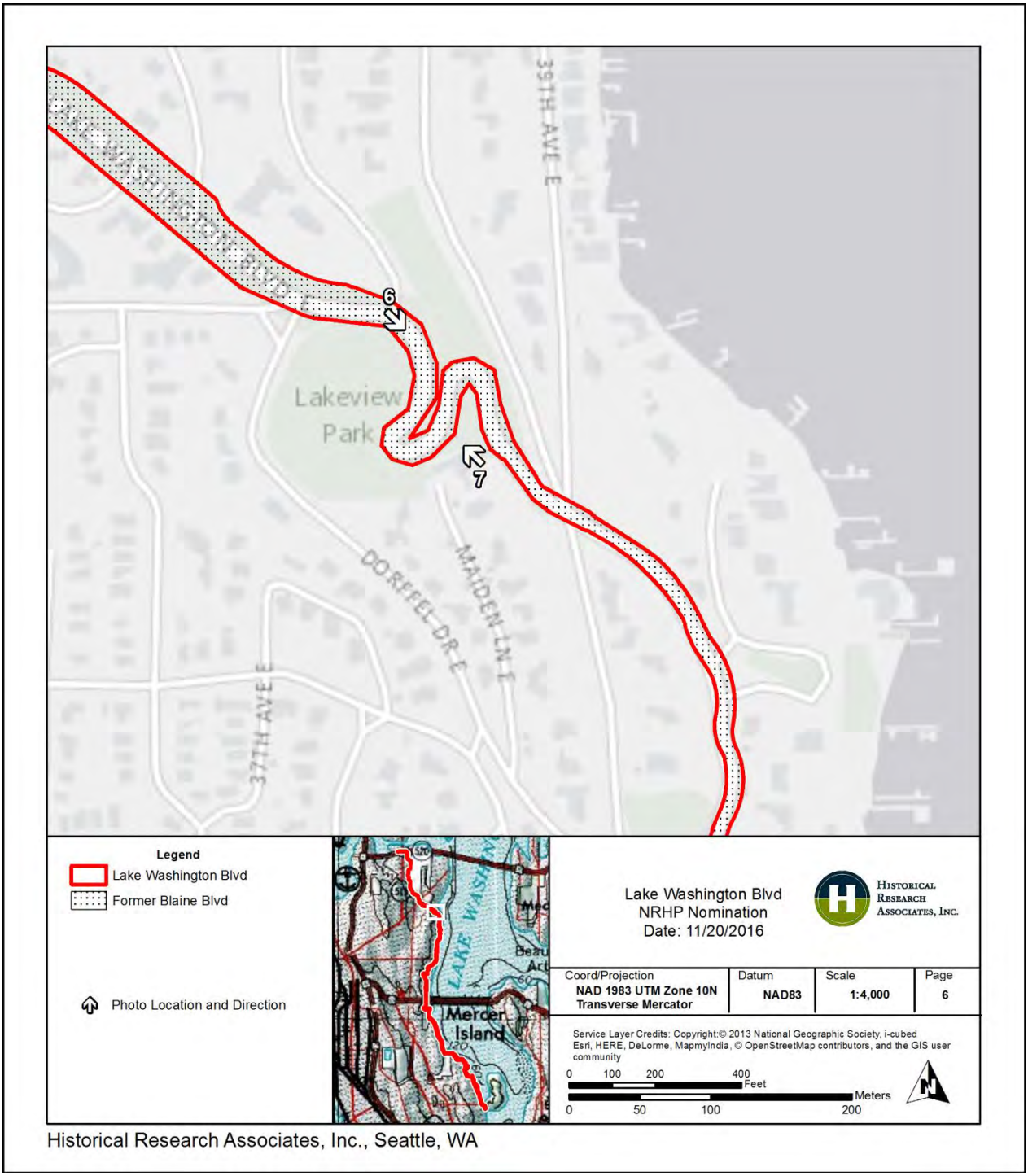

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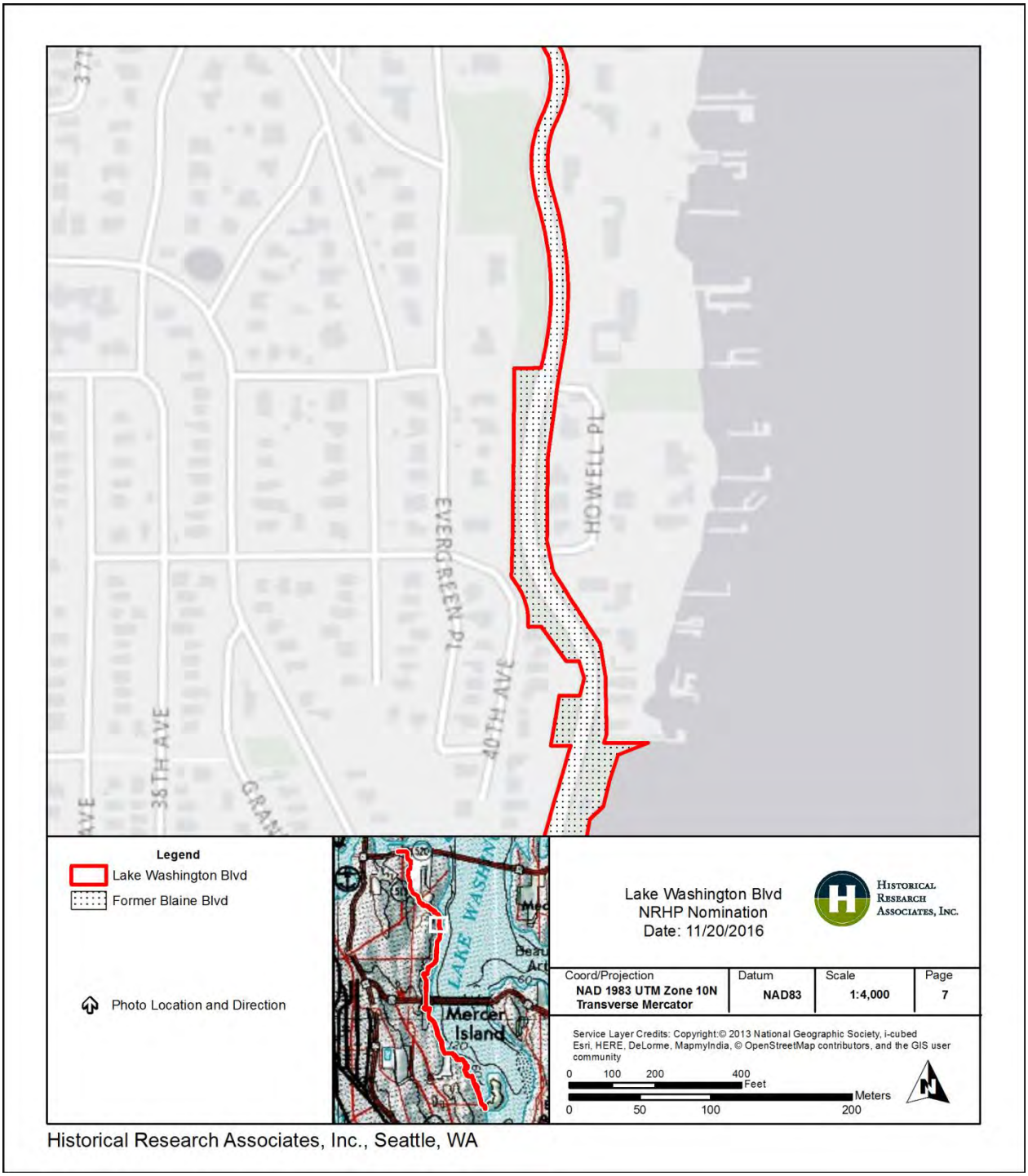

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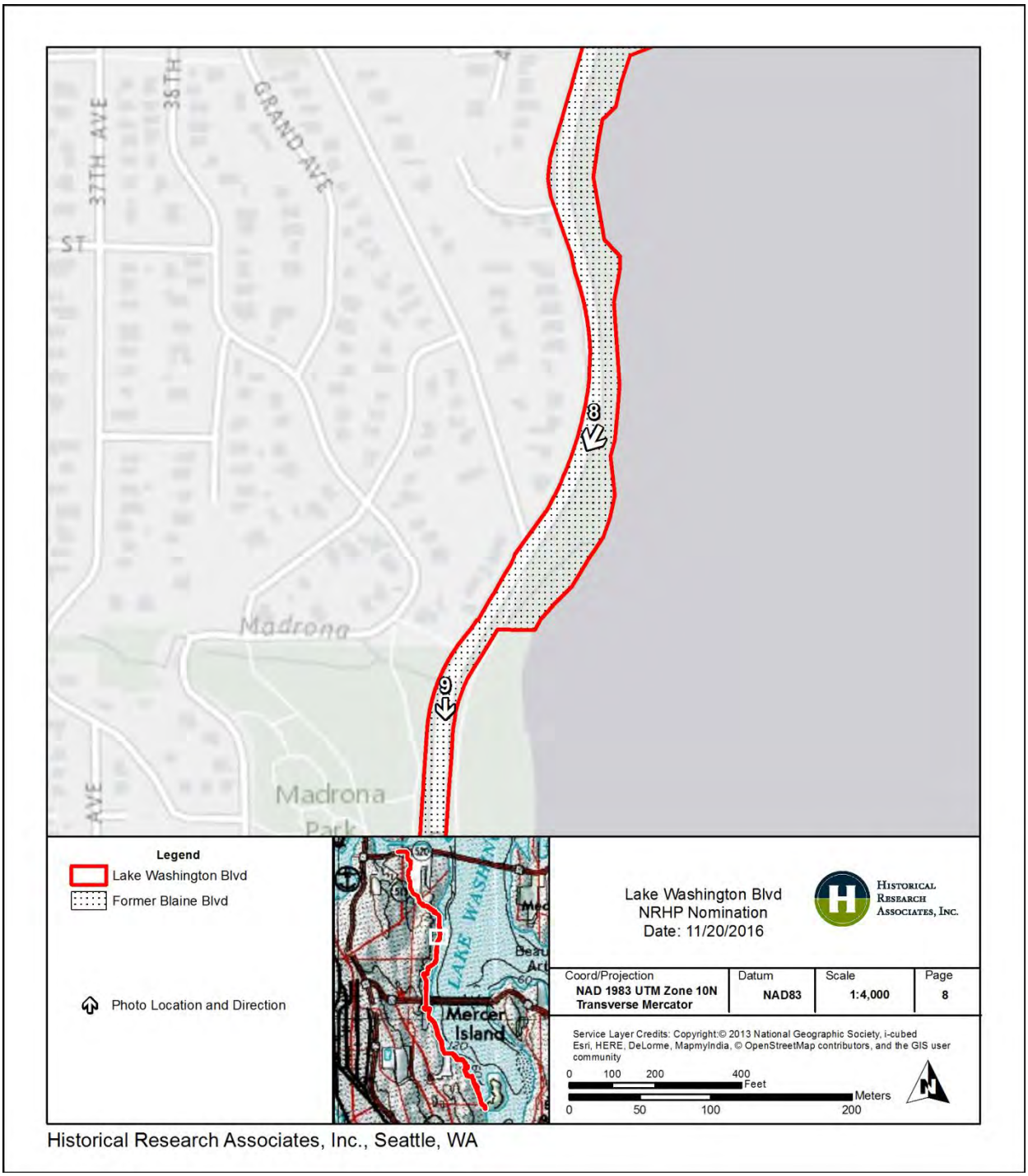

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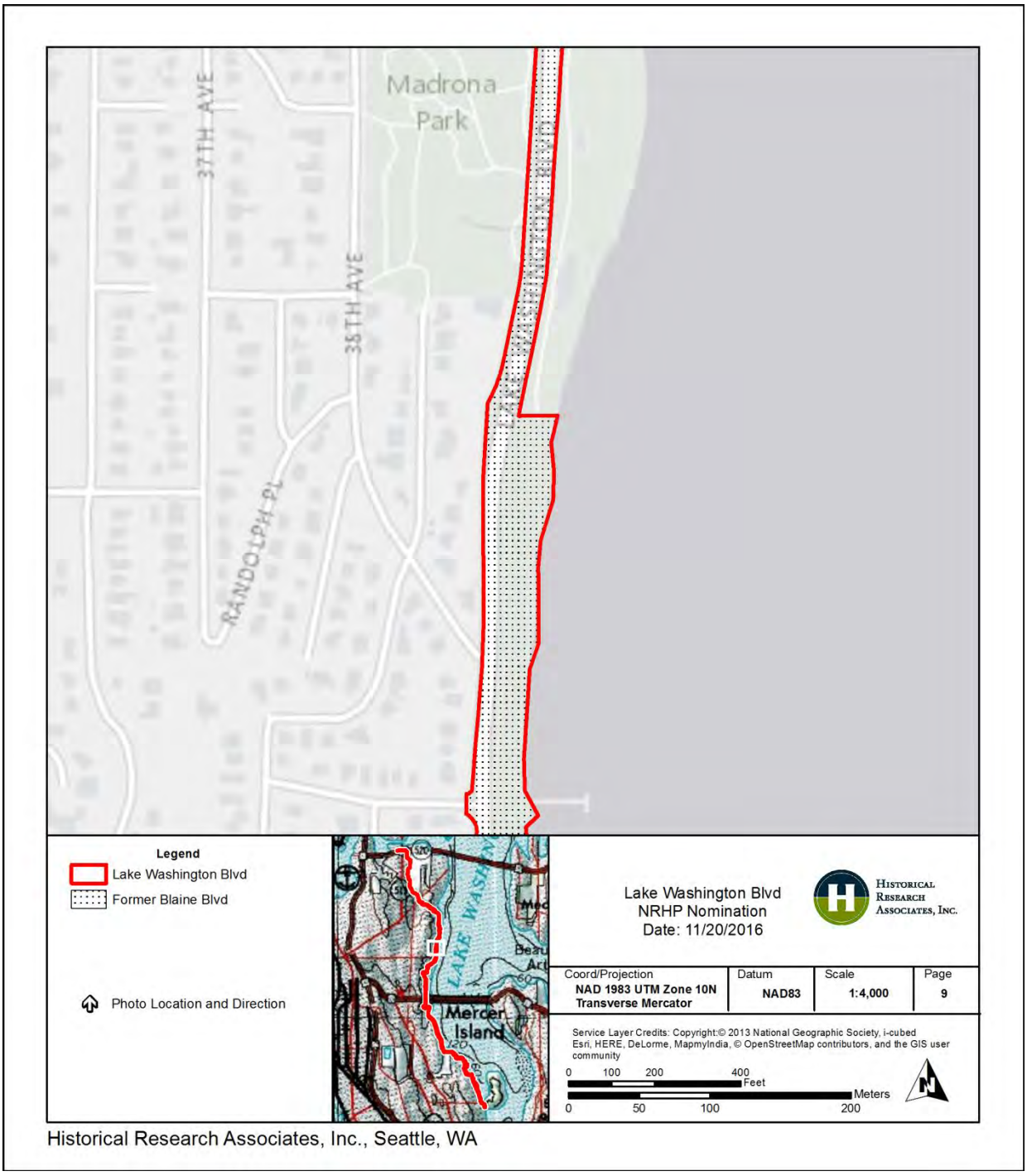

Map 9. Lake Washington Boulevard.

Maps Continuation Sheet

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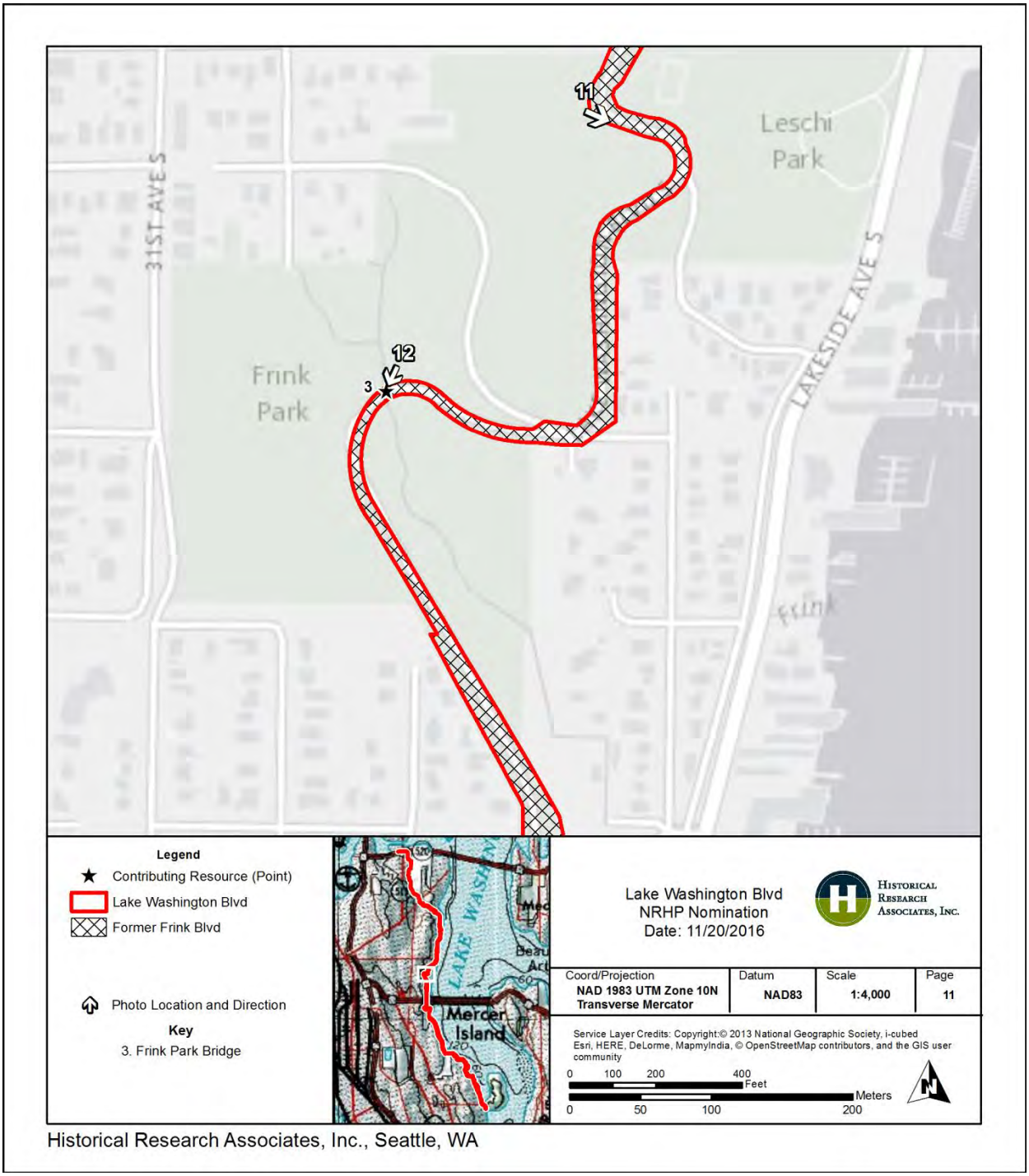

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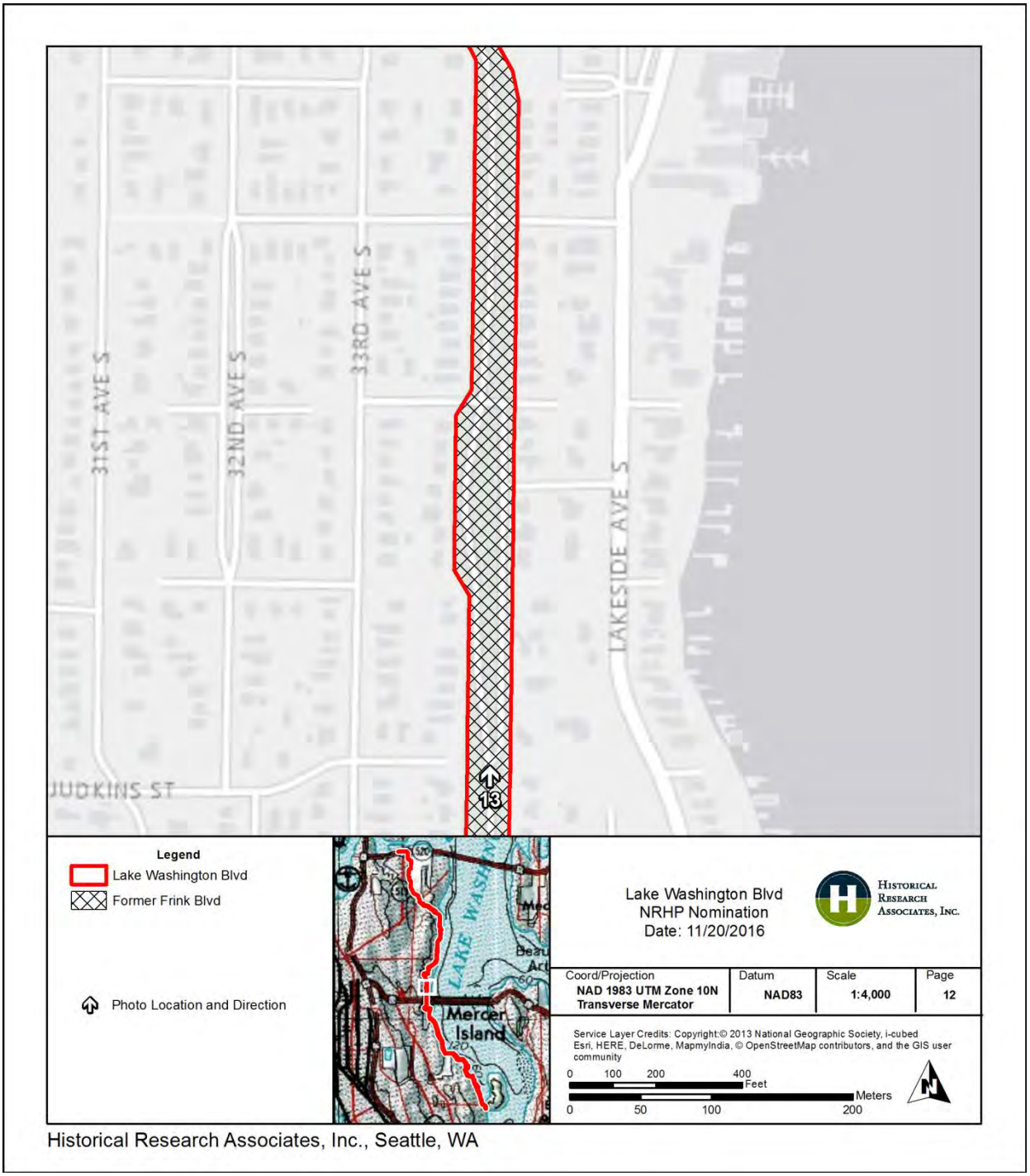

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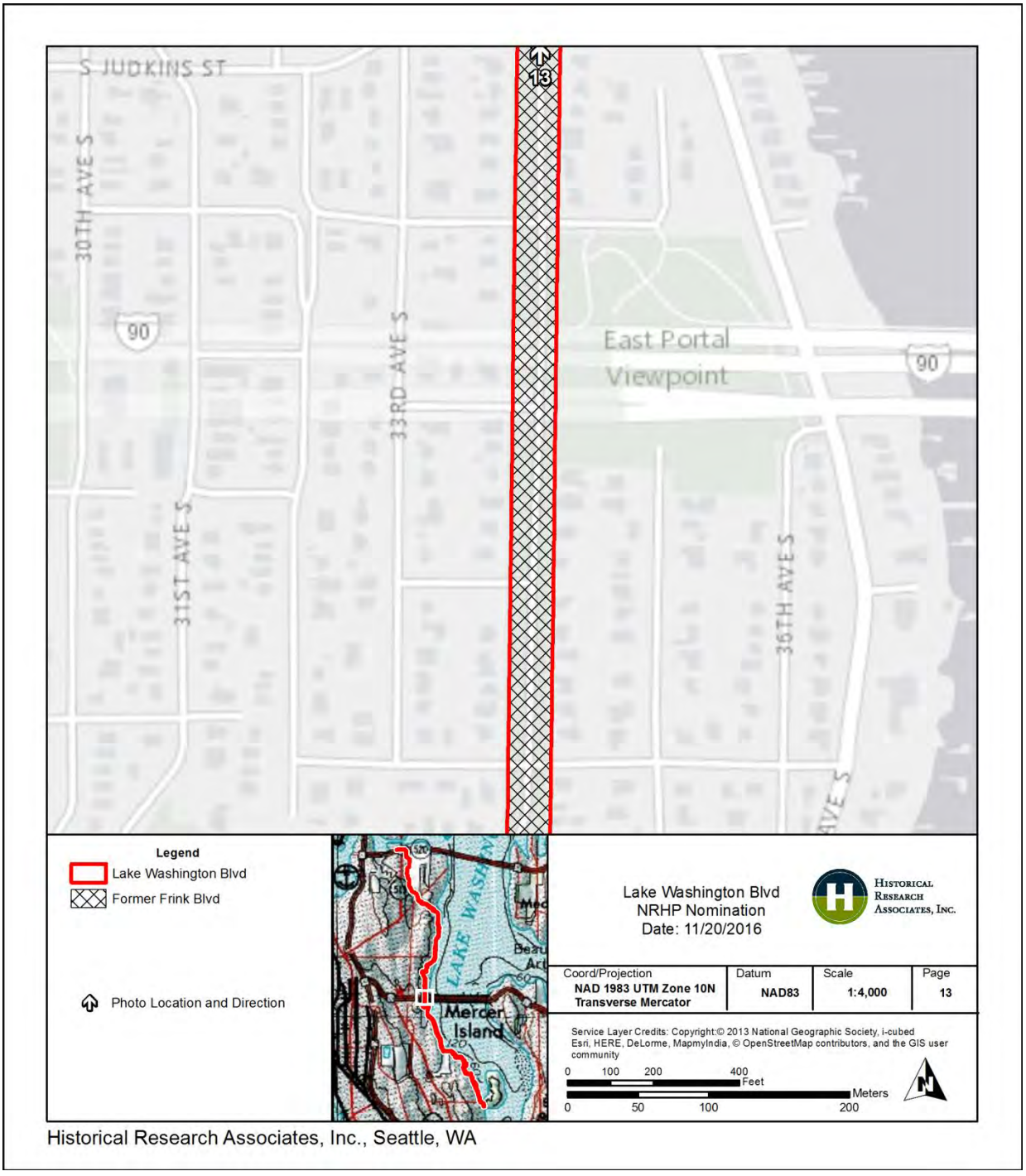

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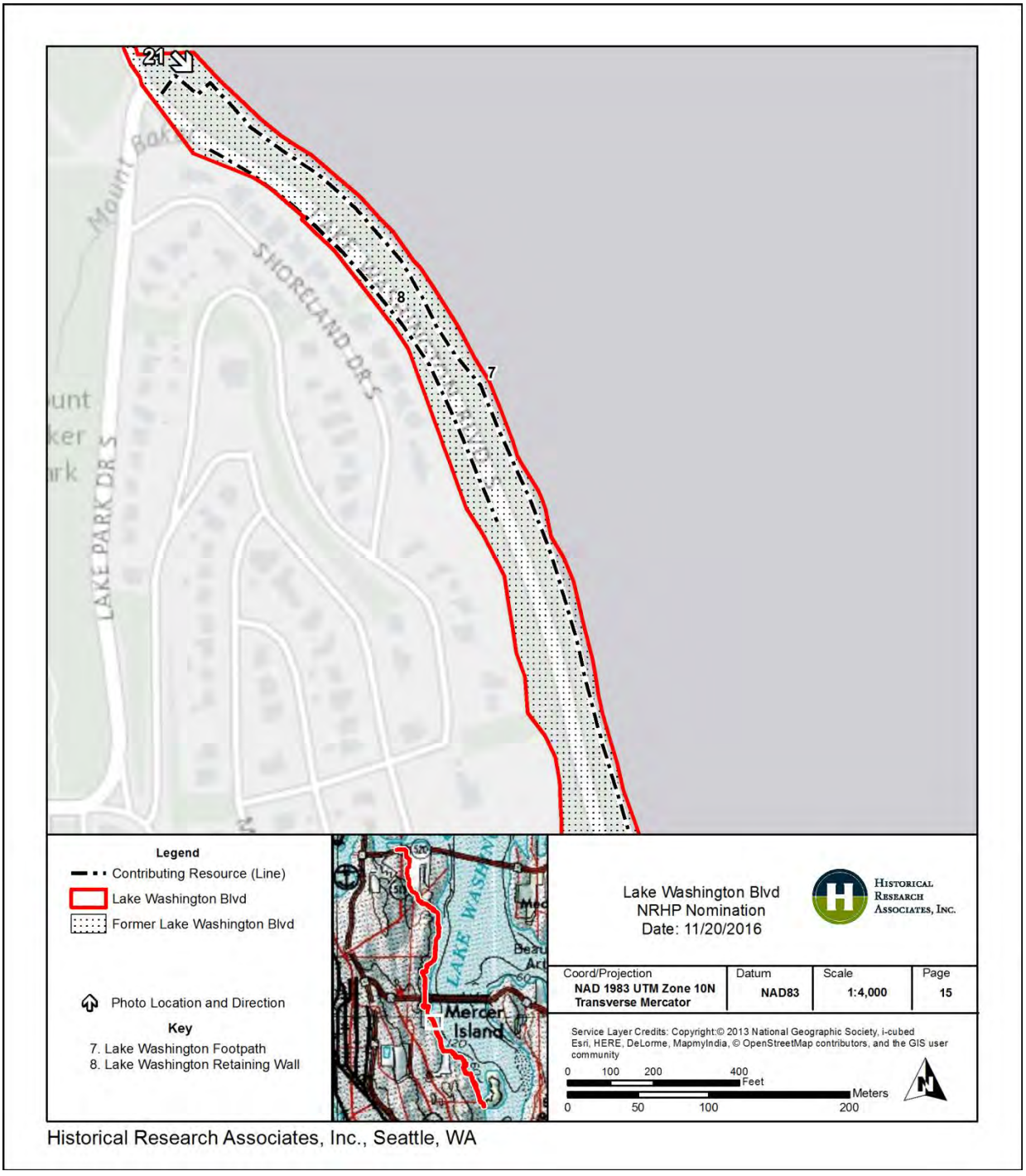

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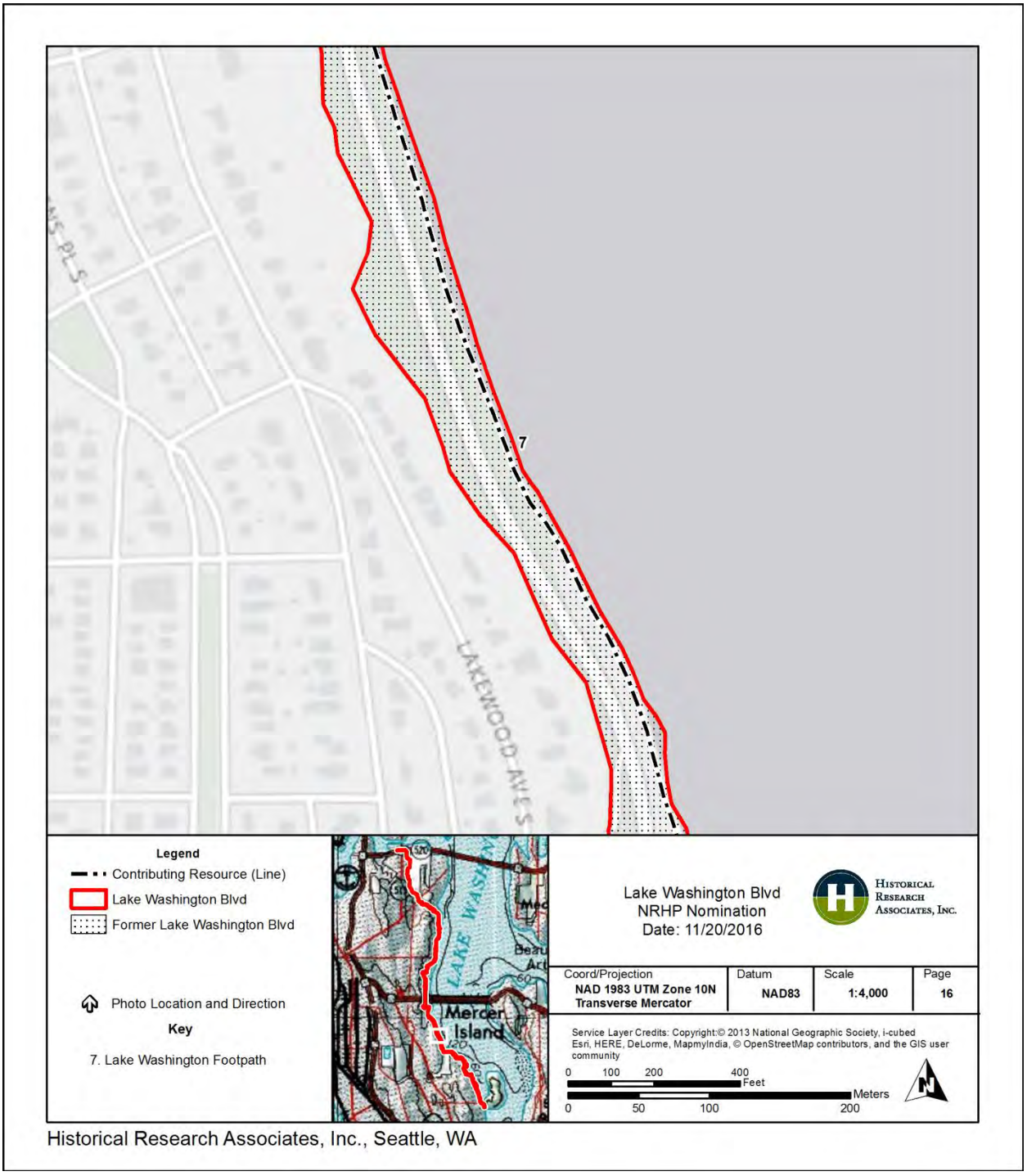

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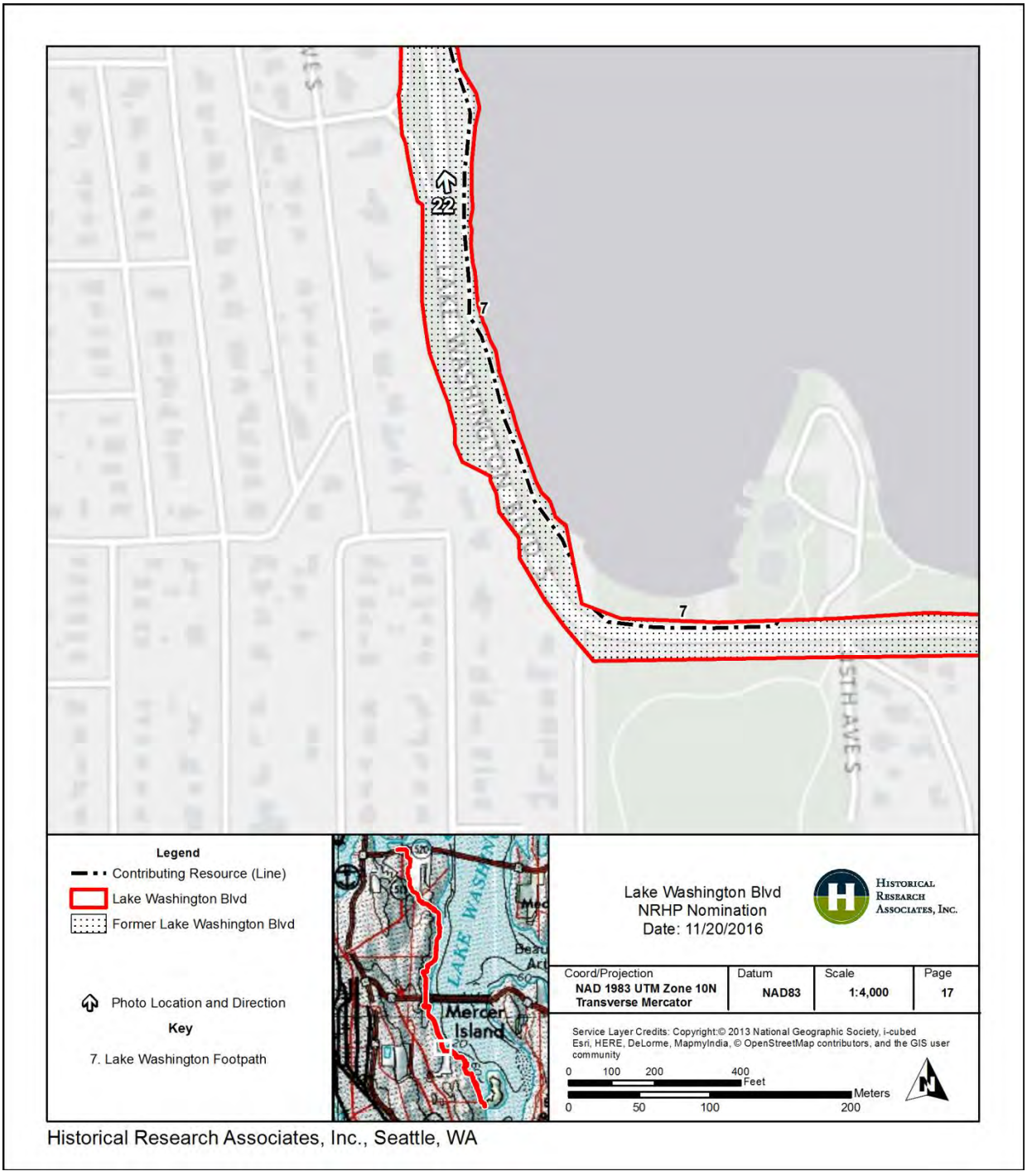

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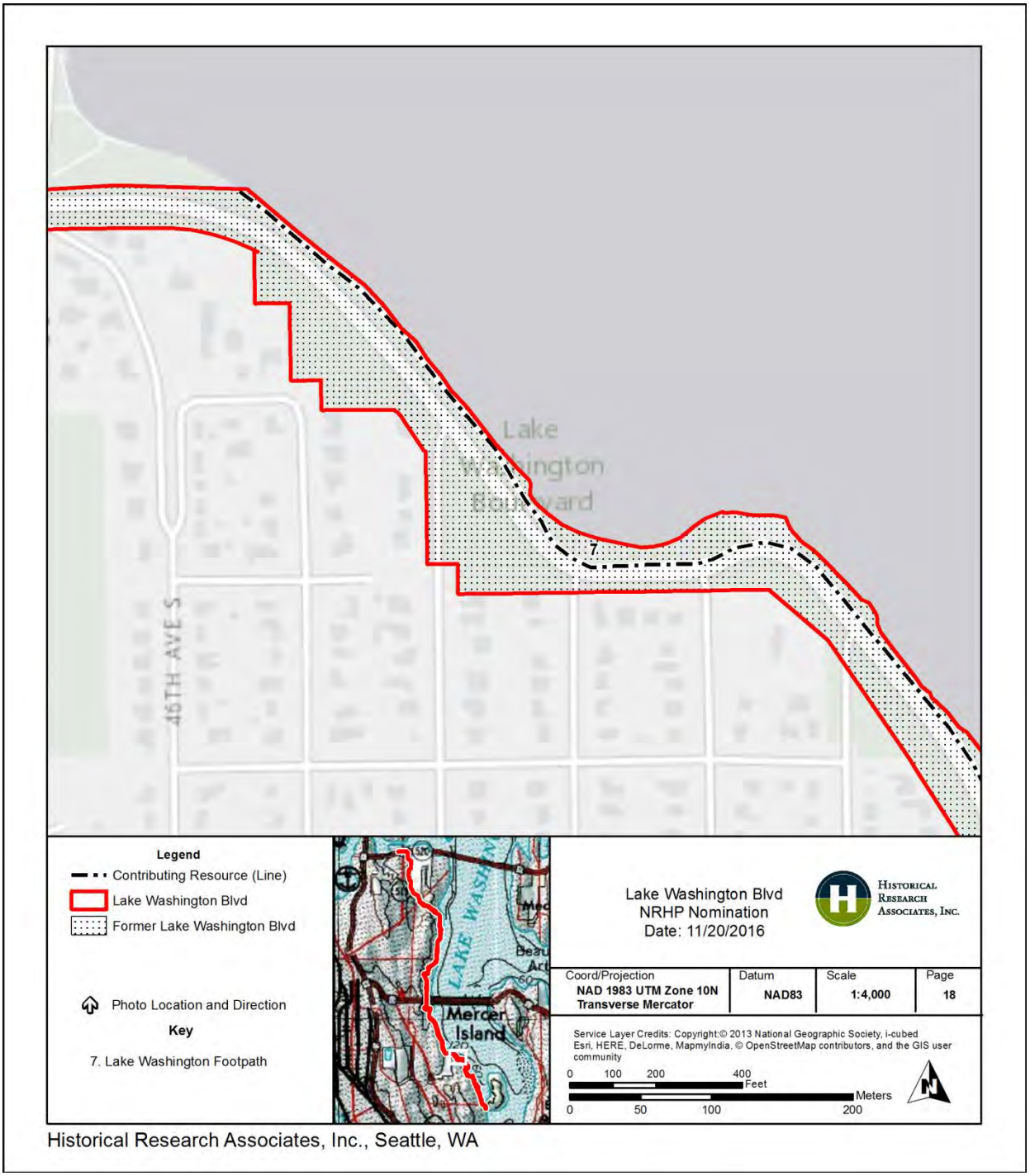

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Map 18. Lake Washington Boulevard.

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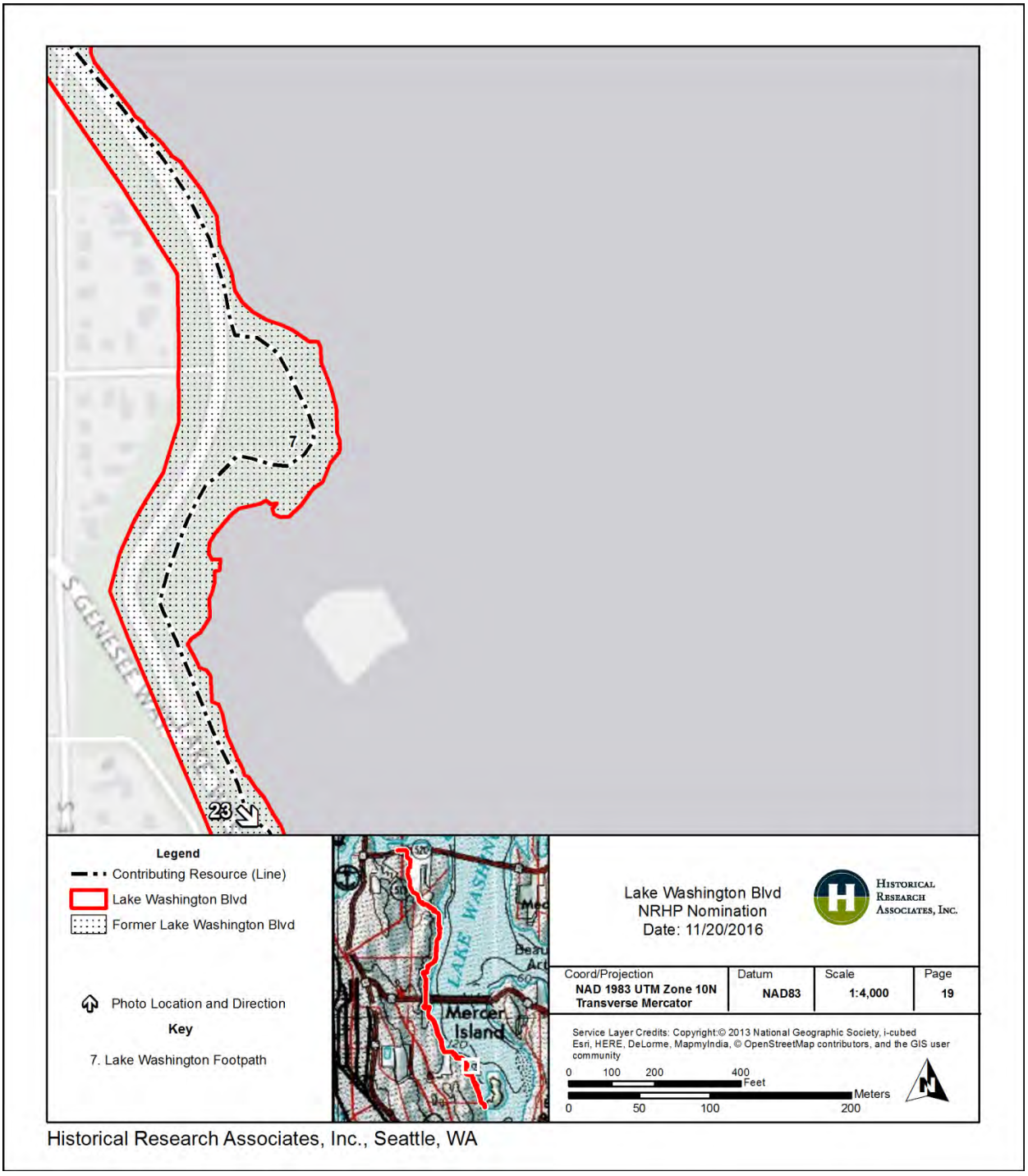

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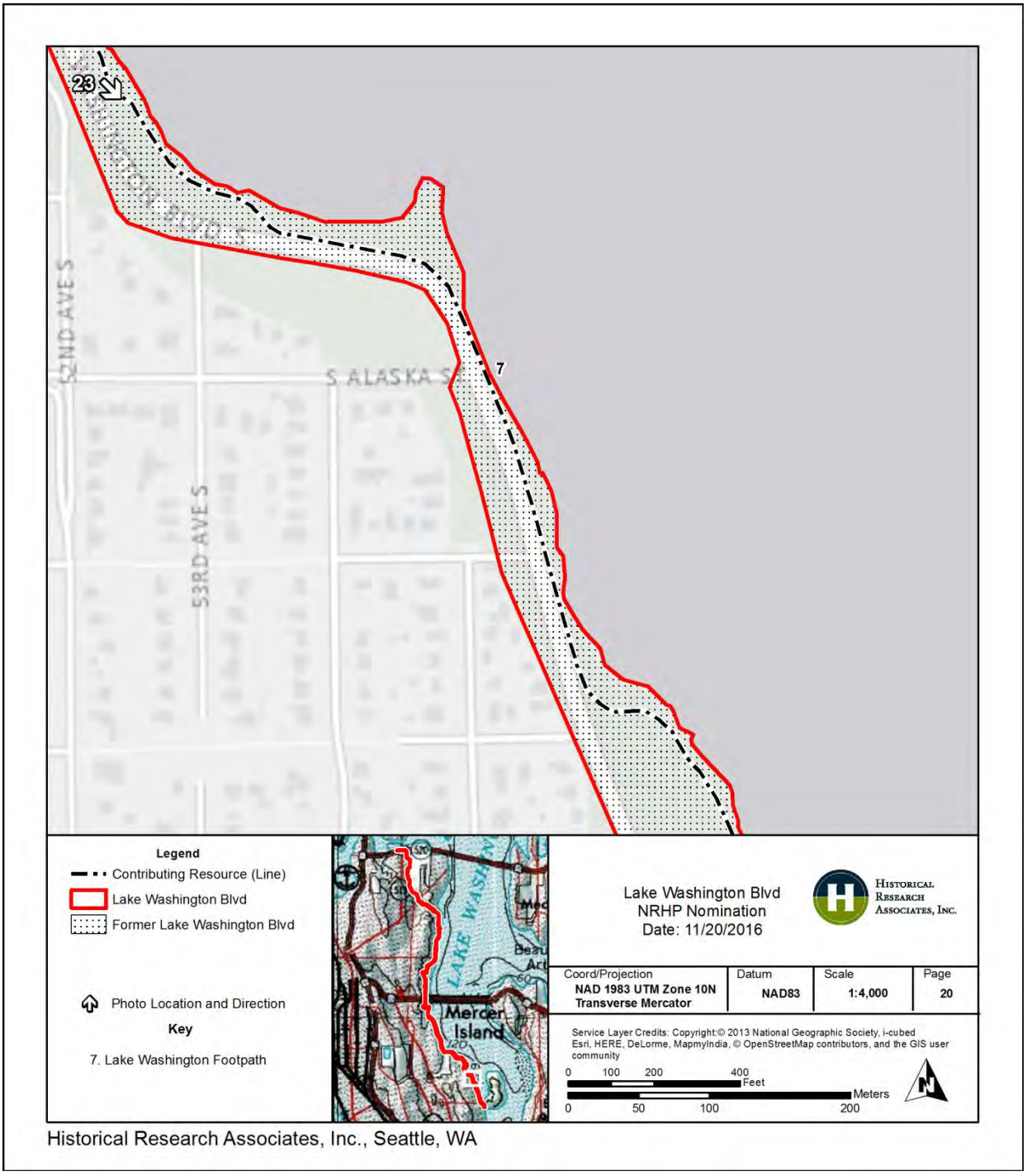

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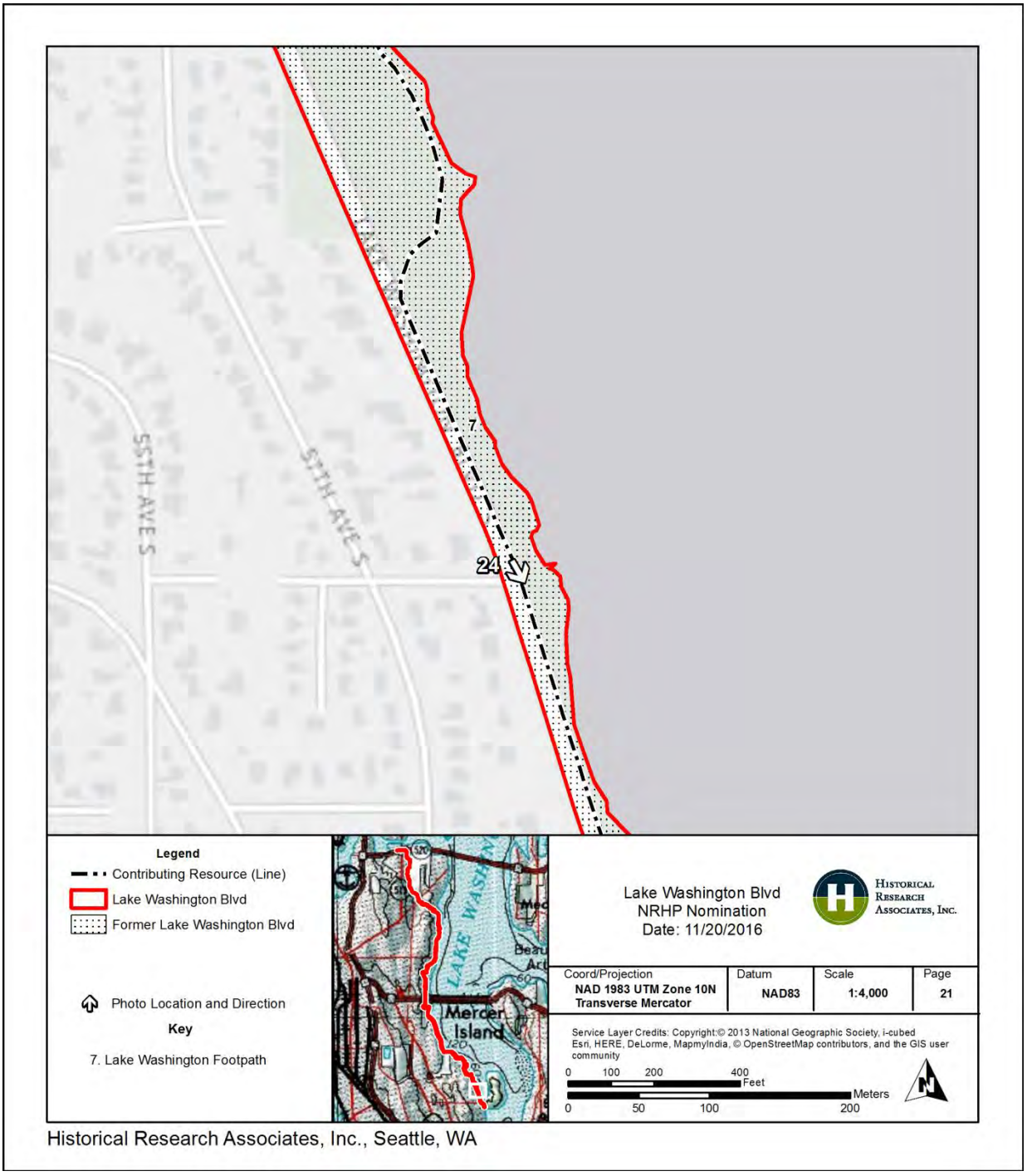

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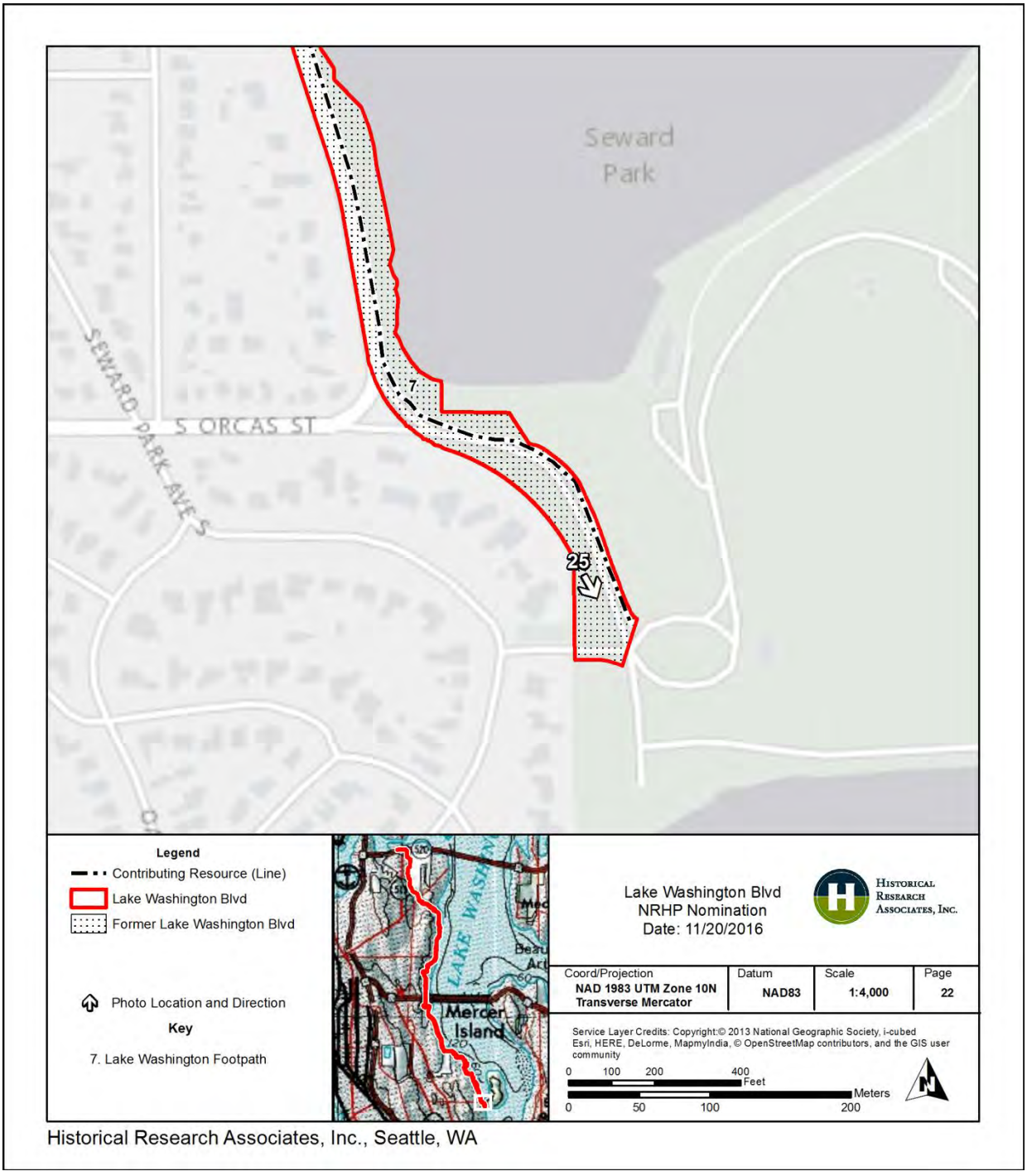

Map 22. Lake Washington Boulevard with arrows corresponding to photos found in the Photo Continuation Sheet below.

Photo 1. WA_KingCounty_LakeWashingtonBoulevard_0001. Lake Washington Boulevard roadway's northern termination point at Montlake Boulevard, view north (contributing resource no. 1: Lake Washington Boulevard).

Photo 2. WA_KingCounty_LakeWashingtonBoulevard_0002. Lake Washington Boulevard in the Montlake Neighborhood, view east.

Photo 3. WA_KingCounty_LakeWashingtonBoulevard_0003. Lush growth along Lake Washington Boulevard in the Montlake Neighborhood, view north.

Photo 4. WA_KingCounty_LakeWashingtonBoulevard_0004. The entrance to the Washington Park Arboretum shows a historic marker (relocated here) at the north end of the Washington Park Arboretum, view south.

Photo 5. WA_KingCounty_LakeWashingtonBoulevard_0005. Oak and sycamore flank Lake Washington Boulevard, view southwest.

Photo 6. WA_KingCounty_LakeWashingtonBoulevard_0006. Lakeview Park curves, view south.

Photo 7. WA_KingCounty_LakeWashingtonBoulevard_0007. Lush growth in Lakeview Park, view north.

Photo 8. WA_KingCounty_LakeWashingtonBoulevard_0008. Lake Washington Boulevard at Goldmark Overlook, view southwest.

Photo 9. WA_KingCounty_LakeWashingtonBoulevard_0009. Teasing views of Lake Washington at Madrona Park, view southeast.

Photo 10. WA_KingCounty_LakeWashingtonBoulevard_0010. Lake Washington Boulevard passes at the Yesler Way trestle bridge (NRHP-listed city landmark), view northeast.

Photo 11. WA_KingCounty_LakeWashingtonBoulevard_0011. Lake Washington Boulevard within Leschi Park, view south.

Photo 12. WA_KingCounty_LakeWashingtonBoulevard_0012. The Frink Park Bridge (contributing resource no. 2), which carries Lake Washington Boulevard over a stream, view south.

Photo 13. WA_KingCounty_LakeWashingtonBoulevard_0013. The South Charles Street Bed (contributing resource no. 3), view north.

Photo 14. WA_KingCounty_LakeWashingtonBoulevard_0014. Colman Park Overpass No. 1(contributing resource no. 4) in Colman Park carries Lake Washington Boulevard, view west.

Photo 15. WA_KingCounty_LakeWashingtonBoulevard_0015. The Colman Park P-Patch alongside Lake Washington Boulevard, view west.

Photo 16. WA_KingCounty_LakeWashingtonBoulevard_0016. Colman Park Overpass No. 2 (contributing resource no. 5) carries Lake Washington Boulevard over Colman Park walking paths, view east.

Photo 17. WA_KingCounty_LakeWashingtonBoulevard_0017. Colman Park Overpass No. 2, view north.

Photo 18. WA_KingCounty_LakeWashingtonBoulevard_0018. Colman Park Overpass No. 3 (contributing resource no. 6), view east.

Photo 19. WA_KingCounty_LakeWashingtonBoulevard_0019. Lake Washington Boulevard curves in Colman Park, view north.

Photo 20. WA_KingCounty_LakeWashingtonBoulevard_0020. The Mount Baker stairs, alongside Lake Washington Boulevard, view south.

Photo 21. WA_KingCounty_LakeWashingtonBoulevard_0021. Lake Washington Boulevard and the Lake Washington Footpath (contributing resource no. 7) and the Lake Washington retaining wall (contributing resource no. 8), view south.

Photo 22. WA_KingCounty_LakeWashingtonBoulevard_0022. Formal street trees and views along Lake Washington shoreline, view north.

Photo 23. WA_KingCounty_LakeWashingtonBoulevard_0023. Lake Washington Boulevard views, view southeast.

Photo 24. WA_KingCounty_LakeWashingtonBoulevard_0024. Lake Washington Boulevard approaching Seward Park, view south.

Photo 25. WA_KingCounty_LakeWashingtonBoulevard_0025. The southern termination point of Lake Washington Boulevard at South Juneau Street and the Lake Washington Footpath, view south.

Figure 1. From left to right: Sam Hill, Samuel Lancaster, Reginald Thomson, 1908.

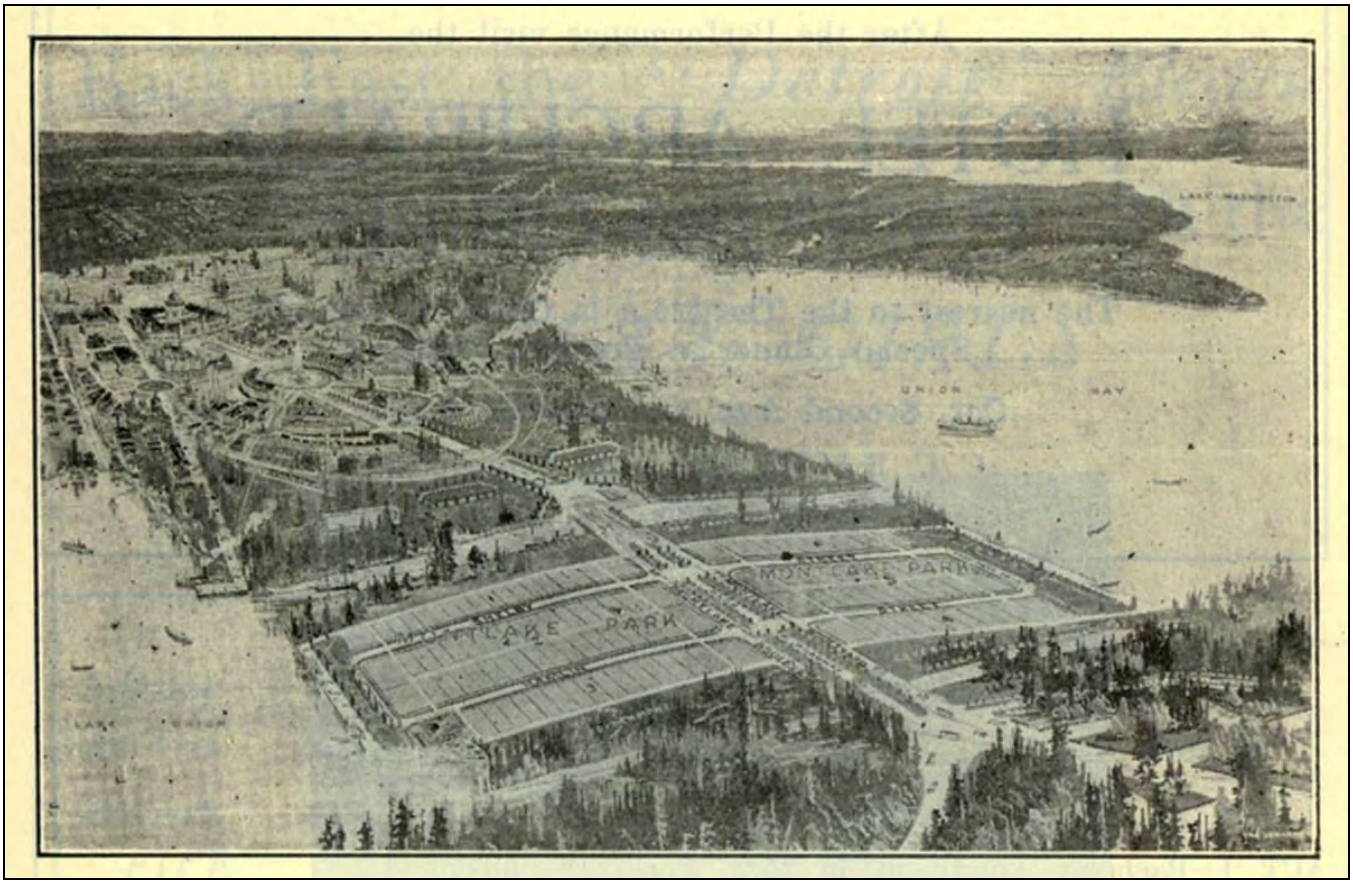

Figure 2. Advertisement for the Edwin F. James & Company's "Montlake Park Addition," 1909. Present-day Lake Washington Boulevard begins south of the Montlake Addition, in the southeast quadrant of the image. Published in the Moore Theater Program. Image ADV0232, Early Advertising Collection, University of Washington Library Digital Collections.

Property of Museum of History & Industry, Seattle

Figure 3. Historic postcard of Washington Park Boulevard at north end of Washington Park, Seattle, ca. 1900. Image 2002.48.1149, courtesy of Museum of History and Industry, Seattle, Washington, via the University of Washington Library Digital Collections.

Figure 4. Arboretum Aqueduct and Sewer Trestle over Lake Washington Boulevard, ca. 1914. Photographer: Webster & Stevens. Image 1983.10.9672.1, courtesy of Museum of History and Industry, Seattle, Washington, via the University of Washington Library Digital Collections.

Figure 5. Companion view to Figure 4. Contemporary photo of the Arboretum Aqueduct and Sewer Trestle over Lake Washington Boulevard. Photographer: HRA, Inc.

Figure 6. Postcard of “the bridge over the Boulevard at Leschi Park.” The postcard is mislabeled, as this is the aqueduct in present-day Washington Park Arboretum as it crosses over Lake Washington Boulevard. Photographer: Webster & Stevens. Image SEA2008, UW28189z. Courtesy of the Seattle Photograph Collection via the University of Washington Library Digital Collections.

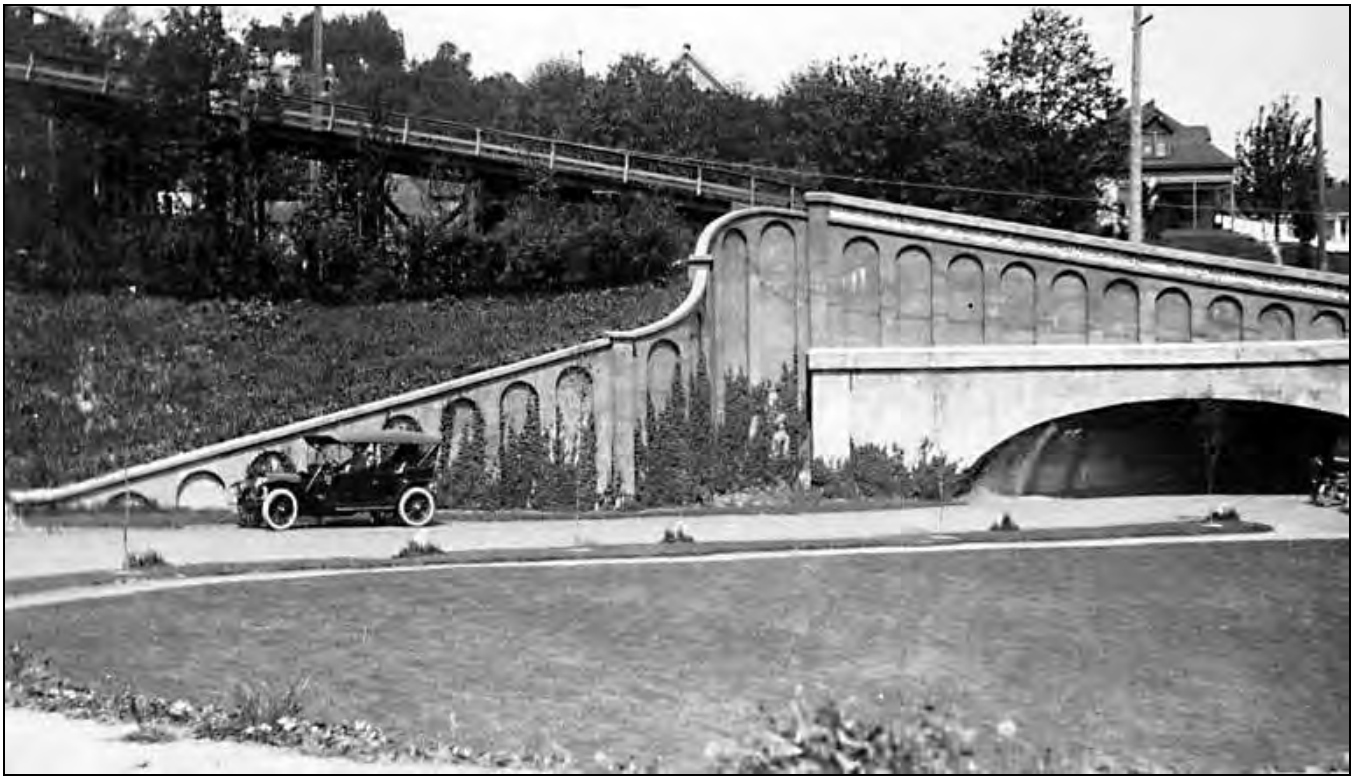

Figure 7. Lake Washington Boulevard at Frink Park showing Yesler Way Cable Trestle. Image UW1542, courtesy of the Seattle Photograph Collection via the University of Washington Library Digital Collections.

Figure 8. Companion photo to Figure 7. Contemporary photo of Lake Washington Boulevard at Frink Park. Photographer: HRA, Inc.

Figure 9. Lake Washington Boulevard in Leschi Park showing Yesler Way Cable Trestle. Image SEA2014, courtesy of the Seattle Photograph Collection via the University of Washington Library Digital Collections.

Property of MSCUA, University of Washington Libraries. Photo Coll 263

Figure 10. Mudslide damage on Lake Washington Boulevard, March 13, 1935, at present-day location of the South Charles Street Bed. Image UW20579z, courtesy of the Federal Emergency Relief Administration Photographs via the University of Washington Library Digital Collection.

Figure 11. Companion photo to Figure 10. Contemporary photo of South Charles Street bed. Photographer: HRA, Inc.

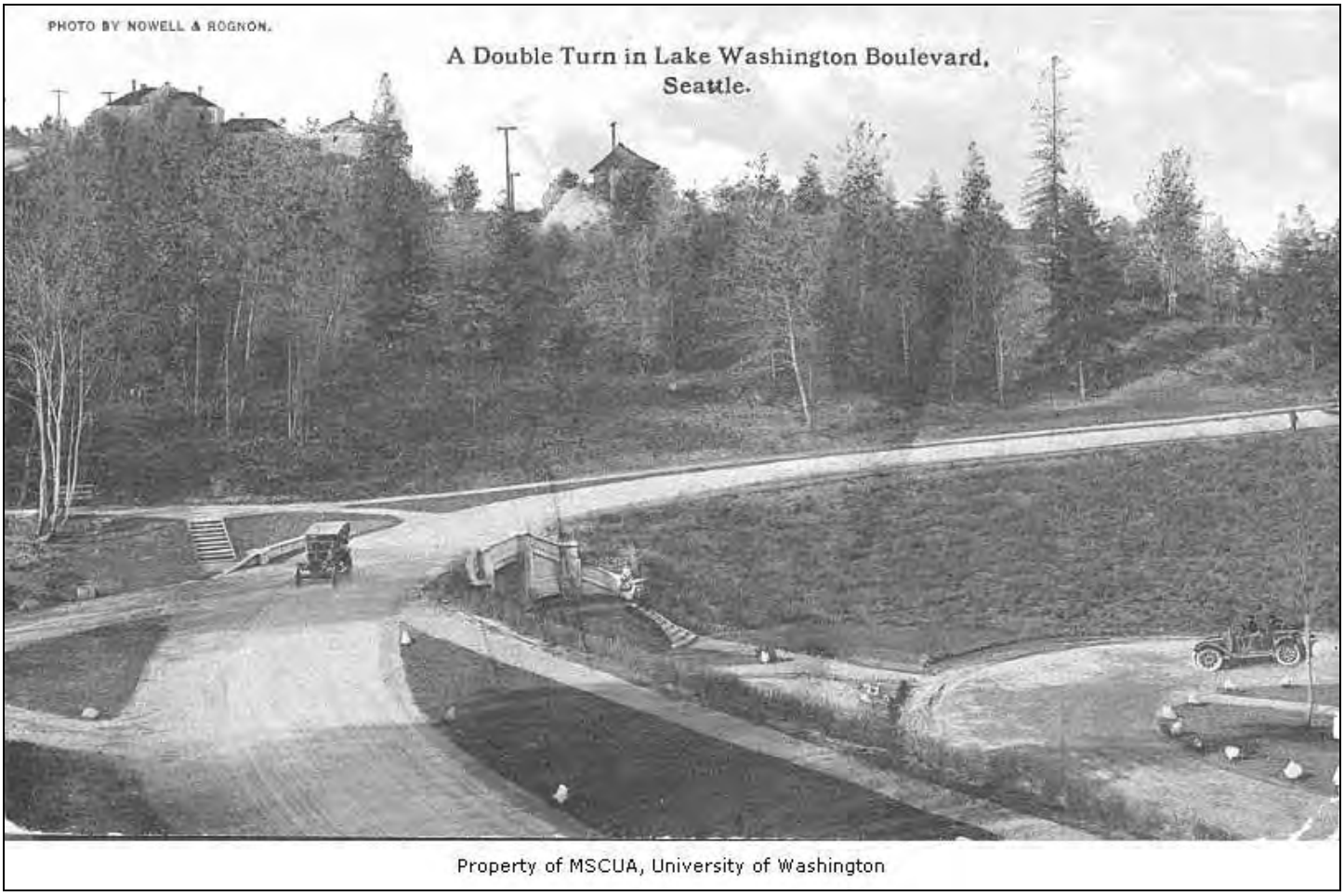

Figure 12. “A Double Turn in Lake Washington Boulevard, Seattle,” at Colman Park, ca. 1915. Photographer: Nowell and Rognon. Image SEA2209, Seattle Photograph Collection, courtesy the University of Washington Library Digital Collections.

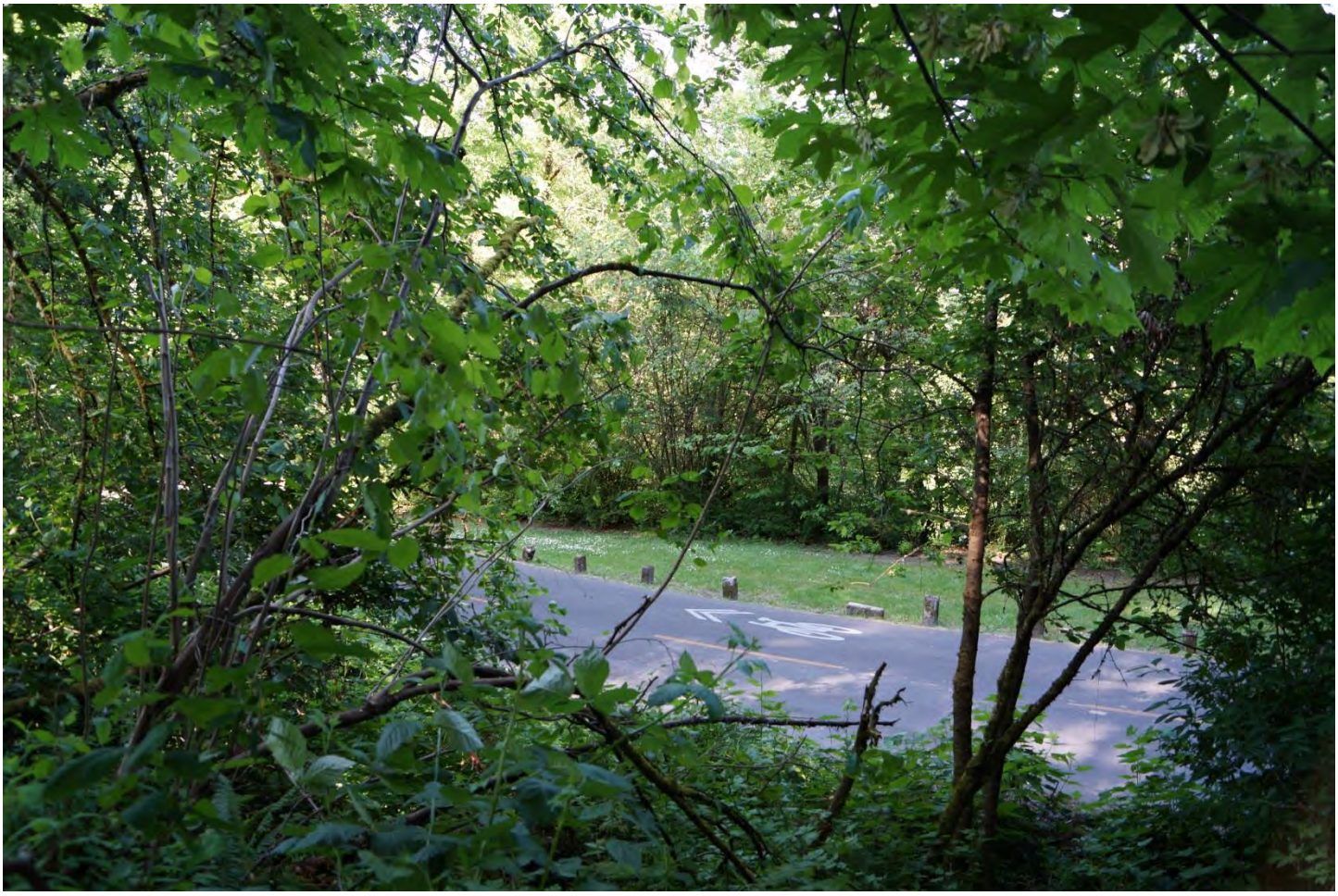

Figure 13. Companion photo to Figure 12. Contemporary photo of the double turn in Lake Washington Boulevard showing how the growth of vegetation in the park has altered the original views. Photographer: HRA, Inc.

Figure 14. Lake Washington Boulevard viewing Mount Baker Beach, ca. 1913. Photographer: Webster & Stevens. Image 1983.10.9642, courtesy of Museum of History and Industry, Seattle, Washington, via the University of Washington Library Digital Collections.

Figure 15. Lake Washington Boulevard, Seattle, ca. 1914. Photographer: Webster & Stevens. Image 1983.10.8911.2, courtesy of Museum of History and Industry, Seattle, Washington, via the University of Washington Library Digital Collections.

Figure 16. Companion photo to Figure 17. Contemporary photo of Lake Washington Boulevard. Photographer: HRA, Inc.

Figure 17. Lakewood Boathouse on Lake Washington, 1938 (present-day Lakewood Moorage). Image 93.001.527, courtesy of the Rainer Valley Historical Society Photograph Collection via the University of Washington Library Digital Collections.

Figure 18. Companion photo to Figure 19. Contemporary photo of Lakewood Boathouse. Photographer: HRA, Inc.

Figure 19. Lake Washington Boulevard, ca. 1931. Photographer: Asahel Curtis. Image SEA0776, courtesy of the Seattle Photographs Collection via the University of Washington Library Digital Collections.

Figure 20. Companion photo to Figure 21. Lake Washington Boulevard. Photographer: HRA, Inc.

Figure 21. Mount Rainer from Lake Washington Boulevard, Seattle, June 24, 1935. Photographer: Charles Laidlaw. Image 1983.10.17983.1, courtesy of Museum of History and Industry, Seattle, Washington, via the University of Washington Library Digital Collections.

Figure 22. Lantern Slide/Postcard of Mount Rainer from Lake Washington Boulevard, Seattle, 1914. Photographer: Curtis & Miller. Image 2003.3.2008, courtesy of Museum of History and Industry, Seattle, Washington, via the University of Washington Library Digital Collections.

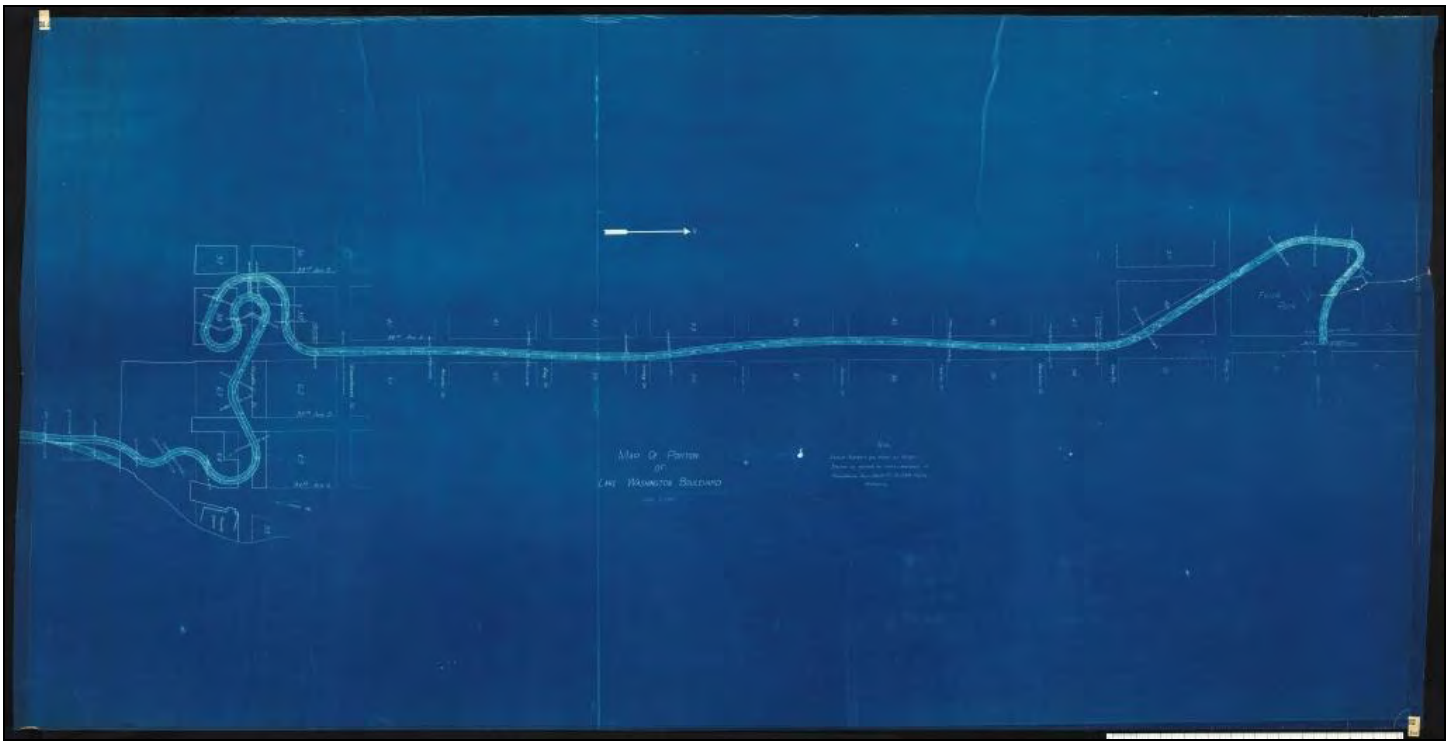

Figure 23. While few original drawings of Lake Washington Boulevard are available, this blueprint traces the boulevard from Frink Park at the north end to Mount Baker Park. Undated and attributed to C. C. Smith, courtesy of the National Association for Olmsted Parks.

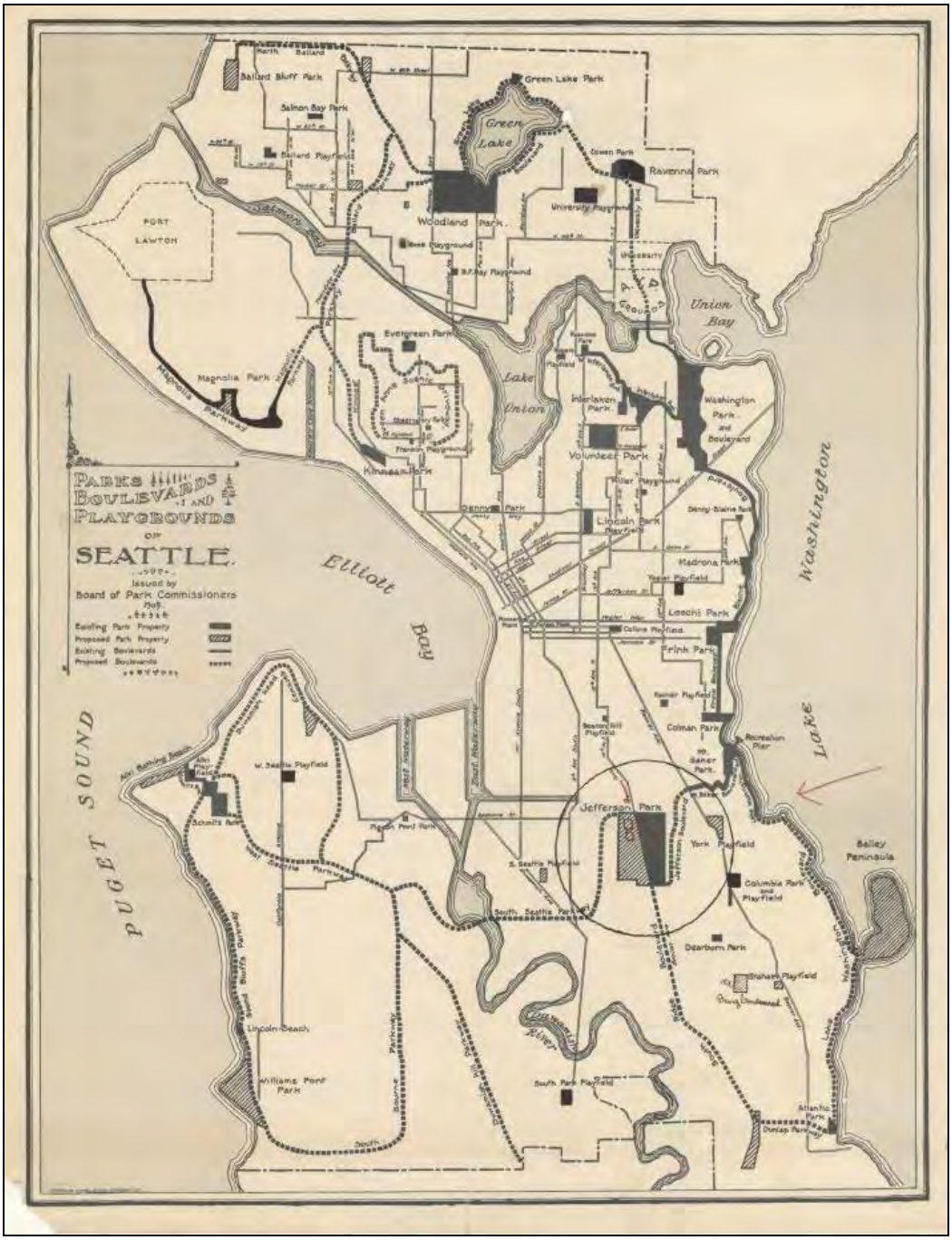

Figure 24. Parks, Boulevards, and Playgrounds of Seattle, featuring Lake Washington Boulevard, 1909, prepared by the Seattle Board of Park Commissioners.

Figure 25. The City of Seattle's citywide park system, Kroll Map Co., 1920, after the construction of the final link between the boulevard and Seward Park, courtesy of the Washington State Library.

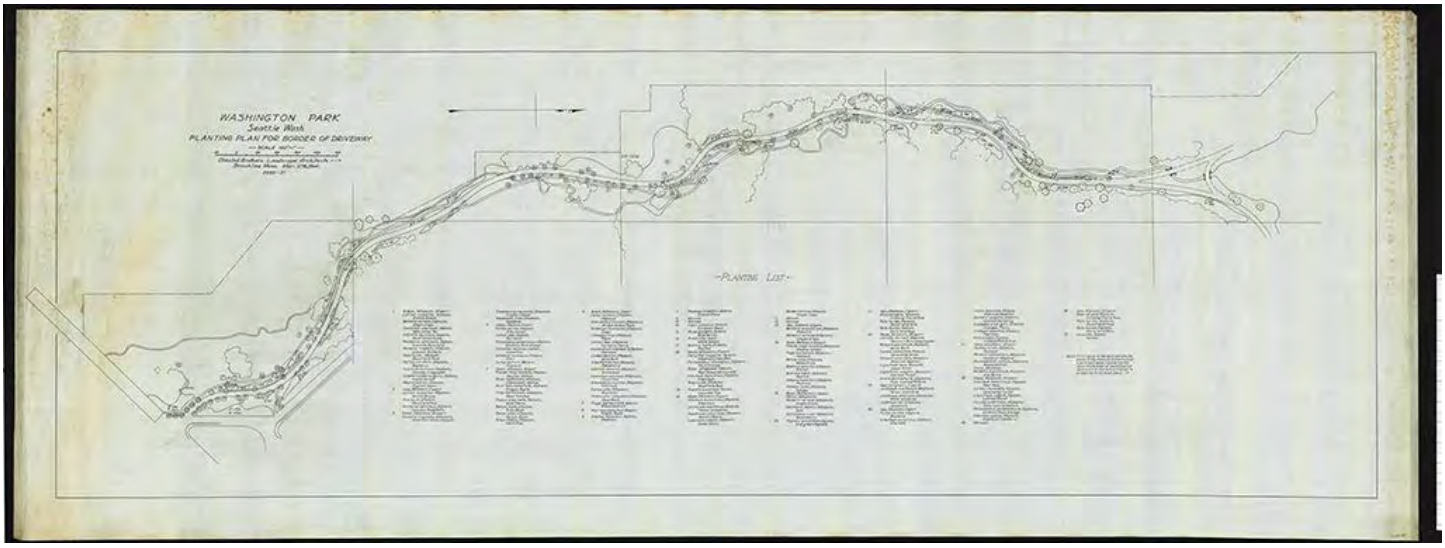

Figure 26. The Olmsted Brothers' 1906 planting plan for today's Lake Washington Boulevard through Washington Park, courtesy of the Frederick Law Olmsted National Historic Site, National Park Service.

Figure 27. The Olmsted Brothers' 1912 grading plan for Frink Park, through which today's Lake Washington Boulevard travels, courtesy of the Frederick Law Olmsted National Historic Site, National Park Service.

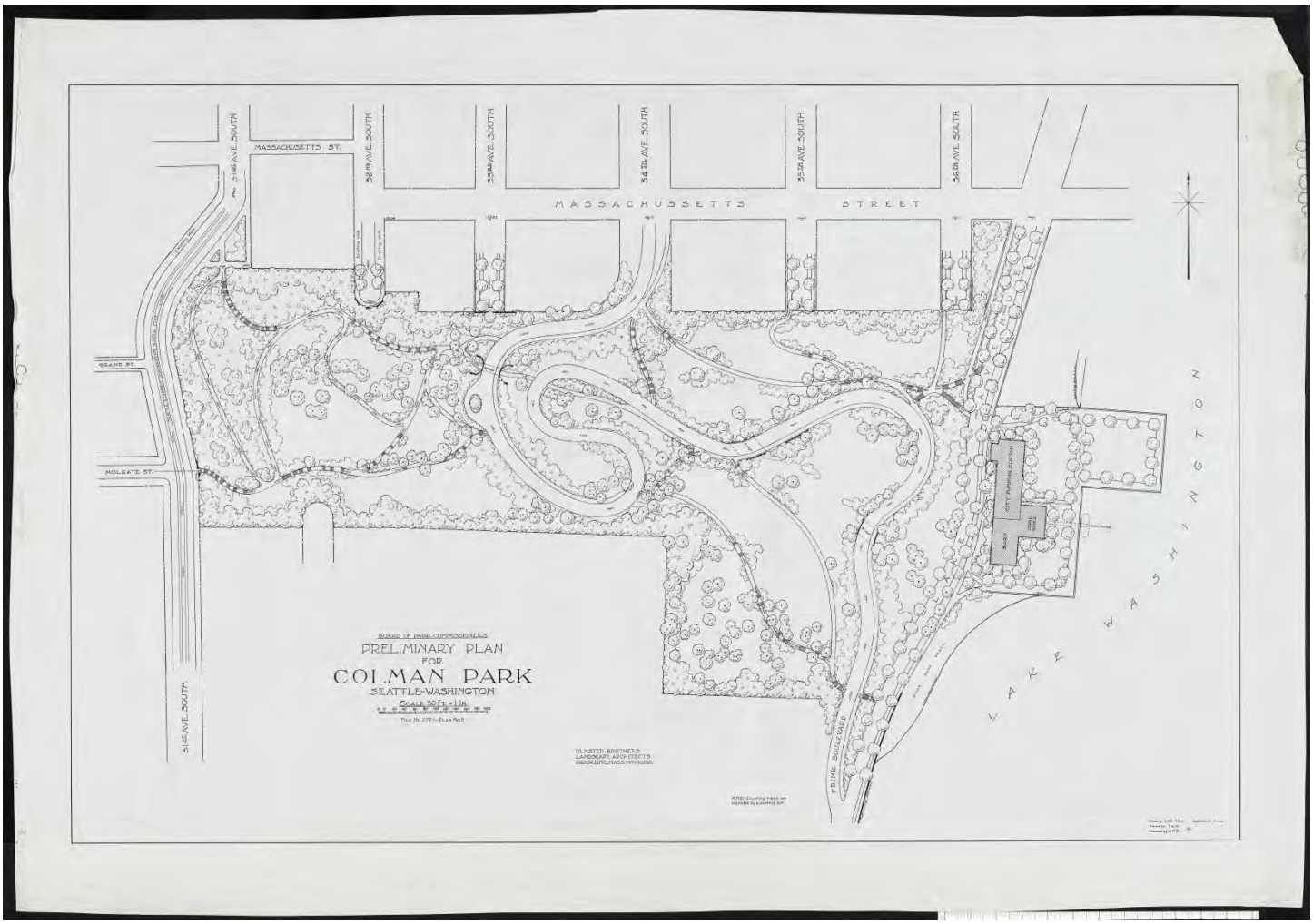

Figure 28. The Olmsted Brothers' 1910 preliminary plan for Colman Park, through which today's Lake Washington Boulevard travels, courtesy of the Frederick Law Olmsted National Historic Site, National Park Service.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:	Nomination
Property Name:	Lake Washington Boulevard
Multiple Name:	Seattle's Olmstead Parks and Boulevards MPS
State & County:	WASHINGTON, King

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
3/24/2017			5/8/2017	5/18/2017

Reference number:	MP100000989
Nominator:	State

Reason For Review:

__ Appeal	__ PDIL	**X** Text/Data Issue
__ SHPO Request	__ Landscape	__ Photo
__ Waiver	__ National	__ Map/Boundary
__ Resubmission	__ Mobile Resource	__ Period
__ Other	__ TCP	__ Less than 50 years
	__ CLG	

X Accept _____ Return _____ Reject **5/8/2017** Date

Abstract/Summary Comments:

Lake Washington Boulevard is locally significant under National Register Criteria A and C in the areas of Community Planning & Development, Recreation/Entertainment, Transportation , and Landscape Architecture. The Boulevard is a designed historic landscape (parkway) that meets the criteria for eligibility as an Olmsted designed/planned Boulevard and Parkway property type as defined in the Seattle Olmsted Parks & Boulevards MPS. The 8-mile+ linear parkway represented the city of Seattle's extensive efforts in consultation with the Olmsted firm to develop a cohesive park system for the community during the early twentieth century. The property meets the Registration Requirements of the MPS cover document. [The development of further nominations for specific city parks under the MPS may incorporate the Boulevard resource as the transportation/recreation parkway defines an important linking element within the park system and runs through many of the independent park unit.]

Recommendation/ Criteria: Accept National Register Criteria A and C

Reviewer Paul Lusignan Discipline Historian

Telephone (202)354-2229 Date

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

dahp

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

Paul Lusignan
Keeper of the National Register
National Register of Historic Places
1201 "I" Street NW, 8th Floor
Washington, D.C. 20005

March 16, 2017

RE: **Washington State NR Nominations**

Dear Paul:

Please find enclosed two new National Register Nomination form for:

- **Charles & Idalia Fratt House – Snohomish County, WA**
  (an all-electronic nomination)

- **Lake Washington Boulevard – King County, WA**
  (an all-electronic nomination)

and a Multiple Property Document (associated with the Lake Washington Blvd nomination).

- **Seattle's Olmsted Parks & Boulevards – King County, WA**
  (an all-electronic nomination)

Should you have any questions regarding these nominations please contact me anytime at (360) 586-3076. I look forward to hearing your final determination on these properties.

Sincerely,

Michael Houser
State Architectural Historian, DAHP
360-586-3076
E-Mail: michael.houser@dahp.wa.gov