



S. GRATTAN ST.

PRITCHARD I SAND BEACH

54TH AV. S.

(4.3.6)  
Term. jurisdic.  
to City Life  
1954  
for nursery  
subject to  
discontinued use  
or  
park need

S. Cloverdale St.

S. Wabash Av.

BUS #39

55TH AV. S.

Park Dept. Nursery  
6.7.76  
SERVICE BUS

DR.

ISLAND

S. Hendler Av.

26 cars Parking  
Picnic  
2 Charcoal B.  
PICNIC SHELTERS  
3 Swings  
trees  
Meadow  
Tennis Court  
DR  
Observation Roof  
Comb. Sta.  
Ramp Parking  
Boat Launching Ramps  
Private Pier  
PARK SHORE VILLA APTS  
9070  
7 knots/p.h. speed limit  
WATERWAY 179' x 6'

School Playfield  
Rainier Beach Gym

S. Henderson St.  
High School

25.5 Acres:  
PARK = 10.5  
NUSERIES = 10.1  
RAMP = 5.4  
SHORELAND = 4.3

COURT AWACD: 1907  
GIFT: 1942 - Ramparez

725-3204

5513 S. Cloverdale St. - Service Bldg.  
8650 - 55TH Av. So. - Comb. Sta.  
9000 - 04 Seward Pl. Av. S. - Ramp + Lites

ATLANTIC CITY PARK

~~Ramp~~ Beer Sheva Park, 1978

"When C. D. Hillman platted 'Atlantic City Addition' there stood a log cabin about 100' from the corner of the park, which was pronounced the birthplace of Princess Angeline" (daughter of Chief Seattle) - R. Hausler, long-time resident.

The crescent-shaped cove became the site of the pioneer town of Rainier Beach; later becoming the terminus of the trolley car "all the way" from Washington Street in Seattle, whose route created Rainier Avenue; the cars operated from 1889 to 1936. When built, it was the first and longest interurban line in the state. As intended, the trolley cars promoted the growth of the region they served.

The Hillman Investment Co., realtors, acquired property which they named in honor of New Jersey city in 1905 ("Atlantic" originates in Greek mythology: Atlas, the god in charge of the pillars which upheld the heavens). The company made a plat showing lots and an area marked "park" which they beautified and improved with bath house, pier and other structures (boat house, picnic stove and benches?). They proceeded to sell lots without having recorded the plat. Several months later the company prepared a new plat which they did file for record, without knowledge or consent of the purchasers of lots, which omitted the park area and its dedication, showing it platted into lots. Led by Genevieve Shertzer and Ed Thurman, the lot purchasers took the company to court; the Supreme Court in 1907 affirmed the decision of the Superior Court holding that the park premises had been dedicated to the public and were affected in no way by the altered plat, since such filing was without the consent of those who had purchased lots prior thereto. The district was included in the 1907 annexation to the City of Seattle.

The Park Department operated the boathouse with boat rentals plus "light refreshments" on a concession basis with the bathers' dressing rooms free of charge. Apparently, the pier and its boating facilities were left high and dry when the level of Lake Washington was lowered by 9' with the opening of the ship canal in 1917; and Pritchard Island joined the mainland for the same reason, and Dunlap Slough became nursery area some 20 years later. Two years later the old pier was labeled an eyesore and dangerous for children and was salvaged for lumber. The Department had built a clay surface tennis court in 1917 and the 1924 Annual Report notes a new picnic stove and play apparatus.

In 1926 the Engineering Department improved the district with street paving, during which the Park Department negotiated an exchange of property to eliminate a sharp V-turn at the intersection of Wabash Avenue with 55th Avenue, improving driving conditions and adding to the park area. The exchange involved moving a private residence out of the park area. Also, it was proposed that Atlantic City Park be expanded northward through the former slough with a new bathing beach at the north end (Pritchard Island Beach). Part of the proposal was to develop an "extension" of Lake Washington Boulevard through the low area, curving across the "new" corner of the park and proceeding westward to Trenton Street at Rainier Avenue, northward along the shoreline to connect with Seward Park. But the Park Board did not recommend acquisition of the lowland and left the "question . . . in the hands of the City Council." It was authorized in 1935.

The Great Depression of 1929 brought about the massive WPA program, with a project here in 1940: the existing picnic stove was replaced with a new comfort station constructed of cobblestones and a new stove shelter built plus a new stone drinking fountain. The use of cobbles increased the labor cost due to the need to sort for size and clean them.

The growth of commercial development in the cove aroused the Rainier Beach Men's Club to the extent that they bought the waterfront property south of Henderson Street and gave it to the Department in 1942, also proposing a name change to Rainier Beach Park. ("Rainier Beach" had existed, under Department supervision, at Keppler Street; Rainier Beach PG was at Pilgrim Street and 59th since 1910, renamed Hutchinson in 1965.) The low area north of Henderson Street was filled and graded and an "informal" ballfield developed in 1948.

In cooperation with the Engineering Department various street ends were developed as boat launching ramps and Henderson Street was so considered. But the presence of a sewer outfall caused the ramp to be developed off the south end of Island Drive but it soon was closed. In planning for the adjacent Junior-Senior High School, the school attempted an agreement to develop the park as part of the physical education grounds. There was property at the northwest corner of Henderson Street with sewer restrictions that was acceptable to the school.

During the development of the boat ramp on the property given by the R.B.M. Club, a 10-year argument developed with the owner, Lloyd Jeff, to the south, over the property line location. He finally sold out in 1972.