

(Original Dugdale Park was in Foster Way
between 13 & 14; home of "Seattle Giants")

BALL PARK is on site of early day "Dugdale Park" home of "Seattle Indians",
Pacific Coast League, whose stands were burned out in 1932. Team played at
Civic Stadium (Seattle Center) until Emil Sick, founder of Rainier Brewery, built
a 9,600 seat stadium in 1937 on the old site. The team won the Coast Pennant in
the first season (1938). Stadium was purchased by City Council action in 1967 as a
potential "Empire Athletic Center", but it continued as a Ball Park with jurisdiction in the
Seattle Center Dept. who added outfield stands in 1969.

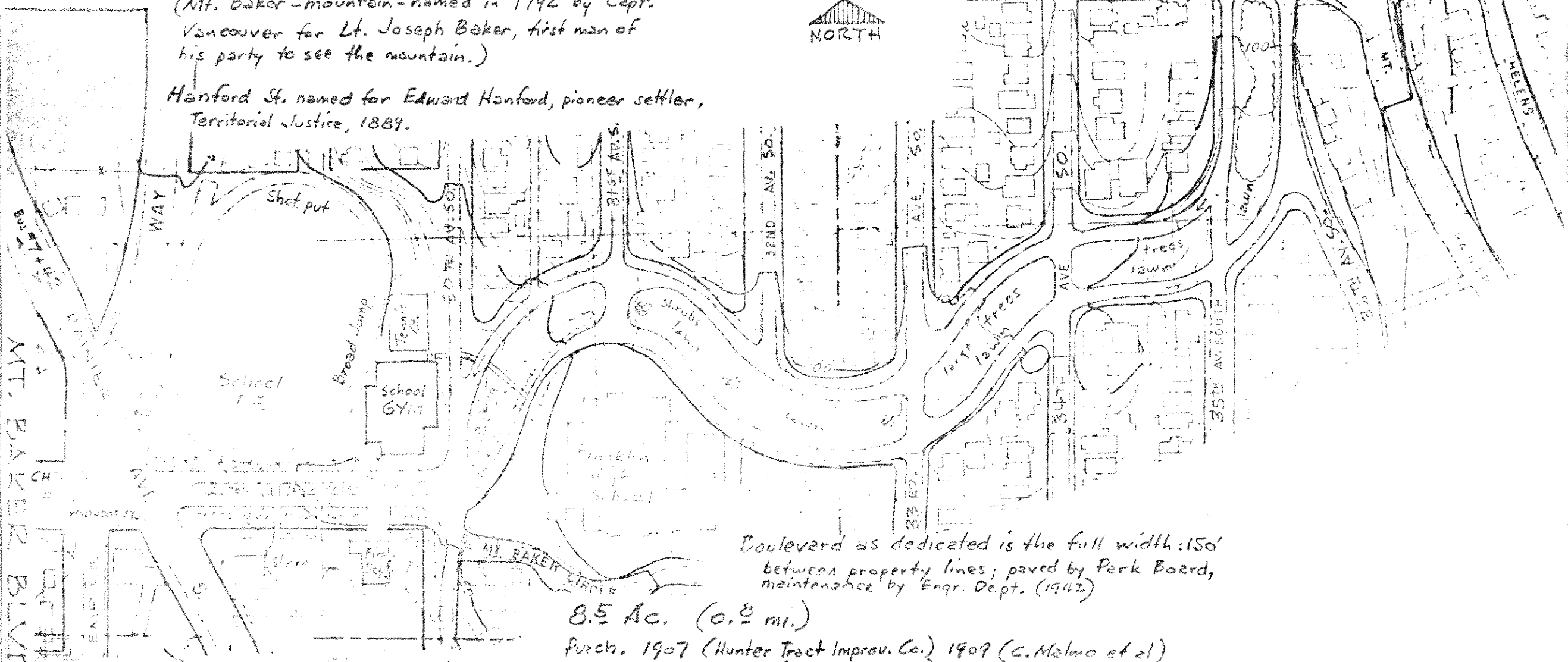
SICKS STADIUM
Ball Park
(Empire Athletic
Center)

Boulevard named by Hunter Land Improvement Co.

(Mt. Baker - mountain - named in 1792 by Capt.
Vancouver for Lt. Joseph Baker, first man of
his party to see the mountain.)

Hanford St. named for Edward Hanford, pioneer settler,
Territorial Justice, 1889.

MCCLELLAN



Boulevard as dedicated is the full width: 150'
between property lines; paved by Park Board,
maintenance by Engr. Dept. (1942)

8.5 Ac. (0.8 mi.)

Purch. 1907 (Hunter Tract Impruv. Co.) 1909 (C. Malmo et al)

PA 5-3204 (\$5,000 = '08 B.F.)

MT. BAKER BLVD.

This portion of Blvd. was
originally a slough, crossed
with a bridge [1916] filled
about 1920.

(For Mount Baker name history: refer to "Mount Baker Park" history, page 2)

"The Mount Baker Park Subdivision" was platted in 1907 by the Hunter Improvement Co. as an exclusive residential area with definite conditions regulating the quality of improvements of each property owner. The plat included a (Mount Baker) park, a waterfront parkway (Lake Washington Boulevard) with a "diverting boulevard" southward along the park to McClellan Street, thence turning westerly in broad curves toward Rainier Avenue which was named "Mount Baker Boulevard" by the Improvement Company. The plat (and boulevard) ended at 30th Avenue, a block away from Rainier Avenue, and its vital trolley car running from the town of Seattle to the town of Rainier Beach.

The Improvement Company went to work immediately. The land had been logged, so the streets were graded and paved and concrete sidewalks placed by 1909. An ex-mayor (Geo. W. Dilling) was selling agent and the Company lawyer was the Corporation Counsel of the City (Scott Calhoun). The boulevard was paved as a double roadway, so the Park Department immediately installed "plantations on either side and in a central parking strip" . . . "producing a very pleasing effect . . ."

The park area was centered on a stream that flowed in to Lake Washington: the head of the shallow ravine was easily filled, the stream placed in a wood stave pipe, creating a meadow in the south end of the park. The filling continued southward between 35th and 36th, permitting the development of McClellan Street and Mount Baker Boulevard to its first curve south of the park. The western end of the boulevard was on the bank of a larger stream that flowed south, being the headwater of Wetmore Slough (refer: Genesee PF history). There was a strong desire to connect the boulevard to the road that followed the trolley line to Rainier Beach - by both the Mount Baker Improvement Co. (to further enhance realty values) and by the Olmsted Bros. who, in 1908, envisioned the extension of Mount Baker Blvd in a contour-oriented route all the way to Alki Point. So, property was bought to extend Mount Baker Boulevard across the Slough stream, but instead of continuing the graceful curve - as the Olmsteds recommended - it was a bridge straight across the stream: and the straight line continued with the condemnation of property for the Boulevard that became heasty (named Jefferson at that time because it led up to the property that became the golf course.)

In 1912 Franklin High School moved to the new building adjacent to the Boulevard from the frame building at 18th and Washington (refer: Hughes Cultural Arts Center) where it was the high school annex supplementing City High School (Seattle's first at Broadway and Pine).

With the development of streets and sewers in the area, ground water, springs and rain run-off was diverted from Wetmore Slough stream and it became the repository for refuse and debris. The final blow came upon the lowering of the level of Lake Washington in 1917 with the opening of the ship canal: the 9' lowering effectively drained the slough - and the remaining stream was soon diverted into sewers and the stream bed obliterated with filling. But it was too late to replace the straight line of the bridge with a curve (if anyone had wanted to) so the "bridge route" was paved but it did continue the double roadway with planted centerstrip. A section of the wood stave pipe under the Boulevard near McClellan developed a leak causing the placement of a 10' section of planked paving that continued to need repairs until steel pipe was installed after 1936.

The lauded width of the centerstrip developed problems: the growing population soon overcrowded the new school and portables were located on it (to the objections of the Improvement Club) until a new high school was built; then gym classes found it a good place for ball playing (more objections by the Club) and by 1940 the community had become affluent enough that students - and teachers - drove to school and parked on the centerstrip (more objections) so an "unused portion of the boulevard" at 30th was gravelled and barricaded as a parking space.

HISTORY: MOUNT BAKER BOULEVARD
1/10/74

(over)

The use of boulevards by trucks - always a problem - became unavoidable during the construction of Mercer Island Floating Bridge. After considerable haggling with the Engineering Department over these damages and related problems, the maintenance and repair of this roadway (plus other boulevards) was transferred to Engineering in 1942. The continuing problems are ball playing, tree trimming, and root damage to sidewalks.

The first pioneer to acquire property in this area was David T. Denny in the 1860's. (It was his gift of property that founded the Seattle Park Department in 1884: Denny Park.) He sold this property to James M. Colman (refer: Colman Park adjacent) and others who were the Seattle and Walla Walla R.R. (Seattle's first railroad). They sold this tract to a syndicate of real estate operators headed by Don Jones, called the Hunter Tract Improvement Co., who platted a subdivision they called "Mount Baker Park": it did in fact designate several park areas, all of which they named: Mount Baker honors the 10,750' glacier clad peak named by Capt. Vancouver in honor of Lt. Joseph Baker, first of his party to see it; Mount Claire has not been identified as a Northwest peak - or does it honor a wife or one of the realtors, Clare E. Farnsworth? Mount St. Helens Place honors the 9671' peak also named by Vancouver to honor a British Ambassador to Spain; Mount Rainier Drive honors the Vancouver-named 14,408' peak; Mount Adams Place honors the 12,307' peak, and McClellan Street honors the engineer who tried to find a railroad route through Snoqualmie Pass in 1852, Geo. B. McClellan, who became Commander of the Union Army prior to U. S. Grant.

A pioneer settler, Geo. M. Taggart, had built a home in 1902 and platted the area just to the south which he named "York Addition", revealing his English heritage. He built a grammar school in 1903 named "Wetmore" (later changed to "York" and then "Muir" in 1921) (Refer: York PG at the school.) Chas. Dose built a home in 1906 and platted his Dose Addition.

The beach strip along Lake Washington in this vicinity had been donated for Boulevard purposes (1909 Report). The Mount Baker plat was filed in 1907 and the Improvement Co. got busy: a trolley car line was built from town but Mount Baker Park was not intended to be the usual "trolley (amusement) park" as other realtors did, like Madison and Leschi Parks; this one was a "quiet" park along the banks of a stream flowing into the lake: meadow areas with groups of (second-growth) trees. The Big Plan was for an exclusive beach and exclusive residential area. The land had been logged for the sawmill where Lakewood Moorage is now, so streets were graded and sidewalks paved. Mr. Dose was persuaded to donate property down to the "Boulevard" (Dose Terrace) down which he built steps. Ex-mayor Geo. W. Dilling (refer: City Hall Park) became selling agent for the Improvement Co.

Upon request, John C. Olmsted submitted a report in 1909 "in the matter of a recreation pier at the foot of Holgate Street" (the pumping plant). He recommended its location across the cove, instead, at the foot of Mount Baker Park. He foresaw the pier as the center of a many-purpose recreation facility whose pollution should be south of the pumping plant intake, because there was a constant current in the lake from north to south (but the Black River outlet at Renton was abandoned upon the 1917 opening of the Ship Canal and the current reversed in the south half of the lake). No mention was made of a "Cade Boathouse" whose purchase was considered in 1910 when C. P. Dose came before the Park Board, but the community objections plus a site inspection resulted in the Department construction of a boathouse on the shore of Mount Baker Park, a "recreation pier" at the foot of McClellan Street (on the boulevard) and the bathing beach at the pumping plant! And Lake Washington Boulevard and Mount Baker Boulevard from Rainier Avenue to Lake Washington Boulevard were improved during 1909. Then the upper half of the park's ravine was filled, and clay-surfaced tennis courts, picnic grounds and lawn areas established. It must have been a major project at the time for the Annual Report noted that "citizens . . . who have not seen what the Park Board has been doing (here) have a most delightful surprise in store . . ."

Among the visitors to the AYP Exposition were a group of Japanese businessmen; an exchange visit was arranged for Seattle businessmen. One result was a gift of an admired stone lantern (6 ton granite) from Mr. Kojiro Matsukata of Kobe, Japan, to be placed in a park (1911). E. F. Blaine, lawyer and former Park Board member, was the recipient and in the company of Supt. J. W. Thompson chose this (exclusive residential) park. The Park Board proposed to build a Japanese garden around the lantern; the estimate was in excess of \$8,000.

The opening of the Ship Canal lowered the waters of the lake by 9'; now the seawall at the beach "became" a retaining wall for the boulevard and the waves no longer washed the

History: MOUNT BAKER PARK
8/29/73

(over)

beach steps. The receding waters revealed a rather steep and narrow beach.

The Big Plan of the Hunter Improvement Co. was Seattle's first experiment in City planning; from streets and sewers, education, lawn and floral development to social affairs - and exclusive covenants. To administer and care for the community, the Mount Baker Improvement Club was organized in 1909 and incorporated as a holding company in 1914. Their attorney was the former Corporation Counsel for the City (1909) Scott Calhoun, who immediately became active "on matters of difference . . . with the Park Board" relative to improvements and responsibilities re: slide control.

In addition to the Dose Terrace steps, a path was developed from the end of College Street into the park and on to the beach and boathouse (where "watercraft of the residents were kept free of cost"). The park and beach became attractive to persons outside "Mount Baker", resulting in the request to remove the picnic stoves and tables and for lights as protection against undesirables. In 1929 cluster light standards were replaced in the downtown area of Seattle, some of which were purchased by the Club and placed along Lake Park Drive South. And a Comfort Station was needed to serve "the growing attendance."

The Improvement Club was frequently fussy about the care and maintenance of the park areas, requesting their appearance to be more comparable to the appearance as required of the residents. Occasionally the Park Board discovered that the damage to sod and herb was done by "older boys" who lived in the community and the Club was given a list of their names and addresses and cooperation requested. This brought the protest that a growing boy needed a place to play and Mount Baker Park was not providing it.

Meanwhile the boathouse was being managed under contracts with the Park Board to married persons who lived in the boathouse rent-free. Occasional disagreements developed over the selection of managers. By 1930 the boathouse service no longer was confined to Mount Baker residents, however, "fees are not charged to (them) but are charged to outsiders." This policy created problems, especially for management.

The old clay tennis courts were causing problems; frequently being muddy and often "overgrown" with weeds, including an "upper" (third) court at the (south) west corner, according to Judge Wm. Hoar. Redevelopment of the two "lower" courts became a WPA project in 1941, with the club providing \$250 and the Department providing the balance of the cost of materials.

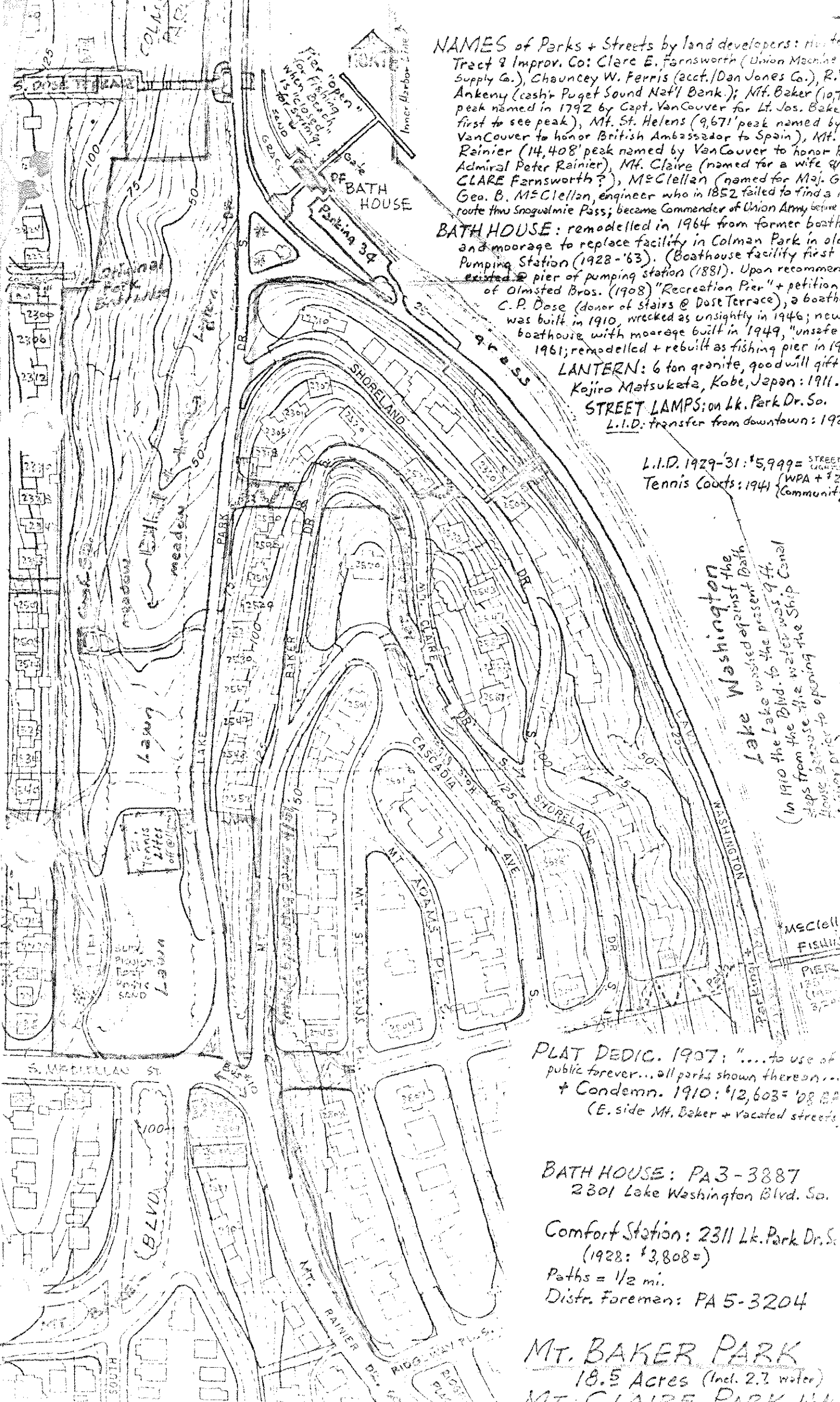
The club became openly critical of the use of the beach by persons from "non-adjacent areas" and asked the Board to develop a plan of segregation against the Japanese (1938). The Board suggested the addition of a second swimming raft to be bought by the club; but they had no funds - they were faced with a continual deficit in operating their clubhouse. The condition of the old boathouse began to harass the club and raised the issue of the Park Board's obligation to provide the facility; but it was only a non-binding agreement. Improvements were funded in 1939; in 1944 it was again in a "dilapidated and dangerous (unsafe) condition." Wartime restrictions had prevented "proper repair". It is reported that a fire added to the damage. The boathouse was condemned but the manager refused to move, finding that "living quarters are scarce in the city." An emergency appropriation in 1946 removed the boathouse. A new moorage for 32 craft and an on-shore boathouse was built in 1949. Stan Sayres won the Gold Cup in the Detroit race in 1950 and brought the hydroplane event to Seattle; the Mount Baker boathouse became the race headquarters until the Sayres Pits were built in 1957. The moorage became unsafe by 1961 and was rebuilt as a fishing pier only. With closure of the bathhouse facility in the old Pumping Plant in Colman Park, the boathouse was remodeled for bathhouse purposes in 1964, in spite of objections from community residents re the intrusion upon "quiet home life" and loss of community boat moorage.

(continued on next page)

Franklin High School built a gym in 1959 on the site of school tennis courts and the Improvement Club requested the Park Board to build additional courts in Mount Baker Park; the Board felt that the school should finance them. So the school replaced one - north of the gym. The Park courts were lighted in 1962. The old "McClellan Street" fishing pier was replaced in 1952. Children's play equipment was a Forward Thrust project in 1971.

History: MOUNT BAKER PARK
8/29/73

Page Two



NAMES of Parks + Streets by land developers: Hunter Tract & Improv. Co: Clare E. Farnsworth (Union Machine & Supply Co.), Chauncey W. Ferris (acct. Dan Jones Co.), R.V. Ankeny (cashier Puget Sound Nat'l Bank); Mt. Baker (10,750 peak named in 1792 by Capt. VanCouver for Lt. Jos. Baker, first to see peak), Mt. St. Helens (9,671' peak named by VanCouver to honor British Ambassador to Spain), Mt. Rainier (14,408' peak named by VanCouver to honor Br. Admiral Peter Rainier), Mt. Claire (named for a wife of CLARE Farnsworth?), Mt. McClellan (named for Maj. Gen Geo. B. McClellan, engineer who in 1852 failed to find a RR route thru Snoqualmie Pass; became Commander of Union Army before Gra

BATH HOUSE: remodelled in 1964 from former boathouse and moorage to replace facility in Colman Park in old Pumping Station (1928-'63). (Boathouse facility first existed @ pier of pumping station (1881). Upon recommend of Olmsted Bros. (1908) "Recreation Pier" + petition of C. P. Dose (donor of stairs @ Dose Terrace), a boathouse was built in 1910, wrecked as unsightly in 1946; new boathouse with moorage built in 1949, "unsafe" in 1961; remodelled + rebuilt as fishing pier in 1961

LANTERN: 6 ton granite, goodwill gift of Kajiro Matsukata, Kobe, Japan: 1911.

STREET LAMPS: on Lk. Park Dr. So.
L.I.D. transfer from downtown: 1929

L.I.D. 1929-'31: \$5,999 = STREET LIGHTS
Tennis Courts: 1941 { WPA + \$25 Community

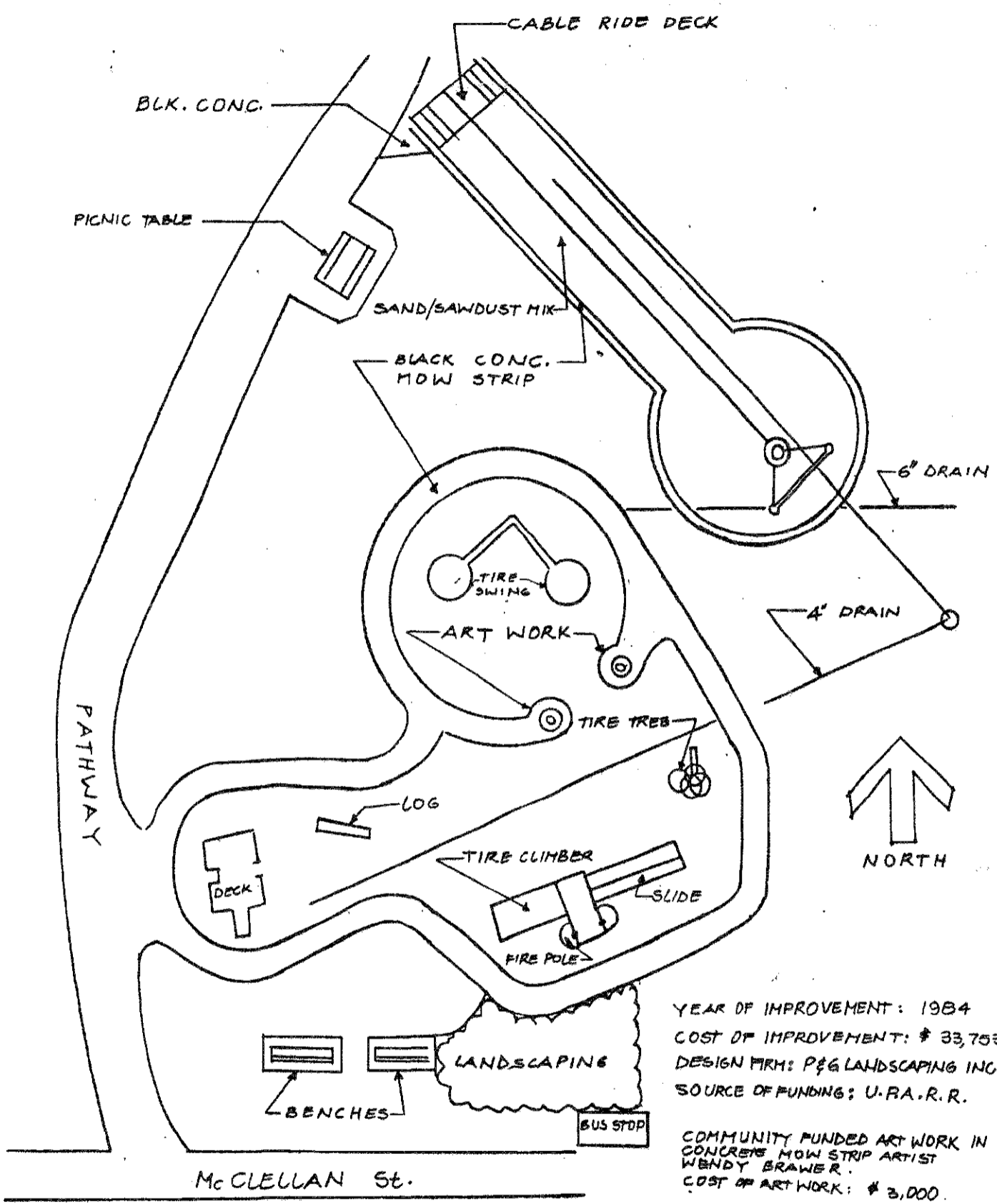
Lake Washington
washed against the Bath House
(In 1910 the Lake washed to the present 9 ft. steps from the Blvd. to the water was a Canal house because the water was the Ship Canal house before opening the Ship Canal
number 2)

PLAT DEDIC. 1937: "...to use of public forever... all parks shown thereon...
+ Condemn. 1910: \$12,608 = '08 EA
(E. side Mt. Baker + vacated streets)

BATH HOUSE: PA3-3887
2301 Lake Washington Blvd. So.

Comfort Station: 2311 Lk. Park Dr. So.
(1928: \$3,808 =)
Paths = 1/2 mi.
Distr. Foreman: PA 5-3204

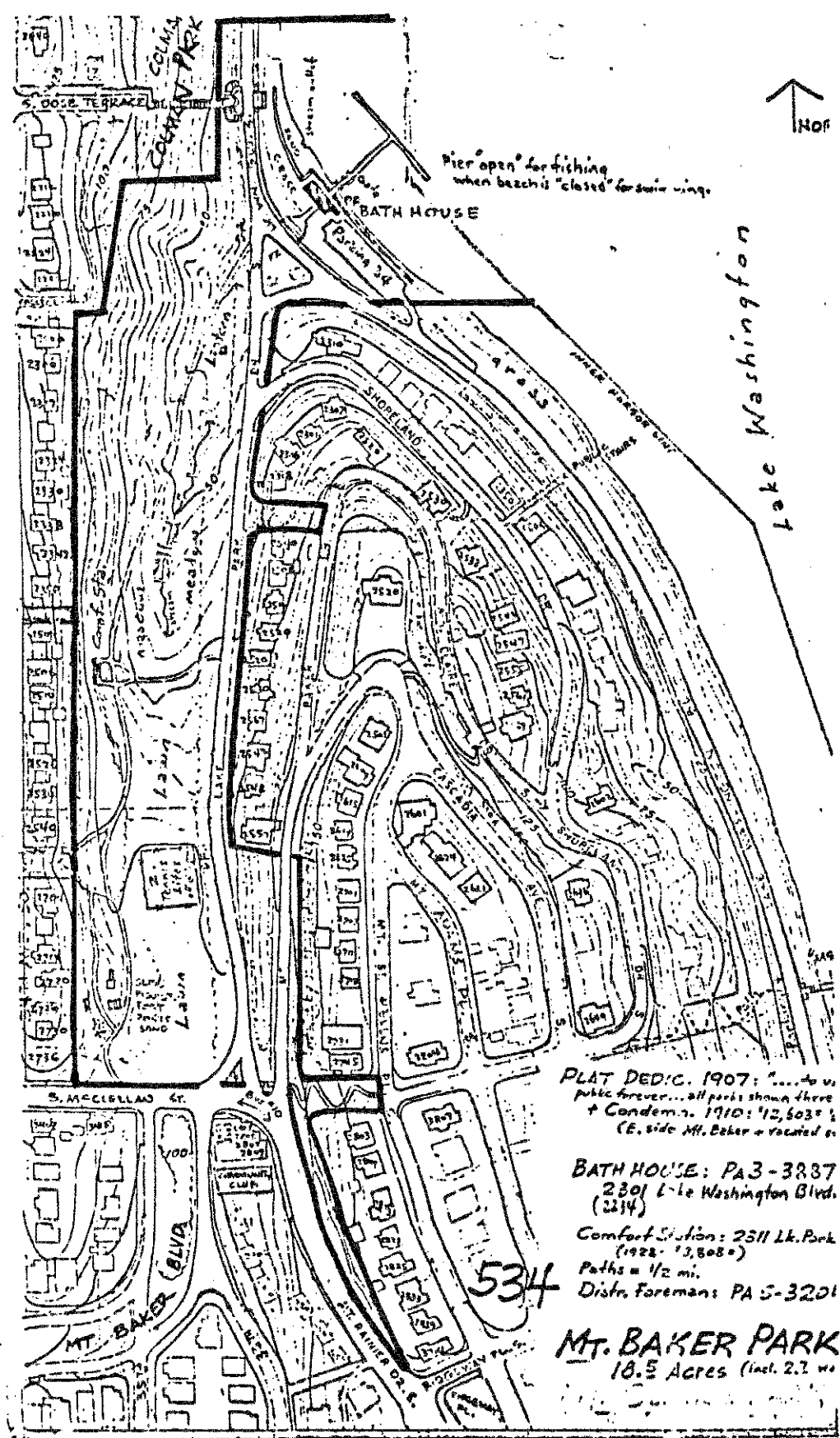
Mt. Baker Park
18.5 Acres (Incl. 2.7 water)
Mt. Claire Park 11.1



534

11 26 85

MOUNT BAKER PARK
 CHILDREN'S PLAY AREA



PLAT DEDIC. 1907: "...to be
 public forever... all parks shown there
 + Condemn. 1910: 12,503' ±
 (E. side Mt. Baker + located at

534

MT. BAKER PARK
 18.5 Acres (incl. 2.7 ac