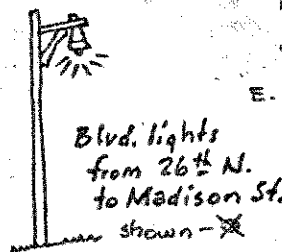


"CANAL RESERVE":

Decided -
 U.S. Army Engr. → County 6/46
 County to City 10/49
 City to Arbor. 10/49

Union Bay + Lake named on July 4, 1854 by Thomas Mercer who foresaw the "union" - by canal - of Lake Washington + Salmon Bay



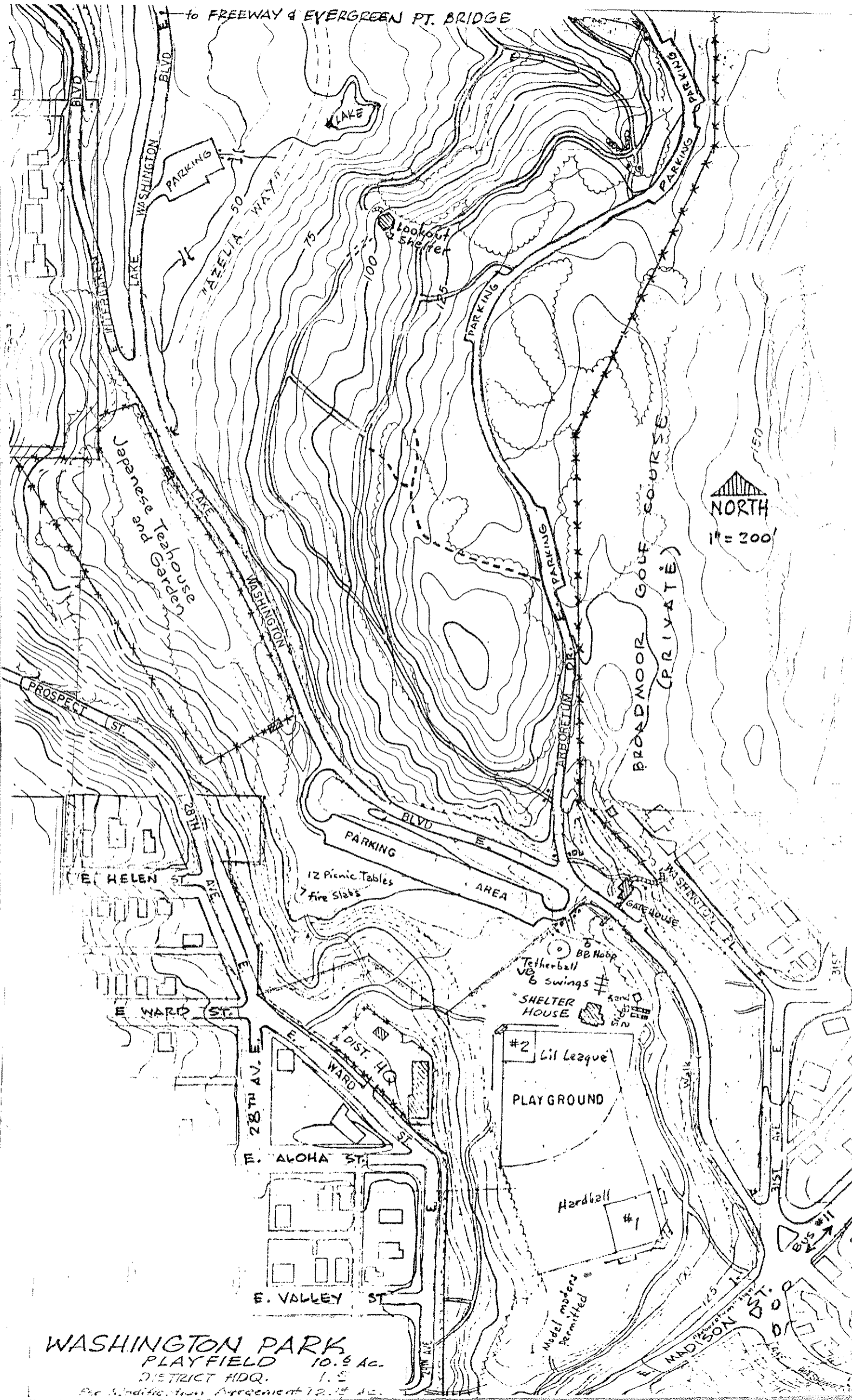
Footbridge + No. Trunk Sewer Viaduct - 1911
 + sets ornamental light stds - inoperative

Foster Island named by L.H. Griffith, Fremont reactor and steam vessel operator (the Maude Foster), to honor the O.C. + Aine Foster family, one of whom married Betsy, grand daughter of Seattle; Fosters gave land at south end of park in 1920; at that time was residents of Des Moines. Foster Island porch for 115,000 At that time Lake had not yet been lowered 9 ft. by opening of locks, so island was much smaller. Island is included with Agreement w/ Arboretum.

1"=400'
WASHINGTON PARK
 sheet 2

040368

to FREEWAY & EVERGREEN PT. BRIDGE



NORTH
1" = 200'

WASHINGTON PARK
PLAYFIELD 10.6 Ac.
DISTRICT HDQ. 1.5
Per Modification Agreement 12.14 Ac.



WASHINGTON PARK (P.F.)
 Dist. H.Q. 1.5 Ac. ← (Modification Agreement 12 1/4 Ac) → 10.6 A. sheet 3 0714-67

WASHINGTON PARK (AND ARBORETUM)

At the time of acquisition in 1900 there existed a private park named "Washington": it was given to the City in 1907 and renamed "Frink Park."

By 1902 this park was identified as WASHINGTON PARK. (The lake whose shorelands formed the north side of the park was known to the Indians as "Hyas Chuck" and "I-how-chug" (Big Lake); Wilkes used an Indian word to identify it in 1847 - "Dwamish" (many colored); in 1850 Isaac Ebey proposed "Lake Geneva"; in 1854 Thomas Mercer successfully proposed "Washington"; in 1889 Congress chose to honor the favorite first President in naming the new 42nd State: 150th anniversary of his birth.)

In 1900 the park was a rough ravine sloping abruptly to the "living stream of water running the entire length" from Madison Street (a dirt road fording the stream: a bridge in 1905) emptying into the lake. The ravine was covered with a dense, typical growth of tall trees and undergrowth. In 1904 the Olmsteds were asked to design the boulevard (only); they did, with the concept of protecting and enhancing the inherent beauty of the area rather than forcing upon it the designer's own skill. But contrary Department plans included considerable filling, especially for playfield purposes, plus a speedway for horsemen, together with cooling sheds and a barn (concession operated) was built (1908) ("Azelia Way") with the barn just south of the present tea garden. The speedway was eclipsed by the new "horseless carriage" and the barn became a co-venture as park service area for tool and horse plus concession for bride trails through the park: Azelia Way went to grass. Three nursery areas were developed along the northeast edge of the park; clearing of large trees for #3 made necessary for the "propagation" of 3000 young flowering cherry trees from Japan in 1931 (later transplanted to Seward, Volunteer and Green Lake Parks) drew community criticism.

A functioning Japanese Tea House with garden was proposed in 1919, but for Volunteer Park.

In 1915 a public golf course was proposed for the park: in 1924 it was developed privately and known as "Broadmoor".

ARBORETUM: The original concept of Edmond Meany, it was developed on the U.W. campus after 1894. As a campus development, the Alaska-Yukon-Pacific Exposition was erected in 1907 and the campus arboretum became a scattered landscape reality, and campus building growth became obvious. So a new site was sought: The Seattle Star (Howard Parrish) urged Fort Lawton; O.J.C. Dutton and Dr. C. L. Tenny (Park Board) proposed Washington Park which was accepted by Dean Winkenwerder of the Department of Forestry in 1924. "The Great Depression" rendered the U.W. unable to produce plans, so garden clubs raised \$3,000 for a master plan by the Olmsted Bros. WPA accepted it as a Work Project; Jacob Umlauff, Head Gardener of the Park Department, directed the work. WPA built the cobblestone gatehouse (and one at Interlaken Boulevard "entrance" - removed 1954) and an Arboretum barn.

In 1950 Park Maintenance and Recreation Districts had been separated and a new Park Maintenance District Headquarters was built here. The site chosen was occupied by a huge pile 305,000) cobblestones from Madison Street. They were leveled and covered with earth. The ancient horse tool barn, gardener's shed, etc., used as the park service area, was removed. (20,000 cobblestones were given to Arboretum in 1940.)

PLAYFIELD: By 1909 a baseball field had been established on a fill across the ravine, the sloping sides of which formed natural bleachers for the popular sport. The field was expanded with additional filling in 1929 (including Madison Street bridge area) and a shelterhouse was built. (Original Arboretum plans were to develop a rose garden in the playfield area: community protest resulted in a modification of the Arboretum Agreement.)

continued

FOSTER ISLAND: Purchased in 1917 for \$15,000; it was considerably smaller for the lake was 9' higher prior to the opening of the Ship Canal and locks. During dredging of the canal, considerable filling was done (with approval) "in the marshy areas, amongst the reeds and cattails." The Island was named by a Fremont realtor who also operated a steam vessel, The Maude Foster, which he named to honor O. C. and Ane Foster, one of whose family married Betsy, the grand-daughter of Chief Sealth. In 1920 the Fosters were residents of Des Moines and gave some property at the south end of the park. (Off Vancouver Island is a Foster Island which was named in 1865 by Captain Pender to honor British Major George Foster.) In 1963 the Evergreen Point floating bridge bisected the Island, and intended to slice off the park's west side with Thomson Expressway (first proposed as "Empire Way" in 1930) but vigorous continuous lawsuits resulted in voter rejection of the project in 1972. The freeway to the north under Union Bay - - -

In 1967 "the marshy areas, reeds and cattails" were recognized as a valuable resource and the "Arboretum Waterfront Trail" was established by the U.W., B.O.R., Department of Interior, and City of Seattle.

BOULEVARD LIGHTING: Rustic cedar poles and fixtures were made as a WPA project in 1936. By 1944 operation and maintenance were a problem that worsened until a new system was installed in 1970; a compromise in design and illumination level by the University of Washington, Traffic Department, City Light, Parks Department and Design Commission.

HISTORY

Travel northward by land from the pioneer town of Seattle was squeezed between Union Bay, Lake Union and Salmon Bay, and the wagon road along the "Montlake Ridge" became the latter-day Montlake Boulevard. Just south of Union Bay on the shore of Lake Washington, a pioneer judge, John J. McGilvra, staked his land claim in the 1880s and cut a road on an almost straight line "through the wilderness" to the town on Elliott Bay, the road that became Madison Street. At best the roads were rough, dusty or muddy, and the journey long beset with the danger of bears or other wild animals. To promote the sale of real estate "so far from town" the judge gave 21 acres for a park at the foot of Madison Street and formed a company to build one of the "new toy" cable cars from town to Madison Park. It became a very popular Sunday summer outing. The Puget Mill Co. owned property in this area and, having logged the best timber, wished to sell their real estate. Improvements like the cable car were a big inducement to sales, so they made a deal with the City wherein they would give 62 acres of ravine for (Washington) park in exchange for \$35,000 worth of watermain work in an adjacent subdivision they were developing.

This was 1900. The new park land was a rough ravine sloping abruptly to the "living stream of water running the entire length", from about 33rd Avenue into Union Bay. It was necessary for McGilvra's road to ford the creek, but upon construction of the cable car, a trestle bridge crossed the ravine. (The trestle was replaced with a fill about 1915.) The ravine was covered with a dense growth typical of Northwest forests with trees that had survived the loggers or second growth. About 1896 a system of bicycle paths was developed around the town, one route from Lake Union following the contours along the bluff that became Interlaken Park and boulevard, but it did not enter this ravine, staying at a higher contour so as to intercept Madison Street at the west end of the bridge over the Washington Park Creek (29th Avenue). At Madison Street it was a 50' deep ravine! (City Engineer contour map 7003/1903.)

At the time of acquisition there was a private park named "Washington" which was bought by J. M. Frink and later given to the City and, about 1910, renamed Frink Park. By 1902 this park was identified as WASHINGTON PARK. (In 1889 the Congress chose to honor GEORGE WASHINGTON as the name for the new (42nd) state on the 150th anniversary of his birth. The lake whose Union Bay forms the north end of the park was named for Washington

continued

in 1854 upon the suggestion of Thomas Mercer who also proposed the names of Union Bay and Lake Union because he envisioned the proposed canal as a "union of Lake Washington and Puget Sound." The Indian name for the "Big Lake" was Hyas Chuck (or I-How-Chug); the Wilkes Expedition identified it with the Indian word Dwamish ("many colored") in 1948 and Isaac Ebey proposed "Lake Geneva" in 1850 (honoring the city where the Calvinist Doctrine originated). (?) (The first president of the 13 colonies united under the Articles of Confederation of 1777 was John Hanson elected in 1781 by the Continental Congress; Washington was elected in 1789, serving until 1797, under the new Constitution.)

The original 62 acres extended from the shore of Union Bay south to Prospect Street so the City immediately purchased the ravine between there and Madison Street. The City plan then was for a driveway substantially along the east boundary of the park from Madison Street to Union Bay, thence westerly to the old (Montlake) Wagon Road, and a branch of the bluff area that became Interlaken Park. Since most of the creek bed and ravine lay west of the original acreage, a long process of acquisition began, continuing until 1937.

The establishment of the University of Washinbton by the moving (from downtown) of Denny Hall in 1894 and the advance planning for the AYP Exposition on the University grounds (the Expo buildings becoming the nucleus of the campus) placed a strong emphasis upon the development of Washington Park as a boulevard entry to the Expo and U.W. This proposal became part of a City-wide comprehensive parkway (boulevard) plan prepared by the famed Olmsted Bros., Landscape Architects, of Mass. (approved by City Council in 1903).

In the matter of Washington Park, the Olmsteds were instructed to prepare a design for just the border drive; they did not feel they could justify the expense of an on-site visit, but requested a location by survey "of trees which are worth shifting the road to save," (Their design contract was to align drives and walks to conform easily to existing contours and to save or enhance natural features.) Evidently the translation of the broad "Parkway" plan into detailed drawings was deemed to be the province of those experienced in this new concept - "Landscape Architecture." So the Olmsteds were hired to begin developing drawings, reports and advice, including "at least two visits" to study a site. At this time the Park Department was under the direction of the Board of Public Works, one of whom, A. L. Walters, was in the capacity of Superintendent. Therefore, the Olmsteds deemed it advisable to condition their proposition for Washington Park plans with their "furnishing of a competent and experienced park superintendent (to supervise the work) under the full control of the board." (4/4/1904) (A separate recommendation was to establish a Park Board independent of City Hall.)

The Olmsted recommendation was for the east boundary line to be adjusted with the adjacent owners to the center of a curvilinear drive rather than ugly straight lines and angles; also a valley drive with walk following the brook throughout the park with entrances from either end of the Madison Street bridge, while at the north end the drive should follow the shoreline, not the ridge, across the Portage Canal and on to the University.

The original date set for the AYP Expo was 1907, so the improvement of the approach boulevard began in 1904 in Washington Park along the route of the "valley drive" - the east boundary line remained and was eventually fenced. The Olmsteds continually complained about the impossibility of sensibly designing a drive with no reference whatever to the other portions of the park, for the Park Board would not authorize a general plan for the park. However, because of the linking of this drive with Madison Street and the concurrent improvement of the Old Bicycle Path by paving the route to Volunteer Park and cinderizing the path to Roanoke, this park was noted in the 1906 Annual Report as the "most important. It is intended to make this stretch of road an object lesson as to what the

continued

(boulevard) system will be." It was so popular for automobiles, carriages, horsemen and pedestrians that a mounted patrolman was necessary - the Park Department furnishing the horse and the Police Department the officer: the next year the horse had to be replaced with a motorcycle!

The automobile was still a novelty for the rich and the "sports", so the still numerous horse owners formed a Speedway Organization which raised \$9,520 toward development of a public course for the "speeding" of harness horses (Azelia Way) together with sheds for cooling the horses and a barn. Horsepower was still the backbone of the Department's work force and since Washington Park was then "the center of the Boulevard System", a stable for 8 horses plus accommodations for steam rollers and other tools and a headquarters "barn" was built in 1909.

By this time a huge fill had been placed across the ravine, north from Madison Street, and an "athletic field" (baseball) had been established, the sloping sides of which made an ideal natural grandstand. (The pro-ballfield was nearby, at Madison Park.) "Games of the Bank League and numerous commercial teams are pulled off on (Washington Park) grounds." (It was a sanitary fill by the City Garbage Department.)

The 1913 Report notes a decline in the demand for the Speedway - "due to the advance of the automobile." Meanwhile, the sanitary fill continued, being done now in the marsh area near Union Bay; when dredging operations began for the new Ship Canal more fill was placed in the marsh, reeds and cattails around Foster Island, originally a small island until the dredging and lowering of the lake level by 9' upon the opening of the Ship Canal in 1917. (The island was owned by a Fremont Realtor who operated the steamer The Maude Foster, named to honor the daughter of O. C. and Ane Foster; one of the family married Betsy, the granddaughter of Chief Sealath. (Near Vancouver Island is a Foster Island named in 1865 by Captain Pender to honor British Major Foster.) In 1920 residents of DesMoines named Foster gave property to the south end of the park.) Foster Island was purchased in 1917 (\$15,000).

Excepting for the foregoing improvements noted, this "huge ravine" had been left in a natural state. "Considerable work had been done adjacent to the driveway in the way of walks, lawn areas, flowers and shrubs, etc." So in 1915 came a surge of interest in the game of golf. The first municipal course in Seattle had just opened on Beacon Hill: Jefferson Park. Now came the proposal for a course in the north end at this "undeveloped" park. In 1919 "certain gentlemen of this city" offered to form a corporation to lease and develop a course in Washington Park. The Board questioned the legality of such use and held the park development should be for "the general public." Soon after this property along the east boundary of the park was resubdivided as the exclusive Broadmoor development with a private golf course around three sides. An easement for a roadway across shorelands to permit the development and public use of Foster Island had been granted by the State in 1917; that road was along the northeast edge of the park, so it was quite convenient to locate a north entry to Broadmoor onto this "public road". There were proposals to develop the "Lakeside Boulevard" along the shoreline from 43rd to the University, but much filling was required to accomplish it. So the roadway across the north end of Washington Park became the north access route for Broadmoor.

Horseriding facilities continued in the park but with decreasing popularity until 1935, the surrendering of the concession contract of the riding academy. The old Speedway had been abandoned by 1919, "closed on account of the rotting away of a bridge." Before long it was replaced with grass and became "Azelia Way" (W. C. Hall, Park Engineer.) The barn (minus cooling sheds?) was leased by concession for riding clubs and academies. The park barn and service yard, located in the meadow below Helen Street, was re-located in 1950 upon the request of the Arboretum Board which planned to build an exhibition hall there. The new site was up the hill from there, fronting on Ward Street. But the new site was found to be composed of 325,000 cobblestones from Madison Street

continued

(count based upon square yards of street paving removed.) The site was graded with difficulty and covered with topsoil.

Additional filling (with garbage) was done in the athletic field area in 1929. Filling continued in the park areas until 1935 when plans were completed for the Arboretum. (The Health Department protested the closing of the "largest garbage fill in the City" due to the increased cost of hauling to a more distant site.) A shelterhouse was built on the playfield in 1930. Marksmen had their day in the park; an archery course was established west of the boulevard, south of the Interlaken Boulevard connection. It was phased out after 1933 upon the development of the new Montlake PF. The Seattle Gun Club was in the process of developing a trapshoot on Foster Island in 1920 but was stopped by the State which prohibited shooting within one mile of the lake.

Prof. Edmond S. Meany is popularly noted as an historian but the U.W. considers him also as the "father" of the campus site and of the College of Forestry. Meany dreamed of a campus that would include an arboretum, so he successfully ran for the State Legislature in 1891 for the prime purpose of obtaining his favorite site of 583 acres. The Territorial University had been located "in town" - on University Street. But the Legislature pared his request to 160 acres, so Meany waited for re-election and success: in 1894 Denny Hall was moved to the new site. And Meany began to teach forestry in the Department of Terrestrial Physics and Geography. His home garden was devoted exclusively to the planting of tree seeds sent him from around the world and as soon as growth permitted, and with student help, transplanted exotic and native trees onto campus, the only watering system being hand-carried buckets. Meany initiated a seed-exchange program with foreign botanical gardens.

Then came plans to celebrate the gold rush that had changed Seattle from a "town" to a "city" with the AYP Expo held in 1909. The plan was to retain some of the Expo buildings for University use. So Prof. Meany watched his dream of an Arboretum splintered by the clearing of many of his trees in the interests of brick and mortar. "Arboretum" was quickly dropped from the original "University Grounds and Arboretum". The establishment of a Navy training camp during World War I took its toll of the trees. Approval was given to create an arboretum on the south shore of the campus, next to the Ship Canal and forestry students began to plant trees. Then came the Golf Bug. This area became a golf course but the creeping bricks-and-mortar crept in and the Medical School has taken over.

By coincidence or not, the Park Department began clearing "weed" trees in the northeast portion of Washington Park for the purposes of "moving" three nurseries and the U.W. was feeling the need for an arboretum classroom for its growing Forestry and Botanical Departments. So U.W. president Henry Suzzallo proposed a "wedding" of the two plans. The proposal was blessed by the Chamber of Commerce. The Park Board consented (1924), urged by O.J.C. Dutton and Dr. C. L. Tenny. Objections were voiced by Howard Parrish of The Seattle Star who thought that Fort Lawton was the best "bride". The slow moving clearing project was given assistance during 1926 with "unemployed" labor. Then came the Great Depression of 1929 which rendered the U.W. and the City unable to produce plans. F. D. Roosevelt was elected President and soon developed the federally funded Works Progress Administration (WPA) which provided labor for public works programs, the municipalities providing equipment and materials. So the Seattle Garden Club raised \$3,000 for a Master Plan of the Arboretum and hired the Olmsted Bros. who, too late, were able to design for the whole park (for it had changed drastically since 1903.) In 1936 the WPA Arboretum project began, developing work for 800 men under the direction of Jacob Umlauff, Head Gardener for the Park Department.

Fencing was proposed for the entire park, including the Boulevard (as early as 1928 the development of Empire Way, along the west side of Washington Park, was proposed to take

continued

arterial traffic off the Park boulevard.); the fence to prevent theft of rare plants and to protect wildlife from dogs. A great controversy arose (1936): Park Board Chairman H. M. Westfall declared "it was all a hoax to crystallize public opinion." A "temporary" fence was built along the east boundary (and golf course) to remain until the thickly planted hedge grew as high as the fence. Fencing for the Arboretum became another hotly contested controversy after the State Legislature in 1972, faced with the necessity to cut the University budget, recommended relief from the management of the Arboretum. The U.W. declared that the use of the Arboretum was that of a public park rather than a scientific classroom. As such, the area received abuse not related to an arboretum. But the City declared it did not have funds to maintain the park as an arboretum. The U.W. proposed fencing the arboretum - east of the boulevard. The opposition was heated. The U.W. objected to placing a unit of the reactivated mounted police (in an effort to cope with increased muggings, rapes, without assurance that the frail plant and soil conditions would be protected from the horses). (Pat Hemenway had been shot by a robber, causing a spinal injury that made her totally disabled, unable to find any financial support; the State Legislature listened to her plea for recompense for all victims of such attacks and authorized such legislation. Despite her great courage, she lost her fight for life.)

Meanwhile, the "tug of war" continued to rage until a settlement was reached in 1974 with the Letter of Clarification wherein total maintenance of the 1974 level "or better" would be financially shared equally by the U.W. and the City. The Seattle Times editorialized that the U.W. position had softened with a change in policy under the new U.W. president, Dr. John Hogness.

Among the first visitors to the Arboretum (in 1938) were two distinguished ones and 600 unique ones: the mother and the wife of President Roosevelt who also visited another WPA project - West Seattle Golf and Recreation Area - and of course visiting the wife of the P.I. editor, Anna Roosevelt Boettiger, daughter of the "First Family"; the unique visitors were 2000 larvae from which 600 fireflies matured - these immigrants from the east coast were an attempt to transplant the fascinating insects into the Arboretum and the northwest - the suggestion of an invalid daughter of a Department of Agriculture official who was honored at the ceremony releasing the fireflies.

The entire Washington Park (including Foster Island) was included in the original Agreement with the Arboretum (U.W.) in 1934. When it became known to the ballplayers that the athletic field was about to be replaced with a rose garden, another storm of disapproval arose. The result was modification of the agreement, in which the playfield as well as the proposed new service use were excluded from Arboretum use (1948).

Efforts to establish a Japanese Teahouse and Garden began as early as the 1909 AYP Exposition. It was a logical part of the Pacific Rim celebration and its contribution to northwest culture and trade. After the Expo the Teahouse was purchased by Emma Watts and "placed in Madison Park." 10 years later a \$5,000 teahouse existed at the southwest corner of 5th and University. A request was made to the Department to permit its relocation in Volunteer Park or elsewhere as a concession sponsored by the Japan Central Tea Association. In 1937 the Arboretum Society renewed the dream, but it did not take form until 20 years later when Mrs. Neil Haig went to the Japanese Consul, Yoshiharu Takeno, who sought aid from cities in Japan. The first response came from Kobe, Seattle's sister city. Tokyo gave enormous gifts - the work of the eminent designers, Mr. K. Inoshita and his associate Mr. Juki Iida, and a magnificent teahouse. Funds for the work came mainly from a generous Arboretum member. The value of all gifts and work was \$200,000. Seattle craftsmen performing the work, supervised by Mr. Iida and Mr. Kitamura, were the Yorozu Co., Ishimitsu Co. and Yamasaki and Kubota. The garden was dedicated in 1960.

Arsonists completely destroyed the teahouse in 1973.

continued

Japanese Garden (4.2 Ac.) designed by Mr. K. Inoshita, assisted by Mr. Juki Iida. Their work was gift of Tokyo and Japanese Govt. Teahouse, largest of its kind outside Japan, gift of people of Tokyo. Two granite lanterns gift of Kobe. Large financial gift toward work by an Arboretum member. 9 ft. Lantern of Tokyo honors Carl M. Ballard, pres. of Arboretum Feb. 1955-57; planned Tea Garden

10¢ ADMISSION CHARGE

Paths = 4 1/2 mi.
 (Bike-able = 3 1/2 mi.)
 (Azelia Way = 1.6 mi.)

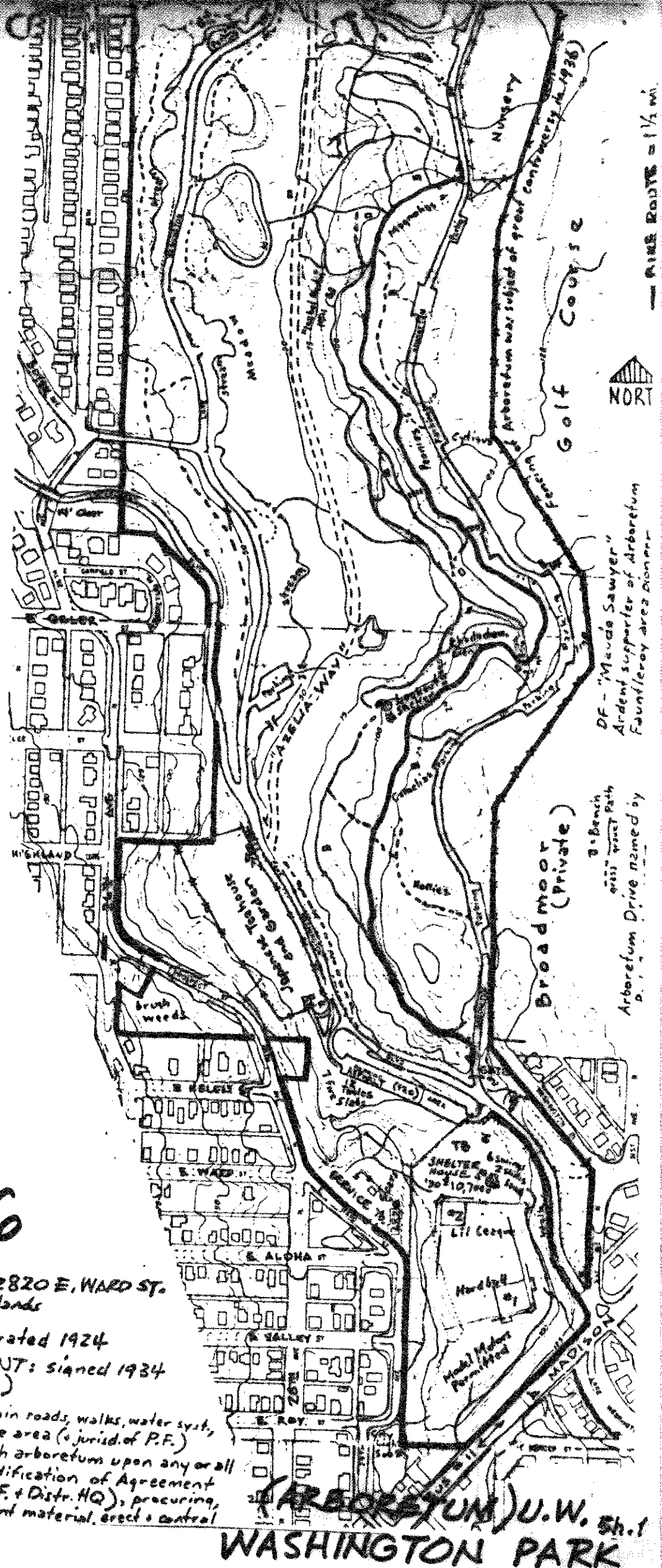
466

172.5 Ac. | 10.6 Ac. P.F.
 1.5 Ac. HQ/2820 E. WARD ST.
 4.1 Ac. shorelands

Arboretum Society Incorporated 1924
ARBORETUM AGREEMENT: signed 1934
 (Includes FOSTER ISLAND)

PARK DEPT.: constr. + maintain roads, walks, water syst., lighting facilities + police area (jurisd. of P.F.)

REGENTS: plan + establish arboretum upon any or all portions per 1948 Modification of Agreement (excluded 12.14 Ac. for P.F. + Distr. HQ), procuring, planting + control of plant material, erect + control



DF - "Mauds Sawyer"
 Ardent supporter of Arboretum
 Fountainery area donated

Bench
 grassy path
 Arboretum Drive named by

WASHINGTON PARK ARBORETUM U.W. 5h.1

The growth of suburbia east of Lake Washington demanded relief from the crowded Mercer Island Floating Bridge, so another one was constructed in 1963 from the Evergreen Point across the north end of the park - mainly Foster Island - creating a new "Bamboo Island" and a wide interchange of ramps intended to connect with the north/south Expressway known in 1928 as Empire Way and later proposed as the Thomson Expressway. Empire Way had been proposed along the west side of Washington Park, taking the whole side from Ward to Lynn Streets, and/or the strip of residences along 26th, at least. But the community and residents had long ago stopped Empire Way at Madison Street with a series of vigorous and continuous lawsuits. So the 1963 interchange ramps deadended abruptly at the north end of the park onto Lake Washington Boulevard. Further construction into the park waited . . . until 1972 when the voters rejected the Expressway. But the expectant bulldozers had excavated for the Expressway to Lynn Street, and it remained as a blighted scar where little would grow except parking for cars, especially during football games. Some homes had been bought and boarded up until

The marshy areas, reeds and cattails on the north side of the Freeway were recognized (finally) as a valuable wildlife resource and the Arboretum Waterfront Trail was built on pontoons by the U.W., Bureau of Outdoor Recreation and City Arboretum Trust Fund. Completion of the Waterside Trail along the Canal in 1971 caused it to become a National Recreation Trail.

DS:d
9/20/74