Until about 1920 this portion of the Boulevard, west of Washington Park (Blvd), had been known as "University Boulevard". The present University Boulevard just north of Roanoke St, was created later in replatting property.

(Whimsically-) the flow of freeway traffic runs east and west along the first route chosen for the Ship Canal prior to 1900. Freeway built 1959.

Sheet "A"

LAKE WASHINGTON BLVD.
Boulevard areas in front of residences usually maintained by residents; improvements other than plantings are done by Revocable Permit from the Park Dept.
Boulevard repairs, south from Madison St., to Superior St. (54th St.), maintained by Eng'r Dept. (1942)
Lake Washington

Indians had called lake "Hyas chuck" (Big Lake), also "Dvamish." (22,138 acres) [Lake Chelan bigger; 33,104 acres]

Wilkes' map of 1847 called it "Dwamish Lake." (many colored)

Isaac Eddy in 1850 proposed the name "Lake Geneva."

Prior to the opening of the Ship Canal in 1917, Lake Washington was 9 feet higher and drained through the Black River at Renton, hence southerly joined by Cedar River, then to Tukwila joining the Green River to form the Duwamish River; after 1917 the Black River from the junction of the Cedar River to Lake Washington was realigned and dredged to drain into Lake Washington and the remainder of the Black River was abandoned.
The original boulevard, and also the first to be paved, was in Washington Park. For many years Interlaken Blvd. was the connection between downtown and the various boulevards along the lake. (Grand boulevard to connect Leschi, Madison, Laurelhurst.

From Madison St. to Yesler Way was named "Blaine Blvd." to honor E.F. Blaine, president of the Park Board 1908-26, established the Board on a firm business-like basis upon its independence in 1906 in the city charter, helped make the Olmsted plan for the park system a reality; honored as 'the father of the Seattle Park Dept.' (Name remains on Blaine St.)

From Leschi Park to Frink Park was named "Frink Blvd." to honor J.M. Frink, park commissioner of the Frink Board 1912-19, educator, councilman, state senator and donor of Frink Park.

Scattered portions to the south were called Lake Washington Blvd. and by 1920 all the sections and boulevards had been connected and the whole length given the name of Lake Washington Blvd. The name was taken from the adjacent Lake Washington, named for the State which had been so named by Congress upon admitting the 42nd State in 1889. Known as "The Bill,"

Lake Washington

Normally 21' above Puget Sound (hill

(Lowered for a period during winter)
Frink Park to Caiman Park, all named "Frink Blvd."

Prior to 1930 there was a wooden bridge between Norman & Charles St., replaced w/ two-level roadway.

Boulevard maintained by
Engr. Dept. (1942)
Also thru Leschi Park.

Lake Washington

In 1792, the area was called Lake "Awyas chuck" (Big Lake) also "Desemery".

Wright's map of 1867 called it "Dwamish Lake."

Boat Dyke in 1880 proposed the name "Lake Cinnain" ("very colorful")

Lake Washington

Sheed 4

PA 5-3204

PA 5-3204

Ju 3-2797

(Blvd. from Leschi Pk. to Wash. Pk. was originally named "Blaine Blvd.")

Yacht Moorings on Public Rm.

(Engr. Dept. - July 1942)

(north of Leks) Nagle's

Moorings

072667
The original boulevard, and also the first to be paved, was Washington Park. For many years Interlaken Blvd. was the connection between town and the various boulevards along the lake.
From Madison St. to Yesler Way was named "Blaine Blvd." to honor E.P. Blaine, president of the Park Board 1902-03, established the board on a firm business-like basis upon its independence in 1906 in the city charter, helped me in the "Olmsted" (Architects) plan for the park system a reality; honored as the father of the Seattle Park Dept. (Name remain Blaine St.) from Leschi Park to Frink Park was named "Frink Blvd." to honor J.M. Frink, park commissioner and president of Board 1918, educator, councilman, state senator and donor of Frink Park.
Scattered portions to the south were called Lake Washington Blvd. and by 1920 all the sections and boulevards had been connected and the whole given the name of Lake Washington Blvd. The name was taken from the adjacent Lake Washington, named for the State which had been so named by Congress upon admitting the 42nd State in 1889, to honor the 42nd President.
Portion of boulevard originally developed by E.H. Thomson & Geo. F. Colman as a cinder bicycle path, later widened into a carriage path.

No lights along boulevard except at street intersections.
23 ft. wide pavement. Boulevard from Seward Pk. thru Colman Pk. maintained by Engr. Dept. (1942)
In 1957 the park was named the newly developed hydroplane Pits and facilities to honor the memory of Stanley S. Sayres (1894-1956), the man with the slow smile and fast hydro who brought the Gold Cup to Seattle and much water sports excitement. After years of trials and tests, his "Sho-mo-shun IV" won 5 Gold Cups (1930-35) and set a one-mile world record of 178.479 mph in 1932; his racing entry at Detroit in 1930 broke the existing record with 160.323 mph. The Sacramento automobile dealer joined forces with Ted Jones and Anchor Jensen, boat designer and builder; his drivers were Jones, Lou Fazola, and Joe Spery. Sayres' death occurred shortly after his favorite "Sho-mo-shun IV" was wrecked on the Detroit River.

When the highway was built a "lumpy" wooden bridge crossed Welmore Slough. In 1937 the Ever-Dan replaced the bridge with a fill and in 1947 began filling of the Slough, which extended to Columbia City (Rainier A.F.).
In a 1910 Resolution, Park Board agreed to maintain a public bathhouse between Mt. Baker and Seward Park.

Successfully attempted to move "unsightly, noisy" bathhouse to Seward, Cape north of Bathhouse.

Wild Bird Sanctuary established 1932 here by D.F. Frederick, who provided food and shelter. Giving to neighborhood objections, it was moved to the north end of Seward Park before his death in 1937. Ben Paris + Dr. Brien T. King later took over project. It is now located in Green Lake.

Boulevard maintained by Engr. Dept. (1942)
Submerged Forests  Recent nautical charts of  
the Coast and Geodetic Survey show three submerged 
forests in the lake. The first, clear of obstructions with-
in 30 feet of the lake level, is southwest of St. Edward's  
Summary. The second, clear of obstructions within 20-
feet of lake level, is off the west side of Mercer Island 
and about parallel with the north end of Seward Park.  
The third charted submerged forest, clear of obstruc-
tions within 15 feet of lake level, is a little east of the  
south point of Mercer Island.
Lake Washington Blvd.

218.2 Acres total (land = 96.9 ac., water = 121.3 ac.)

9.20 Miles of Blvd. from Seward Park to Montlake Blvd., just south of Montlake Bridge. 4.2 miles of waterfront.

Condemn, Transf. since 1905-61