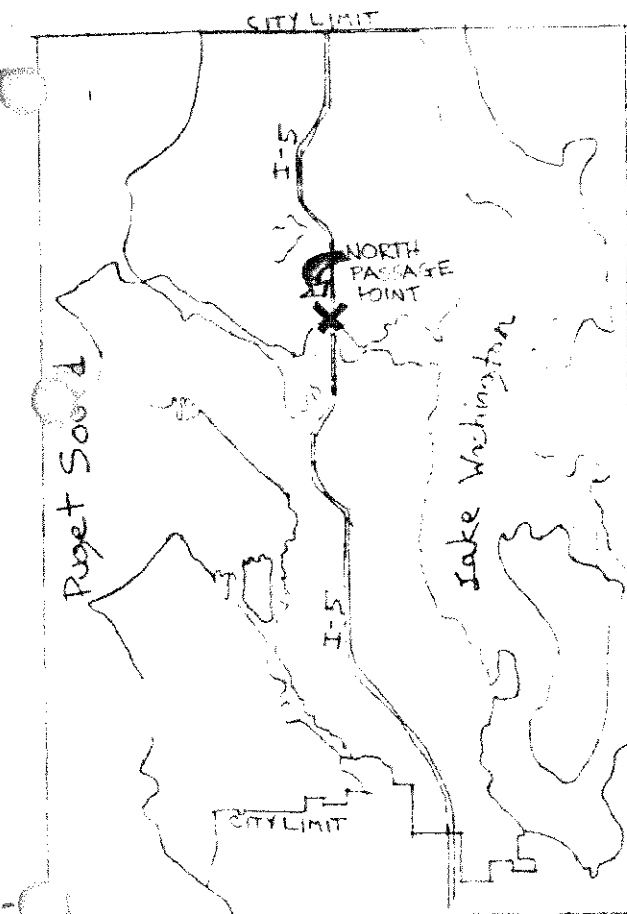


(1.1 X Ac.)  
Deed 1966: "Gen. Mun. Purp."

**FREEWAY PARK (#5)**  
(NORTHLAKE-UNDERBRIDGE VIEW PARK)

Sheet 4 of 8

040367



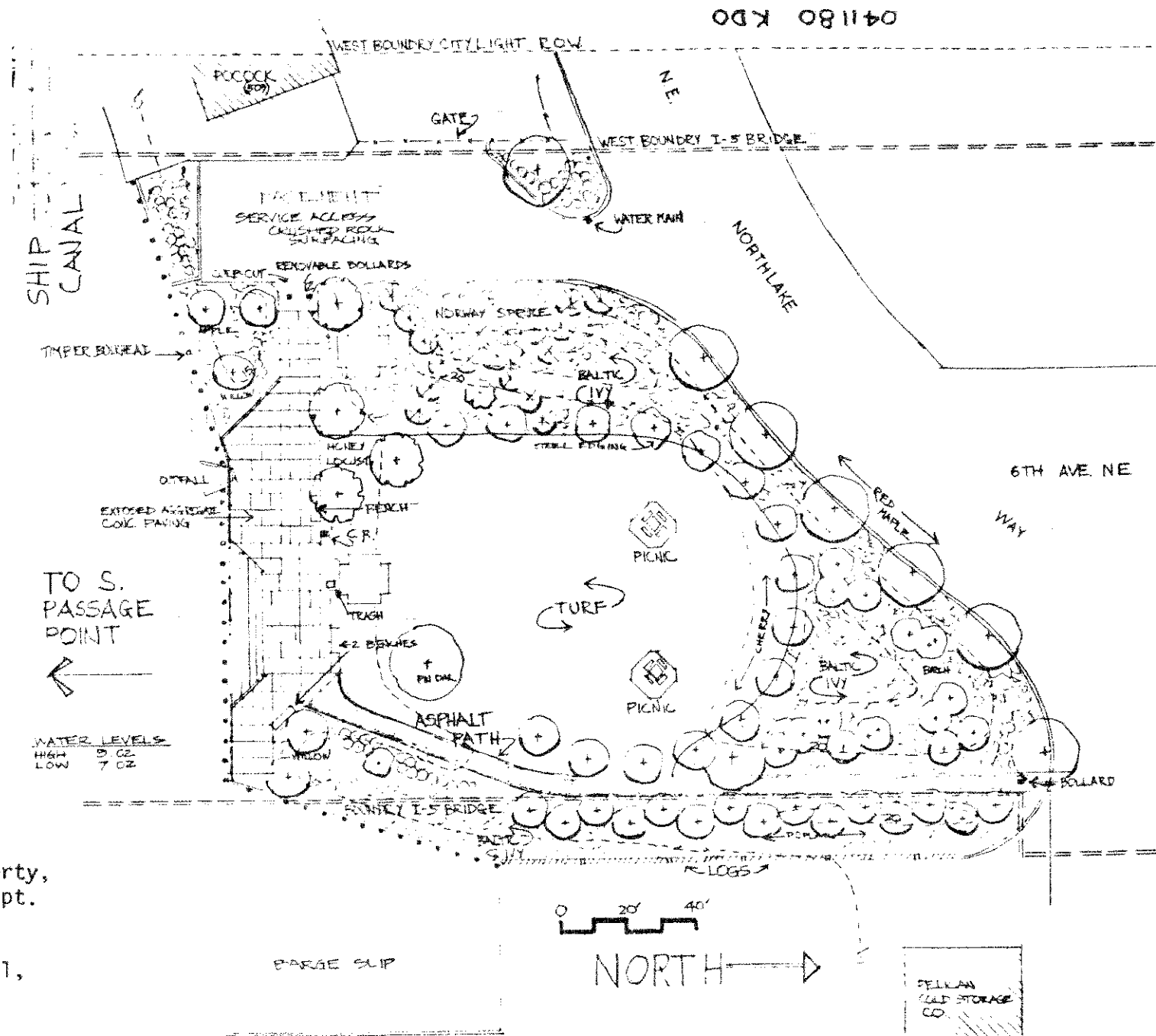
LOCATION MAP

N. PASSAGE POINT PARK 515 N.E. Northlake Way

Acreage: 0.79 ac. total; 0.66 State Highways Dept. Property, airspace(1976)&property(1968) leased; 0.13 ac. Parks Dept. deed from vacation of Pasadena Place.

Development: 1977; R. Haag Assc., designers. \$114,000 total, \$89,000 FT; \$25,000 State Highway Dept.

Elements: picnicing, promenade, grass area.



(9) 12-9 NORTH PASSAGE POINT PARK

The major north-south shape of Lake Union and Portage Bay is indicate of its origin: gouged by the Vashon Ice Sheet 14,500 years ago. The lake is a remnant of the much larger "Lake Russell" formed by the melt-off from the glacier, and was itself considerably larger before the arrival of the settlers. It was known to the Duwamish Indians as "Tenus Chuck" or "Kah Chug" (Little Lake or Little Waters) but after its "discovery" by the white men, it was renamed in 1854 by Thomas Mercer who foresaw the union of Lake Washington with Puget Sound by means of a canal proposed the year before by Capt. Geo. B. McClellan of the Army Engineers. This launched a verbal battle that resulted in the proposal of six different routes for the Canal; in 1860 Harvey L. Pike took up pick and shovel and began digging a ditch between Union Bay and Portage Bay but he soon "tired and quit". The Lake Washington Improvement Co. (led by Judge Thomas Burke) did open a channel with a lock on this route in 1885, then let its contract to Wa Chong who cut a channel in the bed of the stream from Lake Union to Salmon Bay, with a lock - and so the passage of small boats and log rafts between Lake Washington and Puget Sound became a reality. But the Ship Canal was not realized until 1917, an accomplishment of Maj. H. M. Chittenden, Corps of Engineers (refer: Commodore Park). These major locks lowered the level of Lake Washington by 9' and raised the level of Salmon Bay behind the locks by 21', but Lake Union remained at the same level. Then Lake Union began to shrink! Until Congress endorsed and funded the building of the locks in 1910, there had been very little lake-oriented industry other than the sawmill built in 1882 on the south shore by David Denny and facilities for coal barges from Lake Washington to the railroad on Westlake Avenue to coal bunkers on Elliott Bay near the hub of Seattle - Pioneer Square. The Ship Canal brought visions of greatness for Lake Union; the 1911 Bogue Plan foresaw it as a major center where ocean vessels, Lake Washington steamers and railroads all met in a setting of commerce, government and civic buildings; Bogue proposed a double deck drawbridge at Sixth Avenue. That plan failed at the polls but industry's plans to fill the shoreline were successful.

When Denny built his sawmill, the only roads to the north from the town of Seattle had been developed from Indian trails or those made by loggers. One was at the west end of Lake Union to the town of Fremont and another along the ridge between Union and Portage Bays to the Ravenna townsite. On this north shore between Lake Union and Portage Bay was the town of Latona, easily reached by boat from the south shore. This narrow passage became the ideal site for the construction of a timber trestle with a bridge in the center to allow passage of small boats to and from Lake Washington via the first canal built by Judge Burke. This trestle was built by David Denny as a condition of his franchise to built and operate one of the "new toy" transportation devices - the "horseless" trolley car. Since the trestle had to accommodate wagons, horses and foot traffic as well, it had to be rebuilt in 1902. Its site was Sixth Avenue and the I-5 Freeway Bridge built in 1962 is high above the same location. The Sixth Avenue bridge was replaced in 1919 but in a new alignment - an extension of Eastlake to Roosevelt Way (so named just that year) to provide better service to the U.W. campus - and named University Bridge. The present bridge was built in 1933 with provision still made for trolley cars.

The tremendous increase in both vehicular and canal traffic caused the building of another bridge (doubled decked) in 1962 to accommodate the flow of freeway traffic and high enough to clear the flow of ship traffic so that neither one would be interrupted by the other. In planning the route of the freeway across the City, the State acquired a patchwork pattern of property along the right of way, so that excess parcels along the way were either sold or developed as park-like sites with maintenance accepted by the City. One such site was the north shore under the bridge, proposed in 1962 through the office of the City Engineer. Most of the wites were developed by the State as part of the freeway improvement; but this one was not alongside but far below the freeway - ownership of the property under the bridge required to prevent any adverse construction. But improvement of this area became a part of the negotiations of an agreement between the State and City. Prior to State acquisition, the site was occupied by a City Light transmission line with towers on each shore, with houses and houseboats adjacent on the south side and small stores and shops on the north. Relocation of the transmission towers took out a row of houses west

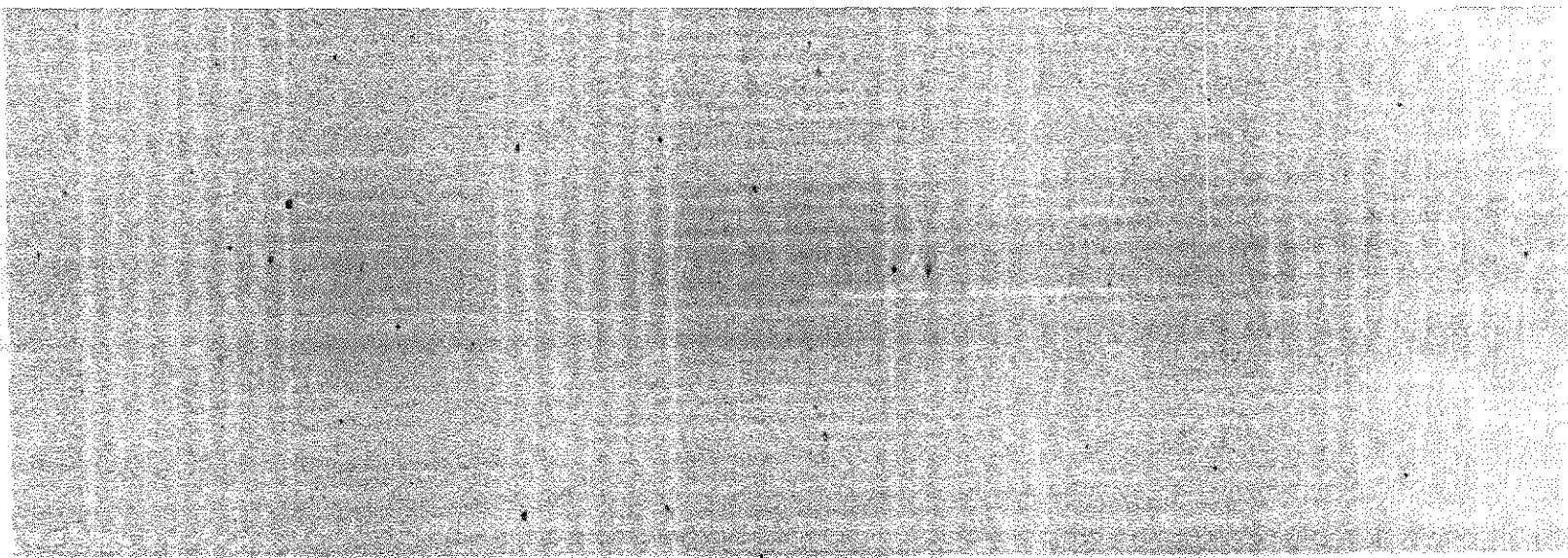
History: NORTH AND SOUTH PASSAGE POINTS  
11/20/75

(over)

of Sixth and the bridge right of way was further cleared of buildings. Sixth Avenue was paved under the bridge and property owners petitioned for the vacation of the unimproved Pasadena Place from Northlake Way to the lake. The vacation was conditioned on the premise that the owner on the east side would deed to the City his property on the west side in exchange for half of the vacated street, giving the City clear title from the centerline of the vacated street to the State right of way. An agreement was signed with the State in 1968 and the site was identified as "Freeway Park No. 5" (because it was the 4th Agreement! No. 1 was the general correspondence file!)

In 1968 the Forward Thrust program included a project for "Small Parks and Recreation Areas" in various district including "University". In 1970 the program identified both "North (and) South Shore Viewpoint(s)" but they were low on the priority list. From a design standpoint it seemed best to plan both viewpoints by the same designer, so negotiations began to acquire the South Shore property by agreement with the State, as well as adjacent private property to the east - that owner was the same as on the east side of the North Shore. So a trade was made: the City gave up its half of the vacated Pasadena Place in exchange for the parcel at South Shore, which appeared to satisfy a long, legal property dispute.

Meanwhile the two viewpoints were named by the Park Board: NORTH and SOUTH PASSAGE POINTS.



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