

31.3 Acres - 3.7 miles long

Condm. 1907 L.I.D. \$167,000 = } \$201,000 =  
G.F. 34,000 = }

"... estab. a boulevard, to be known as  
Queen Anne Boulevard."

Jurisd. transf. to Park in 1911.

Improv. (paving, bridges, retaining walls + trees)

1911-1916: \$300,000 = '08 BF

Pavement maint. transf. to Engr. 1942

✓ Blvd. identification "erased" by various "Street  
Naming Ordinances."

JU 3-2874

QUEEN ANNE BLVD.

071173

Boulevard so named because it  
circles Queen Anne hill and  
in 1906 offered continuous  
viewpoints. The first houses on  
the hill, on the south side, were  
of Queen Anne (18<sup>th</sup> C. English)  
architecture, and thus named  
the hill.

No signs identifying blvd. anywhere.

The Seattle Times of November 12, 1902 reported a "ROUSING MEETING HELD. East Queen Anne Residents Out in Force. Will Work Energetically for a New Thoroughfare to the Summit of the Hill." From the 150 present, a committee of 15 was appointed to present their plan to City Council: starting from 8th and Westlake up an "easy grade" on the east side of the hill to 5th and Newton, the only other feasible route being via Kinnear Park. "These were the only routes by which a trolley car could reach the top of the hill - except by counterbalance." The committee, composed of prominent citizens (L. H. Wheeler, J. W. Clise, Judge A. E. Griffin and others) were eloquent and successful: both car lines were built and the counterbalance, too. These car lines established a thoroughfare from the business center of Seattle to the potential homesites on the hill - and "to all the northern part of the City."

The Club sought a further improvement of the hill when their committee came before the Park Board in 1906, proposing a scenic route around the brow of the hill; the views from the proposed route were spectacular - mostly unobstructed by residential development. Mr. Clise had become a member of the Park Board and was supported by J. M. Frink and George F. Cotterill; John H. McGraw spoke on behalf of the Club. But the Park Board was reluctant; the proposal was not part of the new "Olmsted Plan" of Boulevards and Parkways; the proposed route was along standard City streets, all of which were considerably less than the 150' width usually required for boulevards to provide space for landscaping (trees, etc.) on either side of the pavement. The Board finally agreed to the proposition, providing the community would pay for the taking of private property occasioned by the widening of certain streets for the purpose of establishing proper street grades by filling or excavating; the City Engineer to be responsible for contracts involved and grade changes to streets crossing the proposed boulevard; the proposed boulevard to be transferred to the jurisdiction and control of the Park Board. The Park Board pledged to improve same by (landscaping) and macadamizing the driveway at the expense of the Park Fund. The community agreed and Dr. Crichton of the Club and City Council initiated an ordinance to provide for proper condemnation proceedings. But by 1910 no suit had been initiated, even though the juried court had approved the condemnation - each parcel apparently being a separate case. Boulevard plans were prepared jointly by the Board of Public Works and the Park Board. Legal action began and was beset with counter-suits and differing opinions over "necessary" fills or cuts and portions of divided roadway. The result was that the improvement was done in six divisions or sections, as court action cleared property titles. This patchwork improvement brought its own type of complaints.

The City Engineer was R. H. Thomson, of Regrade fame, and his supervisor of this project was O. A. Piper, of pioneer family at Carkeek Park; they acted as agents of the Park Board in this improvement. In many places the work consisted only of roadway paving, the existing walks remaining; trees being planted in the parking strips. The first contracts were awarded in 1911 and the final contract completed in 1916 - when it became the only route by which commercial vehicles could reach certain sections of the district. So the City Council petitioned, successfully, for use of this boulevard by commercial vehicles . . . "until such time as adjacent streets are paved." (1917) Based upon complaints of a later date, the various portions of the boulevard were planted with different trees: maple, sycamore, oak, elm, cottonwood, chestnut . . .

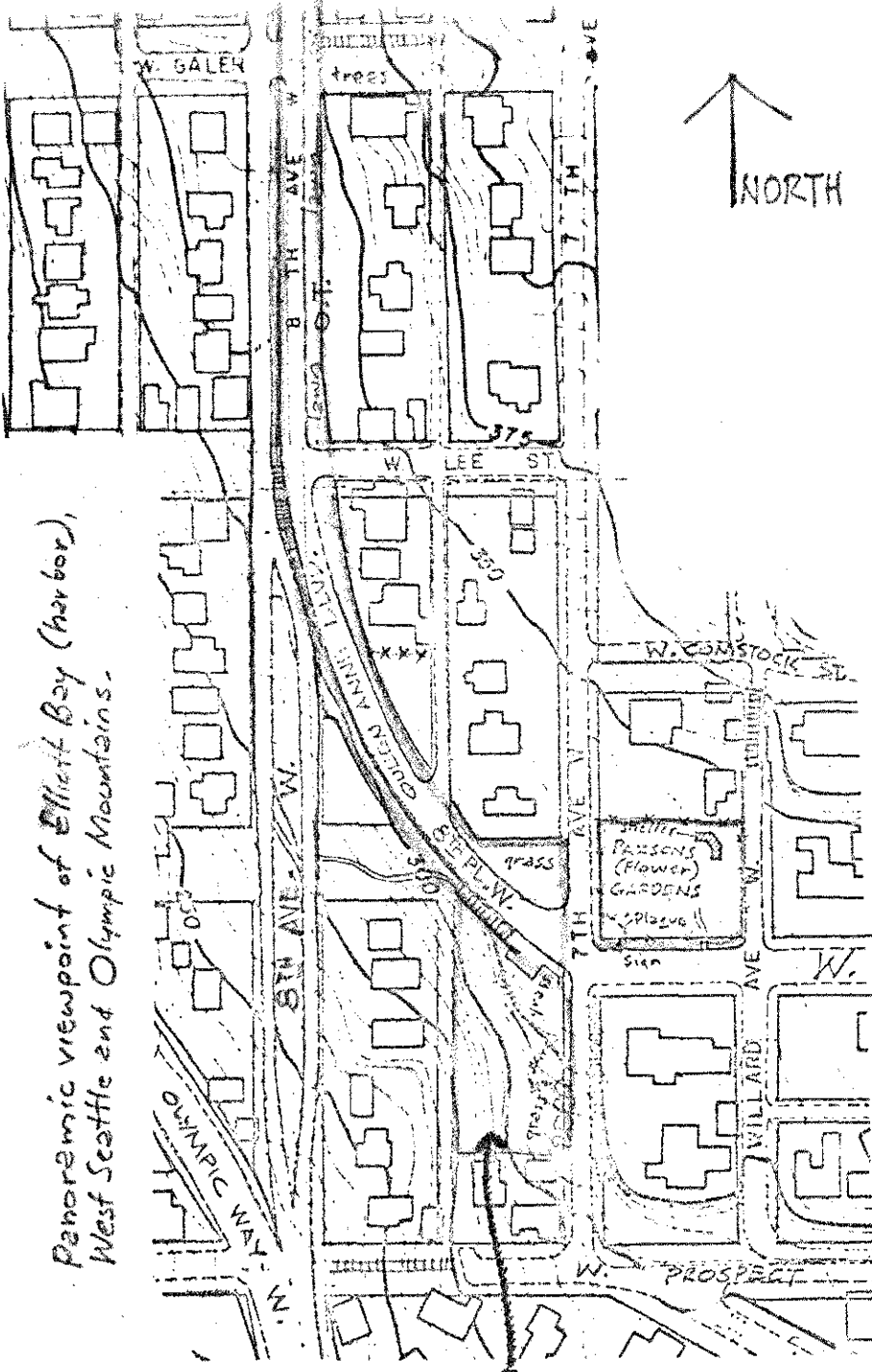
The Club's plans for trolley car and boulevard were a success: the residential area grew and so did the trees! The houses and trees began to block out the view along the boulevard. The trolley car line proposed an extension along part of the boulevard and met with vigorous opposition. The trees dropped their leaves, acorns, etc., across lawns and pavement, their roots invaded sewer lines and caused sidewalks to "heave" because they became too large for the narrow parking strips (like the Board prophesized back in 1906) and besides, they kept the sunshine off house and yard! Plagued with "growing" numbers of complaints, the Board adopted a policy that the cost of tree removal (if approved by the Department) would be borne by the adjacent property owner. In 1942 the

History: QUEEN ANNE BOULEVARD  
7/12/73

(over)

maintenance of the boulevard pavement was transferred to City Engineering and 10 years later the Board, with concurrence of the Planning Commission, requested the return of the boulevard to "standard" street status: City Council rejected it upon the report of the City Engineer that the trees were the responsibility of the "owner" who planted them (a City-wide policy), further, that we were as able to maintain and finance the work as they - especially when they were "not anxious to take on any more work of this nature" (including sidewalk repair).

Citizen complaints continue, as to the inter-Department arguments over repairs, particularly when City budgets are cut back . . . (c. 1950 the City proposed an LID to improve pavement, sidewalks and sewers but was defeated by a 90% protest petition.)



# PARSONS MEMORIAL GARDENS

16,552 sq. ft.  
 Gift: 1960 "public purposes for flower + garden... no structure other than for use as a Memorial Chapel... default invest in Arboretum Fdn."  
 (Lease: 1956-60; Park Dept.)  
 650 W. Highland Drive

The former family garden of Mr. + Mrs. Reginald Hascall Parsons was given by their children as a memorial.  
 Reginald Parsons, born in New York 1873, of ancestry incl. John Bradford + Quaker John Bowie, was educated in Rhode Isl., Colo. Springs + Berkely, Calif. Entered Real Estate + Railroad operations, stock broker and Bemis Bag Co., all while residing in Colo. Transferred to Seattle in 1904 to open branch of Bemis Bag Co. V. + into management of Orchards + Produce in Ash. + Ore., thence into Livestock + Mining, Title Trust Co. Chairman of first City Beautiful, on National Board of Boy Scouts (statue of Liberty @ Alki Beach), sponsor of Natl. Recr. Assoc. in Seattle + Civic Christmas Ship in 1949.

Fireplace + shelter used by Permit only.

W. Highland Dr.

Boulevard so named because it circles Queen Anne hill and in 1906 offered continuous viewpoints. The first houses on the hill, on the south side, were of Queen Anne (18th C. English) architecture, and thus named the hill. [Ref: Queen Anne P.F.]  
 No signs identifying blvd. anywhere.  
 Trees indicated: S.T. = small size  
 M.T. = medium  
 L.T. = large  
 O.T. = ornamental

## MARSHALL VIEWPOINT

32,400 sq. ft.  
 Condemn. 1902: "...for public square."  
 1904: named "Phelps Park"  
 + Gift: 1960: G.W. Marshall + wife  
 "...for park purposes."

The original portion was named in honor of Admiral Thom. S. Phelps who, in 1855, was a Lieut. aboard the gunboat Decatur and gave opportune assistance to the handful of pioneers in the "Battle of Seattle" with the Indians. The park "views the harbor where the Decatur lay at anchor." [Decatur honors Stephen Decatur, Am. Naval officer, won gratefulness of Europe in "most daring act of the age" (Adm. Nelsen) by bringing pirates of Algiers, Tripoli + Tunis to terms. Killed in a duel - his second was Comm. Wm. Bainbridge (Island) (Decatur Reef)]

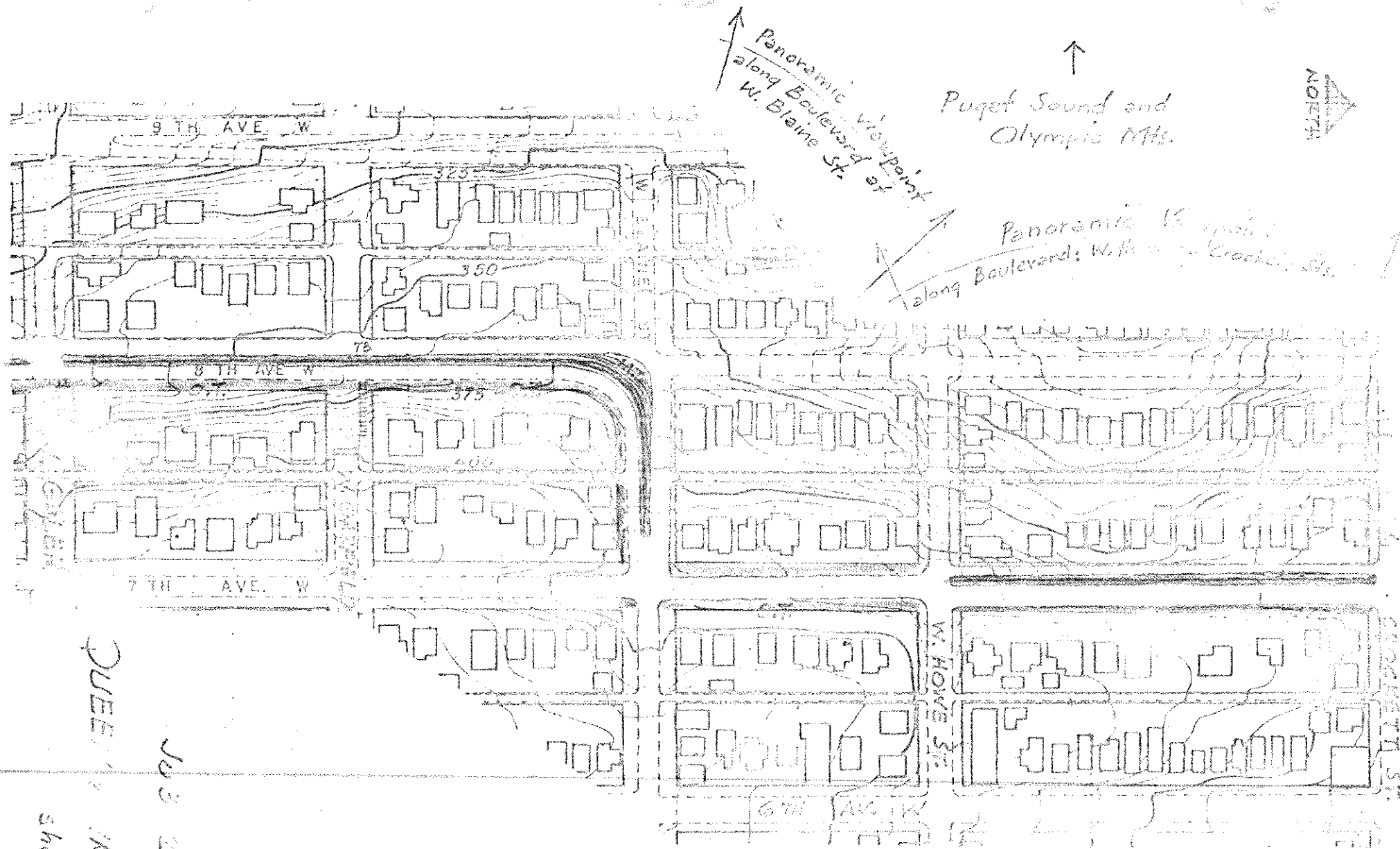
Whole viewpoint combined with 1960 gift and renamed. George W. Marshall (+ Margaret) member of Foster + Marshall, Investment Bankers + Brokers; Marshall + Meyer, Municipal Bonds.

1912 Retaining wall + steps down to lower level of 8th Av. W. x from 7th Av. W. to W. Galer, with ornamental lights along balustrade. M.T. + weeds + pole line along base of retaining wall. Hose conn. @ Galer.  
 Park jurisdiction east from east curb of lower pavement. (Ord. 26340)  
 No sidewalk along east side of blvd.; one along balustrade.  
 x Sidewalk overhang - counted as bridge.

31.29 Acres - 3.69 miles long

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MARSHALL VIEWPOINT  
 PARSONS GARDENS  
 QUEEN ANNE BLVD.



Retaining Walls of ornamental lights and sidewalk of ... between: W. Galer to Blaine St. & W. Howe to Crockett Sts.  
 Park jurisdiction east from east curb of lower pavement: shrubs + weeds betw. lower curb and ret. wall.  
 No sidewalk or curb along east side of Boulevard from (W. Highland Dr.) to W. Blaine.

QUEENLINE DIV.  
 sheet 2 of 9

Job 287





(North one block to Barrett  
to 11th to Dravos to 15th W)



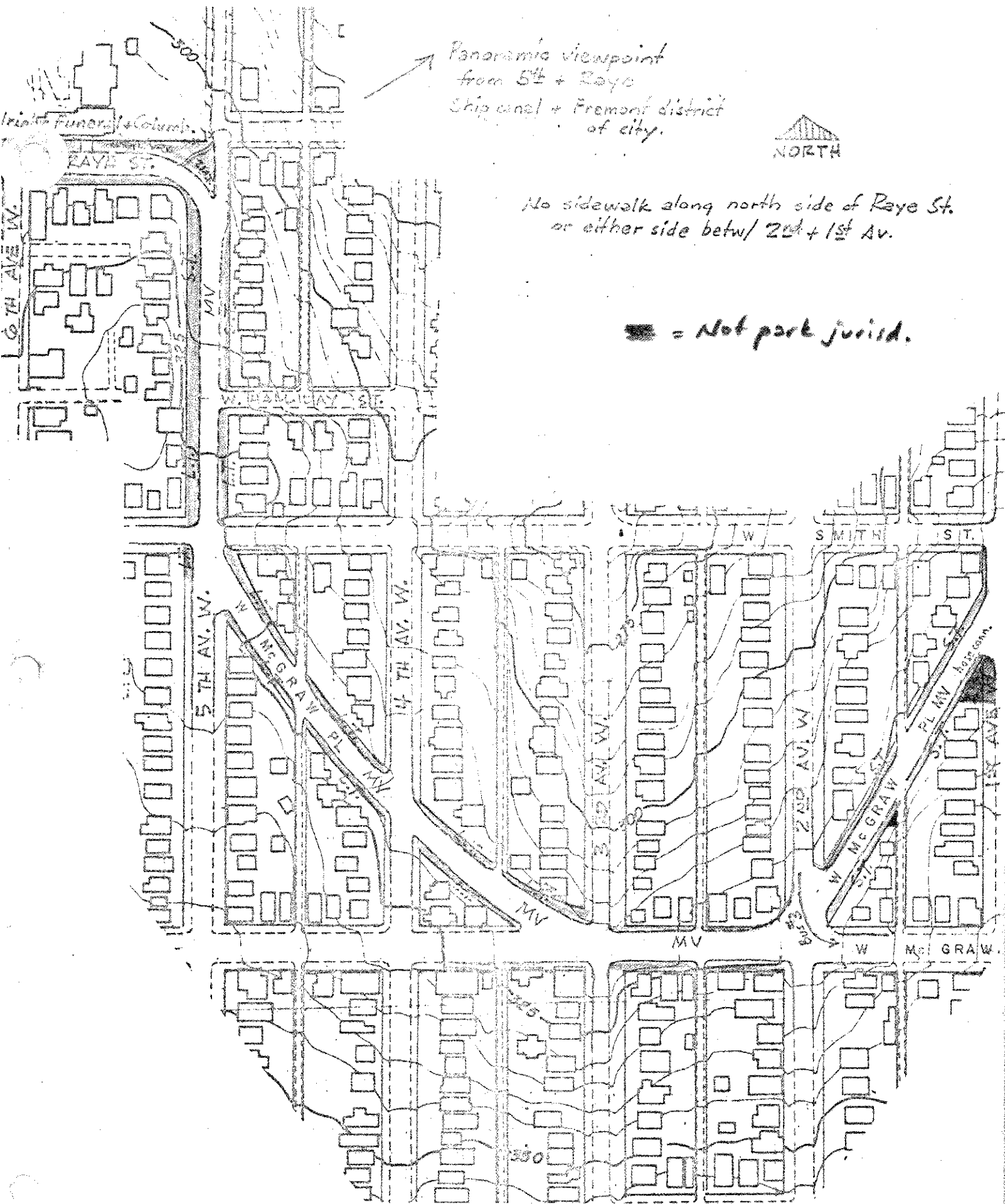
7 LIT.  
12432  
2 Power

No sidewalk along cemetery.  
Thick shrubs & trees



J03-2874

QUEEN ANNE OLVD.  
sheet 4 of 9



Panoramic viewpoint  
from 5th + Raye  
Ship canal + Fremont district  
of city.

NORTH

No sidewalk along north side of Raye St.  
or either side betw/ 2nd + 1st Av.

■ = Not park jurid.

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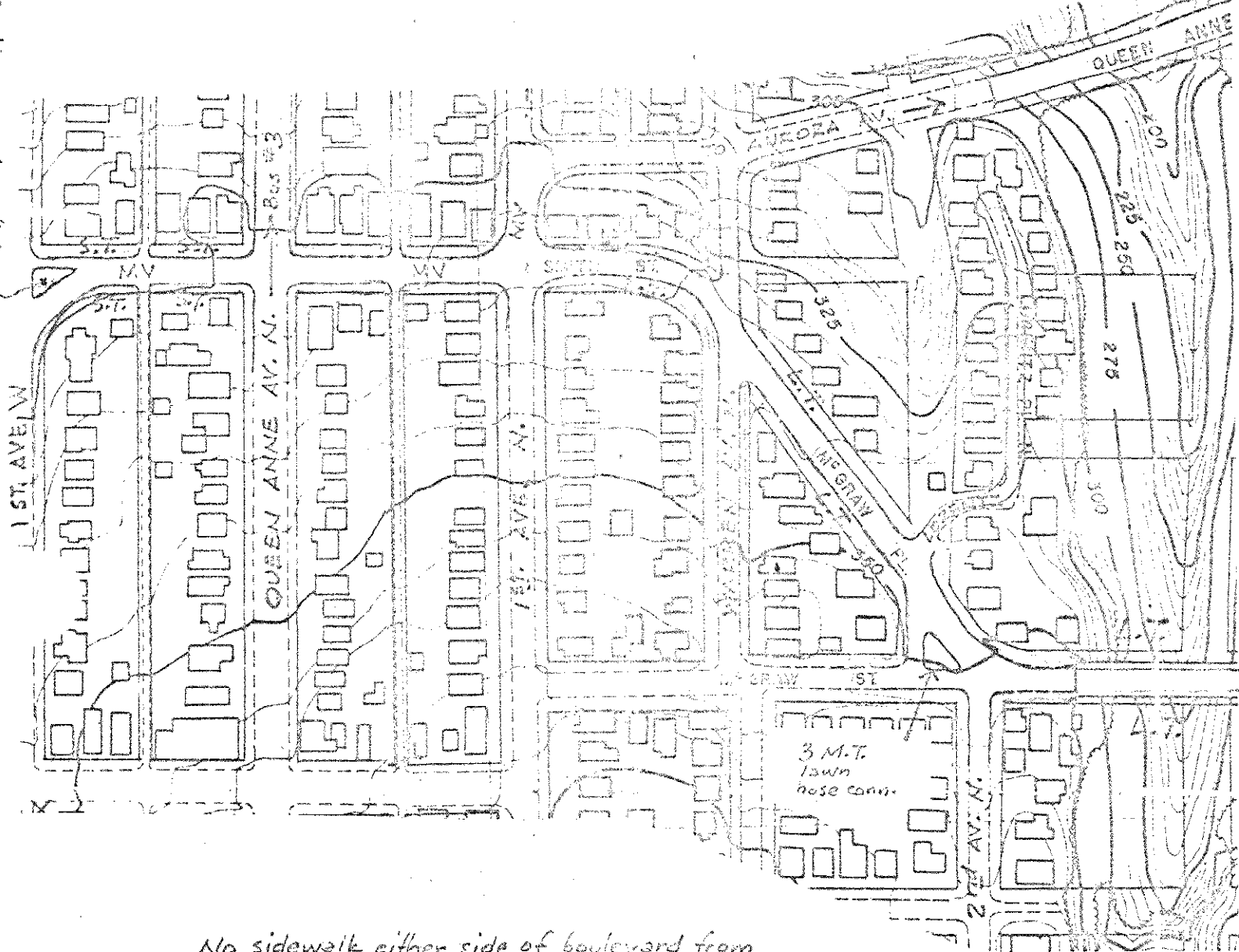
QUEEN ANNE BLVD.  
sheet 5 of 9





View from bridge sidewalk:  
ship canal + Fremont district.

2 M.T. lawn, nose conn., power



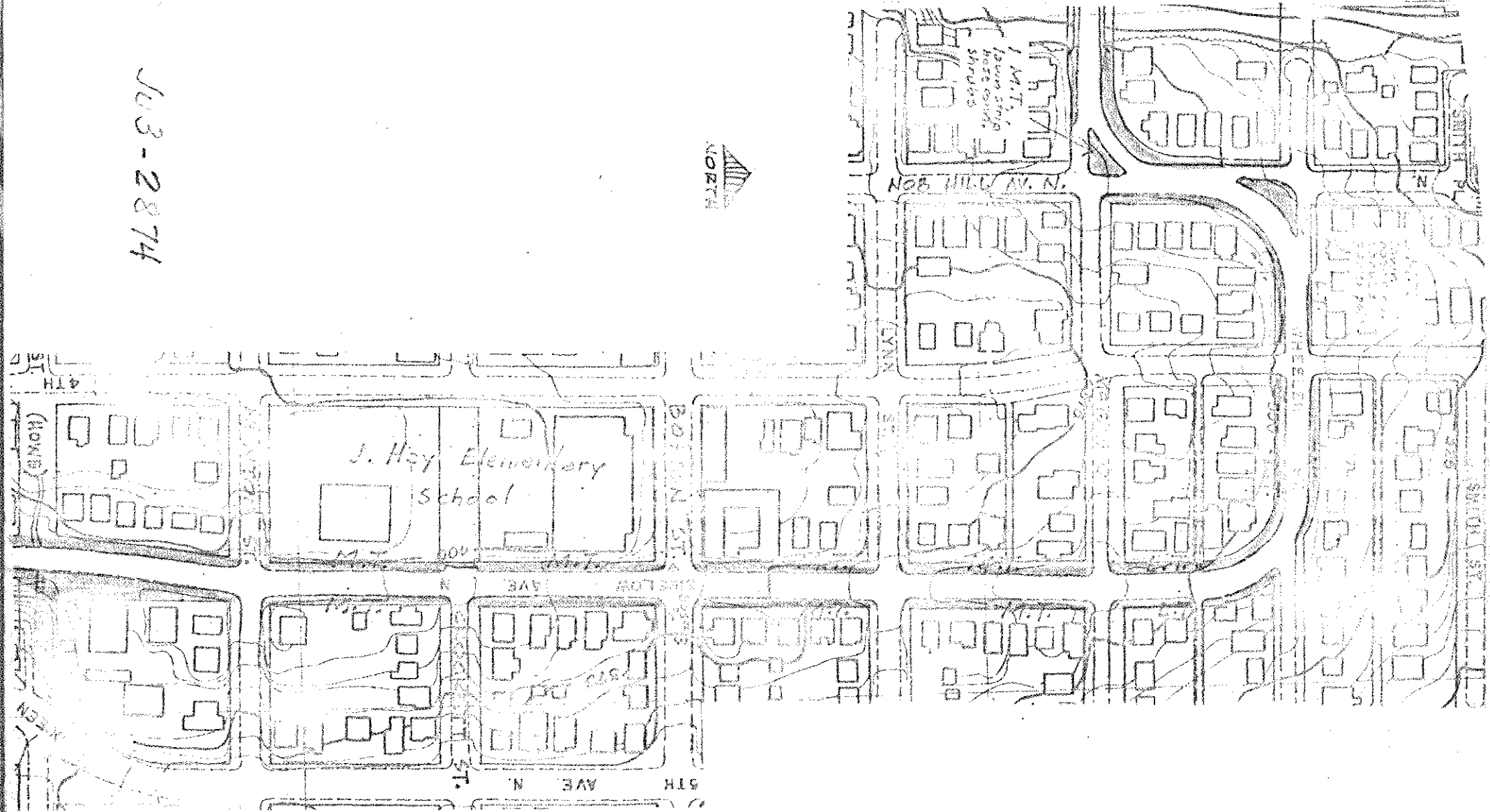
No sidewalk either side of boulevard from  
1st No. to bridge.

Sidewalk along both sides of bridge.  
Eight ornamental lights.

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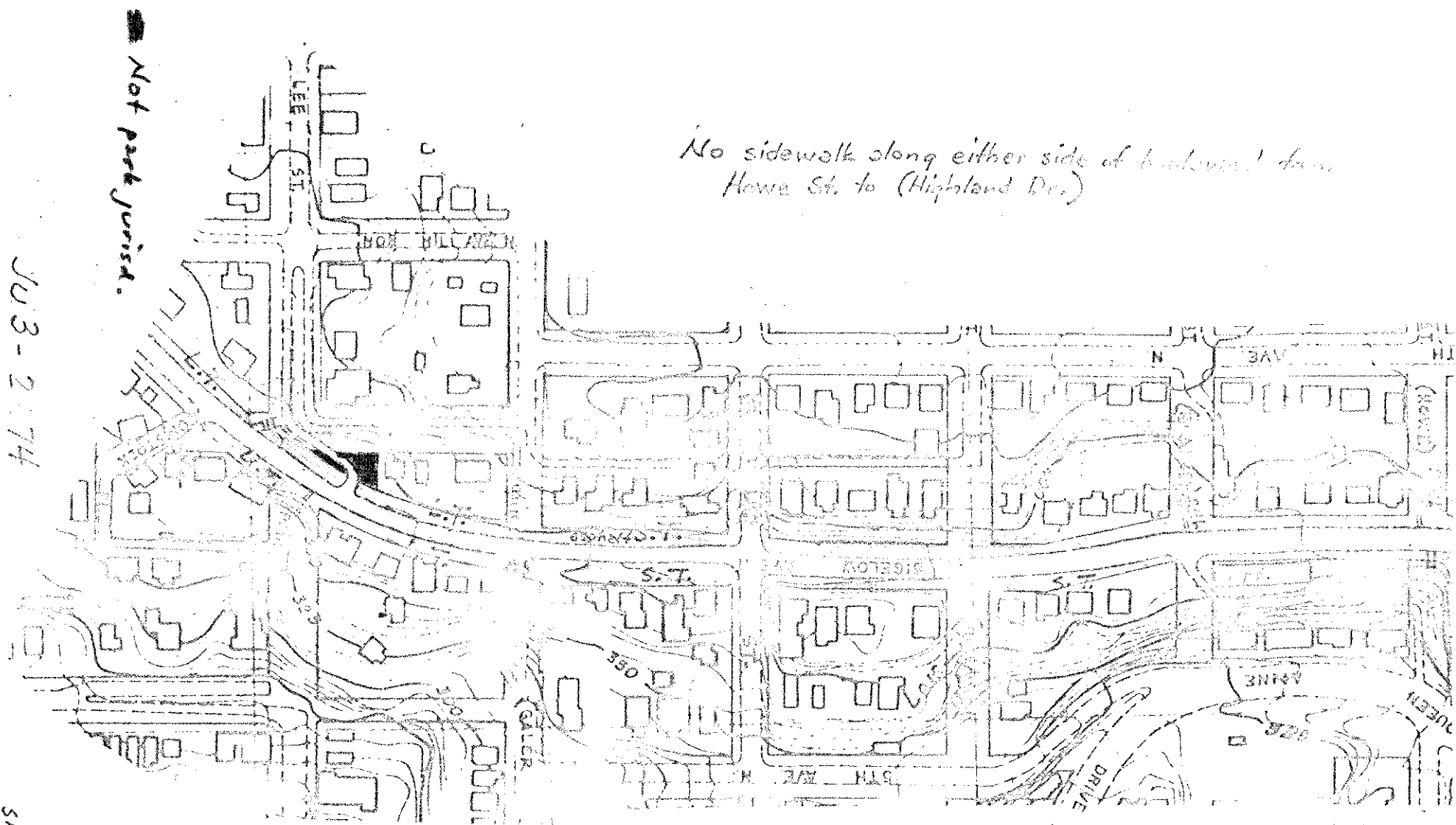
QUEEN ANNE BLVD.  
sheet 2 of 9

Je3-2874



Curbs and sidewalks on both sides of boulevard.

QUEEN  
A. H.  
J. D.  
sheet 1 of 9



No sidewalk along either side of boulevard from  
Howe St. to (Highland Dr.)

Not park jurisd.

W3-2074

ANN ANNE BLVD.

Sheet 8 of 9

Panoramic viewpoint  
from boulevard between  
Howe and Blaine Sts.:  
Lake Union + Capitol Hill  
district.



HIGHLAND PLACE

2,030 sq. ft.

ENGR. DEPT. JURISD.  
TRANS. DEPT. MAINT.

Transf. jurisd. 1909  
retaining wall, stairs  
sheds  
hose connection

HIGHLAND DRIVE PARKWAY

sq. ft.

Transf. jurisd. 1909  
retaining wall, stairs  
sheds  
hose connection

NORTH

Viewpoints from boulevard at  
Capitol Hill district.  
No sidewalk on either side from  
Sideview on north side from  
"Boulevard" ends at Prospect, but triangle at  
1st + Prospect is included in  
boulevard property.

Condem. 1927 (caused demolition of J. McGraw residence.)  
as part of "Queen Anne Blvd." (d. 1910)  
"Municipal" jurisd. - Park maint.  
retaining wall around + walks  
lawn + sprinkler system  
holly tree

JU 3-2-74

HIGHLAND DRIVE PARKWAY  
HIGHLAND PLACE

QUEEN ANNE BLVD.  
sheet 9 of 9