31.3 Acres - 3.7 miles long

Condem 1907 L.I.D. $157,000 = $20,000

...establish a boulevard to be known as Queen Anne Boulevard.

Instit Trans to Park 1911.

Improve (paving, bridges, retaining walls, streets) 1911-1915: $300,000

Pavement main, transit to Enter. 1942.

V, Blvd identification traced by various "Street Naming Ordinances."

3-13-2874

QUEEN ANNE BLVD.
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 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 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
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. ... Deed to
vest in Anthoraum Fund.
(Sees: 1966-60; Park Dept.)
650 W. Highland Drive
The former family garden of Mr. 
and Mrs. Reginald Hoscall Parsons was
given by their children as a memorial.
Reginald Parsons, born in New York in 1873, of
origins in Wisconsin, John Bradford & Oakes
John was educated in Rhode Island, Col. Spring.
+ Berkeley, Calif. Entered Real Estate & Railroad
operations, stock broker and Benois Ind. Co.,
fall while residing in San Francisco. Transferred to Seattle
in 1904 to open branch of Benois Ind. Co. + 
into management of Orchards & Fournos in San
+ One, and into Livestock & Mining.
Trust Co., Chairman of First City Beautiful, on
National Board of Boy Scouts (Order of Liberty,
& Alder Beach), son of Neil, High Acres, in
Fireplace & structure used by
Permit only.

MARSHALL VIEWPOINT
32,400 sq. ft.
Condemn. 1902: "...for public park.
1904: named "Pepys Park"
...for park purposes.
The original portion was named in
honor of Admiral Zora. S. Phelps
who, in 1852, was a Lieutenant aboard
the gunboat Decatur and gave
spontaneous assistance to the
hundred of pioneers in the "Battle
of Seattle" with the Indians. The
park nearby is where the Decatur
lay at anchor. Thus Decatur honors
Stephen Decatur, 1st Naval officer, won gratefulness of
Europe in most daring act of the age (1812-1814)
by bringing pirates of Algiers, Tripoli & Tunis to terms,
killed in duel, his second was Commodore Bridgman
(island) Decatur Reef.

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

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 (1885), English
architecture, and thus named
the hill. [Ref: Queen Anne P.A.]
No signs identifying blvd. anywhere.
Trees indicated: S.T. = small size
M.T. = medium
G.T. = large
O.T. = ornamental

Retaining wall & steps down to lower level of 35 Ave W.
exit from 75 Ave W. to W. Galer, and ornamental
lights along balustrade. M.T. walks & p.d line along
base of retaining wall. Hose to Galer.
Park jurisdiction east from curb of lower
pavement, (Ord. 26464)
No sidewalk along east side of blvd.; one along balustrade.
+ Sidewalk overhang-mentioned as bridge.
31.29 Acres - 3.6 miles long
Condemn, 1907: LID $175,000
+ Gift from $4,000
"...to erect a Boulevard, to be known as
"Queen Anne Blvd."
Jurisdiction, tranq. to Park Dept. - 1911
Improv. (paving, bridges, retain, walls + traits)
1911-1916: $ 300,000 @ 0.85 F
Pavement Maint. tranq. to Emp. 1942
Bldg. identification "erased" by various Street
Naming Ordinances".
Retaining Walls of ornamental lights and sidewalks on sidewalks: W. Capitol to Blaine St. and W. House to Crockett St.
Pork jointing: most from east curb of former pavement: shrub and weeds betw.
lower curb and ret. wall.
No sidewalk or curb along east side of Boulevard from (W. Highland Dr.) to W. Blake.
MV = Mercury vapor street lighting

Curbs and sidewalks along both sides of boulevard unless otherwise noted: no walk along W Wheeler 50% to 75%
Panoramic viewpoint
from SE + Raye
Cherry Hill + Fremont district
of city.

No sidewalk along north side of Raye St.
or either side betw/ 22d + 18th Av.

= Not park jurisd.

Queen Anne Blvd.
Sheet 5 of 9

Ju 3-2874
Curbs and sidewalks on both sides of boulevard.
No sidewalk along either side of boulevard from Howe St. to (Highland Dr.)