

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Mount Baker Park and Boulevard
other names/site number _____

2. Location

street & number 2521 Lake Park Drive South and 1905 Lake Washington Boulevard South not for publication
city or town Seattle vicinity
state Washington code WA county King code 033 zip code 98144

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide ___ local

Applicable National Register Criteria

___ A ___ B ___ C ___ D

Signature of certifying official/Title Date

WASHINGTON STATE SHPO
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register ___ determined eligible for the National Register
___ determined not eligible for the National Register ___ removed from the National Register
___ other (explain:) _____

Signature of the Keeper Date of Action

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5. Classification

Ownership of Property
 (Check as many boxes as apply.)

Category of Property
 (Check only **one** box.)

Number of Resources within Property
 (Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
1	1	buildings
		district
2	1	site
1	1	structure
1		object
5	3	Total

Name of related multiple property listings
 (Enter N/A" if property is not part of a multiple property listing)

Seattle Olmsted Parks & Boulevards: 1903-1968 MPD

Number of contributing resources previously listed in the National Register

5

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

LANDSCAPE / park

TRANSPORTATION / road-related

Current Functions
 (Enter categories from instructions.)

LANDSCAPE / park

TRANSPORTATION / road-related

7. Description

Architectural Classification
 (Enter categories from instructions.)

Late 19th and 20th Century Revival

Tudor Revival

Materials
 (Enter categories from instructions.)

foundation: Concrete

walls: Masonry - Brick
Stone

roof: Metal

other: _____

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7. Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

The properties that make up Mount Baker Park & Boulevard are located in or adjacent to Seattle's Mount Baker neighborhood. They include Mount Baker Boulevard S (which extends from the south end of the park); Mount Baker Beach (along the lakefront to the east and north of the park); and the Mount Baker Park property. Within these areas are several contributing and non-contributing resources; some of which have been previously listed on the National Register of Historic Places. The nominated area encompasses a total of 29.5 acres, approximately 21 acres of which have been previously listed as part of two different nominations: the Mount Baker Park Historic District and Lake Washington Blvd.

The park itself consists of a long and narrow, roughly rectangular shape that incorporates a gently sloping ravine from south to north. It and the adjoining Mount Baker Boulevard were part of a system envisioned by the Olmsted Brothers in a 1903 report to the City of Seattle, and they were designed in 1907 as part of the Hunter Improvement Company's plan for a surrounding subdivision. The drive through the park (Lake Park Blvd), and Mount Baker Boulevard serve as the link between Lake Washington Boulevard S and the Mount Baker Playfield (the present-day athletic fields of Franklin High School). The area known as Mount Baker Beach is north and east of the park, and is punctuated by Lake Washington Boulevard S. This shoreline beach area was exposed after the platting of the Mount Baker area when the water level of Lake Washington was lowered in 1917 with the opening of the Lake Washington Ship Canal. The beach area was recommended in the Olmsted Brothers 1909 report addendum, which called for a recreation pier for small boats at the lakefront.

While some of the elements within Mount Baker Park & Boulevard have been added and some features have been modified, the overall aesthetics of original design remains. The nominated area maintains a high level of integrity of its location setting, material, workmanship, feeling, and association.

Mount Baker Park

(Site, Previously Listed)

Mount Baker Park is a 21.7-acre parcel at 2521 Lake Park Drive S, bounded predominantly by Lake Park Drive S along the eastern edge and S McClellan Street on the south. At the southern end of the park, a narrow triangle of land bounded by Mount Baker Drive S and Lake Park Drive S and McClellan Street is included within the park. At the east end of the park another sliver of land on the east side of Lake Park Drive S, between 2318 and 2500 Lake Park Drive S, is also included. This connects the Mount Baker Park with Mount Claire Park. On its west side, the park backs up to residential properties that front onto 34th Avenue S. On the north the historic park boundary is aligned with S College Street.

The park was previously listed as contributing resource in the Mount Baker Park Historic District, however it was considered one site. The current nomination pulls out additional features in the park as contributing or non-contributing as objects, sites and buildings. These include: 1) the Kobe Pagoda Lantern, and the 2) Comfort Station, and 3) the Tennis Courts, all contributing. Non Contributing resources include: 1) the Children's Play area.

The land within Mount Baker Park is a gently sloping ravine, encompassing the tree-canopied Lake Park Drive S. This road was laid out contiguous with the Mt. Baker Park development and was donated to the City in 1907 as part of the original platting for it. When built, the road originated at the lakeshore and extended approximately 1,500 feet to McClellan Street, the location of the streetcar line.

The park contains a wide pathway, small stream and collection of small pools, tennis courts, a comfort station (public restroom), and a play area. Its site features a steeper wooded hillside along the western edge and central green spaces. An informal mix of plantings, including ferns, clumping bamboo, and wet tolerant

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willows, provides an understory that has expanded over time. Over the years the park has gained a number of trees—a trio of younger bamboos marks a creek crossing, and there are Metasequoia trees planted near the tennis courts. In addition, the likely original Linden street trees completely line and overhang the roadway of Lake Park Drive S and more than half the park, altogether transforming the ravine into a shady woodland glade and park.

There are primary entry paths at the ends, and trails linking the street grid with the main through pathway, which provide other various points of pedestrian access. The wide, gently sloping primary pathway extends along the western edge of the central green. To the east of the green is the road, and on the west the pathway; these are separated by the lower topography, clearings, and groupings of trees. A central, unnamed stream, cited as an unnamed creek on a 1930 Park map, trickles northward through the park. It forms picturesque pools captured by concrete spillways and loose stone walls. The tennis courts are situated near the center of the park, while to the south of the courts, in close proximity to S McClelland Street, is a large playground, which was first established in 1971.

Topography

Mt. Baker Park, as described by John Charles Olmsted in the 1903 report, "A Comprehensive System of Parks and Parkways," was identified as a ravine that could provide access to and from Lake Washington through the "saddle" in the ridge to Rainier Valley. As acknowledged in the report, the primary purpose of the ravine was for a branch parkway – there was a question if enough width of land would be secured to warrant the use of the word "park" (Olmsted Brothers report included in Seattle Board of Park Commissioners 1905 report, p. 49 and p. 54).

This original topography was altered to create the parkway and park. Reportedly the ravine was filled, creating a meadow in the south end, which also permitted the development of S McClelland Street to the first curve of Mount Baker Boulevard south of the park. There has been no substantial change to the site grading since that time.

Drainage

The ravine was centered on a likely year-round, unnamed stream, which flowed north through the park and into Lake Washington. This stream outflow was placed initially in a "wood stave pipe" under the meadow, which daylighted the northern third of the park (at Bayview Street). Park plans from 1930 (updated in 1944), indicate a 6"-wide drain line was to replace the wood pipe, and identifies the "creek" only at the northern end of the park. At some early point in the park's development, the stream was captured into four small, concrete-lined pools with concrete spillways (date unknown) and the creek into an outfall. A Park Plan from 1992 indicated repairs of at least the third pool from the south, with clearing of soil, replacement of stones on the pool side, repair of the concrete weir, and sealing of the concrete liner.

Vehicle Circulation within the Park - Lake Park Drive South

Platted in 1907, the Lake Park Drive S right-of-way is only 40' wide. In 1908, the roadway was macadamized, and concrete sidewalks were laid along the east side to provide "a very pleasing effect on account of the plantations on either side" (Sherwood). Increasing use of the park from persons "outside Mount Baker" led to request for lighting (Sherwood). When cluster light standards were replaced in downtown areas of Seattle in 1929, some were purchased by the Mount Baker Community Club and placed along the west side of Lake Park Drive S. The light poles and the prominent original row of Linden street trees are actually located within the park property and are spatially interconnected. A 1924 photo shows the original light posts which have recently been replaced with contemporary fixtures that are common in the neighborhood.

Pedestrian Pathways

Lake Park Drive S and the park share several pedestrian circulation routes. A paved sidewalk parallels the east side of the roadway, while circulation on the west side of the road is provided by the original main pathway – along the west side of the filled ravine – and west of the creek. This pathway is located roughly

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where Glenwood Drive was originally platted. (John Charles Olmsted's recommendation for sufficient width of land for a park was enabled by extending the park west of Glenwood Drive on the 1907 plan.) The western pathway extends from Lake Washington S to S McClellan Street, where it originally ended at a streetcar stop. It connects to Lake Park Drive only at the Comfort Station, midway through the park, where there is a bridge, not shown on the 1930 plan, that crosses the creek from the trail north of the southernmost pool. There are informal trail connections to the pathway from nearby College, Bayview, and Lander Streets. The present pathway surfacing is asphalt, although it was originally unpaved; informal dirt trails are treated with crushed rock and gravel. The western pathway through the park has a partial concrete curb on the uphill slope.

Vegetation

The 1909 Park Commissioners' Report describes the park areas blending "so harmoniously with the parkland surroundings that it is undefined to the uninformed" (p. 32). The description suggests that some existing native trees and vegetation remained. A 1910 photograph from S McClellan Street shows the presence of several select West Red Cedar, Douglas Fir, and Bigleaf Maples. The 1909 Park Commissioners' Report describes "a great deal of ... planting" that was completed that year. Overall, the filling of the ravine between the road and the trail provided a blank slate for treatment of the park, and the newly graded areas were seeded as lawn.

Additional photographs highlight the north and south edges of the park. At the north end of the park, where it joined Lake Washington Boulevard, a ring of roses was installed. A 1910 photo from S McClellan Street on the south shows a thick laurel hedge was installed at the streetcar stop and a formal planting of shrubs was installed east towards the corner. The triangular traffic island at Lake Park Drive and McClellan Street was heavily landscaped. A central conifer is identified in aerial images though the early 1970s.

It is likely that a selection of existing trees was retained west of the trail along the slope of the park, given that this area was not regraded. Aerials from 1936 through 1971 show mature trees along the west side of the park. A landscape restoration plan from early 1992 cites 23 species of existing plants in several beds along the east side of the main pathway in the central and north part of the park. These include Norway Spruce, Portugal Laurel, Linden, Blue Spruce, Japanese Maple, Big Leaf Maple, Red Cedar, Jacquemontii Birch, Oak, Horse Chestnut, and Cherry trees, along with clumping Bamboo, Vine Maple and English Laurel, Rhododendron, and others. This same drawing shows and identifies the area all along the sloped areas west of the walkway (pathway) as "Existing Trees & Shrubs."

Kobe Pagoda Lantern

(Object, Contributing)

Built: 1911

Prominent from the earliest park pictures is a tall, stone lantern located at the northern terminus of the park, which was a gift to the city. The granite lantern was a gift from Kojiro Matsukata of Kobe, Japan in 1911. Matsukata, president of the Kawasaki Dockyard Company in Japan, had met Parks Board member E.F. Blaine and other members of a Seattle trade delegation on a trip to Japan the previous year and most likely wanted to show his appreciation of their visit. Park Superintendent J.W. Thompson chose Mount Baker Park as a suitable location and before it was shipped to Seattle, Matsukata visited the site to insure its proper placement.

At the time, very few such lanterns were located outside of Japan. The lantern was shipped in fourteen separate boxes and arrived in Seattle on the steamship *Awa Maru* with blueprints and detailed instructions on how to assemble.

A sketch dating from January 1912, "Japanese Lantern to be erected at Mount Baker Park by the Board of Park Commissioners," shows the lantern along with a stepped concrete base sized to support its 5'-5"-wide base. The lantern, built with six tons of granite, features a series of five stacked, pagoda roof-like open lanterns, measuring 2'-5" to 8'-9" in width and 32.5" to up to 19'-7" in height, each containing an electric light, and was capped by an additional 14"-tall solid lantern and a 3'-6" -tall cylindrical cap. The Park Board

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proposed to build a Japanese garden at the lantern, estimated at \$8,000, but historic photographs indicate that this garden was not executed.

The lantern, sited downhill from the roadway, was set in open lawn. According to historic photographs it was originally placed near a formal bed of flowering shrubs, which appear to be roses, that marked the park intersection with Lake Washington Boulevard. An informal landscape bed, likely inspired by Japanese gardens, has been developed between the lantern and the walkway, which provides a backdrop for the lantern against the larger woodland beyond. Groupings of Japanese Maples, also gifted in 1911 from Kobe, Japan, no longer appear in the area.

Comfort Station

(Building, Contributing)

Built: 1928

Architect: Donald N. McDonald

Due to growing attendance and popularity of the park, a brick comfort station containing a public men's and women's restroom was constructed in 1928 to replace an earlier, smaller wood-framed one. Located near the west edge of the park at approximately S Bayview St (approximately at the north-south midpoint of the park), it is situated along the west side of the pathway. The building has rectangular-shaped footprint with attached covered entries on the north and south ends. Its overall dimensions are 42'-10" by 14'-10". Perimeter walls consisted of 9" wide concrete and bearing brick walls. The plan incorporates entry vestibules at the north and south ends, accessing restrooms for men and women, respectively. Designed in a Tudor Revival style, it is characterized by steep, side-gable roofs, rough-sawn half-timbered upper gable end walls, and gabled entry vestibules. The original roof was clad with wood shingles with 10" exposure, while the present roof is clad with metal roofing panels. Original details included a decorative finial at the outer ends of the roof and a decorative metal blade sign, which has been removed. The building was one of a series of new park comfort stations constructed at the time in the city's more prominent neighborhood parks. Detailed original drawings of the building indicate they were drafted by Donald N. McDonald. The building was constructed by the E. A. Francis Construction Company for approximately \$3,800. Today it retains a high level of integrity.

Tennis Courts

(Site, Contributing)

Built: 1941, resurfaced 1980

Two sets of clay tennis courts (four a total of four) were installed southeast of the comfort station as part of the parks' initial improvements in 1909 (Sherwood). A popular pastime, the court were used for a city-wide tournament as early as 1911. Per historic images from 1936, placement of the early courts is almost identical to the existing court locations, with the southern two courts being removed.

Park historian Don Sherwood notes that by the mid 1930s the old clay courts were muddy and overgrown with weeds. At the time it was one of the few in the city that had not been upgraded to a hard surface. Upset with the conditions, the Mount Baker Park Improvement Club petitioned City Council and Park Board as early as 1937 to include resurfacing as part of their 1938 budget, for reasons unknown it was not approved. Finally in 1941 the courts were resurfaced as part of a six court resurfacing project by the Parks Board. Reportedly the Mt. Baker Community Club contributing \$250 and Parks providing the balance of materials. The two tennis courts were lighted in 1962 and subsequently renovated in the early 1980s with new paved surfacing. The courts are presently enclosed by tall chain link fencing.

Children's Play Area

(Site, Non-Contributing)

Built: 1971, remodeled - 1984, 1993

The installation of a play area and children's play equipment initially resulted from funding through the Forward Thrust program in 1971. Later, a large, generally triangular-shaped play area was developed in 1984 on an open lawn at the south end of the park near S McClellan Street and east of the main park pathway. This area contains benches, picnic table areas and a deck, and equipment such as a tire swing, slide, and a cable-ride. The project also included public artwork in the form of a concrete mow strip by artist Wendy Brawer, funded in part by the community. Further renovations came to the play area in 1993.

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Non-character defining features

Elements within the park which are non-character defining include site amenities such as benches, signs, drinking fountains, and light fixtures throughout the park. It also includes a recently installed stone sign for the Mount Baker Children's Garden near the intersection of Lake Park Drive S and Lake Washington Boulevard. The park plantings have been planted or significantly modified since 1968, although the sloped area along the west edge continues to be forested. Current locations of plant beds and trees likely overlap with earlier plantings. Park plans from 1992 indicate the installation of new plantings through the center of the park, specifically by the Comfort Station, along the stream, and by the Japanese Pagoda. This informal mix of plantings, including ferns, clumping bamboo, and wet tolerant willows, provides an understory that has expanded over time.

Mount Baker Boulevard

(Site, Previously listed)

The nominated area includes Mount Baker Boulevard, a curving, 0.5-mile long, 3.6-acre linear park boulevard with a 150' right-of way, and a wide median with lawn and mature trees. The boulevard, a contributing resource in a previously listed National Register Historic District, winds southwest from the south end of Mount Baker Park at S McClellan Street until it intersects 30th Avenue S. From there it extends an additional long block to Rainier Avenue S. The wide, central parkway is planted with turf and trees and flanked by a one-way vehicular roadway on either side. The undulating path of the boulevard and generous central lawn provide a park-like experience that continues directly from Mount Baker Park. While vehicular crossing is limited to 33rd and 31st Avenues South, pedestrian crossing is facilitated by concrete sidewalks that extend across the parkway at all intersecting streets. Franklin High School, constructed in 1912, is located on the south side of the boulevard, and overlooks its west end where it meets up with Cheasty Boulevard (Winthrop Street).

The 1909 Parks Commission Annual Report described Mount Baker Boulevard:

[It] is a diverting boulevard from the Lake Washington Boulevard at the north margin of Mount Baker Park and follows an easy grade in a southwesterly direction through Mount Baker Park to Rainier Avenue and the residence district of that vicinity.

This boulevard, about a mile and a half in length, has been macadamized in the same thorough manner as the lake shore boulevard, concrete sidewalks have been laid, and running as it does through the beautiful Mount Baker district, it is particularly attractive, as well as being the only driveway to the lake shore in that vicinity.

While not a scenic driveway, it has a very pleasing effect on account of the plantations [sic] on either side and in a central parking strip on the western section of the driveway, where a double roadway has been constructed with a considerable planting area between. (Seattle Board of Park Commissioners, p. 75)

Mount Baker Boulevard retains an open feeling, with simple lawns under a mixed canopy of trees. (The present-day view is similar to that in a 1931 photograph view of the boulevard). Unlike other boulevard segments, there does not appear to have been a consistent street tree selection or spacing, and trees and a few shrubs have been added and replaced over the years. A range of species are present. Some of these express their natural growth pattern by lower branches extending to the ground rather than pruned appearance.

Mount Baker Beach

(Site, Contributing)

The nominated site also includes an 8.9-acre area that makes up Mount Baker Beach, at 1905 Lake Washington Boulevard S (Parcel 1024049040). This area is comprised of the shoreline beach area and land on both sides of Lake Washington Boulevard, extending north to meet the southern border of Colman Park, and south to meet the edges of Mount Baker Park proper. Within the beach area east of the boulevard, there

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are paved walkways and an assembly of concrete retaining and terraced steps, which lead down to the small sandy beach and the current Bathhouse. Within the Mount Baker Beach property, there is a long flight of steps extending from the street end of Dose Terrace eastward and down to Lake Washington Boulevard S.

Several elements of this area have been pulled out as contributing and/or non-contributing resources, some of which have been previously listed as park of other nominations. Resources within this area include: 1) the retaining walls and steps, 2) the Bathhouse, Pier, and Swimming Raft, and 3) the Dose terrace Stairs. The Lake Washington Footpath, which meanders through the beach area is a contributing resource to the Lake Washington Blvd NR nomination.

Beach Retaining Walls and Steps

(Object, Non-Contributing)

The primary pedestrian entry to the beach is situated directly northeast of the intersection of Lake Washington Boulevard and Lake Boulevard S. Here, the roadbed into Mount Baker Park is aligned with a wide hedge that separates and screens a retaining wall and wide set of concrete steps that lead to the beach and Bathhouse from the sidewalk and roadbed.

The concrete retaining wall which abuts the sidewalk was built originally as a seawall prior to the lowering of the lake. Historic photographs from 1914 show the opening for the steps, situated directly across from the intersection of the two boulevards, affirming the connection between the park and lake front; small boats are visible in these photos at the time when the lake water level was higher. The wall is also shown inside of the parkway boulevard along Lake Washington, in a 1910 design drawing by James M. Baird for the Board of Park Commissioners. This wall, noted as 7' tall, extended approximately one-quarter mile southwest from Mt. Baker Park. At a later date, after the lowering of Lake Washington in 1917, an additional retaining wall was built along the pathway on the east side of Lake Washington Boulevard. Approximately 3' tall, it runs the length of the cove connecting the original pump station plant at Colman Park, past Lake Park Drive S to the location of an original boathouse at Mount Baker Beach. This wall features a concrete curb and sidewalk along its west side.

Across from the foot of Lake Park Drive S, on the east side of Lake Washington Boulevard, is a 20'-wide set of concrete steps with 12 deep risers which lead to the beach. The upper landing features 3' tall square concrete pylons at each end. These pylons appear in historic photographs and are a primary identifier for the Mount Baker Beach section along the Boulevard. The retaining wall and steps appear to have been only minimally altered in the last century, with drawings and photographs documenting a simple stair and wall. Recent additions include light fixtures atop the pylons and decorative balustrades. The fixtures appear similar to cast aluminum replicas of the original light standards along the 1916 Willcox Walls of Queen Anne's W Highland Drive. The decorative cast concrete balustrades, also referencing an earlier era, have been installed atop the retaining wall sections to the north and south ends of the steps to serve as guardrails. These guardrails above the beach parking lot, to the south of the Bathhouse, are painted metal and are utilitarian in design.

Bathhouse, Pier, and Swimming Raft

(Building, Non-Contributing)

Built: 1946, remodeled - 1964, 1971

Architect: Alfons V. Peterson

The current wood-framed, boathouse was designed by Seattle architect Alfons V. Peterson to serve as a boathouse for small recreational vessels. Original drawings, dated November 5, 1946, show a simple wood framed building, with an overall rectangular footprint of 88' by 32' with its longitudinal mass set parallel to the shoreline. It was made up of two sections, with a 10'-wide breezeway between them, sheltered by a relatively low 5:12 gable roof with a maximum height estimated at 13'. The original building included a one-bedroom dwelling for the moorage manager, an office and utility rooms in the north section, and restrooms and public store room with 32 lockers in the south section, along with a tool room and partially enclosed carport. The breezeway is aligned with a pier and a small boat moorage, 80' by 164', originally holding 32 berths for small watercraft vessels, specified on the drawings as skiffs and dingies. By 1961, the moorage had become unsafe, and it was rebuilt to serve as a fishing pier only. It continues to operate in this fashion when the beach

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is closed to swimming. As part of the boathouse project, a gravel parking lot for 15 cars was developed to the south of the Boathouse; it was later paved and expanded to provide over 30 stalls.

The boathouse building has been remodeled by the Parks Department in 1964, and again in 1971. Enclosed spaces remain situated on opposite sides of the covered central breezeway, with restrooms and changing space in the south portion, which are accessed from the open breezeway, and a lifeguard service space in the north portion with its doorway open on the east facade. The original roofline was uninterrupted over the breezeway, while a tall, front-facing gable element was added as part of the building's conversion. The open gable roof above the breezeway frames views from boulevard and steps to the 220' long moorage dock (extending to the inner harbor line). Facades features include original painted 10" deep cedar siding, boxed eaves, and roof overhangs. Screened openings are provided on the north and east facades and small louvered and vent-filled square window openings are located on the east and west facades of the south section. Although well maintained, the building retains little physical integrity due to extensive alterations.

The "Mt. Baker Beach" swimming raft, which is featured in photographs from 1936 – 1940, was originally installed near the old Pumping Plant in Colman Park. When the older Mount Baker Boathouse was remodeled for Bathhouse purposes in 1964, summer swimming was moved from the beach at Colman Park to Mount Baker Beach. A swimming raft is presently situated north of the building, where it is aligned with the Dose Terrace Stairs.

Other Features of Mount Baker Beach

The shoreline structures in Mount Baker Beach include a small paved parking lot for 34 cars, situated at the south end, and a two-lane driveway secured by removable steel bollards. Small parking lots are situated along the north side of Lake Park Drive S to serve Mount Baker Park.

Dose Terrace Stairs

(Structure, Contributing)

Built: 1908

The Dose Terrace Stairs, which extend from the street-end east of 34th Avenue to Lake Washington Boulevard S, are built with 3'-tall, 14'-square cast concrete pylons at the top and bottom landings, each cast with wider chamfer-edged caps. The steel nosed steps, approximately 8' wide, were reconstructed in 1931. They make up runs of varied step numbers and are set between seven landings in a straight run that descends over an estimated 75' grade change. The sides are secured by steel pipe railings. At the base, the straight run of steps terminates in a semicircular landing, from which two curvilinear stairs on each side reach the grade. The lower landing is supported by a Classical style, semi-circular concrete retaining wall, 11' in height and up to 4.5' deep, which features arch-shaped blind openings. Other elements include 12" wide curbs along the outer retaining walls, cheek blocks with caps, and circular blocks at the stair terminus. Historic photographs show vines and plants in a bed around the lower retaining wall, but currently there is no formal landscaping.

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Resource list

The nominated area encompasses several previously listed resources. Some fall partially outside the boundaries of the nominated area.

Lake Washington Blvd Roadway	- (Previously listed)
Lake Washington Blvd Footpath	- (Previously listed)
Mount Baker Park Blvd	- (Previously listed)
Mount Baker Park	- (Previously listed)
Mount Baker Park Comfort Station	- Contributing
Kobe Pagoda Lantern	- Contributing
Tennis Courts	- Contributing
Children's Play Area	- Non-Contributing
Mount Baker Park Beach	- Contributing
Retaining Walls & Steps	- Non-Contributing
Bathhouse, Pier, and Swimming Raft	- Non-Contributing
Lake Washington Footpath	- (Previously listed)
Dose Terrace Steps	- Contributing

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

- Landscape Architecture
- Recreation
- Transportation
- Community Planning and Development
-
-

Period of Significance

1907-1928

Significant Dates

- 1907: Mount Baker Addition platted
- 1908: Dose Terrace Stairs constructed
- 1911: Installation of Japanese Lantern
- 1928: Construction of the Comfort Station

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

- Schwägerl, Edward O., (landscape architect)
- Cotterill, George, (engineer)
- Olmsted Brothers, (landscape architects)
- E. A. Francis Construction Co. (Builder)
- Peterson, Alfonse V, (architect)

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Narrative Statement of Significance

(Provide at least **one** paragraph for each area of significance.)

Mount Baker Park & Mount Baker Boulevard in Seattle, Washington are historically significant at the under Criterion "A" for their direct association with the City's early comprehensive park system. The park and boulevard were initially established in 1907 as an integral part of the Mount Baker Park residential development, and then gifted over to the city parks department shortly after platting. The park was an integral part of the city's planning efforts to develop a network of parks spread throughout the city linked by pastoral boulevard system for touring vehicles.

The park and boulevard are also significant Criterion "C" for their association with the Olmsted Brothers landscape firm. The firm played a heavy role in the design consultation with the developers insuring that the park and road would embody their overall design philosophy and vision for the cities park system. The goal was to preserve as much natural and pastoral areas of the city for aesthetic reflection as well as to give cities direct access to outdoor recreation and culture.

Mount Baker Park and Boulevard meet the registration criteria outlined in the Multiple Property Listing for Seattle's Olmsted Parks and Boulevards at the local level of significance and are defined as a "Landscape Park" and "Boulevard" within the MPD. The period of significance begins with the concept of Mount Baker Park and Boulevard through the platting by the Hunter Company in 1907, and ends with the construction of the Comfort Station within the park in 1928.

Origins and Development of Mount Baker Park, Mount Baker Boulevard, and Mount Baker Beach

Park development in the Seattle began in 1890 with the establishment of a Board of Park Commissioners as part of Seattle's first home-rule charter. In the charter, a park fund was established which drew funds from the sale of bonds, gifts, and City Council appropriations. The 1892 Annual Report of the Park Commissioners highlighted the need for a comprehensive system of parks and boulevards in the city. To achieve the goal, the new plan included condemnation proceedings and bond indebtedness in order to acquire park land. The Report also specifically proposed two major parks on Lake Washington with a boulevard linking them to existing private parks.

By this time transportation to parks included streetcars, such as the line that ran from 2nd Avenue in downtown Seattle to Lake Washington along Yesler Avenue. Bicycling was also a popular mode of travel for many in Seattle. By 1898, its residents reportedly owned an estimated 10,000 bicycles, creating a great demand for bicycle paths. In response, Assistant City Engineer George F. Cotterill published a guide map of a 25-mile system of bicycle paths in 1900. Even with the arrival of the first automobiles in Seattle (ca. 1900), the popularity of recreational vehicle touring would not surpass that of bicycling for a least a decade.

The origins of Mount Baker Park & Mount Baker Boulevard are associated with Hunter Tract Improvement Company who platted the Mount Baker Park Addition in 1907. The goal was to establish an elite, upper-class, single-family neighborhood with well-designed houses, graciously landscaped boulevards, waterfront access, and a system of parks to provide natural respite for residents. Developers also created deed restrictions to ensure the quality of the new neighborhood. At the time, the Mount Baker Park Addition was one of the largest planned communities in Seattle.

Cotterill & Whitworth, Engineers

To prepare the layout of the addition, the Hunter Tract Improvement Company hired George Cotterill of the engineering firm Cotterill & Whitworth. George Fletcher Cotterill was born in Oxford, England, to Alice and Robert on November 18, 1865. The family immigrated to the United State and settled in Montclair, New York, when Cotterill was seven years old. After graduating from high school, he studied

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civil engineering (1881-1884) with a county engineer and helped plat Arlington Cemetery. In 1884, he moved to Seattle and over the following decade worked at a number of engineering firms including the Northern Pacific Railway and the Seattle Coal & Iron Company before being hired by engineer R. H. Thomson. When Thomson was appointed city engineer in 1882, Cotterill became his assistant. His responsibilities included working with the city's water department, and Cotterill "became instrumental in the development of the Cedar River water supply," which replaced the water supply from Lake Washington.

Around 1900, Cotterill went into private practice with fellow engineer Frederick H. Whitworth, and Cotterill's brother-in-law, Clarence White (white left the firm after a couple years). Together they made a powerful team. Whitworth was University of California and Princeton trained and had a long history of engineering projects, working on various railroads. Whitworth was instrumental in inducing the transcontinental railroad to come to Seattle. When the Northern Pacific "passed up" Seattle, the Seattle, Lake Shore & Eastern Railway was incorporated with Whitworth as its chief engineer. His expertise was in coal and mining engineering, but he had also served as King County Engineer (1876-1886) and the City of Seattle Engineer. Together they replatted Frink's Addition; and acted as the main surveyors for countless numbers of street and roads, and sewer and water lines throughout the city of Seattle.

Cotterill was active in politics. In 1907, he was elected State Senator and served until 1911; the following year he was elected Seattle Mayor (only serve a single term). He returned to private practice with Whitworth following his civil service but returned in 1916 as the Chief Engineer of the state's highway department. He also served as a Port Commissioner for Seattle in 1922. After his fourth term, which ended in 1934, he worked various jobs, as well as running for public office until his retirement at 84. Cotterill died at 92 in 1958. Whitworth passed away in Seattle in 1933.

Edward Otto Schwägerl, Landscape Architect

The Hunter Tract Improvement Company also hired landscape architect Edward O. Schwagerl to create the landscape design. Schwägerl had served as Seattle's Superintendent of Parks from May 1892 until 1895 and was responsible for having prepared Seattle's earliest known parks plan. Following his short tenure as Superintendent of Seattle's Public Parks, Schwägerl worked in private practice in both Tacoma and Seattle, designing mostly real estate subdivisions and the residential grounds of private clients. At 200 acres, The Mount Baker Park development was considered the largest real estate subdivision to be incorporated into the official Olmsted plan. While Schwägerl's work is not well known and is often overshadowed by the Olmsted Brothers, he made a significant contribution to the region in the groundwork that he laid for others. Schwägerl died on January 27, 1910.

Schwägerl was born on January 14, 1842, in Wurzburg, Bavaria, but from early on was raised in Paris. He traveled to New York City at the age of 12, where he worked as a sales clerk in a series of department stores and attended an unidentified school in New Hampshire before returning to France in 1865. While there, Schwägerl worked briefly in the office of Mons Mulat, the architect responsible for laying out the grounds of the 1867 Exposition Universelle. After a year, Schwägerl returned to the United States to work for landscape architect Jacob Weidenmann in Hartford, Connecticut, where he remained for eighteen months. Over the subsequent two decades, Schwägerl worked in the field of landscape design in Omaha, Nebraska, and later in Saint Louis; Cleveland; and Portland, Oregon. By 1889, Schwägerl had settled in Tacoma. In 1890 he received the commission to design Tacoma's Wright Park and Point Defiance Park as well as to develop plans for a comprehensive park and boulevard system for the city. He only stayed in Tacoma for sixteen months before moving to Seattle where he accepted the position of Superintendent of Public Parks in 1892.

In Seattle he laid out Kinnear (1892-94) and Denny Parks (1894-95; destroyed). He also developed preliminary plans for Volunteer Park (originally called City Park). Schwägerl is probably best known, however, for preparing Seattle's earliest known parks plan. As part of this plan, he identified sites for

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four future parks at the four corners of the city that would be connected by a “system of attenuated parks and boulevards” (Schwägerl, “Superintendent’s Advisory Letter”, cited in Beckner, p.17). The four parks Schwägerl identified are the present sites of Seward, Discovery, and Magnuson Parks, as well as Alki Point. Schwägerl’s plan envisioned a series of drives linking the four parks, two overlooking Lake Washington and two overlooking Puget Sound. The plan also incorporated existing public and private parklands.

As did the Olmsted Brothers, Schwägerl encouraged a harmonious integration of nature and public recreation into city living. He promoted greenswards, the preservation of mature foliage, and playgrounds for childhood health and recreation (Beckner, p.17). Schwägerl’s approach to park planning was highly formal and prescriptive. His 1892 Superintendent’s Advisory Letter laid out a rigid park typography (romantic, sylvan, and picturesque) and the ideals of each type, which did not allow the landscapes to retain any of their natural characteristics (Beckner, p. 18). Schwägerl’s park plan was more or less complete by 1903, but when the Board of Park Commissioners sought a landscape designer for the city’s official plan, it chose the Olmsted Brothers, a nationally recognized firm.

The Plat and Park Development

Schwagerl certainly had the expertise and background info needed to complete the plans for the Mount Baker Park subdivision, but before the company filed the plat, Daniel Jones, an owner of the Hunter Tract Improvement Company, asked the Olmsted firm to spend a few days advising Cotterill on the subdivision.

A working scheme had already been sketched by Cotterill over a map of the City; in the field and later at the office they kept working over the plan (3209 Daniel Jones and John Charles Olmsted Conference, October 26, 1906). Olmsted followed up with a 13-page note detailing recommendations for deed restrictions for the homesites, including the restriction against “intoxicating liquors” (except at the Clubhouse), and against the “keeping of pigs and poultry...” He commented that Mr. Cotterill had embodied the more adoptable ideas in his first plan, and went on to note:

I can say, and I do it with pleasure, that the project as a whole seems to me intelligently conceived, and if the proposed park features are finally adopted, it will certainly be to your credit in respect to liberal treatment of the public in park matters, as well as in providing for future residents lands to be used in common, and in which the remarkably beautiful views of and across Lake Washington, not to mention the views of the Olympic Mountains in the other direction, can be enjoyed. The topography of the land is such that even after houses are built on all the lots there will be more or less opportunity for glimpses of the mountains, from each of them, yet anyone will enjoy still more an occasional stroll through the lands that are to be dedicated to park purposes, so as to obtain other and different views amid natural surroundings. Undoubtedly the setting aside of some of the land for park purposes will enhance the market value of all the lots (John Charles Olmsted letter to Daniel Jones, November 28, 1906).

The same month, Olmsted wrote in a letter to the President of the Board of Park Commissioners, advocating for the acquisition of park land in the “proposed Mt. Baker Park tract.” The park property was to include Mount Baker Park, Lake Park Drive, and Mount Baker Boulevard.

In short order they were deeded to the city with the provision that the city “improve and maintain the same as part of the system of public Parks and Boulevards.” The June 10, 1907, donation contract from the Hunter Tract Improvement Company to the Park Board also stipulated the following:

...that [the Park Board] will further agree that you will grade Mount Baker Park Boulevard, and construct cinder paths on either side thereof, and a macadamized roadway on, at least one side thereof; and also grade both Glenwood Drive and Lake

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Park Drive, and macadamize at least one side of said Drives, constructing a cinder path along the side thereof; and also construct, macadamize and maintain a parkway or boulevard along the shore of Lake Washington, beginning said work on the Mount Baker Park Boulevard and the Lake Washington Park-way within thirty days of the date thereof, and prosecuting the whole of said work as rapidly as the funds available to said Board will permit.

The gift of the lands was beneficial to both parties. The Parks Board had an immediate asset to their park system that gave them connection to Lake Washington and future parks to the east, and the developers had a maintenance free high selling point which would help spur sales of parcels to higher end clients.

The Park Board described the acquisition in their 1909 Annual Report. They note:

In the Mount Baker Park district in the southern part of the city, overlooking and fronting on Lake Washington, more actual construction in the way of park, parkway and boulevard work was done during 1908 than on any other part of the system, principally because of the public-spiritedness of the property owners of that district in the matter of donation of land continent upon improvement (p. 31).

Picnic grounds and tennis courts were installed in 1909, and the streets surrounding the park were graded and paved, including concrete sidewalks. Further enhancements came in 1911 when a Japanese lantern was installed at the northern end of the park. It was a 1911 gift from Kojiro Matsukata, a Kobe businessman. This was the result of an exchange between Seattle and Japanese businessmen, initiated at the Alaska Yukon Pacific Exposition in 1909. The Park Board had proposed a Japanese garden surrounding the granite lantern, but the cost proved too high.

The Boulevard was part of a master plan to connect Lake Washington with Beacon Hill and Jefferson Park via Cheasty Boulevard. In 1909 the Board of Public Works was directed to “plank” a portion of the road, but most of it received a macadamized pavement by 1909 and planting had begun of the center strips.

In 1912, Franklin High School was constructed at a prominent location adjacent to the boulevard, with its formal, Beaux Arts style primary facade facing west toward Rainier Avenue S, it affirmed the presence of the boulevard when viewed from the west. In 1919, the Mount Baker Boulevard was resurfaced with asphaltic concrete and in 1928 the City Engineering Department installed curbing.

Beginning in the 1930s, conditions within Mount Baker Park and Boulevard deteriorated due to limited park funding and lack of maintenance. In 1942, the responsibility for maintenance and repair of pavement was transferred from the Parks Department to the Engineering Department. By this date portions of the boulevards center strip had become a parking area for students and teachers at Franklin High School. Budgets continued to be limited in the post-war period. In the 1950 Parks Department annual budget, only \$1,462 in funds were cited in the annual budget for Mount Baker Park improvements. In 1950 Mount Baker Park was described in a newspaper article as having only “two little garden patches, but they have a neglected appearance and arouse sympathy more than admiration.” The boulevard was cited as “dry desolation” (*Seattle Times*, June 30, 1950).

Conditions gradually improved due to community efforts as well as increased public funding. In 1976, curbs, curb ramps, gutters, and new traffic signs were installed along Mount Baker Boulevard for a cost of \$84,000. This came after three plus years of discussion and planning among the Parks Department, Engineering Department, and Mount Baker Community Club. Apparently, the median itself had not previously been edged by curbing. The project included closure to vehicular boulevard crossings at 34th

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and 35th Avenues S, along with restoration of the median with plantings to match the surrounding areas. A December 8, 1976 memo from the Engineering Department also noted that “street tree plantings will be regularized as suggested to the extent allowed by available funding.”

Mount Baker Beach

The Olmsted plan anticipated the expansion of the Lake Washington shoreline and outlined a park area which they hoped the Park Commission would be able to buy. In their report J.C. Olmsted noted “*South of this along the shore, it is proposed to designate a strip which he thinks will average 75 feet wide to the Park Commission on condition that they acquire all of the underwater lands from the State and allow one or more club or clusters of private boat houses. A strip 75 foot-wide now under water is to be added to the land strip however, so there can eventually be 150' lake-side parkway*” (John Charles Olmsted, October 27, 1906, p. 1). He also advocated for additional land for a continuous sidewalk along Lake Washington Boulevard south of Colman Park: “*At the south end [of Colman Park] where the boulevard joins Mt. Baker Park, we have suggested widening the drive about ten feet on the west side for a distance of about 400 feet, to enable a walk to be built parallel and next to this drive on the east side*” (Olmsted Brothers to Heffernan, November 23, 1910).

Boathouse/Bathhouse and Pier

John Charles Olmsted’s 1909 report addressed “the matter of a recreation pier at the foot of Holgate Street” (the pumping plant), and instead recommended its location farther south, at the foot of Mount Baker Park, because this multi-purpose facility would then be south of the pollution from the pumping plant intake. Community objections plus a site inspection resulted in the construction of a boathouse and pier on the shore of Mount Baker Park, and a ‘recreation pier’ at the foot of McClellan Street. The main public bathing beach however remained at the pumping plant. By 1908 a boathouse at the foot of Lake Park Drive had been constructed. It was a 40’ x 40’ wood-frame structure, reached via a dock at the elevation of the top of the shoreline wall, which also included an upper floor that served as a caretaker residence. The opening of the Ship Canal in 1917 lowered the waters of the lake by 9’, and the waves no longer washed the beach steps. The lowered waters revealed a steep and narrow beach and exposed the wall – 4’ to 5’ high – along the shoreline. As time went on, use of the site increased. Aerial photos indicate significant filling of the beach through the years.

By 1930, the boathouse use was no longer restricted to Mount Baker residents only; however, fees were only charged to “outsiders.” By the late 1930s the condition of the boathouse was poor. Despite improvements in 1939; by 1944 the facility was again in a “dilapidated and dangerous (unsafe) condition.” An emergency Parks appropriation removed the boathouse in 1946.

Plans for a new on-shore boathouse and moorage for 32 crafts were drawn in 1946 by architect Alfons V. Peterson. The plans located the boathouse north of the earlier boathouse, sited on and framing views from the centerline of the steps. The layout created a new and clear relationship between the steps and boathouse. Architect Alfons Victor Peterson was a University of Washington graduate and in-house architect for the Seattle Parks Department (1946 to 1951).

In 1951, Peterson left Parks and formed his own firm with John W. Adams, another University of Washington graduate (*Seattle Times*, June 11, 1930, September 23, 1945, and June 12, 1949). Together the firm continued to take on park projects and was responsible for shelters at the playfields in the University District, Beacon Hill, and Queen Anne (ca. 1951). Other projects included the Western Pacific Insurance Company Building (1953), which later was remodeled and served as the headquarters for the Century 21 Exposition; Seattle Fire Station No. 8 (1964), on Queen Anne Hill; and Ivar’s Salmon House Restaurant (1968-69) at 401 NE Northlake Way (Michelson).

The Mount Baker Beach area remained primarily a small boat landing until the early 1960s. When Stan Sayres won the Gold Cup in the Detroit race in 1950 and brought the hydroplane event to Seattle, the

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boathouse became the race headquarters until the Sayres Pits were built in 1957. The moorage was declared unsafe by 1961 and was rebuilt for exclusive use as a fishing pier.

With closure of the bathhouse facility at the old Pumping Plant in Colman Park, the Mount Baker boathouse was remodeled for bathhouse purposes in 1964. At that time additional curved curbs and lawn were installed, and the beach filled and extended to facilitate a better transition to the 1948 boathouse to a bathhouse.

Dose Terrace Stairs

The parkland area between the south boundary of Colman Park and the north boundary of Mount Baker Park was added after the Colman Park and Mount Baker Park were designed. This property is legally considered to be a part of the Mount Baker Beach property.

The Dose Terrace Stairs are situated in this area. The staircase was built privately in 1908 by real estate developer, Charles P. Dose. Dose had platted a ten-acre residential area to the east of the stair and sought to link it with the shoreline. In 1910 Dose donated a 30 by 165 strip of land which included the pre-existing stairs to the city. His only request was that "the area be called *Dose Terrace*, and that it forever remain a part of the park system."

The property had a series of concrete steps and landings down a series of terraces leading to the Lake Washington waterfront. While the type of access the steps provide was consistent with the Olmsted Brothers concepts for public use of parks, the straight linearity of the stairway and the Classical style of the landing contrast with the contour-based layout of pathways and the design of other stairs in nearby parks. The stairs extend eastward down S. Dose Terrace roadway at 35th Avenue S, then down to the grade of Lake Washington Boulevard directly across from the northern end of the developed beach property.

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property Approx. 8 acres
(Do not include previously listed resource acreage.)

UTM References NAD 1927 or NAD 1983

(Place additional UTM references on a continuation sheet.)

1	<u> </u>	<u> </u>	<u> </u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

Or Latitude/Longitude Coordinates
(enter coordinates to 6 decimal places)

1	<u>47.585561</u>	<u>-122.289180</u>	3	<u>47.585659</u>	<u>-122.286387</u>
	Latitude	Longitude		Latitude	Longitude
2	<u>47.575992</u>	<u>-122.296271</u>	4	<u>47.576656</u>	<u>-122.286781</u>
	Latitude	Longitude		Latitude	Longitude

Verbal Boundary Description (Describe the boundaries of the property.)

The nominated area is located in located in Section 09 and 10 of Township 24, Range 04, east of the Willamette Meridian, in King County Washington. It encompasses several King County parcels including ID number 1024049040, 1024049023, 5700004535, a portion of 4114601830, and several un-numbered areas associated with Mount Baker Park Blvd.

The boundaries of Mount Baker Park and Beach are generally defined by S Plum Street to the north, McClellan Street to the south, Lake Washington and Lake Park Dr. to the east, and the rear property lines of homes on 34th Ave to the west. Mount Baker Boulevard is the expansive road and median between S McClelland Street on the north to Rainer Avenue S on the west. It generally traverses to the southwest.

Boundary Justification (Explain why the boundaries were selected.)

The nominated property encompasses the entirety of Mount Baker Park and its linkage to the shore of Lake Washington, as well as the lands connecting it to Colman Park to the north. It also includes the entire road right-of way as designed by George Cotterhill for Mount Baker Park Boulevard.

11. Form Prepared By

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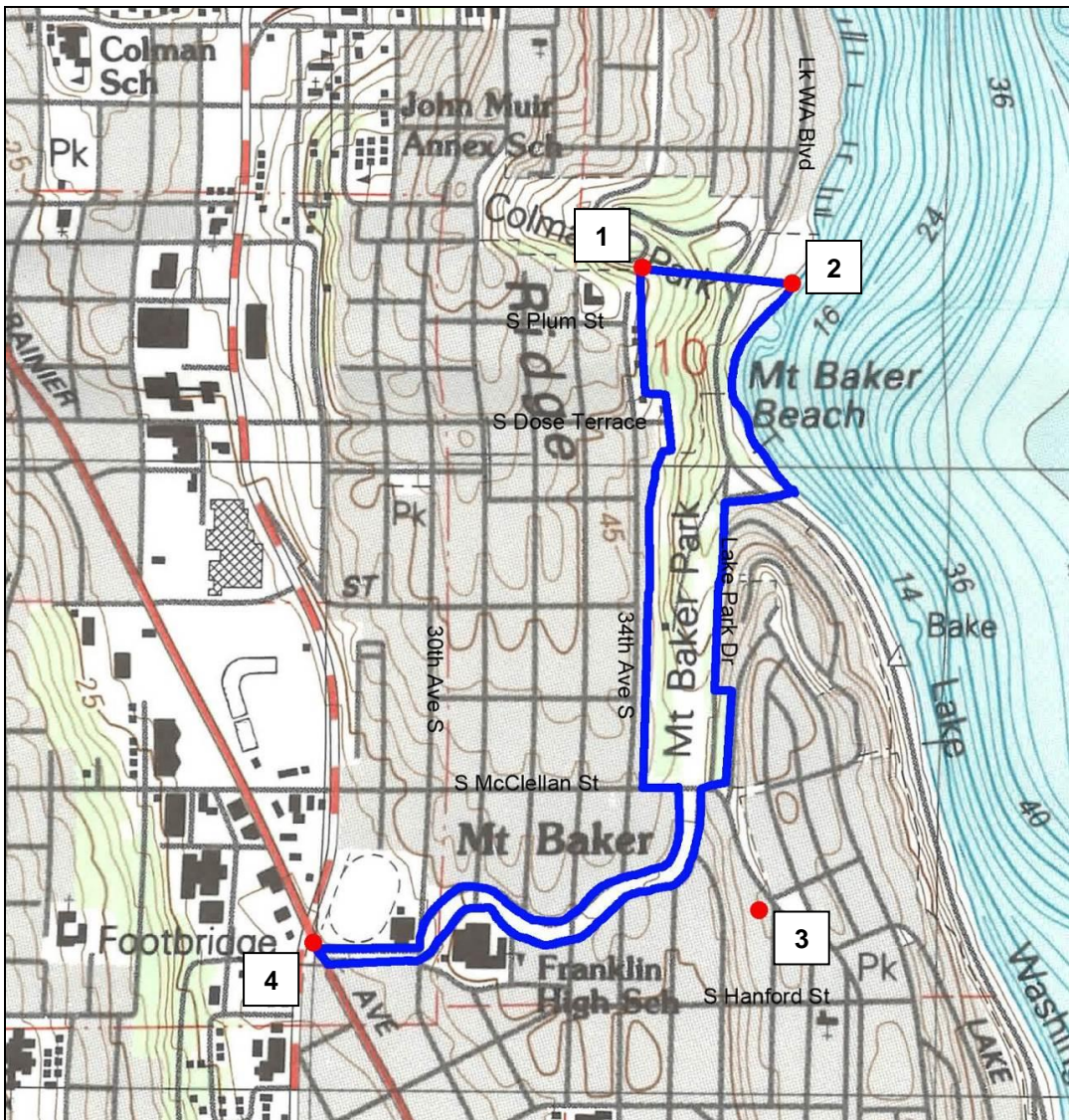
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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15-minute series) indicating the property's location. A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)



A USGS 7.5x15 minute map of the area with Mount Baker Park boundaries noted in blue, and latitude and longitude points with red dots.

1 47.585561 -122.289180
 Latitude Longitude

3 47.585659 -122.286387
 Latitude Longitude

2 47.575992 -122.296271
 Latitude Longitude

4 47.576656 -122.286781
 Latitude Longitude

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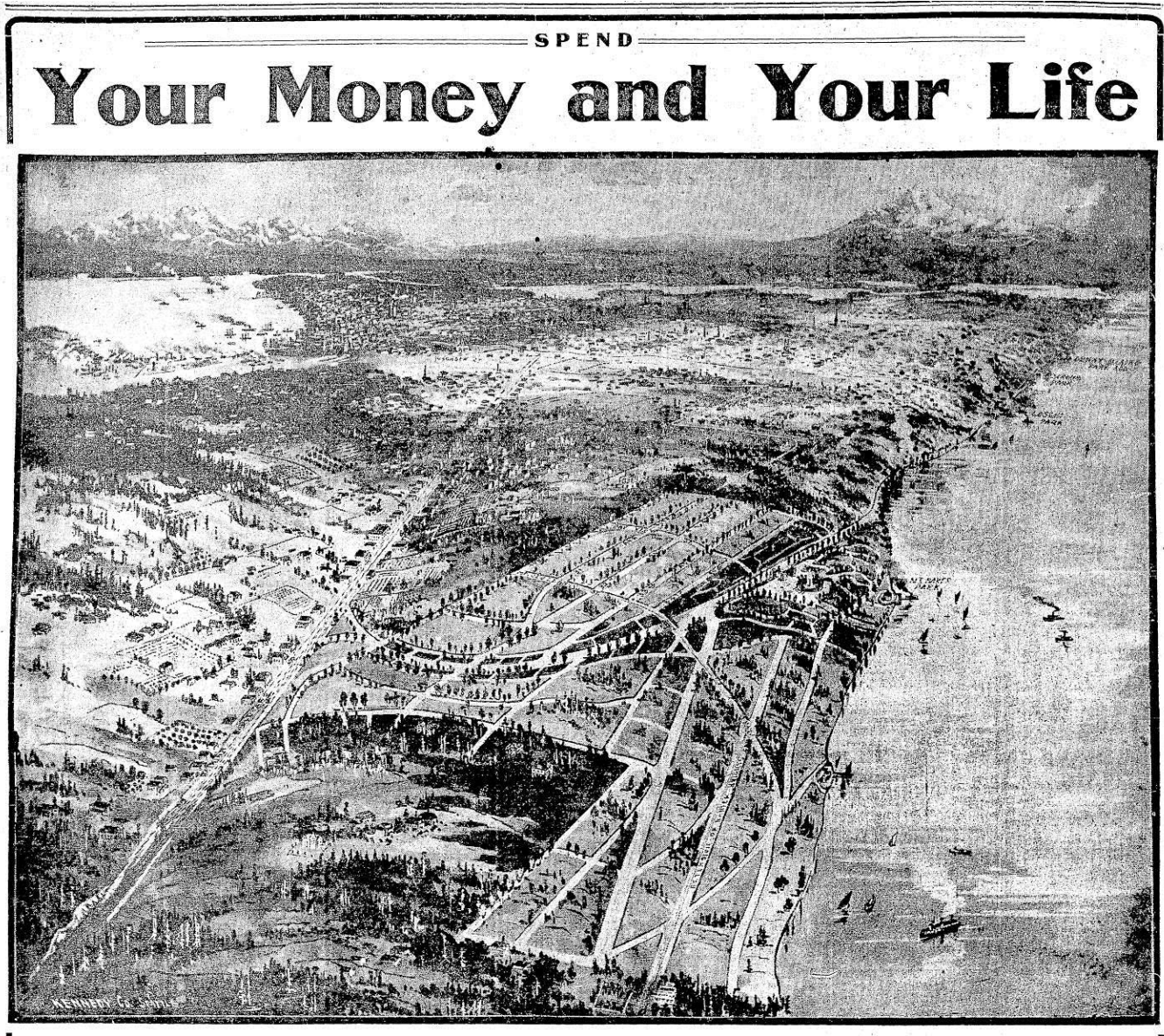
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Google Earth Map
Mount Baker Park and Boulevard
Showing nominated area in red - 29.5 acres

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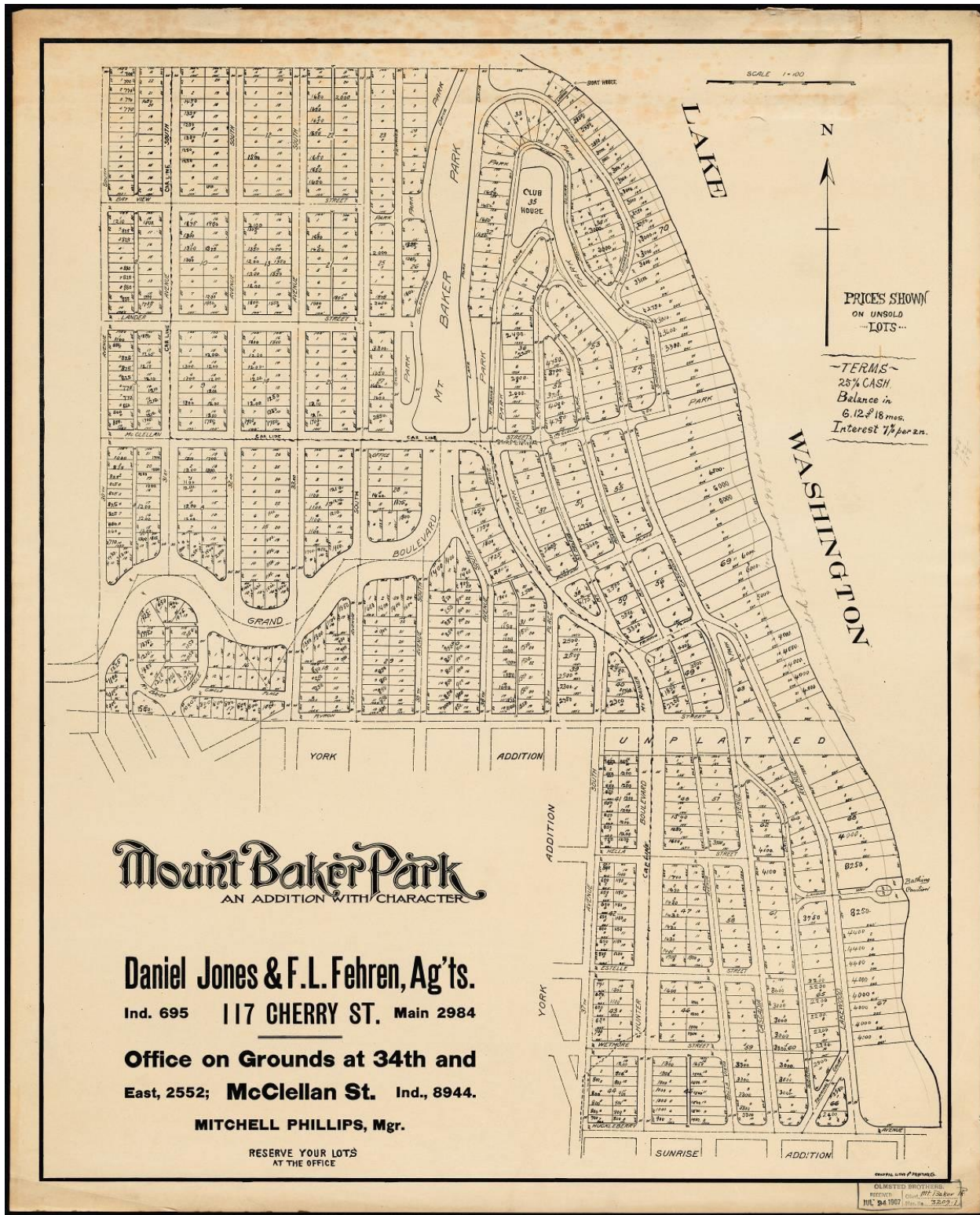
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A *Seattle Times* ad image of Mt. Baker Addition, September 30, 1906, p. 57.

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Plan of the Mount Baker Park Addition, 1907. North is oriented up (Frederick Law Olmsted National Historic Site).

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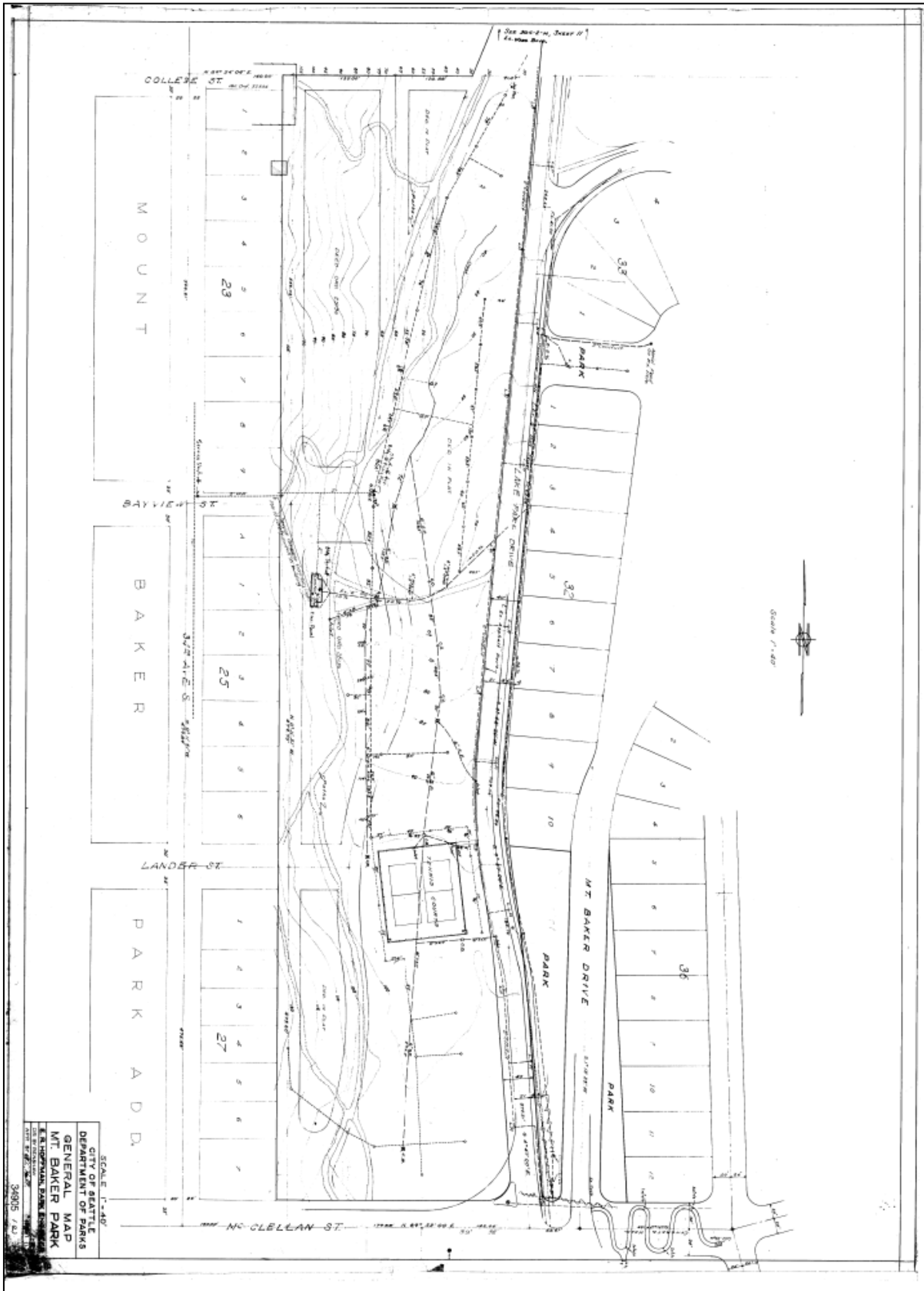
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Except from 1912 Map showing Park, Boulevard and Beach area.

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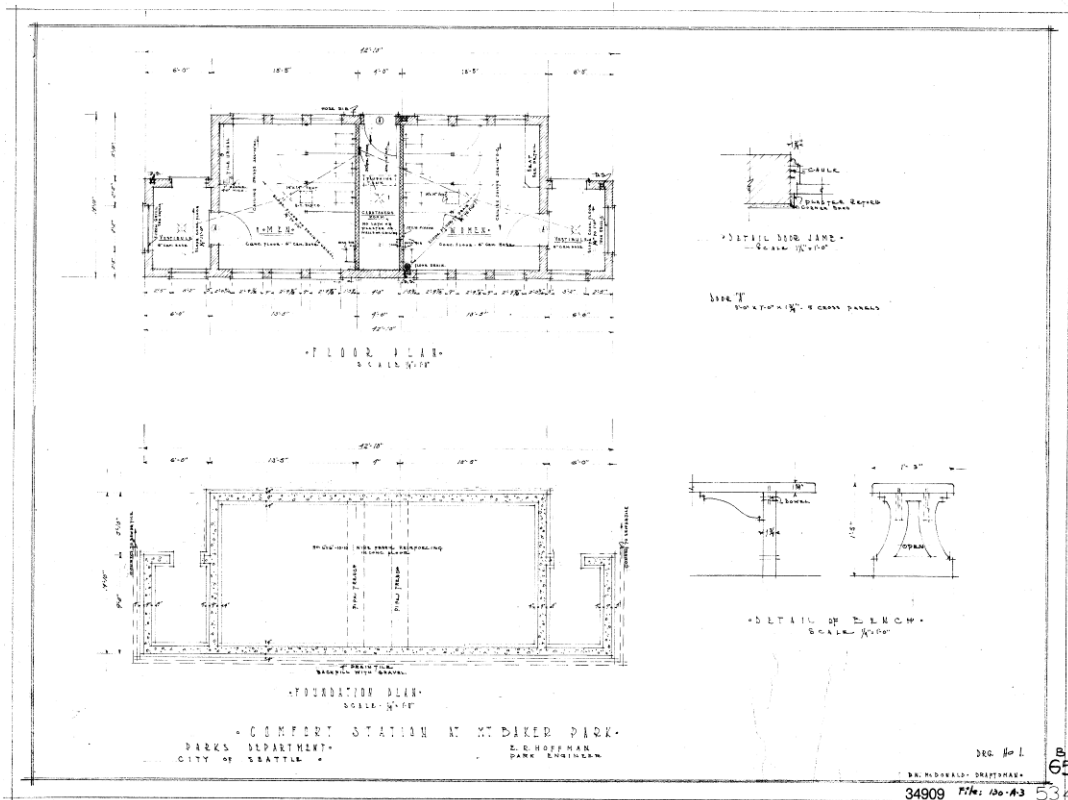
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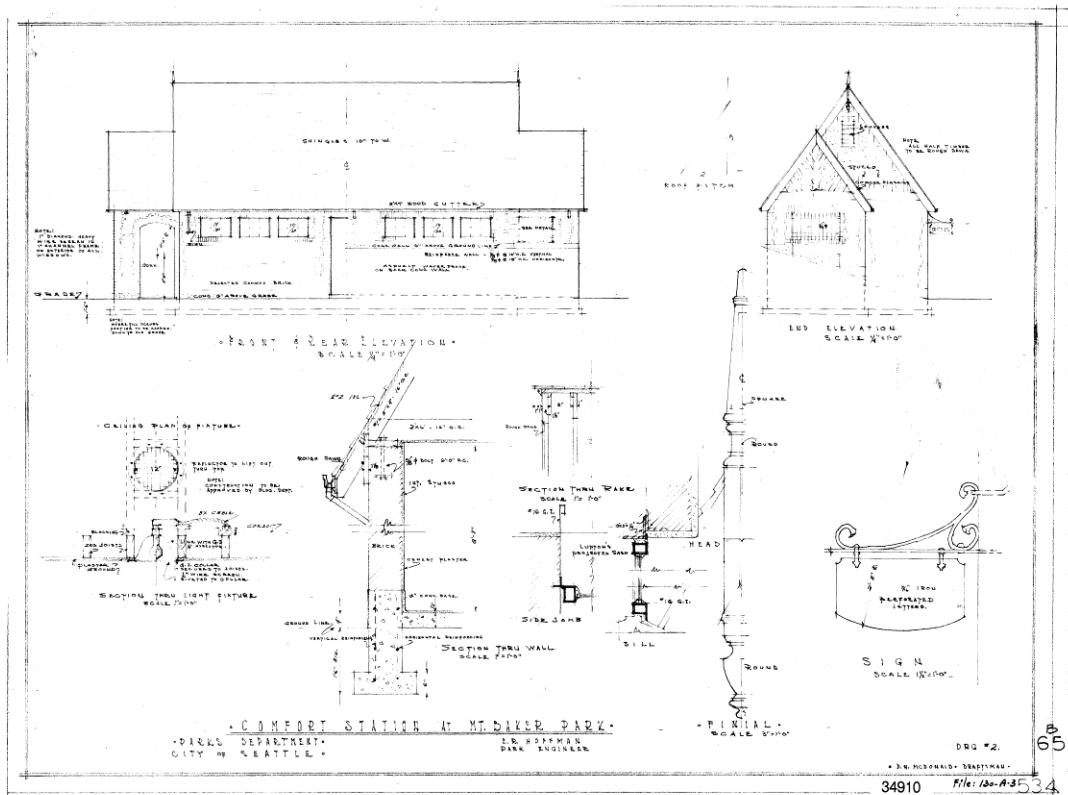
"General Map of Mount Baker Park," ca. 1930 and updated ca. 1958. North is oriented up (Seattle Parks Department Archives).

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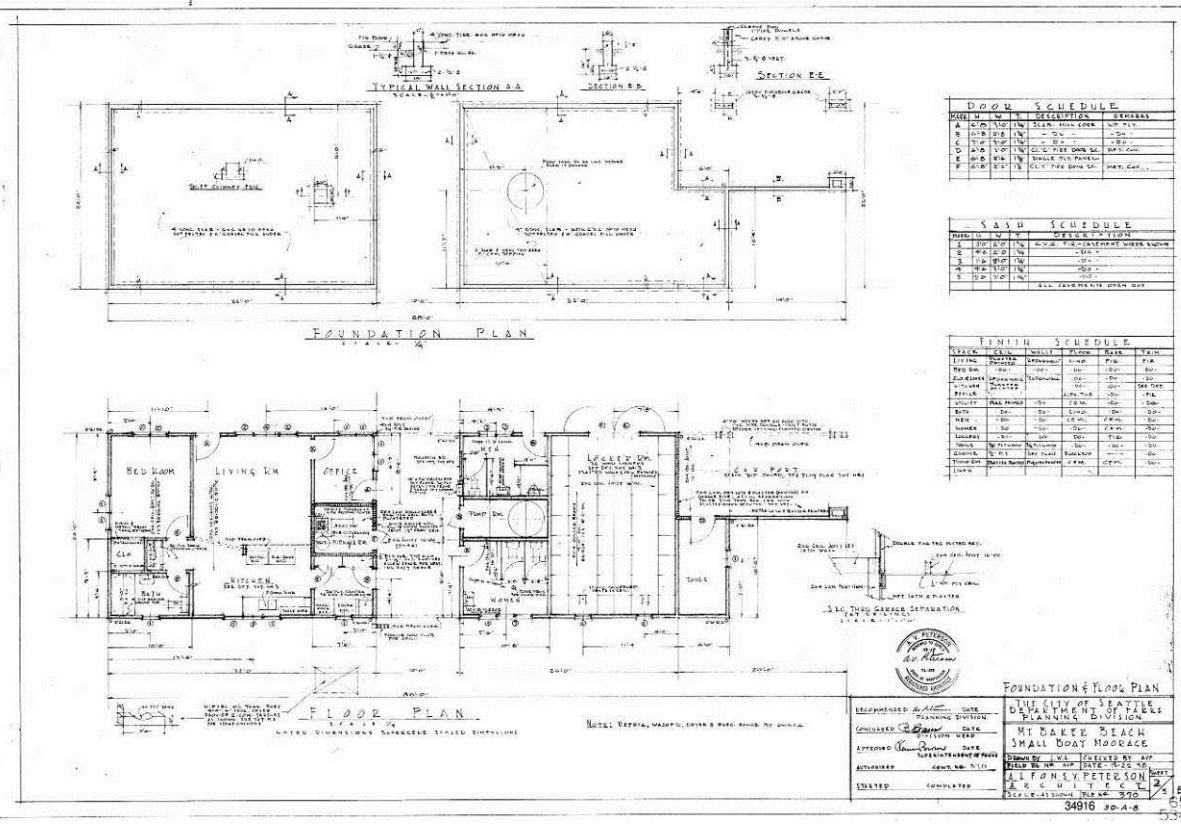


Above and below, the "Comfort Station at Mt Baker Park," 1926, Donald N. McDonald, Draftsman and E.R. Hoffman, Park Engineer (Seattle Parks Department Archives).

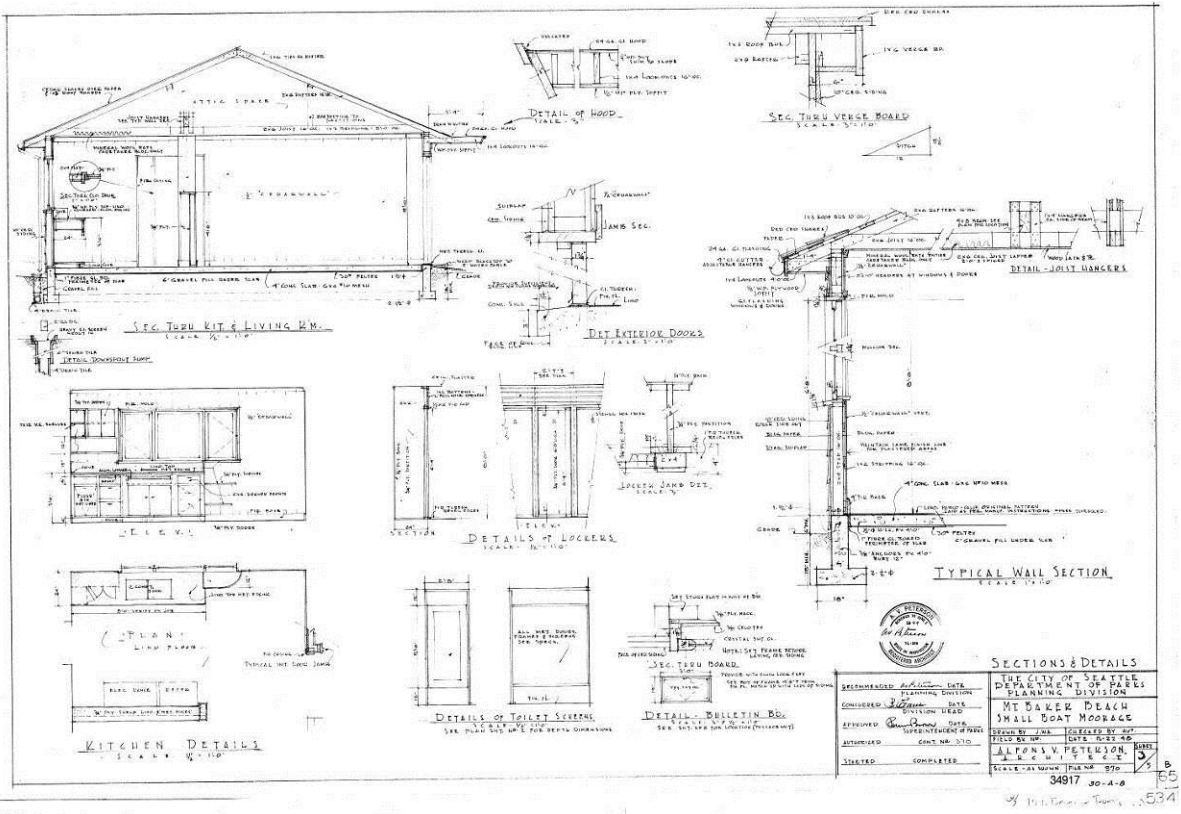


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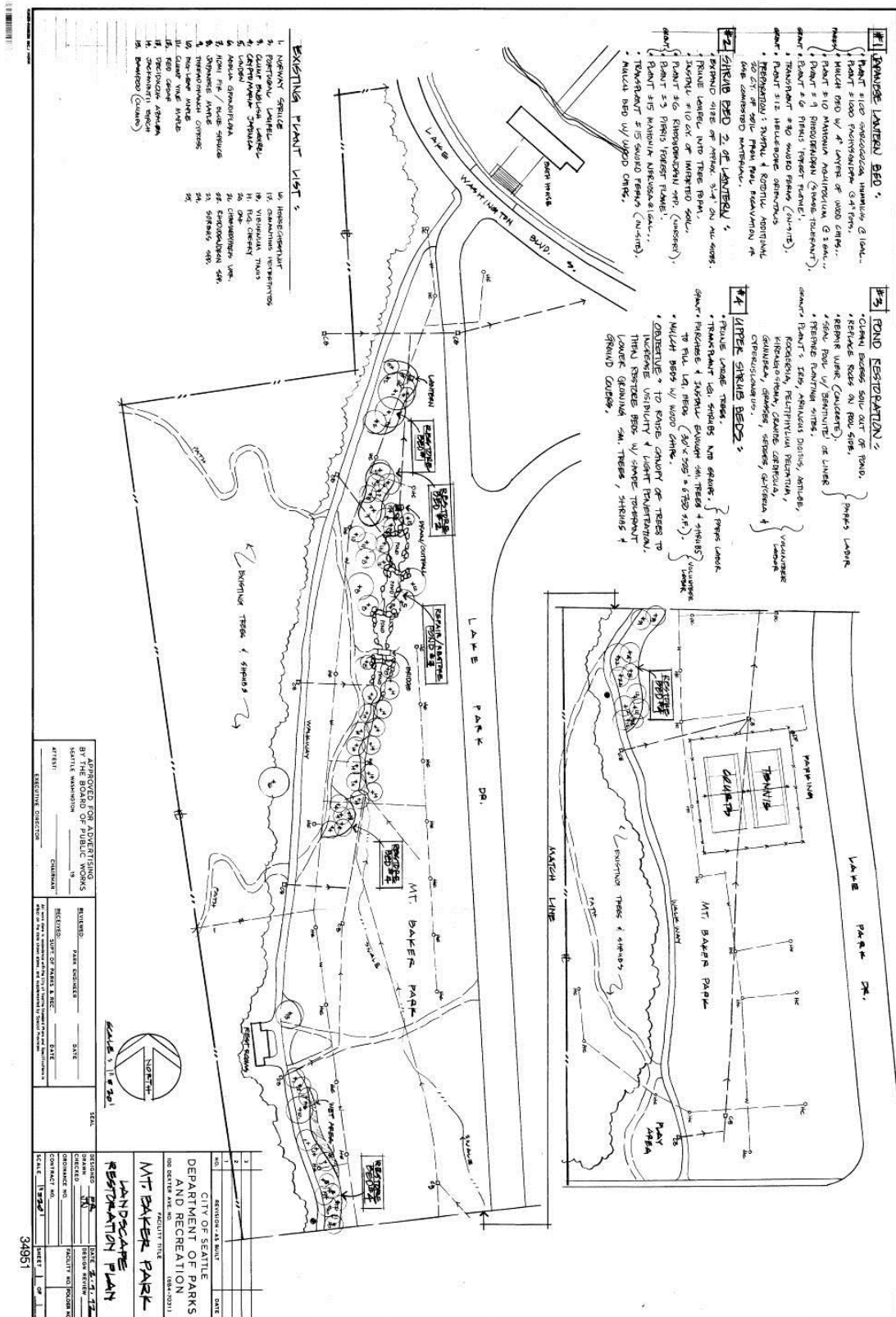


Above and below, "Mount Baker Beach Small Boat Moorage," plans, sections and details, 12-22-1948, Alfonso V. Peterson, Architect (Seattle Parks Department Archives). This building was later remodeled as a bathhouse.



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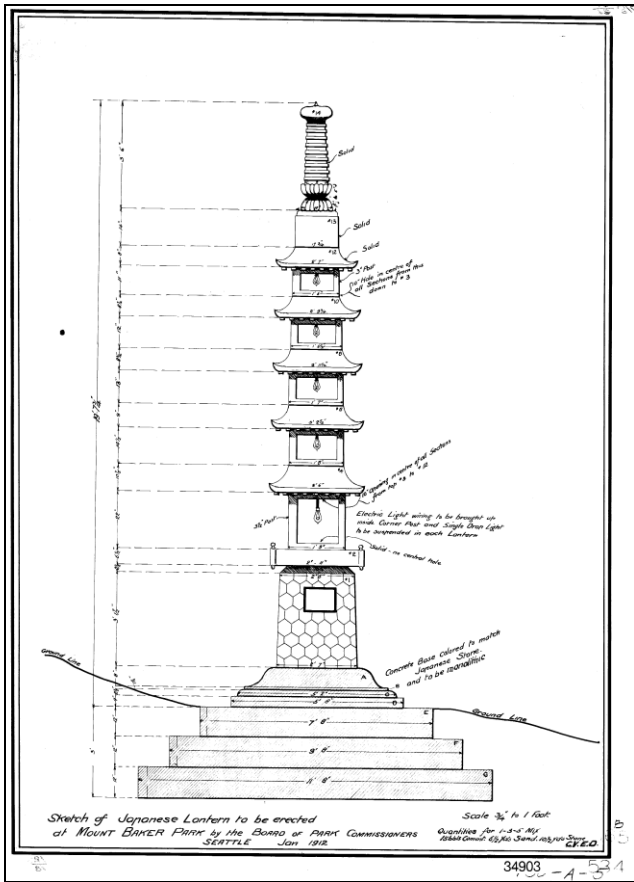
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"Landscape Restoration Plan, Mt Baker Park," 2-9-92 (Seattle Parks Department Archives).

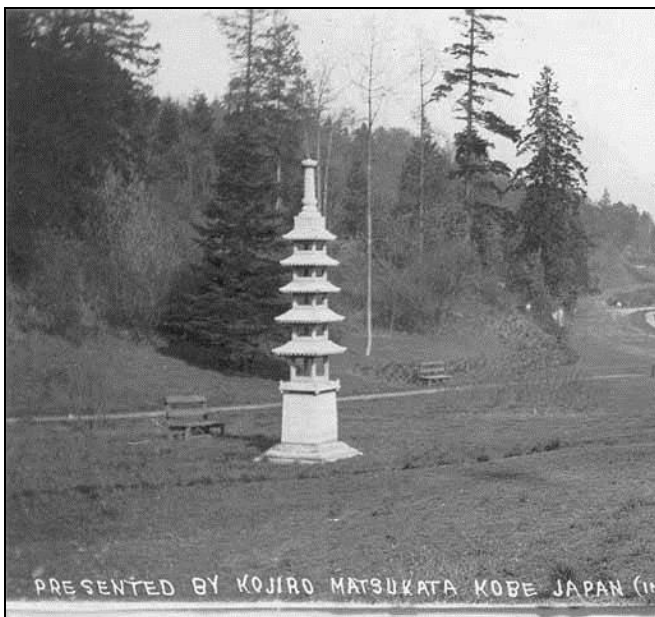
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Postcard view of Mount Baker Park showing Kobe Pagoda Lantern – c.1915

Above, "Sketch of Japanese Lantern to be erected at Mount Baker Park by the Board of Park Commissioners," January 1912. The lantern was received as a gift in 1911 (Seattle Parks Department Archives).



Above left, looking northeast at the Japanese pagoda lantern, ca. 1913 (University of Washington Libraries Special Collections [UWLSC], Item SEA2072).



Above right, the lantern and nearby landscaping, ca 1914 (Museum of History and Industry [MOHAI], Item 1983.10.9075).

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Original Mount Baker boathouse, ca. 1908 (Rainier Valley Historic Society, Item 01.037.01).



Mount Baker Park, looking northeast at the junction of Lake Washington Boulevard and Lake Park Drive from the head of the valley, ca. 1910 (Seattle Municipal Archives [SMA], Item 29937).

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Above, looking southeast at Mount Baker Park along S McClellan Street, 1910 (SMA, Item 29938).



Lake Washington Blvd looking south. Mount Baker boathouse in foreground at left, ca. 1912 (MOHAI, Item 1983.10.9253.2).

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Above, Mount Baker Boulevard S and Franklin High School (constructed in 1912 to replace a 1906 building), June 1913 (SMA, Item 29939).



Above, aerial view looking east at Franklin High School and the west end of Mount Baker Boulevard S, ca. 1913 (Rainier Valley Historical Society).

Mount Baker Park and Boulevard

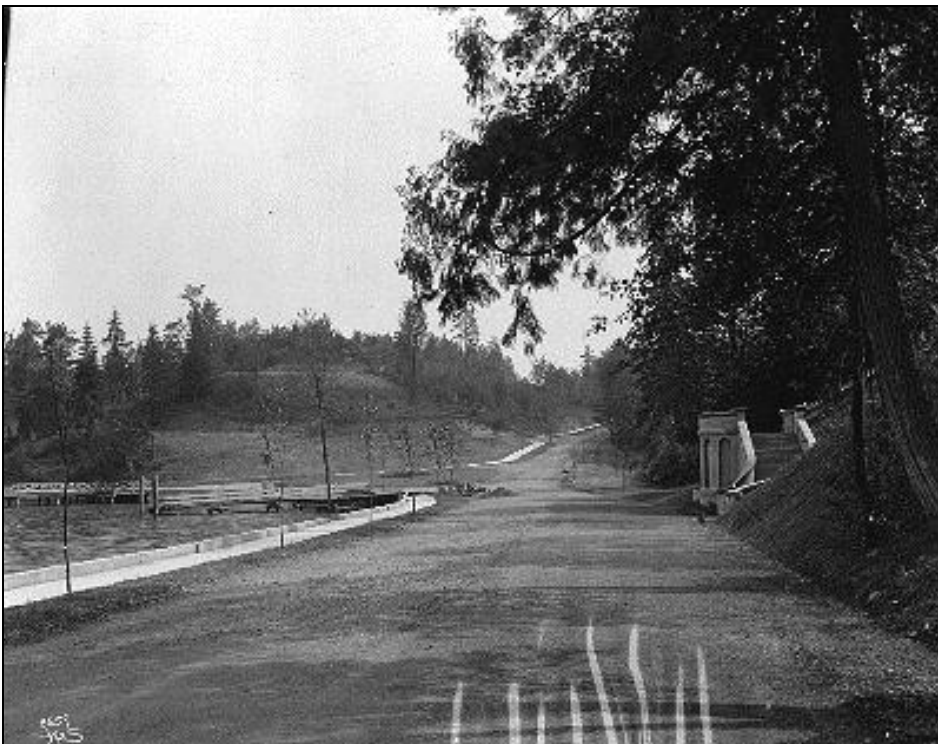
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Above, view looking northeast on Lake Washington Boulevard along Mount Baker Beach and the original boathouse in ca. 1913, prior to the lowering of the lake (MOHAI, Item 1983.10.9642).



Looking south along Lake Washington Boulevard in 1913. East end of the Dose Terrace Stairs is partially visible to the right (SMA, Item 29546).

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Above, a 1914 tinted photograph of the lake and Mt. Rainier from Mount Baker Boulevard (MOHAI, Item 2002.3.2008).



Above, an undated historic postcard of the Dose Terrace Stairs. This view appears to date from after the lowering of the lake in 1917 (SMA, item 172634).

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Above, Mount Baker bathing station on August 22, 1923 (SMA, Item 64010).



Above, Mount Baker Drive in 1924 (SMA, Item 57524).

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Above, looking generally north at the intersection of Lake Park Drive and Lake Washington Boulevard showing the Japanese pagoda lantern and the exposed lake shoreline, 1924 (SMA, item no. 57522).



Above, view from above Mount Baker Park at the intersection of Lake Park Drive and Lake Washington Boulevard S, and the lake shoreline, 1930 (Asahiel Curtis photographer, SMA, Item 29940).

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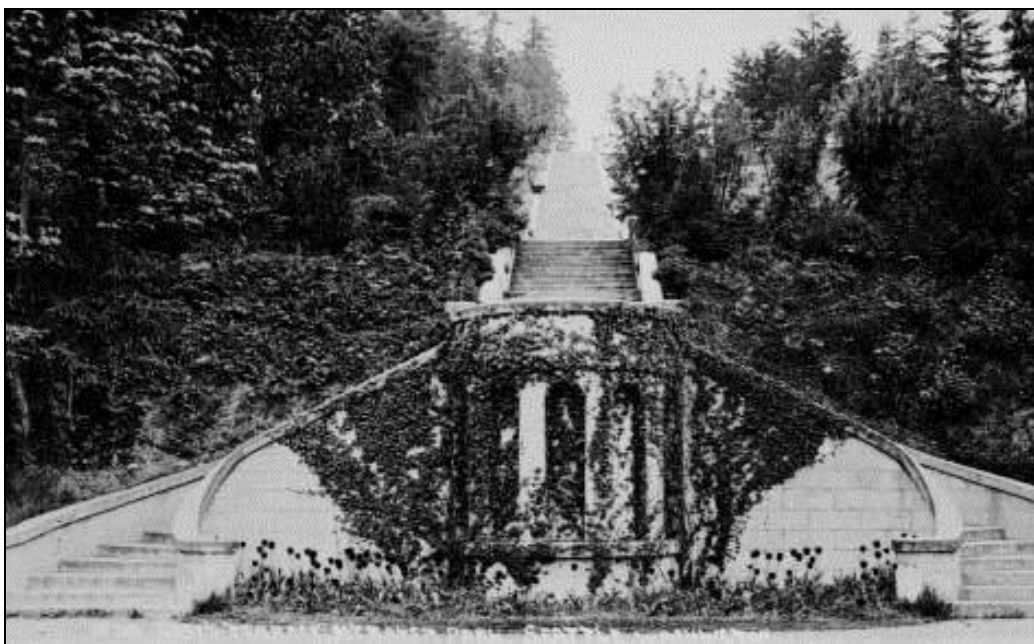
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Above, Mount Baker Boulevard, looking west near 33rd Avenue S, 1931 (SMA, Item 31014).



Above, an undated image of the base of Dose Terrace Stairs (Photo courtesy John Cooper, DorpatSherrardLomont blog).

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Above, an aerial view looking east, May 32, 1932, showing Mount Baker Boulevard, Franklin High School, and the surrounding neighborhood (MOHAI, Item 1983.10.17937).



Above, Mount Baker Park and Boulevard, 1971, view north. Note vehicular crossings at 34th and 35th Avenues S, which were closed and restored with plantings in 1976 (SMA, Item 78113).

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Looking north at the south end of the park and S McClelland Street, March 18, 1971. This photo shows the generally forested area along the west slope of the park, and Lake Park Drive near the east edge. Two remaining tennis courts, visible in this photo, were upgraded in ca. 1983. Play equipment was installed in the open lawn area to the south of the tennis courts later in 1971 and the play area built in ca. 1984. (SMA, Item 78116).

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Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Mount Baker Park and Boulevard, and Mount Baker Beach

City or Vicinity: Seattle

County: King

State:

Washington

Photographer: Susan Boyle and Sonja Molchany, BOLA Architecture + Planning

Date Photographed: August 2017 – July 2018. See photo captions for specific dates.

Description of Photograph(s) and number: See captions for individual current photos for description and number.



Figure 1, a 2017 aerial view of Mount Baker Beach showing the dock extending into Lake Washington. The location of the east base of the Dose Terrace Stair is noted by a red arrow (King County Assessor GIS, Property Report).

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Figure 2 view north along Lake Park Drive S and north end of the park, July 11, 2017.



Figure 3, the granite Japanese Lantern, July 11, 2017.

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Figure 4, view south/southwest across Lake Park Drive S near the north end of the park, July 11, 2017.

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Figure 5, view of the open green space north of the tennis courts in the central part of Mount Baker Park, July 5, 2018.

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Figure 6, view from the western walking path, down toward the central lawn and pools, December 18, 2017.



Figure 7, looking east at the bridge across the pools in the central portion of the park, December 18, 2017.

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Figure 8, the stream and pool outfall in the shallow ravine, December 18, 2017.



Figure 9 view generally south along east sidewalk and Lake Park Drive S, with the tennis courts in the background right (west of the roadway), December 18, 2017.

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Figure 10, a pedestrian access trails from S Lander Street to the park pathway along the west slope edge, December 18, 2017.



Figure 11, looking southwest at the 1928 Comfort Station, south and east facades, December 18, 2017.

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Figure 12, southwest path entry to Mount Baker Park, July 5, 2018.



Figure 13, looking north along the primary path, July 5, 2018.

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Figure 14, Mount Baker Boulevard S with its curvilinear roadway, December 18, 2017.



Figure 15, the expansive central parkway of Mount Baker Boulevard S, December 18, 2017.

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Figure 16, central green, cross street roadway, and Mount Baker Boulevard S, July 5, 2018.



Figure 17, the western terminus of Mount Baker Boulevard S, between S 30th and Rainier Avenues, July 5, 2018.

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Figure 18, looking north along the sidewalk and retaining wall in Mount Baker Beach area toward the gate and entry drive to the Colman Park shoreline area, June 15, 2018.



Figure 19, looking east at the Dose Terrace Stairs, June 15, 2018.

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Figure 20, lower landing, Dose Terrace Stairs, June 15, 2018.



Figure 21, looking north from the intersection of Lake Washington Boulevard S and Lake Park Drive S with a portion of the balustrade wall of the Mount Baker Beach area, November 20, 2017.

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Figure 22, looking southeast at the Mount Baker Bathhouse, July 18, 2018.



Figure 23, looking southeast from the pier at the Mount Baker Bathhouse, July 18, 2018.

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Figure 24, looking northwest from the Mt. Baker Beach area toward the entry steps, and concrete retaining walls with decorative balustrades, July 18, 2018.

Property Owner: (Complete this item at the request of the SHPO or FPO.)

name City of Seattle Department of Parks and Recreation, Christopher Williams, Interim Superintendent
street & number 100 Dexter Avenue North telephone (206) 684.4075
city or town Seattle state WA zip code 98109

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.