

4646

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 Frink Park

other names/site number \_\_\_\_\_

### 2. Location

street & number Roughly bounded by 31<sup>st</sup> Avenue South on the west, Lake Washington Boulevard and 34<sup>th</sup> Avenue South on the east, South King Street on the south, and aligned with South Main Street on the north.  not for publication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 X 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 X 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 X local

Applicable National Register Criteria

X A    B X C    D

Signature of certifying official [Signature] Date 10-3-19

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 [Signature] Date of Action 11/20/2019

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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.)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input checked="" type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
		buildings
		district
1		site
1		structure
		object
2		<b>Total</b>

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

**Number of contributing resources previously listed in the National Register**

Seattle Olmsted Parks and Boulevards

2

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

**Current Functions**  
(Enter categories from instructions.)

LANDSCAPE / park  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

LANDSCAPE / park  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

**Materials**  
(Enter categories from instructions.)

N/A  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

foundation: N/A  
\_\_\_\_\_  
walls: N/A  
\_\_\_\_\_  
roof: N/A  
\_\_\_\_\_  
other: \_\_\_\_\_

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### **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 16.68-acre Frink Park is characterized by its steeply sloping topography, which provides a natural wooded hillside and a densely vegetated ravine. The park includes a year-round stream, which runs through the ravine and collects in a small constructed waterfall, pool, and small wetland area before passing under a concrete bridge, which is part of Lake Washington Boulevard system. South Frink Place and Lake Washington Boulevard S connect in the park, and foot trails also provide access into it. The park is located in an urban residential setting in the Leschi neighborhood of Seattle, overlooking Lake Washington and approximately half a mile north of Interstate 90. Leschi Park lies adjacent to it on northeast, with a shared boundary along the north side of Frink Park. Colman Park, approximately eight blocks to the south, is linked to Frink Park by Lake Washington Boulevard S.

Frink Park's unique qualities include the naturally rugged site, steep ravine, and wooded slopes. The property is roughly bounded by 31<sup>st</sup> Avenue S on the west, Lake Washington Boulevard S and 34<sup>th</sup> Avenue S on the east, S King Street on the south, and a boundary in line with S Main Street on the north. Frink Park is intentionally undeveloped and forested, with the curving roadways of S Frink Place and Lake Washington Boulevard S meandering through a portion of the park.

### **Park (Contributing Resource No. 1)**

The entire park site is a contributing resource. As shown in the early designs by the Olmsted Brothers, the park still retains its natural rugged natural and original features. The boulevard and bridge within the park are contributing features previously listed in the National Register nomination for Lake Washington Boulevard. These are described below. Character-defining features of the site include the topography, natural drainage and a constructed water feature, vegetation, and paths and trails.

#### Topography

The topography within the park is steep, with a broad east-facing slope falling away toward the lake. The overall grade change is roughly 260 feet—dropping from an elevation of approximately 320' along the western park boundary at 31<sup>st</sup> Avenue South, to an elevation of 60 feet at the southeast edge of the park. These grades are quite apparent from the roadways of S Frink Place and Lake Washington Boulevard S, from which the land rises and falls. While the overall grade change in the park is less than 40%, contour maps indicate steeper areas with two ridgelines and a bowl near the top of the site, along with a gentler slope inside the upper curve of the road off 32<sup>nd</sup> Avenue S near the north end where there was once located a caretaker's dwelling. The topography flattens slightly near the center of the park, west of the roadway, where a potential play area was once considered. When Lake Washington Boulevard was placed through the park it was designed to carefully follow the contours in an east-west line, providing a sinuous, smooth touring route for vehicles in contrast to surrounding ruggedness and topographic changes of the site. In the former tennis court area near the southwest part of the park, the grade also flattens.

#### Natural Drainage and Water Feature

Within the park are small streams, fed originally from two springs as well as street runoff from the northwest and upper parkland areas. A preliminary plan by the Olmsted Brothers in 1908 proposed a simple footbridge crossing below where the two streams merge, and a series of stepped pools in the middle and lower areas of the ravine. Instead the water was collected at a low waterfall and single small pool situated on the upper (west) side of the Frink Bridge. After the boulevard and bridge were constructed, his focus shifted to improvements above the roadway. In a May 29, 1912 letter to Park Superintendent J.W. Thompson, John Charles Olmsted commented: "The present foot-bridge across the brook just above the parkway concrete bridge was located according to our original plan before the parkway was thought of. At present it looks very much out of place and we recommend that a path cross the brook somewhat further north over the dam."

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Despite this criticism, the footbridge and dam remain. Presently in conduits, the runoff emerges at the dam and pool, which are surrounded by a small wetland. The dam is constructed of concrete and boulders. An informal path leads down to it from the northwest end of the Frink Bridge and crosses over above the pool on a narrow plank footbridge, and from there to a series of steps leading to southwest to a level area from which the pool and bridge can be viewed.

Views

In a late 1906 letter to the president of the Board of Park Commissioners, John Charles Olmsted enthused that Frink Park's "greatest function is that of affording a magnificent outlook from the end of Jackson Street, but in addition to doing this it will provide an extremely attractive local park of the character of a secluded woodland" (John Charles Olmsted, November 28, 1906, p. 7). In a later letter to J.W. Thompson, he reiterated the Jackson outlook would "probably be the great feature of this park, as the outlook from this point is very imposing." The plans and elevations prepared in 1912 indicate a major viewpoint and entry at Jackson, but no viewpoint was ever built. Given the growth of vegetation within the park, eastward views of the lake from within the park roadway and trails, and along the east side of 31<sup>st</sup> Avenue S are now limited. Frink Park does not have a Park Department designated viewpoint, but instead it affords opportunities for views of the ravine, woodland forest, natural scenery, pool and bridge.

Paths and Trails

The park property contained some trails and a wagon road near the vicinity of S Frink Place by 1906, prior to the park's development. Proposed plans for a major park entry at Jackson Street and 31<sup>st</sup> Avenue S, and a switchback stairway along the south end through the King Street right-of-way east of 32<sup>nd</sup> Avenue S were not realized. Historic photographs of Frink Park and a 1931 Parks map indicate the presence of a pathway extending parallel along at least a portion of Lake Washington Boulevard, along with concrete steps extending northwest from the roadway to a path along the west side of the road. These constructed elements no longer exist, although a flat section of the grading along the west side of the boulevard remains. A system of trails provides access through the densely forested landscape, in alignment with those envisioned by the Olmsted Brothers in their Revised Preliminary Plan of 1908, although the switch-back steps near the south edge of the park, between 32<sup>nd</sup> and 33<sup>rd</sup> Avenues S, were apparently not constructed.

The constructed trails brought visitors into the park, including those who entered it from into the top, from 31<sup>st</sup> Avenue S near Jackson Street, where there were convenient streetcar lines. From that entry, the paths extended in long, north and south routes set somewhat parallel to the contours of the slope. Additional trails extended from the side streets. Historical photos from ca. 1911 also show constructed steps leading to paths near the bridge, although these no longer exist.

Present trails are approximately 3 feet wide, with surfaces predominantly of compacted earth, with a few areas covered with wood chips or crushed rock. Some parts of the park, such as those near the south edge, are quite steep. Some are constructed paths with steps to afford navigation of the slopes. There also are sections of planked paths near and above the pool.

Vegetation

Historic photographs from 1913 show the presence of plants recently installed near the small pool, which appears to have been an early effort at restoration around the constructed pool waterfall and associated small wetland. Natural vegetation in the park consists mostly of deciduous forest dominated by bigleaf maple. Other tree species present include Pacific madrone, Douglas fir, western red cedar, black cottonwood, and red alder. Native shrubs include hazelnut, Indian plum, evergreen huckleberry, Oregon grape and salal; non-native English holly, cherry laurel, and English ivy are also prevalent. Sword fern is also found throughout the understory. Near the pool there are recently installed native plants, and along the road's edge, a bank of mature planted rhododendrons. As with all landscape materials, earlier plants and trees have matured over time in an organic fashion. Some have been replaced in-kind and others replaced. In addition, there is a row

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of seven mature London Plane trees within the park, planted in close proximity along King Street between 31<sup>st</sup> and 32<sup>nd</sup>.

### **Frink Place (Contributing Resource No. 2)**

The narrow two lane roadway has low concrete curbs and what appears to be an original or early scored concrete road surface. It traverses from Frink Park into Leschi Park before becoming S. Washington Street. On the west side of the roadway is narrow sidewalk added in 1930. In 1912 the Olmsted Brothers advised on the location and grading of the connection between Washington Street and the boulevard. The original drawings showed it more in line with the caretaker's cottage. In 1927, City Council established by ordinance the right-of-way alignment for Frink Place.

### **Non-Character Defining Features**

These elements include standard Parks Department identification signs near the south edge of the park on the east side of Lake Washington Boulevard and along S Frink Place as it enters the park on the north. Stairs constructed after 1968 are also non-character defining due to their recent construction date; these are located at the east edge of the park where a stairway extends up from S Lane Street, and east of the boulevard near the park's south boundary. In addition, the outermost edges of the park at several street ends have been changed with phases of residential development outside of it. A wide sidewalk traverses the east side of 31<sup>st</sup> Avenue S along the street, supported by a continuous retaining wall, and affords views into the tree canopy, while a mature Mugo pine is situated at the north of 33<sup>rd</sup> Avenue where it meets a steep drop off at park's southern boundary edge.

### **Integrity**

Frink Park was designed and constructed as a natural component in an urban park system linked by a boulevard system. The park site is largely intact and remains consistent with the original design. It also maintains integrity of its setting, material, workmanship, feeling, and association.

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### **Previous listed**

#### **Frink Park Bridge**

The Frink Park Bridge is a previously listed contributing resource in the National Register-listed Lake Washington Boulevard nomination. The c. 1909 bridge, is constructed of cast-in-place concrete, and has two similar stout decorative balustrade walls, 20 inches wide at bottom and 11 inches wide at top, each containing 25 trefoil openings set at 12 inch centers. The balustrades are level although the height from grade varies due to soil build-up along the bottom of the walls. Taller reinforced concrete cheek blocks sit at each end; these are 36 inch square and rise to approximately 30 inches, with turned edged cap and slightly tapered walls. The overall length of the balustrades is an estimated 32 feet with a 28 foot span of the roadway between them. When the bridge is viewed from below the massive concrete forms an open arched opening with two triangular-shaped panels above the opening with decorative concrete patterns set into the structure below the balustrade walls.

The design of the bridge contrasts with the simpler concrete overpass in Leschi Park and the lowest landing of the Dose Terrace stair at Mount Baker Beach, both of which are detailed with simple arched recesses. The bridge design was most likely produced by the City of Seattle Engineering Department under R.H. Thomson, and road consultant S. C. Lancaster. It appears similar to the granite and sandstone Nethermead Bridge (1868-70) in New York's Prospect Park, designed by Frederick Olmsted, Sr., and his partner, Calvert Vaux. The Nethermead Bridge features similar balustrades as the Frink Park bridge, with trefoil openings, cheek blocks, and an arched lower opening. Recently one of the bridge balustrades was restored after being damaged in the early 1970s. It was built in-kind to match the remaining original balustrade.

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Lake Washington Boulevard

Lake Washington Boulevard S is a previously listed contributing resource in the National Register-listed Lake Washington Boulevard nomination. It traverses the park after it meets with S Frink Place in an acute angle near the central north part of the park and winds its way further to the south and east. S Frink Place is a block-long street extending west and into the park on its north end. Both roads are approximately 25 to 28 feet wide, and provide two-way vehicle traffic, but there are no parking spaces or parking lots within the park. There are curbs and paved sidewalks along the roadway outside of the park, but not within it. Instead there are short bollards, typically made of 8x8 timbers placed vertically, in an apparent effort to reinforce the roadway alignment. The Lake Washington Boulevard S and S Frink Place roadways directly outside of the park are distinctively different from those within it.

South Frink Boulevard has a sidewalk on one side, and Lake Washington Boulevard's exit to the south is announced by street trees, 8-foot wide asphalt paved pullouts for vehicle parking, and integral poured gutters and curbs. Standard Parks Department signs are provided along the street entries to the park.

**Park Resources:**

- |                      |  |
|----------------------|--|
| Park                 | – Site (Contributing)                    |
| Frink Place          | – Structure (Contributing)               |
| Frink Park Bridge    | – Structure ( <i>previously listed</i> ) |
| Lake Washington Blvd | – Structure ( <i>previously listed</i> ) |

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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

COMMUNITY PLANNING AND DEVELOPMENT

#### Period of Significance

1906-1930

#### Significant Dates

1906: Frink land donation

1927: Ordinance Establishing Frink Blvd/Place

#### Significant Person

(Complete only if Criterion B is marked above.)

#### Cultural Affiliation

#### Architect/Builder

The Olmsted Brothers (Landscape Architects)  
Lancaster, Samuel C. (City Road Engineer)

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### **Narrative Statement of Significance**

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

Frink Park in Seattle, Washington is historically significant at the local level under Criterion "A" for its direct association with the City's early comprehensive park system. The park was established in 1906 when the land was purchased, then immediately donated to city for park use by wealthy businessman John M. Frink. The park was an integral part of the city's planning efforts to development a viable transportation network which included links to trolley lines as well as a boulevard for touring vehicles and pathway systems for bicyclists and pedestrians.

The park is also significant Criterion "C" for its association with the Olmsted Brothers landscape firm. Over the course of 5+ years, the firm produced several plans and studies for the park which was designed to complement significant natural topographic features and vistas at the site. While not fully implemented, the park embodies the overall design philosophy of the firm: to preserve a natural and pastoral park property for aesthetic reflection as well as for a form of recreation and culture.

The property also meets the registration criteria outlined in the Multiple Property Listing for Seattle's Olmsted Parks and Boulevards. The nominated area is defined as a "landscape park", providing natural scenery and intended primarily for passive recreation.

The period of significance for Frink Park begins with the original land donation by John M. Frink in 1906 and ends in 1930 when the last major alteration in the park took place, the addition of sidewalks around the S Frink Place roadway.

### **Development of Frink Park**

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, including Madison, Madrona, and Leschi Parks.

By this time transportation to parks included streetcars, such as the line that ran from 2<sup>nd</sup> 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. The bike routes identified in the map were limited to areas on and north of Yesler Avenue and included one that terminated near the future site of Frink Park and the Leschi Park area. 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 site of the nominated park was originally set aside as "park reserve land" within Seattle Judge Thomas Burke 1883 plat of the area, however it was not dedicated to public use. Despite a number of landslides in the area the 1890s, residential construction followed, spurred on by cable car access down Jackson Street (Sheldon, p. 3-1). As the area developed the demand for public use of the "park reserve land" increased.

In the meantime in 1903, the City had hired the Olmsted Brothers landscape firm of Brookline, Massachusetts to prepare plans for a comprehensive system for Seattle parks, including suggested improvements to existing parks. Before John Charles Olmsted and his assistant, Percy Jones, arrived in Seattle in 1903, Seattle's park system was made up of only five public parks. Within a month, the Olmsted firm had prepared a list of projects for Seattle's first park bond issues and outlined a plan for its future park system. Following the preparation of



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these plans, Olmsted, Jones, and the park commissioners spent the month of May 1903 surveying the city by horse, trolley, foot, and boat. The landscape architects sent their formal report, "A Comprehensive System of Parks and Pathways," to Seattle on July 2, 1903. In this plan, John Charles Olmsted proposed to secure and preserve as much as possible the region's natural surroundings in both convenient and well-distributed locations. One of his main concerns in Seattle was that parks should fit into their surroundings. He also believed that parks around the city should be made to look different from one another. The report contained specific proposals for the park and boulevard system, drawing also upon some of previous plans, including George Cotterill's existing bicycle path system, and its connected parklands previously purchased and owned by Seattle Parks with land of other agencies. The dominant feature of the Olmsted Brothers plan however was 20 miles of landscaped parkways and boulevards that would link existing and proposed parks within the city limits. The Seattle City Council formally approved the Olmsted Brothers plan on October 19, 1903, and it soon gained active support from citizens who passed \$3.5 million in bonds for park enhancements in the following eight years.

In the 1903 report the nominated area was part of the lands that John Charles Olmsted had recommended for purchase. As luck would have it one of the Seattle Park Board members was wealthy businessman John M. Frink. His long interest in the greater health and well-being of the city led Frink to decide to purchase the "reserve park land" outright and then donate it to the city. At the time, reportedly it was the most valuable donation that had ever been made to the city (*Seattle Times*, October 24, 1906). The 15.5 acre property, valued at \$50,000, was given without restrictions in 1906. Within months of the land donation, the generous gift by Frink and his wife Addie was named in their honor.

Born in Pennsylvania in 1855, Frink had arrived in Seattle in 1875 and after working as a day laborer in 1881 he organized the firm of Tenney & Frink. The next year the firm was incorporated as the Washington Iron Works with Frink as President. As executive head of the company, he helped built up the company to become one of the most important industries in its line in the Pacific Northwest. With profits he established the first electric light plant in Seattle in 1886 and organized it as the Seattle Electric Light Company. Other businesses included the Seattle Central Railway (1901) which he acted as President and Manager.

On the public side, Frink was a member of the Seattle City Council for two years, served on the School Board, and was elected to the Washington State Senate (1890 to 1892). He left the Senate in 1890 to run for governor but lost to incumbent John R. Rogers. By this time, he was one of Seattle's wealthiest men. Six years later, in 1906, Frink became a member of the Board of Parks Commissioners. In 1908 he was elected as Park Board President. Some consider him the "father of the Seattle park system." He served on the board until his death in 1914.

Shortly after the donation, the Olmsted firm visited the park in 1906 and over the following six years, they developed numerous designs for the park. As noted in a report reprinted in a newspaper on December 7, 1906, John Olmsted cited his knowledge of the park: "*Although I have been familiar with Frink Park in a general way, in consequence of my study of the park system, I visited the park in company with the superintendent, and was much pleased with the romantic and secluded ravine and steep wooded hillsides, will give a decidedly marked and interesting character to this little park. Of course its greatest function is that of affording a magnificent outlook from the end of Jackson Street, but in addition to doing this it will provide an extremely attractive local park of the character of a secluded woodland.*" He continued with a specific suggestion for pathways, and urged that no roadway be constructed: "*In so small a park surface it would be out of proportion and decidedly disadvantageous to have any drives, unless it were an essential part of a long parkway drive, which would not be the case in this park until it is extended to Lake Washington and until the proposed Lake Washington parkway is laid out along the shore.*" He also described possible treatment of the small creek through the park and the landscape:

*Some of the springs which feed the brooks in the two ravines are outside of the park boundary. I suggest that with the consent of land owners, if necessary, drain pipes be laid which would tap these springs, and thus bring the water free from mud and contamination into the park, where the*

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*water could be released to fill the brook, the effect of which could be enhanced by making little pools, partly by excavation and partly by means of little dams concealed by boulders and plants. There should be a general but cautious thinning of the alders throughout the park and a more desirable class of forest trees should be introduced in place of them. Except in a few limited areas the natural ground covering should not be disturbed. What would be an inappropriate roughness of the surface in most parks where the slopes are comparatively gentle, is not only unobjectionable in this park, but is an element of natural beauty entirely harmonious with the general character established by the steep slopes and dense woods. (Seattle Times, December 7, 1906, p. 18)*

In 1907, the Olmsted Brothers prepared a "Preliminary Plan for Frink Park," which included a myriad of pathways and a central play area. However, the preliminary plan for the park was abandoned when Lake Washington Boulevard was, in fact, routed through the park.

In 1908, the Olmsted Brothers supplemented their original plan for the Seattle park system with an additional report, which defined specific types of parks, playgrounds, and boulevards, and made recommendations for public recreation facilities including playgrounds for field house facilities. After the City Council adopted the plan, the Olmsted Brothers were retained to prepare landscape plans for individual parks. Implementation of the report began almost immediately and by 1913 the city had acquired property for 26 parks and playgrounds. During this period, the Seattle Parks Department also created new positions to assist the Parks Superintendent in management of the parks and boulevard system and made changes in the organization of the department. In 1907 and 1912, the positions of Assistant Superintendent Playgrounds Director and Chief Engineer were created, with a Head Gardener added in 1922. Design work on many of the parks was often undertaken by parks staff or by consultants or contractors, and the results were not always as envisioned by the Olmsted Brothers. Despite this, the landscape architect's basic concept and design principles were realized in Frink Park.

Images from 1909 show that a bridge over the creek in the park's ravine was completed in advance of a new roadway. Interestingly the bridge balustrade appears strikingly similar to one designed by Frederick Law Olmsted and Calvert Vaux in Prospect Park, New York, however Frink Park's bridge was most likely designed by road engineer Samuel C. Lancaster (1864-1941). Lancaster had arrived in Seattle in 1907, and was a strong advocate of the Good Roads movement. By early 1908 he was made the consulting engineer in the Office of the City's Division of Roads, and was working on the design of new roads in the city in anticipation of the Alaska-Yukon-Pacific Exposition (*Seattle Times*, December 27, 1908).

In fact, Lancaster's plan of the roadway in Frink Park was acknowledged by John Charles Olmsted in early 1909 correspondence (John Charles Olmsted, January 20, 1909, 02690, pp. 7-8). The Park Commission reported that by the end of 1909, over \$101,300 had been spent on Lake Washington Boulevard (then known as Frink Boulevard) and over \$13,000 on Frink Park for additional land acquisition, improvements and operational expenses ("Sixth Annual Report of the Board of Park Commissioners," 1909). The road through the park was graded in 1909 and macadamized in 1910.

In his subsequent consideration of the park's design, John Charles Olmsted relied on his earlier studies of its topography, which he knew intimately from having traveled by cable car to 32<sup>nd</sup> Avenue S and Yesler Way in May of 1903 to walk south "along [the] crest making notes on large litho of city." Here he sought to understand the nature of the topography by following the ridge "nearly to city boundary and then ... west through woods..." Writing in mid-1909 he stressed the importance of maintaining native vegetation along the park roadways: "So much of the local landscape effect along the greater part of these drives is due to the natural wild growths that the greatest care should be taken in whatever planting is to be done to harmonize the new planting with the existing growths." He called for "the avoidance of formality," in even the details of drain inlets, noting also that "it would be preferable to reduce interference with the woods to a minimum..." (Olmsted to Cheasty, June 14, 1909).

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In their 1910 annual report, the Park Commissioners described Frink Park:

*[It] commands a broad view of Lake Washington and the Cascade Mountains, is covered with native growth and being traversed by a ravine forms an admirable setting for a small natural park. A formal plan for the park has been prepared by Olmsted, only a portion of which has been worked out. On account of the unimproved condition of the streets surrounding the tract, it has been somewhat isolated and but little known, but this condition is rapidly being remedied and the opening of Frink Boulevard through the park has brought it to the attention of those who use the boulevard. The streets are now being improved on the west side of the park so that it will be more accessible and development and improvement in accordance with the formal plan should now be in order. (p. 28)*

Following construction of the boulevard through the park, the Olmsted Brothers then provided detailed grading plans in 1912. The principal change was the connecting road between Washington Street and the park boulevard (called Frink Place). In connection with this, a number of paths within the park were proposed. The Olmsted Brothers also proposed various other improvements, including a walk paralleling the boulevard, and they recommended, “[t]he present foot-bridge across the brook just above the parkway concrete bridge was located according to our original plan before the parkway was thought of. At present it looks very much out of place and we recommend that a path cross the brook somewhat further north over the dam.” (May 29, 1912, John Charles Olmsted to J.W. Thompson, Superintendent of Parks).

In the plans of 1912, a primary goal included an attractive lookout at Jackson Street with proper entrances into the park. The wooded park was also to feature a system of paths, rustic benches, pools, and an ornamental concrete bridge spanning the ravine. From the 1930 Parks record plan (updated to 1958), it appears most of the pathways proposed by the Olmsted Brothers were implemented, but no formal view feature was ever constructed and earlier views of Lake Washington and the Cascades have been obscured as the forest has matured.

By 1911 additional property had been acquired by purchase and/or condemnation proceedings (Sheldon and Associates, p. 3.5). According to Seattle Parks historian, Don Sherwood, a clay tennis court was added to Frink Park that same year. The 1912 Annual Report indicates other completed work: “Additional walks were laid out and considerable grading, seeding and planting accomplished” (Sherwood, July 1, 1968).

Primarily from nearby residents, citizen correspondence over the years indicates that the secluded natural landscape of the park sometimes sheltered rowdy behavior. On November 10, 1919, Mrs. Nannie P. Holmes wrote to the Superintendent of the Parks Board that “[d]uring the past year, the park paths have been gathering places for a crowd of boys and young men who congregate regularly in groups of as many as fifteen or twenty to gamble, using boisterous and obscene language. We have also been disturbed and the safety of our property endangered by drunken men and boisterous couples who loiter in the park at night.” It appears that public access and use of the park came with a cost. During the 1920s, the City continued to develop the parks and boulevards system planned by the Olmsted Brothers, and by the early 1930s the Parks Department had completed extensive improvements within the system.

The Depression resulted in delayed public projects and few improvements in the park, although concrete sidewalks were added to Frink Place in 1930. Annual Reports of the Seattle Parks and Recreation Department provide some additional information about work in the parks during this period, and the department’s reliance on work relief program workers. Improvements cited Park Commission board president Simon Burnett in 1931 noted work by the “unemployed,” citing specifics for Frink Park, “Constructed water systems, planted 1100 rhododendrons, cleared of alders and stumps and constructed water systems.” (Note: the referenced rhododendrons have not been identified in the present park.). The unemployed were later described in the report as relief workers where received nearly \$56,500 in City Council appropriated payments to “single and married men for work in the parks, the work being largely clearing, grubbing, and grading paths, etc. The single men were employed through Volunteers of America and were paid \$1.00 per day in board and room.

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The cost to the city was \$2.50 per day. The married men were paid from \$2.50 to \$3.00 per day, depending on the number of dependents. The men were given six days work" (1931 Annual Report, March 31, 1932, pp. 17-18).

Later Annual Reports from the 1930s continue to note the "strict economy program" of the department, and its dwindling annual budgets. In 1933, payroll and supply costs for the smaller parks along Lake Washington included only \$1,117 for Frink Park of the total \$216,336 for the listed 42 parks (averaging \$5,551 each). In comparison, \$150,249 was expended on the active playgrounds and \$19,943 on bathing beaches throughout the city (1933 Annual Report, March 16, 1934, pp. 4-6 and 13). With the exception of maintenance expenditures, there is little mentioned in the balance of the annual reports in the 1930s for Frink Park. Projects under federal relief programs began to be noted in the 1934 Annual Report, wherein "General Betterment Work" included grading, building path, clearing underbrush (no planting) by the C.W.A. in Frink Park. Other relief programs involved in park work included the CCC, WERA, and CWA (1934 Annual Report, March 29, 1935, pp. 8-10-12, 14-15, 19).

"Clearing, trails, tennis [court] surface" were carried out in 1941 as a WPA project, and "slab steps" were added in 1946 (Sherwood). The 1944 Annual Report includes a section on "Post-War Plans" however there is no mention of Frink Park in the list of contracts, and only funding of Parks payroll for maintenance, rather than betterment. The 1946 Annual Report described continued labor and material shortages, although it also noted that the "old wooden steps in Frink and Colman Parks were replaced with concrete railway ties. These slabs make satisfactory stairways and are much cheaper than those of poured concrete." Construction of the steps contracted to A. Verna at a cost of \$985.71 (1946 Annual Report, February 26, 1947, report on Engineering and Construction pp. 1, 6-8).

The possibility of a children's play area in Frink Park was considered and dismissed multiple times over the years. It first appeared on the 1907 Olmsted proposal. In 1953, a citizens' group requested the consideration of a play area, but the possibility was rejected by Parks staff, largely due to the rugged topography and lack of an adequately sized level area. A play area again was proposed in 1967, by the Central Area Motivation Program (CAMP), with preliminary designs by Talley & Associates Landscape Architects. In May 1975, a group of area residents submitted another petition for a play area. The plan did not progress. An internal Parks and Recreation memorandum of August 19, 1979 indicates that "we have abandoned further plans to develop a children's play area at Frink" (Seattle Municipal Archives, Record Series 5801-01, Parks History Files: Frink Park).

In 1966, a wood-frame former caretaker's residence in Frink Park was demolished. Remnants of the building reportedly were used as an informal park shelter for a period, but no evidence of the structure remains. By the early 1970s one of the original concrete trefoil perforated balustrades on the Lake Washington Boulevard bridge was demolished by an automobile. In 1974, it was replaced with a modern metal guardrail installed by Parks staff. For some time, funds were not available to build an appropriate concrete balustrade. An accurate reconstruction was later undertaken by a Seattle contractor, Pioneer Masonry, with a design based on the remaining original balustrade.

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## 9. Major Bibliographical References

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"The Altruistic Mission of a Seattle Millionaire," - October 27, 1907, p. 4.

"Many Boulevards and But Few Parks" – July 30, 1908, pg 4.

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"Lancaster Lectures Monday Evening," - December 27, 1908, p. 4.

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<https://www.digitalarchives.wa.gov/Collections/TitleInfo/2017>

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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): \_\_\_\_\_

Frink Park  
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### 10. Geographical Data

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**Acreage of Property** 16.68 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>47.600136</u>	<u>-122.292505</u>	3	<u>47.600129</u>	<u>-122.288492</u>
	Latitude	Longitude		Latitude	Longitude
2	<u>47.598038</u>	<u>-122.292494</u>	4	<u>47.596671</u>	<u>-122.288632</u>
	Latitude	Longitude		Latitude	Longitude

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

The nominated area is located in located in Section 03 and 04 of Township 24, Range 04, east of the Willamette Meridian, in King County Washington. It is otherwise known as King County parcel ID number 125020-5000.

The boundaries are generally defined by S Main Street to the north, 31<sup>st</sup> Avenue S to the west. The southern boundary is S King Street between 31<sup>st</sup> Avenue S and 33<sup>rd</sup> Avenue S, then extends southeast to meet the curving Lake Washington Boulevard between the terminus of 34<sup>th</sup> Avenue and S Lane Street. From there, it extends north to Lake Washington Boulevard and then follows just east of Lake Washington Boulevard north to S Main Street.

**Boundary Justification** (Explain why the boundaries were selected.)

The nominated property encompasses the entirety of the original donated lands of Frink Park in 1906 and its subsequent additions in 1908.

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### 11. Form Prepared By

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name/title Susan D. Boyle and Meagan Scott with consultant Karen Kiest, Landscape Architect (Edited by DAHP Staff)  
organization BOLA Architecture + Planning date January 2019  
street & number 3800 Ashworth Avenue North telephone (206) 383.2649  
city or town Seattle state WA zip code 98103-8119  
e-mail [sboyle@bolarch.com](mailto:sboyle@bolarch.com)



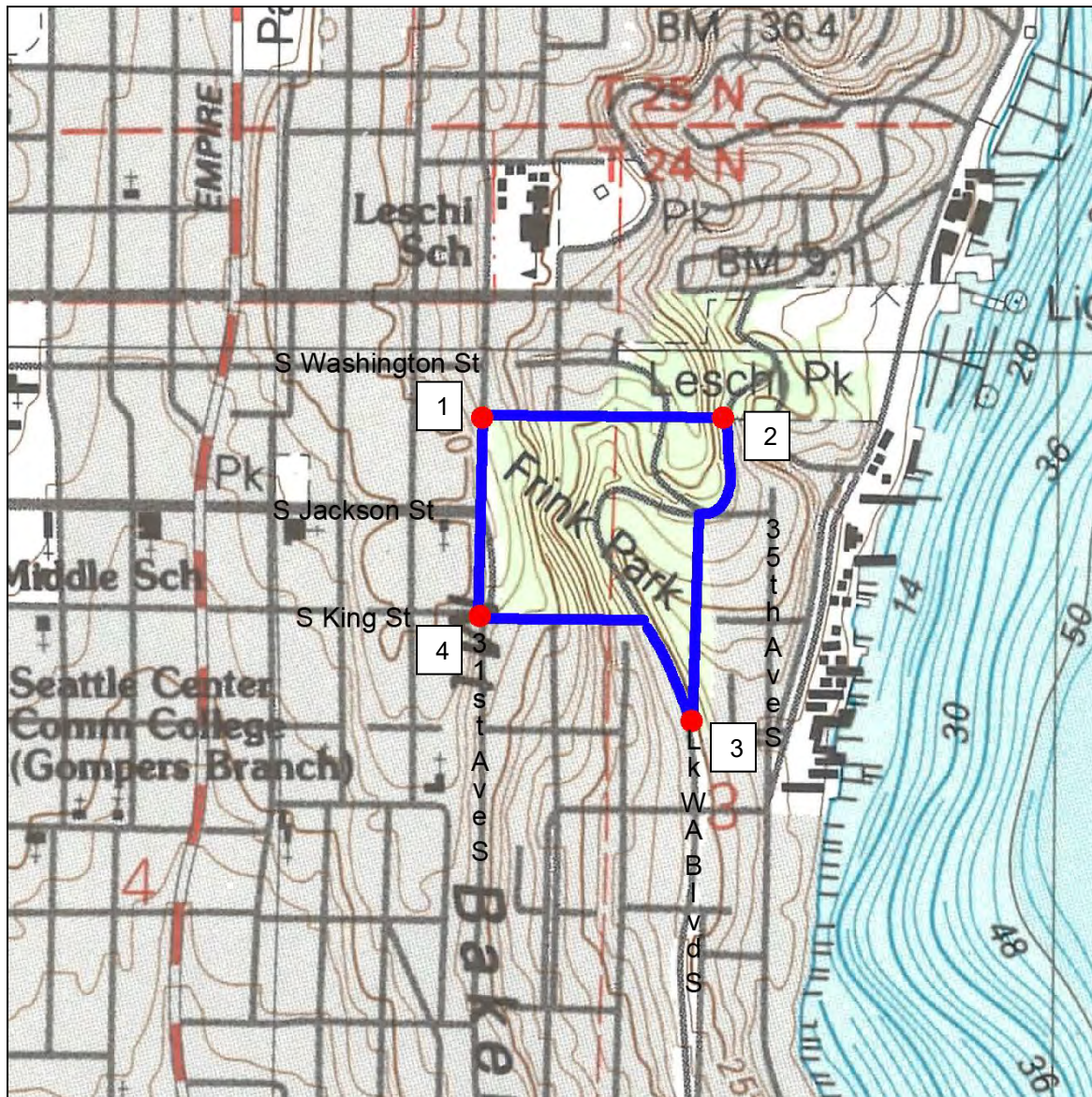
Frink Park  
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**Additional Documentation**

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.)



Above, a USGS 7.5x15 minute map with Frink Park boundaries outlined in blue and cited latitude and longitude coordinates in red.

1 47.600136      -122.292505  
Latitude              Longitude

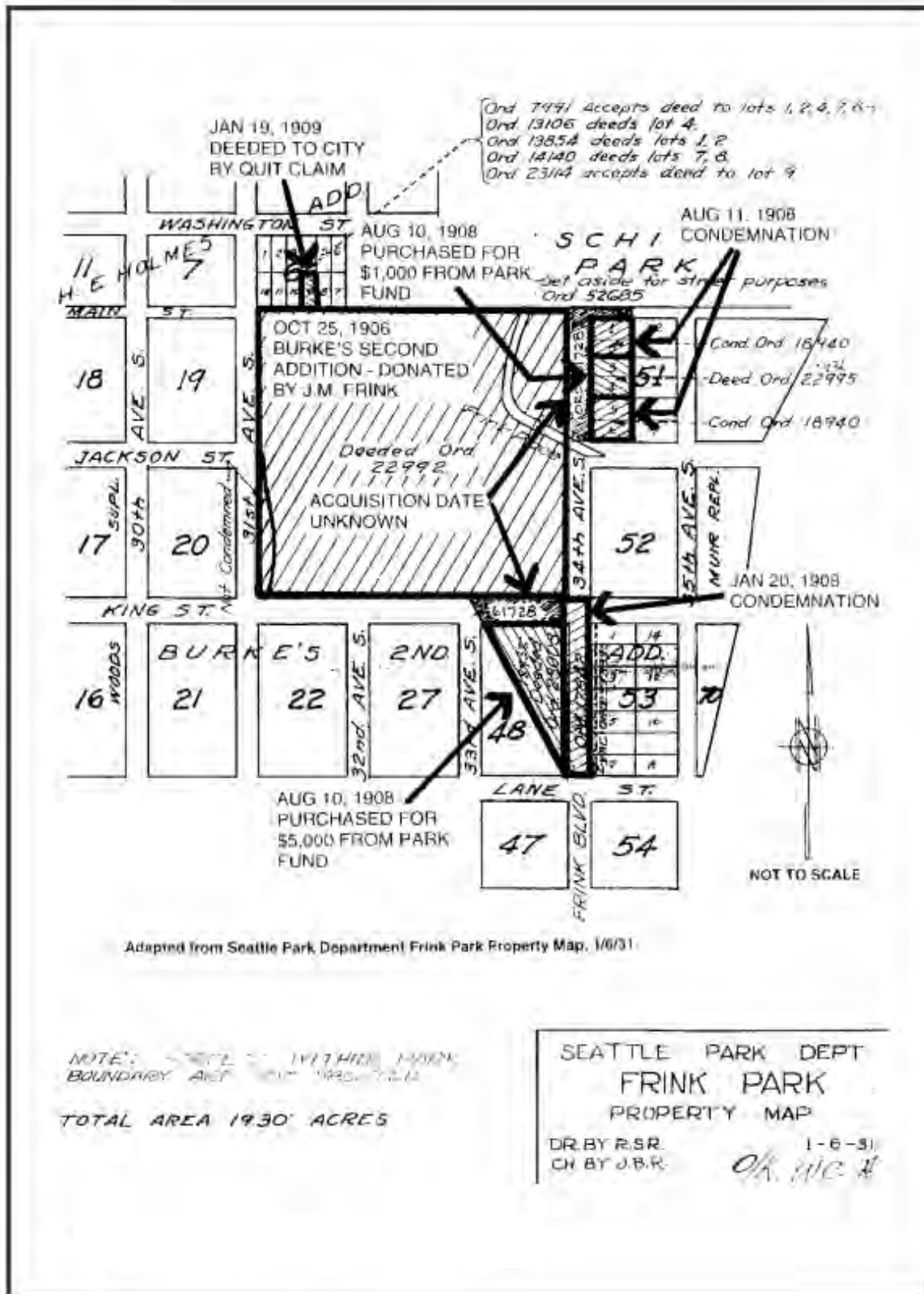
3 47.600129      -122.288492  
Latitude              Longitude

2 47.598038      -122.292494  
Latitude              Longitude

4 47.596671      -122.288632  
Latitude              Longitude

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Adapted from Seattle Park Department Frink Park Property Map, 1/6/31

NOTE: ALL WITHIN PARK BOUNDARY ARE

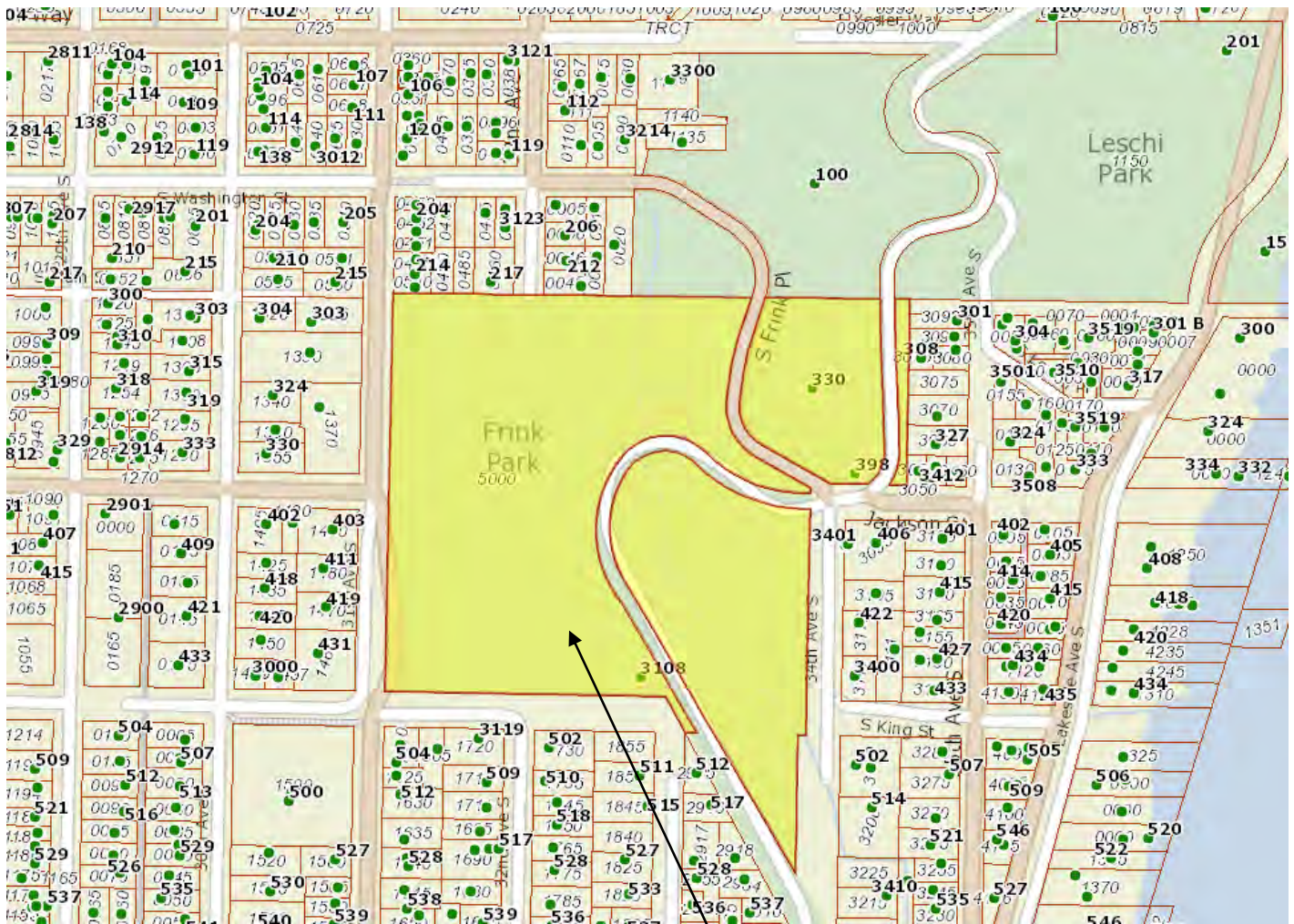
TOTAL AREA 19.30 ACRES

SEATTLE PARK DEPT  
 FRINK PARK  
 PROPERTY MAP

DR. BY R.S.R. 1-6-31  
 CH BY J.B.R. *OK W.C.H.*

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King County Assessor Map - Frink Park

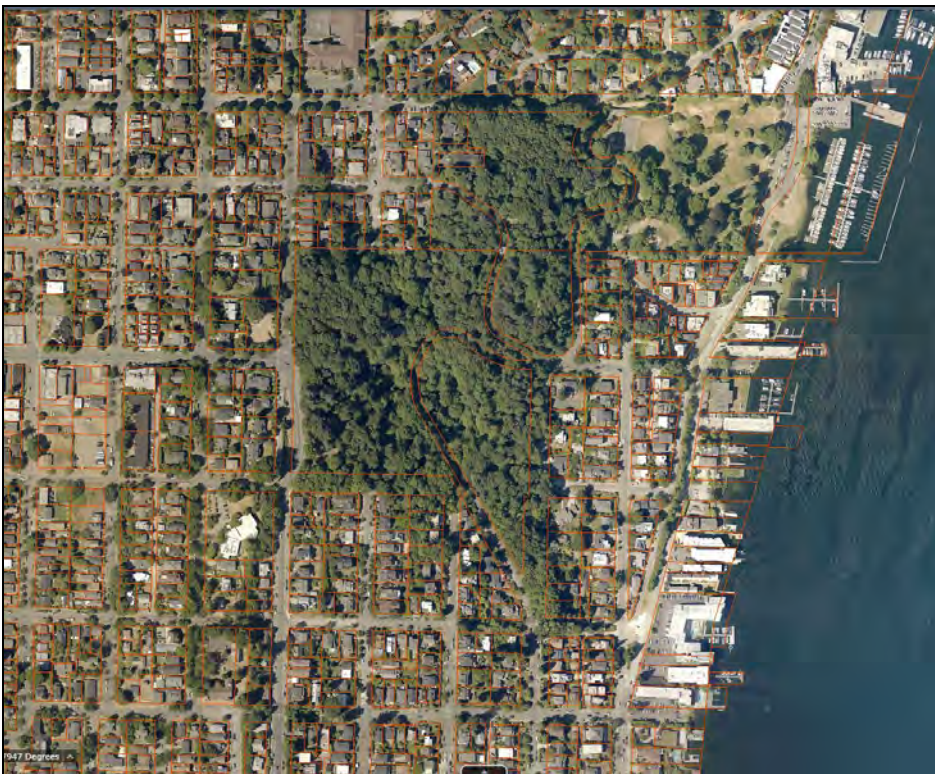
Nomination Boundaries

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Above, aerial photo of Frink and Leschi Parks, 1936 (King County Assessor, i-Map).



A similar view from 2017. North is oriented up (King County Assessor, i-Map).

Frink Park  
Name of Property

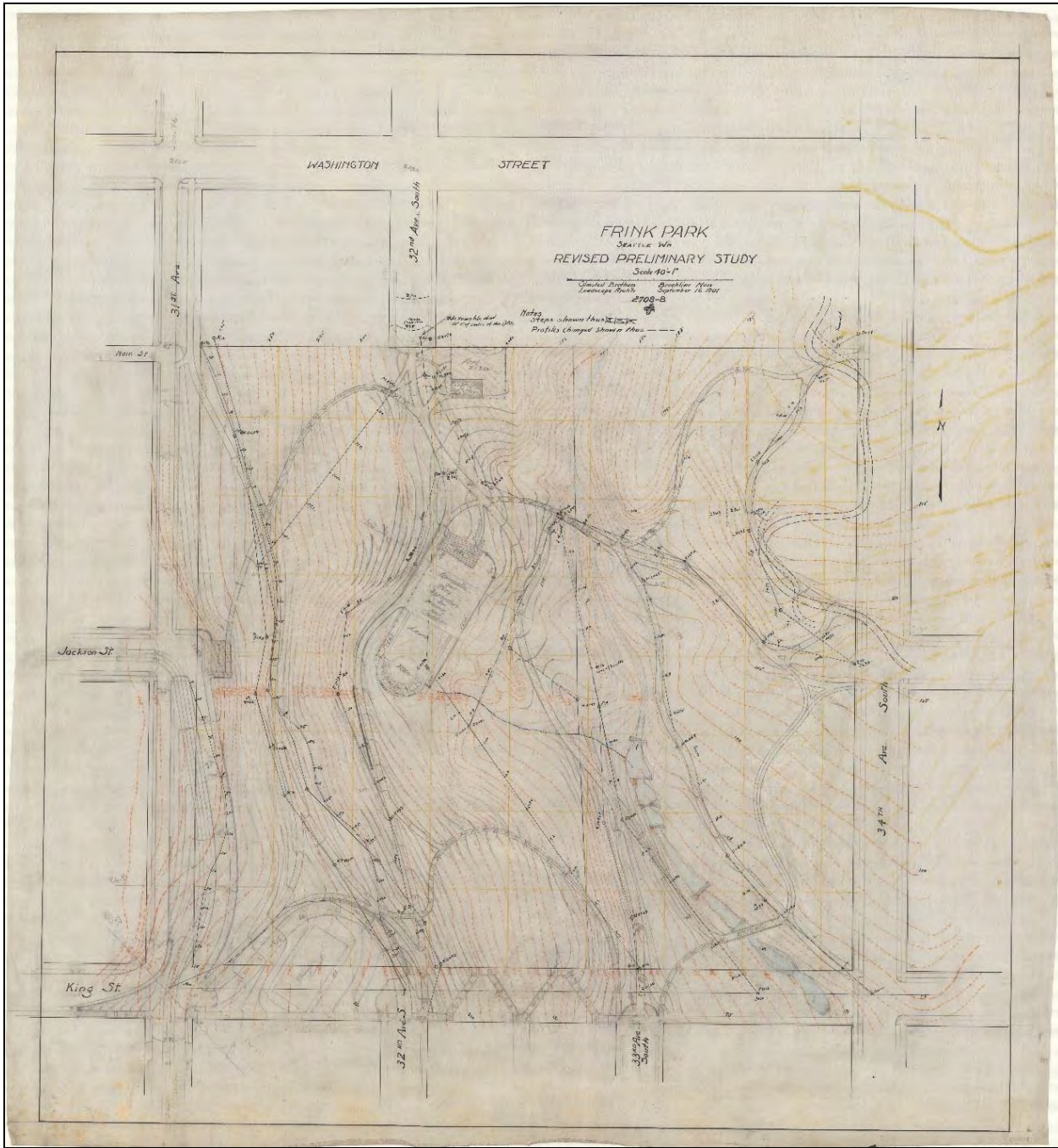
King County, Washington  
County and State



Above, "Frink Park Preliminary Study," 1907, Olmsted Brothers. This study shows pathways through the park and the presence of a dwelling in the southwest part of the park off King Street. It also suggests a viewpoint at the street end of Jackson Street at 31<sup>st</sup> Avenue (U.S. Department of the Interior, NPS, Frederick Law Olmsted Historic Site, Item 02708-4).

Frink Park  
Name of Property

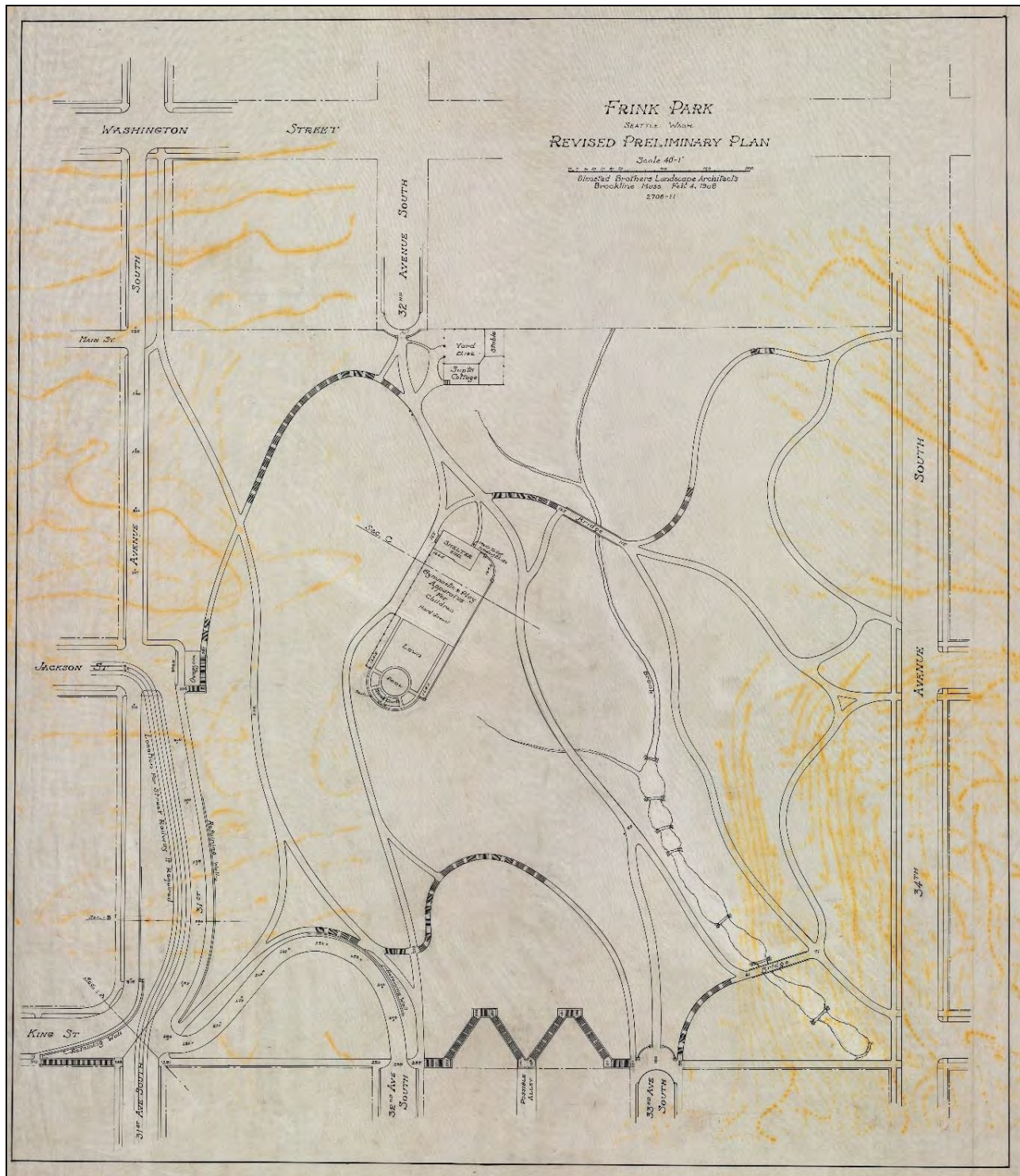
King County, Washington  
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Above, a revised preliminary study of Frink Park, Septmeber 1907, Olmsted Brothers (U.S. Department of the Interior, NPS, Frederick Law Olmsted Historic Site, Item 02708-8).

Frink Park  
Name of Property

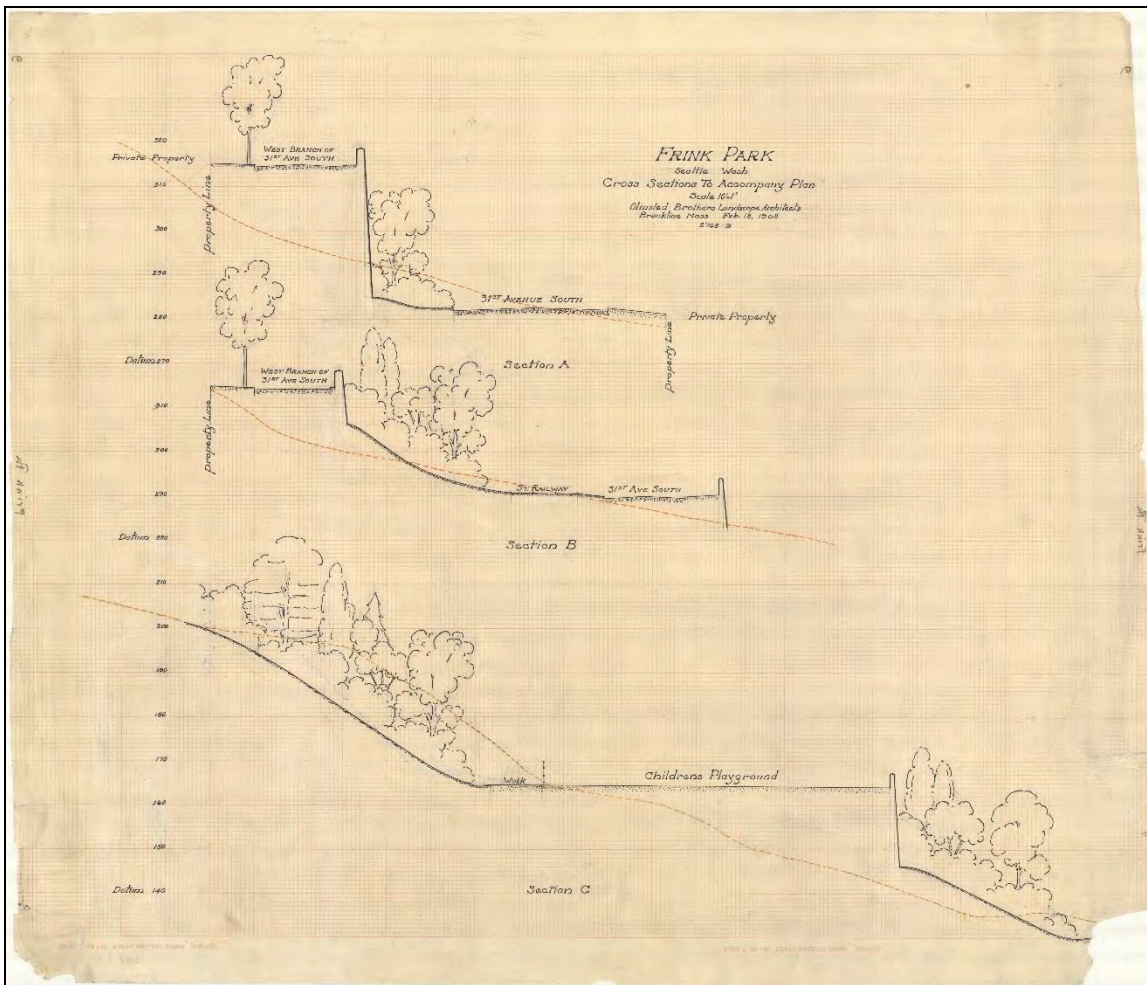
King County, Washington  
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Frink Park Revised Preliminary Plan, February 4, 1908, Olmsted Brothers. The upper area on this plan, to the north of Main Street, is within Leschi Park. This preliminary plan shows concepts for the small stream in a series of pools as it moves through to the southeast corner of the park, a centrally located playground, a formal viewpoint at Jackson Street and 31<sup>st</sup> Avenue, switch-back steps, and a curved roadway for King Street between 31<sup>st</sup> and 32<sup>nd</sup> Avenues. The plan also shows a park superintendent's cottage near the north edge off 32<sup>nd</sup> Street and in the center of the park, a shelter and play area. These concepts were not realized. (U.S. Department of the Interior, NPS, Frederick Law Olmsted Historic Site).

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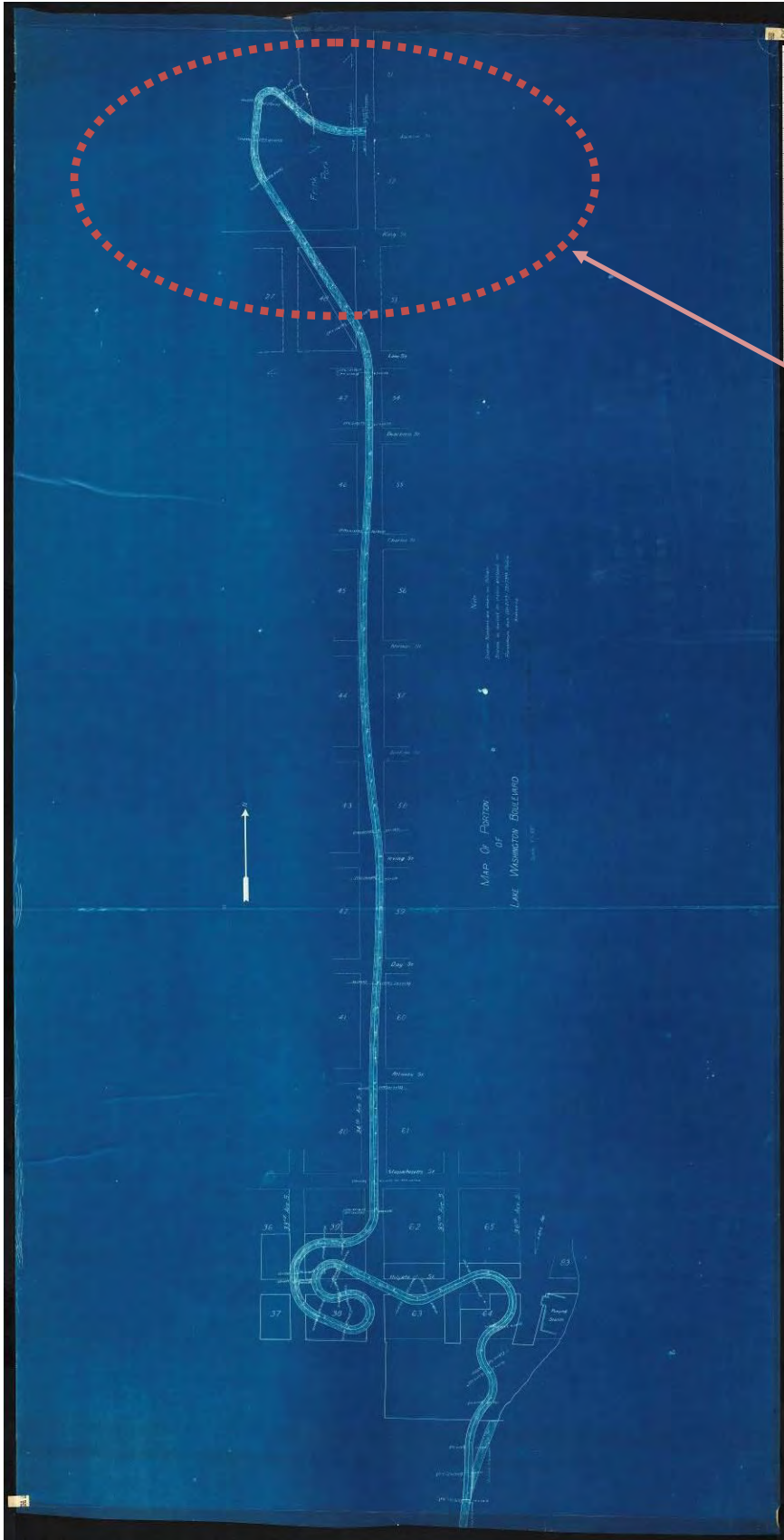


"Frink Park, Cross Sections to Accompany Plans," February 1908, Olmsted Brothers, showing potential changes to the grade to accommodate a children's play area near the upper southwest part of the park. Due to the steepness of the actual grades, a playground was not built (U.S. Department of the Interior, NPS, Frederick Law Olmsted Historic Site, Item 02708-9).



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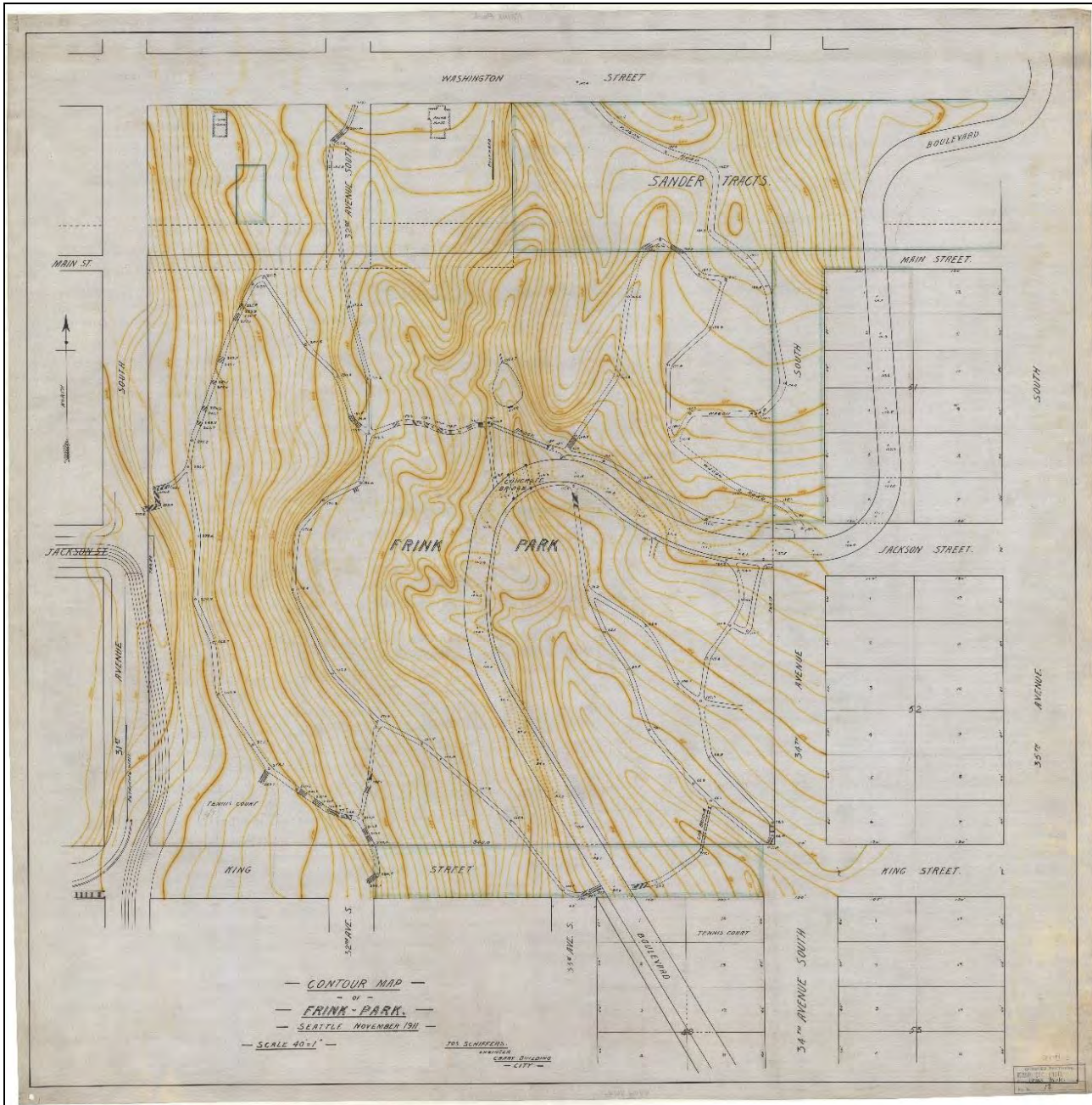


A 1909 map of Lake Washington Boulevard (U.S. Department of the Interior, NPS, Frederick Law Olmsted Historic Site, Item 02708-1). North is oriented up, and a portion of Frink Park is noted near the top.

Approximate location of Frink Park

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"Contour Map of Frink Park," November 1911, Olmsted Brothers, showing the route of Lake Washington Boulevard, prior to the construction of S Frink Place (U.S. Department of the Interior, NPS, Frederick Law Olmsted Historic Site, Item 02708-11).

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“Frink Park Grading Plan,” September 24, 1912, Olmsted Brothers, showing the intersection of the two roadways – Lake Washington Boulevard and S Frink Place – near the center north end of the park. (U.S. Department of the Interior, NPS, Frederick Law Olmsted Historic Site, Item 02708-18).

Frink Park  
Name of Property

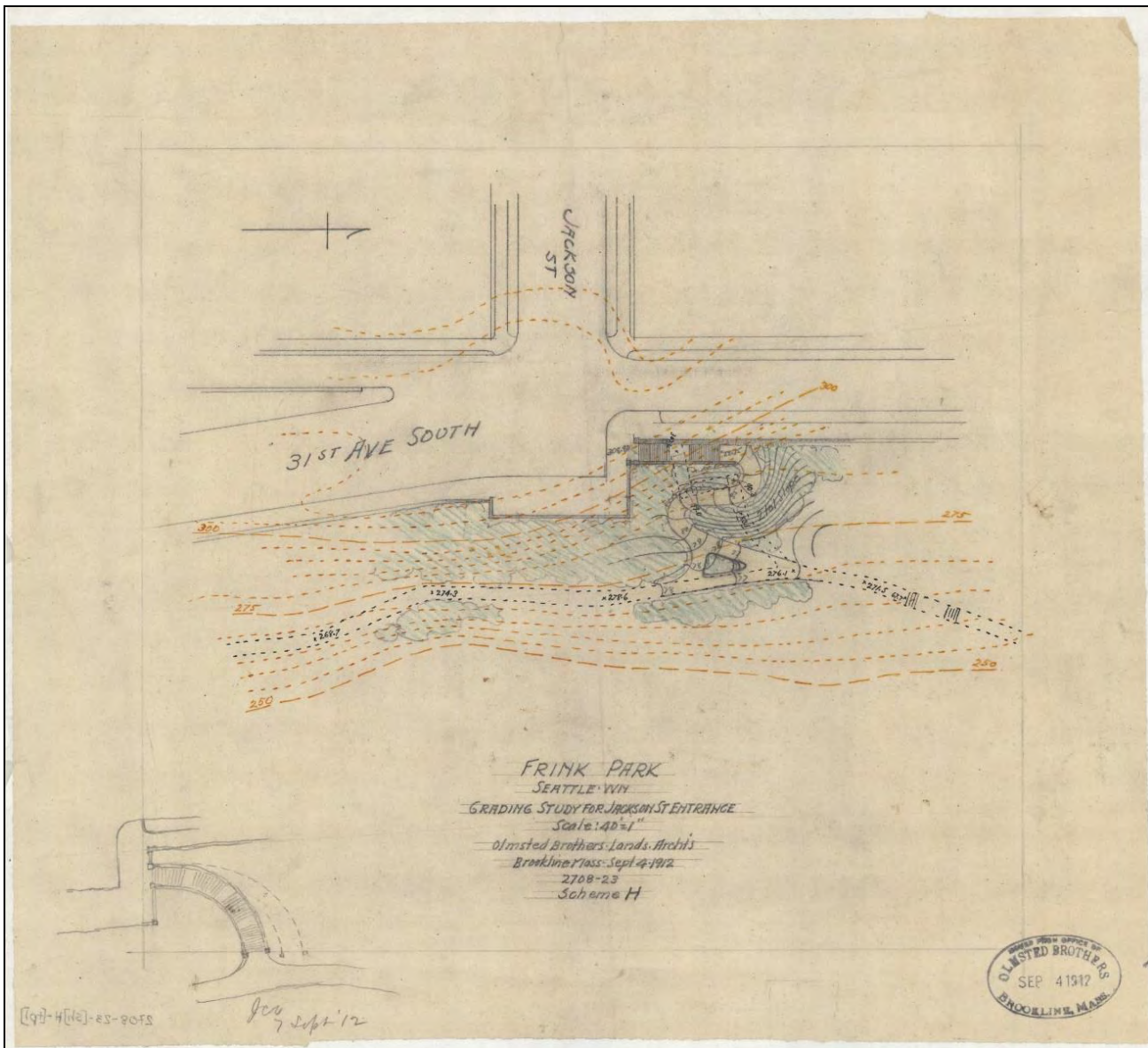
King County, Washington  
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"Frink Park Grading Plan" showing proposed construction of pathways and steps, September 24, 1912, Olmsted Brothers (Seattle Municipal Archives [SMA], item no. 2330).

Frink Park  
Name of Property

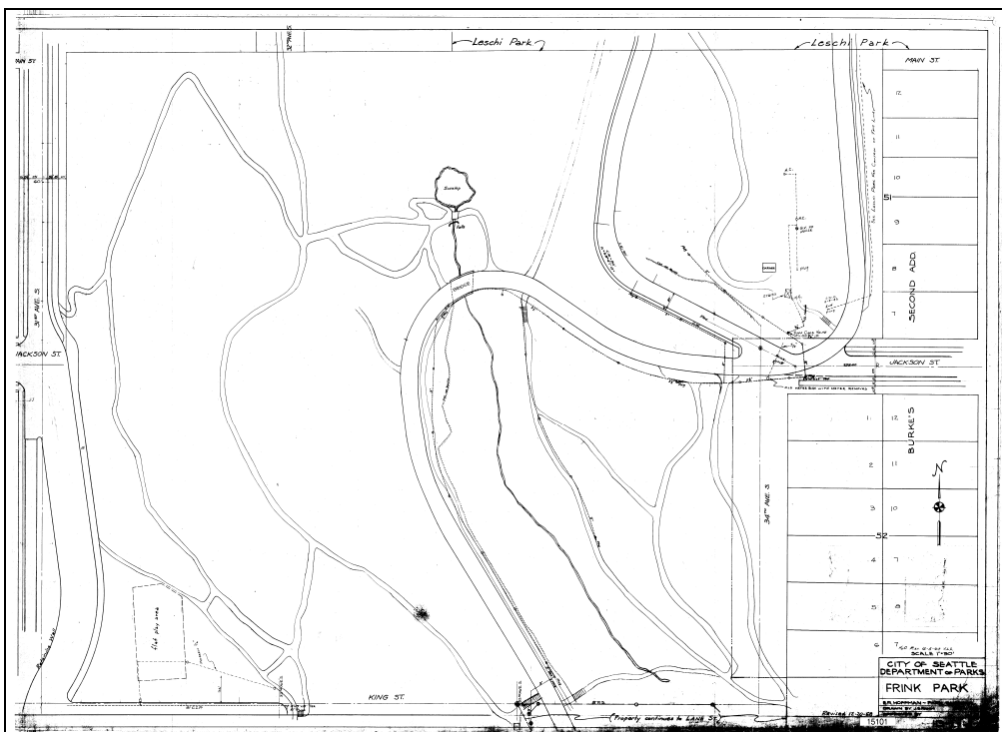
King County, Washington  
County and State



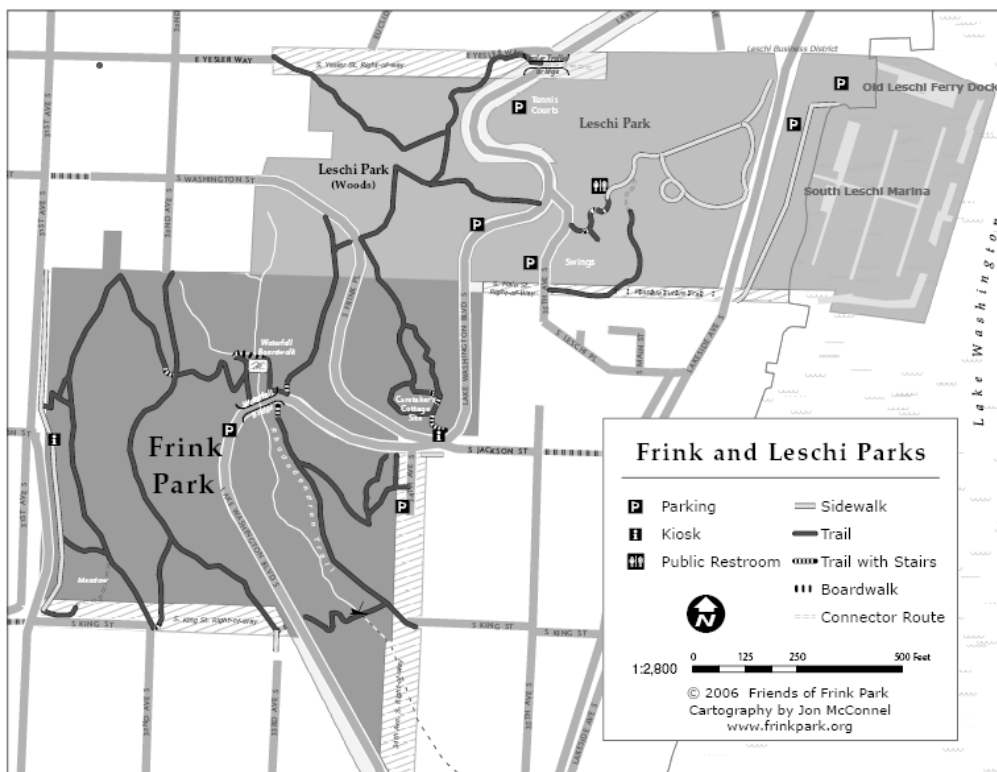
"Grading Study for the Jackson Street Entrance Frink Park," September 4, 1912, Olmsted Brothers. North is oriented to the right. (U.S. Department of the Interior, NPS, Frederick Law Olmsted Historic Site, Item 02708-23).

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Record drawing for Frink Park, ca. 1930 and revised 12-20-58, City of Seattle Department of Parks. This plan indicates constructed trails and paths through the park along with the caretaker's cottage in the northeast area (upper right), and tennis court in the southwest area (lower left) (Seattle Parks Archives).



The Frink and Leschi Park Trail Plan, 2006 (Friends of Frink Park).

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Above, pathways within Frink Park, 1907 (SMA, Item 29055). This photo appears to show fencing around the small pool.



**IN FRINK PARK**

A wide pathway in the park (Parks Annual Report, 1909, p. 31)

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View looking generally northwest at the bridge under construction in ca. 1909. The boulevard does not appear, though grading anticipates its construction (SMA, Item 29052).



Auto touring in Frink Park and Frink Boulevard, 1911. Note the presence of constructed stairs to the northwest of the



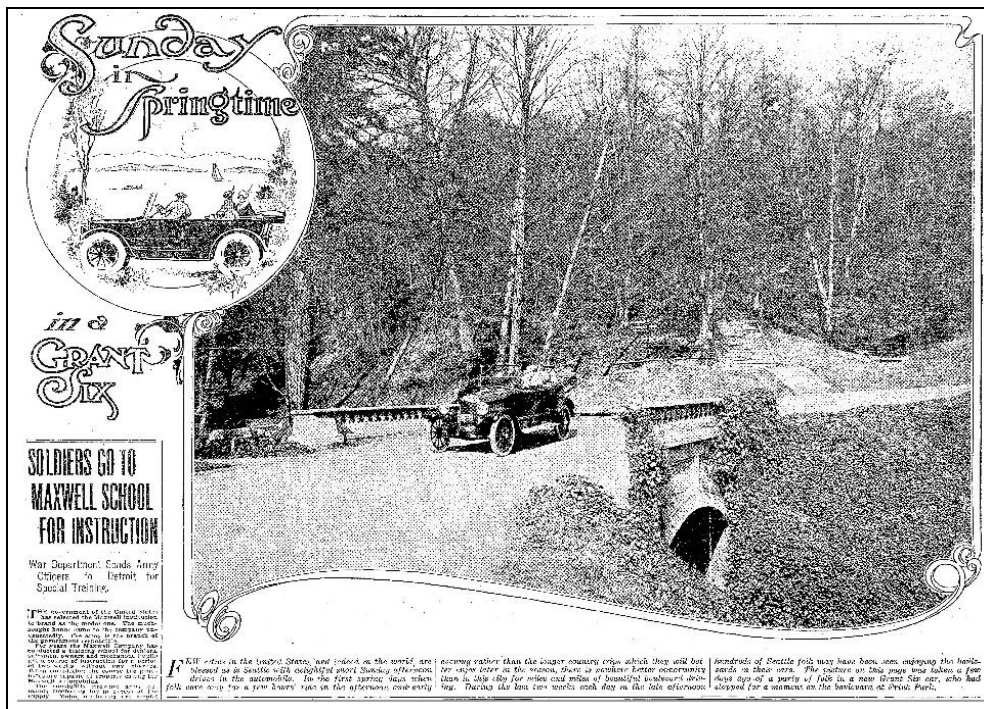
Frink Park  
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bridge along with what appears to be railing near a path leading to the pool (SMA, Item 29054).



The small waterfall and pool in Frink Park, with installed pendants, June 1913 (SMA, Item 29053). The paved steps to the south (left), which lead to a bench, are no longer extant.



Newspaper article with photo of the park drive and bridge (Seattle Times, April 14, 1918).

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Traversing Frink Park in winter, December 19, 1924 (University of Washington Libraries Special Collections [UWLSC], Item MPH2071).

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Above, an unpaved path through Frink Park, n.d. (UWLSC, Item MPH1984).



Frink Park, undated photo, showing path and stairs, which are no longer extant (UWLSC, Item 877).

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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:** Frink Park

**City or Vicinity:** Seattle

**County:** King

**State:**

Washington

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

**Date Photographed:** August 2017 – July 18, 2018. See photo captions for specific dates.

**Description of Photograph(s) and number:**



No. 0001, S Frink Place, looking east toward the north entry to the park (June 15, 2018).

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County and State



No. 0002, along Lake Washington Boulevard S, at the south entry to the park (June 15, 2018).



No. 0003, looking south on 31<sup>st</sup> Avenue S and the park's west edge (December 14, 2017).

Frink Park  
Name of Property

King County, Washington  
County and State



No. 0004, London Plane trees along S King Street, looking west from 32<sup>nd</sup> Avenue S (June 15, 2018).



No. 0005, looking north into park along S King Street (December 18, 2017).

Frink Park  
Name of Property

King County, Washington  
County and State



No. 0006, looking east from 31<sup>st</sup> Avenue S through Frink Park toward the lake (December 18, 2017).



No. 0007, looking northeast on Lake Washington Boulevard S, and typical bollards along the roadway (June 15, 2018).

Frink Park  
Name of Property

King County, Washington  
County and State



No. 0008, looking northeast at the concrete bridge and Lake Washington Boulevard S (December 18, 2017).



No. 0009, a similar view from an upper elevation, t the trail winding down toward the bridge (December 18, 2017).



Frink Park  
Name of Property

King County, Washington  
County and State



No. 0010, looking west at the bridge (June 15, 2018).

Frink Park  
Name of Property

King County, Washington  
County and State



No. 0011, detail view of the bridge, east balustrade (June 15, 2018).



No. 0012, detail view of the west balustrade (June 15, 2018).

Frink Park  
Name of Property

King County, Washington  
County and State



No. 0013, looking northwest toward the ravine and pool from the bridge (December 14, 2017).



No. 0014, looking northwest at the ravine, pool and footbridge (July 18, 2018).

Frink Park  
Name of Property

King County, Washington  
County and State



No. 0015, looking generally west at the wetland area above (northeast) of the pool footbridge (July 18, 2018).



No. 0016, looking east in wintertime from an upper trail toward Lake Washington through deciduous trees and lower canopy plantings (December 14, 2017)

Frink Park  
Name of Property

King County, Washington  
County and State



No. 0017, looking southwest at the open area near the southwest corner of the park, the location of a former tennis court (December 14, 2017).



No. 0018, looking southwest up a steep trail within the park leading southwest toward 31<sup>st</sup> Avenue S (December 18, 2017).

Frink Park  
Name of Property

King County, Washington  
County and State



No. 0019, looking northwest up a trail leading up to the west park boundary on S 31<sup>st</sup> Street (December 14, 2017).

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

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name City of Seattle Department of Parks and Recreation, CO: Jesus Aguirre, 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.

W 10th St  
S Frank St →

NO  
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UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Frink Park

Multiple Name: Seattle's Olmstead Parks and Boulevards MPS

State & County: WASHINGTON, King

Date Received: 10/8/2019      Date of Pending List: 11/1/2019      Date of 16th Day: 11/18/2019      Date of 45th Day: 11/22/2019      Date of Weekly List:

Reference number: MP100004646

Nominator: SHPO

Reason For Review:

Accept       Return       Reject      11/20/2019 Date

Abstract/Summary Comments: Frink Park is locally significant under National Register Criteria A and C in the areas of Landscape Architecture and Community Planning and Development. Linked by a linear parkway/boulevard system, Frink Park represents a significant component of the city's cohesive, early twentieth century, urban park system. Forward thinking planners and city leaders encouraged the development of a comprehensive park infrastructure for the city incorporating modern landscape design planning standards. Frink Park, reflecting the planning work of the Olmsted Brothers, provided a dense wooded environment with steep sloping topography, rustic pathways, and water features for passive recreation within the city's west side (Leschi) residential neighborhood. The resource meets the Registration Requirements for the Landscape Parks property type in the Seattle Olmsted Parks and Boulevards MPS.

Recommendation/ Criteria: Accept NR Criteria A and C

Reviewer: Paul Lusignan      Discipline: Historian

Telephone: (202)354-2229      Date: 11/20/2019

DOCUMENTATION: see attached comments : No      see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



Allyson Brooks Ph.D., Director  
State Historic Preservation Officer



October 3, 2019

Paul Lusignan  
Keeper of the National Register  
National Register of Historic Places  
1849 "C" Street NW, MS 7228  
Washington, D.C. 20240

RE: **Washington State NR Nominations**

Dear Paul:

Please find enclosed a new NR nomination for:

- **Frink Park – King County, WA**  
(an all-electronic nomination)

Also enclosed are revised nominations for Deception Pass State Park. You had previously reviewed a single nomination for the park as a dis-contiguous district but had substantial comments. We have now divided the park up into smaller districts per your recommendation. These are the first of several individual nominations for different areas of the park.

- **North Beach Picnic Area Historic District – Island County, WA**  
(an all-electronic nomination)
- **Cranberry Lakes Caretaker Area Historic District – Island County, WA**  
(an all-electronic nomination)

Should you have any questions regarding these nominations please contact me anytime at (360) 586-3076. I look forward to hearing your final determination on these properties.

Sincerely,

**Michael Houser**

State Architectural Historian, DAHP  
360-586-3076

E-Mail: [michael.houser@dahp.wa.gov](mailto:michael.houser@dahp.wa.gov)

