

## HISTORY: GOLDEN GARDENS PARK

Park was named by and developed by Harry W. Treat (REFER: Loyal Heights PF) in 1907 as an "attraction" at the end of the novel, new electric car lines being built by realtors to induce townfolk to take a "Sunday outing" out of town and through the woods to a picnic or swim at a beach. (Along the way they were made aware of the real estate available!) The carline ended at Loyal Way (& 85th) with a steep twisting dusty path down into the park - or those owning a "tin lizzie" could drive down a dusty County road (approximately the present drive entering the upper park from the north) and down to a small parking area on the east side of the railroad tracks, thence by foot across the tracks to the beach. At that time the northern half of Meadow Point (named by the Coast Guard) was the site of a shipyard (until 1913). To the south the beach curved in along the railroad seawall - all the way to Salmon Bay, the State owning the tidelands south of the park, with boat works and yards by the Bay.

In 1923 the Department purchased the park, including the "northern half", then under lease to General Petroleum Co. (which was cancelled in 1930 when they ceased operations). The growth of Ballard and Seattle brought increased use of the park, which necessitated a larger parking area, a fence along the railroad and a pedestrian underpass, for trains were frequent. In 1929 the bathhouse was built to serve popular demands and the state deeded the tidelands south of the park to the Department. In 1933, the community celebrated the opening of Seaview Avenue, a narrow, two-lane road alongside the railroad, but on its own fill behind a new rock seawall, that ended abruptly with a new railroad underpass connecting with the old parking lot and providing a drive through the park, as well as auto access to the beach area. Then traffic really became a problem! Parking became an intolerable situation. Space was available on Meadow Point but it was inaccessible except by extending the Seaview seawall and fill across railroad property (on a 30-day revocable permit) to Meadow Point. So it waited until 1958.

Community clubs have actively participated in development plans for the park. In 1940, financed by the Lions Club and Model Yacht Club, a Model Yacht Basin was built by WPA on Meadow Point north of the bathhouse and was very popular with young and old, with local and international contests. Having a clay bottom, wooden sides and being spring-fed, it developed problems of algae, weed control and perimeter maintenance, which hindered its use to the point of proposed closure by the Department and resultant protests from across the nation. But improvement funds were not available, so closure and filling began in 1952. (A new basin was built at Sayres Park, later transferred to Green Lake, but with minimal success, since the models had become noisily motorized.)

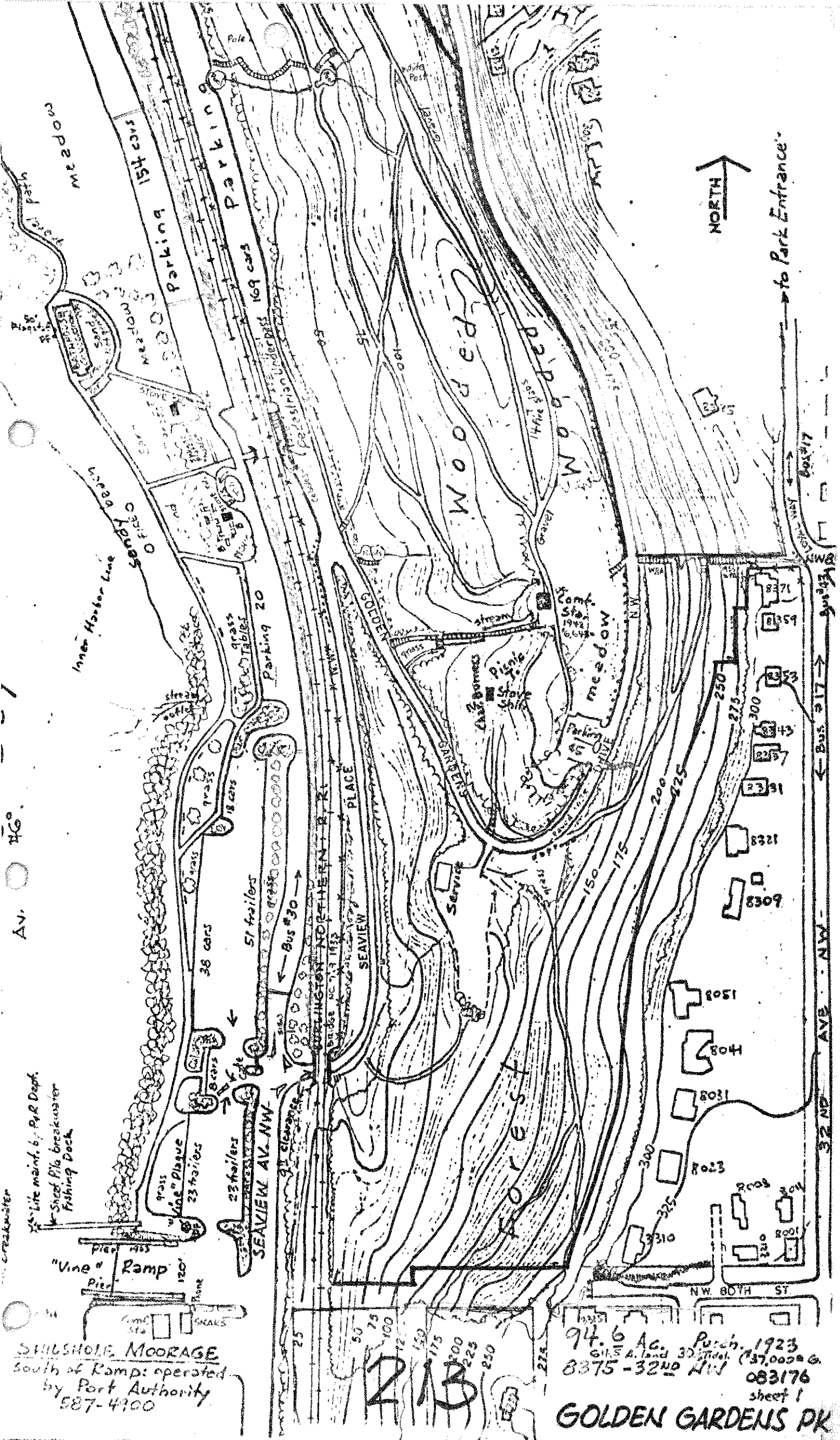
Since the State had deeded the tidelands for "park . . . boat moorage and boat services" it was a natural site for the Port Authority's new moorage, so it was deeded over in 1956. A project of the Corps of Engineers, a huge fill was dredged to widen Seaview Avenue and provide parking for the moorage, extending north to provide access to Meadow Point and including a new boat ramp, named in 1959 to honor EDDIE VINE who "devoted his exceptional talents in the direction of aquatic activities for yout." (Edward J. Vine (1892-1957) a lifetime Seattle resident, sportsman, civic leader and businessman; together with wife developed the Vine Pen and Card Shop into one of the largest such shops in the U.S. to win the 1941 award for the "outstanding married couple in business together.: Wife continued the shop after his heart attac,.) Shilshole Bay is named by the Indians of the area: "cilcole" translated as "shoving a thread through a bead" but was applied by them to (Salmon Bay). "Indian Charlie" lived on the site of the Chittenden Locks.

In 1931 it was reported that Dean Landes of the U.S. considered this beach as the only one on the east shore of the Sound (in the Seattle area) where marine life existed in sufficient quantity for class study. In 1959 plans were developed by the Department for an Aquarium on Meadow Point but the community planned a swimming pool. The U.W. Oceanographic Department renewed efforts for an Aquarium in 1962. It became a 1968 Forward

over

Thrust project but in 1971 the City Council yielded to petitions of protest and prohibited it at this park by ordinance.

Fire circles built in 1962, based upon a suggestion from citizen, P. F. Marsh.



Life maint. by P.R. Dept.  
 Shed P/O breaker  
 Fishing Dock  
 "Vine" Ramp  
 120' Ramp  
 23 trailers  
 23 trailers  
 38 cars  
 51 trailers  
 Bus #30  
 SEAVIEW AV. NW  
 SEAVIEW PLACE  
 BURLINGTON NORTHERN R.R.  
 Bridge No. 79 1933  
 SHULSHOLE MOORAGE  
 south of Ramp: operated  
 by Port Authority  
 587-4900

213

94.6 Ac. Purch. 1923  
 G.L.S. A. Land 30' tidal (137,000.00 G.  
 8375 - 32ND HWY 083176  
 sheet 1

**GOLDEN GARDENS PK**

Ingr Harbor Line

213

Minus tide reveals a wide stony beach



Meadow Point

One of few original shorelines remaining in Seattle.  
(1850-1910)

Stony beach  
Inner Harbor Line  
Outer Harbor Line

Mouth

NORTHERN R.R.  
Meadow Park  
154 cars  
Parking  
169 cars  
Meadow Point  
VIEWPOINT

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CYRUS AV NW

LOYAL AV NW

VIEW

VIEW

VIEW

VIEW

VIEW

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VIEW

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