

Streets

Cost to the city to cut through Property belonging to the State Floral company in order to extend Summitview avenue due east from its intersection with Sixteenth avenue was placed at \$15,501.85 by Judge V.O. Nicholson in a memorandum opinion filed this afternoon in superior court.

Whether this figure will be considered by the city commission as within reasonable bounds is not certain. Dolph Barnett, city attorney seemed inclined to think it was rather high--The Yakima Republic, Feb. 5, 1925.

Yakima's city commissioners will drop all plans for extending Summitview avenue from Sixteenth avenue to Eleventh avenue through property of the State Floral company because of the high cost of the damages the city would have to pay.

Judge V.O. Nicholson, in a memorandum opinion yesterday in the superior court condemnation suit brought against the company by the city estimated the total damages to the property at \$15,501.

The company contended that the total should be \$16,000 and that the actual damages sustained would approximate \$24,000.

The city commissioners have elected to exercise their right of abandonment and will not purchase the right of way as they feel the city cannot afford to pay \$15,500 for it, Judge Dolph Barnett, city attorney announced following a conference with the commissioners this morning.

The commissioners said that while the right of way was desirable it was not necessary and was not worth the sum asked--The Yakima Republic, Feb. 6, 1925.

YAKIMA STREETS

How Yakima Streets Were Named

(Yakima Morning Herald, Sept. 12, 1948 by William Wright)

In many instances, first names instead of family names have been applied to Yakima streets. The Stanley park addition includes names of several members of the pioneer H. Stanley Coffin family. Streets are Henry, Lester, Arthur and Laban. The last man was captain of the famous sailing ship Flying Cloud.

When Dr. Ira D. Cardiff converted his orchard into city property, Myrtle and Stella places made their appearance. They were named for sisters, Mrs. Ira D. Cardiff and Mrs. A. M. Hathaway. The Cardiff plot is on the western edge of the city.

Viola avenue, on the south side of Yakima, was named for Viola Sauer, former resident on West Viola avenue and now Mrs. Ray Downing of Seattle.

Mavis avenue is a street off Crescent Hill drive, and named by John Mallett for his daughter, an honor student in Yakima high school in the middle 1920's. She died several years ago.

A pioneer nurseryman in Yakima was Charles Simpson, and his name is recorded on a street southeast of the fairgrounds. Paralleling it two blocks to the north is Burwell street, named for the late W. H. Burwell, a house painter who owned property there.

Boden street is a short one in the same neighborhood, and it was named for Mrs. Marie Boden, a former resident there.

Thornton avenue and Thornton lane are far apart from each other. The former was named for William Thurnton, a school teacher, and it is west of the present city limits, while Thornton lane recently came inside the city by annexation to the north. It took its name from George Thornton, Civil war veteran who owned a peach orchard where the street is now.

The next block south of Thornton lane is Murphy land, commemorating Sheriff W. F. Murphy. John Milton Pitcher settled on the bench just east of the city, and when his son, William, broke up the old farm, Pitcher street came into existence, a block south of Moxee avenue. Larsen street, just a block east of the city limits off Moxee avenue, is

hard to locate on some maps, but Walter N. Larsen gave it his name when he plotted a small acreage near the Yakima river.

Among the hardest streets to locate in Yakima is Hanratty place. It deadends off Stewart street between South Seventh and Ninth avenues, and it was named for L. J. Hanratty, who subdivided his property into city lots there.

A block south of the ball park is Ham avenue, four blocks in length and named for Clifton Ham. East of the fairgrounds is Dalton avenue, to which Dalton Boggess gave his first name.

Chalmers W. Powell left his names on two streets at the east end of Maple street. Bell street, from Fourteenth avenue west to Nineteenth avenue, was named for W. A. Bell, business man and civic leader. The thoroughfare once had the name of Lilac street.

As the city grew, James C. Haynes decided to cut up his land immediately south of Division street, and Haynes street was created in 1914.

In the early 1900's Garrett Brothers company operated a brick yard near Tenth avenue and Fruitvale. Jesse F. Garrett filed a plot naming

a street for the family when holdings were broken up in 1910. Hall avenue, from Yakima avenue to Browne avenue, was set out in 1906 by Mr. and Mrs. J. A. Hall, residents of the district, then out in the country.

According to a recent map of the city of Yakima, Hathaway is a one block street off Sixth avenue above North avenue, but mail boxes indicate the street is a continuation of West North avenue to Sixteenth avenue. J. H. Hathaway, a fruit grower named the street.

Geographical Points Used Often in Naming Yakima Streets
(Yakima Sunday Herald, Oct. 3, '48, by William Wright)

A favorite means of designating streets is after localities and valleys around Yakima, although this method is not as prevalent now as it once was.

The original Schulze plan for Yakima contained the broad, double street, Naches avenue. There never has been a Fifth street on record for this city, although Naches would be so numbered if the numerical sequence included it.

Tieton drive goes for miles out through suburban, farm, and orchard areas of the Yakima-Tieton irrigation district west of the city. Back on the east side of the city Yakima avenue turn to follow the exactly east-west street known as Moxee avenue. Traffic may go to the Moxee valley via that street.

A continuation of Moxee avenue is Terrace Heights road, the most direct link between the Terrace Heights district and Yakima. Before the spring flood this year, Terrace Heights road was the only highway known to most people between the heights and the city, but another route was literally unearthed north of the Yakima river.

The new route appears on some maps as Resthaven road, but it actually is not a public thoroughfare. The name came from a tourist camp on it. Some day its possibilities may be realized and it might be opened to more public travel.

Many pioneer families settled in the Ahtanum in the early 1880's, and to reach the old county seat of Yakima they drove over county road No. 2. Modern Yakima's growth is rapidly making the road, now known as the Ahtanum road, an important arterial in the suburban area to the south. The county no longer numbers its roads, but gives them names instead. No. 2 was set up by the county commissioners in 1882, and it extended from the county seat, now Union Gap, west to Soda Springs.

The person who remembers Ahtanum, Selah, or Wenas streets may consider himself a real "old timer" in Yakima, for those streets today have numbers. Selah street is Yakima's seasonally busy First avenue. Schulze's plat of

1885 shows other west side streets with names of surrounding valleys.

Since the city adopted the numerical sequence for street names, the chances are that north and south streets sooner or later will become identified by numbers. Such has been the fate of Miles, Grand, Lesh, and Highland, now Sixteenth, Fifteenth, Fourteenth and Thirteenth avenues respectively.

Grandview avenue gradually is becoming known as Thirty-second avenue, and not a great many people know where Excelsior and Superior avenues were.

They became submerged into Twenty-second and Twenty-third avenues north. Another street doomed to be numbered was Highland drive, now Twenty-eighth avenue.

on the east side of the city Yakima avenue runs to follow the exactly east-west street known as Morse avenue. Traffic may go to the Morse

valley via that street.

A continuation of Morse avenue is Terrace Heights road, the most

direct link between the Terrace Heights District and Yakima. Before

the spring flood this year, Terrace Heights road was the only highway

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from the county seat, now Union Gap, west to Lake Springs.

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himself a real "old timer" in Yakima, for those streets today have numbers.

Selah almost is Yakima's seasonally busy lake avenue. Selah's list of

YAKIMA STREETS

Many Streets in Yakima Named for Other Cities
(Yakima Sunday Herald, Oct. 10, '48, by Bill Wright)

Yakima looked to other cities for some of the names chosen for its streets. Probably ancient Rome indirectly contributed the name of Palatine to a deadend street running east from South Twenty-eighth avenue a block south of Chestnut street.

Actually, the name was taken directly from Seattle by Mrs. J. S. Baker, whose sister resides on Palatine in that city. Seattle is well known for its hills, and the Palatine was one of the famed seven hills of Rome.

Paris received recognition when Mr. and Mrs. E. J. Auve created Vendome place and Vendome avenue, both off Summitview near Hillcrest. During a visit to Paris, the Auves stayed in a hotel on the famous Place Vendome.

Not far away is Canterbury lane, reminiscent of old England, but actually the name came from Detroit, Mich. Mrs. Carl Walters had a friend living on the street by the same name there, and liking it, she gave it to a new street in Yakima.

The Lenox district in Helena, Mont., is one of the best parts of that city. Mr. and Mrs. A. G. Peterson came from the Montana capital and located on Broadway, from which a street was opened to the west. They didn't know what to name it, but Carl Peterson and his sister, now Mrs. Emil J. Rosenkranz, had an answer for the situation.

"Why not call it Lenox avenue?" they asked. Lenox it was, and the children in the neighborhood stenciled the name on boards and nailed them to fence posts. Until a few years ago, some of those street signs still were doing duty.

There is an unsubstantiated story that children playing in the neighborhood named Broadway. Seeing the growth of the city and hearing the prospects of a street car line through the district, they thought such a thoroughfare should bear the important name of Broarway. On many maps

the street is burdened with the double name of Broadway anenue, but no one uses the "avenue" portion of the name.

First plats bearing the name of Broadway were filed in 1910 by Mr. and Mrs. Lucius L. Matterson and in 1911 by Mr. and Mrs. E. M. Ernsdorff, who laid out the Boulevard addition.

Chicago avenue first appeared on the plat of the Nob Hill addition in 1903. It was drawn up by Mr. and Mrs. J. A. Hall. They took the name Nob Hill from one of San Francisco's swanky residential areas.

Many Yakimans use the term Nob Hill when they really mean South Nob Hill, for the original Nob Hill is located on Yakima avenue just west of Twelfth avenue.

Chicago has another reminder from Englewood avenue, named for a section of the Midwest city.

Sharon way may be classified among those streets bearing first names of families. The street was named by the late Lloyd C. Campbell for a niece, Sharon Campbell, daughter of Roscoe Campbell. Sharon way is in the Summitview district.

McNair avenue is far to the southeast of the city, and little is known about the origin of its name, other than the fact that Mr. and Mrs. Hugo Sigmund platted the district in 1889.

Another street appearing on maps but of doubtful use is Cumberland street. When the Fruitvale street car still operated, conductors sometimes bellowed, "Seventh avenue!" when they turned off Sixth avenue. According to maps, they were misinforming their public. The short street was first set out by William H. Steele in 1906.

Streets-Trees

Scores of handsome trees on Spokane avenue will be saved through a contract signed by City Attorney Forshty Tuesday in which Contractor Pettijohn agrees to change the grade of that avenue and to narrow the street.

The trouble has been hanging in the air for some time. The street and ditch committee was given power to act in the matter. At the junction of Yakima avenue and Spokane there is a jumping off place of 27 inches. The grade will be raised 15 inches and the roadway narrowed so as to save all of the shade trees.

The property owners on the street have waived every defense on the condition that their assessment under the new contract is no larger than under the old.

Some trees on Spokane avenue have already been taken out but the remainder will be untouched--The Yakima Herald, May 15, 1907.

Paving

Pav ment on S_outh F_ifteenth avenue from West Yakima avenue to Chestnut stree must be 28 fee wide instead of 32 feet as originally specified the city commissioners decided after a second survey of the cituation and confer nce this afternnoon with propert y owners objecting.

dash

Residents protesting against the laying of a 32 foot wide pavement on S_outh 15th avenue from West Yakima avenue to Chestnut str et will have to agree to a 32 foot paving or have none, the city commissioners decided thi s morning after hearing two of the property owners protest and goving over the controversial block with C_ity E_ngineer Charles F. Wilson. B.D. Hassett and C.S. Hale appeared for the protestants of whom there are eight. The eight are willin for the city to put in pavement not to exceed 24 feet in width. The curbings, already in at the four corners of the block were designed for a 32 foot str et and would have to be torn out if the thoroughfare were made nafrower....Yakima Republic, A_pril 20, 1925.

Yakima streets

There is considerable complaint coming from the western part of the city regarding the condition of the streets.

The water has broken over West Walnut street in several places and on Wenash avenue nearly in front of the residence of Mrs. Herman Schaffner there is a big hole there which remains from one season almost to another. If the traveler tries to cut off via the Y he encounters another big puddle and, in fact all the roads in that direction are in a shameful condition. When one fails to find mud he is sure to run against boulders the size of a man's head--Yakima Herald, June 3, 1897.

Yakima Avenue

City Marshal Grant who is ex-officio street commissioner has a force of 19 men engaged in filling in the cuty at the Yakima avenue approach to the railway crossing.

On Tuesday 7 teams were at work hauling refuse from the alleys and streets to fill the cut. Marshal Grant estimates that the ~~cut~~ job will require 700 loads of rock, gravel and dirt--Yakima Herald, August 3, 1899.



Civic beauty.

Naches avenue

Artistic possibilities of Naches avenue are strikingly set forth in water color sketches prepared for exhibition in the window of the Bradbury stationery company on East Yakima avenue.

One shows how Naches avenue will appear to a person looking north from Yakima avenue and the other shows the appearance of the intersection of Naches avenue and a street to one looking northwest toward the residence of Tom Martin and O.A. Fechter.

The sketches were prepared by Architect Harry Weatherwax from photographs provided by Mr. Bradbury. They are intended to show the possibilities of Naches avenue as a beauty spot or a series of beauty spots after the paving has been done, the park strips graded and made into lawn, the trees trimmed and cluster lights installed.

There has been much talk intermittently of what ought to be done with the avenue in the way of beautification and some of this talk crystalized into pictures, the city engineer thinks will keep the enthusiasm stirred up.

The sketches show how effectively the use of a few simple devices like potted palms, fountains and rock borders can be.

They need not be expensive but will make the thoroughfare one of the most beautiful thoroughfares in the northwest.

A third sketch is a device for an ornamental post for cluster lights. in the park strips is shown in the larger....

copy) Yakima Republic, July 29, 1910.

The papers reported the streets were bad. When night came the people lighted lamps.

"Whoever visits our town cannot fail to notice the streets paved with woodpiles and the refuse of the kitchen. Our own citizens may possibly become accustomed to this as to not notice it but it will certainly attract the attention of strangers and contribute much to the formation of bad impressions. (also reported standing water in streets; suggested city incorporation to end the problem) Signal, July 7, 1883.

Fourth of July celebration 1883 with Liberty car. Those who have known Main street for the last four years past will upon reflection admit that a wondrous change has been wrought in its appearance in that time by the reason of trees set out since the spring of 1880. Instead of treeless shadeless barren street it is now lined much of the way on either side by handsome poplars. Not only on Main street but elsewhere in the city a commendable care to set out and protect shade trees has been shown. Record, Feb. 9, 1884.

Yakima civic

February 1889

The city council at its meeting last Monday evening instructed Marshal Cock to purchase and have set out along the various streets of the city 1200 additional shade trees. These are mainly intended to take the place of those destroyed or which are unthrifty. The trees selected are locust, box elder and silver poplar. They will add much to the beauty of Yakima and will make the total number of trees lining our streets number upwards of five thousand. Yakima with her substantial and handsome buildings, her miles of broad streets with streams of ~~water~~ ~~laid~~ limpid water on either side and fringed with magnificent shade trees, is destined to be one of the most attractive cities on the Pacific slope.

Street naming

Signs should be erected at every street corner naming the streets in both directions say a number of local citizens.

The rapid growth of the city and its great extent has left even old residents unfamiliar with many of the newer streets.

"There is not a single descent street sign at any corner of the city that of I know of said J.B. Woodside of Calhoun, Denny & Ewing.

"In our business we have occasion to do a great deal of traveling about the city and even when we are fairly ~~accustomed~~ familiar with the streets we are often unable to find streets without inquiring. There should be signs put up at each corner, naming the street in each direction.

"Stranger coming in here may wander around for an hour trying to find a place which he would go to in a few moments if the streets were named. The plan of the North Yakima streets and the division of the town is one of the best ever made for a city and with signs on the corners no one would have any difficulty in finding any particular address " The Yakima Republic, Oct. 28, 1910.

Paving--Park strips.

Broad beautiful streets, the object of admiration of the visitor and the source of pride of the resident of North Yakima are a potent source of problems while paving time comes around.

They are too wide to pave full width without breaking the humble householder up in business and when a narrow strip through the middle is paved there are left two strips called park strips, one on each side and these park strips are cumbersome, offspring, lending themselves as readily to care and kind treatment as a parcel of baby white elephants.

What are you going to do with the park strips, City Engineer Doolittle was asked yesterday after all the other questions in the list had been used up. He replied:

"I don't know. They will have to take care of themselves, I guess."

It has been considered that it would be nice to have long, wide green lawns in these park strips extending in symmetrical perspective into the distance, more or less and delighting the eye of the tired laborer with views of refreshing verdure. But when the city officials consider the expense it would be to mow all the perspective with lawn mowers and to keep the refreshing verdure wet enough so it would be willing to stay on the job, they hate to place the burden on the already bowed shoulders of a long suffering populace.

The streets were laid out by the Northern Pacific railroad which being a soulless corporation had no thought for the tender feelings of the public whomight in years to come dwell in the new settlement in the sagebrush. So the railroad laid out streets 80 and 100 feet wide and the people rejoiced

at the width and freedom of the streets. "All of which was very appropriate.

But now they want to know what to do with those park strips they do not know. On a 100 foot ~~wide~~ ^{street} the strips are each 26 feet wide if 32 feet of the street are paved.

On North First street it is proposed to macadamize these strips-
Yakima Republic, August 12, 1910.

Yakima--street paving

Contracts for ^{laying} ~~brick~~ of \$177,840.40 worth of paving on Naches avenue, A street and Chestnut street were let last night by the city council

The contract on the Naches avenue job was awarded to the Independent Asphalt Paving company of Seattle for \$124,102.90.

The A street job went to the Anderson Construction company of Tacoma for \$28,411.50 and the Chestnut street job to the Anderson company for \$25,326.

There are 24 blocks in the district to be paved. In the Naches avenue job of asphalt paving is included Naches avenue from Race street to the north city limits; and A street from Naches avenue to second.

In the A street job of brick is included A street from Front to Second and North First street from A to B.

In the Chestnut street ~~second~~ job of brick is included Chestnut street from Front to Third.

The successful bidder on the asphalt job put his figures on asphalt at \$1.83 a yard.

Excavation was ⁶⁰~~40~~ cents a yard ; hauling of waste material 30 cents a yard; asphalt ~~and~~ pitch filler ~~30~~ brick paving \$2.95; brick paving with grout filler \$2.95; E street bridge \$2,200.

Brick paving on the A street and Chestnut street jobs will cost \$2.90 a yard, this being the figure named by the Anderson construction company. Yakima Republic, June 24, 1910.

Paving..locations

The work of excavating for the paving on "A" street near Front street was stopped by order of Court commissioner E.B.Cresap almost as soon as it was begun.

The order was ~~demanded~~ demanded by H.H. Miller who owns and conducts the livery stable at the corner of Front and "A" streets.

According to the affidavit filed it appears that Miller has just cause. His livery barn is so located that it has but two entrances, one on Front street and the other on "A" street. He sets forth in his affidavit praying for an injunction against the Anderson Construction company that his business amounts to about \$100 a day and that the conducting of this business incurs a heavy expense. It is set forth that expenses continue even if the source is cut off..
Yakima Republic, July 15, 1910.

Street Paving

Few of the residents of the city realize said Councilman Shaw today that North Yakima is spending about \$175,000 in street improvements this year and probably will spend almost as much in the same work next year.

The councilman is responsible for the statement that North Yakima is spending more for municipal improvements than any city of its size in the state of Washington.

"Take the Naches avenue job," continued Mr. Shaw. "That piece of work will cost \$130,000. This contract includes the construction of three and one-half miles of asphalt paving. The street is made in two 24 foot sections with a 40 foot strip between. The strip is to be parked and furnished with benches the entire length and when completed will be one of the most beautiful drives in the state."

City Engineer Doolittle gave out the facts and figures of the following list of work that is completed or on the road to completion:

Chestnut street from Front street to third street. This is a 58 foot street paved with vitrified brick and will cost \$30,000.

A street from Front to third, another 58 foot street costing \$30,000 and a street from Front to third and a street from 2nd to 5th.

Besides the street work said the engineer we have laid six and one half miles of concrete sidewalks in the city at a cost of \$35,000. Yakima Republic, Oct. 21, 1910.