



The City of Seattle

## Landmarks Preservation Board

400 Yesler Bldg.  
~~219 First Building~~ Seattle, Washington, 98104 • (206) 625-4501

April 5, 1979

LPB-123/79

### REPORT ON DESIGNATION

NAME OF PROPERTY & ADDRESS: Queen Anne Boulevard

LEGAL DESCRIPTION: Public Right-of-Way of Streets comprising Boulevard. (See attached map)

OWNERS: City of Seattle:  
Department of Parks & Recreation  
&  
Engineering Department

On February 21, 1979, the Seattle Landmarks Preservation Board voted to approve nomination of the subject property. On April 4, 1979, the Board held a Public Hearing and voted to approve designation of the subject property specifying the following features to be preserved:

- a.) the continuity of the boulevard street system;
- b.) existing street trees ( as identified on attached map);
- c.) existing granite curbs and brick gutters;
- d.) major structural elements (street lights, bridges, walls);
- e.) triangles.

The action is based upon satisfaction of the following criteria of Ordinance 106348, Section 3.01:

CRITERION #3: *It is associated in a significant way with a significant aspect of the cultural, political or economic heritage of the community, city, state or nation;*

Queen Anne Boulevard is significant to the Queen Anne community since it figures prominently in the early development of the hill.

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CRITERION #3 (cont.)

The physiography of Queen Anne Hill, which rises 450 feet, creates a sense of removal from downtown. This combined with spacious views and a central location made the hill a preferred residential community at the turn of the century.

A Queen Anne Club was developed and, under its auspices, various matters of community concern were dealt with. One of these concerns was a scenic touring boulevard surrounding Queen Anne Hill. A number of meetings were held in 1902 and considerable community input favored such a system.

As a result, Queen Anne residents were sorely disappointed to find, in 1903, that their hill had been excluded from the newly completed Olmsted Plan of Parks and Boulevards for Seattle. Community feeling was such, however, that soon the Queen Anne Club, the precursor of the present Queen Anne Community Council, brought pressure to bear on the city, which eventually relented, and in 1906 undertook to build Queen Anne Boulevard.

CRITERION #6: *Because of its prominence of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or the city;*

The style of design of Queen Anne Boulevard is distinctive and unique basically for two reasons: Firstly, the Olmsted Plan for Seattle specified 150 foot minimum rights-of-ways for scenic drives. Queen Anne Boulevard was proposed to follow a much narrower right-of-way and was eventually implemented in this fashion. Additionally there was never one unifying plan for the entire boulevard, but rather six (6) different phases of construction took place from 1911 to 1916 with somewhat varying degrees of coordination. This was the result of different expectations on the part of residents at separate locations on the hill, and disagreements between the community and the city.

As a result the planting plan varies tree by street, which lends itself to a distinctive inconsistency as contrasted to a more typical boulevard which would be planted in one or two species of trees. In some areas trees are found which are not at all typical of species planted as street trees, and create a very unique setting. Throughout time, maintenance of the boulevard has been inconsistent and, in some cases as trees

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CRITERION #6 (cont.)

have been felled other species have been planted in their place.

All in all there are unique "character zones" on the boulevard, which can roughly be described as follows:

- 1) WILCOX WALLS (WEST QUEEN ANNE WALLS): designed by W.R.B. Wilcox, are comprised of concrete and brick retaining walls and connecting stairways, that in addition to being an impressive engineering achievement were also handsomely designed as symbols of city beautification. These walls have been designated a Seattle Landmark. (Found on 7th & 8th Avenue West)
- 2) HIGHLAND DRIVE: typified by spacious views, impressive residential structures along the boulevard, and few trees.
- 3) RESIDENTIAL DRIVE WITH TREE CANOPY: comprising the rest of the boulevard. Several different species of trees are found on the various streets.

When Queen Anne residents proposed a boulevard to surround Queen Anne Hill in 1906, they were likely thinking in terms of the status a boulevard would bring to their neighborhood. It was the fashion of the day to embark upon a stroll on Sundays, in which the object was to see and be seen.

Times have changed, but the amenity a boulevard, such as Queen Anne Boulevard can bestow on the neighborhood has not. The boulevard is still the main route on Queen Anne Hill for strollers, joggers, bicyclists, sunset and fireworks watchers, tour buses and Sunday drivers. Additionally the boulevard was the beginning of an extensive public open space system on Queen Anne Hill.

The street trees, combined with the structural elements of the retaining walls, stairs, and occasional cobble streets as well as the spacious views afforded by parts of the boulevard have been a landmark of the Queen Anne Hill neighborhood.

The effects of this historic green belt have been far reaching. Through time, individuals have been encouraged to donate adjoining land to the city for development as parks and view points. Examples of these include Bhy Kracke Park, Reginald Parson's Garden, Marshall Viewpoint and Kerry Viewpoint.

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CRITERION #6 (cont.)

The Queen Anne neighborhood is unique in its endowment of greenbelts and public open space. It is safe to assume that this trend began with the building of Queen Anne Boulevard.

REPORT ISSUED: 05 April 1979

Earl D. Layman  
City Historic Preservation Officer

*Roberta Deering*

By: Roberta Deering, Coordinator

/hg

cc: William Justen  
Property Owners  
Queen Anne Community Council  
Queen Anne Historical Society

Attachments



City of Seattle  
Department of Community Development/Office of Urban Conservation

# Landmark Nomination Form

Name QUEEN ANNE BOULEVARD Year Built\* 1911 - 1916  
(Common, present or historic)

- Landmark
- Landmark Site
- Both

Street and Number SEE MAPS AND DESCRIPTION

Assessor's File No. N.A.

Legal Description Plat Name N.A. Block N.A. Lot N.A.

SEE PAGE 2 AND MAPS

Present Owner CITY OF SEATTLE, DEPTS. OF Present Use BOULEVARD  
PARKS & RECREATION, & ~~ENERGY~~ *Engineering Dept.*

Address MUNICIPAL BUILDING, SEATTLE, WASHINGTON 98104

Original Owner SAME Original Use SAME

Architect \_\_\_\_\_ Builder VARIOUS CONTRACTORS

LEGAL DESCRIPTION

All public rights-of-way of the following streets comprise the Queen Anne Boulevard for purposes of this Nomination:

(LISTED COUNTER CLOCKWISE)

- 
1. W. Highland Street: From 7th Avenue W., east to intersection with Highland Drive, Prospect Street, and 1st Avenue N. Triangle, including Triangle.
  2. 1st Avenue N.: From Triangle on W. Highland Street to intersection with Prospect Street, including Triangle.
  3. Prospect Street: From W. Highland Street, east to Bigelow Avenue N.
  4. Bigelow Avenue N.: From Prospect Street, northeast to Galer Street, then north to Wheeler Street.
  5. Wheeler Street: From Bigelow Avenue N., west to Nob Hill Avenue N., including Triangle.
  6. Nob Hill Avenue N.: From Wheeler Street, south to McGraw Street, including Triangle.
  7. W. McGraw Street: From Nob Hill Avenue N., west to McGraw Place, including Triangle.
  8. McGraw Place: From W. McGraw Street, northwest to Smith Street.
  9. W. Smith Street: From McGraw Place, west to W. McGraw Place, including Triangle.
  10. W. McGraw Place: (eastern portion) From Smith Street, southwest to W. McGraw Street.
  11. W. McGraw Street: From eastern W. McGraw Place to western portion of W. McGraw Place.
  12. W. McGraw Place: (western portion) From W. McGraw Street, northwest to 5th Avenue W.
  13. 5th Avenue W.: From W. McGraw Place, north to W. Raye Street, including Triangle.
  14. W. Raye Street: From 5th Avenue W., west to 8th Avenue W.
  15. 8th Avenue W.: From W. Raye Street, north to W. Fulton Street, including Triangle.

LEGAL DESCRIPTION - PAGE TWO

16. W. Fulton Street: From 8th Avenue W., west to 10th Avenue W. (including Triangle?)
17. 10th Avenue W.: From W. Fulton Street, south to W. Wheeler St.
18. W. Wheeler Street: From 10th Avenue W., east to 8th Avenue W.
19. 8th Avenue W.: From W. Wheeler Street, south to W. McGraw St.
20. W. McGraw Street: From 8th Avenue W., east to 7th Avenue W.
21. 7th Avenue W.: From W. McGraw Street, south to W. Blaine St.
22. W. Blaine Street: From 7th Avenue W., west to 8th Avenue W.
23. 8th Avenue W.: From W. Blaine Street, south to W. Lee Street, then southeast to 7th Avenue W. and W. Highland Street.

RELATED BOULEVARD ELEMENTS

Related elements were developed as part of the Boulevard system and some (such as retaining walls and street trees) are within the Boulevard public rights-of-way outlined above.

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- I. RETAINING WALLS: Without exception the retaining walls are contained within the public right-of-way of the boulevard. The West Queen Anne Walls, designed by Walter Wilcox, and found on 7th and 8th Avenue West have previously been accorded Landmark status. Included on these walls are unique light standards and stairway systems, and a favorite promenade with views of Puget Sound and the Olympic Range.
  1. West Queen Anne Walls
    - a. 7th Avenue West; from West Crockett Street south to West Howe Street.
    - b. 8th Avenue West: from 7th Avenue West to 8th Avenue West, then south to West Highland Street.
- II. STREET TREE SPECIES: Different street tree species included in the public right-of-way are found at various points on the boulevard, the approximate location of which can be found on the accompanying map.
- III. MC GRAW STREET BRIDGE: Found between 2nd Avenue North and 3rd Avenue North.
- IV. STAIRWAY SYSTEMS: Connecting Queen Anne Boulevard with other areas on Queen Anne Hill are numerous stairway systems which traverse the steep slopes. In some instances these are included in the public right-of-way of the boulevard, such as those found on the West Queen Anne Walls.
  1. W. Highland Street (North Side)
    - a. Willard Avenue
    - b. 6th Avenue W.
  2. W. Highland Street (South Side)
    - a. 4th Avenue W.
    - b. 3rd Avenue W.
    - c. 2nd Avenue W.
  3. Bigelow Avenue (West Side)
    - a. Lee Street
    - b. W. Galer Street



RELATED BOULEVARD ELEMENTS - PAGE TWO

4. Bigelow Avenue (East Side)
    - a. 3rd Avenue N.
    - b. W. Galer Street
    - c. Howe Street
  5. 10th Avenue W. (West Side)
    - a. W. Armour Street
    - b. W. Newell Street
  6. 7th Avenue W. (West Side)
    - a. W. Howe Street
  7. 8th Avenue W. (East Side)
    - a. W. Garfield Street
    - b. W. Galer Street
  8. 8th Avenue W. (West Side)
    - a. W. Garfield Street (with a connector to 9th Avenue W.)
    - b. W. Lee Street (connector to 9th Avenue W.)
    - c. Between W. Lee Street and 7th Avenue W.
    - d. Connector to Olympic Way
    - e. Just West of Marshall Viewpoint
- V. INTERSECTION TRIANGLES/GREEN SPACES: Without exception the intersection triangles are contained within the public right-of-way. The effect the triangles have is to soften the impact of numerous intersecting streets. The present condition of the triangles varies.
1. W. Highland Street and 1st Avenue N.
  2. Prospect Street and 1st Avenue N.
  3. Wheeler Street and Nob Hill Avenue N.
  4. Nob Hill Avenue N. and McGraw Street
  5. McGraw Street and McGraw Place
  6. W. Smith Street and W. McGraw Place
  7. 8th Avenue W. and W. Fulton

QUEEN ANNE BOULEVARD - SUMMARYI. HISTORY:

Queen Anne Boulevard was developed at the turn of the century by the City of Seattle in cooperation with Queen Anne residents, as a continuous scenic route around Queen Anne Hill. Through time, the boulevard has provided an important landmark and amenity to Queen Anne Hill. It has, in large part, been an impetus to the development of other green spaces adjoining the boulevard.

II. EXISTING CONDITIONS:

Today, the boulevard has lost much of its original identity. It is now largely unrecognizable as a continuous system. The removal of some tree canopies, the use of some streets as auto shortcuts, and the lack of signage, presently hampers the unity of the boulevard experience.

Sections of the boulevard still remain intact and create a memorable streetscape with views and handsomely designed roadway elements.

III. LANDMARK DESIGNATION:

An opportunity now exists for Queen Anne Boulevard to regain a large part of its original identity, beginning with an awareness of the boulevard as a continuous greenbelt system.

Designation can bring this awareness and, with it, a greater understanding of the effect of random alterations; remedial and enhancement actions should be easier to address.

## HISTORICAL OVERVIEW

By 1900, Queen Anne Hill was quickly developing as a well-established prime residential neighborhood. The sense of removal from downtown, as well as the sweeping views, provided by the physiography of the hill, attracted Seattle's wealthy. Large and ostentatious mansions were constructed, symbols of newly acquired and unrefined wealth. Queen Anne Architecture was the dominant style of the day, a practice that resulted in the naming of Queen Anne Hill.

In 1903, a comprehensive park and boulevard plan was being developed for the City of Seattle by the Olmsted Brothers, Landscape Architects from New York. This plan was intended to outline a system of open spaces and scenic drives throughout the city. At its completion, Queen Anne residents were disappointed to find that their hill had not received an expected boulevard in the Olmsted Plan.

Almost immediately community agitation, under the auspices of the Queen Anne Club, began to occur to obtain for Queen Anne the desired scenic drive surrounding the hill. Prominent personalities played a major part in this movement, including J. H. Frink, J. W. Clise, George Cotterill, and John McGraw.

The manifestation of the Queen Anne Club's action was a proposal in 1906 to the Seattle Parks Board for a scenic drive around Queen Anne Hill. The Parks Board received the request somewhat cautiously since the route was not included in the Olmsted Plan and, additionally, was to follow typical city streets with rights-of-way much narrower than the Olmsted's standard of 150 feet.

Community perseverance prevailed, however, and finally a proposal was worked out between the Parks Board, the City Engineering Office and neighborhood residents. Land acquisition costs were to be shared - condemnation would be used to acquire land, improvements were to be undertaken by the city engineer and at the completion, jurisdiction was to be transferred to the Parks Board for planting and maintenance.

The actual construction of the boulevard took place in six phases, the first contracts being awarded in 1911 and the final one was completed in 1916. A lack of coordination between these phases, as well as city and community disagreements resulted in a variety of tree species being planted. The variety of trees, which originally was thought to distract from the "continuity" of the system, actually is one of the factors which gave Queen Anne Boulevard some of its very unique character which, combined with different street bed construction in different areas, create distinct character zones around the Hill.

The steep slopes surrounding Queen Anne Hill necessitated the building of retaining walls in several places. The most handsome of these are found on 7th and 8th Avenue West, and were designed by nationally reputed architect, W.R.B. Wilcox, a product of the Chicago School and colleague of Louis Sullivan and Frank Lloyd Wright. The 7th and 8th Avenue Walls, known as the West Queen Anne Walls, were designated as a Seattle Landmark by the Landmarks Preservation Board in April, 1975.

HISTORICAL OVERVIEW - Page Two

From the time of its completion, Queen Anne Boulevard has acted as an incentive to the city, community, and individuals to maintain and enhance the open space character of the boulevard and adjacent areas. Over time this has resulted in the donation of private lands for public use, resulting in such amenities as Parson's Garden, Marshall Viewpoint, Kerry Viewpoint, and Bhy Kracke Park.

Queen Anne Boulevard now reflects much of the variety which exists on Queen Anne Hill, from areas of fashionable, older residences, to park and scenic view points, to neighborhood commercial areas and smaller less pretentious residential areas.

The various areas of the boulevard, while linked by the continuity of the route circumscribing Queen Anne Hill, each retain a particular character and identity, due in part from the initial six phase construction of the boulevard and also from varying degrees of upkeep through time.

OTHER RELATED ELEMENTS

I. ADJACENT PARKS AND VIEWPOINTS: Several small parks adjoin Queen Anne Boulevard and lend a character which is very much a part of the boulevard's "sense of place."

1. Marshall Viewpoint/Park (8th Av & 7th Av W.)

Originally condemned in 1902 "for a public square" and named Phelps Park. By 1909 the park was used as a sightseeing point for pleasure vehicles. However, improvements to Queen Anne Boulevard seem to have "swallowed up" Phelps Park for by 1930 it was gone from the list of places on the boulevard. The present Marshall Park was a gift of Mr. and Mrs. G. W. Marshall in 1960. The Park also is the site of the Betty Bowen Memorial Viewpoint.

2. Parson's Memorial Garden (7th Av W. & W. Highland Drive)

The family garden of Mr. and Mrs. Reginald H. Parsons was given to the public in 1956 by their children as a memorial.

3. Kerry Viewpoint/Park

Albert Sperry Kerry and his wife donated this parcel of land on Queen Anne's south slope in 1907. Now called Kerry Park, it is a tribute to Kerry's concern for the livability of the city during his term on the Seattle Park Board and as director of the Alaska Yukon Exposition. The park has remained popular for its sweeping views of the city and surrounding Puget Sound.

4. Bhy Kracke Park (Between Comstock Pl. off of Bigelow Av & 5th Av)

Developed in 1971 as a Forward Thrust Project, it was named after Werner "Bhy" Kracke who lived on the site until 1957. The story goes that the land was to be deeded to the city, but "Bhy" died en route from Hawaii to do just that and the Estate Administrator had not been authorized to transfer the title. As a result, the property was bought and developed with Forward Thrust funds.

5. Soundview Terrace (West of 10th Av W. on W. Wheeler Street)

The plat was dedicated in 1905 by Ritchie and Bonnie Kinnear, "dedicated to public use forever...including area for parking ...or to such...development...as the city authorities may... prescribe." (1910 Annual Report, under jurisdiction of the Parks Board).

II. QUEEN ANNE AVENUE COUNTERBALANCE: W. Highland Avenue of the boulevard system, crosses Queen Anne Avenue N., which is the site of the original turn of the century trolley line up Queen Anne Hill. The grade of the hill made counterbalancing a necessity. Today, trolley buses still use much of Queen Anne Boulevard as part of their route.

REFERENCES

Historic Seattle Authority. 1975, Queen Anne/An Inventory of Buildings and Urban Design Resources.

Ringstrom, David. 1976, Queen Anne Boulevard Improvement Study, Senior Research Project, Department of Landscape Architecture, University of Washington.

Sherwood, Don. Collected Notes and References on Queen Anne Boulevard, Seattle Parks Department.

Queen Anne Historical Society and Community Council. Collected Notes and Correspondence.

Photographs/ MAPS

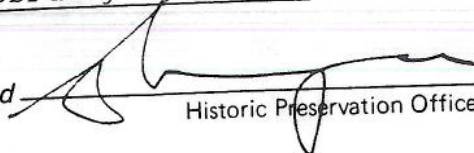
SLIDES ON FILE

NOMINATED BY QUEEN ANNE COMMUNITY COUNCIL AND HISTORIC SOCIETY

Submitted by OFFICE OF URBAN CONSERVATION, KEVIN D. O'CONNELL

Address 400 YESLER BUILDING, SEATTLE, WA 98104 Phone 625-4501

Date February 8, 1979

Reviewed  \_\_\_\_\_  
Historic Preservation Officer

Date 02/10/79