

Landmarks Preservation Board

Nomination Form

NAME (present) Queen Anne Walls

(historic) _____

ADDRESS Queen Anne Hill / West Highland Drive (several locations)

NOMINATION AS:

- Building
- Site
- Structure
- District
- Object

DEC 13 1974

OFFICE OF HISTORIC PRESERVATION

NOMINATED UNDER CRITERIA (ORDINANCE 102229)

(1) has significant character, interest or value, as part of the development, heritage or cultural characteristics of the City, State or Nation; or is associated with the life of a person significant in the past; or

(2) is the site of an historic event with a significant effect upon society; or

(3) exemplifies the cultural, political, economic, social or historic heritage of the community; or

(4) portrays the environment in an era of history characterized by a distinctive architectural style; or

(5) embodies those distinguishing characteristics of an architectural-type or engineering specimen; or

(6) is the work of a designer whose individual work has significantly influenced the development of Seattle; or

(7) contains elements of design, detail, materials or craftsmanship which represent a significant innovation; or

(8) by being part of or related to a square, park or other distinctive area, should be developed or preserved according to a plan based on a historic, cultural or architectural motif; or

(9) owing to its unique location or singular physical characteristic, represents an established and familiar visual feature of the neighborhood, community or city; or

(10) has yielded, or may be likely to yield, information important in pre-history or history.

NOMINEE Earl D. Layman HPO

address Office of Urban Conservation

phone 583-4479

NOMINATION DATE November 27, 1974

Reviewed [Signature]
Historic Preservation Officer

date 12/3/74

BOARD SPONSOR [Signature]
Earl D. Layman

date 12/2/74

Landmarks Preservation Board

Seattle Historic Building Data Sheet

1. Name (common or present and/or historic) QUEEN ANNE WALLS

2. Street and Number Queen Anne Blvd. Block _____ Lot _____ Year Built 1913

3. Present Owner City of Seattle (Parks Dept.) Present Use Same

4. Interim Owner(s) _____ Interim Use(s) _____

5. Original Owner City of Seattle Original Use Retaining Wall

6. Architect Willcox & Sayward Builder _____

7. Assessed Value: Building _____ Land _____ Assessors File No. _____

8. Classification:

<input type="checkbox"/> Building	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Occupied	Open to Public:
<input checked="" type="checkbox"/> Site	<input type="checkbox"/> Private	<input type="checkbox"/> Unoccupied	
<input checked="" type="checkbox"/> Structure	<input type="checkbox"/> Both	<input type="checkbox"/> Preservation work	<input type="checkbox"/> No
<input type="checkbox"/> Object		in progress	Hours _____
<input type="checkbox"/> Other		<input type="checkbox"/> Threatened by	
<u>Retaining Walls</u>		demolition	
		<input type="checkbox"/> Unknown	

9. Neighborhood Information:

A. Compatibility With Neighborhood

Structure Yes X No _____

Use Yes X No _____

B. Importance to Neighborhood

Great X

Moderate _____

Minor _____

C. Architecturally Strong Neighborhood

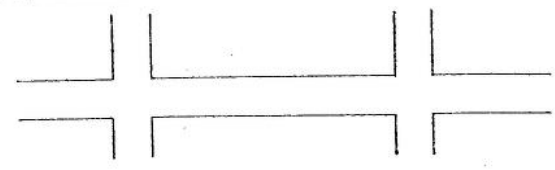
Comments The neighborhood remains as good residential, well cared for and sympathetic to the boulevard.

10. Special Research Sources (Be Specific, list name or item and where found)

Research compiled by Ward Collier (Engineering Dept. Historian); Drawings available through the Engineering Department (4 sheets).

11. Cross Street Reference

See attached map.



12. Photos Attached & Photographer _____

13. Physical Description

A. Style of Architecture

Artychian

B. Construction Material

Reinforced concrete w/decorative brickwork.

C. No. of Stories

Varies: 4' - 22'?

D. Condition

Excellent _____
Good _____ X
Fair _____
Poor _____

E. Exterior Deseccration of Original Design

None or little _____ X
Moderate amount _____
Considerable _____

F. Architectural worth at Example of Its Style

Exceptional _____ X
Excellent _____
Good _____
Fair _____
Poor _____

G. Notable Features: (Be specific, i.e., detailing, craftsmanship, proportions, materials, colors, interior, etc. Refer to Guidelines of Landmarks Preservation Board).

14. Significance

A. Major Significance

- Historical
- Architectural
- Engineering
- Cultural
- Geographical
- Archaeological

B. Level of Significance

- National
- State
- Community

C. Statement of Significance (Be specific, history, personages, events, etc.)

SECTION 6 (3) - The Seattle Times of Nov. 12, 1902, reported a "ROUSING MEETING HELD. East Queen Anne Residents Out in Force. Will Work Energetically for a New Thoroughfare to the Summit of the Hill". From the 150 present, a committee of 15 was appointed to present their plan to City Council: starting from 8th and Westlake up an "easy grade" on the east side of the hill to 5th and Newton, the only other feasible route being via Kinnear Park. "These were the only routes by which a trolley car could reach the top of the hill except by counterbalance." The said committee, composed of prominent citizens (L.H. Wheeler, J.W. Clise, Judge A.E. Griffin & others) were eloquent and successful: both car lines were built and the counter-balance, too. These car line established a thoroughfare from the business center of Seattle to the potential homesites on the hill - and "to all the northern part of the city."

The Club sought a further improvement of the hill when their committee came before the Park Board in 1906, proposing a scenic route 'round the brow of the hill: the views from the proposed route were spectacular-mostly unobstructed by residential development. Mr. Clise had become a member of the Park Board and was supported by J.M. Frink and George F. Cotterill: John H. McGraw spoke on behalf of the Club. But the Park Board was reluctant: the proposal was not part of the new "Olmsted Plan" of Boulevards and Parkways; the proposed route was long standards city streets, all of which were considerably less than the 150 ft. width usually required for boulevards, to provide space for landscaping (trees, etc.) on either side of the pavement. The Board finally agreed to the proposition providing the community would pay for the taking of private property occasioned by the widening of certain streets for the purpose of establishing proper street grades by filling or excavating; the City Engineer to be responsible for contracts involved and grade changes to streets crossing the proposed boulevard; the proposed boulevard to be transferred to the jurisdiction and control of the Park Board. The Park Board pledged to improve same by (landscaping) and macadamizing the driveway at the expense of the Park Fund. The Community agreed and Dr. Crichton, of the Club and City Council, initiated an Ordinance to provide for proper condemnation proceedings. But by 1910 no suit has been initiated, even though the juried Court

MORE---

Surveyor Signature _____ Date _____

Reviewed: _____
Historic Preservation Officer Date

C. Statement of Significance - cont.

SECTION 6 (3) cont.

had approved the condemnation - each parcel apparently being a separate case. Boulevard plans were prepared jointly by the Board of Public Works and the Park Board. Legal action began and was beset with counter suits and differing opinions over "necessary" fills or cuts and portions of divided roadway. The result was that the improvement was done in 6 divisions or sections, as court action cleared property titles. This patchwork improvement brought its own type of complaints.

The City Engineer was R.H. Thomson, of Regrade fame, and his supervisor of this project was O.A. Piper, of pioneer family at Carkeek Park; they acted as agents of the Park Board in this improvement. In many places the work consisted only of roadway paving, the existing walks remaining; trees being planted in the parking strips. The first contracts were awarded in 1911 and the final contract completed in 1916 - when it became the only route by which commercial vehicles could reach certain sections of the district. So the City Council petitioned successfully, for the use of this boulevard by commercial vehicles . . ."until such time as adjacent streets are paved." (1917) Based upon complaints of a later date, the various portions of the boulevard were planted with different trees - maple, sycamore, oak, elm, cottonwood, chestnut . . .

The Club's plans for trolley car and boulevard were a success; the residential area grew and so did the trees! The houses and the trees began to block out the view along the boulevard. The trolley car line proposed an extension along part of the boulevard and was met with vigorous opposition. The trees dropped their leaves, acorns, etc. across lawns and pavement, their roots invaded sewer lines and caused sidewalks to "heave" because they became too large for the narrow parking strips

SECTION 6 (6) - The West Queen Anne Retaining Walls, and especially their surface treatment and the treatment and design of balustrades and lighting, were the work of Walter W.R.B. Willcox, who had practiced architecture in Vermont and elsewhere in the East prior to coming to Seattle and establishing a practice here.

In 1914 Mr. Willcox was invited by Dean Ellis Fuller Lawrence to chair the Department of Architecture in the new School of Architecture and Allied Arts at the University of Oregon. Mr. Willcox was personally acquainted with Louis Sullivan and Frank Lloyd Wright, and their philosophies thoroughly pervaded his with respect to his architectural practice and especially his teaching philosophy. In the position which he assumed at the University and retained until his death about 1948, he developed a school which became nationally and internationally known for its policies and attitudes. This school was the second in the United States (the first was Harvard) to break away from the Beaux Arts system of design. All work in all the creative disciplines was pursued on an individual development basis. Eventually grades were abolished from all creative courses and much to the surprise of the University administrators the quality of work rose rather than declined as they had anticipated. This was a real break-through against the out-moded grading and jury systems which still prevail in most architectural schools in this

C. Statement of Significance - cont.

SECTION 6 (6) cont.

country.

Mr. Willcox familiarly known as W.R.B.", through his teaching and philosophy was influential in the molding of architects and architecture throughout the Northwest and indeed throughout the Northwest and indeed throughout the country. Locally such outstanding architects as Ibsen Nelsen and George Bartholick, and Earl Layman, Historic Preservation Officer, are graduates of this school.

Surveyor Signature _____

_____ Date

Reviewed _____

_____ Historic Preservation Officer

_____ Date

