

QUEEN ANNE HISTORIC CONTEXT STATEMENT

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The community of Queen Anne is one of Seattle's oldest residential neighborhoods. Pioneer settler Thomas Mercer first called the forested, water-lapped district Eden Hill. By the mid-1880s, the growing suburb had acquired the name Queen Anne Town in reference to its showy domestic architecture. The character of this thoroughly urban neighborhood today is the result of several key influences, both physical and human.

Natural features have both encouraged and restrained the development of Queen Anne over time. Waterways at the base of the hill virtually assured adjacent industrial growth from an early date. At the same time, steep topography limited the spread of large-scale commercial and industrial land uses on the hill itself. Instead, the hill became attractive as an early residential suburb because of its spectacular territorial and water views and its relative accessibility to the city.

Queen Anne Hill was linked to Seattle by public transit in the late 1880s. Thereafter, streetcar lines fostered rapid platting, intensive residential construction, and the eventual emergence of multifamily housing – all within a brief forty-year period of time. The close-in location and unsurpassed views continue to stabilize the high value of real estate on the hill.

Queen Anne's character has been shaped as much by its human resources as by its physical features. The fact that progressive, well-educated families made the hill their home from the outset has left a lasting legacy. Over the years, Queen Anne residents have consistently and successfully pushed for a myriad of municipal improvements. Community activism in more recent decades has tempered the effect of intensive urban development after World War Two, including construction of the Century 21 World's Fair complex in 1962 on lower Queen Anne. The overarching goal of the neighborhood today remains the preservation of its vibrant, human-scaled sense of place.

The history of Queen Anne can be organized into six eras, each of which affected the built environment of the hill in a different ways:

- Pioneer Settlement at Eden: 1853-1869
- Queen Anne Town Takes Shape: 1870-1889
- The Progressive Years: 1890-1916
- A Neighborhood Matures: 1917-1930
- Depression and War: 1931-1945
- Into the Modern Age: 1946-1962

The primary source of information for this contextual history is the 1993 monograph *Queen Anne: Community on the Hill*, authored by Kay Reinartz and members of the Queen Anne Historical Society. Except where otherwise noted, material presented in this narrative has been abstracted from that excellent community effort.

Pioneer Settlement: 1853-1869

Native inhabitants of Puget Sound knew Queen Anne as one of a series of seven forested hills overlooking Elliott Bay. Nearly 400 feet above sea level, the hill had been formed largely of glacial sediment. A mantle of dense cedar and fir forests covered the exposed surfaces of Vashon till and Esperance Sand. Multiple natural springs emerged from the north, east, and west sides of the hill, contributing to frequent landslides.

Deep bodies of water and lowlands surrounded Queen Anne. To the east, Lake Union drained naturally into Salmon Bay via a small stream at the northwest corner of the lake, a location which pioneer settlers called the Outlet. To the west, the muddy tide flats of Interbay stretched from Smith Cove nearly to Salmon Bay, separating Queen Anne Hill from Magnolia Hill. Rising southeast of Queen Anne was another forested slope (Denny Hill), now entirely removed from the landscape. Beyond Denny Hill to the southeast lay the future townsite of Seattle.

Human habitation on the shores of Elliott Bay has been shown to date back at least 3000 years. The Duwamish people occupied several large winter villages on the bay when settlers first began to arrive in the mid-19th century. One was located at the mouth of the Duwamish River, one near the foot of what is now Bell Street, and another on Salmon Bay. Seasonal campsites were also in use on the sand spit at Smith Cove, on the southwest shore of Lake Union, and at West Point on Magnolia.

The Duwamish also had a presence on Queen Anne - hunting artifacts and shell middens have been found at high elevations. *Baba'kwoh* (prairies) was the native name for a well-established native gathering place in the swale where Seattle Center now stands. In traditional fashion, this meadow had been kept open with periodic burnings. Indian trails through the forest connected the lake, bay, and cove, as well as camps and permanent villages.

The first Euro-American settlement on Elliott Bay was that of the Denny-Boren Party at Alki Beach on November 13, 1851. Over the next few years, the settlement shifted to the present site of Pioneer Square, spreading north into the current downtown. Washington Territory was carved out of Oregon Territory in 1853, and King County created the same year. The little village of Seattle became the new county seat.

Growth and Development

Much of the district of North Seattle - including neighborhoods we now call the Denny Regrade, Queen Anne, Lake Union, Interbay, Magnolia, Fremont, and Ballard--was included in the government survey of Township 25 North, Range 3 East, Willamette Meridian. Between 1853 and 1859, fifteen Euro-American land claims were filed in this township. Most of the newcomers were bachelors, but several had families with them. During the Indian unrest of 1855-1856, settlement in North Seattle slowed, and Queen Anne settlers temporarily moved into the safety of Seattle.

Three particularly influential families left their names prominently on the Queen Anne landscape. In 1853, David Denny and his bride Louisa Boren Denny filed a donation claim on 320 acres of land, encompassing the *baba'kwoh* swale and running from Lake Union to Elliott Bay, between what is now Denny Way and Mercer Street. That same year, Thomas Mercer, a widower with four young daughters, claimed 320 acres north of Mercer up to present-day Highland Drive, between Lake Union and today's Queen Anne Avenue. Dr. Henry Smith, accompanied by his younger sister Ellender and his mother Abigail, laid claim to Smith Cove in 1853. All of these families continued to acquire land around Queen Anne Hill, and in the coming years contributed greatly to Seattle and the community of Queen Anne.

Most of the pioneers were eager to socialize, and thus regularly gathered with the growing community of Seattle. These same settlers, at a Fourth of July party at the Mercer place in 1854, named many of the area's natural features, including Lake Union, Mercer Island, and Lake Washington. North district residents were consistently involved with the affairs of local government throughout this period. Queen Anne settlers themselves served variously in school district, county, and territorial offices. In 1864, David and Louisa Denny donated five acres of their donation claim as Seattle's first cemetery, known today as Denny Park. Queen Anne residents in 1865 formed Seattle Lodge No. 6, of the Independent Order of Good Templars. This citywide temperance organization became the core of a committed voice for municipal reform and community improvements on the hill.

For nearly twenty years, development in and around Seattle proceeded at a snail's pace. Queen Anne remained a remote wilderness, even as the core institutions of the Seattle community emerged. In 1869, David and his father John Denny foresaw an approaching transition, and subdivided a portion of the family donation claim (between Mercer Street and Denny Way, Warren Street and Elliott Bay) as the "Plan of North Seattle." This was the first plat in the area soon to be known as Queen Anne, and it signaled the onset of an era of rapid growth.

Building on Queen Anne

The earliest non-native buildings in the vicinity of Queen Anne Hill were the log cabin homes of the first settlers. These were quickly replaced with modest dwellings built of milled lumber from Yesler's Mill in Seattle. David and Louisa Denny's first one-room cabin overlooked Elliott Bay, at the foot of what is now Denny Way. Soon thereafter, the couple moved further inland to the swale, and built a second home near the present site of McCaw Hall in Seattle Center. Thomas Mercer's early cabin stood near the intersection of Roy Street and Taylor Avenue; the family's later frame house, on the same site, stood until its demolition in the 1910s. The Henry Smith family spent their first year in a log cabin and then, in 1854, erected a two-story frame house on Abigail's claim in Smith Cove. Although the house was burned in the Indian uprising of 1855, the log cabin and a log infirmary were left intact.

In addition to their dwellings, settlers made other improvements, as required to acquire ownership of their claims. They cleared timber for agriculture, planted orchards and built fences, barns and other outbuildings. Indian trails were widened and rude pathways to one another's homes were carved through the dense forest. Thomas Mercer and David Denny built and maintained a trail and wagon road from Yesler Way to the Mercer homestead into the 1860s. The northern section of the Military Road was completed from Seattle out along the west side of Lake Union in the mid-1860s.

Summary

The pioneer period (1853-1869) shaped the built environment of Queen Anne in a number of ways. Early donation claim boundaries established the rough outlines of future plats. Important natural features were named. The Military Road linked Lake Union and the hill to the settlement of Seattle. A portion of the neighborhood's future street grid was put in place west of Warren Avenue and south of Mercer Street. Fifteen streets had been named on paper--those unchanged today include Warren, Mercer, Republican, Harrison, Thomas, and John.

Queen Anne Town Takes Shape: 1870-1889

With the close of the Civil War, westward migration resumed and increasing numbers of people flocked to Puget Sound. A robust economy, successful industrialization, and expansion of transportation all supported growth in the region. The Northern Pacific Railroad was extended from Tacoma to Seattle in 1883, bringing commerce as well as new arrivals to the settlement on Elliott Bay. Land values in Seattle began to rise in the 1870s, and a period of intense real estate speculation began – slowly at first, but picking up speed in the late 1880s. When downtown Seattle was destroyed by fire in 1889, rebuilding occurred almost overnight.

The population of Seattle grew from 400 residents in 1867 to 3,533 by 1880. Thereafter it increased dramatically each year, and reached 42,830 by 1890. During the early 1870s, the area known as Belltown, just northwest of the city proper, was the fastest-growing new residential district. Although Queen Anne was still largely forested, and visually separated from the heart of Seattle by Denny Hill, newcomers began to arrive there as

well. During that decade, a handful of settlers took up small farms along Lake Union. The Ross family moved to the north side of the hill near the Outlet of Lake Union in 1874. There they established a school, and the community of Ross eventually acquired a general store, post office, and railroad station.

Growth and Development

In the early 1870s, the Denny and Mercer families gradually began to systematically subdivide their large land holdings on the south and east slopes of Queen Anne Hill. When a severe windstorm blew down thousands of trees in the north district in 1875, views opened up and land seekers turned their attentions beyond Belltown. Real estate speculators new to the territory arrived and began to buy up property on the crest of Queen Anne Hill. Some of these speculators also became developers, such as George Kinnear, or builder-developers, such as Isaac Bigelow.

According to King County records, six large plats were filed on Queen Anne Hill from 1869 through 1879, making ready for rapid development in the decade to follow. These included Thomas Mercer's Eden Additions, James Law's Second Addition, and Noah Fleckinger's Cove Addition, among others. Thirty-five new plats on Queen Anne were filed during the next decade, from 1880 through 1889. The north district populated so rapidly that all lands between Lake Union and Interbay, from Denny Way to McGraw Street, were annexed to the City of Seattle in 1883. Thereafter, intensive logging began and a rectangular street grid was laid out amongst the stumps on the south slope of Queen Anne.

The primary subdivisions of the 1880s and early 1890s included the remainder of Thomas Mercer's lands, and the extensive hilltop plats of Isaac Bigelow and John Collins. Newcomer George Kinnear filed his south slope plat in 1884 and actively promoted its development. Entrepreneurs from throughout the city, such as Jacob Furth and B.F. Day, also bought and subdivided large tracts of land on the hill. So lucrative was the business that David Denny joined in a real estate partnership with Judge John Hoyt. In 1888 they platted the extensive Denny & Hoyt Addition on the north slope of the hill, stimulating growth in the communities of Ross and Fremont. Denny's Home Addition, the last of the Denny plats, was filed in 1889 at the base of the hill.

In the mid-1880s, the name "Queen Anne Town" began to appear in real estate advertisements for the area. Reportedly coined by the Rev. Daniel Bagley, the name referred to the proliferation of homes being built in the popular Queen Anne style of architecture. Queen Anne Town had indeed become the desirable new suburb of choice.

Improving Infrastructure

Transportation improvements in this period opened up both Seattle and Queen Anne Hill to growth. Local interests built the Seattle Lake Shore and Eastern Railroad in 1887, which ran west of Queen Anne Hill through Interbay. A telegraph station, railroad shops, and a commissary were constructed at Boulevard, in the vicinity of present-day Dravus Street and 15 Avenue W. (*Queen Anne-Magnolia News Almanac* 1996). By 1888, Queen Anne residents could ride from downtown Seattle via cable car up Queen Anne Hill along

Temperance Street (now Queen Anne Avenue), as far as Highland Drive. Another car turned west along West Olympic Place past the new Kinnear Park. In the late 1880s a passenger ferry on Lake Union carried residents from the Outlet to the south end of the lake, where they could catch a horse-drawn trolley to downtown Seattle.

Other infrastructure improvements during the 1880s further enhanced the value of real estate on Queen Anne Hill. The Union Water System, the largest of several private water companies in the area, incorporated in 1882 and offered service to new homes on Queen Anne. Domestic electrical service, also privately owned, was sporadically available by the late 1880s.

A tradition of park development on the hill began with the gift of eleven acres, donated to the city by George and Angie Kinnear in 1887; they added another three acres in 1897. The property appears to have been clearcut before Kinnear's purchase, and he and his wife made some improvements before donating it as a park.

Citizen petitions following the 1883 annexation spurred street extensions, grading, widening, and sidewalk construction. A few primary streets, including Warren and Taylor avenues, were planked with wood, but most remained graded dirt into the 20th century. Mercer Street was officially extended as a "good, passable wagon road" from Temperance to Farm Street (Aurora Avenue) in 1885.

In 1879, homesteader Nils Peterson donated ten acres of land on the north side of the hill for use as an Oddfellows Cemetery; in 1882, he sold an adjacent ten acres for the same purpose to the Free Methodists. Together the two became known as Mount Pleasant Cemetery. Early burials included members of the Bagley, Clise, Blaine, Ross, Galer, Mercer, Cotterill, Galer, and McGraw families, all familiar names on Queen Anne Hill.

Building on Queen Anne

- *Single-family Residential*

During these decades, new residential development was concentrated on lower Queen Anne and the south slope. By 1888, the soaring population led to a housing shortage all over the city. In that year alone, more than one hundred wood frame houses were built on Queen Anne Hill. Ninety percent were located between Mercer and Denny, and what is now Fourth Avenue N. and Westlake Avenue N., an area that is largely commercial today.

Sanborn Fire Insurance maps for 1888 depict widely scattered detached single-family dwellings. The great majority of these houses are modest in size, one to two stories in height, with simple rectilinear footprints. They typically featured front porches, rear kitchen wings, and stables, sheds, and privies aligned along rear alleyways. The Sanborn maps show some evidence of speculative building occurring, with several groups of five or six identical houses in a row. There is also evidence of the use of two architectural styles – the Italianate, narrow two-story houses with rectilinear bay bays; and the emerging Queen Anne style, with irregular footprints and curvilinear bays. Birch Street (now Taylor Avenue) boasted several of these stylish houses below Harrison Street.

Historic photos and newspaper real estate ads of the late 1880s verify the popularity of these two styles (Sanborn Map Co. 1888).

Sanborn maps for 1888 only extend as far north as Harrison Street, but development had in fact spread further up the hill by that date. Larger, grander Queen Anne homes were being built at slightly higher elevations, with sweeping views of the city. One of the earliest of the trend-setting Queen Anne mansions on the south slope was that of George and Angie Kinnear on the corner of Temperance and Queen Anne Drive (now the site of Bayview Manor at the foot of the Counterbalance). The expansive grounds included three fountains, a carriage house, and a corral (Sanborn Map Co. 1893).

- *Multi-family Residential*

Not all early Queen Anne residents lived in detached, single-family housing. The “White House” boarding house on the corner of Depot Street (now Denny Way) and Poplar (Second Avenue N.) appears on the Sanborn map of 1888. Double and triple row houses were also under construction according to the Sanborn maps, complete with the projecting bay windows and (according to photographs) the ornate detailing of the Italianate and Queen Anne styles. These efficient rental properties may have been a response to the housing shortage of the 1880s, or simply a building tradition carried over from other urban settings, including Seattle proper (Sanborn Map Co. 1888).

- *Institutional/Public*

As the neighborhood of Queen Anne took shape, institutions also developed. A one-room wood-frame version of the Queen Anne School, the first on hill, was built in 1889 at the present site of the brick West Queen Anne School. In 1885, the Ladies’ Relief Society founded the Seattle Children’s Home, the city’s oldest charity. The following year, this group constructed a wood frame, two-story orphanage at the corner of Harrison and Box (now Fourth Avenue N.). Sanborn maps show that at least two churches were in place on lower Queen Anne in 1888, the Second Presbyterian Church at Harrison and Oak (3rd Avenue N.) and a Congregational Church at Thomas and Birch (Taylor Avenue N.) streets (Sanborn Map Co. 1888).

- *Commercial*

Commercial development was very limited during Queen Anne’s early years of growth. Shops first appeared at the foot of the cable car line up Temperance Street in the late 1880s. Sanborn maps for 1888 show only a few small wood frame shops on Depot Street. The more isolated community of Ross boasted its own general store, the Ross Marche, at Third Avenue W. and Nickerson Street. D.T. Denny’s son-in-law built him a log real estate office in 1889 at Temperance and Republican. This oddly old-fashioned building looked forward optimistically toward the future, and marked the close of the pioneer era.

- *Industrial*

Early industrial activity surrounding Queen Anne had long-lasting economic and environmental implications for the area. During this period, its pristine waterways were transformed for industrial use for the next century and more. The Seattle Coal and Transportation Co. operated the first industrial concern on Lake Union in 1872. This

company barged coal from the mines east of Renton up Lake Washington to Union Bay, portaged it to Lake Union, and then hauled it in rail cars on a side-wheeled barge to a landing at the south end of the lake. From there, the narrow gauge cars were offloaded onto tracks on today's Westlake Avenue, and hauled via locomotive to coal bunkers on the docks at the foot of Pike Street in downtown Seattle.

The 1880s brought further industrial development to Lake Union, to Interbay, and to the shores of the Ross and Fremont districts along the Outlet channel. Most of these enterprises were sawmills that churned out construction materials for the ongoing building boom. The Western Mill was a large plant controlled by the Denny family, located at the south end of the lake. It produced rough and dressed lumber, sash, doors, and mouldings – and, typical of the period, dumped all of its refuse products into the lake.

Summary

By the close of this formative period (1870 – 1889), the built environment of Queen Anne Town was much changed. The south side of the hill was now barren of trees. Nearly 75% of the hill had been platted on paper, although actual development was limited mostly to lower Queen Anne and the south slope. The latter had become a desirable district for the wealthy, where the flamboyant Queen Anne style of architecture prevailed. A beautiful city park had been established overlooking Elliott Bay. The basic street grid that persists today was in place, although many of the streets had different names. Two cable car routes were in operation, marking future arterials and nascent commercial districts. Waterways and rail lines at the base of the hill were dotted with small industrial operations.

The Progressive Years: 1890-1916

The next twenty-five years witnessed a brief but devastating decline in the national economy, followed by a period of robust and sustained growth during the Progressive Era. In the Panic of 1893, the real estate bubble burst, albeit briefly, in various young cities of the Pacific Northwest. Some fortunes were lost, mortgages foreclosed, and families forced to retrench. While real estate activity and new construction temporarily slowed, public improvements continued. In 1897, news of a gold rush in the Alaskan Klondike jump started a full-fledged recovery in Seattle.

The city's population continued to grow at a remarkable rate. From 42,830 in 1890, the figure nearly doubled to 80,671 in 1900. By 1910 the population had almost tripled again, soaring to 237,194.

The Progressive Era flowered in Seattle, bringing its wide-ranging reforms, much-needed infrastructure, and municipal beautification. In a burst of pride, the city hosted the Alaska-Yukon-Pacific Exposition on the University of Washington campus in 1909. The progressive spirit of the day led to creation of the Municipal Plans Commission and preparation of the visionary (but ultimately defeated) Bogue Plan in 1911-1912. The

economy began to slow, then to revive, as the country was drawn inexorably into World War One (Sales 1976, pp. 94-95).

Growth and Development

By the early 1890s, all of the south slope and much of the hilltop were logged off. Portions of the north, east, and west side of the hill remained wooded into the 1920s. The remainder of Queen Anne Hill north of McGraw Street was annexed to Seattle in 1891.

An 1890 map of greater Seattle depicts over 75% of Queen Anne as subdivided and ready for sale, although it was certainly not all developed by then (Anderson's New Guide Map 1890). According to King County records, platting slowed considerably on Queen Anne during the 1890s. Only three major new plats were filed in that decade - two of those in 1890 well before the financial downturn. Around 1899, real estate activity picked up, with nine larger plats filed on Queen Anne between 1900 and 1918.

Improving Infrastructure

Rapid city growth beginning in the late 1880s created a critical need for urban infrastructure. The City began to implement large-scale public works projects to meet these needs. Lake Union had become polluted with raw sewage, a situation worsened by intensive development on Queen Anne Hill. After much debate, trial and error, and cost overruns, in 1894 the City completed a municipal sewer system serving the hill. A primary component of the system was the Lake Union Sewage Tunnel, a mile-long trunk line that ran under Denny Way to an outfall at the foot of Republican Street. City Engineer Reginald Thompson, credited with bringing the project to completion, noted that the tunnel would allow residents of North Seattle to "advance along lines of permanent progress, having means at hand for perfect sanitary facilities" (Dorpat 1998, 313-315).

Significant on a broader scale was the arrival of the Great Northern Railroad at Interbay in 1893. Great Northern magnate James J. Hill bought up 600 acres at Smith's Cove, and over the next decade constructed a major rail terminal there. It included a switchyard, roundhouse, piers for ocean-going freighters, warehouses, and grain elevators (*Queen Anne-Magnolia News Almanac* 1996).

Continuing improvements in transportation connected the neighborhood to other areas of Seattle, and to points beyond. The Lake Union wagon road (now Westlake Avenue) was begun in 1890 on a trestle along the marshy west shore, connecting Seattle with the Ross district. Along that same route, the Lake Union Electric Trolley line was soon in operation, running north to Green Lake. The Front Street Cable Railway erected its elaborate powerhouse and car barn near Denny Way and Second Avenue in 1893. This system provided service from downtown Seattle up the hill to Highland Drive.

The basic components of Queen Anne's early twentieth century hilltop transportation network were in place by 1905. The Counterbalance trolley replaced the old Front Street cable line up Queen Anne Avenue. This hill came to be called the Counterbalance for the counterweight system that pulled the cars up the hill. Two other streetcar lines climbed

up the easier grade of Taylor Avenue, serving the north and east sides of the hill. A fourth line turned onto Roy Street, continuing past Kinnear Park as far as Tenth Avenue W. and McGraw Street.

The Progressive Era also brought many smaller public works projects to Queen Anne, thanks in large part to citizen activism on the hill. Queen Anne resident George Cotterill, a city engineer and progressive politician, was a bicycle enthusiast. As volunteer chairman of the Paths Committee for the Queen City Good Roads Club, he was responsible for the design, survey, and layout of bicycle paths around the city - many of which were built on Queen Anne Hill, beginning in 1896. Street grading and wooden sidewalk construction continued so that, by 1898, all north-south streets from Denny Way to Highland Drive were improved.

Around 1901, the newly formed Queen Anne Improvement Club began petitioning Seattle City Hall for needed neighborhood amenities. This public pressure, along with the City's adoption of the Local Improvement District system, triggered an intensive street modernization program on Queen Anne that continued apace from 1907 into the 1920s. Vitriified brick replaced wood planks for street paving and, after 1914, macadam and concrete became the favored material. Along with street upgrades, the City installed hundreds of miles of new residential sewer and water lines on Queen Anne.

Beginning in 1903, the Improvement Club pushed the City for creation of a tree-lined, scenic route around the top of the hill. Queen Anne Boulevard was incorporated into the 1908 Olmsted Parks and Boulevards Plan and was developed between 1911 and 1916, along existing streets, and featured extensive tree plantings, brick and concrete retaining walls, and custom-designed lampposts (Kreisman 1999, 56-57). The boulevard is 3.69 miles long, laid out largely along existing city streets, generally following the crest of the hill, from 2nd Avenue North and Prospect Street to 7th Avenue West and West Highland Drive.

Three other big civil projects of the era affected Queen Anne. The western half of neighboring Denny Hill to the south was sluiced into Elliott Bay between 1903 and 1911, opening up views and access to Queen Anne. Interbay was dredged for better drainage and then filled, beginning in 1916. Together with ongoing development of the Great Northern rail yard, Smith Cove was completely transformed (*Queen Anne-Magnolia News Almanac* 1996). On the north side of the hill, the U.S. Army Corps of Engineers constructed the Lake Washington Ship Canal between 1911 and 1916, creating a permanent waterway between Queen Anne and Fremont.

Other services were consolidated and improved during this Progressive period. During the 1890s, the City purchased all the small private water companies on Queen Anne, and began to provide municipal service. In 1899 a site at the top of the hill at First Avenue N. and Lee Street was chosen for in-city water storage. Here the City erected a steel tank encased in concrete, fashioned to resemble a medieval tower. When the Counterbalance was completed in 1902, the property was christened Observatory Park, and the tower

equipped with a spiral staircase (Kreisman 1999, 57). A second tower, of metal, was added in 1904.

During these decades, Queen Anne's neighborhood park system took shape. The City improved Kinnear Park with pathways, fencing, and plantings in the 1890s. This park, at the southwest corner of the hill, was the third major park property acquired by the city, but it was the first to be cleared and planted, largely due to community efforts. Between 1891 and 1894 the city put extensive work into grading, planting and adding walkways and small structures. By 1895, the park was virtually completed. It was long noted for the variety and design of its unique rustic structures, featured in many photos and on postcards.

In 1904 the Kinnear family donated to the City a second park, a small spring-fed site below what is now Kerry Park on W. Highland Drive; in 1909 it was named Franklin Park and improved with tennis courts and swings. Phelps Park, known later as Marshall Viewpoint and Betty Bowen Viewpoint, was dedicated in 1904. Frances and B.F. Day donated five acres on the northeast side of the hill in 1883. This little parcel was greatly expanded and developed as Evergreen Park in 1909 (renamed Rodgers Park in 1919). The East Queen Anne Playground was established in 1910 by a group called the East Queen Anne Improvement Club.

Building on Queen Anne

- *Single-family Residential*

The earliest years of the 1890s saw a continuing high number of housing starts, as newcomers poured into the city and the economy remained strong. Construction resumed following the worst years of the recession. During this decade, and into the twentieth century, the flat hilltop and the east, north, and west slopes of the hill began to fill in. Here, contractor-builders built modest homes for middle-class families.

Sanborn maps for 1893 show primarily dwellings on the south slope, many substantial in size and sitting on very large double and triple lots (some a full block or half-block). Building footprints are complex, depicting many porches, bay windows, and turrets. By contrast, Sanborn maps for 1917 cover the entire hill. Some blocks atop the hill are fully built out with single-family homes, one to a lot. Small cottages as well as substantial bungalows are simple and more rectilinear in plan, featuring perhaps just one bay window to the side, and a partial front porch. By 1917, auto garages appear along the alleys on many, but not all, of the properties (Sanborn Map Co. 1893, 1917).

Residential architecture of the progressive decades spanned several stylistic trends. The Queen Anne style reached a pinnacle in the early 1890s, as exemplified by David and Louisa Denny's Decatur Terrace mansion at Republican and Queen Anne Avenue in 1892, now demolished. The house had a corner turret, three covered porches with terraced stairways, extensive spindle-work and cresting. It occupied an entire city block and featured a detached greenhouse at the rear (Sanborn Map Co. 1893). As imposing as it was, the design for Decatur Terrace (like many houses of the period, including the previous Denny home) was drawn directly out of a popular compendium of the latest

domestic designs, *Scientific American Architects and Builders Edition* (Andersen & Krafft 1994, 67).

By the turn of the century, “period revival” styles gained popularity for larger homes. Newly wealthy homeowners on the south slope shunned the fussy Queen Anne style for one-of-a-kind architect-designed homes. For example, in 1901 the firm of Bebb and Mendel designed a massive brick and stucco-clad mansion for developer Harry Treat (at the corner of Queen Anne Avenue and W. Highland Drive) in the English Arts and Crafts style. Vying for grandeur across the street was the white Ballard Mansion at 22 W. Highland Drive, done in the Colonial Revival style by the architectural firm of DeNeuf and Heide. Lumber baron John Brace chose the Mission Revival style for his new residence at 170 Prospect Street, designed by the firm of Kerr and Rodgers in 1904 (Kreisman 1999, 53-54).

Revival styles, as well as the emerging Craftsman style, found even wider acceptance on the hill in homes of the middle class. House designs were frequently derived from pattern books, magazines, and architect-builders. The gambrel-roofed Dutch Colonial, a variation of the Colonial Revival, was highly popular by 1910. Other favored styles during this period included the brick Georgian Revival and the stuccoed Tudor Revival. The fresh new Craftsman style represented the most “modern” look of the period. Craftsman styled houses generally took the form of the two-story American foursquare or the familiar bungalow – both widely seen in Seattle’s older neighborhoods.

Nearly all of the largest, most ornate Queen Anne houses on the hill are now demolished. More modest examples survive, however, detectable by their asymmetrical massing, fanciful detailing, and/or decorative shingle finishes. Today, a surprising number of houses that pre-date 1900, and houses from the first two decades of the twentieth century, remain standing (although many have been altered). Current City maps depicting “Properties by Decade” clearly show that the greatest concentration of extant houses built prior to 1910 is found on the hilltop, in an area roughly bounded by Halladay, Smith, and McGraw streets to the north, Highland Drive to the south, Fourth Avenue N. to the east, and Eleventh Avenue W. to the west. Houses built between 1911 and 1919 are well scattered across the hilltop, but noticeably more concentrated on the west slope, and on the north slope as far as Florentia Street (Seattle Public Utilities 2001).

- *Multifamily Residential*

It was during this era that various forms of multiple housing mushroomed on Queen Anne Hill, to accommodate the vast influx of new arrivals, many of whom were young singles. A quality temporary living quarters for young women was established at the Sarah B. Yesler Women’s Hotel on Queen Anne Avenue and Denny Way in 1892. Sanborn maps for 1893 show that row houses (some encompassing up to six units) were still under construction. Some of these early duplexes and triplexes were quite substantial. For example, a very large duplex with bay windows and a sweeping front terrace occupied a full half block on First Avenue N. between Valley and Aloha streets (Sanborn Map Co. 1893). After the turn of the century, some of the largest old family homes were converted to flats, as the population continued to grow.

Queen Anne's first real apartment house construction began about 1905. The prospect of the 1909 Alaska-Yukon-Pacific Exposition instigated a number of elegant structures, including the Chelsea Family Hotel designed by architect Harlan Thomas in 1907; the Kinnear by W.P. White in 1907; and the Delamar, built in 1909 by George Kinnear to house friends visiting the exposition (Sheridan 1994, 61-64).

Many more apartment houses were to follow through the first half of the 1910s, from the south slope to the crest of the hill, adjacent to the streetcar lines. Those still extant from the early 1910s include the Castle Court (1910), the Montanita (1913), the Amalfi (1912), the Del Roy (1914), and Olympic Place (1910), among others. Apartment construction slowed in 1914, and did not resume until after World War One (Sheridan 1994, 62-64).

- *Institutional/Public*

The burgeoning population and the spirit of the Progressive Era not surprisingly spawned the construction of institutional and public buildings on Queen Anne Hill. Although many have come and gone, a fair number remain standing today – some adapted to new uses.

In 1891, the Free Methodist Church founded the Seattle Seminary at Ross, now called Seattle Pacific University. Alexander Hall, the sturdy “old main” administration building on campus, was erected that same year in the Romanesque Revival style. As for public schools, a handsome new brick building would replace the early wood-frame Queen Anne School in 1895. From 1908 until its closure in 1981 it was known as West Queen Anne Elementary School. It is now a Seattle landmark and has been converted into condominiums. Coe Elementary and John Hay Elementary were both opened in 1905. The latter remains, but Coe had to be replaced in 2002 following a catastrophic fire during building renovations. Queen Anne High School opened its doors in 1909 to a student body of 613. After serving several generations of Queen Anne students, it was closed in 1981 due to declining enrollment and was converted to apartments. Both John Hay and Queen Anne High School are also Seattle landmarks. North Queen Anne Elementary School opened in 1913 to serve students on the north slope. It too was closed in 1981, and has since been leased to the Northwest Center for the Retarded, which operates a child development program there.

A number of religious congregations on the hill can trace their roots to this period, but only a handful occupy church buildings that date to this era. Those that do are the Queen Anne United Presbyterian Church (1907) at 5th Avenue W. and W. Howe Street, Saint Margaret of Scotland Church (1910) at Fourteenth Avenue W. and W. Dravus St., and Queen Anne Christian Church (1911) at 1316 3rd Avenue W. The German Evangelical Church building, built in 1907 at 165 Valley Street, remains, but it has long been used as office space.

Other key institutions that have had a long-term impact on the community of Queen Anne were physically established on the hill during this period. One of the most important is the well-loved Queen Anne Library, still serving in its original capacity, at Fourth

Avenue W. and W. Garfield Street. It was built in 1913 with funds from the city, the Carnegie Foundation and local contributions.

The Washington Crematory was established at the southeast corner of Mount Pleasant Cemetery in 1904, and gradually expanded its services and physical plant. In 1905, the Seattle Children's Home moved from its twenty-year location on lower Queen Anne to the hilltop at Ninth Avenue W. and W. McGraw Street. The institution remains at this location, although the current buildings date from later decades. The Women's Hospital Association, formed by Anna Herr Clise, founded Children's Orthopedic Hospital, with its first free-standing location at Warren Avenue N. and Crockett Street. The "Fresh Air Cottage," completed in 1908, was followed by construction of an adjacent three-story brick hospital in 1911, designed by prominent architects W. Marbury Somervell and Joseph S. Coté.

In 1912, Redding Hall (later known as Queen Anne Hall) was built on W. Roy Street to serve as a dance hall and meeting facility. After decades of varied use, it became the long-time home of A Contemporary Theater (ACT) and is now On the Boards/Behnke Center for Contemporary Performance.

- *Commercial*

Commercial development blossomed during this era of rapid growth. Businesses clustered along the streetcar lines, of which there were four by 1905. Typically, one and two-story wood, or more frequently brick, buildings were built cheek-to-jowl in small nodes and at key intersections.

The main commercial district took shape at the crest of the hill between McGraw and Galer streets. By 1917, at the corner of Boston Street and Queen Anne Avenue, Sanborn maps show a moving picture theater (the Queen Anne Theater), a two-story brick commercial block with six shop spaces and a post office, and a two-story wood frame building housing a drug store, as well as several small shops in detached structures. Further south at the intersection of Galer Street was a cluster of wood-frame shops (one two-story building with bay windows), housing a rug works, restaurant, bakery, drug store, and other unidentified shops. Mixed in between these compact enclaves in 1917 were single-family homes, some recent apartment buildings and vacant lots. Today, despite much alteration and new construction, this stretch of Queen Anne Avenue remains the heart of the community, with two large grocery stores, small offices and numerous restaurants and specialty shops. (Sanborn Map Co. 1917; Sheridan 2002, 24).

The 1917 Sanborn map also provides a snapshot of commercial development on lower Queen Anne at that time. Again, business buildings are mixed with single-family homes, flats, and apartment buildings, all along Queen Anne Avenue and First Avenue W. from Denny Way to Mercer Street. A few large wooden buildings house flats above and shops such as a drugstore, a paint store or a plumber's shop below. A few single-story brick buildings are found, including a candy factory and a lunchroom. There are a number of buildings constructed for new automotive uses – including two gas stations, the Queen City Garage and the Victor Garage. A clear pattern of light industrial land use was also

emerging in 1917. These businesses, all housed in sizable buildings include: the Queen Anne Dye Works, the Norwalk Vault Co., the New System Laundry, Burdett Co. Florists (greenhouses), Porter's Bakery, and P.J. McHugh, Contractor (Sanborn Map Co. 1917).

- *Industrial*

Heavy industrial development intensified around the base of Queen Anne Hill during these decades. The Port of Seattle was established in 1911, and rebuilt the Great Northern's two half-mile piers at Smith Cove. The shipping terminals and Great Northern rail yard there encouraged the influx of new industries at Interbay. These including a rope-making factory, a paint manufacturer, a brewery, a brick kiln, saw mills, furniture factories and other manufacturers (*Queen Anne-Magnolia News Almanac* 1996). Dredging of the stream between Lake Union and Salmon Bay gave impetus to sawmills along the north base of the hill. In 1905, there were five large mills in operation. Completion of the Lake Washington Ship Canal in 1917, made the location even more desirable for maritime industries.

Summary

The Progressive decades closed with the near completion of Queen Anne's major infrastructure – plats filed, streets laid out, sewer and water systems in place, and major parks established. Defining physical features such as the Lake Washington Ship Canal, the Counterbalance, Queen Anne Boulevard, and the campus of Seattle Pacific University were in place. There had been an enormous infill of middle-class housing over much of the hill, with a trend toward apartment house construction in some areas. A clear pattern of commercial development had emerged, with residential shops and services along street car lines, especially on top of the hill, and the emergence of light industrial use on lower Queen Anne.

A Neighborhood Matures: 1917-1930

Seattle's economy had begun to coast after 1910, but accelerated rapidly with the build-up to World War One. Manufacturing employment in the young city's shipyards and sawmills boomed as never before. Seattle's population expanded to 315,685 in 1920, up from 237,194 in 1910, an increase of about twenty-five percent. After the Armistice, however, industrial employment dropped off abruptly and the economy became lethargic but stable during a decade of peace (Sale 1976, 117, 137-138).

Socially, the 1920s were a period of maturation for Seattle. Strong high schools gave a sense of identity to established neighborhoods. Community improvement clubs flourished throughout the city. A multitude of women's clubs formed and focused their attentions on art, music, literature, history, and current events. Cultural institutions, such as the Cornish School gained stature.

The influx of people during the previous decades had created a housing shortage that was felt in every Seattle neighborhoods. Low real estate prices, together with a shortage of rentals, fostered sustained building activity through the late 1910s and 1920s, as Seattle

essentially caught up with the population growth of previous decades. Single-family home permits nearly tripled from 1920 to 1925, and apartment house construction flourished again in the late 1920s. The city's first zoning code, enacted in 1923, guided its location (Sheridan 1994, 20-21).

The citywide building boom also included intensive downtown commercial development, civic and institutional buildings, and a variety of public works. Much building was underway when the stock market crashed in 1929, and some of these projects were carried through to completion in 1930 (Sheridan 1994, 20-21).

Growth and Development on Queen Anne

Queen Anne was already a well-established district by the time the U.S. entered World War One. Many individual lots were still undeveloped, but only a few large tracts remained undivided on the wooded north slope of the hill. No major new plats were recorded for ten years after 1916, until the final phase of subdivision on the hill began.

Queen Anne Park, bounded roughly by W. Bertona Street, W. Barrett Street, Seventh Avenue W. and Eleventh Avenue W., was developed in 1926 by the Fred W. Keen Company, with the intention of creating an exclusive gated community. A key feature of the subdivision was its curving streets, laid out by Morford & Mowrey, Civil Engineers, to reduce the steep grades and “lend beauty to the homesites.” Each site had a view, with some houses being built on speculation and others for owners. Construction and sales were done by the J. L. Grandey Company. The company took great pride in the fact that concrete streets, sidewalks and utility installation were all completed before home construction began. Plans were made for 230 homes; however, the stock market crash of 1929 occurred before they were all built, so development occurred more slowly than planned. The result is that the numerous Revival styles from the 1920s-30s are mixed with buildings from the 1950s-60s. It was the first housing addition on Queen Anne to deviate from the standard rectilinear street grid, instead applying a curvilinear layout that responded to the contours of the terrain. The same notions of site design were used in the Maple View Park Addition, and Hill's Queen Anne Park, which followed in 1927 and 1929.

Queen Anne Park is but one example of the tremendous development that occurred in Seattle in the 1920s. The city's population has increased dramatically in previous decades, and prosperity encouraged developers to meet the pent-up demand for housing. Apartments, ranging from basic housing to luxury units, were a significant factor in meeting this need, and became a major element of the streetscape in many Seattle neighborhoods, especially Queen Anne.

Improving Infrastructure

Improvements to the existing infrastructure on Queen Anne Hill proceeded with some regularity through the 1920s. In 1923, Elliott Avenue was completed all the way from downtown Seattle to Fifteenth Avenue W. at Interbay, making it a primary north-south arterial on the west side (*Queen Anne-Magnolia News Almanac* 1996).

Even though automobile ownership increased dramatically during this decade, most people still walked or traveled by trolley around the city. In the 1920s, Queen Anne continued to enjoy the four streetcar lines in place since 1905 (including, of course the Counterbalance on Queen Anne Avenue). To get to Ballard, residents walked down the hill to catch a car at Fifteenth Avenue W.

The Queen Anne Community Club, founded in 1922, applied sustained pressure on City Hall for basic neighborhood enhancements. Between 1915 and 1930, 143 separate improvement projects occurred on Queen Anne, including street paving, sidewalks, lighting, drinking fountains, playfields, water mains, and sewers. The park system continued to grow as well, when Albert S. Kerry and his wife donated a small open space on W. Highland Drive to the City in 1927. This scenic viewpoint, combined with Franklin Playground below it, serves today as another element of the green belt that is Queen Anne Boulevard.

Building on Queen Anne

- *Single-family Residential*

In the late 1910s, and again in the later 1920s, hundreds of single-family homes, often with detached garages, were constructed on Queen Anne on previously undeveloped lots. Land prices were low, and house construction was affordable to the average family.

Craftsman style bungalows and period revival cottages remained the most popular architectural mode in the late 1910s and 1920s. House designs were still readily available through plan books, trade periodicals, and plan services. Local architects and contractor-builders of the day also developed plans for direct sale (Andersen and Krafft 1994, 64-71). One local contractor, Frederick J. Davidson, built over one-hundred houses on Queen Anne Hill between 1910 and the late 1920s. Some he custom designed, while others he based on pre-existing plans. His largest project was the construction of an entire block of homes, bounded by Lynn, Boston, Fifth Avenue N., and Bigelow. Examples of Davidson houses included in the inventory are:

The formal period revival styles continued to be the favorite of wealthy homeowners. The Georgian Revival found particular favor. An example is the Stuart Residence, a Seattle landmark at 619 W. Comstock, designed by the architect A.H. Albertson in 1926 (Kreisman 1999, 58).

Today, a large number of 1920s houses can still be found throughout Queen Anne. Current City maps depicting “Properties by Decade” show at least some 1920s dwellings on nearly every residential block. In many instances, these houses are grouped solidly along one block, or occupy an entire block. A preponderance of 1920s housing lies north of Wheeler Street, south of Highland Drive, and along (and east of) Bigelow Avenue. The densest concentrations are located on the northeastern slope, and along Bigelow (Seattle Public Utilities 2001).

- *Multi-family Residential*

After World War One, Seattle's housing shortage was especially acute for non-homeowners. The practice of boarding in family homes appears to have decreased. A few older mansions on Queen Anne were converted to apartments as former residents sought out new suburbs. Most significant for the built environment, however, was a vigorous resumption in the construction of apartment buildings, starting about 1925. On the southwest slope of hill, the new zoning enacted in 1923 allowed for apartments, hotels, and boarding houses amidst the single-family homes in some areas. This boom in multi-family housing transformed the south slope of Queen Anne to the densely urban neighborhood it is today (Sheridan 1994, 21, 55).

Post-war design features made apartment living more attractive to middle-class couples and singles. Fireproof construction, better interior light and air, pleasant courtyard entries, and efficient floorplans improved the rental market. Seattle developers were quick to dive in. Most of the new apartment buildings were three to four stories in height, of wood frame construction faced with brick or stucco. Period revival themes were generally applied, including Tudor, Mediterranean, Classical, and Gothic (Sheridan 1994, 55).

A great many 1920s apartment buildings on Queen Anne survive today with full occupancy. On the southwest slope of the hill alone, over twenty-five extant apartment houses dating from 1921 through 1930, still stand. Some include, on the various streets:

- W. Highland Drive – the Narada (1926) and the Victoria (1921)
- Queen Anne Avenue - the Greenwich (1928) and the Galer Crest (1930)
- W. Roy Street – Chandler Hall (1924), the Iris (1930), the Westroy (1930), and the Sea View (1930)
- W. Olympic Place – the Ireland (1927), the Olympic Arms (1925), and the Villa Costella (1929)
- First Avenue W. – the Leonard (1930), the Seville Court (1927), and the Glen Eden (1929)
- Second Avenue W. – the Viking (1930)
- Third Avenue W. – La Charme (1929), the West Coast Arms ((1928)
- Fourth Avenue W. – the Marianne (1930)
- Ninth Avenue W. – the Franca Villa (1930)

Institutional/Public

Perhaps the most important municipal improvement of the period for Queen Anne was the City's construction of the Civic Auditorium, Ice Arena and Civic Field in 1927. Funded by voter-approved bonds, the auditorium housed concerts and graduations, and the playing field hosted citywide high school football games. The complex was situated on the former Denny Meadow. Its historic and strategic location brought residents from all over Seattle to the foot of Queen Anne Hill, and marked the beginning of the development of today's Seattle Center.

Several established institutions expanded their facilities on Queen Anne during the 1920s. At Children's Orthopedic, a fourth floor was added to the hospital building in 1921. In

1928, it was remodeled and enlarged following designs by the architect A.H. Albertson. A new brick nurses' quarters was put up there in 1923 – this building now houses offices of the Cancer Society. The Queen Anne Community Club, an active group of 2000 members strong, constructed their still extant clubhouse on Queen Anne Avenue in 1927. At Mt. Pleasant Cemetery, Arthur Wright & Son constructed a handsome new Italian-styled chapel and mortuary in 1930.

Long-lived Queen Anne congregations whose primary church structures date back to the 1920s include Bethany Presbyterian, Queen Anne Lutheran, Queen Anne Baptist (remodeled 1936), and the Mediterranean-styled Seventh Church of Christ Scientist.

- *Commercial*

During the late 1910s and 1920s, commercial districts on Queen Anne Hill took on much of their present form and dimension. The commercial enclave at the foot of Queen Anne along Mercer and Roy streets, between First Avenue W. and Queen Anne Avenue, was built out with one-story brick shops and stores. These buildings filled in the vacant spaces between light industrial concerns and apartment house uses. The Five-Point Café and the Mecca Café were two small businesses established in this area during this period.

Other compact business clusters along the streetcar lines stabilized as well. These included a stretch along W. Galer Street, where the Counterbalance ended. In the mid-1920s, a grocery store, shoe repair, and barber shop served residents of that immediate neighborhood. Another stretch stood along W. McGraw Street between Sixth and Seventh Avenues W., where the West Queen Anne car line terminated. This area was anchored for many years by a grocery store, a bakery and a drug store.

Some prominent commercial buildings survive from this period. These include the handsome little bakery at 615-625 W. McGraw, designed by the architect Frederick Anhalt who is more usually remembered for his apartments. Scattered across the west side of the hilltop are isolated commercial buildings that were early corner stores (at 1834 Sixth Avenue W. and at 1901 Tenth Avenue W.). On lower Queen Anne, the 1920 Kuay Garage (later the Marqueen Garage) stands on Queen Anne Avenue between Roy and Mercer streets. It was home to the Seattle Engineering School and one of the largest repair garages in the city, before conversion to apartments. At the base of the north slope of Queen Anne, near the Fremont Bridge, the Bleitz Funeral Home was erected in 1919. It retains its original character despite a recent addition (Sheridan 2002, 29).

- *Industrial*

Industrial concerns around the base of Queen Anne boomed during wartime. A ca. 1920 Kroll map shows several major operations. The Brace and Hergert Lumber Co. docks were prominently located at the foot of Lake Union. Five defined waterways marked the south and west shore of the lake. A branch of the Northern Pacific wound up through Interbay, east along the ship canal and south to Waterway No. 4. A large brickyard operated on Dexter Avenue between Blaine and Howe streets.

At Salmon Bay, the Gould Lumber Co. and the Meacham & Babcock yard flanked the Port of Seattle's Salmon Bay Terminal. Here the Great Northern's main line crossed over the canal into Fremont. At Smith's Cove were the main Great Northern docks, and the twin piers of the Port of Seattle. On the north side of the hill, the Queen Anne Sand and Gravel Co. worked a gravel pit in the 1920s, much to the dismay of surrounding residents. It later became the playfield known as the Queen Anne Bowl.

Summary

This era came to a close with the onset of the Great Depression, ending five decades of continuous physical development. The built environment of Queen Anne Hill was well established. No longer a suburb, Queen Anne had grown into a "close-in" urban district. Built-out blocks of single-family homes, a finished network of improved streets and parks, a varied assortment of apartment houses, convenient commercial enclaves, and continuing easy access to downtown Seattle by transit – all brought the Queen Anne neighborhood to a state of maturation.

Depression and War: 1931-1945

Seattle experienced the crush of the Great Depression as severely as any city in the country. Modest population growth through the 1920s, to up to 366,000 in 1930, slowed to a net gain of only 3,000 people in the decade that followed – smaller than in Spokane and Tacoma. Manufacturing stalled, and the lumber industry especially saw declines. Wager earners migrated away from Seattle to California (Sales 1976, 137).

Despite an oversupply of housing, Hooverville shantytowns sprang up at Interbay and on the tideflats south of Seattle. Renters could not pay their rents, and homeowners' mortgages were foreclosed. Nearly all new building in Seattle, except for public works, came to a standstill until after the war. As a result, the built environment of the city, including that of Queen Anne, changed very little for fifteen years.

Between 1939 and 1944 at the height of war production, the Boeing Company grew from 4,000 employees to 50,000 employees with sales of over \$600,000. Civil defense measures and fund drives began locally in 1940. Internment of Seattle's Japanese population began early in 1942. The entire city geared up for war and, over the next four years, focused all of its attention in that direction (Sales 1976, 175, 181). On Queen Anne Hill, anti-aircraft guns were installed in the peaceful green open space of Mt. Pleasant Cemetery.

Improving Infrastructure

Public works programs left a lasting imprint on Queen Anne during this period. In 1932, Aurora Avenue was completed on the east side of the hill along the alignment of Seventh Avenue N. The Aurora Avenue bridge over the ship canal, officially known as the George Washington Memorial Bridge, was the city's first major highway bridge. It was designed by the firm of Jacob & Ober for the State Highway Department (Kreisman 1994, 75).

City Engineer Clark Eldridge was in charge of the WPA-funded North Queen Anne Drive Bridge over Wolf Creek ravine, completed in 1936. This structure is noted for its 85-foot high parabolic arch of reinforced concrete (Kreisman 1999, 56). Other WPA improvements include many of the footpaths and stairways that provide today's extensive pedestrian network. Kinnear Park

Building on Queen Anne

- *Single-family Residential*

Development of the Queen Anne Park subdivision on the north slope slowed with the onset of the Depression, with only the first phase being completed in the early 1930s. This plat is where the greatest concentration of 1930s houses can be found today, according to current City maps showing "Properties by Decade."

These same maps reveal that some scattered housing was in fact completed in the 1930s all across the hill. Surprisingly, most blocks in varied locations appear to have at least one 1930s house. It is possible many of these were under construction in 1929 (Seattle Public Works 2001). Citywide, housing permits dropped from 2,583 in 1930 to 361 in 1932 (Sheridan 1994, 56).

- *Multi-family Residential*

During the Depression, an increasing number of older mansions were converted to apartment use. It was not uncommon for large old houses on Queen Anne to hold three to six families. Apartment house construction, so strong in the late 1920s, wrapped up by 1931, after which it came to a near halt. Only four building permits for apartment houses were issued in the entire city between 1933 and 1937 (Sheridan 1994, 56).

- *Other Building*

A handful of notable community buildings were put in place in the 1930s. A new brick edifice replaced the old Seattle Children's Home in 1932. On lower Queen Anne, the massive Washington State Armory was constructed in 1939 to house the National Guard. The old Armory still stands as the Center House, the heart of Seattle Center.

Even more significant physically, although temporary in nature, was the Naval Supply Depot at Interbay. Here the U.S. Navy acquired Port of Seattle property and, almost overnight, developed a major supply depot. It included a recruiting station, barracks, a hospital, recreational fields, a gymnasium, and a swimming pool – all just north of the Magnolia Bridge. Few signs of this complex are visible today (Queen Anne-Magnolia News Almanac 1996).

Summary

The interlude of depression and war was deeply experienced on Queen Anne Hill, but made little lasting contribution to the built environment. Public works projects, including the Aurora Bridge, the North Queen Anne Drive Bridge, the Armory, and the network of pedestrian stairs and pathways are the primary physical legacy of that difficult period.

Into the Modern Age: 1946-1962

At the close of World War Two, Seattle's good fortunes were closely tied to those of the Boeing Company. The aircraft company made a remarkably successful transition to the post-war economy. In 1947, Boeing employed one in every five King County factory workers. By 1957, however, that ratio had grown, with half of all county factory workers on Boeing's payroll (Sale 1976, 188).

Real estate and construction in Seattle boomed along with Boeing after the War. The city annexed extensive land to the north. Stores lined the commercial arterials, with block upon block of rapidly built residential development to either side. Northgate Shopping Center, one of the very first of its kind in the nation, competed with traditional downtown Seattle in its range of shops and services (Sale 1976, 189-190).

The City of Seattle together with the emerging suburbs around it sought to respond to this rapid growth with the establishment of METRO, a regional transit and sewage treatment agency, in 1958, followed by construction of the Interstate-5 freeway. To reaffirm the importance of downtown Seattle as heart and soul of the growing region, Seattle leaders determined to host another world's fair – the Century 21 Exposition. This ambitious project put Seattle on the cultural map, and created a new cityscape at the foot of Queen Anne Hill (Sale 1976, 196-201; Findlay 1992, 264).

Improving Infrastructure

After the War, the City and the Seattle School District made some physical refinements to public parks and playfields on Queen Anne. Having used Civic Field for football games ever since its opening in 1928, the School District purchased the field for one dollar, and enlarged its seating capacity to 12,000. It re-opened as High School Memorial Field in 1948, and continues to host high school sporting events even today.

On the top of the hill, Reginald and Maude Parsons donated Parsons Garden as an elegant city park at the end of W. Highland Drive. Across the street, a gift from George and Margaret Marshall, dedicated as Marshall Viewpoint in 1960, enlarged Phelps Park. Luther Field was established just north of the high school in 1958, requiring demolition of the old Grizzly Inn, the high school hangout. Down at Interbay, the old dump and landfill at Smith Cove were closed, and a nine-hole golf course built that same year.

Century 21 Exposition

The 1962 Seattle World's Fair was perhaps the most transfiguring single event in the history of Queen Anne. Downtown fair organizers looked to the existing Civic Center complex, for several good reasons. The Auditorium, the Armory, and Memorial Field already served as citywide venues for dances, concerts, and athletic events. The location was easily accessible from downtown. Further, the area surrounding this complex had grown shabby by the late 1950s. The "Warren Avenue slum" contained some of the oldest housing stock, apartments, and commercial buildings in the city. Redeveloping this neighborhood would further the city's goals of reducing slum and blight around the downtown (Findlay 1992, 223-234).

Eventually, seventy-four acres of land originally platted as D.T. Denny's Third Addition (1880), and D.T. Denny's Home Addition (1889)--including the swale known by the native Americans as *baba'kwoh*--were incorporated into the fairgrounds. Within its boundaries, streets were vacated, and all but four major buildings removed. Among those torn down were the old Warren Avenue School and Fire Station No. 4.

With the support and attention of the Boeing Company, the U.S. Government, and the Bureau of International Expositions in Paris, organizers soon agreed that the overarching theme of the fair would be American progress in science and space. The city engaged prominent architects and artists to create a futuristic, thoroughly modern complex, with buildings and landscape features devoted to demonstrating new technology. Designers from Disneyland, and from Northgate Shopping Center, helped to lay out the grounds on principals of order, logic, and cleanliness (Findlay 1992, 215, 244).

New structures at the fairgrounds included the acclaimed United States Science Pavilion designed by Minoru Yamasaki and NBBJ; the landmark Space Needle by Victor Steinbrueck; the Washington State Coliseum by Paul Thiry (housing the World of Tomorrow exhibit, and remembered for its Bubbleator elevator); the International Fountain by Tokyo architects Hideki Shimizu and Kazuyuki Matsushita; and the popular Monorail, by the European company Alweg. Existing buildings were remodeled for new use. The Opera House was created within the shell of the old Civic Auditorium, and the Armory was transformed into the Food Circus.

The Century 21 Exposition, or Seattle World's Fair, ran between April and October of 1962. When it closed, nearly ten million visitors had attended the event. Its physical legacy remains today on the well-used grounds of the Seattle Center, still a vital part of Queen Anne, Seattle and the region.

Building on Queen Anne

- *Single-family Residential*

Single-family home construction resumed on Queen Anne Hill after the war. Prosch's Queen Anne Addition and Maple View Park Addition on the west side of the hill were developed almost exclusively with 1940s housing. New homes of the 1940s and '50s filled in many remaining lots in the Queen Anne Park subdivision, as well as vacant parcels north of Dravus Street. Current City maps of "Properties by Decade" show that concentrations of housing of this era still stand on the northwest slope of the hill (Seattle Public Utilities 2001).

For reasons of economy, efficiency, and fashion, post-war housing moved toward more minimalist interpretations of the popular traditional, period-revival styles of the previous four decades. Simple Cape Cod cottages, ranch houses, and brick ramblers were the dwelling types of choice into the 1960s. Small house designs were available to builders and homeowners through periodicals of the day, such as *Sunset Magazine* (Andersen and Krafft 1994, 70).

A small number of distinctive, architect-designed residences on the hill began to reflect modernist trends, including the International style and the regional Northwest style. Some, such as the home of architect Robert Reichert on Third Ave. W., shocked the surrounding neighborhood with its unorthodox forms and decorative treatments. Another notable postwar trend was that houses built in the 1880s-1920s began to be “modernized” with new siding and windows. Those on valuable view lots began increasingly to be torn down in favor of new construction.

- *Multi-family Residential*

Apartment house construction on Queen Anne Hill also resumed after the war. This was encouraged in 1955 by a new Seattle zoning code that allowed high-rise apartment house construction on many sites, such as the South Slope of Queen Anne, where heights had previously been limited to 40, 65, or 80-feet. Older buildings were frequently sacrificed to build new income-producing properties. For example, Bay View Manor, a retirement home high-rise, was built on the site of the Kinnear Mansion in 1959. The new code also required more parking. This in turn altered the streetscape of lower Queen Anne and the south slope with more visible curb cuts, driveways, and parking garages (Sheridan 1994, 23).

Modernist architectural trends, coupled with advances in building technology, also contributed to a stark change in the massing, scale, and materials of apartment houses on the hill. Simple, blocky forms with little ornament and, often, less open space such as courtyards, prevailed. Visible finishes included the increasing use of concrete, steel, stucco and glass.

- *Other Building*

A variety of non-residential building projects occurred on Queen Anne after the war, culminating in the construction of the World’s Fair facilities. Following years of effort, the community celebrated the opening of the Queen Anne Field House (community center) at Howe Field in 1950. Several religious congregations built new church buildings during this period. Among those whose sanctuaries date to the late 1950s and early 1960s are Sacred Heart and St. Anne Catholic, St. Paul’s Episcopal, Queen Anne Christian, and the First Free Methodist Church.

In the post-war era, business prospered on Queen Anne Avenue, especially while the high school remained open. Businesses on lower Queen Anne also flourished in this more urban mixed-use environment. An emerging trend, however, was the consolidation of various kinds of small businesses. For instance, family-owned groceries began to close, replaced by larger “anchor” stores, such as the 1961 Safeway store between Crockett and Boston streets on Queen Anne Avenue.

Three major structures related to the new technology of television dramatically affected the skyline of Queen Anne during this period. The first television broadcast in the Northwest was transmitted from an old radar tower mounted on a grocery store at Galer Street and Third Avenue N. KING acquired this small station in 1949. KOMO erected a

second broadcast tower nearby in 1952; a third was put up in 1958 by KIRO, at the location of the former YMCA building on Queen Anne Avenue N.

Summary

The post-war era was a time of change, especially felt on Queen Anne in terms of density and scale. The emergence of the high-rise apartment, the beginnings of business consolidation, and construction of the three television towers atop the hill were signs of the times. The Century 21 World's Fair forever changed the cityscape of the lower hill, and marked a transition into the turbulent decades that followed.

Postscript: beyond 1962

After the World's Fair, social unrest and demographic shifts of the 1960s and '70s affected some areas of Queen Anne Hill, while other enclaves remained physically intact. Local, regional, and national economic swings of the final decades of the century were discernible in the intensity of construction in the neighborhood. Boeing lay-offs in the 1970s, wealth-building in the '80s, the dot.com boom in the '90s, and the current recession all can be traced in the ebb and flow of development and redevelopment activity on the hill.

Public improvements of these more recent decades have made significant contributions to continuing the quality of life on Queen Anne. In 1968, the City's Forward Thrust bond issue was the catalyst for some much-needed park improvement. The Queen Anne Recreation Center was completed in 1972. Five years later, the Queen Anne swimming pool was opened. Mayfair and "Bhy" Kracke parks were also created with these funds.

When McClure Middle School opened in 1964, it reduced the pressure of over-population at Queen Anne High School. But, declining student enrollment resulted in the closure of North Queen Anne Elementary, West Queen Anne Elementary, and the high school in 1981. All now have new uses.

After the World's Fair, the complex at Seattle Center was given over for use as a city-owned cultural and recreational facility. Over the years it has evolved and improved to become the vibrant gathering place it is today. Both distinctive new construction and extensive rehabilitation of existing buildings have occurred. The National Guard Armory of 1939 became a food court, the Center House. The Bagley Wright Theater, home of the Seattle Repertory Theater, was completed in 1983. The Coliseum was upgraded as the Key Arena, and serves as home of the Seattle Sonics of the National Basketball Association. The Opera House, which had been developed from the original Civic Auditorium, has again been completely remodeled into McCaw Hall, which opened in 2004. The Seattle Children's Theater moved from its home at Woodland Park to the new Charlotte Martin Theater in just southwest of the Center House. Today, the Seattle Center is the long-running venue for three well-established major festivals: Bumbershoot, the Seattle Folk Life Festival, and the Bite of Seattle, as well as uncounted smaller festivals.

Pacific Science Center, once the United States Pavilion for the 1962 World's Fair, became a private non-profit science and education center, which expanded twice.

In the late 1960s and early '70s, the Queen Anne community began to protest the increase in high-rise apartment development on the hill. Citizen groups formed to halt the alarming loss of neighborhood character and views, and were ultimately successful in strengthening permit requirements for future projects. More intense commercial growth along Mercer Street and west of the Seattle Center continued through the boom years of the 1990s. It was during this wave of new development that the Hansen Baking Co. complex, an adaptive re-use dating from 1974, was lost to new construction.

Intense development pressure helped to mobilize the historic preservation movement on Queen Anne during the 1970s as well. Older homes of the late nineteenth and early twentieth century began to be newly appreciated for their unique qualities, and many restoration and rehabilitation projects were initiated. The Queen Anne Historical Society was founded in 1971 to showcase the community's heritage. Since the mid-1970s, 27 individual buildings, parks and structures on Queen Anne Hill have been designated as City of Seattle Landmarks (Kreisman 1999, 53-58).

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This context statement is heavily based upon the book Queen Anne: Community on the Hill, a publication of the Queen Anne Historical Society. This all-volunteer effort led by Dr. Kay Reinartz made excellent use of a wide variety of primary source materials.

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