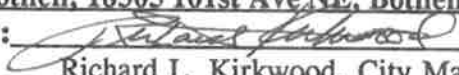




CITY OF BOTHELL
LOCAL REGISTER OF HISTORIC LANDMARKS
NOMINATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. For aid in completing this nomination form, see applicable instructions in "Guidelines for Completing National Register Forms" (National Register Bulletin 16). Complete each item by marking an "x" in the appropriate space or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable". For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. Please use the official continuation sheets if additional space is needed. This form must be type written and have a 4" x 6" black and white photo of the property nominated attached above. DO NOT ENTER INFORMATION IN SHADED AREAS.

Name of Property (Common) Wayne Curve Bridge (Historic) Wayne Curve Bridge
Street Address Waynita Drive/NE 96th St at SR 522
Parcel No. N/A Plat Name N/A Block N/A Lot N/A
Owner Name and Mailing Address City of Bothell, 18305 101st Ave NE, Bothell, WA 98011
Signature of Owner(s) (or Representative(s)): 
Richard L. Kirkwood, City Manager

Original Owner King County Original Use Transportation

Architect N/A Builder N/A

Present Use Transportation

1. Classification of Property

Ownership:	Category:	Number of Resources within Property:	
		Contributing	Noncontributing
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	_____	_____
<input checked="" type="checkbox"/> public (local)	<input type="checkbox"/> district	_____	_____
<input type="checkbox"/> public (state)	<input checked="" type="checkbox"/> site	<u>1</u>	_____
<input type="checkbox"/> public (federal)	<input type="checkbox"/> object	_____	_____
	<input type="checkbox"/> structure	_____	_____
	Totals:	<u>1</u>	_____

Number of contributing resources previously listed on the:

0 Local Register 1 State Register 0 Federal Register

Name of related multiple property listing: Historic Resources of Bothell, Washington
(Example: Historic Resources of Bothell, Washington)

2. Function or Use (see instructions for assistance)

Historic Functions	Current Function
<u>Transportation</u>	<u>Transportation</u>
_____	_____
_____	_____
_____	_____

3. Description

Architectural Classification (see instructions for assistance)

N/A

3. Description (continued)

Materials used in (see instructions for assistance)

Foundation concrete slab with integral concrete curbing

Walls n/a

Roof n/a

Other surface: vitrified bricks with mortar

Describe present and historic physical appearance:

All that remains of the once four-mile long Bothell-Lake Forest Park Highway (Bothell Boulevard) is 0.2 miles of two-lane roadway just south of Wayne Curve off of State Route 522. Where the road has deteriorated, it has been paved over with asphalt. Where bricks remain uncovered (over 50 percent of this segment), they are in good repair, and enough is visible to give an idea of what the road looked like originally.

The remaining section of the road curves in an 's' and connects to the new Wayne overcrossing which was completed in 1989. The road is situated in a partially wooded area between SR 522 and the Wayne Golf Course. The "shoulder" to the west is used for overflow parking for the golf course.

 See continuation sheet

4. Statement of Significance

The City of Bothell Landmark Preservation Board has considered the significance of this property in relation to other properties: ___ Nationally Statewide Locally

Please check which of the following statements apply:

1. It is associated with events that have made a significant contribution to the broad patterns of national, state or local history.
2. It embodies the distinctive architectural characteristics of a type, period, style or method of construction, or represents a significant and distinguishable entity whose components may lack individual distinction.
- ___ 3. It is an outstanding work of a designer, builder or architect who has made a substantial contribution to the art.
4. It exemplifies or reflects special elements of the City's cultural, special, economic, political, aesthetic, engineering or architectural history.
5. It is associated with the lives of persons significant in national, state or local history. (check and circle which one or ones)
- ___ 6. It has yielded or is likely to yield important archaeological information.
- ___ 7. It is a building or structure removed from its original location, but which is significant primarily for architectural value, or which is the only surviving structure significantly associated with an historic person or event.
- ___ 8. It is a birthplace or grave of a historical person of outstanding importance and is the only surviving structure or site associated with that person.
- ___ 9. It is a cemetery which derives its primary significance from age, from distinctive design features, or from association with historic events, persons or cultural patterns.
- ___ 10. It is a reconstructed building that has been executed in an historically accurate manner on the original site.
- ___ 11. It is a creative and unique example of folk architecture and design created by persons not formally trained in the architectural or design professions, and which does not fit into formal architectural or historical categories.

Applicable National Register Criteria	___ A	___ B	___ C	<input checked="" type="checkbox"/> D (Found Ineligible)			
Criteria Considerations (exceptions)	___ A	___ B	___ C	___ D	___ E	___ F	___ G

4. Statement of Significance (continued)

List areas of significance
(see instructions for assistance)

Transportation

Period of Significance:

1913-1934

Significant Dates:

May, 1913 Opened
1934, Road Rerouted

Cultural Affiliation:

N/A

Architect/Builder:

N/A

Person(s) of Significance in Local, State or National history:

N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above:

Prior to the completion of the Bothell-Lake Forest Highway, the primary means of transportation for early Bothell settlers was by rowboat or canoe, up the Squak Slough (Sammamish River). The completion of the highway (the first paved road around the northern end of Lake Washington) is seen as the transition to modern automobile transportation and easy access to the city, and represents an important component of Bothell's early transportation network.

A wagon road already existed to Seattle, an outgrowth of early logging activities, but it was insufficient for automobile traffic. The first auto appeared in Bothell in 1906. With the motor car gaining in popularity throughout the county, a search was on for a suitable type of permanent pavement. The county decided to experiment with bricks on the four mile stretch from Lake Forest Park to Bothell. The necessary gravel came from the pit at Kenmore and trainloads of vitrified bricks from Renton were deposited at a siding near Swamp Creek. The bricks were laid in stretcher bond (up on their narrow side, lengthwise, offset by 1/2 brick lengths). The bricks were laid by hand, one at a time, by scores of immigrant laborers, many of them Greeks and Italians. Laborers knelt down to place the bricks one by one and seal them in place with mortar.

x See continuation sheet

5. Major Bibliographical References

Campo, Merideth, "Brick road is historic, should be preserved", Letter to the Editor, The Citizen

Ericksen, Gerhard, Speech in 1914 Commemorating New Roadway

King County Historic Sites Survey, File No. 0043, prepared by Malia Foster, October 5, 1977

"Historic road faces bumpy future", The Citizen, May 11, 1983, page A-13

Hunt, Pat, "Strolling Through the Park", Shoreline Today, March 31, 1979

McDonald, Lucile and Stickney, Amy Eunice. Squak Slough 1870-1920, Seattle: Evergreen Press, 1977

x See continuation sheet

Previous documentation on file (NPS):

- Preliminary determination of individual listing has been requested (36 CFR 67)
- Previously listed in the Bothell Register
- Previously determined eligible for the Bothell Register
- Recorded in Bothell Inventory of Historic Resources (Site No. 32-407E)
- Previously designated a National or State Historic Landmark (check and circle one)

Primary location of additional data:

- State Office of Archeology and Historic Preservation
- Other State Agency (Name: _____)
- Federal Agency (Name: _____)
- Local Government Agency (Name: City of Bothell, Dept. of Community Development)
- University (Name: _____)
- Other (Name: Bothell Library (King County System))

6. Geographical DataAcreage .69

UTM References:

A	10	559060	5288650
	zone	Easting	Northing

B			
	zone	Easting	Northing

C			
	zone	Easting	Northing

D				
	zone	Easting	Northing	<u> </u> See continuation sheet

Verbal Boundary Description

An approximately 500 feet by 20 feet (total 60 feet of right-of-way width) portion of the Bothell-Lake Forest Park Highway as dedicated in the Plat of Northcliff (1925) recorded on page 50, volume 27 in the Book of Plats, County of King, State of Washington, except that portion lying within the right-of-way for State Roads 522 and No. 2-A (O.J. Davidson Road) and 96th Ave. NE. Roadway lies approximately 0 to 50 feet south of SR 522 and beginning approximately 50 feet west of the center line of 96th Avenue NE.

Boundary Justification

The boundary encompasses the remaining exposed brick surface and the total City-controlled right-of-way on both sides of the historic Wayne Curve Red Brick Road. The northern and southern boundaries meet private property. The east and west ends are limited by other State and City right-of-way.

Form prepared and submitted by:	Date Completed <u>11/17/92</u>
Name and Title: <u>Linda Morud, Member</u>	
Organization: <u>City of Bothell Landmark Preservation Board</u>	
Mailing Address: <u>18305 101st Avenue NE, Bothell, WA 98011</u>	
Telephone: <u>486-8152</u>	

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List of Photographs and References Included:

Cover: View of the remaining portion of the brick road - looking southeast to 96th Ave. NE

1. View of the remaining portion of the brick road - looking east to 96th Ave. NE
2. View of the remaining portion of the brick road, with asphalt surfacing - looking southeast (private property on right is golf course parking)
3. View of the brick road - looking west
4. View of the brick road - looking west
5. The brick road between Lake Forest Park and Bothell (historic photo).
6. A bus ("auto stage") on the brick road near Kenmore (historic photo).
7. Newspaper advertisement (October 14, 1922)

Nomination Form Reviewed by: _____ **Date:** _____

Approval: _____

Director, Department of Community Development

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**Bothell Local Register of Historic Landmarks
Continuation Sheet**

Section Number 4 Page 1

A celebration in May of 1913, called "Good Roads Day", marked the completion of the road. It became possible to drive from the old Seattle Times building to Bothell in 55 minutes. On opening day, it is recorded that some 80 cars an hour tried out the new road. The town staged a second celebration on January 10, 1914, the "Good Road Blowout" to further commemorate the new road. Three halls - Hannan's in the Masonic Building, the Odd Fellows, and the Band Hall were hired for the celebration. Seven washboilers of chicken mulligan were provided. Music for dancing was furnished by the Bothell Cornet Band. Many celebrities from the city and around the state attended the celebration including Sam Hill who orated the festivities, and Seattle Mayor George F. Cotterill.

Newspaper advertisements announced "the pleasant, permanent brick road to Bothell", urging Seattle motorists to drive in that direction. Regular bus service to the city soon followed, running on an hourly schedule to Everett. On October 5 1922, the Board of County Commissioners of King County designated the portion of the roadway between the city limits of Tenth Avenue Northeast to the Snohomish County line as Bothell Boulevard (Resolution 1047). An advertisement sponsored by the Bothell Commercial Club called it "a good road to a good town" (in " of the Home, October 14, 1922). The road served to enhance the growth of the area and the development of Bothell and Kenmore.

Brick highways became outdated, as they proved to be hazardous in wet weather. Over time, the road had deteriorated sufficiently to cause a local resident to state "If someone doesn't fix this crooked road of floating bricks, we'll vote them out of politics."

In 1934 the highway was regraded, the bricks were mostly left in place, and a four-lane pavement was laid over top. This remaining visible portion of the "red brick road" was listed on the Washington State Register of Historic Places in 1970. In 1982, planning for traffic revisions at the Waynita Way/SR 522 junction compromised the preservation of the remaining portion of the road. The support of the community and the Bothell Historical Society helped save the remaining roadway from being paved over, and the road remains in use as an eastbound exit off of SR 522.

 See continuation sheet

**Bothell Local Register of Historic Landmarks
Continuation Sheet**

Section Number 5 Page 1

Slough of Memories, Recollections of Life in Bothell, Kenmore, North Creek, Woodinville, 1920-1990, compiled by Fred Klein and Northshore History Boosters, Peanut Butter Publishing, Seattle, WA, 1992

Worl, Marva Lee, "Stay Out of Bothell if You're an Ape or Your Might End Up in Jail", Everett Herald, June 29, 1976, P.SC 7-11

___ See continuation sheet

Dedication speech by Gerhard Ericksen given in Bothell in 1914 in Celebration of the Completion of the Brick Road (Pacific Highway) from Seattle to Bothell. Transcribed from a copy of the original document which remains in the possession of Carleton "Bud" Ericksen, life-long resident of Bothell and descendent of Gerhard.

Mr. President, Ladies and Gentlemen:

It is with the greatest of pleasure that I see so many distinguished citizens here tonight to help celebrate the greatest event in the history of our town, that is the opening of the Pacific Highway from Seattle to Bothell.

Thirty years ago, I found my way through the dence (sic) forest and took up my homestead one mile north of here. At that time there was no town known as Bothell on the map -- just the wild woods.

The nearest place to buy provisions was Seattle, and a good many hardships were encountered by us when it came to getting the nessesary (sic) provisions up for the little log cabin on the homestead. The only way to get them home was to pack them on our backs from First and Yesler, to McGilverys Landing now known as Madison park, then by Indian canoe or skiff over Lake Washington and up the Sammamish river to Bothell which by the way they say Columbus S. Greenleaf dug over two hundred years ago [this was apparently a joking comment regarding the first settler in the area that became Bothell]. The next hardest job was to get them up to the homestead over a trail that was never to (sic) good to commence with.

Finally after a good many years had saled (sic) by, a road was built to Seattle it could hardly be called a road as it was built up hill and down hill so that it was found impracticable to haul loads over it.

Hard work by many of our pioneers with the help of some of your progressive citizens in Seattle finally persuaded the County Commissioners to listen to our petitions for a better road and the results are what you have seen to day when you came up from your Great City the future Queen of the Pacific in your luxurious Automobiles in less than an hour which formerly took the better part of a day. Thirty years we have talked over it dreamed about it and now we are proud over it and wanted you all to see it and enjoy riding over one of the best roadways that was ever built by men.

And now that the first link in that great road system which ultimately will be built from Mexico to Canada and from Bothell through the Snoqualmie pass over the great inland Empire to the Atlantic Ocean is completed and dedicated we will continue to talk work and dream about that we may yet live to see the day when allso (sic) that great work will be done.