

**HISTORIC PROPERTY SURVEY REPORT:  
SEATTLE'S NEIGHBORHOOD COMMERCIAL  
DISTRICTS**

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## PROJECT SUMMARY

In 2000 the City of Seattle began a multi-year effort to update its inventory of historic resources throughout the city. Existing information, primarily from the 1970s, was out of date and inadequate to meet the challenges of growth management and the threats to the city's traditional character posed by increasing demand for housing and commercial space.

Two building categories and one neighborhood were selected for the initial round of surveys: neighborhood commercial districts, buildings constructed before 1905, and the University District. This report focuses on the methodology and findings of the survey and inventory of Seattle's neighborhood commercial districts.

The project began in the spring of 2001, with development of a work plan, which identified the survey criteria and boundaries. A context statement was then prepared, giving an overview of commercial development patterns throughout the city. Following this, a reconnaissance survey was done, looking at every building in the identified commercial districts. This survey recorded more than 1000 buildings that met the basic criteria of age (built prior to 1962) and architectural integrity. Two hundred of these structures were identified for further research and inclusion in the final inventory. Development patterns and physical characteristics of each neighborhood and of these 200 buildings are summarized here. In addition to this report, the Neighborhood Commercial District inventory includes 200 Historic Property Inventory forms in an electronic database format that will be available to the general public as well as to other city departments.

The buildings in the inventory range from an 1883 house on Beacon Hill, used for many years as a club house, to modernistic restaurants and office buildings from the early 1960s. Twelve percent of the buildings were constructed between 1902 and 1909, with about 20 percent built between 1910 and 1923. The largest number, more than one-third of the total, were built between 1924 and 1929. Another 15 percent date from the 1930s, with about eight percent built more recently.

The most common building type, found in every neighborhood, was a one-story brick-clad structure, typically with three or four individual storefronts. Many of these buildings are quite simple, but with a high degree of architectural integrity. Others are highly ornamented, usually with terra cotta or cast stone. While the great majority of buildings are vernacular in style, Mediterranean Revival and Art Deco influences are apparent in a considerable number of them.

Most neighborhoods have at least one apartment or office building, ranging from two to five stories in height, with stores below. Other building types found include restaurants, fraternal halls, mortuaries, theaters, auto dealerships, service stations and former libraries, fire stations and churches. The historical significance of certain alterations is also recognized by the inclusion of several structures that were converted from single-family homes to commercial uses as neighborhood conditions changed.

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**INVENTORY OF HISTORIC BUILDINGS**

**ATTACHMENTS**

- A. Sample Reconnaissance Survey Form
- B. Sample Building Log
- C. Sample Building Inventory Form

*Note: Georgetown, South Park, South Lake Union and the University District were surveyed separately and are not included in this document.*

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- A. Sample Reconnaissance Survey Form**
- B. Sample Building Log**
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## **I. PROJECT BACKGROUND AND OBJECTIVES**

The primary objective of the Neighborhood Commercial District Historic Resources Survey was to provide information for property owners, community members and decision makers regarding the potential historic significance of neighborhood commercial districts and the individual buildings within them. The project was designed to evaluate commercial districts through the city, looking at the full range of commercial building types, styles, periods and locations.

The project was undertaken by Mimi Sheridan, a cultural resource specialist, with the assistance of several University of Washington students for the initial field work and research: Beth Dodrill, Kirste Johnson, Lisa Melton, Sarah Sodt and Jade Takashima. The project was completed under the supervision of Karen Gordon, Seattle Historic Preservation Officer, in consultation with the staff of the city Historic Preservation Program. Assistance was also provided by the staff of the Washington State Archives, Puget Sound Branch.

The focus of the survey was on commercial buildings constructed prior to 1962 in neighborhood commercial districts. These districts were defined as areas with commercial zoning, outside of the downtown area (extending from the waterfront to I-5 and from Denny Way to the International District). The zones included were Neighborhood Commercial 1, 2 and 3; Commercial 1 and 2; and Residential/Commercial. Industrial zones were not surveyed comprehensively.

Several categories of properties were omitted from the survey:

- Designated historic districts and locally-designated historic landmarks;
- City-owned properties, which were inventoried in 2000;
- Seattle School District properties, which have been inventoried; and,
- Church properties.

Several neighborhoods were not included in the survey because they have been inventoried relatively recently:

- The University District was included in the Reconnaissance Survey, but was inventoried separately.
- Georgetown was the subject of a comprehensive inventory in 1997.
- The South Lake Union area was inventoried in 1995 for the proposed Seattle Commons Project.
- The Central Area and South Park were inventoried in 1991.

The initial emphasis was on the city's urban villages and urban centers, those areas designated in the *Seattle Comprehensive Plan* to take the majority of future growth. However, it soon became apparent that many significant commercial buildings were outside of these designated areas, and the target area was expanded to include all commercially-zoned areas. Emphasis continued to be placed on neighborhood commercial districts rather than on isolated commercial buildings, although these were

included when they were identified. Commercial buildings outside of designated commercial zones, or along commercial strips focused more on regional businesses than on neighborhood businesses, were not surveyed as comprehensively as those in other areas. This would include, for example, the northern part of Aurora Avenue North, which has larger, more regionally-oriented stores. Commercial buildings located in industrial or multifamily zones or in major institutional overlay zones were not surveyed comprehensively.

## **II. SURVEY PROCESS**

The survey process had three major steps: initial planning, a reconnaissance survey and the in-depth survey and inventory development.

### ***Initial Planning***

The initial planning step had two primary products, a work plan and the draft historical context statement. The work plan was based on the methodology outline in “Plan for Seattle Historical Resources Survey,” by Caroline Tobin, and was guided by National Register Bulletin 24, “Guidelines for Local Surveys: A Basis for Preservation Planning.” The primary purpose of the work plan was to identify the boundaries and criteria for the reconnaissance survey and to refine the scope of the in-depth field survey and inventory. Specific tasks included:

- Obtaining, from the City, Geographic Information System (GIS) maps that were color-coded by decade of construction, based on data from the King County Tax Assessor;
- Identifying commercial zones to be surveyed, using city zoning maps; and,
- Developing criteria for including buildings in the reconnaissance survey, particularly the standards of integrity (such as the extent of allowable alteration in storefronts, cladding and windows).

The criteria for inclusion in the reconnaissance survey were:

- Buildings with two out of four basic elements (windows, cladding, storefront configuration and building plan) still intact;
- Buildings with extensive ornamentation or other unusual features still basically intact; and,
- Buildings known to have historical or architectural significance.

### ***Context Statement***

Before the beginning of field work, a draft context statement was prepared, describing the progress of Seattle’s neighborhood commercial development up to the 1960s. Particular attention was paid to settlement patterns, streetcar and roadway networks, the growth of independent cities, and early institutions and industries. This information allowed the buildings in each neighborhood to be evaluated within a localized framework, rather than only in comparison with the city-wide historical context. This context statement has been incorporated into this report, combined with information on inventoried properties.

### ***Reconnaissance Survey***

The initial reconnaissance survey relied on three tools:

- A copy of the GIS map was prepared for each target district, noting the decade of construction for each parcel and the commercial zoning boundaries, transferred from the city zoning map.
- One-page check-off survey forms (Attachment A) were provided, tailored to Seattle's commercial buildings. For each building meeting the age and integrity standards, the surveyor noted the building address, major occupants, building type, style, materials, special features, and the architectural integrity of windows, cladding, storefronts and building plan. The surveyor also took a black-and-white photograph of the building, which was attached to the form.
- A log form (Attachment B) was used to record each building that was looked at. The surveyor looked at each building in the target area to determine if it met the standards of integrity and age (from the GIS map). If it did not meet the criteria to be surveyed, this information was noted on the log form.

This phase of the project was conducted by students in the Historic Preservation Program at the University of Washington College of Architecture and Urban Planning. Before beginning work, they received training in survey techniques, use of the check-off survey form and the log, and the criteria for identifying buildings to survey. More than 1,000 survey forms were completed in this initial phase. At the completion of the survey, a meeting was held with staff of the City's Historic Preservation Program to review the buildings and to select those for further research.

### ***Research and Inventory Development***

Approximately 200 of the 1,000 buildings identified in the reconnaissance survey were included in the final historical resources inventory. These were prioritized based on their degree of architectural integrity; the rarity of the building style, type, use, ornamentation or materials; and their historical or architectural importance to either the city or the neighborhood. The selected buildings covered the range of building types, ages and styles found in commercial districts throughout the city, with a particular emphasis on those "keystone" structures that are important components of each district's unique character. City Historic Preservation Program staff participated in this prioritization. For each of these 200 buildings, a field survey was done and a Historic Resources Inventory Form (Attachment C) was completed. This form included contextual information, building description and building history based on permit data, property record cards, neighborhood histories, maps, city directories and other information sources. The data were entered into a Microsoft Access database. The complete list of the 200 buildings in the historic resources inventory is found at the end of this report.

### ***Resources***

Numerous sources of information were used for this project, first in preparing the context statement and then in identifying and evaluating individual properties. A more comprehensive list of resources is found in the bibliography at the end of this report. The primary resources used were:

- King County Tax Assessor Property Record Cards, available from the Washington State Archives, Puget Sound Branch in Bellevue. These invaluable records contain photos and building information from 1937-38, providing baseline data for each building.
- R. L. Polk city directories provide use and tenant information for most buildings; they are particularly useful for dates after 1938 for which there is a reverse directory by address.
- A local website, HistoryLink.org, contains brief histories of nearly every Seattle neighborhood, which provided the basis for the context statement for each neighborhood.
- More complete histories have been published for a number of neighborhoods, including Ballard, Capitol Hill, Queen Anne and West Seattle. These are valuable for both overall development patterns and for information on specific businesses and buildings.
- Previous surveys, especially those of the Central Area, Fremont and South Lake Union and the environmental impact statement for Sound Transit's Link light rail system, provided additional information on context.
- Historical maps from the Baist, Sanborn and Kroll companies contain invaluable context and structural data.
- More general books on local history and architectural history provided information on well-known architects and their works. The most useful is *Shaping Seattle Architecture*, edited by Jeffrey Karl Ochsner (University of Washington Press, 1994).

### **III. COMMERCIAL DEVELOPMENT PATTERNS IN SEATTLE**

#### ***Early Commercial Development in Seattle***

Seattle's first permanent Euro-American settlers were farmers who arrived shortly after the passage of the Donation Claim Act of 1850. These early families filed claims in the Duwamish Valley in order to farm the fertile soil. They established no stores, as their objective was farming rather than town-building. The next group of settlers, the Denny party, arrived at Alki Point in November 1851. Charles C. Terry established Seattle's first store almost immediately, bringing in shiploads of goods from San Francisco to be sold to passengers on passing ships. Several months later, in April 1852, most of the group moved from the windy point to the Elliott Bay waterfront. Here they found a deep harbor and land suitable for a large city. Meanwhile, other stores were added at Alki, and the settlement endured for several years.

Commercial development in the new settlement began with Henry Yesler's sawmill and cookhouse, built in 1853 near what is now the corner of First Avenue and Yesler Way. The cookhouse served as restaurant, hotel, community center and town hall. The town grew steadily, reaching a population of 1,107 in 1879. Front Street (now First Avenue) and nearby streets were lined with wood-frame commercial buildings and a variety of businesses. The first were general stores, selling provisions, clothing and hardware. Later, a drugstore, a hotel and taverns appeared. By 1889, the city had a population of

nearly 43,000, and a substantial commercial district extending along the waterfront and several blocks inland.

The Great Fire of June 1889 destroyed 64 blocks, virtually all of the commercial district, and permanently altered its appearance. Reconstruction began immediately, with fire-proof construction being required. The result, within only a few years, was an elegant new downtown of substantial brick or stone buildings. At the same time, many residents and business owners chose to move out of downtown, where they could build less-expensive wood-frame structures. The newly rebuilt city suffered a setback during the financial panic of 1893, but the 1897 Gold Rush fueled tremendous growth and further expansion. Seattle became the primary supply point for Alaska and, ultimately, the entry point for trade with Asia. Over the next decade, homes, businesses, institutions and industry spread to neighborhoods throughout the city, and were soon joined together by a network of streetcars and roadways.

As Seattle expanded outward from Pioneer Square, small commercial districts developed to serve the basic needs of residents in each budding neighborhood. The first businesses were typically small stores selling basic necessities, such as groceries and meat. As each community grew, more specialized shops appeared, including drugstores, bakeries, fuel stores and services such as doctors and laundries. Nearly every neighborhood had churches, and small cafes and saloons were common. Often larger businesses such as small factories located nearby, providing jobs for local residents and more customers of the businesses.

Two major factors have guided commercial district development in Seattle. The first is transportation: initially, streetcar lines and, later, automobiles. The second factor was the growth of adjacent independent cities, most of which had an industrial base and a commercial district. These cities were established in the 1880s-90s and were incorporated into Seattle in the first decade of the twentieth century.

### ***Streetcar- and Auto-Oriented Development Patterns***

Early stores tended to cluster along streetcar lines, particularly at the intersections of two lines. Commercial districts were oriented to pedestrians, since people would usually walk from their homes to the store or stop there on the way home from the streetcar.

Seattle's first trolley line began in 1884 when the Seattle Street Railway Company began running horse-drawn cars along Second Avenue to the foot of Queen Anne hill. By 1900 more than 29 street railway or cable car systems were operating, some only a few blocks long. They were constructed by private entrepreneurs, usually landowners hoping to stimulate property development by providing convenient transportation. This disjointed system and diverse ownership soon proved economically unviable, and individual systems began consolidating. In 1900-1901 Boston-based Stone and Webster acquired virtually all the Seattle street railway lines, operating them under the name Seattle Electric Company. This subsidiary reorganized in 1912 as the Puget Sound Traction, Power and Light Company. In 1919 the city purchased the entire system to improve service. However, by that time, automobiles and buses, with their greater flexibility, were

making inroads. The street railway system was closed down in 1940, replaced by buses and “trackless” trolley buses.

Interurban rail lines connected Seattle with Tacoma and Everett, with fewer stops and less frequent service than the local streetcars. These lines were an important influence on growth in outlying areas, such as North Seattle and the Rainier Valley. These cars also stopped operating, in 1939.

The reliance on walking and streetcars led to a particular development pattern in most Seattle neighborhoods. Basic stores such as groceries, butchers and drugstores were located every several blocks along each line. Larger clusters of stores were found at the junctions or terminuses of streetcar lines. These stores, along with attractions such as libraries and parks, helped to form pedestrian activity patterns through the neighborhoods. They also served as social centers, as people knew their nearby shopkeepers and chatted with their neighbors while shopping, building a strong feeling of community.

The automobile had a profound effect on neighborhood commercial districts, changing the size and scale of the buildings, the types of businesses, the overall character of the districts and, ultimately, their very survival. Even before World War I the first auto-oriented district appeared along Pine Street, which became the regional center for sales and repair of the new contraptions. New building types, such as showrooms, service stations, repair garages and parking facilities, were designed to meet the requirements of the new product. In the 1920s auto-oriented businesses, including camps and cafes to serve travelers, began appearing along the major roads throughout the city, particularly Aurora Avenue North (the Pacific Highway), Lake City Way (the Bothell-Everett Highway) and Rainier Avenue South. Service stations and repair shops appeared not only on arterials but on neighborhood streets.

By the 1930s, a few neighborhood stores began to acknowledge the automobile, sometimes providing adjacent parking lots. Walking to the store, or taking the streetcar or bus, was no longer necessary. This trend increased dramatically with the prosperity of the 1950s. Stores, and their parking lots, grew increasingly larger. In 1950 Northgate Mall, close to highways and surrounded by parking lots, was built, bringing a new building type to replace small neighborhood shops. In many commercial districts, older stores were demolished, replaced by larger structures or strip malls. Elsewhere, the older buildings remained, but were drastically remodeled to compete with the more modern shops. Businesses that relied on a local customer base, such as the numerous neighborhood grocery stores, drugstores and movie theaters, suffered the most. Over time, most of these have closed. Where the buildings themselves have survived, most are now occupied by different types of stores, with numerous restaurants, service businesses and specialty stores.

### ***Independent Cities and Other Annexations***

Between 1890 and 1907, eight towns and cities adjacent to Seattle were incorporated: Ballard, Columbia City, South Park, West Seattle, South Seattle, Southeast Seattle,

Ravenna and Georgetown. Most of these were annexed into Seattle between 1905 and 1907 (Georgetown followed in 1910), primarily to take advantage of Seattle's reliable water supply. Most of these towns had a commercial district to serve its residents. When the annexations were completed, Seattle had almost doubled in size, to 67 square miles, and had added 20,000 residents.

After World War II Seattle undertook another round of annexations. At that time, the northern boundary west of 15<sup>th</sup> Avenue Northeast was at 85<sup>th</sup> Street. East of that point the boundary was at Northeast 55<sup>th</sup> Street. Although this area had been developed for many years, its character was distinctly different from that within the city limits. Since it had grown without a streetcar system, both residential and commercial lots sizes tended to be larger. Even in the 1950s, many parcels still had agricultural uses such as greenhouses or small (five acre) farms raising chickens, berries or produce. Stores were scattered, with fewer commercial districts than in Seattle. The large lots proved to be very conducive to large commercial developments, institutions and residential subdivision, all of which proliferated during the 1950s-70s.

In the 1940s several small areas north of the University District were annexed and, in 1950, two areas north of 85<sup>th</sup> Street and west of 1<sup>st</sup> Avenue Northeast were added. Larger annexations in 1953-54 extended up to 145<sup>th</sup> Street, establishing the current city boundary. Nine small annexations also took place along the city's south border. The annexations that took place between 1940 and 1956 added twenty square miles to the city's area.

#### **IV. HISTORICAL OVERVIEW AND SURVEY RESULTS**

The survey results below are divided into neighborhoods, roughly corresponding to the city's planning areas. In some cases, two or more neighborhoods have been combined. This section lists each neighborhood alphabetically, with a brief history of its commercial development, a general description of its historic buildings and recommendations for further work. Only a sample of the inventoried buildings in each neighborhood is mentioned in these summaries; the complete list of historic buildings in the inventory is at the end of this report.

##### ***Aurora/Licton Springs***

This area, along Aurora Avenue north of 85<sup>th</sup> Street, was outside the city limits until 1954. Seattle's northern boundary was at 85<sup>th</sup> Street, with no streetcar service above that point. Growth to the north was sparked by the arrival of the first leg of the Seattle-Everett interurban rail line, which reached Bitter Lake in 1906. The line allowed people to buy homes away from the city, yet get downtown easily for work or shopping. Those with small farm plots used the interurban to ship produce into town for sale. The interurban had four stops in north King County. One was at North Park, at North 103<sup>rd</sup> Street and Evanston Avenue North, where a small commercial district (now gone) grew up. The second was at North 94<sup>th</sup> Street and Evanston. Others were at North 135<sup>th</sup> Street and at Bitter Lake, where the maintenance base was located.

Aurora Avenue North began as the North Trunk Road. By the 1930s, the state identified it as Pacific Highway 1 and, later, until 1969, it had the federal designation of U. S. Highway 99. During the early years of the century, Aurora was a minor road, ending at the King-Snohomish county line. In 1911, Firlands Sanatorium was established near the county line at Fremont Avenue North, and a better road was needed to make it more accessible for staff and visitors. With the interurban also attracting more residents, Aurora was eventually extended north of the county line, making a more direct route to Everett than the old Bothell-Everett highway.

Early commercial development on Aurora Avenue occurred at the intersections of North 103<sup>rd</sup> Street (not far from the interurban stop) and near Mineral Springs Way (now North 105<sup>th</sup> Street), which connected to the east to the Bothell Highway (Lake City Way). The Oak Lake School was on Aurora near 103<sup>rd</sup> Street, where Oak Tree Village is today. A cluster of brick-veneer stores, some of which remain, was built here in the late 1920s. Traditional corner grocery stores were also scattered throughout the neighborhood. Some houses along Aurora, still identifiable, were converted to businesses.

Aurora Avenue's period of most intense early development was the 1930s, when completion of the direct connection to downtown along the George Washington Memorial Bridge and the Aurora "speedway" past Green Lake made it the region's major north-south highway. It was part of the national phenomenon of highway construction to accommodate the growing popularity of the automobile. The opening of the bridge had an immediate impact, as Aurora quickly came to be lined with auto-oriented businesses including gas stations, auto repair shops, used car dealers and auto wrecking yards. The most distinctive reminder of the early auto era are the motels, originally called "tourist camps," or "auto camps" and later "auto courts." By 1932 the city directory listed five auto courts on Aurora, with several more in following years.

Another influence on the character of Aurora was the fact that Prohibition ended about the same time as the completion of the speedway and the Aurora Bridge. This, combined with the fact that Seattle regulations ended at the city limits at North 85<sup>th</sup> Street, brought numerous taverns and dance halls.

After World War II, more people used cars for everyday trips as well as vacation travel. The opening of Northgate Mall in 1950 gradually led to the decline of the smaller commercial areas such as that on Aurora. The large parcels of land north of the cemetery allowed construction of major stores surrounded by expansive parking lots. Stores to the south, in Licton Springs, had smaller lots with little room for parking. Economic pressures led to the demolition of most of the low-density auto courts and scattered small buildings for more intensive uses. Strip malls with parking in front and single stores with large parking lots have transformed much of the street into a new auto-oriented landscaped, with only a small number of the early buildings surviving.

### **Historic Properties:**

The northern part of Aurora has been largely redeveloped and very little indication of earlier stores remains. However, south of Washelli Cemetery, despite decades of change,

commercial buildings from each development period remain. One of the oldest is Smith's Grocery (8956 Aurora Avenue North), built in 1916. Several brick stores from the 1920s remain, although some have been altered. The most architecturally intact example is the former North Park Furniture Store at 10331 Aurora Avenue North. Most of the original motels, located on large properties, have been demolished or significantly rebuilt. However, two motels (the 1930 Klose Inn and the 1938 Sun Hill Motel) still show considerable evidence of their early form, with updated windows and cladding. One of the early taverns also survives, the former White Stone, built in 1933 at 8904 Aurora Avenue North. The most intact of the early auto businesses is the original Fitz Auto Parts (9225 Aurora Avenue North) built in 1934. Other examples, such as Acme Electric (9015 Aurora Avenue North) survive with a greater degree of change. The post-war auto-oriented development lives on in the Aurora Restaurant (8800 Aurora Avenue North) and Burgermaster (9820 Aurora North), a drive-in that still has carhops.

**Recommendations:**

- A neighborhood survey should be completed to record commercial buildings that still exist scattered among single family homes. Examples may include corner stores converted to homes or other uses, which would not have been identified in this survey.
  
- Throughout the area are houses that are worthy of recognition. Evaluation of these, along with the unidentified commercial buildings, would provide a better understanding of the local development pattern before the neighborhood was annexed to Seattle.

***Ballard/Crown Hill***

Ballard was the most significant of the independent cities annexed by Seattle in the early twentieth century. By the time of its annexation in 1907, it was a nationally-recognized center of the lumber and fishing industries, with a dense commercial core providing all types of goods and services. It was also the local home of the Scandinavian community, where these immigrants strongly influenced the character of the community and its businesses. Ballard's development began in 1887 with the formation of the West Coast Improvement Company, a partnership of more than a dozen of Seattle's major entrepreneurs. The company platted Gilman Park in 1888, with 3,000 lots on 720 acres. It ultimately became the most successful real estate enterprise on Puget Sound. The new plat had 50 foot by 100 foot lots on 66-foot wide planked streets angled along the waterfront. The Improvement Company, however, did not provide amenities such as parks and schools for the new residents.

At about the same time, 1889, Ballard's isolation ended with construction of a wooden wagon bridge over Salmon Bay, connecting to the trestle along what is now 15<sup>th</sup> Avenue Northwest. That year also saw the arrival of the Seattle Lake Shore and Eastern Railroad, connecting Ballard to Seattle and communities to the east. The Great Northern Railroad also had a stop in Ballard.

One reason for the new development's success was the Improvement Company's aggressive pursuit of industrial firms and assistance in providing transportation routes and water access to help them succeed. A saw mill was established on Salmon Bay in 1888, followed by the Stimson Mill in 1889 and Seattle Cedar Company in 1890. These were to be the core of Ballard's economy for more than sixty years. The mills thrived after the 1889 fire in Pioneer Square, helping to rebuild the city. Other industries included a boiler works, a steel foundry, a sash and door manufacturer and several boat yards. By 1890, only two years after the plat was filed, Ballard counted 1,636 residents, enough for incorporation. Yet, the area above 65<sup>th</sup> Street was still rural land filled with orchards.

In 1890 the West Street Electric Company trolley line came down Ballard Avenue, the main commercial district. By 1900 two streetcar lines connected Ballard with downtown Seattle. The cornerstone of the district was the imposing Cors and Wegener building, erected in 1890 at a cost of \$10,000. The street thrived with businesses of all types, including groceries, dry goods, feed stores, bakeries, meat markets and hardware stores. By 1892 Ballard had five shingle mills, a sash and door company, three sawmills, two schools, seven churches, three shipyards, three blacksmiths and many saloons. A grand brick-clad city hall was built in 1899 on Ballard Avenue, reflecting the city's importance as the largest producer of wood shingles in the world. The proud city paved its streets with brick and developed its own electrical, water and sewer systems. In 1901 it expanded significantly, up to 85<sup>th</sup> Street.

Seattle was eager to acquire the prosperous city, to further its own expansion plans to the north. In 1906 Ballard voted to annex to Seattle, primarily to obtain a more stable water supply and better police and fire protection. Growth continued, and in 1910 Ballard had 8,000 people, with twelve mills and eleven other manufacturing companies; it was said to be the largest producer of shingles in the world. The business core continued to boom with not only basic stores but with specialty shops like bookstores, cigar stores and confectioneries. The Empress Theater and an opera house provided entertainment.

In the 1920s growth was influenced by the opening of a new road to the north, with Holman Road connecting 15<sup>th</sup> Avenue Northwest to Greenwood and Aurora avenues. New roads were also completed to the east, over Phinney Ridge to the University District. These improved access to the ferry terminal at Northwest 60<sup>th</sup> Street and Seaview Avenue, which served Port Ludlow and Suquamish in Kitsap County.

One result of these roadway improvements was that Market Street, once a side street off the Ballard Avenue commercial district, surpassed the older street in importance. In the 1920s a J. C. Penney department store, a large Eagles building (as well as smaller halls for the Eagles, Oddfellows and Masons), a variety store, a funeral home and numerous cafes and taverns were built. It also became an entertainment center, with two theaters, the Bagdad and the Roxy, and an ice arena. In 1940 a second department store, Sears, Roebuck, was built nearby. Also during the 1920s, secondary commercial districts developed along streetcar lines to Crown Hill, north of Central Ballard. Fifteenth Avenue

Northwest was lined with stores and single family homes, as well as several apartment buildings. Small commercial nodes also grew up at 8<sup>th</sup>, 24<sup>th</sup>, and 32<sup>nd</sup> avenues.

However, in the 1960s the businesses declined, as customers were drawn to shopping malls such as Northgate. Many buildings, including Penney's, were drastically remodeled to compete with newer, more modern stores. The grocers, bakeries and drugstores gave way to larger stores with parking. The department stores eventually closed, to be replaced by specialty stores and restaurants.

### **Historic Properties:**

The heart of old Ballard, Ballard Avenue, is a National Register (and local) historic district. However, three important buildings from this era remain outside the historic district. One is the Carnegie library at 2026 Northwest Market Street; built in 1904, it highly intact and is listed in the National Register. Also in the National Register is Fire House #18, a locally-designated landmark at 5427 Russell Avenue Northwest. The other is the small building on Vernon Place constructed in 1912 as the office of the Stimson Mill, one of the region's largest mills. Numerous buildings from the 1920s remain on Market Street, although most were significantly altered in the 1960s-70s. The most notable one is Ballard's largest older building, the Eagles building (also known as the Ballard Building) at 22<sup>nd</sup> Avenue Northwest. This four-story terra cotta-clad structure once housed both Ballard Hospital and the Bagdad Theater, as well as numerous offices, stores and the lodge facilities. Most of the remaining historic buildings are examples of streetcar development, primarily former grocery stores at scattered intersections throughout Ballard and Crown Hill. One of the city's most unusual buildings is Totem House Fish and Chips, originally constructed by a Native American artist in 1938. It was a curio shop, located across from the Hiram Chittenden Locks where it would be convenient for the visitors to the locks and botanic gardens.

### **Recommendations:**

- A survey of the industrial area could potentially reveal additional information about Seattle's important lumber and fishing heritage.
  
- Although the Ballard Historical Society has collected information on early houses, numerous other buildings in residential areas remain to be surveyed. These include former commercial and institutional buildings in residential zones, churches (an important part of Ballard's architectural heritage) and significant homes (especially in the northwestern part of the neighborhood).

### ***Beacon Hill***

Beacon Hill's early development was defined by its isolation from the center of Seattle. Steep bluffs separate it from the Duwamish Valley on the west, the International District to the north and the Rainier Valley on the east. Although the first plat was filed in the 1860s, development did not begin until the 1880s. In 1889 Harwood Young, representing the New England and Northwest Investment Company of Boston, moved to the area as a real estate developer. He named it Beacon Hill after Boston's historic neighborhood, the site of the Massachusetts statehouse.

Streetcar service began in the early 1890s, stimulating residential growth, and commercial districts grew up on Beacon Avenue South at 15<sup>th</sup> Avenue South and at South Hanford Street, which was the city limits before the rest of the hill was annexed in 1907. Beacon Avenue was also the location of the city's water supply pipelines from the Cedar River, beginning in 1901. To reduce the hill's isolation and encourage development, City Engineer R. H. Thompson regraded Jackson and Dearborn streets, building the 12<sup>th</sup> Avenue South Bridge in 1912 to connect the hill directly with the International District. The hill has long had a significant Asian population, the largest outside of the International District.

Beginning in 1915 the City began to actively develop Jefferson Park, on 235 acres it had purchased from the state of Washington in 1898 for a reservoir and cemetery. Two reservoirs were built in 1911, with construction of the second Cedar River Pipeline, and a golf course opened in 1915. The park was used as a military recreation center during World War II. It was at this time that the southern part of Beacon Hill, with convenient access to Boeing and the Duwamish shipyards, first saw a significant amount of home building. After the war, the 44-acre Veterans Administration Hospital and Asa Mercer Middle School were built at the south end of the park. .

### **Historic Properties:**

Beacon Hill's historic commercial properties are concentrated on and near Beacon Avenue South. Most notable is the Turner-Koepf House, a National Register property built in 1883. It is the oldest building in this inventory and was among the first houses to be built on Beacon Hill. For more than fifty years it was the headquarters of the Jefferson Park Improvement Club. Beacon Hill School, now El Centro de la Raza, is also eligible for the National Register. One building, the former Treat-U-Rite Market, at 2805 Beacon Avenue South was identified in the Sound Transit EIS as being eligible for local landmark designation.

Other important properties are vernacular buildings at the intersection Beacon Avenue South and South Hanford Street. The building at the northwest corner was developed by Frederick Anhalt early in his career; it is somewhat unusual for having apartments behind the commercial storefronts. A similar building is located across the street. Other properties include three two-story structures with apartments above and storefronts below. All are brick clad, with minimal ornament.

### **Recommendations:**

- A neighborhood survey should be done to identify significant residences and possibly additional commercial and institutional properties important to local history.

### ***Capitol Hill***

Capitol Hill, east of downtown Seattle, developed quickly once the trolley lines provided convenient access. An early streetcar line began running on Broadway by 1896. In 1901 James Moore, one of Seattle's most important early developers, built a line from

downtown up Pike street and north along 15<sup>th</sup> Avenue, where he platted a large amount of land. Within eight years three more lines served Capitol Hill, running along 19<sup>th</sup>, 23<sup>rd</sup>, Harvard and Summit avenues. By 1915 much of the hill was filled with houses, ranging from small worker cottages to substantial “classic boxes” for the middle class and Tudor mansions for the wealthy. A large number of brick-clad apartment buildings were also constructed, making this one of the city’s most dense neighborhoods. Capitol Hill, being convenient to the center of the city, also became a favored location for institutions of all types. The first was Broadway High School, considered to be far out in the country when it was built in 1902. By the late 1920s, the Broadway district had the Cornish School of the Arts, the Women’s Century Club, and the Daughters of the American Revolution hall. Located throughout the hill were numerous churches and schools.

The commercial heart of Capitol Hill is Broadway between Pine and Roy streets, and extending to the west down Olive Way. This developed into one of the city’s major commercial districts, with several blocks of one- and two-story structures, many with ornate terra cotta ornament. Larger apartment buildings also appeared, with stores on the first floor. The centerpiece of the district was the Broadway Market, built in 1928, and occupying a whole block with a variety of small food shops—grocers, butchers, bakeries, fruit and vegetable dealers, a candy store, a variety store and cafes. In the 1950s-60s, however, the character of Broadway changed, as happened elsewhere in the city. The Broadway Market was remodeled into a single large store. Other small buildings were demolished for supermarkets and banks with adjacent parking lots.

Other commercial districts followed the car lines, on 15<sup>th</sup> and 19<sup>th</sup> avenues. The former has several blocks of small stores and restaurants, some in converted houses. The area retains much of its original character, despite the fact that some larger auto-oriented stores have been added. The smaller district on 19<sup>th</sup> Avenue East around East Aloha Street also has much of its original scale and character, although some of the individual buildings have been modernized. In both areas, most of the businesses are now restaurants or specialty shops, rather than suppliers of basic goods and services as they were originally.

Two other small commercial districts are found at the north end of Tenth Avenue East near Roanoke Park and in Montlake. The major building on Tenth still has much of its original character. However, the larger Montlake district, which once had a theater, grocery stores and several other businesses, has largely been modernized.

### **Historic Properties:**

Several buildings at the north end of the Broadway commercial district are in the Harvard-Belmont Historic District (National Register and local): the Harvard Exit Theater, the Daughters of the American Revolution hall, Cornish College of the Arts and the Loveless Studio Building. Another Capitol Hill commercial property is also listed in the National Register, the Caroline Kline Galland House at 17<sup>th</sup> Avenue and Madison Street, the 1903 home of an early philanthropist.

One of the oldest buildings on Broadway is the Lota Building (229 Broadway East), which was built in 1903 and was a sanitarium for decades. Its decorative features are still

intact. Although many Broadway stores have been significantly altered, some of the newer ones are more intact. These include the former Del-Teet Furniture Store (127 Broadway East), built by Frederick Anhalt in 1929. Another is Salon Fosse (225 Broadway East), constructed as a fur salon in the Colonial Revival style in 1946. Broadway also has several commercial/apartment buildings, including the notable Capitol Building, an ornate five-story structure.

The west side of Capitol Hill, where Olive Way and Denny Way descend the hill toward downtown, revealed an unusually ornate group of apartment/commercial buildings, including the Biltmore Annex (113 Summit Avenue East), Olive Crest Apartments (1510 East Olive Way) and the Burlingame (1500 East Olive Way). All are shaped to fit the neighborhood's triangular blocks and sloping lots, and are highly ornamented with terra cotta.

The jewel of the 15<sup>th</sup> Avenue East commercial district is Fire Station #7, a former fire station built in 1920 that remains in excellent condition. The most intact of the more traditional commercial buildings is the former Piggly Wiggly Market at 401 15<sup>th</sup> Avenue East, with decorative brickwork and well-preserved terra cotta ornamentation. Nearby on 16<sup>th</sup> Avenue East is an apartment building developed by Frederick Anhalt, now used as Group Health offices.

The primary feature of the 19<sup>th</sup> Avenue East commercial district is the Roycroft Theater, now the Russian Community Center. Although its storefront has been altered, it is still the most ornate the city's few remaining neighborhood theaters. Nearby is an early apartment/commercial structure built in 1909 at 600 19<sup>th</sup> Avenue East. At the corner of Aloha Street is a small vernacular building (1907 East Aloha Street) that served for many years as the Capitol Hill branch of the Seattle Public Library. A former grocery store down the street (1100 19<sup>th</sup> Avenue East) is an intact example of a typical building type found in nearly every Seattle neighborhood.

### **Recommendations:**

- A survey should be done of Capitol Hill's many important homes in a wide range of styles; this research would add substantively to the understanding of the local development of residential design in the first half of the twentieth century.
- Further study is needed of Capitol Hill's extraordinary apartment buildings, placing them in the context of local development and architectural history.
- Capitol Hill is also the home of much of Seattle's religious heritage, with numerous structures worthy of recognition.

### ***Central Area***

The Central Area, located east of Pioneer Square, was the first major outlying district to be established—Seattle's first "streetcar suburb." It was logged off in the 1850s-60s, with the first plat, the Edes and Knight Addition, filed in 1870. This plat encompassed about forty blocks from 10<sup>th</sup> to 20<sup>th</sup> avenues between Cherry and Union streets. Other

plats were laid out south of Yesler Way during the 1870s. Little development actually occurred, however, until access to the area was improved in the 1880s. In 1884 regular wagon service began on Jackson Street, followed in 1888 by Seattle's first cable car line, going east to Lake Washington on Yesler Way and returning downtown on Jackson. By 1893 a community with a school and stores had grown up in the vicinity of South Jackson Street and 26<sup>th</sup> Avenue South.

Madison Street was put through in 1865 by John McGilvra, who owned what is now Madison Park. It remains the most direct connection between downtown Seattle and Lake Washington. McGilvra improved access by building one of the city's first streetcar lines, and the lakeshore, with a bandstand and promenade, became a popular place for outings. Construction of the Hiram Chittenden Locks in 1917 lowered the water level, leaving a wide beach. Madison Park was also the primary gateway to Seattle from the Eastside, with the terminal for the Kirkland ferry; the ferry continued running until the early 1950s. In the 1920s an elegant business district grew up in the last few blocks of Madison, serving local residents, ferry passengers and beach-goers.

By the early twentieth century, streetcars crisscrossed the district, with the major north/south route on 23<sup>rd</sup> Avenue and east/west lines on Yesler, Jackson, Union and Cherry/Jefferson streets. Business districts grew up at these junctions. Institutions were built on these arterials, with Providence Hospital (1911) on Cherry Street and, in 1923, Garfield High School and the Yesler Branch Library on 23<sup>rd</sup> Avenue.

The Yesler line served Leschi, where a bandstand, boathouse, ferry dock, tennis courts, formal gardens and even a zoo attracted visitors. Later, a hotel, restaurant and marina were added. This was a stop on the Lake Washington Steamship Company's routes, and the ferry *Leschi* served Medina, Kirkland and Bellevue on regular runs until after the completion of the floating bridge in 1940. The cessation of the ferry left Leschi as a residential community with a small commercial district. Just north of Leschi another commercial district developed in Madrona, on 34<sup>th</sup> Avenue. The Jefferson/Cherry streetcar line ran along 34<sup>th</sup> Avenue, winding down the hill through Denny Blaine to the beach at Madrona.

Throughout its history, the Central Area has had a wide diversity of residents and business owners. It was the first site of permanent African-American settlement, with pioneer William Grose purchasing twelve acres near Madison Street from Henry Yesler in 1882. He operated a hotel and restaurant, attracting other black families to the East Madison area. Other blacks settled farther south near Jackson Street, and eventually the two communities merged. During the early 1900s numerous black-owned businesses flourished, including barber shops, restaurants, a fuel yard, a drug store, a hotel and a theater. Community institutions followed particularly churches and music clubs. When the large influx of new black residents arrived during and following World War II, most of them settled in the Central Area.

Other ethnic groups also played major roles in the Central Area business community. From 1890 until after World War II, the neighborhood had many Jewish residents and

business owners, along with several synagogues and at least one school. In the 1950s, most moved to suburban areas, leaving many significant religious structures to be converted to other uses. Japanese-American residents also moved in during the 1920s as the International District expanded, operating grocery stores, barber shops, gas stations and other businesses. These businesses were abandoned when the owners were interned at the beginning of World War II. Few of these owners returned after the war.

### **Historic Properties:**

The Central Area has some of the city's oldest housing stock and commercial buildings, although many have been significantly altered. Much of the Central Area was surveyed in 1991, focusing primarily on residential buildings and older commercial structures; this work was not redone in this project. This survey covered a larger geographic area and a broader time period.

The most important buildings are in commercial nodes at the streetcar junctions on 23<sup>rd</sup> Avenue South at Union, Cherry and Jackson streets. Thompson's Point of View (formerly Richlen's Market), although altered, is a neighborhood landmark, one of the few office/retail buildings in the area, built in 1928. Nearby, at 2018 East Union Street, is perhaps the Central Area's only large auto dealership (later a dairy store), with Art Deco detailing. One of the most architecturally intact examples of small commercial development is Yesler Hardware near 17<sup>th</sup> Avenue and Yesler Way. An apartment building at 13<sup>th</sup> Avenue and Jefferson Street has been altered, but occupies a unique place in Seattle architectural history as the first built work of Carl Gould, one of the city's most influential architects.

The Madrona commercial district is one of the city's most intact. Although some of the buildings have altered storefronts, relatively little demolition or infill construction has occurred. It has several brick buildings from the 1920s, typical of streetcar suburbs. One still houses a small grocery store. The earliest building is a distinctive wood-clad structure, built in 1907, that housed a pharmacy for nearly fifty years. Nearby is one of the city's best-preserved early gas stations, now an art gallery at 1433 34<sup>th</sup> Avenue.

Madison Street itself has seen tremendous change, with predominately new construction from the last twenty years. Among the few intact 1920s buildings is a small restaurant at 2805 East Madison. At the end of the street, the most notable building is that at 4124 East Madison, which has housed a drugstore for decades. It is an elegant and ornate building, curving to match the form of the intersection. On the waterfront is Washington Pioneer Hall (1642 43<sup>rd</sup> Avenue East), probably the earliest non-residential building in the vicinity. It dates from 1910 and is listed in the National Register.

### **Recommendations:**

- Although studies have been done on the Central Area, including its Asian, African-American, Jewish and musical (jazz) heritage, the activities described have not been systematically related to existing buildings. Although these buildings may have been significantly altered, many may be deserving of recognition for their historical associations.

- Further evaluation is needed of the Central Area's institutional buildings, including churches and former religious buildings, to better understand their role in local history and how they have been adapted to new uses as demographics have changed.
- Despite previous surveys, numerous residential areas warrant additional study. Madison Park, Washington Park, Broadmoor and the hillside neighborhoods are not only rich in early twentieth century houses (some of which are locally-designated landmarks) but also have many important houses from the 1950s-60s.

### *Eastlake*

Eastlake has traditionally been an industrial area, housing industries and their workers related to the lake's role as a link between Lake Washington and Puget Sound. Shipment of coal from Newcastle in east King County to the south end of the lake was one of Seattle's very first industries. However, the area soon came to be occupied primarily by sawmills and related industries such as furniture manufacturing, box and barrel makers, and paper processors. In 1890 a trolley line reached the lake, extending north to the bridge at Brooklyn Avenue NE (later replaced by the University Bridge). The Denny-Fuhrman School was built in 1893, along with many fine homes and more modest worker cottages. Sufficient growth occurred over the next decade to require expansion of the school in 1908 (when it was renamed for former Secretary of State William Henry Seward) and again in 1917.

In 1912 Seattle City Light built a small hydroelectric plant at the southeast corner of the lake, using runoff from the reservoir at Volunteer Park. Only two years later, in 1914, construction began on an adjacent steam plant for additional power; it was expanded in 1917 and again in 1921, bringing its capacity to 40,000 kilowatts. The completion of the ship canal and locks in 1917 provided direct access to Puget Sound, significantly increasing the lake's importance as an industrial area. A commercial district arose along the trolley line on Eastlake Avenue, with groceries, produce dealers and other retailers along with several taverns.

After World War II, industry began to move away from the restricted confines of the lake, and restaurants, offices, apartments and marinas replaced most of the industrial and small commercial structures. In recent years the abandoned steam plant has been renovated for use by a biotechnology company, and the Fred Hutchinson Cancer Research Center has built a new campus nearby. Despite these changes, the central part of the business district retains some of its earlier character.

The houseboat colony, the neighborhood's most distinctive feature, began in 1911, when workers hoping to get employment on the upcoming ship canal project erected floating shanties. The property owners had few opportunities to develop their property, and the houseboats remained. In 1965 their continued presence was assured by the completion of a new sewer line, to which houseboats were required to hook up.

**Historic Properties:**

The Sound Transit EIS in 1999 identified two Eastlake buildings as being eligible for the National Register: Lake Union Dry dock (1515 Fairview Avenue North) and a Modern structure, the offices of Steinhart, Stanley and Theriault at 1264 Eastlake East.

Two of Eastlake's most notable buildings are near its northern gateway. One is the former Skewe's Furniture, a turreted fantasy that was redesigned as a furniture store by Frederick Anhalt in the 1920s. Where Harvard Avenue East joins Eastlake is the Larson Building, a large apartment/commercial building of buff brick trimmed with terra cotta. Built in 1924, it is one of the best-preserved such buildings in any neighborhood. Eastlake also has one of the city's best collections of bungalow courts, one of which, Allison Lakeview Court, has commercial space and is included in this inventory.

The 1920s commercial district along Eastlake Avenue East has changed dramatically through modernization and replacement of buildings, but three of the early structures retain much of their original character: Serafina (2045 Eastlake East), a former grocery store; Pazzo's (2307 Eastlake East), a distinctive wood-clad building that has housed a tavern since Prohibition ended; and, next door, the Hines Public Market building, which has historically housed both grocers and taverns.

Much of Eastlake's development occurred in the 1950s-60s, as industrial uses declined and it became a center for Modern and Northwest Modern architecture. The inventory includes several of these buildings. Among the outstanding examples are Gene Zema's architectural office at Eastlake and East Boston Street and Paul Hayden Kirk's architectural office at 2001 Minor Avenue East. Next door is one of numerous medical clinics that Kirk designed in the Seattle area.

**Recommendations:**

- Eastlake has numerous houses (including houseboats) and apartment buildings that warrant additional surveying and research.
  
- The remaining industrial buildings should also be surveyed, with the possibility of learning more about our industrial heritage.

***First Hill/12<sup>th</sup> Avenue***

First Hill, located just east of downtown Seattle, was one of the early expansion areas for both residents and institutions. The western and southern slopes were platted by Charles C. Terry in 1872. At the same time, Arthur A. Denny platted the northwest corner. Construction of grand homes began here in 1885, and the neighborhood quickly became a premier residential district, with the wealthy seeking larger lots with views over the city and a refuge from the crowded downtown. The inauguration in 1889-90 of cable car lines on Madison and James streets encouraged further development.

By the 1920s, the wealthy homeowners had largely moved elsewhere, and First Hill filled with apartment buildings, hotels, hospitals and other institutions. Swedish Hospital was founded in 1913, Cabrini Hospital in 1915, Virginia Mason Hospital in 1920 and

Maynard Hospital in 1929. Seattle University constructed its first building here in 1893, followed by St. James Cathedral in 1907 and O’Dea High School in 1924. In 1931, King County Hospital (now Harborview Medical Center) moved to the south end of First Hill. Since the 1950s numerous smaller clinics and office buildings have clustered around the hospitals, which continue to expand themselves. The neighborhood was conveniently located between downtown and Capitol Hill, and appears to have had a relatively small commercial district, most of which has been demolished for institutional expansions.

### **Historic Buildings:**

Several First Hill commercial buildings are listed in the National Register. These include two of the four remaining mansions (the Stimson-Green Mansion and the Dearborn House); Fire Station #3 (301 Terry Avenue), now owned by Harborview Medical Center; and the U.S. Assay Office/German Club (613 9<sup>th</sup> Avenue). Several local churches are also designated landmarks, including Trinity Episcopal Church, St. James Cathedral, and Seattle First Baptist Church. In addition, the Sound Transit Link Light Rail environmental impact statement (1999) identified the University Club (Madison and Boren) and the Sunset Club (1021 University Street) as being eligible for the National Register and for city landmark designation.

The vicinity of Madison Street and Boren Avenue anchors the business district, with the Sorrento Hotel and several one-story terra cotta buildings. The one at Madison and Terry streets is particularly ornate and is one of the gems among the city's neighborhood commercial buildings. Among the institutional buildings, the Knights of Columbus hall at 720 East Union Street is an important local feature.

### **Recommendations:**

- First Hill has a selection of the city's most significant apartment houses, which should be researched and inventoried in conjunction with those on Capitol Hill.
- Institutional development since 1945 has produced a number of buildings worth noting, especially Modern and International-style buildings, some within the boundaries of the major institutions.

### ***Fremont***

Fremont developed as a crossroads, because of its location where Lake Union leads to Salmon Bay. In 1887 Edward and Carrie Blewitt purchased and platted the Fremont townsite, naming it after their hometown in Nebraska. Their partner, Dr. Edward C. Kilbourne, ran a horse-car line from Pike Street to south Lake Union, with electric streetcars running to Fremont along a wooden trestle where today's Westlake Avenue is. Guy Phinney also ran a streetcar from Fremont to his park-like estate at Woodland Park. The Seattle Lake Shore and Eastern Railroad came in 1888, serving Fremont twice a day. In 1910 Fremont also became a major stop on the interurban trolley line from downtown Seattle to Everett.

Fremont had its own industry, the Bryant Lumber and Shingle Mill, which opened in 1887. By 1905 it was producing 50,000 board feet per day. The town developed quickly,

with mill workers' housing, grocery and hardware stores, a dairy, cafes, hotels, schools and churches. In 1891, only four years after its initial platting, Fremont had achieved a population of 5,000, and was annexed to Seattle. The commercial district centered near the crossroads just north of the Fremont Bridge, at 35th Street and Fremont Avenue. A smaller commercial district grew up to the north along the streetcar line, at North 43rd Street.

### **Historic resources:**

A comprehensive survey of the Fremont commercial core was completed by Caroline Tobin in 1991. The current survey identified one significant building just outside this core area, a simple wood-clad building that was once the Stone Buhr Milling Company at 3507 Evanston Avenue North. Other pre-World War II buildings remain, but have been altered. An early node of commercial development was identified to the north, on Fremont Avenue North between North 42nd and 43rd streets. One of the earliest commercial structures is the Buckaroo Tavern, dating from 1908. The substantial brick Northfield Building and an adjacent Mediterranean-influenced stucco structure add solidity to the corner of 42nd Street. Other nearby buildings contribute to the area's historic character, but have been altered.

### **Recommendations:**

- Fremont has a wealth of early houses that warrant further study; this survey would potentially identify additional commercial and institutional buildings in residential zones.
- The industrial area along both sides of the Lake Washington Ship Canal should be surveyed; despite recent changes, a strong possibility exists that historically significant structures remain in this area.

### ***Green Lake***

The northeast shore of Green Lake was first homesteaded by Erhart and Eltien Seifried in 1869. Growth occurred slowly, since the area was not easily accessible. Guy Phinney purchased a stand of timber on the southwest corner of the lake in 1889, transforming it into a park and menagerie to attract potential land purchasers. The City later acquired the park, which became Woodland Park and Woodland Park Zoo.

In the 1890s the city's population pushed northward. In 1891, E. C. Kilbourne and W. D. Wood extended the trolley line from Fremont around the eastern and northern shores of the lake to the site of the present Bathhouse Theater. They logged off, platted and sold the surrounding land in 30 foot by 100 foot lots. The same year, Green Lake was annexed to Seattle, but development slowed once again with the panic of 1893.

Green Lake underwent a profound change in 1911, when the lake was lowered, adding 100 acres of land for park use. This step had been recommended by the Olmsted Brothers, who had been hired by the city in 1903 to plan a city-wide parks and boulevard system. Construction of Ravenna Boulevard, connecting the lake to Ravenna Park and the University of Washington, was also an Olmsted recommendation. Weekend

excursions to the expanded lakefront park became a popular escape for Seattleites, and a thriving business district developed at the northeast corner of the lake to serve these visitors and the concurrent residential growth. By the 1920s the area had five elementary schools, a Carnegie library, a large Masonic hall and several churches. The Green Lake Theater, one of Seattle's first neighborhood theaters, opened in 1914. Although it closed with the advent of the "talkies" in 1928 a new theater opened in 1937, operating until 1950.

Development of northwest Green Lake was tied to the completion of the George Washington Memorial Bridge and the Aurora "speedway" in 1932, which brought the region's major north-south highway to the shores of the lake. A commercial district developed at Winona Avenue North, the site of the first northbound traffic signal after the speedway. An older district is found to the west, at North 73<sup>rd</sup> Street and Linden Avenue North.

### **Historic Properties:**

Many of the buildings in the northeast Green Lake area have been significantly changed, but several retain their original character, including Gregg's Greenlake Cycle (7007 Woodlawn Avenue North), the Greenlake Bar and Grill (7200 East Greenlake Drive North) and the former Woodlawn Hardware Store at 7100 Woodlawn Avenue North. While the restaurant is a typical brick-clad vernacular structure, the other two show a Mediterranean influence. Two notable institutional buildings are among the neighborhood's most interesting architectural features, the Masonic Hall (Greenlake Drive North and Maple Leaf Avenue) and Green Lake Congregational Church (now the Veterans of Foreign Wars) at 7220 Woodlawn Avenue Northeast. A more modern addition is the 1959 Spud's Fish and Chips at the northeastern corner of the lake, an excellent example of a drive-in restaurant. On Linden Avenue are two mixed use buildings, one dating to 1904. The R& H Garage (7223 Aurora North), built in 1925, is the most intact of the original service station/garages that once proliferated on Aurora.

### **Recommendations:**

- A neighborhood survey of residential areas should be conducted to identify significant homes and unknown commercial and institutional buildings.

### ***Greenwood/Phinney Ridge/Broadview***

Greenwood is perhaps the epitome of the Seattle streetcar suburb, as the vicinity of 85<sup>th</sup> Street and Greenwood Avenue was a stop for both the city streetcars and the interurban line that continued on to Everett. Until 1954 the city limits were at 85th Street, so the intersection attracted businesses wanting to serve populations to the north. Just beyond the city limits were businesses seeking to avoid city regulations and taxes. Not surprisingly, 85th Street developed with a dense and comprehensive commercial district. It features some of the city's most elaborate neighborhood buildings, with plentiful cast stone and terra cotta ornament.

Greenwood (then called Woodland) was slow to develop, primarily because it was a bog. Its first attraction was the Woodland Cemetery, laid out by David Denny on the south

side of 85th Street at Woodland Avenue. In 1907 Henry McBride purchased the cemetery and platted the land into residential lots, the Greenwood Park Addition. Fortunately, few burials had occurred on the property, and the bodies were removed to the Crown Hill Cemetery. The adjacent forty acres to the west, owned by the school district, were also platted, as they were deemed too boggy for school construction. Greenwood School was built on Northwest 80th Street in 1908, and expanded in 1928.

Greenwood Avenue is one of Seattle's oldest streets, initially developed as a military trail. It was the first long street to be paved and served as a major route to the north end of the county. North of the old city limits (in the Broadview neighborhood) Greenwood Avenue was known as Country Club Road, as it went to the Seattle Golf and Country Club which opened in 1909 at North 145th Street. The street was lined with poplar trees and a boardwalk (probably because of the boggy conditions), making it easy for pedestrians to use. In later years, as auto traffic increased, the street was widened, removing the poplar trees and most of the original houses and stores; it has since been intensively redeveloped with large apartment buildings.

The streetcar line was extended to North 85<sup>th</sup> Street and Greenwood Avenue North in 1902. In 1906 the interurban reached this point, continuing on to Everett in 1910, with stops at North Park (103<sup>rd</sup> and Evanston), Groveland (117th and Linden) and Bitter Lake, where the streetcar barn and shops were. This encouraged growth, despite the swampy land. Corner groceries arose along Greenwood Avenue, at 105<sup>th</sup>, 112<sup>th</sup>, 115<sup>th</sup>, 125<sup>th</sup> and 145<sup>th</sup> streets.

The 1920s brought the construction of several substantial structures in the vicinity of 85th Street and Greenwood Avenue. By the 1940s the Greenwood Commercial Club called it the "Miracle Mile" with everything a neighborhood needed: groceries, bakeries, restaurants, doctors, dentists, taverns, appliance stores, and even a local department store, MacDougall & Southwick. Many of these buildings remain today, although somewhat altered. Antique stores and restaurants predominate over groceries and drugstores.

The Phinney Ridge neighborhood lies south of Greenwood, along a high ridge west of Green Lake. The ridge was relatively slow to develop, because the streetcar line was to the east, ending at Green Lake. Guy Phinney, whose private estate and menagerie was at the south end of the ridge, ran a streetcar line from Fremont between 1890 and 1897. In 1902 the Green Lake line was extended around the lake, opening up the east side of the ridge to homeowners. In 1906-07 the Fremont line was extended to North 50th Street and then to North 68th Street, where Phinney Avenue turned into Greenwood Avenue. By 1909, the line reached all the way to the city limits at 85th Street, allowing development to occur all along the ridge. Phinney Ridge's commercial development is concentrated at intersections along Phinney and Greenwood avenues.

### **Historic Resources:**

The heart of Greenwood is around the intersection of North 85th Street and Greenwood Avenue North, anchored by four notable structures. Antika Antiques, on the southwest corner, is very intact, with notable transom windows. The other three buildings have

storefront alterations, but their ornamentation and solid presence help them retain much of their original character. Particularly important is the E. B. Holmes Building on the northeast corner, heavily ornamented with Moorish-inspired terra cotta designs. A few blocks south, at North 79th Street, is the Greenwood Masonic Lodge, built in 1924. At North 76th Street is a former Desoto-Plymouth dealership (now an antique store); built in 1928, it is highly intact and is one of the city's best examples of the dealerships that spread through neighborhoods as cars became more popular. Farther south on Greenwood, at North 73rd Street) is a two-story brick apartment/commercial building from 1932; it has unusually intact Art Deco detailing. Nearby is one of Greenwood's first churches, a simple wood-clad structure from 1907.

To the south, on Phinney Avenue North at North 61st Street, is a Tudor-inspired tavern, long known as La Boheme, built in 1934. It appears that only one of the early businesses in Broadview on the northern part of Greenwood Avenue remains, a former grocery store (now a florist) built in 1925 at North 112th Street.

#### **Recommendations :**

- This large portion of North Seattle has been little studied. Although most of the houses are modest, a neighborhood survey to identify significant residences and apartment buildings is warranted. There is also a possibility of locating former commercial and institutional buildings in single family areas.

#### ***Pike/Pine***

Pike/Pine is a unique commercial district. It developed as a narrow corridor south of Capitol Hill and east of downtown, distinctly different from the surrounding areas. Historically, it had no residential section, but served the region as the center of the auto industry. The first automobiles were sold locally about 1906, on Broadway near Broadway High School. Dealerships and other automotive businesses quickly spread west on Pike and Pine streets toward downtown and east to Madison Street, with limited expansion to the north and south along this spine. Related businesses of all kinds appeared, including repair shops, parts dealers, paint shops, parking garages and used car dealers. The demands of the new industry led to a unique building type: Solid fireproof structures of concrete or brick, often two to four stories, with a large showroom and offices on the first floor and parking on the upper floors accessed by concrete ramps (or, sometimes, large elevators). Even the single-story repair garages were of masonry or concrete construction. Major dealerships competed to impress potential customers, hiring well-known architects and investing in terra cotta cladding, expansive windows and intricate ornamentation.

During the 1920s automobiles became so popular that the industry could not be contained in a small area, and repair shops, parts dealers and, to a lesser extent, dealerships, spread to arterials throughout the city. During the Depression many dealerships closed or turned to selling used cars. After World War II, nearly all dealerships relocated to sites where they could have large outdoor display areas rather than relying on indoor showrooms. Buildings were converted to industrial uses, such as clothing manufacturing, or to office or warehouse use. From the 1960s until the 1990s, Recreational Equipment Inc. (REI)

used several of the structures for their retail store, headquarters and warehouse space. However, the structures themselves were so sturdily built that most were little changed. Today, several dealerships remain, with numerous repair shops and parts dealers throughout the neighborhood. Smaller buildings have been converted to restaurants or clubs, with housing and offices in larger ones. Central Seattle Community College has acquired several buildings near Broadway and Pine Street, using them for administrative and classroom purposes. In recent years some of the older buildings have been converted to residential or office uses, and residential infill construction is occurring.

**Historic Properties:**

The Sound Transit environmental impact statement (1999) identified several properties as being eligible for listing in the National Register or for designation as City landmarks:

Seattle Automobile Company	1000 East Pike Street
Lorraine Court Apartments	1025 East Pike Street
Lieback Garage	1101 East Pike Street
First Christian Church	1632 Broadway
Masonic Temple	805 East Pine Street
IIOF Temple	911 East Pine Street
Johnson & Hamilton Mortuary	1400 Broadway
Hotel Avondale	1100 Pike Street

The Pike/Pine corridor has one of the city's most extraordinary collections of historic buildings, many of which retain a high degree of architectural integrity and represent a new and unique building type. Among the most notable are Utrecht Art Supplies (once a Packard dealership) at 1120 Pike Street, a second Packard dealership (now AEI Music) at 1600 Broadway, the former Tyson Automobile Company (901 East Pine), Graham Motor Cars (915 East Pike Street) and Colyear Motor Sales (formerly REI) at 1021 East Pine Street. Toward the eastern end of the neighborhood are several warehouses, including Bekins Moving and Storage (1400 12th Avenue).

Across from the community college is the 1906 Booth Building, once the home of Cornish College of the Arts. Nearby is a former bank building, dating from 1913, at the Pike and Broadway. At the gateway to the neighborhood, at 300 East Pine Street, is Butterworth Mortuary, which remained the same business for nearly eighty years.

**Recommendations :**

- A context statement on the early automobile industry is needed, with an inventory evaluating each of the buildings in the Pike/Pine corridor, its place in the development of the industry, its original and subsequent uses, its architect and its design features. This work may provide information for additional research, such as a study of the garment industry in Seattle.

***Queen Anne/Magnolia***

Queen Anne, originally known as Eden Hill, was slow to develop both because of its steep slopes and the fact that Denny Hill separated it from the closest established areas, Belltown. Maps show that most of the hill was platted by 1895, but it was not until 1902

that a cable car line was built, providing easy access up the 18 percent grade on Queen Anne Avenue. The street came to be known as the Counterbalance, for the counterweights placed under the street to pull cars up the hill and to slow them on the way down. The community grew quickly in the first twenty years of the 20<sup>th</sup> century. The south side, with views over the city, was a popular place for homes of the wealthy. More modest houses were built elsewhere on the hill.

The main commercial district developed at the hilltop, along the flat part of Queen Anne Avenue between Galer and McGraw streets. The street was lined with grocery stores, meat markets, produce stands, drug stores, clothing stores and the full range of goods and services needed for everyday life. This remains the heart of Queen Anne, with two large grocery stores and many restaurants and specialty shops. Smaller districts grew up along other streetcar lines. The most significant of these districts are on Galer Street and at Sixth Avenue West and West McGraw Street, 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. It remains a thriving center today, with a bakery, a restaurant, art gallery and offices, with a grocery store nearby.

### **Historic Properties:**

Most commercial buildings along Queen Anne Avenue have been significantly altered or replaced over the years. Little of their original character remains because of storefront alterations. Although buildings in the vicinity of the primary intersection, Queen Anne Avenue North and Boston Street, have been altered, the area still retains some its original character (notably, 2-10 and 9-13 Boston Street). Buildings at the gateway to the commercial district, at Queen Anne Avenue North and Galer street, are primarily new construction, except for the Galer Crest Apartments, one of the neighborhood's most intact and imposing structures. The most intact buildings are found in the Sixth and McGraw area, notably the bakery at 615-625 West McGraw Street, which was developed by Frederick Anhalt and is one of the best small commercial structures in the city. Nearby is a highly intact apartment/commercial building (1955 Sixth Avenue West). Scattered through the western part of the neighborhood are isolated commercial buildings that were early corner stores (1834 6th Avenue West and 1901 10th Avenue West). On the north side of the neighborhood, near the Fremont Bridge, the Bleitz Funeral Home retains its original character despite a recent addition.

### **Recommendations :**

- Queen Anne has an extraordinary richness of single family homes that warrant a thorough survey. These include mansions on the South Slope, Craftsman bungalows, vernacular cottages and homes from the 1920s-60s.
- A survey should also be done of Queen Anne's many significant apartment buildings, including several by prominent developer Frederick Anhalt.
- The community also has important institutional buildings, including health care facilities and churches that warrant research.

### ***Rainier Valley/Southeast Seattle***

The Rainier Valley, southeast of downtown Seattle, developed around the interurban train line that connected Seattle with Renton. The valley has many individual neighborhoods, including Columbia City, Hillman City, Rainier Beach, Genesee, Dunlap and Lakewood. The primary commercial activities are still concentrated along Rainier Avenue, as they have been since the 1880s.

The Rainier Valley was filled with tall stands of fir and hemlock, making farming and transportation difficult. In the 1880s Guy Phinney built a saw mill and a planing mill at the foot of Charles Street, shipping the logs on Lake Washington. The mill workers' housing was the first development in the valley. In the 1890s developers looked to the long, flat spaces of the valley for expansion. In order to sell more land, J. K. Edmiston built the Rainier Avenue Electric Railway, extending from downtown Seattle up Washington Street, south on 14th Avenue South, up Jackson Street and out Rainier Avenue.

The railway proved to be the spark for the development of Columbia City, the oldest of the valley communities. The first business was a lumber mill at the corner of what is now Rainier Avenue South and South Brandon Street. The new town of Columbia had grand ambitions, being named for Christopher Columbus. The first lots were sold on April 4, 1891, from a canvas tent on South Ferdinand Street, shortly after railway service was inaugurated. The commercial district began developing almost immediately. By the following year, there were fifty residences, a Knights of Pythias lodge, a school, a post office, two churches and numerous stores. Columbia was incorporated as a town in 1893, taking the name Columbia City.

In 1895 the rail line extended as far as Rainier Beach, near today's city limits. In 1896 it reached the coal-mining town of Renton. Once the railway made the area accessible, the way was open for promoters to lay out land for sale. The communities of Hillman City, Atlantic City, Lake View, Genesee and Dunlap were all platted during this time. The more expensive lots were along the lakefront, with less-expensive neighborhoods in the valley or the hills over the valley.

Although the original developers lost control of the railway in the panic of 1893, the community continued to grow. Two shingle mills were added, drawing additional workers and businesses. By 1900, Columbia City was the major commercial center of the Rainier Valley, serving Hillman, Brighton and Rainier Beach. In 1905 it attained 1500 residents, and was upgraded to a "City of the Third Class." Although the residents had long opposed annexation to Seattle, in 1907 they voted to join the city, seeing that the local tax base was too small to maintain growth.

Businesses continued to move into the area, drawing more workers. The Columbia City commercial district consisted of three blocks of substantial brick buildings along Rainier Avenue, with a hotel, a library, a lodge hall, a funeral home, grocery stores and specialty shops. Industry also grew. The Hitt Fireworks Company, founded in 1905, became one

of the largest fireworks manufacturers in the country. The Heeter Glove Company, opened in 1916, made leather gloves, jackets and hats for decades.

The interurban line, known for its poor service, was unable to compete with the automobile and went bankrupt in 1937. This was a blow to the community, as it was one of the valley's largest employers. However, World War II brought not only business for local manufacturers, but thousands of new residents to patronize local businesses since Rainier Vista, a large housing community for defense works, was only two blocks from Columbia City.

The area became known for its ethnic diversity. Italians took advantage of the large lots to plant gardens. Italian businesses are still in evidence today. Many Japanese-Americans also moved into the area. The separate ethnic communities endured until World War II. Today, many African-Americans and Asian and African immigrants continue to live in the Rainier Valley.

### **Historic Properties:**

The Sound Transit environmental impact statement identified several Rainier Valley commercial buildings that are potentially eligible for listing on the National Register or designation as a Seattle landmark.

Deaconess Settlement (Atlantic Street Center)	2103 South Atlantic Street
Stewart Lumber & Hardware	1761 Rainier Avenue South
Occidental Sheet Metal Works	2310 Rainier Avenue South
Boy Scouts of America	3120 Rainier Avenue South
York Apartments	3315 Rainier Avenue South

The Columbia City commercial district is a National Register and local historic district. Besides this, the valley's historic buildings are scattered the length of Rainier Avenue. Just north of the district boundary is the Columbia Funeral Home (4567 Rainier Avenue South). Built as a home in 1906, it has been a funeral parlor since 1917. Despite several additions, it clearly retains its original character. The gateway to the historic community of Hillman City to the south is the Keefe Building (5619 Rainier Avenue South), with its distinctive corner entrance. One of the few apartment/commercial buildings in the area, it housed a grocery store for many years.

Toward the north end of the valley is the former Potlatch Market (1915 Rainier Avenue South), now a furniture store. The front of the market originally opened up so that produce could be displayed on the sidewalk. Other former grocery stores which retain some of their original character are the former Genesee Grocery (4425 Rainier Avenue South) and the Renton Cash Grocery (4401 Rainier Avenue South), a mixed use building with apartments above.

The valley has some commercial buildings off of Rainier Avenue. The most significant of these is Mount Baker Center (3601 South McClellan Street). It was designed in 1930 by prominent architect John Graham, Sr., to be the centerpiece of exclusive Mount Baker Park. It is very intact with elegant Art Deco ornamentation.

**Recommendations:**

- Neighborhood surveys should be conducted to identify significant houses and potential commercial buildings. Possible locations for such surveys would be the greater Mount Baker area, the greater Columbia City area and Seward Park, among others.
- Mount Baker Park, which has been determined eligible to be a National Register historic district, should be more thoroughly documented, including the parks and boulevards designed by Edward Schwagerl and the Olmsted Brothers.

***Roosevelt/Northeast Seattle***

Platting of the Ravenna/Roosevelt area was encouraged by the coming of the Seattle Lake Shore and Eastern Railroad in the mid-1880s. In 1887 George and Otilde Dorffel platted Ravenna Springs Park, setting aside the steep ravine and creek as a park. In 1888 William and Louise Beck purchased 400 acres on Union Bay and opened Ravenna Park, developing it as an attraction with paths and picnic shelters. A streetcar line, the Rainier Power and Railway Company, reached the park in 1891, crossing Portage Bay on the Latona Bridge and going up 15th Avenue Northeast. The park became a popular attraction, renowned for its enormous old growth trees. Another park nearby, Cowen Park, was established when Charles Cowen platted the upper end of the ravine in 1907 and donated eight acres to the city for a park. Ravenna Boulevard was constructed between Green Lake and Ravenna Park, as proposed by the Olmsted Plan in 1903. The Roosevelt district, along with the University of Washington and the Green Lake area, was annexed by Seattle in 1891. The Town of Ravenna, located north and east of 15th Avenue Northeast and Northeast 55th Street, was incorporated, but was annexed in 1907.

The Roosevelt neighborhood grew rapidly during the 1920s. In 1920 the Seattle School Board proposed a new high school in the Ravenna area, but opponents complained that the building was too big and too far out. However, within five years of its opening in 1922, the school had reached capacity and eleven new classrooms were added. The new school was named for former President Theodore Roosevelt, who had died in 1919. The street it was on, Tenth Avenue Northeast, was also named for him, and eventually the entire neighborhood took the name, following a contest sponsored by the Commercial Club in 1907.

It was during this same period, the 1920s, that the commercial district developed at Northeast 65th Street and Northeast Roosevelt Way. The cornerstone of the district was a Sears, Roebuck & Company store at the corner, which closed in 1980, as customers increasingly shopped at malls; the building was transformed into Roosevelt Square. A large drugstore opened across the street, with a theater and several restaurants and smaller stores nearby. Although some of the nearby buildings have been altered and some infill construction has occurred, the district still has some of its early character.

The area north of 85<sup>th</sup> Street was not annexed to Seattle until 1954, and it retained its agricultural flavor, with small farms, until after World War II. Unlike most Seattle

neighborhoods, its later growth was shaped by the automobile, giving it a linear development pattern with large-scale businesses with parking lots. Farming began along the many creeks in the 1880s, after the land had been logged off. A crude wagon road led north to Bothell and south to Seattle. In 1910, King County paved the old Bothell Road with Warrenite, a bituminous surface laid on a concrete base. The surface, however, turned to sticky goo on hot days, and the road was re-paved with brick in 1918, and asphalt in 1928. The highway was renamed Victory Way in 1924, as a World War I memorial. It later became Bothell Way and, finally, Lake City Way Northeast.

Two factors influenced early commercial development here. One of these was its location outside of the Seattle city limits. Washington instituted prohibition in 1916, but enforcement was lax outside the city limits, drawing speakeasies and roadhouses to Lake City. Numerous clubs, some of substantial size, lined the roadway. After the repeal of prohibition in 1933, the businesses flourished openly. The other factor was the road's status as the main road connecting Seattle with Bothell and Everett. As on Aurora Avenue, businesses were not constrained by streetcar stops, and each one had to be large enough to provide parking. Some of the city's first motels, known as "auto camps," as well as restaurants, were built to serve travelers. However, business in Lake City slumped in 1932 when Aurora Avenue replaced Bothell Way as the main road to Everett. The opening of Northgate Shopping Center in 1950 again drew people away from the Lake City stores. Today, Lake City Way is lined with a wide variety of businesses of all types, with most buildings dating from after World War II. Earlier buildings have either been demolished or significantly altered. The main commercial center is at NE 125<sup>th</sup> Street.

### **Historic Properties:**

The majority of Roosevelt's significant buildings are along Northeast Roosevelt Way near Northeast 65th Street. At the south gateway to the community, near Ravenna Boulevard, is a one-story block-long building with extraordinary detail showing Gothic Revival influence. It currently houses Salvatore's restaurant and several other stores. Farther north, at Northeast 64th Street, is another popular restaurant, the Sunlight Café; this brick vernacular building was once a City Light office. Just north of 65th Street is the Scarlet Tree, a highly intact building that has housed a restaurant for more than sixty years.

At the corner of 65th and Roosevelt is a 1909 house with a commercial first floor added in 1924. Across the street is a substantial Mission Revival cornerstone building that was a drugstore for nearly fifty years. North of 65th (6516 Roosevelt Way NE) is the former Hollywood Theater. Originally built in 1923, it was remodeled to the more popular Art Moderne style in 1938. A second Art Moderne building is nearby at 1028 Northeast 65th Street, the original Standard Radio store, clad in tile and glass.

Farther east in the Ravenna neighborhood are two buildings located on Northeast 55th Street at 35th Avenue Northeast. One, which now has an Italian restaurant, was built in 1931 in the Mission Revival style. The other one, built the same year, is a highly intact brick vernacular building.

A notable Art Moderne restaurant, located in the heart of Lake City, is Toyoda Sushi at 12543 Lake City Way NE. Farther south is perhaps the city's most intact dairy building, the Shutter Shop (formerly the Lavilla dairy) at 10228 Fischer Place NE.

**Recommendations:**

- The Roosevelt/Ravenna area and the neighborhoods to the north have a wealth of single family homes that warrant a neighborhood survey. This survey may identify former commercial buildings that probably remain in the residential zones.
- A context statement should also be done to learn more about the city's agricultural heritage, especially the dairies, truck farms and greenhouses that proliferated up into the 1950s.

***Uptown Queen Anne/Interbay/Magnolia***

Uptown, or Lower Queen Anne, was settled by two of Seattle's most prominent early pioneers, David Denny and Thomas Mercer. Denny filed a claim for the area between today's Denny Way and Mercer Street, extending all the way from Elliott Bay to Lake Union. Mercer claimed the area to the north of today's Mercer Street. The land was thickly forested and separated from the Belltown by steep Denny Hill. In 1872 Denny platted 500 acres into building lots, but it was not until the arrival of George Kinnear in 1878 and the prosperity of the 1880s that people moved to the area. It became known as "Queen Anne Town" because people built homes in the popular architectural style of the day, Queen Anne. David Denny's residence was in Uptown, on what is now Queen Anne Avenue (which Denny had named Temperance Avenue). Kinnear's own residence was at Queen Anne Avenue just north of Mercer Street. Both were in the Queen Anne style.

However, growth was slow because of Queen Anne hill's steepness--an 18 percent grade on Queen Anne Avenue. It was not until 1902 that a cable car line was built, providing easy access. Numerous homes were built on the hill, both along the sides with views, and elsewhere on the top and sides. This opening up of hilltop development also brought growth to Uptown.

A commercial district developed along Queen Anne Avenue and First Avenue West from Denny Way to Mercer Street. Small shops, cafes, a movie theater and churches clustered here. In the 1920s a Civic Auditorium, ice arena and football stadium were built on Mercer Street east of Queen Anne Avenue. A National Guard Armory followed in the 1930s. An earlier commercial district grew up at the east end of the neighborhood, near Taylor Avenue. Taylor was less steep than Queen Anne Avenue, and was an early route up the east side of the hill. Little remains of the original buildings in this area.

Aside from this, the Uptown area was largely residential before the World's Fair. Numerous apartment buildings were constructed in the 1920s, particularly along the base of the hill. Adjacent to single-family houses were light industrial facilities, such as Hansen Bakery, machine shops, printers, and small manufacturers.

The most important event in Uptown's history was the 1962 World's Fair, which transformed the "Warren Avenue slum" into fairgrounds surrounding the existing civic auditorium and armory. Seventy-four acres of buildings and streets, including the Warren Avenue School, were incorporated into the fairground. Following the fair the area became Seattle Center, a public cultural and recreational facility. The area west of the center was transformed in the 1960s-70s with numerous small office and light industrial buildings, many in the International style. New apartment buildings were also added, while some of the older homes remained for many years.

Interbay, the valley between Queen Anne and Magnolia, has been defined by the railroad since 1893, when the Great Northern Railroad purchased 600 acres to build a roundhouse, a switchyard and one of the largest piers in the world. A varied industrial center grew up around the shipping terminals, with a rope-making factory, a paint manufacturer, a brewery, a brick kiln, saw mills, furniture factories and other manufacturers. In 1923 15<sup>th</sup> Avenue West became a major north-south thoroughfare with the completion of Elliott Avenue West to the south. Both streets are now primarily commercial rather than industrial, although several clearly-recognizable remnants of the industrial part remain.

Magnolia was also slow to develop because of its difficult access. The neighborhood is essentially a peninsula, separated from the rest of the city by the Interbay railroad yards and Smith Cove, which originally extended as far north as Halliday Street. Salmon Bay and the Hiram Chittenden Locks form the northern boundary. Early commercial development began around the turn of the century, when Fort Lawton opened. A streetcar line was soon built along Government Way to the fort. Over the next decades a complicated system of wooden trestles was constructed to provide access over the rail yards to the eastern part of Magnolia. It was not until 1930 that a high-level bridge provided convenient access. The commercial district near 32<sup>nd</sup> Avenue West and West McGraw Street began to develop in the 1920s, with a grocery store, a pharmacy, a real estate office and a gas station. It expanded significantly during World War II, and even had a bowling alley and a theater. Although these are now closed, the district still thrives, with several restaurants, coffee shops, banks and professional offices as well as specialty stores. A hardware store and a large grocery store and a pharmacy provide basic services. The buildings, however, have been significantly altered and little evidence remains of the early commercial development.

### **Historic Properties:**

Most buildings in the Uptown commercial district near Queen Anne Avenue and Mercer Street were heavily altered or replaced during the 1960s-70s. The Uptown Theater, one of few neighborhood theaters still in its original use, retains some of its original character, although it has been enlarged and modernized. Nearby is the recently-renovated Marqueen Hotel (600 Queen Anne Avenue North), an apartment building constructed from an early engineering school. To the west is Queen Anne Hall (100 West Roy Street), built as an assembly hall in 1912 and long used as a theater. The neighborhood has always been a center for apartment construction; few of these have commercial uses,

but an exception is the Duke Apartments at 1st Avenue West and West Thomas Street, which housed a hardware store for many years.

Uptown also has a history of light industrial uses. Some of the most intact examples of these buildings are the former Puget Sound News Company, an Art Moderne warehouse at 621 2nd Avenue North and The Ruins, once an auto body plant at 703 6th Avenue North. Interbay, along the west side of Queen Anne Hill near the railroad tracks, is also an established industrial area. Four notably intact buildings remain here: Wilson Machine Works (1038 Elliott Avenue West); the Art Deco Harlan Fairbanks Company (1405 Elliott Avenue West), the Art Moderne Western Pacific Chemical Company (1430 Elliott Avenue West) and the vernacular Davidsen Furniture Company (1634 Elliott Avenue West).

**Recommendations:**

- Because of this neighborhood's proximity to downtown and easy transportation, it has an excellent collection of apartment buildings, both from the late 1920s and from earlier periods, which should be surveyed.
- The International-style and other Modern buildings of Uptown, built in the 1950-70s, deserve further study. Many are by prominent local architects.
- The commercial/industrial districts north, south and east of Queen Anne Hill should also be surveyed to identify valuable information about our industrial history.

***Wallingford***

Wallingford is a centrally-located neighborhood, lying just north of Lake Union, west of the University District, east of Fremont and south of Green Lake. Its commercial district along North 45th Street is one of the city's best-known and most vibrant. Smaller commercial districts and corner stores are found throughout the area, located on former streetcar lines.

This vicinity was once two neighborhoods known as Latona, toward the University of Washington, and Edgewater, toward the west near Stone Way. Edgewater was platted in 1883, and the area to the east in 1888. The neighborhood was later renamed for John Wallingford, who platted much of the area. The arrival of the Seattle Lake Shore and Eastern Railroad in 1887 stimulated growth, and both Latona and Edgewater had stations. Most important to the development of Latona was the dedication of the Latona Bridge in 1891, the year the area was annexed to the City of Seattle. The bridge crossed Passage Bay, the place where Lake Union joins Portage Bay, at the same location as the present Interstate 5 bridge. The north end of the new bridge became the commercial center for northeast Seattle. The bridge was replaced by the University Bridge in 1919, when the Lake Washington Ship Canal was completed.

Wallingford's most significant growth occurred during the first two decades of the 20th century, indicated by the rapid pace of local school construction. Interlake School on

North 45<sup>th</sup> Street opened in 1904, followed by Latona School on 5<sup>th</sup> Avenue Northeast in 1906 and Lincoln High School in 1907. Street car tracks were laid from the University District along 45<sup>th</sup> Street as far as Meridian Avenue in 1907. By 1909, streetcars also connected Wallingford with downtown. As part of the general city improvements for the Alaska-Yukon-Pacific Exposition in 1909 many of Wallingford's streets were graded, with curbs and sidewalks added. Once transportation was provided, the streets and hillsides rapidly filled with small houses. By the mid-1920s, the business district on 45<sup>th</sup> Street was said to have grown as fast as any in the nation, with properties increasing 500 per cent in value in only eight months. The Wallingford Commercial Club worked actively to promote the area.

Industry came to Edgewater in 1907 with the construction of a coal gas plant on the shore of Lake Union. This brought jobs and a measure of prosperity, but also showers of sparks and soot. The plant produced gas from coal, a messy process, until it converted to oil in 1937. When the city established zoning, this vicinity, the first two blocks north of the lake, were zoned industrial. However, it continued to have a large number of homes, with relatively small-scale industry.

At the end of World War II, the commercial district along 45th Street was thriving with numerous stores, service businesses and restaurants. This became the location of one of the area's first supermarkets when the owner of Wald's Market at 45th Street and Wallingford Avenue razed his store and built the modern Wald's Foodland in 1950 (later renamed Food Giant and now QFC). The secondary intersection at Wallingford Avenue and 40<sup>th</sup> Street also had two groceries, a drug store, two beauty salons, a drug store, dry cleaner, and a tavern. Another small district was at 40th Street and Meridian Avenue, the site of the neighborhood's first store. Over the years, most of the secondary districts, particularly the grocery stores, have declined significantly, as people are more likely to shop at supermarkets. Stone Way, at the western edge of the neighborhood, is now lined primarily with businesses aimed at contractors and home remodelers.

### **Historic Properties:**

Wallingford's historic buildings are concentrated along North 45th Street, with a scattering of individual buildings along the former streetcar lines. Many structures, however, have been altered with modern windows or new cladding. Most of the architecturally intact buildings are in eclectic styles rather than the vernacular that is typical of most commercial districts. The most notable of these is the 1909 Valencia Apartments, a substantial Mediterranean-influenced building located near the former Interlake School and Wallingford Fire and Police Station (both locally-designated landmarks). A few blocks to the east, a restaurant (1924 North 45th Street) is among the most exuberant terra cotta buildings in Seattle. A second building with Mediterranean details is at 250 NE 45th Street.

The Guild 45 Theater (2115 North 45th Street) has a distinctive Art Moderne design, due to a 1933 remodel of the 1920 building. It is one of the few neighborhood theaters in the city that is still in its original use. Nearby is Tweedy & Popp Hardware (1916 North 45th

Street), a former Ernst Hardware store that also received an Art Moderne makeover in 1941. Walt's Radiator occupies one of the city's most intact early gas station structures.

Two early corner stores have been identified as still having considerable architectural integrity. One, on Wallingford Avenue North at North 36th Street, was built in 1913 with living quarters above. Another example is at 4679 1st Avenue NE, where a grocery store was added in 1926 on the first floor of a 1909 house. It is currently a laundry with apartments above.

**Recommendations :**

- Wallingford has an extensive collection of early twentieth century homes, including some of the city's best Craftsman bungalow neighborhoods; a survey should be conducted to identify and evaluate them.
  
- A neighborhood survey could also locate commercial buildings that are no longer in commercial use, as well as important institutional structures.

***West Seattle/Southwest Seattle***

Of all Seattle neighborhoods, West Seattle has historically been the most isolated and independent. A large area located on a peninsula, it was an independent city before annexation into Seattle. Its settlement pattern and commercial districts have been shaped by a succession of transportation modes, first by ferries, then by streetcars, and finally by bridges and roadways.

The first ferry began running in December 1888, landing at the bottom of the steep bluff south of Duwamish Head. The first streetcar was a cable car line ascending the steep hillside to the main street, California Avenue. In the first decade of the 20th century, the streetcar line was expanded to tie together the vast area of West Seattle and encourage development in the wilderness areas to the south. Service was extended south to Fauntleroy Park and east to Youngstown in 1907. At that time the "Junction" at California Avenue and Alaska Street was a swamp, with no roads south of Lander Street. The only commerce was a few real estate offices. These proved sufficient, however, as the area saw a real estate sales boom in 1907.

Alki, the site where the Denny party first landed, was a prosperous resort by the turn of the century. While its exposed location was not ideal for settlement, it proved ideal for enjoying the sun and the water. A resort, the Stockade Hotel, was built in 1903, followed in 1905 by a large salt-water pool and a bathing pavilion. The beach came to be lined with dozens of summer cottages. Mosquito fleet steamers came from Seattle directly to a pier at the base on Bonair Drive. Eventually a boardwalk was built east to Duwamish Head, where an amusement park known as Luna Park was built in 1907, with its own streetcar line. This line was extended to Alki a few years later. The steep slopes kept the area separate from West Seattle, and visitors probably did not even consider themselves as going to the city of West Seattle.

West Seattle incorporated as a city in 1902, covering most of the area from Duwamish Head south to Lander Street. At this time the commercial district had three or four grocery stores and a “strictly up-to-date” drugstore. The city soon decided that it could not expand further without improved transportation. West Seattle earned its place in transportation history when it issued bonds for the first municipally-owned streetcar system in the United States. Until then, all the streetcars, including those in Seattle, had been privately owned and operated. It was not until 1912 that Seattle built its first municipal streetcar line.

On May 25, 1907 residents of West Seattle and adjoining areas voted to annex land as far south as Roxbury Street (the current city boundary) and east to Youngstown. This made the fledgling city a substantial entity, with an area of 19.6 square miles. However, only weeks later, on June 29, 1907, West Seattle voted to be annexed to Seattle, in order to obtain better electric and water service, sewers and fire protection.

Since annexation to Seattle, West Seattle’s progress has continued to be defined by transportation, primarily bridges. The peninsula was first connected to Seattle by a streetcar running on a wooden trestle. The first Spokane Street drawbridge was not dedicated until 1924. In 1943 a viaduct was constructed to connect the bridge directly with California Avenue at Admiral Way. In the 1950s a longer structure, known as the Fauntleroy Expressway, was constructed to connect the bridge with Fauntleroy Way and the California/Alaska Junction. These improvements greatly enhanced access between West Seattle and downtown Seattle.

The commercial districts have followed the pattern of the streetcars, with commercial nodes primarily on California Avenue Southwest, with major centers at SW Admiral Way and SW Alaska Street. The larger West Seattle Junction area, extending east from California Avenue to Fauntleroy Way clearly shows different development periods and the influences of changing transportation modes. California Avenue reflects its pre-automobile origins, with predominantly one- and two-story buildings with small storefronts extending to the sidewalk. Going east on Alaska Street and Fauntleroy Way, which were redeveloped after completion of the Fauntleroy expressway, the streetscape is more auto-oriented, with larger structures and numerous parking lots.

Delridge, along the eastern edge of West Seattle, got its early name from the major industry that still dominates the northern portion of the neighborhood. In 1905 the Seattle Steel Company plant was built on the tideflats in an area then called Humphrey. The new name of Youngstown was selected in recognition of the major steel town in Pennsylvania. The plant was purposely located outside of Seattle to avoid taxes, but was annexed in 1907 with the rest of West Seattle. Youngstown’s jobs attracted numerous workers who built modest homes and a number of businesses, particularly saloons.

Another commercial district, White Center, developed in the 1920s at the south city limits at Roxbury Street. It thrived through the 1940s-50s, after defense worker housing was built nearby. In the 1960s, a modern shopping center, Westwood Village, was built nearby. Located near the southern city limits, the mall combined numerous large and

small stores in one building, surrounded by parking lots. The mall was completed in 1965 and expanded and enclosed in 1974. The mall construction led to the closure of both larger department stores and small stores throughout West Seattle.

**Historic Resources:**

Not surprisingly, West Seattle's historic commercial buildings are primarily along California Avenue SW. The Alaska Junction is one of the city's premiere neighborhood commercial districts, with some of the most ornate terra cotta ornament found outside of downtown Seattle. The two cornerstone buildings are the 1926 Hamm Building (northwest corner) and the 1918 Campbell Building (northeast corner). Just to the north are the former J. C. Penney department store and Bartell Drugs, both with elegant terra cotta ornament. To the south is the former Ware & Hosey appliance store, recently restored. At 4400 California Avenue SW is the former West Home Funeral Chapel, probably the oldest brick commercial building in West Seattle with perhaps the only remaining stable. It was built in 1910 by the Seattle Lighting Company and converted to a funeral home in 1941; it is now a dental office.

Buildings at the other major intersection, at California Avenue Southwest and Southwest Admiral Way, have been significantly modernized, with only one, at 2344-2352 Southwest California Avenue, retaining its original character. It is located across the street from the landmark Admiral Theater.

Near the west end of the West Seattle Bridge is the historic community of Riverside, with a substantial three-story brick apartment building, the Boysen Apartments (2916 Avalon Way), the primary structure remaining from what was once a thriving district. Another unique building is above the Fauntleroy ferry dock (9251 45th Avenue Southwest). This small commercial district was called Endolyne, as it was the turnaround at the end of the streetcar line that connected with the ferry. The current retail building is the second one on the site, constructed in 1926.

One of Delridge's most historic buildings remains, although it has been somewhat altered. The original Youngstown Improvement Club Hall (4857 Delridge Way) is now used by the Disabled American Veterans. Farther south, just north of the city limits in White Center, is the Rozella Building (9434 Delridge Way), an unusually intact two-story building in buff-colored brick.

**Recommendations:**

- Neighborhood surveys should be undertaken to identify the numerous significant homes in West Seattle, especially in the northern and western sections. These surveys could also discover unknown commercial and institutional buildings.

