

Historic Property Survey Report:
Georgetown (Seattle, Washington)
Certified Local Government (CLG) Grant –Federal FY 1997

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September 30, 1997

PROJECT SUMMARY

The updated Georgetown Inventory of Historic Resources is the initial Seattle neighborhood or district inventory to be accessible by an electronic/computerized database management system. The remainder of the current survey and inventory data (original 1979 inventory field forms and more recent standard OAHP Historic Property Inventory Forms) is in a typed or handwritten format and is only accessible from files within the Division's office. The new database format, including the entire Georgetown Inventory, is compatible with database applications in other City Departments (DCLU, SED, DHHS and DOPAR) that have some indirect involvement with historic and cultural resource protection. The Georgetown Inventory includes the following data management features: 1) A data entry form with all fields listed on the current OAHP Historic Property Inventory Form; 2) Reports presenting the data sorted by multiple categories (i.e. property type, architect, construction date, etc.); 3) Queries for rapid retrieval of records by address or common or historic name; 4) Security features designed to protect the integrity of the database; and 5) A procedure manual detailing data entry conventions and containing an overview of the database application design.

The Georgetown Inventory of Historic Resources includes 109 Historic Property Inventory Forms, now formatted in an electronic cultural resources survey/inventory database application. It is intended to serve as a model for other cities and governmental jurisdictions concerned with cultural resources protection and management. This essential tool will improve our ability to coordinate land use actions, Section 106 Review and SEPA Review, as well as to share information related to architecture, history, and building types with the public. The Georgetown community, the general public and governmental agencies will be able to easily access this inventory for neighborhood and historic preservation planning and educational purposes. The successful completion of this project is the first step in creating a future model information system that will make the entire City of Seattle Historic Resource Inventory/Database available to the general public, government agencies, community organizations, and educational or research institutions.

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PROJECT BACKGROUND/OBJECTIVES

In October 1996, the Urban Conservation Division (UCD) of the City of Seattle Department of Neighborhoods was awarded a Certified Local Government (CLG) Grant from the Washington State Office of Archaeology and Historic Preservation (OAHP) in order to undertake an historic preservation planning project. The objective of the grant project was to update and expand the Urban Conservation Division's Inventory of Historic Resources for a selected Seattle neighborhood and to establish an electronic cultural resources survey/inventory database application (using Microsoft Access Relational Database Management System for Windows).

The targeted survey/inventory study area was the historic residential and commercial core of the Georgetown district in south Seattle, the city's oldest area of Euro-American settlement and industrial development. Since 1991, UCD had attempted to undertake and fund additional survey/inventory efforts in this neighborhood. In May 1995, the Georgetown community completed the initial phase of neighborhood planning. *Discovering Georgetown* identified historic preservation, adaptive re-use and economic development as important aspects of the neighborhood plan. Georgetown was surveyed in 1979, as part of the City of Seattle Historic Resources Inventory, however this survey was not comprehensive, and the inventory data was insufficient for current preservation planning purposes. The expanded and updated historic/cultural resources database will be an essential tool for additional neighborhood planning and environmental review purposes.

This project was accomplished by Katheryn H. Krafft, Cultural Resource Specialist, and Cathy Wickwire, Cultural Resource Specialist and Management Systems Programmer working within the Urban Conservation Division under the supervision of Karen Gordon, Seattle Historic Preservation Officer and with the assistance of the following individuals: Beth Chave, Landmarks Board Coordinator, Greg Allen and Loc Huynh, Management Systems Analysts, and Dave Bockmann, Website Development. Additional assistance was provided by the King County Cultural Resources Division and Tim O'Brian, a Georgetown resident with in-depth knowledge regarding the Georgetown community, its history, and its physical development.

DESCRIPTION OF SURVEY AREA

The Georgetown district is situated about five miles south of Downtown Seattle. Inhabited by approximately 1,500 residents, the neighborhood's historic residential and commercial core is bounded by Interstate-5 to the Northeast, Ellis Avenue S., S. Albro Place and S. Hardy Street to the East, East Marginal Way to the Southwest, Corson Avenue S. and 6th Avenue S. to the West, and Denver Avenue S. and S. Lucile Street to the North. This historic core is essentially surrounded by highway transportation links, industrial uses, and business parks situated in the vicinity of integral air, water and rail transportation connections, including Boeing Field/King County Airport and the Duwamish Waterway.

The specific geographic area of the historic resources survey (See Figure 1) was delineated to include the extant historic residential and commercial core and to follow the northern, eastern and southern boundaries of the preliminary planning area identified in *Discovering Georgetown - Neighborhood Pre-Planning Project*. The western boundary of the survey area reflects the historic core of the community prior to the rerouting of the Duwamish River (and the creation of the Duwamish Waterway) and follows transportation routes and platting patterns established during the later half of the 19th century. The survey/study area includes a diverse collection of historic residential, commercial, industrial and social/religious properties, including two previously designated Seattle City Landmarks: the former Rainier Brewery building complex and the Old Georgetown City Hall (National Register, 4/14/83). Within the survey area, approximately twenty other residential and commercial resources were previously identified during the field survey for the 1979 City of Seattle Inventory of Historic Resources.

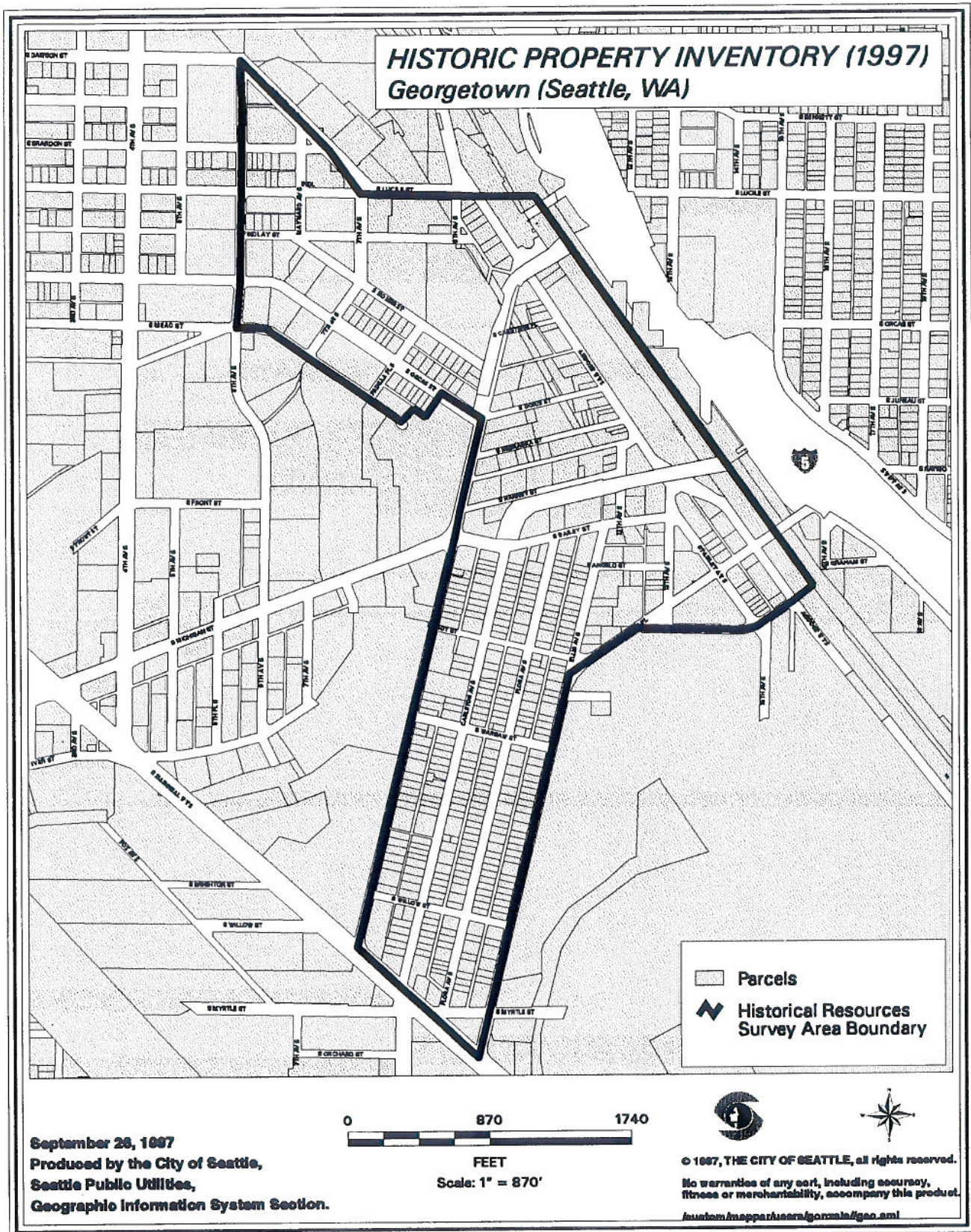


Figure 1 Map of Georgetown historic resources survey area

RESEARCH DESIGN/PROJECT METHODOLOGY

The overall approach to the execution of this project was based on the prior professional experience of the project staff, *National Register Bulletin #24 - Technical information on the comprehensive planning, survey of cultural resources, and registration in the National Register of Historic Places* and OAHF's instructions for *Completing the Historic Property Inventory Form*. The research design/project methodology was divided into the four basic phases of work as summarized below:

Mobilization This initial phase involved establishing community contacts and delineating the field survey area boundaries and field survey criteria. The survey area boundaries were selected in order to include the known extant historic residential and commercial core and to follow the northern, eastern and southern boundaries of the preliminary planning area identified in *Discovering Georgetown - Neighborhood Pre-Planning Project*. The survey area was keyed onto Kroll maps (and sub-areas were identified) for field recording purposes. It was determined that properties to be identified during field investigation would be those buildings or structures meeting basic integrity standards and constructed prior to 1942. The necessary field tools, including a Department of Neighborhoods (DON) letter of introduction, OAHF field forms and field maps, were collected, and a preliminary windshield review of the survey area was made. Prior to the initiation of field examination, the project Cultural Resource Specialists also undertook a limited literature search, reviewed prior survey/inventory/designation data, and collected relevant research materials. Library, archival collections and record sources that were used included the Seattle Public Library, the University of Washington Special Collections, and Urban Conservation Division records/files. Community contacts and individuals with particular knowledge about the history of Georgetown were consulted. They also initiated obtaining the current computerized King County Assessors Records (with the assistance of the county's Cultural Resources Division) for the specific geographic area. During this phase, the Management Systems Programmer also began to create the relational database management system.

Field Examination During this phase, the Cultural Resource Specialists conducted a block by block examination of all (vernacular and high style) properties within the survey area constructed prior to 1942. Due to the degree of minor alterations to the great majority of extant historic residential and commercial properties, it was determined that those with window or cladding alterations (but not both) would be surveyed, field recorded and photographed. In some cases, properties that exhibited extensive deterioration or alteration but appeared to possess historic significance due their age, function or form were also recorded. Each surveyed property was recorded on a OAHF field forms, keyed to the master field map and photographed (B & W) with a minimum of one descriptive view. Field investigation was initiated in late March, 1997 and undertaken for a total of six days. However, due to rainy weather, field examination was not completed until early May, 1997. At the conclusion of field investigation, 203 properties had been identified and recorded. Because this exceeded our budget for inventory production (targeted at 100 inventory forms) an additional task, prioritization of field identified properties, became necessary. The Cultural Resource Specialists developed a numerical point system in order to prioritize the properties by both physical integrity and historic significance factors. Those properties with the highest scores were then again analyzed in order to insure that the final inventory product (109 individual inventoried properties) included a representative selection of building types, architectural styles and developmental eras.

Inventory Development This phase involved entering the current computerized King County Assessors Records for each of the 109 properties within the inventory into the Microsoft Access Relational Database Management System for Windows, assigning each property an Inventory number, and creating a preliminary Inventory Index. Gradually, all of the appropriate information fields (approximately 200+) were created and then were formatted into a standard inventory form layout (based on the OAHF model). OAHF reviewed and approved the format of the typical draft form. The relevant property specific information and physical descriptions were then entered. Resource specific research included acquisition of historic property tax records with historic (c.1937) photographs, review of historic City of Seattle building permit and drawing (microfilm) records, and research using Polk's Seattle Directories and miscellaneous archival insurance and real estate maps.

Inventory & Report Preparation and Products The inventory forms for 109 specific historic resources were expanded to include biographic, resource specific and contextual information which related the individual properties to the physical development of the community. As part of the survey report, preliminary inventory analysis and preservation planning recommendations were developed by project staff and are included herein. In addition to the final inventory forms and survey report, the products include a master map of the entire survey area with all sites identified and numbered and an Inventory Catalog/Index of all sites organized by inventory number, address, date of construction, styles/forms and study unit theme. In addition to the Georgetown survey/inventory specific products, a copy of the computerized inventory database application and a procedure manual were submitted to OAHF.

HISTORICAL OVERVIEW

The Georgetown of today lies in an area which differs radically from the natural setting which existed prior to the initial Euro-American settlement of the early 1850s. As is the case with much of Seattle, one hundred fifty years of intensive use and development has effected a monumental transformation of the landscape to the extent that it would be nearly unrecognizable to those early settlers. To find a comparable scale of change in the Puget Sound region, it would be necessary to go back to the last period of glaciation which ended some ten thousand years ago. The retreating glaciers left behind a series of lakes, hills and valleys drained by the streams and rivers which formed in its wake.

Lying in a broad valley between what is now West Seattle and Beacon Hill, the Duwamish River meandered tightly in a series of sixteen major bends along its eastern side. The waters of four rivers combined to create the Duwamish in South King County and traveled north for fourteen miles, emptying into the tidal flats of Elliott Bay which then extended north of present-day Spokane Street. The Black River which drained Lake Washington, the Cedar River which entered into the Black River, and the White and Green Rivers, which had already joined together upstream, converged at Black River Junction near the site of today's Southcenter Mall. Because of its large drainage basin, the Duwamish flooded frequently, allowing layer upon layer of thick, fertile sediment to build up over its flat valley floor.

Covered by lush vegetation and verdant meadowlands interspersed with stands of timber, the river and its valley provided a rich habitat for a variety of plant and animal species. Salmon, trout, clams, oysters, and game, such as waterfowl, as well as wild greens, vegetables, bulbs and berries could be found in great abundance. The Duwamish, the Native American people who lived along its banks, enjoyed an almost inexhaustible supply of food and an easy means of traveling through the region. Although the area's mild climate made it an attractive place to live year round, the native peoples chose to move between a variety of village sites in order to take best advantage of the available food sources. Although some of these village sites have been identified, the subsequent changes to the land and its features have obliterated much of the evidence. Georgetown contains the Duwamish village called Tuqwelticl.

According to several local histories, John C. Holgate was the first Euro-American to explore the area in search of land to claim under the nation's program to encourage settlement of the west. In 1850 at the age of nineteen, Holgate traveled from his home in Ohio to Portland and then up to Olympia where he then set off with Native American guides to explore the region to the north. Venturing as far north as Snohomish, he finally decided to make a claim on the eastern bank of the Duwamish River at the site of a one of the larger bends and in the heart of what would become the future city of Georgetown. Holgate left the area a short time later to go back for his family but failed to file his claim. When he returned two years later, he discovered that another individual, Luther M. Collins, had taken over his unrecorded claim. Holgate proceeded to file a claim on land located up on Beacon Hill where he settled with his family. Collins had arrived in June of 1851 and had persuaded several friends to join him. Henry Van Asselt, Jacob Maple and Samuel Maple also took out claims along the river at his encouragement. Not long after their arrival, the settlers cleared land, planted fruit trees and potatoes, and enjoyed a bountiful harvest. When the Denny Party arrived at Alki Beach in November of 1851, they received some assistance from the Duwamish River settlers.

Luther Collins was a prominent figure in the area in the early years of settlement. Along with Arthur A. Denny, Collins served as King County's first commissioners, convening their first meeting at the home of D.S. Maynard in Seattle on March 5, 1853. He received the first ferry license in King County in July of 1853, offering passage across the Duwamish near his home which was located in close proximity to the Georgetown Steam Plant. In subsequent years, others operated ferry service at a point on the river which was just east of the present-day intersection of South Myrtle Street and Ellis Avenue South. Collins also served as the first County Road District Supervisor in 1854. In September of 1855, Luther Collins donated one acre of land near his home for the construction of Fort Duwamish, a blockhouse built to provide protection during the Indian Wars of 1855-1856. The increasing number of settlers to the area had begun to cause concern among the Native peoples, and tensions had mounted to the point that bloodshed became inevitable. The "wars" amounted to no more than a few skirmishes and the loss of few lives on either side but essentially settled the question of who would decide the future of the region.

Beginning in 1865 after a ten-year lull following the end of the Indian Wars, the area attracted even greater numbers of settlers who continued to clear the land and introduced new crops such as hops which thrived in the fertile soil. Included in this group were Julius and Anne Horton who had first come to the area in 1869. In 1871, the Hortons purchased 160 acres of Luther Collins' Donation Claim on the banks of the navigable river in order to cultivate hops and found great success at their new venture. Clusters of homes throughout the valley soon developed into small pioneer towns, one of which, Dwamish, (see historic map for location) arose on a portion of Collins' original land claim adjacent to the great bend in the river.

In 1870, King County selected Dwamish as the site for its new county poor farm along the banks of the Duwamish. The County located the poor farm on property it had received in 1869 from the estate of John Thompson, a resident who had owned 160 acres of Luther Collins' Donation Claim and who had died without a will in 1865. Mostly tucked into a bend in the river, the property was located north of South Myrtle Street and west of Corson Avenue South. After leasing the farm to an individual named John Pinnell for three years from 1872 to 1875, the County accepted a bid from the local Catholic Church in 1877 to provide care for the county poor. For nearly fourteen months, the Sisters of Providence ministered to the poor in a small, two-story frame structure until they moved their hospital to Seattle in 1878 where they continued to care for the indigent sick for the next ten years under contract with King County. In 1890, the County decided to reopen the Georgetown facility, but this proved to be inadequate, necessitating the construction of a modern hospital in 1893 located north of the old poor farm on the west side of Corson Avenue South across from South Vale Street. Designed by Willis A. Ritchie and built of locally made bricks and stone quarried in King County, the new three-story hospital opened in 1894 and served as the county's primary facility until the completion of Harborview Hospital in 1931.

As these settlements grew, they attracted businesses other than farming which could take advantage of the area's resources which included railroad service with Seattle by 1876 and with the rest of the country by 1883, and streetcar service with Seattle by 1892. A number of breweries sprang up in the valley in the 1880s, including the Claussen-Sweeney Brewery in Georgetown in 1883. Though small in scale in the beginning, these beer-making enterprises would dominate the industrial landscape in the coming decades. The Denny Clay Company extracted clay from the hillsides in the area and manufactured it into bricks and sewer tiles, employing at least 25 men in its operations by 1900. Other companies also found the Duwamish clay beds an important source of raw materials in the rebuilding of Seattle after the great fire of 1889 and later in the construction of such Georgetown landmarks as the Seattle Brewing and Malting Company (Rainier Brewery). By 1900, the Columbia and Puget Sound, the Oregon and Washington, the Union Pacific, and the Northern Pacific Railroads all had rail lines through Georgetown.

By the late 1880s, the Hortons had realized the economic potential of the area and had decided to plat their property in Dwamish outside the original farm, selling lots at reasonable prices in order to attract more people to the community. In 1890, the Hortons filed their new plat, naming it "Georgetown" in honor of their son George who had completed medical school in New York that year. The Hortons also constructed a grand home in a prominent location at the present-day intersection of Airport Way South, South Vale Street and 12th Avenue South. Oriented along a major county road, the town grew slowly in its first decade. The most significant event of that decade was the coming of the Great Northern Railroad in 1893. This decade also saw the formation of the Seattle Brewing and Malting Company in January of 1893 which

was a combination of the three largest breweries in the area, the Bay View, the Albert Braun and the Claussen-Sweeney Brewing Companies. Operating in a series of buildings in several locations, the Seattle Brewing and Malting Company consolidated their operations in the first years of the twentieth century in Georgetown with the construction of a large and modern brick-masonry factory between 1900 and 1907. Lining 885 feet of the main thoroughfare (now Airport Way South), the brewery could make the claim by 1908 that it was the fourth largest in the United States and by 1914 the sixth largest in the world. Obviously this had significant impact on the growth and development of Georgetown, especially in the large number of saloons and roadhouses which opened in the area due to the close proximity of the Brewery.

In 1903, Georgetown came under pressure from brewery and saloon interests to incorporate in order to avoid becoming a dry town as a result of laws passed by the anti-saloon movement which prohibited the issuance of saloon licenses within one mile of an incorporated town. If Georgetown remained unincorporated, all saloon licenses would be revoked, but if Seattle annexed Georgetown, the fee for the licenses would rise to \$1000. Opposition to incorporation cited the possibility of higher taxes for the community and the prospect of better fire and police protection and water benefits as a part of Seattle as reasons to vote against it. With reports of free beer in every Georgetown saloon circulating on election day, brewery interests prevailed in persuading the people of Georgetown to incorporate. On January 7, 1904, Georgetown voted 211 to 165 to incorporate as a city of the third class under the laws of Washington and elected officers for the new town.

On January 18, 1904, the Georgetown city government established its offices at the Rainier Fire Station located on the grounds of the Brewery. In June of that year, the city's offices moved to the newly-completed wood frame city hall designed by Olof Hanson on Horton (Vale) Street behind J.A. Ward's Exchange Saloon and across from Hamilton Hall. For five years, the Georgetown city government functioned in a series of buildings until the construction of a new city hall in 1909. John Mueller, the Superintendent of the Seattle Brewing and Malting Company's Georgetown plant, had been elected mayor and would serve as the city's mayor for nearly all of the six years of its existence. Voters also elected the following men to city government positions: John Beek, Clerk; Karl Fickeisen, Treasurer; Oliver Anderson, City Attorney; Dr. Scott P. Woodin, Health Officer; and Anthony Harn, J.T. Dawson, J.W. Doyle, D.A. Brown, H. Burt, L. Gehring and J.A. Ward, all as Councilmen. Annual elections chose three new councilmen from the city's three wards plus an additional councilman to a one-year, at-large position.

By 1906, boosters in the Greater Seattle area pushed for the annexation of the independent suburban communities but found little support in Georgetown. Prohibitionists against roadhouses and saloons were a major force behind the drive for annexation, but it also made practical sense when holdouts, such as Georgetown, soon became surrounded by a much larger and more powerful city. By 1910, Seattle saw Georgetown as an impediment to growth and progress in the south end of town but also wanted to include it in its census totals for 1910. With the increase of industry and business, Georgetown had grown in population from 1,913 in 1900 to approximately 7,000 by 1910 as families located themselves near its factories and other places of employment. The Brewery was the largest employer but others provided jobs as well. These included a furniture manufacturing plant, the Olympic Foundry, and river industries such as ship building, docks and warehouses. In 1906, the Seattle Electric Company began operations in Georgetown with the construction of a power plant and car barns as part of the same complex. Professional and support services such as banks, groceries, saloons, roadhouses, hardware stores, livery stables, and coal and fuel yards also could be found within the city limits.

This first decade of the twentieth century also saw the arrival of greater numbers of foreign immigrants to the area, especially Italian immigrants. Previously, many Germanic immigrants and their descendants had settled here, attracted by the jobs available in the breweries. The later Italian immigrants are best known for their truck farms where they grew vegetables and other produce for sale in such places as the Pike Place Market, but they also found jobs in many other industries. Many Italians concentrated in Georgetown as they sought communities in which others spoke their language and opportunities for advancement existed. They started businesses, such as groceries, and worked as builders and contractors, erecting houses and apartments for themselves and other clients. Those more successful individuals developed real estate, constructing buildings such as the Bertoldi Block, Bertoldi Hall and the Marino Building.

The forces against annexation held sway until Spring of 1910 when concerns about an adequate water supply and a cost-effective sewage system mounted. Business interests also pushed for annexation as the best opportunity for continued growth and progress in the valley under a united municipal government. Despite lingering opposition, a majority of Georgetown's citizens voted in favor of annexation in late March. On April 13, 1910, the Secretary of State approved the vote of the Seattle City Council the previous day and ended Georgetown's existence as an independent city. The decade after annexation brought many changes to area. In 1910, voters approved the creation of the Duwamish Commercial Waterway District which would receive a share of property taxes to straighten and to dredge the lower Duwamish. The need for flood control after serious flooding in 1906 as well as a desire to create cheap factory sites with shipping facilities led to the implementation of plans developed by the famed Seattle Engineer, R.H. Thompson. Initiated in 1912 and completed in 1917, the first phase of the project resulted in the removal of 20 million cubic yards of earth which was used to fill in land for industrial purposes. More importantly, the project shortened the length of the river by a little more than four miles from sixteen to eleven and filled ten of the sixteen bends, dramatically altering the landscape and the future of the Duwamish Valley as a whole and Georgetown in particular. The large bend located in the center of Georgetown was one of the first to be filled after dredging redirected the flow of water to a straight channel across its base. By 1928, a second phase had deepened the channel, providing greater navigability for larger vessels.

On January 1, 1916, prohibition began in Washington State, four years before the rest of the nation went dry. The anti-saloon sentiments as well as anti-German attitudes caused by World War I had culminated in the passage of the ballot measure which would drive the breweries and taverns out of business. The Seattle Brewing and Malting Company moved its operations to San Francisco and continued there four more years until national prohibition went into effect. By this time, the Brewery was no longer the only large industrial concern in the area, but it certainly signaled the end of an era and of many Georgetown jobs. A new era would soon begin with the July 1916 arrival of Bill Boeing's Pacific Aero Company which had moved from Lake Union into a bankrupt shipyard in the vicinity of Georgetown. The following year, he relocated again to the present location of Plant Number One and renamed his venture The Boeing Airplane Company, eventually becoming Seattle's largest single industry by the late 1940s.

Increasingly, the industrial landscape dominated the Duwamish Valley and caused the City of Seattle to zone the entire Georgetown area as industrial land in passing its first zoning code in 1923. Area boosters pushed city planners to rezone the neighborhood's residential areas but did not see any contradictions in the promotion of both new industry and new housing. In the 1920s, small businesses continued to grow and thrive in new commercial buildings, and people continued to build houses. In 1927, the area received its first real high school, Cleveland, which was built on the west side of Beacon Hill just east of Georgetown's central business district. Boeing Field, the King County Airport, was also established in 1928 at the southeastern end of Georgetown, serving as Seattle's municipal airport and the central flying field of the region for many years. The next real changes occurred with the U.S. entrance into World War II in December of 1941. Industries in the area stepped up production to meet the needs of the war effort. During the war, Boeing designed and built the B-17 Flying Fortress and the B-29 Superfortress bombers, producing a total of 15,330 aircraft. As workers flooded the area, the government developed the Duwamish Bend Housing Project within the former river bend in Georgetown to house them.

Despite the frenzy of activity during the war and the residential rezoning achieved by 1942, the post-war period saw the beginning of trends of decline for Georgetown. As the neighborhood families aged, their children moved away, and few new families found the increasingly industrial area a desirable place to raise their children. In 1948, the public library closed its branch while the movie house closed in 1952. The business district tried to resist and struggled to maintain services for local customers. The 1956 Seattle Comprehensive Plan called for the residential areas to be phased out in order to provide additional industrial lands. This outraged those who remained committed to the community and burdened them with higher property taxes under the new valuations which resulted. The construction of Interstate-5 in 1962 along the western base of Beacon Hill carved Georgetown into areas separated by its on-ramps and off-ramps and destroyed many significant and historic houses and buildings. This made it easier for the area's workers to get to their places of employment, and it increased the efficiency of transporting freight through

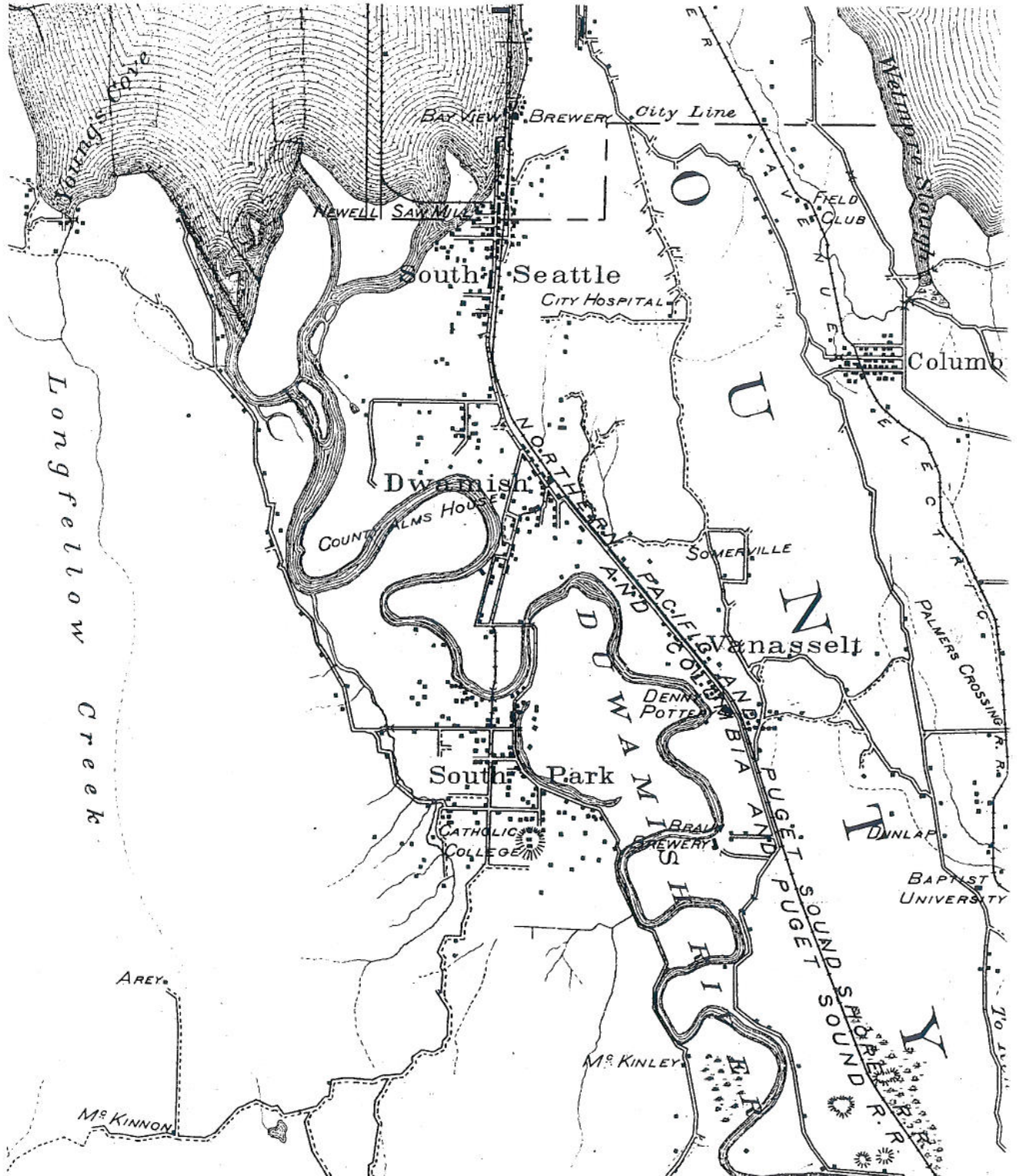
the area. It also ended most of the business district activity and further contributed to the decline of the residential areas. An end result of this was the closure of the Georgetown Elementary School in 1970 and its later demolition for the construction of an office park.

Developmental Eras

- 1851-1890** *Euro-American Settlement* This era spans from the initial Euro-American settlement to the establishment of platting patterns in a newly named Georgetown on the banks of the Duwamish River. Small and scattered homesteads where pioneers farmed their land claims slowly gave way to larger properties farmed by newcomers who purchased portions of these claims. By the 1880s, the arrival of the railroads on the eastern side of the valley superseded the early reliance on the river as a means of transport through the region. As clusters of homes developed into small towns, industrial enterprises, such as breweries, sprang up to take advantage of the area's resources. With the development of town sites, more substantial and modern homes replaced the early farm houses.
- 1890-1916** *The Georgetown Boom* This era encompasses the glory years of Georgetown history when citizens of the town still retained control of their future. With the platting of homesites, the Hortons started a real estate boom which would transform Georgetown from a rough pioneer town to a proper city. While construction of some houses and buildings occurred before the turn of the century, the real residential and commercial boom did not come until the first years of the twentieth century with the consolidation of the Seattle Brewing and Malting Company's operations in Georgetown and the construction of the new brewing facility. Fed by the arrival of foreign immigrants, especially German and Italian, Georgetown came to rely more on its commercial and industrial bases rather than agricultural, but farming did continue in the area. The latter years of the era saw the construction of the Duwamish Waterway which further ensured that the area's future lay in industry.
- 1916-1942** *Interwar Calm* This era is marked by an acceleration of the trends toward the industrialization of the area. The completion of the Duwamish Waterway in 1917 created additional cheap factory sites with shipping facilities close at hand. With the arrival of Prohibition in 1916, breweries closed, ending their dominance on the local industrial scene. Prohibition also closed down Georgetown's infamous roadhouses and saloons. The establishment of businesses such as Boeing signaled a new direction for the area as well as the beginning of the end of the reliance on rail travel. Despite the increasingly industrial nature of the area which was initially zoned as such in 1923, residents of Georgetown continued to build new homes and businesses and to plan for a future in the area, and forced city planners to rezone their residential areas by 1942.
- 1942-1965** *Ascendancy of Industrialization* This era saw the beginning of trends of decline for the residential portions of Georgetown as phenomenal growth on the industrial side continued unabated in the greater Duwamish Valley. Fueled by the war effort, businesses, such as Boeing, brought thousands more workers to the area and increased production exponentially. This situation did not change with the end of the war but continued to transform the area. As the neighborhood families aged, their children moved away, and few new families found the increasingly industrial area a desirable place to raise their children. The 1956 Seattle Comprehensive Plan called for the residential areas to be phased out in order to provide additional industrial lands. This outraged those who remained committed to the community and burdened them with higher property taxes under the new valuations which resulted. The construction of Interstate-5 in 1962 cut through the center of Georgetown, creating further isolation for the historic core of the neighborhood.

1965-1997

Survival of a Neighborhood This era has witnessed the near extinction of historic Georgetown and the beginnings of its rebirth. With the construction of the Corson Avenue off-ramp and the Michigan/Bailey on-ramps of Interstate-5 in the mid-1960s and the expansion of Boeing Field, it became that much easier to transport people and goods through the area and that much more attractive to industrial and commercial businesses. Scores of significant and historic houses which had remained extant despite disinvestment, disuse and incompatible zoning uses fell to wrecking ball as new enterprises moved into the area. Transportation officials made decisions in the best interest of moving freight more efficiently than in the best interest of those who continued to live there. The convergence of shipping, trucking and rail lines in the area due to the use of containers in the movement of freight has overburdened the Georgetown neighborhood with an unacceptable level of noxious traffic with semi-trucks regularly running down its residential streets. One of the end results of all this was the closure of the Georgetown Elementary School in 1970 and its later demolition for the construction of an office park. In spite of all this, a core of residents remained dedicated to their homes and their neighborhood and fought for survival. This fight continues today but is bolstered by new arrivals who see a future for themselves in the area.



2. Historic map showing original route of the Duwamish River and the platting pattern established in Georgetown by c. 1890. [McKee's Correct road map of Seattle and vicinity, ...1894]

SURVEY RESULTS/INVENTORY ANALYSIS

Developmental Trends

As early as 1923, the entire area of Georgetown was identified as an industrial zone although area residents managed to force the rezoning of the residential areas by 1942. The 1956 Seattle Comprehensive Plan anticipated the phasing out of all remaining residential areas in order to increase industrial lands. The construction of Interstate-5 in 1962 resulted in the further fragmentation of Georgetown's residential core and created a geographic divider between the old community and south Beacon Hill, an area historically associated with the neighborhood and the location of its high school. By the 1970s, a significant number of residences had been demolished to the north and west of the survey area and the residential core seemed near extinction. Freeway off-ramps served to create barriers and isolate the remaining residential and commercial blocks. A symbolic turning point was the demolition of the old Georgetown School for the construction of an office park. In recent years, area residents have undertaken efforts to divert industrial and commercial truck traffic from the residential streets. The Georgetown community continues today to address on-going impacts to the residential and commercial character of the community with neighborhood planning initiatives.

Preservation Planning Issues

Despite this history of transportation and industrial impacts, the residential core is generally well maintained, and few residential properties are abandoned, heavily deteriorated or unused. Numerous properties are particularly well maintained and beautifully landscaped. Several historic houses appear to have been repaired and rehabilitated since the 1980s, and new property owners seem to be enthusiastic about their unique neighborhood. The majority of intact historic residential properties are scattered throughout the survey area rather than concentrated in cohesive groups. These properties also tend to exhibit some degree of alteration, primarily the rectifiable application of brick-patterned asphalt siding or asbestos shingles. The commercial core of the neighborhood is centered along Airport Way S. and S. Bailey Street, the area adjacent to the Old Georgetown City Hall. While a significant number of historic properties remain, there are numerous wood frame structures that are abandoned and unused, and that exhibit serious structural problems. The character of some of the remaining intact commercial properties is diminished by the degree of demolition of nearby commercial properties, the introduction of freeway ramps, and some modern construction. In contrast to the residential buildings, few commercial properties appear to have been rehabilitated since the 1980s. However, several intact and significant historic commercial properties remain.

Previously Designated Historic Resources

Listed below are properties located within or immediately adjacent to the 1997 Georgetown Survey area that have been previously designated as a Seattle City Landmark and/or individually listed in the National Register of Historic Places.

- Old Rainier Brewery Complex (Seattle City Landmark)
- Old Georgetown City Hall (Seattle City Landmark/National Register)
- Old Georgetown Steam Plant (Seattle City Landmark/National Register/National Historic Landmark)
[adjacent to survey area]

Potential National Register Eligibility

Listed below are properties included within the 1997 Georgetown Inventory of Historic Resources that exhibit good physical integrity and possess one or more of the following attributes: a) known to be associated with an individual of significance in the history of the community; b) reflects a significant developmental era within the community; and c) a noteworthy example of an architectural style or house type. These properties appear to be the most likely to be considered potentially eligible for listing in the National Register of Historic Places.

GT006	738 S ORCAS ST	GT060	6703 CARLETON AV S
GT007	718 S ORCAS ST	GT063	6625 CARLETON AV S
GT009	817 S ORCAS ST	GT065	6601 CARLETON AV S
GT010	819 S ORCAS ST	GT067	6426 CARLETON AV S
GT014	5801 CORSON AV S	GT068	6429 CARLETON AV S
GT019	5609 CORSON AV S	GT069	6402 CARLETON AV S
GT021	5629 AIRPORT WY S	GT076	6245 CARLETON AV S
GT024	5813 AIRPORT WY S	GT077	6245 FLORA AV S
GT027	1201 S VALE ST	GT078	6247 FLORA AV S
GT029	5622 CORSON AV S	GT080	6256 FLORA AV S
GT030	6285 AIRPORT WY S	GT081	6266 FLORA AV S
GT035	6111 13 TH AV S	GT083	6417 FLORA AV S
GT038	1210 S BAILEY ST	GT085	6433 FLORA AV S
GT040	6222 FLORA AV S	GT086	6443 FLORA AV S
GT041	6225 FLORA AV S	GT089	6611 FLORA AV S
GT042	1021 S BAILEY ST	GT090	6616 FLORA AV S
GT043	1015 S BAILEY ST	GT091	6622 FLORA AV S
GT044	6206 CARLETON AV S	GT092	6657 FLORA AV S
GT045	6211 CARLETON AV S	GT093	6709 FLORA AV S
GT047	6201 CARLETON AV S	GT096	6942 FLORA AV S
GT051	6722 CORSON AV S	GT098	6901 ELLIS AV S
GT055	6906 CARLETON AV S	GT108	6286 ELLIS AV S
GT056	6901 CARLETON AV S	GT109	1128 ALBRO PL
GT059	6709 CARLETON AV S		

Listed below are properties included within the 1997 Georgetown Inventory of Historic Resources that exhibit moderately poor physical integrity (due to extensive deterioration or alteration), however appear to possess architectural and or historical significance. Due to physical integrity issues these properties appear to be somewhat less likely to be considered eligible for listing in the National Register of Historic Places.

GT003	5403 MAYNARD AV S	GT025	5919 AIRPORT WY S
GT004	5708 7 TH AV S	GT026	5951 AIRPORT WY S
GT005	739 S HOMER ST	GT028	6007 12 TH AV S
GT013	755 S HOMER ST	GT032	6236 STANLEY AV S
GT015	5501 AIRPORT WY S	GT074	6219 CARLETON AV S
GT017	5545 AIRPORT WY S	GT103	6634 ELLIS AV S
GT018	5605 CORSON AV S	GT107	6286 ELLIS AV S

As noted elsewhere in this report, a significant number of residential properties (and some other properties) included in the 1997 Georgetown Inventory of Historic Resources exhibit alterations, primarily the rectifiable application of brick-patterned asphalt siding, vinyl/aluminum cladding or asbestos shingles, and the installation of inappropriate window products. Those properties are considered to have poor physical integrity and would not currently meet National Register requirements. Until or unless these alterations are reversed and appropriate rehabilitation undertaken, these properties are unlikely to be considered eligible for listing in the National Register of Historic Places.

RECOMMENDATIONS

Multiple Property Documentation

While a significant number of historic resources within the commercial and residential areas of Georgetown appear to be eligible for listing in the National Register of Historic Places, these properties are scattered throughout the survey area rather than concentrated in a cohesive group (or groups). The character of the setting of those intact historic properties is diminished by the degree of deterioration, demolition and alteration to nearby properties, as well the introduction of major freeway ramps, transportation routes and other modern construction. Thus, the potential establishment of a National Register historic district does not appear to be feasible.

An alternative approach to National Register designation could be the preparation of a Multiple Property Documentation (MPD) Form. An MPD is a cover document rather than a nomination in its own right. However, it serves as an efficient basis for evaluating the National Register eligibility of related properties. It is often used to nominate and register thematically-related historic properties simultaneously or to establish registration requirements for properties that may be nominated in the future. The MPD format streamlines the organization of information collected in the survey and inventory process into a useful registration, educational and preservation planning tool. Information common to the geographic area defined in the document, in this case Georgetown [Seattle, Washington], is presented in the MPD form, while information specific to each historic resource is included within an individual NR nomination form. This thematic approach elevates properties on a comparative basis within a defined geographic area and establishes preservation priorities based on local historic significance.

Community Support

Strong community support based on an understanding and appreciation of the historic built environment is essential in order to undertake and/or to increase goodwill toward local historic preservation efforts. A number of methods are available to increase community awareness and support for historic preservation efforts in Georgetown.

Public Education

Consider developing walking tours with informational brochures and/or a slide presentation that focus specifically on community history and the extant historic built and natural environment of Georgetown. Copies of the materials collected for the Georgetown Survey & Inventory, including the photographs, could be made available for such purposes.

Community History Publications

Consider creating a new community history publication that focuses specifically on community history and the extant historic built and natural environment of Georgetown. Consider either a community newsletter format or possibly a full-blown community history similar to those undertaken by other Seattle neighborhoods (Ballard, Queen Anne, West Seattle, etc., using Neighborhood Matching Fund Grants) in recent years.

Homeowners Rehabilitation Manual

Consider developing a manual for home owners that will provide specific guidance in order to appropriately rehabilitate historic residential properties in Georgetown. The manual could include useful design guidelines and tips based on the architectural style and house types that characterize the neighborhood, technical preservation data, and lists of information sources (i.e. historic registration, financial and tax incentives, building materials and trades).

Design Guidelines

Consider developing design guidelines that focus on the historic physical character of the residential and primarily the commercial district. Identify the traditional building types and facade designs that provide neighborhood character in order to create design guidelines for new construction. Given the amount of open area and undeveloped land, such guidelines could help potential and current property and business owners to reestablish a stronger commercial core while retaining the historic character and scale of the commercial area.

Facade Easement Program

Facade easements could be an attractive financial incentive for owners of commercial or residential buildings in Georgetown that may eventually be listed in the National Register of Historic Places. By giving control of any changes to the building facade over to a non-profit organization dedicated to preservation of the natural or built environment, the owner may take a tax deduction for that charitable contribution (the appraised value of the facade). The non-profit organization would then be responsible for the continued preservation of the facade. This incentive would serve to protect the historic character of the Georgetown while assisting owners with rehabilitation expenses.

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