

**Survey Report:**  
**Comprehensive Inventory of**  
**City-Owned Historic Resources**  
**Seattle, Washington**



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Cover Image: “New National Guard Armory, Seattle, Wash.,” c. 1938. (Present location of Seattle Center)

# RESEARCH DESIGN/PROJECT METHODOLOGY

## Mobilization

### Evaluation of ESD List

In compiling the historic properties survey list, I first reviewed the Executive Services Department (ESD) list of properties built prior to 1965. This list was generated from the department's Real Property Asset Management Information System (RPAMIS), a citywide database which tracks City-owned property and property rights either acquired and/or granted by the City of Seattle. The system includes all property owned in fee by the City, whether within the City limits or elsewhere in Washington State, as well as numerous easements and permits. Forms, menus and reports are built in Microsoft Access. The system has been available to City employees since 1996. The RPAMIS database was designed with the help of an interdepartmental real estate team. Effective January 1, 2001, the Executive Services Department was split into three departments, including the Department of Finance, the Fleets & Facilities Department, and the Personnel Department. The Fleets & Facilities Department assumed management of the City's motor pool and vehicular fleet, and much of its municipal property, including the RPAMIS database. It also provides graphic, printing and duplicating services to City departments.

After evaluating the initial list, I contacted Hillary Hamilton at ESD, regarding possible omissions. One that stood out was the Volunteer Park Reservoir and other reservoirs within the Seattle Public Utility (SPU) water system as well as various structures located in Seattle parks. I also wondered why there were no Seattle Transportation (SeaTran)-type properties (i.e. bridges, viaducts) on the list, as several bridges had already been designated as City landmarks. In her reply, Hillary indicated that the omissions might have been due to the fact that the initial run had included "buildings", not "facilities". Their definition of a building is a structure with a roof. In order to test this theory, ESD re-ran the query to apply to all facilities built before 1965. The second query resulted in a list that was much the same as the first but which included some additional structures built prior to 1965. Hillary had cautioned that the ESD database might not include all facilities and buildings. Although the database has been in existence since 1996, the first priority has been to document City-owned land, and so individual departments might have a better idea of the actual buildings and facilities located on the land.

This lack of information is primarily due to the fact that the computerized records of the King County Assessor's Office provided the basis for much of the information on buildings within the City's RPAMIS database. Property Record Cards produced by a late 1930s Works Progress Administration (WPA) project were the source of information for the County's computerized records. Since City property has always been exempt from property taxes, the Assessor's Office did not necessarily document all City-owned buildings, particularly earlier structures and those located in Seattle parks. Examination of the original Property Record Cards available for City-owned land revealed an inconsistent approach in the documentation of City-owned buildings. This reliance on County records is also the primary reason for the exclusion of SeaTran-type properties from the RPAMIS database. Bridges would generally not be included within the database because they are typically in the street right-of-way, and ESD looked at property owned in fee by the City, rather than through the street easements.

### Investigation of Other Information Sources

It then became necessary to investigate other sources of information so as to ensure a complete list of City-owned historic resources. Using the City's PAN website, I looked at City departments, which could possibly have historic facilities, such as libraries, fire stations, police stations, reservoirs, water towers, pump stations, electrical substations, and parks buildings. Many of the departments provided lists of their current facilities and maps of their locations. I checked these lists against the properties included on the ESD list for possible omissions. As a cross-reference, I also examined all City Properties listed under their respective ESD Property Management Areas (PMAs), using the Real Property Finder on the City's PAN website. All buildings within the ESD database have been grouped into their respective PMAs. Some PMAs contain only a single building while others, such as the Seattle Center, contain numerous buildings and structures.

In order to identify all possible historic park structures, I examined the Don Sherwood park histories, which provide a map and a history for nearly all Seattle parks. The park histories show all park structures, which were extant circa 1980, including field houses or community centers, shelter houses, comfort stations, bathhouses, clubhouses and

boathouses. From the park histories, I compiled a long list of buildings and structures, which were not included on the ESD list, for subsequent field verification. In order to identify all possible SPU properties, I checked the Annual Reports for the Seattle Water Department to determine extant facilities circa 1965. Once I had assembled a list of additional properties through these sources, I examined the City's 1979 Survey of Historic Resources, which identified and photographed buildings potentially eligible for City landmark designation. This provided some additional properties as well. In compiling the list, I was aware that it would be necessary to conduct field verifications to determine whether some of the buildings or structures were still extant.

Although some properties were omitted from the list, it was not necessary to add them because they had been or would be evaluated through other projects. These properties include structures located at the Washington Park Arboretum (Washington Park Arboretum Master Plan, Draft EIS, May 2000), and the former Sand Point Naval Station (historic resources evaluated under the Section 106 process as part of the transfer of ownership). Although significant individual park buildings were included, the designed landscape features of the Olmsted Parks themselves were not included, as they would be surveyed in the future. In the case of the Woodland Park Zoo, all structures used to house animals were omitted from the survey list. In the spring of 2001, the Woodland Park Zoo released two draft documents, a long-range plan with development guidelines and exhibit scenarios and an environmental impact statement, which covered these resources.

As noted above, SeaTran properties were not included on the ESD list. SeaTran holdings include 463 stairways owned by the City, 598 walls owned by the City, including 5 seawalls, and 4,230 lane miles of roads. Out of a total of 324 inventoried bridges, 86 bridges are fully maintained by the City, 56 bridges are partially maintained by the City, and 182 bridges are inspected by the City. There are also an undetermined number of areaways under City ownership and/or responsibility. Some of these holdings have already been designated as City landmarks. Additionally, the areaways in the Pioneer Square area were the subject of a review and evaluation by SeaTran, which was completed in spring of 2001. However, due to the number of remaining holdings, the budget and resources of this project did not allow for the identification and inclusion of additional properties of this type.

### **Initial Determinations**

In addition to evaluating the ESD list for completeness, I identified those properties on the list, already designated as City landmarks, located in one of the City's seven landmark/special review districts, or formally determined not eligible for landmark designation. A list of these properties is included in the Appendix at the end of this report. I also identified those properties on the list, which would not be covered in the survey as they had been or would be evaluated through other projects, including the Commons EIS, the Seattle Municipal Civic Center Master Plan, and the Libraries for All 1998 Capital Plan. This last project concerns the Carnegie as well as Modern-era libraries to be replaced, renovated or expanded. Several properties were also removed from the list because they had been demolished or because they are located outside the Seattle City Limits and, thus, are not subject to the City's jurisdiction with regard to landmark designation. A few properties were removed from the list because they were no longer under City ownership.

### **Field Verification and Examination**

Once the historic properties survey list was compiled, it was necessary to conduct field survey work. The properties were organized geographically so as to facilitate this task. Initially, it was necessary to complete a field verification of nearly all of the properties on the list, including those generated by ESD's RPAMIS database. This was to determine the actual existence and the exact location of all buildings and structures included on the list, especially for those added using the Sherwood park histories. It was necessary to complete field verification before actual survey work could be conducted in order to finalize the list of properties. As a result of the field verification, many properties were removed from the list while some were added. Some had been demolished already while others were no longer under City ownership or jurisdiction. A number of City Light substations were removed because they consist of open electrical equipment set within a relatively small fenced enclosure. Several SPU pump stations were removed from the list because they are located underground. Several Seattle Parks Department community center facilities were also removed because they are connected to Seattle Public School buildings and jointly owned with the Seattle School District. As such, the buildings have been or will be evaluated in conjunction with Seattle School District projects.

The original ESD list contained 249 buildings and structures, however nearly fifty of them were removed from the survey list before field work commenced for the reasons enumerated above. As a result of the subsequent research, over 130 additional properties were added to the list. After a majority of these 330 buildings and structures underwent the necessary field verification, a final list of 230 survey properties remained. This list included a number of facilities divided into their discrete components. For example, the SW Myrtle Street Reservoir site has three entries, including one for the 1919 tank, one for the 1946 tank, and one for the 1947 reservoir. Once the survey list was finalized, each property was examined and the information recorded on a separate Historic Property Inventory Form. The Washington State Office of Archeology and Historic Preservation (OAHP) uses this form to document the state's historic buildings and structures. Black and white photographs were also taken with a minimum of one descriptive view for each property. One of the properties, the Kinnear Park Shops, was removed from the list during field work when it was discovered that the building was no longer extant. The field work also revealed that one building, the Jefferson Bus Base Exchange Office & Shop, had been incorrectly entered as two separate buildings in the RPAMIS database. This left 228 properties on the list.

## **Inventory Development**

### **Resource Specific Research**

Once field work was completed, it was necessary to conduct resource specific research in order to determine the history and significance of each surveyed property and to verify the construction date. This research included examination of the available King County Assessor's historic property tax record cards, which feature c.1937 and later photographs. Because these records are organized by tax parcel identification number, it was necessary to use the Real Property Finder on the City's PAN website to obtain this information. King County's Department of Development and Environmental Services (DDES) Parcel Locator was then used to determine whether building records were available for each parcel. A list of 125 parcel numbers was compiled for submission to the Puget Sound Regional Archives at Bellevue Community College. As noted above, the Assessor's Office was inconsistent in its documentation of City-owned properties, especially prior to about 1950. The structures in large and prominent parks, such as Volunteer and Seward Parks, were well documented, however this was an exception to the usual practice with regard to park buildings. Records for once privately owned properties were readily available and proved to be a valuable source of information on former owners and uses. Photocopies of property records were obtained for approximately 120 properties.

It was then necessary to research the building permit and plan records at the City of Seattle's DCLU Microfilm Library. Organized by address on microfiche, these records provide information on original owners, architects and builders as well as construction dates. The King County property records cards very often will list a building permit number, especially for more recent buildings and structures. These records yielded almost 70 building permit numbers for City-owned properties on the survey list. Records for another thirty addresses were examined. Generally, building permit records were examined for only those properties where it was necessary to determine a construction date and/or the original owner, architect or builder. This was especially important in the case of once privately owned properties. The City obtained building permits for many of its buildings and structures, especially for those of more recent construction. However, the City was inconsistent in obtaining building permits for all its construction projects, especially for earlier buildings and park structures. Photocopies of building permit records were obtained for 81 properties.

Once this archival research was complete, additional primary sources were consulted, including the Annual Reports of the Engineering, Lighting, Parks and Water Departments. These reports are a valuable source of detailed information on specific construction projects as well as more general departmental information. Very often, they also contain historic photographs. The Seattle Municipal Archives Photograph Collection was also used to view historic images of City-owned properties. The Seattle City Council Bill and Ordinance Index provided references for various legislative actions, which concerned City-owned properties or the acquisition of private properties. Polk's Seattle Directories as well as miscellaneous archival insurance and real estate maps were consulted for certain properties, especially those, which were once privately owned. The Seattle Public Library's Northwest Index, contained in an extensive card catalog, was used to find newspaper articles on certain properties. Several contemporary sources were consulted for information on the original development of the Seattle Center site as the Seattle World's Fair Century 21 Exposition, including the 1962 Official Guide Book Seattle Worlds Fair and an

April 1962 issue of Architecture/West. Entitled “An Architect’s Guidebook to the Seattle World’s Fair,” this magazine provides detailed information on the permanent and temporary buildings constructed for the fair.

In addition to these primary sources, a number of secondary sources were also consulted. The most important source of information about park properties is the late Don Sherwood’s compilation of data on the history of the Seattle park system. As noted above, these park histories were used in the initial phase of this project to identify extant park buildings and structures. They proved to be invaluable in the research phase, providing a complete history for nearly all park properties. Published in 1954, Mary McWilliams’ Seattle Water Department History is considered to be the official history of the department. The book provides a general history of private water systems in Seattle and the development of the municipal water system as well as specific information on all department properties and structures. The Seattle Fire Department, Centennial Commemorative, 1889-1989 features a detailed history of the department and of every fire station, including historic and contemporary photographs of all department structures. Murray Morgan’s Century 21, The Story of the Seattle World’s Fair, published in 1963, chronicles in depth the events leading up to the fair. A number of websites were also consulted and proved to be valuable sources of information, particularly HistoryLink, an evolving online encyclopedia of Seattle and King County history located at [www.historylink.org](http://www.historylink.org).

During the research process, eight additional properties were removed from the list. It was belatedly discovered that the Langston Hughes Cultural Arts Center is already a designated landmark. Due to plans to expand the Seattle Aquarium, a landmark nomination was prepared for Pier 59, which was eventually designated as a landmark. Landmark nominations were also prepared for the Northeast, Ballard and Lake City Branches of the Seattle Public Library as part of the Libraries for All Capital Projects. The Landmarks Board subsequently designated the Northeast Branch as a landmark but not the Ballard Branch. The Lake City Branch has been nominated and will be considered for designation in June 2001. It was also determined that the Beacon Hill, Douglass-Truth, and Greenwood Branches would eventually be evaluated as part of this project as well. This left 220 properties on the list, which were then organized by department.

### **Statements of Significance**

Once the research process was largely complete, individual statements of historic significance were written for each surveyed property. In most cases, these statements were prepared within the context of the development of the respective departments. In a few cases, one City department originally developed a property, which was later transferred to the ownership or jurisdiction of another. This was the case with the North Park Shops Complex, which was originally constructed by the Water Department but is now occupied by the Parks Department. In the case of once privately owned properties, their historic significance is generally unrelated to any City department.

### **Database Development**

After the completion of the statements of significance, all of the information was entered into the City’s computerized survey and inventory database available on the Microsoft Access platform. The structure of this database is based on the OAHF Historic Property Inventory Form, which is primarily designed to document buildings, especially residential. For this reason, many survey properties, especially SPU reservoirs, standpipes and tanks, were not readily documented with this form, particularly in the “Description Section.” With regard to “High Styles/Forms,” many properties were simply identified as “20<sup>th</sup> Century Vernacular,” “Industrial Vernacular” or “Modern,” reflecting their modest designs. In the database, the properties were organized alphabetically within their respective departments, and each was assigned a six-digit inventory number. The inventory numbers were composed of a three-letter department code followed by a three-digit number. The ten departments include the Seattle Center (CTR), the Department of Neighborhoods (DON), the Department of Parks and Recreation (DPR), the Fleets & Facilities Department (FAC), the Office of Housing (HSG), Seattle City Light (SCL), the Seattle Fire Department (SFD), the Seattle Public Library (SPL), Seattle Public Utilities (SPU), and the Seattle Transportation Department (TRN). Scanned photographic images of all properties were added to the database as well. For each property, a determination was made as to whether it appeared to meet the criteria for National Register and/or City landmark status. Of the 220 survey properties, 91 appeared to meet the criteria for the National Register of Historic Places while 79 appeared to meet the criteria for City landmark designation. For a number of properties, it was necessary to use continuation sheets for additional text and photographic images.

## Report Preparation

Upon the completion of the computerized survey and inventory forms, a survey report was prepared, including methodology and historic context statements, which detail the development of City-owned properties within their respective departments and the City as a whole. The report begins with a brief history of the City of Seattle followed by five context statements for individual departments, including the Department of Parks and Recreation, the Seattle Center, Seattle City Light, the Seattle Fire Department, and Seattle Public Utilities. Context statements were not prepared for the Department of Neighborhoods, the Fleets & Facilities Department, the Office of Housing, the Seattle Public Library, or the Seattle Transportation Department.

In 1990, the Department of Neighborhoods (DON) was created by bringing together the Office of Neighborhoods, Neighborhood Service Centers, the Citizens Service Bureau and, later, the Urban Conservation Office, the P-Patch Program, and the Neighborhood Planning Office. Three years earlier, the Seattle City Council had passed a resolution in 1987 establishing a Neighborhood Planning and Assistance Program. The resolution increased the number of Neighborhood Service Centers, or "Little City Halls," to provide one in each of the 13 newly drawn districts. It also established the Office of Neighborhoods to administer the Neighborhood Matching Fund, an annual fund created to promote neighborhood-based self-help projects. The Department of Neighborhoods administers its programs from City-owned facilities and leased space, and does not own any property with the exception of the Jefferson Bus Base Exchange Office and Shop. When the City acquired this building in 1990 through an exchange of properties with Seattle University, the agreement also assigned jurisdiction over the property to the Department of Community Development. After subsequent reorganizations of City government, the building was eventually transferred to the jurisdiction of the Department of Neighborhoods.

As noted above, the Fleets & Facilities Department manages a variety of City facilities, including downtown office buildings, Shops and Yards, Senior Centers, and Police and Fire Stations. Many of the properties within this department were developed independently and under private ownership with the notable exception of the fire stations. For this reason, the fire stations were considered separately within the context of the Seattle Fire Department for the purposes of this project. The remaining properties are generally unrelated in terms of their historical contexts. The Office of Housing acts as an investor and facilitator, working with builders, City departments, community groups, lenders and homebuyer to create opportunities in the community to increase the supply of affordable housing. The Housing Office helps provide affordable housing with homeownership programs, financing development and preservation of rental units, and home repair and weatherization services. The Office of Housing does not own any property with the exception of the El Rey Apartments. The City originally acquired the property in 1985 with state and federal financial assistance under the administration of the City's then Department of Human Resources. After subsequent reorganizations of City government, the building was eventually transferred to the jurisdiction of the Office of Housing. With the exception of a single-family home on Capitol Hill, this is the only such residential building owned by the City. Traditionally, the Seattle Housing Authority (SHA), a separate municipal corporation, has been responsible for providing affordable housing for low-income people in Seattle as well as for seniors and people with disabilities.

Founded in 1891, the Seattle Public Library includes the downtown Central Library and 22 neighborhood branches, as well as Mobile Services and the Washington Talking Book & Braille Library. Most of the libraries are located in City-owned facilities specifically constructed for this purpose. These include seven Carnegie-era buildings built between 1910 and 1914, eight Modern buildings constructed between 1953 and 1965, and two contemporary buildings, one built in 1976 and the other in 1980. The remaining seven libraries are located in leased space or in City-owned buildings, which were converted to this use. Under the Libraries for All Capital Plan approved by voters in 1998, seven existing libraries will be renovated, seven will be expanded, two will be relocated, and seven will be replaced. Three new branch libraries will be added as well. Nearly all of the library buildings, which were constructed before 1965, have been or will be evaluated as part of this project. Only two remain on the survey list, the Madrona-Sally Goldmark Branch and the Washington Talking Book & Braille Library. However, neither of these properties originally developed as part of the Seattle Public Library System. Originally constructed in 1920, Fire Station No. 12 was converted for use as the Madrona-Sally Goldmark Library within two years of its closure in November 1971. In 1947-48, S.L. Savidge Inc. constructed the building now housing the Washington Talking Book & Braille Library as a new showroom and garage for its Plymouth and Dodge dealership. After occupying several different locations over the years, the library for the blind moved to this building in September of 1983, several years after the dealership closed.

The Seattle Transportation Department (SeaTran) is responsible for the maintenance and operation of streets, bridges, retaining walls and seawalls, and traffic control systems in the City. SeaTran was created in January 1997 from the Transportation Division of the Seattle Engineering Department, which was abolished in a reorganization of City government. At the same time, the newly created Seattle Public Utilities took over the sewer and solid waste utility and engineering service functions formerly contained in the Engineering Department. In 1873, the position of City Surveyor was created to survey the City, establish boundaries and street grades, and administer condemnation processes. In 1890, this position was renamed City Engineer. In the 1930s, the Engineering Department first absorbed part of the Department of Public Utilities and then assumed the responsibilities of the Department of Streets and Sewers, which included the planning, construction, repair, and cleaning of the City's streets, sidewalks, and sewers. As noted above, none of the typical holdings of the Seattle Transportation Department were included on the survey list. However, the list contains two unrelated SeaTran properties, a lumber shed and an office/warehouse, which were acquired for right-of-way purposes some thirty years ago.



# HISTORICAL OVERVIEW

## Brief History of the City of Seattle

The City of Seattle lies on a narrow strip of land between the salt waters of Puget Sound and the fresh waters of Lake Washington. Beyond these waters lie two rugged mountain ranges, the Olympics to the west and the Cascades to the east. Majestic Mt. Rainier dominates the southeastern horizon while Mt. Baker looms farther away in the northeast. The land between these large bodies of water contains two larger lakes, Lake Union and Green Lake, and two smaller lakes, Bitter Lake and Haller Lake. Seattle is said to have been built on seven hills, including Beacon, Capitol, Denny, First, Queen Anne, Second (or Renton), and Yesler (or Profanity). It is thought that this notion came about because Rome was described as having seven hills and a version of the list was put forward in a 1947 children's book, "When Seattle Was a Village" by Sophie Frye Bass, granddaughter of one of the founders of Seattle, Arthur Denny. However numerous ridges, valleys and ravines create a remarkably varied topography, affording spectacular views of the area's outstanding natural features. This topography was the result of 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. During one hundred fifty years of intensive use and development, the citizens of Seattle have effected their own monumental transformation of the landscape to the extent that neither the original Native American inhabitants nor even the early Euro-American settlers would recognize it today.

According to several local histories, John C. Holgate was the first Euro-American to explore the inland areas of Seattle after earlier expeditions made brief surveys from ships. In 1847 at the age of nineteen, Holgate traveled from his home in Iowa to the Oregon Territory. Holgate remained in the Portland area until the summer of 1850 when he headed north with Native American guides to explore the Puget Sound region. During his six-week journey, he explored the Duwamish River and considered settling on a site on the river's eastern bank near one of the larger bends and in the heart of what would become the future city of Georgetown. When Holgate returned in the spring of 1853, he discovered that another individual, Luther M. Collins, had already filed a Donation Land Claim for that site. Holgate proceeded to file a claim on land located up on Beacon Hill where he then settled with his family. Collins had arrived in mid-September of 1851 along with several friends that he had persuaded to join him. Henry Van Asselt, Jacob Mapel and Samuel Mapel also took out claims along the river at his encouragement. The vanguard of the Denny Party, consisting of David Denny, John Low, and Leander "Lee" Terry, arrived in the area later in September of 1851. After exploring the shoreline of Elliott Bay and the Duwamish River, they selected a townsite at Alki Point. John Low and Lee Terry both filed Donation Land Claims, but David Denny was too young.

The rest of the party arrived in November of 1851, but four members, Arthur and David Denny, Carson Boren, and William Bell, soon decided to explore the central Puget Sound region in order to stake their own claims. In April of 1852, they moved a short distance across Elliott Bay to what is now the historic Pioneer Square district, where a protected deep-water harbor was available. This village was soon named Seattle, honoring the Duwamish Indian leader, Chief Seattle, who had befriended the settlers. The name became official in May of 1853 with the filing of the first plats for the "Town of Seattle." The new town's principal economic support was Henry Yesler's lumber mill at the foot of Mill Street (now Yesler Way), completed in 1853. Much of the mill's production went to the booming city of San Francisco, but the mill also supplied fledgling towns throughout the Puget Sound region. Between 1855 and 1856, the so-called "Indian Wars" briefly interrupted the town's development. 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 "war" 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. The Town of Seattle was originally incorporated in 1865, however the Washington Territorial Legislature repealed the incorporation on December 21, 1866, after receiving a petition from some Seattle citizens. The Governor signed the repeal on January 18, 1867 and returned jurisdiction of Seattle to the King County Commissioners. Two years later, the City of Seattle was reincorporated with approximately 1,000 residents.

In 1869, the newly incorporated City of Seattle had its northern boundary at Galer Street and its southern boundary at Hanford Street with Elliott Bay on the west and Lake Washington on the east. Over the next fifteen years, the northern and southern boundaries shifted with subsequent charter amendments until they were fixed in 1886 at nearly their original locations. In the first decade after incorporation, the rate of growth was fairly slow with only a

threefold increase in the population to just over 3,500. In the early 1870s, the Northern Pacific Railroad announced that the western terminus of its transcontinental railroad would be at Tacoma, some forty miles south of Seattle, ending three years of frenzied real estate speculation. Despite the disappointment of local leaders, Seattle managed to force a connection with the Northern Pacific shortly after its completion in 1883, and the town's population soared, increasing to almost 43,000 by 1890. Lumber and coal were the primary industries, but the growth of fishing, wholesale trade, shipbuilding, and shipping also contributed to economic expansion and population growth.

This explosive growth was slowed but not stopped by a devastating fire on June 6, 1889, which leveled some 30 square blocks of mostly wood frame buildings in the heart of the City's business district. No one died in the fire, but the property damage ran into millions of dollars. The fire provided the opportunity for extensive municipal improvements, including widened and regraded streets, a professional fire department, reconstructed wharves, and a municipal water works. New construction in the commercial district was required to be of brick or steel, and it was by choice on a grander and more imposing scale. In May of 1891, the city doubled in size with the North Seattle Annexation. The annexed area encompassed the northern ends of Capitol and Queen Anne Hills as well as Magnolia, Fremont, Wallingford, Green Lake, Latona, and Brooklyn, which later became known as the University District. By this time, developers had already platted much of the land within the existing city limits except for several scattered sections and had filed additions to the previously independent towns north of the Ship Canal as well as in unincorporated land.

In order to facilitate the real estate development of their platted lands, local businessmen organized a number of private, independent street railway companies, beginning in the middle years of the 1880s. It was not until the end of this decade and the beginning of the next that the majority of the early lines had been built, providing service to many parts of the city. As is apparent on maps of the era, growth progressed in a linear fashion along the routes of these streetcar lines, accelerating the trend for residential development outside the city's commercial core. Residential growth in these areas included both single and multi-family dwellings built without any of the present-day zoning restrictions as to their siting. Initially, the settlement of Seattle had included residential, commercial and industrial uses in close proximity to each other. With the growth of the city, these uses began to disperse north to Queen Anne Hill and the southern shores of Lake Union and east up the western flanks of First Hill, Yesler Hill and Beacon Hill.

Although the fire initiated a building boom early in the decade, Seattle did not experience prosperity for much of the 1890s, despite the arrival of another transcontinental railroad, the Great Northern, in 1893. This was primarily due to the Panic of 1893, which plunged Seattle into a four-year economic depression along with much of the country. However, the 1897 discovery of gold along and near the Klondike River in Canada's Yukon Territory and in Alaska once again made Seattle an instant boomtown. The city exploited its proximity to the Klondike and its already established shipping lines to become the premier outfitting point for prospectors. A massive influx of newcomers was attracted to the area, seeking to take advantage of the great wealth being generated by the gold mines. During the early 1900s, Seattle continued to experience strong growth. Between 1900 and 1910, Seattle's population almost tripled from 80,671 to 237,194. Two more transcontinental railroads, the Union Pacific and Milwaukee Road systems, reached Seattle and reinforced the city's position as a trade and shipping center, particularly with Asia and the North Pacific. The city also moved beyond resource-based industries to sophisticated manufacturing. During this time, the city's population became increasingly diversified with significant communities of African Americans, Scandinavians, Italians, Japanese, Chinese, Filipinos, and Jews.

Between 1905 and 1910, further annexations of territory once again doubled the size of the city and immediately increased the overall population. The annexation of South Seattle in 1905 was the first in almost fifteen years. This began a series of annexations over the next five years, which culminated with the annexation of the Laurelhurst district in December of 1910. In 1907 alone, there were seven separate annexations, including Southeast Seattle, Ravenna, South Park, Columbia City, Ballard, West Seattle, and Rainier Beach. In April of 1910, Georgetown was the last independent city annexed by Seattle, which already surrounded it completely. Seattle celebrated these remarkable achievements by hosting the Alaska-Yukon-Pacific (AYP) Exposition in 1909 on the grounds of the University of Washington campus. Further proof of Seattle's success came in 1914 with the completion of the forty-two-story Smith Tower, the tallest building in the world outside of New York City at the time. For more than four decades it was the tallest building west of the Mississippi and a symbol of Seattle's booster spirit and metropolitan aspirations. In response to this growth, the City's municipal government made substantial capital improvements in

all areas, including the development of a public electric utility and a comprehensive park and boulevard system designed by the famed Olmsted Brothers landscape firm of Brookline, Massachusetts.

The First World War transformed the city's shipbuilding industry, which turned out 20 percent of the nation's wartime ship tonnage. Shortly after the end of the war, Seattle came to national attention when, early in 1919, workers struck the shipyards to maintain their high wartime wages. This event soon led to the Seattle General Strike, which began on February 6, 1919 and lasted for five days, the longest such strike in American history. The strike lacked a cogent objective, but its success fueled postwar American fears about radicals and socialists, resulting in government crackdowns and more than a decade of public distrust of organized labor in Seattle. By this time, the city's explosive population growth had slowed significantly as Seattle ended the second decade of the 20<sup>th</sup> century with just over 315,000 residents. This trend continued during the 1920s with the addition of only 50,000 people as Seattle once again lived up to its boom-and-bust reputation with its depressed shipbuilding and lumber industries. The nationwide economic depression of the 1930s hit Seattle particularly hard. In October 1931, a "Hooverville" of shacks and shanties eventually housing nearly 1,000 unemployed men began to grow on nine acres of vacant land located a few blocks south of Pioneer Square in Seattle. The city's population stagnated with an increase of less than 3,000 during the decade, as more people moved to areas of King County outside of Seattle than to Seattle. City government experienced significant financial difficulties and halted nearly all capital improvement projects with the exception of those funded by state and federal relief agencies.

As in other parts of the country, the Second World War sparked an economic rebound as shipyards and other industries flourished again. During the war years, the Boeing Airplane Company, a modestly successful airplane manufacturer founded in 1916, increased its workforce more than 1,200 percent and its sales from \$10 million to \$600 million annually. The war's end, however, brought an economic slump to the area that persisted until the middle 1950s. During this period from the early 1940s to the early 1950s, the City of Seattle annexed extensive areas north and northeast of the existing city limits. Since the last annexations in 1910, the city's northern limits had been set at 85<sup>th</sup> Street across much of the city and at NE 65<sup>th</sup> Street to the east of 20<sup>th</sup> Avenue NE. In the intervening thirty years, the city's population shifted further to the north and to the northeast, pushing into unincorporated King County. In 1954, the City had completed its annexations of all the unincorporated neighborhoods north to 145<sup>th</sup> Street. This expansion in territory helped the city increase its population to over 465,000 by 1950 and to almost 560,000 by 1960 despite stagnant growth rates compared to the rest of King County. A postwar residential building boom fueled the growth of suburban King County as returning veterans constructed new homes for their families.

Despite the slump in the local economy, the City of Seattle embarked on an ambitious postwar building boom of its own once the shortages of labor and materials brought on by the Second World War had ended. In all departments of the city, long-delayed capital improvement projects were resurrected, which expanded and modernized the city's infrastructure and improved municipal services, especially in the recently annexed areas. In order to guide the city's future growth and development, the City Planning Commission also prepared a comprehensive plan, which included proposals for new zoning classifications and for the construction of the first limited access freeways through the heart of the city. When Boeing successfully introduced the 707 commercial jet airliner, in the late 1950s, it heralded another burst of municipal optimism. This optimism culminated in the futuristic 1962 Seattle World's Fair Century 21 Exposition, which had been conceived initially to commemorate the 1909 AYP Exposition. In addition to the international prominence it brought Seattle, the fair left the city a permanent legacy in the Seattle Center and its complex of performance, sports, and entertainment facilities, as well as the Pacific Science Center, the Monorail, and the Space Needle. Since Century 21, the city population has remained fairly stable around the half-million mark, while suburban areas have experienced explosive growth. In the early 1970s, the Boeing Company suffered a slump that severely depressed the local economy. The region's economy has subsequently been steadied and diversified.

## **Department of Parks and Recreation**

In 1864, David T. and Louisa Boren Denny gave a portion of their Donation Land Claim for the purposes of establishing a public cemetery. At the time, the "Seattle Cemetery" was far from the center of town in Pioneer Square and was reached only by wagon roads. Within twenty years, however, it no longer considered so far away. In 1884, the Dennys prepared a new deed rededicating most of the cemetery property to become Seattle's first public park with a provision to remove the gravesites. The 1884 Ordinance No. 571 that accepted the Denny property as

Seattle's first park also made some allowances for its conversion from a cemetery and included a provision that three Park Commissioners be appointed to oversee the conversion. David Denny served a three-year term from 1884 to 1887 as one of these first Park Commissioners. At that time, the City of Seattle was operating under its 1869 charter which provided for a relatively small government of 13 elected officials, and three other officers, in whom all municipal authority was vested. This was the modest beginning of the Seattle Parks Department. Legislation in 1887 (Ordinance No. 874) created the Board of Park Commissioners, consisting of three members to be appointed by Council who would serve three-year terms. This unpaid body was charged with all management responsibilities for Seattle's parks and was expected to report to Council as often as each quarter, making recommendations for improvements and for the acquisition of new properties.

The Dennys' donated site was initially named "Seattle Park" but later renamed "Denny Park" about 1887 to honor its donors. Relatives removed most of the gravesites from the Seattle Cemetery, however the City was responsible for transferring the remainder to another location. The City decided to use an unused forty-acre tract it owned at the very top of Capitol Hill. In 1876, the City had purchased the large parcel from James M. Colman, a sawmill engineer who later became a prominent real estate developer, for \$2000 without specifying the purpose of the purchase. Presumably, the land had been logged of its stand of old growth forest, leaving behind bare patches between the stumps and smaller trees. Located immediately south of Lake View Cemetery, which had been established in 1872, the tract became known as "Washelli Cemetery" in 1885. Within two years though, it was necessary to move the gravesites once again after the City decided to convert the new cemetery into "Lake View Park." However, confusion soon arose over the park and cemetery of the same name, resulting in the renaming of the park as "City Park." It finally became known as "Volunteer Park" in 1901 to honor those who had volunteered for the 1898 Spanish-American War. In 1889, a third major park was added to the system when real estate developer George Kinnear donated fourteen acres of the wooded slope below West Olympic Way on Queen Anne Hill for park purposes at the urging of local residents. At the time, the waters of Puget Sound reached the beach at the foot of the parcel's steep slope.

This was the extent of the nascent Seattle park system in 1890, the year a new five-member Board of Park Commissioners was established with the adoption of Seattle's first home-rule charter. The new charter mandated a dramatically larger city government comprised of 34 elected officials, 13 departments, and six regulatory commissions, including a Board of Park Commissioners. A park fund was also established, consisting of proceeds from the sale of bonds issued for that purpose, gifts, appropriations made by the City Council, and 10% of the gross receipts from all fines, penalties, and licenses. The Board of five paid members generally held complete management responsibilities for Seattle's parks and possessed the authority to appoint a superintendent and to negotiate for property. However, the City Council retained the authority to purchase and condemn property and periodically passed park legislation, which changed the Board's composition and responsibilities, and abolished and reinstated the position of Parks Superintendent. James Taylor became the first Parks Superintendent in 1892 but held the position for only a brief period before the Board appointed Edward Otto Schwagerl, a prominent landscape architect and engineer, the same year. During his tenure, Schwagerl prepared detailed landscape plans for the development of Denny and Kinnear Parks as well as preliminary plans for Volunteer (then City) Park. Schwagerl also began to design a comprehensive park and boulevards plan for Seattle, which he completed after leaving city employment for private practice in 1895. Unfortunately, when the Board of Park Commissioners later sought a landscape designer for the city's official plan, they chose the Olmsted Brothers, a more prestigious and better known East Coast firm.

In 1896, a new City Charter redefined the Board of Park Commissioners as the Park Committee with five unpaid appointees who reported annually to Council. In addition, all management responsibilities of the parks, including the authority to obtain new properties, were vested with the City Council. The Parks Superintendent position was eliminated and its responsibilities were assumed by the new Superintendent of Streets, Sewers, and Parks, one of the three members of the Board of Public Works. It was not until 1904 that the Parks Department became a separate entity. In 1903, an amended City Charter reestablished the Board of Park Commissioners, giving it the kind of independence that park commissions in the metropolitan cities of the East enjoyed. While the City Council retained the authority to approve the purchase of property, the Board once again assumed all management responsibilities of the parks, as well as the exclusive authority to spend park fund monies. Additionally, all park-related authority was removed from the Board of Public Works, and the Board of Park Commissioners elected to appoint a superintendent.

During this period of administrative and departmental changes, various proposals were advanced for the development of Seattle's park system. The need for a more extensive system became even more critical when the City doubled in size after the North Seattle Annexation of May 1891. The annexed area encompassed the northern ends of Capitol and Queen Anne Hills as well as Magnolia, Fremont, Wallingford, Green Lake, Latona, and Brooklyn, which later became known as the University District. By this time, new electric streetcar and cable car lines were bringing substantial real estate development to these and other previously inaccessible areas. The 1892 Annual Report of the Park Commissioners highlighted the need for a comprehensive system of parks and boulevards in Seattle. According to the Park Commissioners, this new system could be created if the power of condemnation was used to acquire park land and if the limit of bond indebtedness was increased to more than \$100,000. The Report specifically proposed two major parks on Lake Washington with a boulevard linking them to existing private parks, including Madison, Madrona, and Leschi Parks. Parks Superintendent Schwagerl further proposed a similar plan for the Puget Sound shoreline, as well as the acquisition of two private parks, Woodland and Ravenna Parks, with boulevards linking them to the new grounds of the University of Washington on the shores of Union Bay.

In the 1893 Annual Report, Superintendent Schwagerl identified the proposed "Northwest Park" as overlooking Salmon Bay on Puget Sound, the "Northeast Park" as overlooking Union Bay on Lake Washington, and the "Southeast Park" as the Bailey Peninsula on Lake Washington. However, Schwagerl did not specify a site for the Southwest Park. At this time, the sites for the proposed Southeast and Southwest Parks were located outside of the existing city limits. However, there was an assumption that Seattle's boundaries would eventually expand to include these areas. As an immediate action, Schwagerl proposed selling Volunteer Park, then known as City Park, to fund the purchase of the Bailey Peninsula for the new "Southeast Park." However, this plan was not realized partly due to the fact that the peninsula was considered to be even further out in the wilderness than Volunteer Park and fairly inaccessible.

Mayor James T. Ronald vigorously endorsed the plan but no major action occurred until 1899 when the City Council appropriated \$100,000 for the purchase of Woodland Park, including a portion of Green Lake, from the estate of Guy Phinney, a wealthy lumber mill owner and real estate developer. In the late 1880s, Phinney paid \$10,000 for 342 acres of land along what we now call Phinney Ridge and down the slope to Green Lake and kept more than half of it for himself. He then spent \$40,000 converting his land into an elegant English-style estate named "Woodland Park," complete with formal gardens, and generously opened his estate to the public as long as they obeyed his conspicuously posted rules. Since the location was considered far from the center of town, Phinney also installed a streetcar line down the hill to the town of Fremont. The streetcar line made it an easy trip from downtown Seattle to Woodland Park, which, in turn, facilitated development of his adjacent real estate holdings. Phinney's untimely death in 1893 at the age of 41 left his estate unfinished. Six years later, his widow sold the property to the city despite significant controversy over the \$100,000 asking price and the distant location, and opposition by Mayor Thomas J. Humes.

Further action occurred the following year on two fronts. In 1900, the Puget Mill Company donated a large parcel of land to the City of Seattle in exchange for \$35,000 worth of water main work in their adjacent subdivision. The 62 acres encompassed the northern end of a large ravine, which extended from the shore of Union Bay south to East Madison Street. Since the southern boundary of the donated parcel terminated at East Prospect Street, the City immediately purchased the remaining ravine property south to East Madison Street. Over the years, the city eventually acquired a total of 230 acres. By 1902, the park was identified as "Washington Park" after the nearby Lake Washington. Also in 1900, Assistant City Engineer George F. Cotterill published a guide map of the 25-mile system of bicycle paths, which he had developed by walking about the city. With the assistance of volunteers, Cotterill had based the route on the grade and to take advantage of the scenic beauty. By 1898, Seattle's 55,000 residents owned some ten thousand bicycles, creating a great demand for such a system of bicycle paths. The first automobile arrived in Seattle in 1900, however it was more than a decade before its popularity began to surpass that of the bicycle for recreational touring.

The big turning point for the Seattle parks system came in 1903 when the City hired the Olmsted Brothers landscape firm of Brookline, Massachusetts to prepare plans for a comprehensive park and boulevard system, including suggestions for improvements to existing parks. This move was largely brought on by the public interest generated for the planned Alaska-Yukon-Pacific Exposition and through the purchase of Woodland Park and the acquisition of Washington Park, two large tracts of mostly undeveloped land. City leaders were also inspired by the national City Beautiful movement, which had begun ten years earlier at the 1893 World's Columbian Exposition in Chicago. City

Beautiful advocates sought to improve cities through beautification, which would inspire their inhabitants to moral and civic virtue. In their report, *A Comprehensive System of Parks and Parkways*, the Olmsted Brothers made specific proposals for the development of a park and boulevard system, as well as policy recommendations as to how it should be accomplished. The Olmsted Brothers drew on previous park plans for inspiration, including those of Edward O. Schwagerl, and utilized some of George Cotterill's existing bicycle routes in their proposal for a sweeping system of boulevards. Their policy recommendations included the creation of an independent Park Commission, the sale of long-term bonds and direct taxation to finance property acquisitions and improvements, the employment of a competent professional staff, and the establishment of a formal policy for donated property.

In 1908, the Olmsted Brothers supplemented their original plan with an additional report, which included the large areas annexed by the city the previous year, including Southeast Seattle, Ravenna, South Park, Columbia City, Ballard, West Seattle, and Rainier Beach. The 1908 report further defined the types of parks, playgrounds and boulevards and the appropriate improvements thereon. In addition, the Olmsted Brothers recommended that Seattle adopt the new concept of public recreation facilities in parks, which had only become popular late in the 19<sup>th</sup> and early in the 20<sup>th</sup> centuries. The Olmsted Brothers advocated the creation of playgrounds for outdoor recreation and the construction of buildings for year-round indoor recreation in field houses, which would be staffed and programmed by teachers. After the City Council adopted the plan, the Olmsted Brothers were further retained to prepare landscape plans for individual parks, including major designs for Volunteer, Woodland, Green Lake, Colman, Frink, Hiawatha, Jefferson, Schmitz and Seward Parks. Volunteer Park is recognized as possessing the most fully realized design of all the Olmsted plans created for the Seattle parks, boulevards, and playgrounds system. The detailed plans of the Olmsted Brothers called for a "metropolitan appearance" due to the park's close proximity to the downtown hotel and business district. From 1904 to 1912, extensive improvements were made to the park, including the planting of formal gardens, and the construction of paths, circling drives, lily ponds, a music pavilion, a conservatory, and a children's play area complete with a wading pool and shelter house. The Olmsted Brothers continued to work in Seattle, for both private and public clients, until 1936, when Jonh C. Olmsted made his last visit to the city to plan the Washington Park Arboretum.

Implementation of the report began almost immediately, however not always as envisioned by the Olmsteds. In less than ten years after the original proposal, citizens passed bonds totaling \$4 million for park enhancement. With these funds, 26 parks and playgrounds were acquired, and many of them were developed. During this period, the city purchased, condemned or was given Cowen, Frink, Schmitz, Leschi, Madrona, Colman, Ravenna, Green Lake, and Seward Parks, doubling the park lands to more than 1,000 acres. In 1910, the 21-member Municipal Plans Commission was motivated by this spirit of progressive growth when it hired Virgil C. Bogue to prepare a comprehensive plan to meet Seattle's future needs in the areas of transportation, parks, highways, and waterfront development. Bogue, an engineering consultant from New York and colleague of the Olmsted Brothers, prepared a plan, which recommended the remaking of Seattle through an ambitious set of improvements using the monumental Beaux-Arts style advocated by the City Beautiful movement. Bogue's "Plan of Seattle" included a new Civic Center, an ensemble of Beaux-Arts government buildings, radiating outward from the intersection of 4th Avenue and Blanchard Street in the recently leveled Denny Regrade. The plan also called for a new rail and shipping center on the southern shore of Lake Union, a rail transit line linking Seattle and Kirkland via a tunnel beneath Lake Washington, and the possible acquisition of Mercer Island as a city park. The city's business establishment organized the greatest opposition to the plan due to fears that the commercial district would shift to the north and devalue downtown commercial real estate holdings. Despite the support of urban Progressives, Seattle voters defeated the plan in March of 1912 by a two-to-one margin over concerns that the plan would be too expensive and too expansive.

In order to manage the expanded park and boulevard system, the Seattle Parks Department created new positions to assist the Parks Superintendent and made changes in the organization of the department. In 1907, the new staff position of Assistant Superintendent was added to the department, and in the following year, the first directorship, Playgrounds Director, was created. In 1912, the first full-time engineer appeared under the title Chief Engineer, later to be changed to Park Engineer. By 1922, a Head Gardener had been appointed, and two more directorships had been created, including the Zoo Director, and the Bathing Beaches Director. In 1925, the City Charter was amended such that no more money could be spent in the acquisition of park properties than was available through the park fund. In that same year, the Park Engineer was replaced by the new position of Landscape Architect. In 1926, the Board of Park Commissioners abolished the position of Superintendent, distributing that position's responsibilities between the Head Gardener and the Landscape Architect. In 1927, the reestablished position of Park

Engineer was given the duties and responsibilities of the old superintendent, while the new Junior Park Engineer directly managed engineering and construction activity. Over the years, there continued to be similar changes in the administrative organization of the department as new positions were created, and responsibilities were redistributed. There was not a permanent position for a Parks Superintendent until a 1948 City Charter amendment required its establishment. By this time, the Parks Department had gained enough stature and staff to build its own Administration Building in Denny Park. Previously, the department had moved about the city in rented offices.

During the 1920s, the City continued in its attempts to plan for the future development of the parks and boulevards system as envisioned by the Olmsted Brothers. In 1926, Mayor Bertha K. Landes appointed a Municipal Recreation Committee, comprised of Park Board members, School Board members, and a representative of the community at large, to analyze ways in which the two parties could cooperatively contribute to the municipal recreation program. The Mayor's intent was to establish joint planning between the two boards, but that did not formally begin until 1950. Submitted to the Mayor in January 1928, the Committee's report, *Survey of Recreation Facilities*, detailed the facilities under the jurisdiction of each Board. The report also recommended how the existing facilities could be more efficiently utilized and what additional facilities would be required based on minimum standards for recreation. Unfortunately, although the Park Board had been self-governing since 1904, it continued to be dependent on the City Council for financial support in the form of tax revenues, City Council appropriations, and bond funds for specific voter-approved projects. This situation of financial dependency often led to disagreements between the Park Board and the City Council, especially if the Council proceeded to fund a project over the objections of the Park Board.

This came to a head in 1928 when the City Council authorized the acquisitions of Piper's Canyon and Matthews Beach, then located outside the northern city limits and accessible only by dusty county roads. Neighborhood groups in the north end had petitioned the City Council to use \$25,000 donated by Morgan J. Carkeek to acquire the mostly undeveloped ravine on the shores of Puget Sound. While the Park Board was vigorously opposed this site due to its distant location and difficult topography, the City Council proceeded to acquire Piper's Canyon in 1928. The same year, the City Council also appropriated funds to acquire the property of John G. Matthews for the purpose of establishing the first public bathing beach on the shores of Lake Washington north of Madison Park. Community clubs in the north end had previously favored a closer and more accessible site in the Laurelhurst area, which was then developing into an exclusive residential community. However, local opposition to that plan forced the City Council to choose another site. The City Council then approved acquisition of the Matthews property without consulting the community clubs, who vigorously opposed this less attractive alternative. Members of the Parks Board also opposed acquisition of the site because they felt that new property should not be acquired unless it could be properly developed and maintained. Despite the appropriation of funds by the City Council, the site was not acquired, and the matter was unresolved until 1951. In both cases, the Park Board also objected on the grounds that the City Council had not provided sufficient funds to maintain and develop property already owned. As a result of these actions, a minority of the Board proposed the creation of a "Metropolitan Park District," which would be supported by a dedicated tax source. However, the voters were negative towards additional taxation, and the Governor vetoed the necessary revision to State law.

By the early 1930s, the Parks Department had completed extensive improvements within the existing park system. The Parks Department had constructed its first field houses in 1911 at Hiawatha and Ballard Playfields. Within the next several years, similar wood frame field houses were constructed at Collins, and South Park Playfields. In the later 1920s, larger masonry field houses were constructed at Green Lake Park and Rainier Playfield. At the same time, permanent masonry buildings replaced earlier wood frame bathhouses at Green Lake, Madrona and Seward Parks. In the later 1920s and early 1930s, eight shelter houses were built in Seattle parks. Designed in a simplified Tudor Revival style, these buildings housed large rooms for organized recreation activities in addition to public restroom facilities. Office space for recreation instructors was also provided. Construction of these shelter houses at the Lower Woodland, Jefferson Park, Washington Park, Lincoln Park, Maple Leaf, Ravenna Park, Brighton and Gilman Playfields followed a policy to build only structures that would be pleasing in design and permanent in nature. This policy was also followed in the construction of a series of six comfort stations during the same period. These comfort stations were notable for their attractive designs in various period revival as well as modern styles, and for their location in prominent parks in fashionable residential neighborhoods, including Leschi, Kinnear, Mount Baker, Magnolia, Woodland and Ravenna Parks. By this time, the city's zoo at Woodland Park had taken on the appearance of a "real zoo" with the construction of new animal barns, cages, and enclosures. There were also two municipal golf courses located at Jefferson and Jackson Parks.

Unfortunately, this program of improvements came to a halt in the early 1930s due to the financial difficulties brought on by the nationwide economic Depression. For almost two decades, the only improvements made were those constructed as projects of state and federal relief agencies, as shortages of labor and materials brought on by the Second World War also halted the construction of any new buildings for most of the 1940s. Fortunately, the Parks Department was able to use a 1931 report prepared by Park Engineer E.R. Hoffman and entitled *A Ten Year Program* as the basis for selecting relief agency projects. Based upon a projected population for the Seattle metropolitan area in 1940, the program of development aimed at making better use of existing properties, adding to those properties that needed more space, and acquiring new properties in those areas of the city that were experiencing growth. The report inventoried facilities and provided cost estimates of the needs of each park and playground in Seattle. As a result, Seattle's park system benefited greatly from these relief programs, which paid for the labor for approved projects provided that cities, counties and states supplied the necessary materials and equipment. Much of the 1931 plan was eventually realized by the Works Projects Administration (WPA) in the later 1930s and early 1940s. One of the largest WPA projects for the Parks Department was the development of the West Seattle Recreation Area, which included the West Seattle Golf Course, the West Seattle Stadium, and Camp Long. This massive undertaking comprised approximately one-third of the \$1.1 million allotted.

During the Second World War, different branches of the United States military used many Seattle parks as locations for temporary wartime facilities, including barracks, recreation buildings, and artillery installations. Between 1944 and 1946, the federal Lanham Act Grant provided funding for recreation leadership, programs, and improvements in areas where servicemen were stationed or processed. After the war, the federal government also provided financial compensation to the Parks Department for damage or excessive wear to park lands or improvements during the war years. However, the large numbers of servicemen only served to highlight the urgent necessity for major improvements in many of Seattle's parks. By this time, older wood frame structures in existing parks were in serious need of replacement, and new facilities were required to serve the changing needs of the City's residents. There was also great demand for the establishment of new parks in previously underserved areas of the City and in newly annexed north end neighborhoods. In the early 1940s, the City of Seattle had resumed the annexation of unincorporated areas north of the city limits, which had been in existence since 1910. In the intervening years, the city's population had shifted further to the north and to the northeast, pushing into unincorporated King County. This trend accelerated after the end of the Second World War as returning veterans built new homes in these more suburban areas. From the early 1940s to the early 1950s, the City of Seattle annexed all the unincorporated neighborhoods north to 145<sup>th</sup> Street. By the late 1940s, major improvements were also necessary to transform the City's zoological garden at Woodland Park into a modern facility.

The Parks Department drew upon a number of sources to fund the acquisition of new park lands and the construction of new improvements. Following past examples, some neighborhoods chose to tax themselves through the creation of Local Improvement Districts to obtain partial or full funding for their projects. In 1946, the State provided \$1,000,000 for developments in Seattle parks and playgrounds. In 1948, Seattle voters approved a \$2,500,000 Park Bond, almost entirely programmed to improve the worn out park system. In 1950, the Park and School Boards finally inaugurated a formal joint development program with the construction of a new gymnasium adjoining Laurelhurst School, located across from Laurelhurst Playfield. Both the development of plans and the financing of the Laurelhurst project were done jointly, establishing a complex program of joint-use and development of recreation centers, playfields, and indoor swimming pools, which continues today. Over the next decade, the Parks Department used these funds to add land to existing parks, to create new parks, and to resume the construction of new buildings and other capital improvements, including new field houses, shelter houses, and comfort stations as well as new athletic fields. Under the leadership of its director, Edward J. Johnson, the zoo at Woodland Park underwent more than decade of unprecedented building, resulting in phenomenal improvements to the facility. The modern design of the new park structures built between the late 1940s and the early 1960s contrasted with earlier buildings, which generally exhibited Craftsman or period revival stylistic features. The materials also gradually changed from wood and brick to the less expensive and more durable concrete block. Unfortunately, voters turned against park bond proposals in 1952, 1954, and two submitted in 1958. Voters did not approve additional new funding until 1960 when the Parks Department joined with the Engineering Department in a \$4,500,000 bond proposal for park improvements.

During this period, the Parks Department and city planners continued to develop plans for the City's future recreational needs. In November of 1954, the Seattle Planning Commission completed a report, entitled *Planning*



*for Recreation*, as part of its comprehensive plan for Seattle. Produced in cooperation with all city departments, official agencies, citizen groups and private individuals, the report provided a general framework for public and private growth requirements as forecast for the next 25 years. The basic purpose was to locate and integrate the City's various recreational elements, such as parks, playfields and recreation centers. The plan also identified the City's specific needs for new playgrounds, playfields, community centers, major parks, minor parks, waterfront acquisitions, boat moorages, launching ramps, and greenbelts. A 1958 "Betterments Program" initiated the implementation of the 1954 Plan. However, the Parks Department found it difficult to complete all of the proposed projects within the limits of its annual budget and the occasional voter-approved bond issue. In the early 1960s, financial assistance from the federal government became available through urban renewal funding for the Open Space Program. By the mid-1960s, the federal government had further expanded its available funding levels. At the same time, Washington State also provided funding from various sources, which included State Outdoor Recreation Bonds. Within the state, the Interagency Committee for Outdoor Recreation (IAC) administered both the federal and state funding of approved projects, using a percent based formula for the participating agencies. However, a local agency could only qualify for this funding if it developed an *Outdoor Recreation and Open Space Plan* approved by the local government, including the availability of matching funds.

In 1965, the staffs of the Parks Department and of the Planning Commission prepared Seattle's plan, which established standards for parks and recreation and produced a current inventory of both park and school facilities. The inventory revealed deficient areas of Seattle, and was followed by an action program with priorities that would bring the City up to national standards, assuming the availability of federal and state funding assistance. The same year, Seattle attorney James Ellis organized a Seattle/King County "Committee of 200" to assess the total needs of Seattle and King County in all categories, similar to the 1911 Bogue Plan. Rather than develop one large plan as Bogue had done, the committee members prepared twelve separate plans. Entitled "Forward Thrust," the entire package was the result of 30,000 hours of committee work. While the committee identified the needs for each neighborhood, community, town and city in King County, citizen workshops selected the specific sites and participated in the formation of design developments to be included in each park or playground. The program established funding for design and a Design Review Commission and developed dollar estimates for acquisition, development or rehabilitation. In 1968, the Forward Thrust program was submitted to the voters under twelve separate bond proposals. The voters approved only seven by the required 60% margin, including \$118 million for parks and recreation in King County, of which \$65 million was allocated to Seattle projects. It was the third largest park and recreation bond issue to be approved in the United States. Legal requirements determined that the bond proceeds must be allocated to a maximum 12-year period so that the County would not exceed 85% of its debt limitation.

Because the dollar estimates of the Forward Thrust program could not anticipate any federal or state funding, various projects were submitted for approval after the program was prioritized and put into action. When the matching funds were eventually approved, this helped to stretch the working capital of Forward Thrust to \$92 million by the midpoint in 1974 along with money from private and community sources, bond investments, and the federally funded Model City Program. As part of Forward Thrust, new park properties were acquired, new improvements were constructed, and many older structures were rehabilitated or replaced. Due to the massive scope of the work envisioned in the program plus the required 12-year timeframe, the Parks Department staff was greatly increased for the management of finances, project design and implementation, inspection, and the citizen workshops. However, at the time Forward Thrust was conceived, it was agreed that staffing and maintenance should derive from funds normally allocated in the budget to the Capital Improvement Program. By this time, a 1967 City Charter amendment had reconstituted the Park Board as an advisory body and had placed fiscal and administrative control of the parks under the Superintendent of Parks, who served a four-year term as political appointee of the Mayor. The specific duties of both the Superintendent and the Board, as well as the number of members and term length for the latter, were to be prescribed by ordinance. The City Council passed an ordinance in 1968, which defined the Board as a seven-member body, with three-year terms of service. A subsequent City Charter amendment abolished the four-year term for the Superintendent of Parks, which had been established by the 1967 amendment.

## Seattle Center

The City first acquired property at what is now Seattle Center in 1900. For many years, this area had been known among the early settlers as “Potlatch Meadow” due to the belief that Native American festivals had been held there. Ten years later, the City transferred the block-sized parcel, which is now site of the International Fountain, to the jurisdiction of the Parks Department, which developed it into Mercer Playground in 1910. Seattle pioneer Thomas Mercer had homesteaded in the vicinity. Mercer Playground served both the surrounding residential neighborhood of mostly working class families and the Warren Avenue School located across the street to the west since 1902. By this time, the dense development of modest wood frame homes, multi-family dwellings, and small businesses had merited the construction in 1908 of Fire Station No. 4 on the western side of Fourth Avenue North between John and Thomas Streets. In 1921, this fire station was closed with the completion of the new Fire Station No. 2 nearby, and the old building was subsequently converted for use as the Fire Alarm Office in 1923. The 1911 Bogue Plan would have brought substantial changes to this lower Queen Anne area if Seattle voters had not overwhelmingly rejected it in March of 1912.

In 1910, the 21-member Municipal Plans Commission had hired Virgil C. Bogue, an engineering consultant from New York and colleague of the Olmsted Brothers, to prepare a comprehensive plan to meet Seattle’s future needs in the areas of transportation, parks, highways, and waterfront development. Inspired by the “City Beautiful” movement, Bogue prepared a plan, which recommended the remaking of Seattle through an ambitious set of improvements. City Beautiful advocates sought to improve cities through beautification, which would inspire their inhabitants to moral and civic virtue. The idiom the City Beautiful leaders used in their ideal civic centers was the Beaux-Arts style, named for the famous Ecole des Beaux-Arts in Paris, which instructed artists and architects in the necessity of order, dignity, and harmony in their work. One of the first expressions of this monumental style in the United States was found at the Chicago World’s Columbian Exposition of 1893.

Not unexpectedly, Bogue’s “Plan of Seattle” included a new Civic Center, an ensemble of Beaux-Arts government buildings, radiating outward from the intersection of 4th Avenue and Blanchard Street in the recently leveled Denny Regrade. The plan also called for a new rail and shipping center on the southern shore of Lake Union, a rail transit line linking Seattle and Kirkland via a tunnel beneath Lake Washington, and the possible acquisition of Mercer Island as a city park. The city’s business establishment organized the greatest opposition to the plan due to fears that the commercial district would shift to the north and devalue downtown commercial real estate holdings. Despite the support of urban Progressives, Seattle voters defeated the plan by a two-to-one margin over concerns that the plan would be too expensive and too expansive.

Fifteen years later, Seattle’s only woman mayor, Bertha K. Landes, broke ground on the new Civic Auditorium complex located on a four-block site to the east and northeast of Mercer Playground. The centerpiece of this entertainment and sports facility was the Civic Auditorium and the connected Civic Arena, which housed an ice rink. Completed in 1928, the complex also included an adjacent 35,000-seat Civic Field with wooden bleachers and a freestanding building, which combined a Field House on the ground floor and a Veterans Hall on the upper floor. The prominent firm of Schack Young & Meyers was commissioned to design the project, which would be funded with a bequest from the estate of Pioneer Square saloonkeeper James Osburne. The architecture firm of James H. Schack, Arrigo M. Young, and David J. Myers, was one of the most successful design firms in Seattle during the 1920s. In the mid-1940s, the Seattle School District’s new Memorial Stadium replaced Civic Field whose wooden grandstands had deteriorated significantly in the intervening years.

In 1938, the Washington National Guard built a large field artillery armory on the block south of the Civic Ballfield. After eight years of lobbying and fundraising attempts for a new National Guard Armory building, final approval was given for a block-square facility, which would be built on land donated by the city. The new building would house the 146<sup>th</sup> Regiment of Field Artillery, the 66<sup>th</sup> Field Artillery Brigade, and the Washington Headquarters of the 41<sup>st</sup> Division of the National Guard. Other units would continue to use the Old Western Avenue Armory located north of the Pike Place Market. 55% of the funds for construction came from the state while the remaining 45% came from a Public Works Administration grant. The architects for the project, Floyd Naramore and Arrigo M. Young, had both established successful practices in Seattle. Their work on institutional and large scale projects provided them with the experience and expertise required to design a huge structure, such as the Armory, and successfully integrate it into the surrounding residential neighborhood.

By the early 1950s, the primarily residential neighborhood of handsome but decaying older residences and apartments was undergoing a transition to a more commercial character. Lying at the perimeter of downtown expansion, the nearby area also included the Roman Catholic Sacred Heart Church and School, which covered a full city block between Warren and 2<sup>nd</sup> Avenues and John and Thomas Streets. Many houses had been converted to commercial uses such as groceries, upholstery shops, and beauty parlors. Brick apartment buildings from the 1910s and 1920s were also scattered throughout the neighborhood. As in other neighborhoods, the transition also included the replacement of older wood frame structures with modern multi-family housing and commercial buildings. Within less than ten years, the neighborhood would undergo an even more dramatic transformation after it was selected in 1956 as the site of the 1962 Seattle World's Fair Century 21 Exposition.

In 1955, the Washington State Legislature passed a resolution, which had been introduced by Seattle City Councilman Alfred Rochester, calling for a World's Fair and Exposition in 1959 to commemorate the 50<sup>th</sup> anniversary of the 1909 Alaska-Yukon-Pacific Exposition. Held on the grounds of the University of Washington, the AYP Exposition, with its exhibits, rides, food, and fun, had attracted more than 3.5 million visitors from around the world, giving Seattle much-needed prominence and attention as a first-class commercial city. After the Legislature also agreed to study the feasibility of hosting such an event, the State of Washington's World's Fair Commission met for the first time on August 19, 1955 at the Olympic Hotel in downtown Seattle. Under the leadership of Commission Chairman Edward E. "Eddie" Carlson, the Commission's first task was to find a site to hold the fair. The Commission had already determined that time constraints would prevent the fair from being held in 1959 as originally envisioned. Fair organizers would need at least two or three additional years. Proposed sites, which were seriously considered, included Fort Lawton, West Point, Duwamish Head, First Hill, Sand Point, University of Washington Union Bay, and an enlarged Civic Auditorium site. Green Lake Park, Woodland Park, and a man-made island in Lake Union were briefly considered but quickly rejected. After touring the potential sites in March of 1956, the Civic Auditorium location emerged as the favorite. Although the other sites were larger, the Commission leaned toward the Civic Auditorium site, knowing that buildings left over from the fair could be used for a Civic Center.

Also in March of 1956, the Seattle City Council created a 39-member Civic Center Advisory Committee to study the city's needs and requirements, select a suitable civic center site, and report its findings no later than July 1, 1956. Previously, the City had appointed an ad hoc committee to conceive a new plan for the Civic Auditorium complex and to devise ways of creating new sports and cultural facilities for Seattle. The Committee's recommendations resulted in a special municipal election in November 1956 to approve a \$7,500,000 bond issue. The bond issue would fund the acquisition of a site for a Civic Center development, the construction of a concert and convention hall and multi-purpose auditorium, and the modernization and remodeling of the Civic Auditorium. The City planned these improvements with the idea that the new Civic Center could also be used for the proposed Seattle World's Fair along with nearby property acquired by the State. By this time, the State's World's Fair Commission had formally selected the area in the vicinity of the Civic Auditorium as the preferred location, and it had been determined that the State of Washington would build the structure that would become the new civic center's sports facility. After the election passed overwhelmingly by a three-to-one margin, the State matched Seattle's bond issue with a \$7,500,000 appropriation and named the fair the Century 21 Exposition.

In March 1957, Ewen Dingwall, executive director of the Washington State Research Council, was selected as project director of the Seattle Civic Center Advisory Committee and the Washington State World's Fair Commission. Dingwall later became the vice-president and general manager of Century 21 Exposition, Incorporated, the non profit corporation created in October 1957 to serve as the World's Fair Commission's agent. A converted cloakroom in the recesses of the Civic Auditorium initially served as Dingwall's office. Dingwall hired Architect Clayton Young to assist him in formulating a plan for the development of the fair grounds. This included determining which parcels of land would need to be acquired. This task presented a number of potential difficulties. Property owned by established religious and educational institutions in the area would probably be affected. Over the previous five years, several new buildings had also been constructed near to or within the proposed boundaries of the site.

In 1953, the Western Pacific Insurance Company, a property insurer, built a modern two-story office building for its two-year-old business on First Avenue North near Harrison Street. Three years later, a 26-unit apartment building, the Blue Spruce Apartments, was constructed a block away on Thomas Street and Warren Avenue North. The same year, the Nile Temple of the Shrine, a Masonic social and charitable organization, also built a new headquarters

building nearby at the corner of Third Avenue North and Thomas Street. The Nile Temple chose the site in order to permit uniformed units to dress in the Nile Building and then march to the nearby Civic Auditorium for Shrine ceremonials twice a year. When the City made plans to hold their special election in November 1956, the Nile Temple had been assured that their property on the southwest periphery of the site would not be taken. When condemnation plans were eventually developed, the property was omitted in order to avoid a conflict with the Masons.

Once tentative boundaries had been devised, Ewen Dingwall determined that professional expertise would be necessary to provide recommendations on site and design issues and develop an integrated look for the fair. With Clayton Young's assistance, Dingwall selected a volunteer Design Standards Advisory Board. The Board consisted of Seattle architects Perry B. Johanson, Paul Thiry, Robert H. Dietz, and John Stewart Detlie, Detroit architect Minoru Yamasaki, San Francisco landscape architect Lawrence Halprin, and John Spaeth, Director of the City Planning Commission. The seven-member Board met for the first time in August 1957 to review the site and the inherited buildings, including the Civic Auditorium, Civic Arena, Memorial Stadium, and Washington National Guard Armory. After the initial site inspection, Minoru Yamasaki suggested that a new Opera House could be constructed within a remodeled Civic Auditorium, which would save money and solve the problem of what to do with a building considered ugly but useful. A smaller playhouse would also be constructed nearby. Board members also decided that the property of the Nile Temple was essential for inclusion in the fair grounds, as was the block-sized parcel occupied by the Sacred Heart Church and School.

On December 18, 1957, the Civic Center Advisory Committee and the Seattle World's Fair Commission held a joint meeting at the Olympic Hotel to consider the recommendations of the Design Standards Advisory Board. A select group of civic leaders was also invited for a preview of the Century 21 fair grounds as the Board felt it might be developed. The \$47 million plan proposed a larger and more extensive project than originally envisioned and eventually built, including a mall reaching down to the waterfront and terminating at a new amusement area on piers. In addition to a transformed Civic Auditorium and smaller playhouse instead of a new Opera House, a great domed exhibition hall would replace Memorial Stadium under their proposal. There was instant opposition to certain aspects of the plan and adverse general reactions. Organizers also had to contend with difficulties inherent in the partnership between the City and State to create both a fair and a civic center. Over the next year, there was a flurry of negative publicity in the newspapers and threats of legal action.

The Masons felt betrayed because the City had assured them that their property would not be taken. The Seattle School Board objected to the demolition of Memorial Stadium and did not think that enough money was being offered for the old Warren Avenue School. The Catholic Church was against the inclusion of the Sacred Heart site, disputed the State's right to condemn the land, and thought appraisals for it were too low. Amidst this storm of opposition, Eddie Carlson managed to craft a compromise, which was acceptable to all parties. Carlson omitted the Sacred Heart site from the fair grounds, proposed a lease arrangement for the Nile Temple for the duration of the fair, and applied some of the money saved in reducing the size to 74 acres towards the acquisition of the Warren Avenue School site. The Seattle School Board had already successfully fought the proposal to demolish Memorial Stadium. Although these difficulties were resolved satisfactorily, there were still problems with the proposal to remodel the Civic Auditorium. While the City embraced the plan, the public clamored for a new Opera House as promised in the bond issue. In a lawsuit filed against the City, a Superior Court judge ruled that funds assigned for the construction of a new Opera House could not be used for the conversion of the Civic Auditorium. The matter was not settled until a second special election was held in September 1959, which approved the modified civic center plan.

In the meantime, fair organizers continued to proceed with their fundraising and planning efforts on several simultaneous fronts. These included a private fundraising drive spearheaded by Seattle businessman D.E. "Ned" Skinner to cover costs incurred in advance, the recruitment of U.S. corporations as sponsors of various exhibits or their own pavilions, and the selection of science and technology as the fair's primary emphasis. Since the Soviet Union had launched Sputnik 1, the world's first artificial satellite, on October 4, 1957, American public opinion had been obsessed with overcoming the perceived technological gap between the two countries. This provided the impetus for increased spending for aerospace endeavors, technical and scientific educational programs, and the chartering of new federal agencies to manage air and space research and development. The timing was perfect to seek a substantial financial contribution from the federal government for the Century 21 Exposition.

Through the influence of Washington State Senators Warren G. Magnuson and Henry M. Jackson, the federal government passed Public Law 85-880 in August 1958. This approved the necessary funding to study the extent of federal participation in the fair and designated the Department of Commerce as the lead agency. It was determined that \$12,500,000 would be required to construct, develop exhibits, and staff a United States Science Pavilion. When it proved difficult to obtain the entire amount authorized, Magnuson suggested adding a request for \$9,000,000 to the Mutual Security Bill, an existing appropriations bill, to cover immediate expenses. The rest could be appropriated at a later session. The tactic worked with the passage of the bill in September 1959, and Minoru Yamasaki was selected as the architect. An additional \$900,000 was later appropriated.

With funding from King County, the fair's organizers built rent-free exhibit space as an enticement for foreign nations to participate in the fair. Early on in their planning efforts, the organizers believed that international participation was essential for a successful fair. It would also increase Seattle's profile and prestige to host an official world's fair. In order to receive this designation, the organizers had to submit a formal bid to the Paris-based Bureau of International Expositions. The Paris Convention of 1928 had established the Bureau of International Expositions to regulate the conduct and scheduling of international expositions in which foreign nations were officially invited to participate. Under the rules of the organization, member nations could not ordinarily participate in an international exposition unless the Bureau had approved the exposition. There were difficulties inherent in the process, including the fact that the United States was not a member of the organization at that time and would not become one until April 1968. Many of the members also had no idea where Seattle was located or even how to pronounce it correctly. Despite the difficulties, the Bureau officially approved Seattle's bid to host a world's fair in November 1960, paving the way for foreign participation.

Designation as a world's fair did not ensure foreign exhibitors, especially with the planned fair in New York in 1964 on the horizon. With the offer of rent-free exhibit space, however, the organizers eventually attracted fourteen foreign governments, an alliance, and several international groups. The governmental exhibitors included the countries of Brazil, Canada, Denmark, France, Great Britain, India, Japan, Korea, Mexico, the Philippines, the Republic of China (Taiwan), Sweden, Thailand, and the United Arab Republic. Obviously, this list did not include any of our Cold War enemies of that time. The European Community, the six-nation trade organization known as the Common Market, included Belgium, Germany, France, Italy, Luxembourg and the Netherlands. Several international groups also participated, including a consortium of newly independent African nations, the American Committee of the United Nations, San Marino, and the City of Berlin. Their exhibits would combine a hodgepodge of lofty ideals for the future and merchandise available for sale in the present. Grouped by nation of origin rather than by other categories, the official government displays were to exhibit the country's latest industrial discoveries and commercial achievements. The participants were also encouraged to present their plans for dealing with the problems envisioned for the future. Finally, they were invited to show off their more popular trading goods as well as their national tourist attractions.

Once the necessary land had been acquired and funding had been secured, the fair organizers, Century 21 Exposition Inc., could begin to develop the site for the Century 21 Exposition, which would seek to portray life in the 21<sup>st</sup> century. The fair would feature the Five Worlds of Century 21, including the World of Science, the World of Century 21, the World of Commerce and Industry, the World of Art, and the World of Entertainment. These areas would be connected by a network of walkways, streets and plazas known as the Boulevards of the World. There would be 400,000 square feet of exhibit space in permanent buildings, 350,000 square feet of exhibit space in temporary structures, and 550,000 square feet of outdoor area for the construction of pavilions, restaurants, shops and amusement attractions. Paul Thiry served as the Primary Architect while Herb Rosenthal served as the Primary Exhibition Designer. The majority of the site's existing buildings were demolished in order to accommodate the new facilities planned for the fair. The few remaining structures were incorporated into the site plan and adapted for their new uses. By 1959, Century 21 Exposition, Inc. had moved their headquarters into the former Western Pacific Insurance Company office building, and later converted the Blue Spruce Apartments for use as their administrative offices.

Presenting the exciting story of science, the World of Science would be housed primarily in the new United States Science Pavilion, a permanent facility on the southern edge of the site, which covered more than two city blocks. The National Aeronautics and Space Administration (NASA) exhibit would also be included in the World of Science although it was located in a temporary building at the southwest corner of the International Plaza on the western side of the fair grounds. Senator Magnuson had helped to persuade NASA to provide a space show in one

of the exhibit pavilions financed by King County. Showing the peaceful exploration of space, the NASA exhibit was the agency's first attempt to tell graphically the story of the United States' space program. Providing a view into the world of the future, the World of Century 21 would be housed in the Washington State Coliseum, the fair's single largest building, which was located at the center of the International Plaza and ringed by foreign exhibit pavilions. Unlike many of the fair's other permanent buildings, Paul Thiry's design of this structure had been finalized relatively early on in the planning process.

Separated into foreign and domestic divisions, the World of Commerce and Industry would occupy both temporary and permanent buildings spread out over much of the fair grounds and showcase national and international achievements in commerce and industry since the dawn of the Space Age. The majority of the foreign exhibitors were housed in the complex of temporary and permanent buildings of the International Plaza surrounding the Washington State Coliseum and the temporary buildings of the International Mall to the north. The majority of the domestic exhibitors built their own freestanding temporary buildings on or near the Friendship Mall located north of the U.S. Science Pavilion. The fair's organizers also constructed two large temporary buildings to accommodate additional domestic exhibitors, one located south of the Plaza of the States at the center of the site and the other along the southeast margin of the fair grounds.

Featuring the work of the world's most outstanding artists and art productions, the World of Art would be housed in the Fine Arts Pavilion, one of the City's new permanent buildings constructed along Mercer Street to the west of the former Civic Auditorium. In addition to the five galleries of the Fine Arts Exhibit, the fair's organizers also commissioned works of outdoor public art, including "The Seattle Mural." Designed by artist Paul Horiuchi, this large and colorful mural was sited in a prominent location at the eastern end of the Friendship Mall north of the U.S. Science Pavilion. Featuring international performing arts, sports and spectacular events, and the latest creations in recreation and amusement, the World of Entertainment would occupy the City's other new permanent building, the Playhouse, as well as several existing structures, the Opera House, the Arena, and Memorial Stadium. As planned, the Civic Auditorium had been transformed into the Opera House, and the exterior of the Arena had been refurbished to compliment the exteriors of the two new buildings, the Exhibition Hall and the Playhouse.

Crisscrossing the fair grounds, the Boulevards of the World would connect the five theme Worlds of Century 21 and serve as the shopping center of the fair. Following the original city grid, this pattern of streets and avenues were lined with temporary buildings, such as restaurants, stores, stands and kiosks, selling food, souvenirs and merchandise from the United States and around the world. In addition to the colorful shops, bazaars, and restaurants, the open mall on the former site of Mercer Playground featured the fair's focal point, the International Fountain, which symbolized mankind's efforts to explore the farthest reaches of outer space. Two young Japanese architects, Kazuyuki Matsushita and Hideki Shimizu, won a \$250,000 international design competition for a "light, water and sculpture display" sponsored and paid for by the City of Seattle. The fountain had replaced an earlier idea to create a long narrow lagoon snaking from north to south and crossed by a bridge at the midpoint with Venetian-style gondolas plying the waters. This area was also chosen as the location for the Kobe Bell, a gift from Seattle's first sister city, Kobe, Japan, as a symbol of friendship between the two cities. On a site south of the Playhouse, a Japanese temple-bell tower was erected to house the one-ton Friendship Bell. Both the temple and the bell had been shipped to Seattle after being fabricated in Japan.

The temporary buildings of the family-oriented Gayway and the adult-oriented Show Street covered much of the eastern and northeastern portions of the fair grounds. The Washington National Guard Armory still occupied the block-sized parcel near the center of the site, however the building had been transformed into the Food Circus, where food from around the world would be served by 52 concessions. The Nile Temple Building was converted for use as the Century 21 Club, a membership organization formed especially for the fair, which offered lounge, dining room, and other club facilities. The \$250 membership fee provided a permanent gate pass along with club facilities for the six-month duration of the fair. A vacant space at the front of the building was used to construct a temporary structure, which would house the Christian Witness Pavilion & Child Care Center. Outside the official fair grounds, the City of Seattle constructed a 1,500-car garage occupying two full city blocks on the northern side of Mercer Street. Funds for the garage were not included in the bond issue approved by Seattle voters in November 1956. However, the city soon realized that its new post-fair Seattle Center would also require adequate parking and approved the use of emergency funds to pay for the construction of such a facility in the summer of 1961.

Providing adequate parking for the thousands of daily visitors was one of the greatest concerns of the fair organizers. In keeping with the theme of Century 21, the first full-scale public transit Monorail would be constructed as one of the solutions to this expected problem. As a potential model for rapid transit in 21<sup>st</sup> century urban centers, it would be an experiment to see if modern techniques would make it possible to run an overhead track along a city street without impairment to air space or interruption of automobile traffic and serenity. The organizers also envisioned that the Monorail would be the fair's biggest attraction. This was before the idea for the privately financed Space Needle, the unofficial symbol of the fair, developed in 1959 and became a reality with the start of construction on April 17, 1961. Despite great popularity for the concept, the Space Needle Corporation was formed to build the Space Needle after no other public or private sponsors stepped forward with their financial support. Since condemned land could not be leased to a private party, the City of Seattle sold the property occupied by the Fire Alarm Office near the southeastern periphery of the fair grounds to build the 605-foot structure. When it was completed in December of 1961 at a cost of \$4.5 million, the Space Needle featured a colorful paint scheme, including Astronaut White for the legs, Orbital Olive for the core, Re-entry Red for the halo, and Galaxy Gold for the sunburst and pagoda roof.

Although it initially proved difficult to find a contractor to build the Monorail system, the Alweg Company, the monorail's designer, eventually offered to finance as well as build the project. For Alweg, the Seattle line would be the ultimate showcase of all the system's advantages in comparison to conventional two-rail lines. Construction of the monorail generated more publicity abroad than the Space Needle and made it easier to negotiate for foreign representation at the fair. The whole construction period in Seattle took just ten months, and traffic on busy Fifth Avenue, the main artery for the monorail line, was only minimally obstructed during this time. On the fair grounds, a futuristic terminal and an adjacent modern office building were constructed near the southeastern corner. At the time they were considered temporary exposition buildings. While there were four official entrances to the fair, the Monorail was expected to bring an estimated 80% of the visitors to the fair, making the exposition terminal the "main gate." As it turned out, the parking problems were less severe than expected, partly due to the fact that a number of landowners in the area decided at the last minute to demolish their old buildings to profit from the lucrative business in surface parking.

The Monorail opened to the public on March 24, 1962, nearly one month before the start of the Seattle World's Fair Century 21 Exposition. Immediately, the Monorail was a huge success, carrying more than eight million riders during the six months of the fair. The high ridership during the fair meant that the system more than paid for itself. The Space Needle officially opened on the first day of the World's Fair, April 21, 1962. When the fair closed 184 days later on October 21, 1962, 9,609,969 paid admissions had come through the gates. After the conclusion of the fair, Century 21 Center Inc. leased City property and structures on the former fairgrounds for temporary use and development consistent with the City's plans for the further utilization of the site. This arrangement was terminated within a few years. In 1965, the Seattle Center Department was created to administer, manage and control the facilities on the 74-acre site of the 1962 World's Fair.

Even before the fair closed, there was a wide difference of opinion as to the future use of the site, including the disposition of both permanent and temporary buildings. A Postfair Action Committee attempted to devise suitable alternatives while Paul Thiry, the fair's Primary Architect, submitted his own landscape plan. After the fair closed in the fall of 1962, most of the grounds were closed to convert them for use as the new Seattle Center. Landscape Architect Richard Haag designed the initial redevelopment of the Seattle Center, which lasted from 1962 to 1964. Most of the old and new permanent buildings were converted to their intended uses after the fair with few modifications required. The U.S. Science Pavilion was given new life as the private non-profit Pacific Science Center and received its first paid admission on October 22, 1962, the day after the fair closed. However, it took 18 months to convert the Washington State Coliseum into the planned sports and events facility. While the majority of the temporary buildings were demolished, a number of them were retained and adapted for post-fair uses. The new Fun Forest amusement park, which replaced the Gayway, used several of these former fair building as shelters for concessions, games and rides. Since reopening on June 1, 1963, the Seattle Center has gone through periods of neglect and revitalization. As the site slowly stagnated in the 1970s and 1980s, City officials debated extensively over what to do with it but were unable to come to any firm conclusions.

In the late 1980s, the City hired Walt Disney Imagineering, Inc. and Harrison Price Company to produce a \$475,000 Economic and Conceptual Development Study to enhance the Seattle Center. Highly negative reactions to the Disney plan quickly led to its rejection. Despite this expensive failure, City officials recognized the need for a

comprehensive approach to the redevelopment of the Seattle Center. Under the direction of Executive Director Virginia Anderson, the Seattle Center prepared its own ten-year master plan in 1990. The successful passage of the 1991 Seattle Proposition 1 levy proved to be the necessary catalyst in the fulfillment of the first phase of redevelopment, which was completed in 1995. The \$25 million raised by the levy was used as seed capital for a series of projects, which leveraged additional funding from public and private sources. During the 1990s, more than \$500 million in new construction, renovation, and improvements brought substantial transformations to nearly every corner of the site's 74 acres. In 1999, Seattle voters renewed the expiring levy to continue the second phase of redevelopment, which includes transforming the Opera House once again into the Marion Oliver McCaw Hall. The Seattle Center continues to be to an active civic center, providing facilities and programs supporting the arts, education, sports and entertainment.

## **Seattle City Light**

The origins of Seattle City Light date to the first City Charter of 1869, which included the authority for the city to do its own street lighting. However a municipally owned power system was not established until 1902 when voters approved a \$590,000 bond issue to develop a hydroelectric facility on the Cedar River. In the intervening years, private companies provided the electricity, which powered the city's streetcar and lighting systems. Desperate for private capital to build essential urban infrastructure, Seattle, like many younger cities in the West, had granted lucrative franchises to private companies to build and operate utility and transportation systems. In 1886, representatives of Thomas Edison demonstrated the first electrical generator in Seattle. Located in Pioneer Square, the Seattle Electric Company's steam-powered dynamo powered the first incandescent light bulb to shine west of the Rocky Mountains. The same year, the City of Seattle awarded the Seattle Electric Light Company a 25-year franchise to use city streets and alleys for their light poles. By 1889, the rapid growth of electrical usage, including the first electric streetcars, required new generating equipment and a larger plant. By 1900, Boston-based Stone & Webster, a national utility cartel, consolidated under unified operation the properties of virtually all of the private electric utilities and street railway businesses, which had previously operated within the city. Stone & Webster also controlled the hydroelectric plant at Snoqualmie Falls as well as a number of other streetcar and electric utilities in Washington State. Operating as the Seattle Electric Company, the company took over most of the remaining independent utility and street railway operations over the next decade. In 1902, the company, which later became known as Puget Sound Power & Light Company, acquired a fifty-year franchise to operate a private electric utility system within the Seattle City limits.

Monopoly ownership of the city's primary electric utility and public transit system motivated local reformers to push for a publicly-owned alternative, which had been debated since the early 1890s. In July of 1889, the citizens of Seattle had voted to establish a municipal water system after a devastating fire destroyed much of the central business district. The first step in the creation of a municipal water system was the purchase of the two largest private water companies, the Spring Hill Water Company and the Union Water Company, which were established in the early 1880s. Initially, the Board of Public Works, a three-member commission chosen by the Mayor, appointed a Water Superintendent, who administered the system. Created by Charter Amendment in 1890, the Board of Public Works coordinated public works projects, awarded construction contracts on behalf of the City, and approved contractor's bills. This Charter also empowered the City Council to establish a municipal electric system but made no other provisions for the creation or administration of a lighting department. The new Charter of 1896 reorganized the Board of Public Works, whose members subsequently included the three superintendents of the City departments directly involved in public works. A new Superintendent of Lighting and Water Works administered the water system and was also responsible for overseeing the purchase of the city's power needs from the private utilities. This superintendent would also administer the municipally owned electric utility once it had been established. This Charter continued to empower the city to establish a municipal electric system but also called for a general election to solicit voter approval for the issuance of bonds upon the completion of the first phase of the Cedar River water system. This occurred on January 10, 1901 when water began flowing from the Cedar River into Seattle's system carried by a newly completed 28.57-mile pipeline.

Despite fierce opposition from private utilities, citizens of Seattle voted in March of 1902 to approve the bonds to fund construction of a generating station on the Cedar River. City Engineer R.H. Thomson selected Cedar Falls as the site for the first municipally owned hydroelectric plant in the country. The site for the small crib dam and power plant was located fourteen miles upstream from the water supply intake and 37 miles from Seattle. In 1905, the



Yesler Substation began to receive power from the two 1,200-kilowatt generators at the recently completed Cedar Falls Plant. Street lighting circuits were immediately taken over from the private power company, and soon the first residential customer, the Reverend J.M. Wilson, was connected. Almost as soon as service began, it was necessary to increase the generating capacity at Cedar Falls with the addition of two 4,000-kilowatt generators. In response to the growth and expansion of the municipally owned power and water systems, a 1910 Charter amendment created a Department of Lighting separate from the Water Department. The new department eventually became known as Seattle City Light. The following year, John D. "J.D." Ross became the department's second superintendent after serving as the electrical engineer in charge of the design and construction of the plant from the beginning. Widely known as the "Father of City Light," J.D. Ross, a self-taught engineer, guided the development of three dams as part of the Skagit River hydroelectric project and served as superintendent until his death in 1939.

In the first decade of its existence as an independent department, City Light completed a number of smaller scale projects before turning to its largest endeavor, the Gorge Plant on the Skagit River. The generating capacity at the Cedar Falls Plant was increased with the completion of a new masonry dam in 1914 and a new power plant in 1921. Auxiliary sources of electric power were provided within the city limits with the construction of the Lake Union Hydroelectric Plant in 1912 and the Lake Union Steam Plant between 1914 and 1921. The expansion of power plants, transmission lines and distribution facilities was necessary to keep ahead of the almost insatiable demand for more electricity by ever-increasing numbers of residential, commercial and industrial customers. However, in order to meet greater demands for power in the future, steps were taken in the later 1910s to acquire power sites in the upper Skagit River, which were held by Stone & Webster under a temporary permit. Construction began on the Gorge Diversion Dam and Powerhouse as well as the 165,000-volt transmission line soon after the Federal Government granted a permit to City Light in late December 1918. On September 27, 1924, the North Substation, the second major receiving substation built in Seattle by City Light, began receiving power generated by the two 30,000-kilowatt generators of the Gorge Plant. Five years later, an additional 33,000-kilowatt generator was installed at the Gorge Plant.

A year after the Gorge Plant opened, J.D. Ross recommended the immediate building of the Diablo Dam and Powerhouse together with a second transmission line to Seattle. Located 7½ miles upstream from the Gorge Plant, the dam at Diablo Canyon was completed in 1930. However, construction of the powerhouse and installation of the two 64,500-kilowatt generators was delayed by the collapse of the bond market due to the national economic depression. It was not until September 23, 1936 that the Diablo Plant was officially dedicated. Two months later, City Light received a \$3,000,000 Public Works Administration grant on November 15 and matched it with nearly \$5,000,000 raised through the sale of utility revenue bonds. The grant, the only money received by City Light from federal agencies up to that point, represented the national government's contribution to flood control on the Skagit River. The funds aided in the immediate construction of the steel tower transmission line from Diablo to Seattle and of the 1937 South Receiving Substation, as well as the first unit of Ruby Dam. Completed in three stages between 1940 and 1949, this third Skagit River dam was later renamed Ross Dam upon the death of City Light Superintendent J.D. Ross in 1939.

During this period, City Light actively promoted the use of electric appliances, developed an economy "all-electric" rate, and supplied free repair service for electric ranges and water heaters, except for parts. The intent was to encourage the liberal use of electricity in order to reduce the unit cost to the absolute minimum for all customers. City Light was also in direct competition with Puget Sound Power & Light. The inexpensive power generated by the hydroelectric plants on the Skagit River helped City Light keep costs at a minimum. In order to distribute this cheap electricity within Seattle, City Light built an extensive distribution network of small substations and transformers, which operated in tandem with Puget Power's privately owned electric utility facilities. In contrast to the larger scale receiving substations, the majority of distribution substations consisted of electrical equipment set within a relatively small fenced enclosure and open to view. The combination of financial difficulties due to the economic depression of the 1930s and shortages of labor and materials brought on by the Second World War largely halted construction of any new facilities until the later 1940s. However, City Light continued to plan for the future during this period.

The increased generating capacity of the new City Light plants also helped to provide the electricity, which powered the municipally owned street car system. In 1919, the city had purchased the rail lines of the Puget Sound Traction, Light & Power Company. Unfortunately, the Municipal Street Railway System experienced severe financial difficulties from the very beginning of its existence, culminating in bankruptcy by 1938. By this time, the system,

which consisted of 26 electric streetcar routes, three cable car lines, and 18 gasoline-powered bus lines, was considered archaic and in need of extensive modernization. In 1939, the City began the process of converting and modernizing the public transportation system with a loan secured from the Reconstruction Finance Corporation. Under the auspices of the newly created Seattle Transportation Commission, the new Seattle Transit System replaced the streetcars with trolley buses. The first trolleys began carrying passengers in April 1940, and the last streetcar ended its last run a year later on April 13, 1941. By 1943, the new trolley system had been finalized and used City Light's inexpensive hydroelectric power. This conversion required an upgrade in the equipment used to power the system, resulting in the construction of new rectifier substations and the installation of additional equipment at existing City Light facilities. The difficulty of transmitting Direct Current over long distances required multiple rectifier substations distributed throughout the City.

The early 1950s was a period of rapid growth for City Light. After the end of the Second World War, City Light had prepared plans for additional transmission lines, substations and unit load center equipment in anticipation of increasing demands for electricity by new residential, commercial and industrial customers. These plans included construction of a new receiving substation north of downtown at 6th Avenue North and Broad Street. New 115,000-volt transmission lines would tie this new substation to another new substation in Bothell as well as to the older North Substation. Located outside of the city limits, the Bothell Substation would be built to receive electricity from the existing Skagit River dams as well as the new Ross Dam still under construction. Using the network of 115,000-volt transmission lines, Bothell would then transmit the electricity at a lower voltage to the city's other receiving substations for distribution throughout the city. After several years of construction, the Broad Street Substation was energized on November 8, 1951 along with the Bothell Substation, increasing the system's receiving capacity by a maximum of 125,000 kilowatts. Within five years, City Light added a new substation north of the city at Shoreline and south of the city at Duwamish.

New power generating sources came on line at the same time, which took advantage of the improvements to the distribution network within the city. In 1951, an additional 48,000-kilowatt generator was installed at the Gorge Plant, and three 90,000-kilowatt generators were installed at Ross Dam between 1952 and 1954. In 1951, City Light also purchased the private electrical power supply operations of Puget Sound Power & Light in Seattle, finally making it the city's sole supplier. The voter-approved purchase included three transmission substations and ten distribution substations. Some of these facilities were integrated into the existing City Light system while most were eventually mothballed and later demolished. This elimination of duplication resulted in substantial savings, which translated into significant rate reductions for consumers. Ten years after the initial conversion of the transit system, further modernizations were necessary to supply Direct Current with higher efficiency and reduced conversion costs. The modern Mercury Arc rectifiers, which replaced the obsolete rotary equipment, also allowed non-attended operation of conversion facilities. From 1951-1955, City Light added equipment at existing facilities and constructed seven new rectifier substations. The electric trolley buses operated throughout the City for another decade until 1963, when diesel buses replaced them north of the Ship Canal and south of Spokane Street. Ten years later, the Municipality of Metropolitan Seattle (METRO) took over the Seattle Transit System, ending over fifty years of municipal control of the City's public transportation system.

Once the Skagit River Hydroelectric Project was largely completed by the later 1950s, City Light turned its attention to the Boundary Project in northeastern Washington. The new Boundary Dam and powerhouse began operation in 1967 and currently supplies over half of City Light's power generation. When the Lighting Department was reorganized in 1978, the name of the agency was officially changed to Seattle City Light. By this time, increased demand, environmental concerns and drought had forced City Light to focus on conservation instead of the creation of new power sources. Regional power contracts brought new power from British Columbia, the Columbia Basin Irrigation Districts and the Olympic Peninsula, which helped to control costs and reduced dependence on power purchased from the Bonneville Power Administration. In 1988, the new Lucky Peak hydro project in Idaho came on line. Since the 1950s, City Light has also continued to upgrade and modernize its transmission and distribution facilities within the city as well as its own departmental facilities. This includes the construction of seven new receiving substations at Viewland-Hoffman, University, East Pine, Union, Massachusetts, Delridge, and Creston-Nelson.

## Seattle Fire Department

In the early days of the settlement of Seattle, citizen bucket brigades handled the city's fire fighting duties before the first official volunteer company was organized in July 1870. At the time, each household and business was responsible for providing a 40-gallon barrel of water for use by the company. However, the company lacked a vehicle to carry their equipment and eventually disbanded. In July of 1876, citizens created a more formal volunteer fire department, Seattle Engine Company No. 1, and raised money through subscription to purchase equipment. In February of 1879, a \$3,500 steam-operated pumper arrived by ship from the Gould Company of Vermont. In September of 1882, Washington Engine No. 2, a second volunteer fire company, was formed. Both companies stored their equipment in a shed until 1883 when new quarters were obtained. The Washington Engine moved into the new City Hall on Second Avenue between Yesler Way and Washington Street, while the Seattle Engine moved into a new brick fire station on the south side of Columbia Street between First and Second Avenues.

In April of 1884, a City ordinance officially established the Seattle Volunteer Fire Department, which would be headed by the new Fire Chief, Gardner Kellogg. Kellogg served for four years before being replaced by Josiah Collins in May of 1888. The ordinance provided for equipment purchases, but not for the hiring of firefighters. Over the next five years, the volunteer fire department added new companies and equipment and managed to contain most of the major fires in the fast-growing city despite Seattle's inadequate water system. Unfortunately, a major fire started on the afternoon of June 6, 1889 at the southwest corner of First Avenue and Madison Street, which proved to be well beyond the capabilities of the volunteer fire department and the water system. In a quirk of bad timing, Fire Chief Collins was out of town on a business trip and unable to direct his volunteers. By evening, the Great Seattle Fire, as it became known, had destroyed some 30 square blocks of mostly wood frame buildings, which had been the heart of the City's commercial district.

Two immediate results of the fire were the establishment of a voter-approved municipal water system and of a paid, professional fire department. On October 17, 1889, the City Council passed Ordinance No. 1212, which created the Seattle Fire Department. The following year, the new 1890 City Charter established a four-member Board of Fire Commissioners with the Mayor as Chairman, and, as such, the fifth member. All operations of the Fire Department were placed in the hands of the Board, whose responsibilities included prescribing rules and regulations for the new department, enforcing rules violations, and appointing the Fire Chief and all subordinate officers. The City Charter gave the Board the power to remove the Fire Chief without cause as well as hire, promote or dismiss other members of the department at their whim. This often resulted in highly political decisions, which were not always in the best interest of the Fire Department or the City. The commission system of operating City departments remained in place until 1896 when a new City Charter implemented the Civil Service system for all City employees.

Shortly after being selected as the new department's first Fire Chief, Gardner Kellogg interviewed candidates and hired 32 firemen, many of whom were former volunteers. The new Fire Department went into service on October 26, 1889. However, the firemen and their equipment occupied temporary frame and canvas quarters until the first wood-frame fire stations were completed in July of the following year. These large Shingle Style buildings housed equipment on the first floor and provided accommodations for the firemen on the upper floor. Located on Main Street between 7<sup>th</sup> and 8<sup>th</sup> Avenues, Fire Station No. 3 opened on July 8, 1890 to serve the area east of the business district. Two weeks later, Fire Station No. 2 opened on the corner of Third Avenue and Pine Street at the southern foot of Denny Hill. At the time, this was primarily a residential district.

Four more fire stations opened over the next six months. Fire Station No. 4 opened at Fourth Avenue and Battery Street on October 15 to serve the Belltown district. The department's 2½-story brick headquarters, Fire Station No. 1, opened on November 1, 1890 at the southwest corner of 7<sup>th</sup> Avenue and Columbia Street. Just before the end of the year, the first fire station outside of the immediate downtown area opened on the top of First Hill at Broadway and Terrace Street. On January 3, 1891 the department's first fireboat, the "Snoqualmie," went into service at Fire Station No. 5, a small one-story wood-frame building located on the waterfront at the foot of Madison Street. In addition to demonstrating the need for a professional fire department, the 1889 fire had also proved the necessity of a waterfront fire station equipped with a fireboat after consuming all of the wooden piers, railroad trestles, and wharves along the central waterfront as far north as Union Street. Built for the City by the Moran Brothers Shipyard, the "Snoqualmie" was the first of its kind to be constructed on the West Coast.

Once the Seattle Fire Department became well established in the city's downtown core, new stations were then opened to extend service to outlying areas. The need for additional stations became even more critical when the

City doubled in size after the North Seattle Annexation of May 1891. The annexed area encompassed the northern ends of Capitol and Queen Anne Hills as well as Magnolia, Fremont, Wallingford, Green Lake, Latona, and Brooklyn, which later became known as the University District. By this time, new electric streetcar and cable car lines were bringing substantial real estate development to these and other previously inaccessible areas. On September 28, 1887, the Lake Washington Cable Railway inaugurated cable car service between Pioneer Square and Leschi Park with cars traveling east on Yesler Way and returning west on Jackson Street. The increased density in neighborhoods along Yesler Way resulted in the creation of the first fire department company outside of the downtown area in 1891 and the first permanent fire station in 1894. Chemical Company No. 3 operated out of rented quarters between May 19, 1891 and June 23, 1893 when it was replaced by Engine Company No. 6. The new engine company continued to occupy the rented quarters at 24<sup>th</sup> Avenue South and South Jackson Street until August 13, 1894 when the company began operating in its permanent station. Located at 23<sup>rd</sup> Avenue South and Yesler Way, the new station was also the first of nine fire stations that were built between 1894 and 1908 using a similar design. The simple Classic Box or Foursquare form was embellished with Colonial Revival stylistic features.

After being replaced by Engine Company No. 6 in June of 1893, Chemical Company No. 3 then moved to the first fire station on Queen Anne Hill, a small one-story wood frame building located on West Lee Street at First Avenue West. Established in 1891, the North Seattle Cable Railway extended service to the top of Queen Anne Hill, which spurred residential and commercial development up the flanks of the steep hill and over the top of it. Built to serve this burgeoning community, this first station remained in use for ten years until a new station was constructed in 1903. The larger two-story wood frame building was located on Fifth Avenue West between West Galer and West Garfield Streets, two blocks to the north and four blocks to the west. Four months later in October of 1893, the Fremont Volunteers formed Hose Company No. 8 and occupied rented quarters in the vicinity of Linden Avenue North and North 34<sup>th</sup> Street. This was the Seattle Fire Department's first company on the northern end of Lake Union. The town of Fremont had been platted in the late 1880s, but its citizens had voted to annex themselves to Seattle in 1891. Despite promises of increased municipal services, the new city district received no formal fire protection services until its citizens petitioned City Hall, resulting in the new volunteer fire company in 1893. Eight years later, Fire Station No. 9 opened in December of 1901 several blocks to the north, inaugurating the provision of professional fire protection services to the Fremont district ten years after annexation. This fire station served an extensive area, which included all of Fremont and Wallingford until 1914 when Fire Station No. 11 opened in Wallingford at Densmore Avenue North and North 45<sup>th</sup> Street.

During these early years, the Seattle Fire Department experienced a period of turmoil after the Board of Fire Commissioners dismissed Fire Chief Kellogg in November of 1892. The Board acted in response to complaints made by businessmen who objected to Kellogg's strident advocacy of fire prevention as well as fire suppression. In the aftermath of the fire, many new buildings had been constructed without regard for fire safety. Fire Chief Kellogg personally inspected every commercial building and pier in the city and reported his findings to the Board. Kellogg recommended the addition of fire doors and other fire prevention measures, which could help to prevent the spread of fire. However, some building owners opposed these potentially costly modifications and voiced their objections to the Board, resulting in Kellogg's summary dismissal. Until the new City Charter brought changes in 1896, the Fire Department was split by factional disputes, which were aggravated by strife among the Board members themselves. After the implementation of the Civil Service system in June of 1896, Mayor W.D. Wood rehired Gardner Kellogg as Fire Chief. Kellogg served the Fire Department for another five years before retiring in February 1901 to assume the newly created position of Fire Marshall whose responsibilities would include the inspection of buildings and the enforcement of fire ordinances.

After the flurry of construction in the first half of the 1890s, only one new fire station was built in the next half during Gardner Kellogg's second tenure as Fire Chief. In March of 1896, Fire Station No. 9, a two-story wood frame building, opened on Capitol Hill on the corner of 15<sup>th</sup> Avenue East and East Republican Street. This building, the second to feature the Classic Box or Foursquare form, became known as Fire Station No. 7 when its engine company was renumbered in 1900. This was just a temporary lull in construction however, as the new century ushered in three decades of growth for the Fire Department, which established the network of fire stations present today. In the first decade alone, 21 new permanent fire stations were built, including a new headquarters in Pioneer Square and five replacement fire stations, as well as a temporary fire station built for the Alaska-Yukon-Pacific Exposition in 1909. The majority of these buildings were two-story wood frame structures although six were made of brick. Three of the five structures, which replaced earlier buildings, were of masonry construction. Additional

fire stations in Downtown Seattle, Queen Anne Hill, Capitol Hill, First Hill, and the Central Area improved service in these areas. New fire stations in Madrona, Beacon Hill, Green Lake, the University District, Cascade, Greenwood, and the Industrial area extended service to these neighborhoods for the first time.

This growth was fueled initially by an unprecedented increase in the City's population after the Klondike Gold Rush began in 1897 and later by further annexations of territory between 1905 and 1910. Between 1900 and 1910, Seattle's population almost tripled from 80,671 to 237,194. The Gold Rush had attracted an influx of newcomers to the area, seeking to take advantage of the great wealth being generated by the gold mines in Alaska and Canada. Not only did Seattle become a major shipping and trade center, but the city also moved beyond resource-based industries to sophisticated manufacturing. The annexation of South Seattle in 1905 was the first in almost fifteen years. This began a series of annexations over the next five years, which culminated with the annexation of the Laurelhurst district in December of 1910. In 1907 alone, there were seven separate annexations, including Southeast Seattle, Ravenna, South Park, Columbia City, Ballard, West Seattle, and Rainier Beach. In April of 1910, Georgetown was the last independent city annexed by Seattle, which already surrounded it completely. These annexations once again doubled the size of the city and immediately increased the overall population, especially with the addition of Ballard, then Washington State's fourth largest city with a populace of 17,000.

Voters in these areas approved the annexations based on promises of better municipal services, including professional fire protection services. However, it was several years before the Seattle Fire Department was able to finance paid companies within the 32 square miles annexed in 1907, with the exception of Ballard. In order to serve Ballard's large population, the volunteer fire station, a Vernacular wood-frame building located on Russell Avenue NW at NW Market Street, became Fire Station No. 18 immediately upon annexation. Four years later, the Fire Department constructed a large three-story brick fire station on an adjacent lot, which featured Flemish Revival stylistic features. While the other areas continued to use their volunteer companies, Fire Chief Harry Bringhurst planned the Department's expansion into the annexed territory. In 1909, Fire Station No. 29, West Seattle's first station, opened in the small wood frame building formerly occupied by the volunteer fire company, which was located at 44<sup>th</sup> Avenue SW and SW Walker Street at the far northern end of the peninsula. In 1910, Fire Station No. 26 opened in the old South Park Fire Station located at 10<sup>th</sup> Avenue South and South Southern Street, and Fire Station No. 27 opened in the old Georgetown City Hall building located at 13<sup>th</sup> Avenue South and South Bailey Street. The same year, Fire Station No. 28 opened in the Rainier Valley and was the first new fire station built in the recently annexed areas. Located on South Orcas Street just east of Rainier Avenue South, this two-story wood frame building featured a distinctive tower and Craftsman-influenced design elements. For the next four years, it remained the only fire station in all of the Rainier Valley until the 1914 construction of Fire Stations No. 30 in Mount Baker and No. 33 in Rainier Beach.

In the second decade of the 20<sup>th</sup> century, the Seattle Fire Department built twelve permanent stations and one temporary station, including five replacement stations. Half of the new stations were wood-frame structures while the other half were made of either brick or reinforced concrete. All five of the structures, which replaced earlier buildings, were of masonry construction. The Fire Department inaugurated service in Mount Baker, Wallingford, Rainier Beach, and Washington Park with the opening of new fire stations in these areas. These new stations helped fill in large geographic gaps in the service provided to the north, central and southeast areas of the city. Service in the north end of Ballard improved with the opening in 1917 of Fire Station No. 35 in the Loyal Heights neighborhood. In 1920, a third fire station opened in the Industrial area south of downtown Seattle. Located at the foot of South Massachusetts Street, this two-story reinforced concrete building replaced a temporary station, which had also served as living quarters for the crew of the fireboat "Snoqualmie." Since 1912, the "Snoqualmie" had been moored along the Duwamish Waterway after a new fireboat, the "Duwamish," was stationed on the central waterfront in 1910. With the construction of Fire Station No. 32, West Seattle received its second fire station. Completed in 1914, this Craftsman/Shingle Style fire station was also located in the northern end of the district at SW Alaska Street and 44<sup>th</sup> Avenue SW. Five years later, a third West Seattle station, Fire Station No. 36, opened further to the east at SW Spokane Street and 23<sup>rd</sup> Avenue SW. Seattle City Architect Daniel R. Huntington most likely designed the majority of these new buildings.

Born in Newark, New Jersey in 1871, Daniel R. Huntington practiced in Denver and New York before his arrival in Seattle in 1904 or 1905. Over the course of his career, Huntington worked in private practice and in partnership with several other prominent Seattle architects, including James H. Schack, Carl F. Gould, and Arthur L. Loveless, in addition to his position as Seattle City Architect from 1912 to 1921. During his career as city architect and later,

Huntington designed more than ten fire stations and possibly as many as twenty. After the onset of the Depression in the 1930s, Huntington apparently left active practice, although he was known to have been in the employ of Washington State University from 1944 to 1946. Well regarded by his business associates and professional colleagues for his straightforward and elegantly detailed commissions, Huntington designed a wide variety of civic, commercial, residential and institutional buildings during his prolific career.

Between 1921 and 1930, ten new fire stations were completed, and all but two of them replaced earlier structures. Unlike most of the early masonry stations, only two of the new stations were made of brick while the rest were of reinforced concrete construction. By this time, two decades of growth had brought fire protection services to most areas of the city. However, many of the early fire stations were considered too small or too old to accommodate modern fire fighting equipment and motorized vehicles, which necessitated their remodel or replacement. This was especially the case after 1924 when the gradual phase out of all horse-drawn apparatus was complete, and the last of the Department's horses were retired. Service improved in the southwest and northeast areas of the city with the construction of two new stations in the second half of the decade. The 1925 Fire Station No. 37 was the fourth to be built in West Seattle but the first in the southern end of the peninsula. Featuring a distinctive Mission/Spanish Colonial Revival design, Fire Station No. 37 remained the only fire station in the area until the 1971 construction of Fire Station No. 11 in the Highland Park neighborhood to the east. The 1930 Fire Station No. 38 was the first to be built in the northeast area of the city, which ended at NE 65<sup>th</sup> Street to the east of 20<sup>th</sup> Avenue NE at that time. The University District and Green Lake fire stations had provided service to the Ravenna, Bryant and Laurelhurst neighborhoods since they were annexed between 1907 and 1910. Fire Station No. 38 remained the only fire station in northeast Seattle until the city acquired Fire Station No. 39 from King County in its 1954 annexation of Lake City.

During the 1930s, the Seattle Fire Department suffered the effects of the nationwide financial depression. Between April 1933 and January 1934, many stations were closed, and hundreds of firemen were laid off in a move by Mayor John F. Dore to economize due to the depression. Only two new permanent fire stations were completed in this decade. In 1932, a new Art Deco Fire Station No. 6 made of reinforced concrete replaced an earlier wood frame structure on the same site in the Central Area. Two years later, Magnolia received its first fire station, more than forty years after the area had been annexed in 1891. The Civil Works Administration (CWA), a depression-era federal relief agency, provided the drawings for the distinctive Streamline Moderne design of Fire Station No. 41, which opened in November 1934. This ended more than three decades of growth for the department, which had resulted in the construction of over forty new stations. Most of the new structures featured unique designs, which were in keeping with the architecture of the time and sympathetic to their respective neighborhoods. Coverage had been extended to nearly all areas of the city, however a number of older wood frame fire stations remained in service, which would soon require replacement. Until 1949, the combination of financial difficulties due to the economic depression of the 1930s and shortages of labor and materials brought on by the Second World War halted construction of any new fire stations for a fifteen-year period.

Between 1949 and 1965, the Seattle Fire Department constructed ten new brick fire stations, and acquired four additional stations when the City annexed the neighborhoods north to 145<sup>th</sup> Street in the early 1950s. Nine of the new stations replaced earlier wood frame structures. Some of the new stations were built on the same sites while others were relocated to more suitable locations. Architect Fred B. Stephens designed all six of the new fire stations built in Seattle from the late 1940s to the mid-1950s, and employed a similar Modern design for each structure. Four different firms were commissioned to design the four new stations that were built in the early 1960s. Because of the different designers, these Modern fire stations vary widely in appearance and materials used. Located in the Wedgwood neighborhood of northeast Seattle, the 1965 Fire Station No. 40 was the only new station constructed during this period, which did not replace an earlier facility. This Modern brick fire station was constructed to fill a gap between stations, which had existed since 1954. In that year, the City of Seattle had completed its annexations of all the unincorporated neighborhoods north to 145<sup>th</sup> Street. After the last annexations in 1910, the city's population shifted further to the north and to the northeast, pushing into unincorporated King County. From the early 1940s to the early 1950s, the City of Seattle annexed extensive areas north and northeast of the existing city limits.

As part of the annexations, the City acquired the facilities of several King County fire districts in the north end. Three of the buildings were immediately converted into Seattle Fire Department stations while the fourth was mothballed for a ten-year period before it was put into service as the new Fire Station No. 35 in north Ballard. On

January 18, 1954, the Seattle Fire Department opened Fire Station No. 39 to serve the newly annexed Lake City district. On the same day, the Fire Department also established Fire Station No. 31 located on North Northgate Way at Interlake Avenue North and Fire Station No. 24 located on Greenwood Avenue North near North 117<sup>th</sup> Street. However, a large service gap remained in northeast Seattle between the Lake City fire station at NE 127<sup>th</sup> Street and the Bryant fire station at NE 55<sup>th</sup> Street. This gap continued for more than ten years until the construction of Fire Station No. 40 in 1965 located on 35<sup>th</sup> Avenue NE at NE 94<sup>th</sup> Street. Over the next ten years, the Seattle Fire Department replaced ten older fire stations with modern new facilities and added service in West Seattle with the 1971 construction of Fire Station No. 11 in the Highland Park neighborhood in the southeast corner of the peninsula. The Department also closed four older stations and transferred responsibility for their service areas to nearby stations. The City of Seattle eventually sold most of the former fire station buildings to private property owners but retained several of the former stations and converted them to new uses. Fire Station No. 12 has operated as the Madrona-Sally Goldmark Branch of the Seattle Public Library since February of 1973. In the mid-1980s, the Department undertook a program of modernization and substantially remodeled many of their stations, treating the older historic structures with great sensitivity. More than one hundred years after its establishment, the Seattle Fire Department continues its mission to curtail loss of life and property by fire through inspection and certification of building safety systems, public education, regulation of hazardous material storage, and fire suppression.

## **Seattle Public Utilities**

Seattle Public Utilities (SPU) was created in 1997 and consolidated the infrastructure and utility management functions of the Water Department and Engineering Department, including Engineering Services, Solid Waste Utility, and Drainage & Wastewater Utility. The origins of SPU date to the first decade of the city's existence. After incorporation in 1869, a public waterworks was created by Charter amendment in 1875, however a municipal water system was not established until 1889. Desperate for private capital to build essential urban infrastructure, Seattle, like many younger cities in the West, granted lucrative franchises to private companies to build and operate utility and transportation systems. From 1854 until 1890, wells, springs and private water companies provided Seattle's water. In July 1889, one month after fire destroyed most of the city's business district, citizens voted to establish a municipal water system. . Initially, the Board of Public Works, a three-member commission chosen by the Mayor, appointed a Water Superintendent, who administered the system. Created by Charter Amendment in 1890, the Board of Public Works coordinated public works projects, awarded construction contracts on behalf of the City, and approved contractor's bills. The new Charter of 1896 reorganized the Board of Public Works, whose members subsequently included the three superintendents of the City departments directly involved in public works. A new Superintendent of Lighting and Water Works administered the water system and was also responsible for overseeing the purchase of the city's power needs from the private utilities. This superintendent would also administer the municipally owned electric utility once it had been established.

The first step in the creation of a municipal water system was the purchase of the two largest private water companies, the Spring Hill Water Company and the Union Water Company, which were established in the early 1880s. By the late 1880s, neither company possessed adequate financial resources to keep up with the increasing demands for water by residential, commercial, and industrial customers. This had proved disastrous in the efforts to fight the fire of June 1889. The lack of a public sewage system and a reliable water supply had already earned Seattle the reputation as one of the country's most unhealthy towns. In 1890, the city acquired the assets of the Spring Hill Water Company, the largest of the early systems. Incorporated on August 20, 1881, the Spring Hill Water Company was the first integrated distribution system in Seattle. Shortly after, John Leary and his associates Jacob Furth and Bailey Gatzert acquired control of the company and improved the storage capacity of its tanks and pipes. In 1886, the company built a pumping station on Lake Washington at South Holgate Street to supplement their existing water supplies from springs and a creek along the west slope of First Hill. In 1891, the city purchased the holdings of the Union Water Company. Prominent early Seattle pioneer David T. Denny and some business associates incorporated the Union Water Company on February 27, 1882. Denny had extensive real estate holdings in the vicinity of lower Queen Anne Hill and South Lake Union and wanted to provide an adequate water supply in order to facilitate development in the area, then considered far from the center of town. A pump installed on the shore of Lake Union supplied water to a tank at the top of Queen Anne Hill with the assistance of a pump station located at Ward Street and Fourth Avenue North.

The next step in the creation of a municipal water system was the development a new source of clean water from the Cedar River Watershed. As early as 1880, the Cedar River had been identified as a potential source of water for the city of Seattle. In September 1888, Seattle mayor Robert Moran had addressed a letter to the Common Council suggesting a gravity water system with a source at the Cedar River. The following year, sewage-polluted water from Lake Union caused a typhoid outbreak, which followed after earlier cholera epidemics. This outbreak and the fire in June 1889 helped to convince citizens to vote in favor of a municipal water system. Unfortunately, politics and economics would delay construction of the pipelines and reservoirs of the initial phase of the Cedar River Water System until 1899, four years after the bond issue had been approved by voters. On January 10, 1901, water began flowing from the Cedar River into Seattle's system carried by a newly completed 28.57-mile pipeline to the new Lincoln and Volunteer Park reservoirs on Capitol Hill and the Queen Anne Tank No. 1. This new gravity fed transmission and distribution system had a capacity of 23.5 million gallons per day. Within five years, however, it was necessary to construct a second larger standpipe on top of Queen Anne Hill as well as a standpipe at Volunteer Park on top of Capitol Hill.

Over the next ten years, the city's population increased from 80,600 in 1900 to 237,194 in 1910, greatly increasing the demand for water all over the city. In the second half of the decade, Seattle also annexed large areas of land outside of the existing city limits, including the unincorporated areas and independent towns of South Seattle, Southeast Seattle, Ravenna, South Park, Columbia, Ballard, West Seattle, Rainier Beach, Georgetown and Laurelhurst. Citizens in these areas voted in favor of annexation largely based on the promise of improved municipal services, especially a reliable water supply. In 1908, construction began on a second pipeline and the reservoirs, which would be supplied by it. The Cedar River Water System No. 2 included the twin North and South Beacon Hill Reservoirs and the Maple Leaf and Green Lake Reservoirs as well as their appurtenances. On June 21, 1909, the second pipeline went into service, providing an additional 45 million-gallon per day capacity to meet the water needs of a fast-growing Seattle. Within a year, the Green Lake and Maple Leaf Reservoirs were completed with water supplied via water mains from the Volunteer Park Reservoir. The following year, the reservoirs on Beacon Hill went into service, supplying the immediate area as well as all of West Seattle at the time of their construction. In response to the growth and expansion of the municipally owned power and water systems, a 1910 Charter amendment created a Department of Lighting separate from the Water Department, which eventually became known as Seattle City Light.

After completing the second phase of the Cedar River system, the Water Department spent the next thirty years increasing the supply to the city and developing the distribution and storage system within the existing city limits. In 1923, the Cedar River Pipeline No. 3 was completed, and three years later, a new Cedar River impound reservoir, Lake Youngs, was put into service. New tanks, standpipes, pump stations, and water mains were constructed throughout the city, extending clean and reliable water service to most of the city's neighborhoods. In the early 1930s, West Seattle finally received its own 68-million gallon reservoir, more than twenty years after annexation. Previously, the entire area had been supplied by an assortment of storage facilities with water pumped to them from the two 1911 Beacon Hill reservoirs. After the completion of the new facilities in West Seattle, the combination of financial difficulties due to the economic depression of the 1930s and shortages of labor and materials brought on by the Second World War halted construction of any new facilities for a ten-year period. However, the Water Department continued to plan for the future during this period. In anticipation of continued growth to the north and east, Seattle filed for water rights on the Tolt River in northeast King County in 1936, although detailed planning and construction did not commence until some years later.

By the early 1940s, the city's population had shifted to the north and northeast, pushing into the unincorporated areas beyond the city limits at 85<sup>th</sup> Street. In 1941, the city began annexing the north end neighborhoods as citizens in those areas voted in favor of municipal governance. By 1954, the annexations expanded the city limits to 145<sup>th</sup> Street. After the conclusion of the Second World War, the Water Department began a program of improvements, which upgraded the existing system, and improved and extended service to newly annexed areas as well as to outlying suburban communities. As the largest municipality in King County, Seattle already provided water service to many newly developing suburban areas located outside the city limits, following a policy adopted by the Water Department in the early 1930s. During the later 1940s, several new tanks with significantly greater capacities replaced or augmented older and smaller tanks. New reservoirs were also constructed in Magnolia and West Seattle, and at Bow Lake near SeaTac Airport. Averaging about six million gallons each, these small reservoirs stored water to supply only the immediate vicinity. They differed from the earlier larger reservoirs, which stored water to supply



other water storage facilities as well as customers in their surrounding neighborhoods. A fourth pipeline from the Cedar River was also constructed during the later 1940s and early 1950s, increasing the overall water supply.

The Water Department already provided 60% of the newly annexed areas in the north end with direct service to the retail customers. However, new tanks, pumping stations and reservoirs in the north end would be necessary in order to serve those without city water service and to anticipate future growth in residential and commercial customers. The Water Department also began developing plans for the long-awaited Tolt River system, which would serve both northern suburbs and north Seattle, requiring additional storage capacity in the area. In 1958, the 21,500,000-gallon Bitter Lake Reservoir was completed just inside the northern city limits. Four years later, a 60,000,000-gallon reservoir was put into service in the Lake Forest Park suburb located at the north end of Lake Washington. In the later 1950s, several new tanks were also constructed outside the northern and southern city limits, including two tanks in the Richmond Highlands neighborhood of Shoreline and one tank in the Beverly Park neighborhood of unincorporated King County south of Seattle. In 1959, construction finally began on the Tolt River reservoir basin and pipeline facilities. Five years later, water began flowing from the South Fork of the Tolt River into the northern suburbs and north Seattle, more than sixty years after water first flowed into Seattle from the Cedar River. The separate Tolt and Cedar water supply sources provided complementary resources and operating flexibility in case of service interruptions due to pipeline breaks or natural disasters.

By the early 1960s, the Water Department had largely completed the infrastructure for Seattle's water system. Since that time, the only major addition has been the development of a ground water resource at the Highline Well Field in the late 1980s. Two wells went into service in 1987, and a third was added in 1990. With a capacity of ten million gallons per day, the well field provides peak season and emergency back-up supply. Currently, Seattle Public Utilities is proceeding with a program to cover all nine of its existing open reservoirs within the next 25 years. In the 1970s, the Washington State Department of Health (DOH) required all new reservoirs to be covered to ensure water quality. In 1994, DOH required all water systems with existing open reservoirs to submit a plan and schedule for covering all reservoirs. In December 1995, the City Council approved Seattle's 25-year Reservoir Covering Plan. Approved by DOH in January 1996, the Reservoir Covering Program will proceed in three phases and calls for certain reservoirs to be covered using floating covers and others to be entirely replaced with new underground covered facilities. Originally scheduled for completion in 2002, the first phase will focus on the highest priority reservoir improvements at the Lincoln, Bitter Lake and Lake Forest Park reservoirs. The second phase will focus on the North Beacon, Myrtle and Volunteer Park reservoirs, while the third phase, to be completed by 2020, will address the Green Lake, Maple Leaf and West Seattle reservoirs. Previously, the City of Seattle covered the Magnolia Manor Reservoir in 1994, and took the Bow Lake and South Beacon Reservoirs out of service in 1979.

**INVENTORY INDEX  
CITY-OWNED HISTORIC RESOURCES  
SEATTLE, WASHINGTON**

<b>INV#</b>	<b>Name</b>	<b>Date</b>	<b>Address</b>
CTR001	Arena/Mercer Arena	1925-28/1961-62	375 Mercer Street
CTR002	Blue Spruce Building	1956	158 Thomas Street
CTR003	Center House	1938	305 Harrison Street
CTR004	Coliseum/Key Arena	1960-62	305 Harrison Street
CTR005	Exhibition Hall/PNB Phelps Center	1961-62	301 Mercer Street
CTR006	Horiuchi Mural and Stage (Mural Amphitheater)	1961-62	305 Harrison Street
CTR007	International Fountain	1961-62	305 Harrison Street
CTR008	Intiman Playhouse	1961-62	201 Mercer Street
CTR009	Kobe Bell	1962	305 Harrison Street
CTR010	Mercer Parking Garage	1961-62	300 Mercer Street
CTR011	Monorail Office/Fun Forest Administration Building	1961-62	305 Harrison Street
CTR012	Monorail Terminal	1961-62	305 Harrison Street
CTR013	NASA Warehouse	1961-62	305 Harrison Street
CTR014	Nile Temple Building/Pacific Arts Center	1956	201 Thomas Street
CTR015	Northwest Craft Center	1961-62	305 Harrison Street
CTR016	Northwest Rooms	1961-62	305 Harrison Street
CTR017	Seattle Center Pavilion	1961-62	305 Harrison Street
CTR018	West Court Building (Sonic's Team Shop)	1953	312 1 <sup>st</sup> Avenue N
DON001	Jefferson Bus Base Exchange Office & Shop	1957-58	564 12 <sup>th</sup> Avenue
DPR001	Alki Beach Park Bathhouse	1955	2701 Alki Avenue SW
DPR002	Alki Playfield Comfort Station	1923/1930	5817 SW Lander Street
DPR003	Aqua Theater (Green Lake Park)	1950	5900 West Green Lake Way N
DPR004	Atlantic Nursery Service Building	1952	5513 S Cloverdale Street
DPR005	Bathhouse Theater (Green Lake Park)	1927-28/1970	7312 W Green Lake Drive N
DPR006	Bayview Playfield Shelter House	1957	2614 24 <sup>th</sup> Avenue W
DPR007	Beacon Hill Playfield Shelter House	1951	1902 13 <sup>th</sup> Avenue S
DPR008	Beer Sheva Park Comfort Station	1940	8650 55 <sup>th</sup> Avenue S
DPR009	Brighton Playfield Shelter House	1932/1973	5948 39 <sup>th</sup> Avenue S
DPR010	Camp Long Cabins (10)	1938	5200 35 <sup>th</sup> Avenue SW
DPR011	Camp Long Office/Clubhouse	1941	5200 35 <sup>th</sup> Avenue SW
DPR012	Carkeek Park Residence	1953-55	952 NW Carkeek Park Road
DPR013	Carkeek Park Shop	1953-55	952 NW Carkeek Park Road
DPR014	Cascade Playground Comfort Station	1937-38	333 Pontius Avenue N
DPR015	Central West District Headquarters	1951/1967	1403 West Howe Street
DPR016	Colman Park Storage Building	1948	1729 32 <sup>nd</sup> Avenue S
DPR017	Colman Playfield Shelter House	1937-38	1740 23 <sup>rd</sup> Avenue S
DPR018	Cowen Park Shelter House	1909	5849 15 <sup>th</sup> Avenue NE
DPR019	Dahl (Waldo) Playfield Shelter House	1959	7700 25 <sup>th</sup> Avenue NE
DPR020	Denny Blaine Lake Park Shelter	1901/1924	3980 Madrona Drive
DPR021	East Queen Anne Playfield Shelter House	1951	1912 Warren Avenue N
DPR022	Evans Swimming Pool (Green Lake Park)	1954-55	7201 E Green Lake Drive N
DPR023	Fairmount Playfield Shelter House	1961	5400 Fauntleroy Wy SW
DPR024	Garfield Playfield Shelter House	1958	2417 E Cherry Street
DPR025	Gilman Playfield Shelter House	1932/1973	923 NW 54 <sup>th</sup> Street
DPR026	Golden Gardens Park Bathhouse & Concession	1929/1950	8499 Seaview Place NW
DPR027	Green Lake Park Boat Rentals & Concession	1946	7351 E Green Lake Drive N
DPR028	Green Lake Park Caretaker's Tool House	1933-34	7701 E Green Lake Drive N
DPR029	Green Lake Park Comfort Station #1 (c.1910)	1910	7201 E Green Lake Drive N
DPR030	Green Lake Park Comfort Station #2 (1948)	1948	1851 E Green Lake Drive N
DPR031	Green Lake Park Field House & Community Center	1928-29	7201 E Green Lake Drive N

INV#	Name	Date	Address
DPR032	Green Lake Park Pitch 'N Putt Golf Clubhouse	1948-49	5701 E Green Lake Way N
DPR033	Green Lake Park Shellhouse/Concession & Comfort Station	1950/1959/1980	5900 West Green Lake Way N
DPR034	Green Lake Park West Concession	1930	7312 W Green Lake Drive N
DPR035	Hiawatha Playfield Field House	1911/1949	2700 California Avenue SW
DPR036	Highland Park Playfield Shelter House	1938	1100 SW Cloverdale Street
DPR037	Hughes (E.C.) Playfield Shelter House	1950	2805 SW Holden Street
DPR038	Hutchinson Community Center	1948-49	5801 S Pilgrim Street
DPR039	Jackson Park Golf Course Clubhouse	1930	1000 NE 135 <sup>th</sup> Street
DPR040	Jefferson Park Golf Course Clubhouse	1935-36	4101 Beacon Avenue S
DPR041	Kinnear Park Comfort Station/Viewing Platform	1929	899 W Olympic Place
DPR042	Lake City Community Center	1954-57/1964-65	12531 28 <sup>th</sup> Avenue NE
DPR043	Lake City Mini Park Utility Building	1949	12359 Lake City Way
DPR044	Lakeridge Playfield Shelter House	1961	10145 Rainier Avenue S
DPR045	Lakewood Moorage Shop	1952-53	4500 Lake Washington Blvd S
DPR046	Laurelhurst Community Center	1933-35	4554 NE 41 <sup>st</sup> Street
DPR047	Leschi Park Comfort Station	1929	201 Lakeside Avenue S
DPR048	Lincoln Park Colman Pool/Bathhouse	1940-41	8603 Fauntleroy Way SW
DPR049	Lincoln Park Concession & Comfort Station	1951	8011 Fauntleroy Way SW
DPR050	Lincoln Park Maintenance Shop	1931	7367 47 <sup>th</sup> Avenue SW
DPR051	Lincoln Park Shelter House	1932	8011 Fauntleroy Way SW
DPR052	Lower Woodland Park Comfort Station #1 (1924)	1924	5901 West Green Lake Way N
DPR053	Lower Woodland Park Comfort Station #2 (1952)	1952	N 50 <sup>th</sup> Street & Woodland Park Avenue N
DPR054	Loyal Heights Community Center	1949-50	2101 NW 77 <sup>th</sup> Street
DPR055	Madison Park Bathhouse	1919/1929/1937-38	1900 43 <sup>rd</sup> Avenue E
DPR056	Madrona Park Bathhouse & Dance Studio	1927-28/1971	800 Lake Washington Blvd
DPR057	Madrona Park Concession & Comfort Station	1959	800 Lake Washington Blvd
DPR058	Madrona Playfield Shelter House	1938-39	925 34 <sup>th</sup> Avenue
DPR059	Magnolia Park Comfort Station	1927	1461 Magnolia Blvd W
DPR060	Magnolia Park Storage Shed	1910	1461 Magnolia Blvd W
DPR061	Maple Leaf Playfield Shelter House	1932	1020 NE 82 <sup>nd</sup> Street
DPR062	Matthews Beach Park Bathhouse	1957/1961	9300 51 <sup>st</sup> Avenue NE
DPR063	Montlake Community Center	1933-35	1618 E Calhoun Street
DPR064	Mount Baker Park Bathhouse	1948-49/1964	2301 Lake Washington Blvd S
DPR065	Mount Baker Park Comfort Station	1928	2311 Lake Park Drive S
DPR066	Museum of History and Industry (MOHAI)	1952-1971	2700 24 <sup>th</sup> Avenue E
DPR067	North Park Shops Office	1929	8061 Densmore Avenue N
DPR068	North Park Shops Office Building	1929	8061 Densmore Avenue N
DPR069	North Park Shops Open Parking Stalls	1950	8061 Densmore Avenue N
DPR070	North Park Shops Service Building	1932	8061 Densmore Avenue N
DPR071	Parks Department Headquarters	1948-49	100 Dexter Avenue N
DPR072	Parks Department Roy Street Maintenance Shops	1926	802 Roy Street
DPR073	Pratt Fine Arts Center	1920	1902 S Main Street
DPR074	Ravenna Park Comfort Station	1926	5520 Ravenna Avenue NE
DPR075	Ravenna Park Maintenance Shop	1947	5801 20 <sup>th</sup> Avenue NE
DPR076	Ravenna Park Shelter House	1932	5520 Ravenna Avenue NE
DPR077	Recreation Information Office (Lower Woodland Park Shelter House)	1929	5201 Green Lake Way N
DPR078	Rodgers (David) Park Comfort Station	1948	2625 1 <sup>st</sup> Avenue W
DPR079	Salmon Bay Park Comfort Station	1952	2001 NW Canoe Place

INV#	Name	Date	Address
DPR080	Seward Park Bathhouse/Arts & Crafts Studio	1927/1940	5900 Lake Washington Blvd S
DPR081	Seward Park Comfort Station #1 (1932)	1932	5900 Lake Washington Blvd S
DPR082	Seward Park Comfort Station #2 (1932)	1932	5900 Lake Washington Blvd S
DPR083	Seward Park Comfort Station #3 (1948)	1948	5900 Lake Washington Blvd S
DPR084	Seward Park Comfort Station #4 (1959)	1959	5900 Lake Washington Blvd S
DPR085	Seward Park Fish Hatchery	1934-37	5900 Lake Washington Blvd S
DPR086	Seward Park Fish Hatchery House	1936-37	5900 Lake Washington Blvd S
DPR087	Seward Park Fish Hatchery House & Garage	1936-37	5900 Lake Washington Blvd S
DPR088	Seward Park Fish Hatchery Pump House	1936-37	5900 Lake Washington Blvd S
DPR089	Seward Park Inn/Cultural Arts Office	1927	5900 Lake Washington Blvd S
DPR090	University Playfield Shelter House	1951	801 NE 50 <sup>th</sup> Street
DPR091	Van Asselt Community Center	1938	2820 S Myrtle Street
DPR092	Victory Heights Center	1938	1747 NE 106 <sup>th</sup> Street
DPR093	View Ridge Playfield Shelter House	1953	4408 NE 70 <sup>th</sup> Street
DPR094	Volunteer Park Comfort Station	1910	1247 15 <sup>th</sup> Avenue E
DPR095	Volunteer Park Conservatory	1912	1400 E Galer Street
DPR096	Volunteer Park Cottage	1909	1400 E Galer Street
DPR097	Volunteer Park Horticulture & Grounds Maintenance Facility	1909	1400 E Galer Street
DPR098	Volunteer Park Shelter House	1910	1247 15 <sup>th</sup> Avenue E
DPR099	Washington Park Maintenance Shops	1950	2820 E Ward Street
DPR100	Washington Park Playfield Shelter House	1930	2500 Lake Washington Blvd E
DPR101	West Seattle Golf Course Clubhouse	1941-42/1953	4470 35 <sup>th</sup> Avenue SW
DPR102	West Seattle Golf Course Shop	1940	4470 35 <sup>th</sup> Avenue SW
DPR103	West Seattle Stadium	1938/1961	4432 35 <sup>th</sup> Avenue SW
DPR104	Woodland Park Lawn Bowl Clubhouse	1955	6018 Whitman Avenue N
DPR105	Woodland Park Zoo Administration Building (ARC)	1948	5500 Phinney Avenue N
DPR106	Woodland Park Zoo Commissary & Dispensary (Keeper Central/Old Animal Health)	1930	5500 Phinney Avenue N
DPR107	Woodland Park Zoo Foreman's Residence	1911	700 N 50 <sup>th</sup> Street
DPR108	Woodland Park Zoo Main Gate Comfort Station	1931	5500 Phinney Avenue N
DPR109	Woodland Park Zoo Maintenance Shops	1917/1925	700 N 50 <sup>th</sup> Street
FAC001	Central Area Senior Center (CASC)	1959	500 30 <sup>th</sup> Avenue S
FAC002	DAS Communications Shop (Fire Station No. 15)	1951	1933 Minor Avenue
FAC003	DAS Vehicle Maintenance Shop	1949-1950	805 S Charles Street
FAC004	Engineering Department West Seattle Shops	1956	9200 8 <sup>th</sup> Avenue SW
FAC005	Greenwood Senior Center	1950-51	525 N 85 <sup>th</sup> Street
FAC006	Harbor Patrol Office	1928/1958	1717 N Northlake Place
FAC007	House (Capitol Hill Housing)	1925/1988	339 22 <sup>nd</sup> Avenue E
FAC008	Materials Laboratory (SED)	1950-51	707 S Plummer Street
FAC009	Northwest Senior Center	1949	5431 32 <sup>nd</sup> Avenue NW
FAC010	Odessa Brown Neighborhood Health Center	1924-25/1971-72	172 20 <sup>th</sup> Avenue
FAC011	Police Department East Precinct	1917	1519 12 <sup>th</sup> Avenue
FAC012	Pottery Northwest/Gardener's Complex	1923	226-232 1 <sup>st</sup> Avenue N
FAC013	Queen Anne Pump Station	1925	4 <sup>th</sup> Avenue N & Ward Street
FAC014	Sunny Jim Original Facility (SeaTran Shops)	1902-1912	4200 Airport Way S
FAC015	University Child Development School	1949/1954/1967	3500 Interlake Avenue N
HSG001	El Rey Apartments	1909-10	2119 2 <sup>nd</sup> Avenue
SCL001	Avalon Substation	1953-54	4400 35 <sup>th</sup> Avenue SW
SCL002	Broad Street Substation Control Building	1949-51	319 6 <sup>th</sup> Avenue N
SCL003	Broad Street Substation Crane Tower	1949-51	319 6 <sup>th</sup> Avenue N

<b>INV#</b>	<b>Name</b>	<b>Date</b>	<b>Address</b>
SCL004	Broad Street Substation Shop	1949-51	319 6 <sup>th</sup> Avenue N
SCL005	California Substation	1930	4304 SW Dakota Street (at California)
SCL006	Canal Substation	1927-28	614 NW 45 <sup>th</sup> Street
SCL007	Gatewood Substation	1953-54	7710 35 <sup>th</sup> Avenue SW
SCL008	Leary Substation	1954	1414 NW Leary Way
SCL009	Magnolia Substation	1943	W Grover Street & 32 <sup>nd</sup> Avenue W
SCL010	North Service Center	1956-58	1300 N 97 <sup>th</sup> Street
SCL011	North Substation Building A	1923-24	814 NE 75 <sup>th</sup> Street
SCL012	North Substation Building B	1930	814 NE 75 <sup>th</sup> Street
SCL013	North Substation Building C	1953-54	814 NE 75 <sup>th</sup> Street
SCL014	Olympic Hill Substation	1952-54	8032 15 <sup>th</sup> Avenue NW
SCL015	Power Control Center (Retired)	1962-63	157 Roy Street
SCL016	Roxbury Substation	1940	9370 52 <sup>nd</sup> Avenue S
SCL017	South Receiving Substation	1937	3839 4 <sup>th</sup> Avenue S
SCL018	South Rectifier Substation	1951-52	S Spokane Street & 2 <sup>nd</sup> Avenue S
SCL019	South Substation Warehouse and Shops	1924/1962-70	3613 4th Avenue S
SCL020	University Unit Substation	1940-41/1951-52	713 NE Northlake Place
SCL021	Yasuko's Teriyaki/Restaurant (Avalon Substation)	1959	4400 35 <sup>th</sup> Avenue SW
SFD001	Fire Department Training Facility (SED Shop)	1952-53	5960 Rainier Avenue S
SFD002	Fire Station No. 5	1963	925 Alaskan Way
SFD003	Fire Station No. 6	1931-32/1986	101 23 <sup>rd</sup> Avenue S
SFD004	Fire Station No. 8	1963-64/1986	110 Lee Street
SFD005	Fire Station No. 9	1952-53/1986	3829 Linden Avenue N
SFD006	Fire Station No. 13	1928/1986-87	3601 Beacon Avenue S
SFD007	Fire Station No. 14	1926-27/1986-87	3224 4 <sup>th</sup> Avenue S
SFD008	Fire Station No. 16	1928	6846 Oswego Place NE
SFD009	Fire Station No. 17	1930	1020 NE 50 <sup>th</sup> Street
SFD010	Fire Station No. 20	1948-49/1986	3205 13 <sup>th</sup> Avenue W
SFD011	Fire Station No. 21	1950-51/1986	7304 Greenwood Avenue N
SFD012	Fire Station No. 22	1964	901 E Roanoke Street
SFD013	Fire Station No. 28	1955/1986	5968 Rainier Avenue S
SFD014	Fire Station No. 30	1949	2931 S Mt. Baker Blvd
SFD015	Fire Station No. 35	1942/1948/1957/1964	8729 15 <sup>th</sup> Avenue NW
SFD016	Fire Station No. 37	1925	7300 35 <sup>th</sup> Avenue SW
SFD017	Fire Station No. 38	1930	5503 33 <sup>rd</sup> Avenue NE
SFD018	Fire Station No. 39/Neighborhood Service Center	1949/1958	12705-12707 30 <sup>th</sup> Avenue NE
SFD019	Fire Station No. 40	1965	9401 35 <sup>th</sup> Avenue NE
SFD020	Fire Station No. 41	1934	2416 34 <sup>th</sup> Avenue W
SPL001	Madrona-Sally Goldmark Branch, Seattle Public Library	1919-20/1972	1134 33 <sup>rd</sup> Avenue
SPL002	Washington Talking Book & Braille Library	1947-48	2021 9th Avenue
SPU001	Beacon Hill North Reservoir	1911	Beacon Avenue S & S Spokane Street
SPU002	Beacon Hill South Reservoir	1911	Beacon Avenue S & S Spokane Street
SPU003	Beacon Hill Reservoirs Gate House	1911	Beacon Avenue S & S Spokane Street

<b>INV#</b>	<b>Name</b>	<b>Date</b>	<b>Address</b>
SPU004	Bitter Lake Reservoir	1957-58	14100 Linden Avenue N
SPU005	Bitter Lake Reservoir Pump Station	1957-58	14100 Linden Avenue N
SPU006	Green Lake Reservoir	1910	14 <sup>th</sup> Avenue NE & NE 73 <sup>rd</sup> Street
SPU007	Green Lake Reservoir Pump Station	1911	7300 12 <sup>th</sup> Avenue NE
SPU008	Interbay Pump Station	1911	3202 23 <sup>rd</sup> Avenue W
SPU009	Magnolia Bluff Tank	1947	38 <sup>th</sup> Avenue W & W Prosper Street
SPU010	Maple Leaf Reservoir	1910	12 <sup>th</sup> Avenue NE & NE 82 <sup>nd</sup> Street
SPU011	Maple Leaf Reservoir Pump Station	1911	12 <sup>th</sup> Avenue NE & NE 85 <sup>th</sup> Street
SPU012	Maple Leaf Tank	1949	Roosevelt Way NE & NE 86 <sup>th</sup> Street
SPU013	Northgate Pump Station	1950	400 NE 115 <sup>th</sup> Street
SPU014	Roosevelt Pump Station	1953	8204 Roosevelt Way NE
SPU015	SW Barton Street Standpipe	1927	38 <sup>th</sup> Avenue SW & SW Barton Street
SPU016	SW Charleston Street Standpipe	1927	39 <sup>th</sup> Avenue SW & SW Charleston Street
SPU017	SW Myrtle Street Reservoir	1947	35 <sup>th</sup> Avenue SW & SW Myrtle Street
SPU018	SW Myrtle Street Tank No. 1	1919	35 <sup>th</sup> Avenue SW & SW Myrtle Street
SPU019	SW Myrtle Street Tank No. 2	1946	35 <sup>th</sup> Avenue SW & SW Myrtle Street
SPU020	SW Spokane Street Pump Station	1927-29	3216 SW Spokane Street
SPU021	SW Trenton Street Gate House	1931-32	4 <sup>th</sup> Avenue SW & SW Trenton Street
SPU022	SW Trenton Street North Standpipe	1931-32	4 <sup>th</sup> Avenue SW & SW Trenton Street
SPU023	SW Trenton Street Pump Station	1934	4 <sup>th</sup> Avenue SW & SW Trenton Street
SPU024	SW Trenton Street South Standpipe	1931-32	4 <sup>th</sup> Avenue SW & SW Trenton Street
SPU025	Volunteer Park Reservoir	1901	12 <sup>th</sup> Avenue E & E Prospect Street
SPU026	Volunteer Park Reservoir Gate House	1901	12 <sup>th</sup> Avenue E & E Prospect Street
SPU027	Volunteer Park Standpipe (Water Tower)	1906	14 <sup>th</sup> Avenue E & E Prospect Street
SPU028	Warren Avenue North Pump Station	1957	148 Valley Street
SPU029	West Seattle Reservoir	1932	8 <sup>th</sup> Avenue SW & SW Trenton Street
SPU030	West Seattle Reservoir Gate House	1932	8 <sup>th</sup> Avenue SW & SW Trenton Street
SPU031	Woodland Park Standpipe	1924-25	Phinney Avenue N & N 53 <sup>rd</sup> Street
TRN001	Lumber Shed	1925	630 Westlake Avenue
TRN002	Office/Warehouse	1947	805 NE Northlake Place

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## **APPENDIX**

Designated Landmarks Owned/Maintained  
by the City of Seattle

Arboretum Aqueduct  
Arctic Building  
Belltown Cottages  
Cowen Park Bridge  
East Republican Street Stairway  
Fire Station #2  
Fremont Bridge  
Gas Works Park  
George Washington Memorial "Aurora" Bridge\*  
Georgetown Steam Plant  
Hiawatha Playfield  
Kubota Garden  
Lake Washington Bicycle Path  
Langston Hughes Cultural Arts Center  
Lincoln Park/Lincoln Reservoir and Bobby Morris  
Playfield  
McGraw Square/McGraw Place  
Montlake Bridge and Montlake Cut\*  
Old Firehouse #23  
Pier 59 (Seattle Aquarium)  
Magnolia Branch Library  
North East Branch Library  
N. Queen Anne Dr. Bridge  
Parsons Memorial Garden  
Queen Anne Boulevard  
Queen Anne Water Tank #1  
Schmitz Park Bridge  
"Seattle, Chief of Suquamish" Statue, Tillicum Place  
Seattle Art Museum, Volunteer Park  
20<sup>th</sup> Avenue NE Bridge  
West Queen Anne Walls

\*Owned by the State/Maintained by the City

Nominated City Landmarks  
Lake City Branch Library

Formally Denied City Landmark

Designation

Central Library+  
Ballard Branch Library  
Henry Branch Library+  
Southwest Library  
Flag Pavilion, Seattle Center+  
Neptune Building\*  
Veterans Hall, Seattle Center\*  
Queen Anne Water Tank #2

\*Demolished  
+Slated for Demolition

Buildings Located in Historic Districts

Alaska Building (Pioneer Square Preservation  
District)  
Columbia Branch Library (Columbia City Landmark  
District)  
Fire Station #10/Fire Department Headquarters  
(Pioneer Square Preservation District)  
Fort Lawton Landmark District, Discovery Park