

2014 Historic Resources Survey Report:
South Lake Union & Cascade Neighborhoods
Seattle, Washington



Lake Union, view from the south, 1924
Pierson Photo Co. UW 17691 Seattle Collection

Report prepared for:
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Report prepared by:
Katheryn H Krafft, Krafft & Krafft Architecture/CRM
Jennifer Meisner, Heritage Matters Consulting

**2014 HISTORIC RESOURCES SURVEY REPORT:
SOUTH LAKE UNION & CASCADE NEIGHBORHOODS
SEATTLE, WASHINGTON**

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I PROJECT BACKGROUND & OBJECTIVES

In December 2013, the City of Seattle, Department of Neighborhoods contracted with Krafft & Krafft Architecture/CRM and Heritage Matters Consulting to complete an updated historic resources survey and inventory project in the South Lake Union and Cascade neighborhoods. The purpose of this project was to undertake a comprehensive field survey, update prior City of Seattle historic resources inventory database reports and prepare additional inventory database reports for all extant properties constructed prior to 1977.

The project focused on the identification and analysis of all extant historic resources constructed prior to 1977 including those properties previously identified in historic resources survey and inventory projects undertaken in 2004-2005 and already included in the City of Seattle historic resources inventory database. Numerous properties identified via various environmental impact statements (Mercer Corridor, South Lake Union Street Car, AWW Tunnel projects) were also incorporated into this study. All updated and new inventory reports were compiled in the relational database by the City of Seattle Historic Preservation Program (HPP), other city agencies and the public [<http://web6.seattle.gov/DPD/HistoricalSite/default.aspx>]. This inventory data is further interpreted by an updated historic context statement intended to provide contextual information regarding the history, physical development and evolution of the study area. This survey report and the updated/expanded inventory database reports will be used primarily as a tool to more clearly identify all extant properties that may have the potential of meeting local landmark designation standards and/or National Register criteria.

The project was undertaken and co-managed by cultural resources specialists Kathryn H. Krafft and Jennifer Meisner. The project was completed under the supervision of Sarah Sodt, Landmarks preservation Board Coordinator, Seattle Historic Preservation Program. Research assistance was also provided by the staffs of the Washington State Archives, Puget Sound Regional Branch, the City of Seattle Department of Planning & Development (DPD) Microfilm Library and the Seattle Room, Seattle Public Library. Research assistance was also provided by University of Washington graduate students [Monica Joe, Sara Darlington, and Eric Hadden] who scrutinized Post World War II development within the study area, as part of the course requirements of URBDP 586A. They created a set of interpretive maps and prepared *South Lake Union Context Statement: Post World War II Buildings*, which are included as an appendix to this report.

II PROJECT METHODOLOGY

Geographic Boundaries

The modern South Lake Union neighborhood or district encompasses the geographic area to the south of Lake Union, which is nestled between the Lower Queen Anne Hill neighborhood to the west, the Denny Regrade neighborhood to the south and encompassing the older Cascade neighborhood to the east. The district is bounded by Aurora Avenue to the west, Denny Way to the south, Interstate 5 to the east and extends

northerly to Galer Street and Nelson Place including slivers of land area adjacent of the west and east sides of the south end of the lake.

Survey Process

Mobilization: A custom color-coded (by construction date) GIS-base *Master Map* of the study area was provided by the City of Seattle Historic Preservation Program (HPP). Properties that had been previously included in the City of Seattle Historic Resources database were keyed to the master map and the study area was divided into survey zones in order to simplify and streamline the collection of pertinent new field data. The City of Seattle Neighborhood Historic Resources Survey Reconnaissance Form was utilized for the collection of field investigation information. A preliminary windshield survey of the study area was conducted on December 6, 2013.

Literature Search: Previously published materials regarding the survey area and/or related to known historic properties were identified and/or collected. Pertinent documentation regarding previously designated Landmark properties within the study area was collected, as well as copies of all inventory forms for properties that were previously included in the City of Seattle Historic Resources database. Two previously prepared historic context statements regarding the South Lake Union (2005) and Cascade (2004) neighborhoods were collected and used as major bibliographic references. Environmental Impact Statements and technical report data related to the South Lake Union Street Car, Mercer Corridor, Alaska Way Viaduct (AWV) Tunnel and the Seattle Commons project were identified and partially collected. Pertinent National Register of Historic Places (NRHP) nomination forms and Department of Archaeology and Historic Preservation determinations of eligibility were collected using the WISSARD database.

Field Survey: Field investigation was undertaken by Kate Krafft and Jennifer Meisner beginning January 23, 2014 and was completed over the following five weeks due to poor weather conditions. Field investigators used customized field maps keyed to show all previously inventoried properties and all other buildings known to have been built prior to 1977. Paper field forms were used to collect pertinent physical description information and digital photographic images were taken of each *newly* identified property. In most cases only the exterior of the property was examined. Surveyors also noted any major alterations to *or* the demolition of previously inventoried properties. All field forms and preliminary research data was initially organized by address and tentative building name. An Excel-based preliminary inventory *Master List* of all newly inventoried properties was gradually developed; properties were listed by address and historic/common name [and eventually by Assessor's record/parcel number and construction date]. Digital photos were organized and printed for reference purposes. An individual filing system was utilized to organize (a) field information and literature regarding newly identified properties recorded during the field survey process and (b) updated field information regarding all historic properties identified during previous survey and inventory efforts. At the conclusion of the Field Survey the project team updated HPP staff regarding survey findings and provided a preliminary inventory *Master List*.

Inventory Research & Development

Property parcel numbers, approximate construction dates and current ownership data was obtained/confirmed based on Property Characteristics Reports available via the King County Assessor's Parcel Viewer webpage.

Initial limited research was conducted by collecting King County Tax Assessor Property Record Cards for each of the newly identified properties.

Based on preliminary analysis, the identified properties were categorized as follows:

- Properties that exhibit *no historic building fabric or features* [or had been *extremely altered*] and clearly *lack or do not convey architectural or historic significance*
- Properties that remain somewhat unaltered - however due to building scale and/or physical character appear to *lack architectural or historic significance*
- Properties that remain relatively well preserved and *may possess some limited architectural and/or historic significance*
- Properties that remain well preserved and *appear to possess architectural and/or historic significance*

Upon consultation with HPP staff, additional research, documentation and analysis was undertaken and database inventory forms were prepared for prioritized properties. Existing and new database information was updated or added regarding all current Landmarks. Minimal database inventory forms were prepared for altered or lower priority properties. Approximately 100 new database inventory forms were prepared including minimal forms for those properties determined to exhibit no historic building fabric or features or potential significance. Updated database inventory forms were prepared for approximately 55 of the 115 previously inventoried properties. The updated inventory reports noted the demolition of 40 previously inventoried properties.

Additional research data was collected including building specific information obtained from DPD microfilm library records, Sanborn Insurance maps and other historic map-based sources, and miscellaneous records, historic photographs and newspaper articles obtained from the collections of the *Seattle Times*, Seattle Public Library, UW Special Collections and MOHAI. [See attached *Preliminary List: Bibliographic References.*]

Inventory Preparation and Analysis:

All new (and updated) inventory data was compiled into the City of Seattle Historic Resources database as specified by the Historic Preservation Program to include digital images and specific physical description, building history and significance and relevant bibliographic references. This Survey Report was prepared in order to clarify the project background, methodology and findings and to further interpret the historic contexts related to the properties identified in the inventory and to clarify the history and physical evolution of the study area. The survey report includes two final inventory *Master Lists* organized by address (and a separate annotated *Master Map*). The *Master Lists* identify (a) the status of 2004-2005 inventory properties and (b) the finding related to those

properties identified in the 2014 inventory update. The findings and recommendations included in this survey report were developed in consultation with Historic Preservation Program staff and shall serve as a tool to more clearly identify those properties that appear to meet local landmark designation standards and/or National Register criteria.

III MAJOR DEVELOPMENTAL ERAS

- **Euro-American Settlement, Early Industrialization and Transportation (1853-1872)**

Having long been inhabited and used by Duwamish people, by 1853 this geographic area became part of two important early land claims. A substantial portion of the neighborhood was originally part of the 640-acre land claim of David T. and Louisa Boren Denny, who were both part of the Denny party who settled in Seattle in 1851. Their land claim ran adjacent to the southern shore of Lake Union and extended westward to Elliott Bay and south to the alignment of Denny Way. Thomas Mercer staked a claim to the north and west of the Denny property. They both established homesteads and farms near the lake and worked to construct the earliest wagon road connection to the settlement townsite on Elliott Bay and near Yesler's mill and pier. In the early 1860s, a rudimentary north-south military road was established; it following an old Indian trail that aligned with what became Dexter Avenue N. and extended northward along the west side of Lake Union, becoming Lake Avenue, later known as Westlake Avenue. This transportation route appears to have facilitated the earliest industrial activity along the southern shoreline of Lake Union where tanneries, cooperages and brick yards were established.

In 1864 Louisa and David Denny donated a five-acre portion of their claim in order to establish a public cemetery (which became the site of Denny Park), which was then an isolated and difficult to access location along the northeastern slope of Denny Hill. The 1870 U.S. Census indicated that there were 13 dwellings and nine families living "near Seattle" in the vicinity of the Denny and Thomas homesteads; the population included several farmers, a few painters and carpenters and a logger.

The historic settlement and subsequent industrial development and land use patterns of the South Lake Union can be directly attributed to its advantageous geographic location. This setting directly north of the original Seattle townsite along the then heavily wooded shore of Lake Union was connected to Salmon Bay and Puget Sound to the north and west by way of a slough or narrow stream – known as "the Outlet." South Lake Union was a convenient and accessible site for both farmsteads and early industries dependent on water-borne transportation. Thus, it became a natural path for early commerce, the movement of logs, lumber and coal; and eventually modern rail and roadway transportation systems.

Seattle's earliest economic base was focused on timber harvesting, lumber milling and coal extraction activities that were all facilitated by maritime trade and market demands outside the region, particularly in San Francisco. The typical logging pattern was to initially clear the timber closest to the shoreline where the logs could be easily rafted to a

mill and to then gradually move further inland using oxen teams. Cleared lands would then be platted for residential and/or commercial development. Thus in 1872, David Denny subdivided his cleared land into 500 buildable lots; however, the area appears to have been relatively slow to develop, compared to more accessible platted parcels in Belltown and nearer to the original settlement townsite.

During the late 1860s coal mining became the major extractive industry in King County. Coal mined from rich seams located near the south end of Lake Washington was transported by barge to Portage Bay and then hauled overland via wagon where it was again barged to the south end of Lake Union. From here it was then carted to Elliott Bay to be shipped to distant markets by sea. By 1872, a narrow gauge railroad had been constructed that until 1877 provided a more efficient link to the coal dock at the foot of Pike Street. A portion of this old route is believed to roughly align with the current route of Westlake Avenue N. (or possibly Broad Street).

- **Establishment of Community & Industrial Development (1872 – 1905)**

The 1880 U.S. census data reflects the extent to which the “Lake Union Precinct” and land areas in the vicinity of the Denny and Thomas homesteads had been settled to that date. Nearly 60 dwellings appear to have been established. While the great majority of residents were farmers or farm laborers, the population included many other “laborers” along with individuals employed in barrel-making, brick-making, boiler-making as well as the building trades and commercial activities. School age children living in the area may have attended grammar school at the Bell Town School (established in 1876) or the subsequent Denny School (opened 1884). In 1882, a large industrial sawmill was established at the south end of the lake, near the current intersection of Westlake Avenue N. and Mercer Street. The Lake Union Lumber and Manufacturing Co. mill was the first major industrial facility to operate outside the original townsite. In 1884 David T. Denny purchased the facility and renamed it the Western Mill, which he then operated and successfully expanded up until 1895.

Rezan and Margaret J. Pontius migrated to Seattle from Ohio in 1865. They established a farm and became major landowners, including a large 160-acre tract in the Cascade neighborhood and portions of the west slope of Capitol Hill. Their farmhouse was located near the intersection of Pontius Street and Denny Way. Rezan apparently abandoned his family and in 1880 Margaret began to gradually plat portions of the Cascade property and sell it for residential and commercial development. With the profits from subsequent land sales, in 1889 she had the resources to build one of the earliest fine homes in Seattle, a huge turreted Queen Anne style mansion designed by prominent local architect John Parkinson that was constructed on the site of the old farmhouse. After her death in 1902, her estate was rumored to be valued at \$100,000, and her home was subsequently used as an orphanage until it was demolished in 1930.

By the mid-1880s, a horse-drawn streetcar system had been established connecting the area to the downtown commercial district and old townsite. In 1883, the entire geographic area was annexed to the City of Seattle. This same year the cemetery site was decommissioned and the graves relocated (many to Lakeview Cemetery) and the site was

rededicated as Seattle's first public park. In 1885, David T. Denny established a fleet of steamer launches that provided transport to landings at the north end of the lake, including one in Fremont at the foot of Stone Way.

By the late 1880s D.T. Denny was one of Seattle's wealthiest citizens; his business interests went well beyond his original land claim and Lake Union as he owned farms in the Duwamish River valley and developed new Seattle neighborhoods, including the Ravenna Park area. In 1890, he moved his family from what was a large home located at Dexter Avenue N. and Republican Street to a mansion at the foot of Queen Anne Hill. The following year he founded the Rainier Power and Railway Company, providing Seattle's first electric streetcar service between the growing downtown commercial district and the newly relocated University of Washington campus. The streetcar line served Cascade and South Lake Union residents and workers as it ran along Eastlake Avenue with stops between Pioneer Square and the intersection of NE 55th Street and 22nd Avenue NE.

From the mid-1880s to the post-fire era, several additional industries developed in the vicinity of the south end of Lake Union, including: other lumber milling operations, door, sash and shutter fabricators, furniture and mattress manufacturing companies, a box factory, a carpet weaving plant and two breweries. Extensive areas of land to south of the mill complex were set aside for lumber storage purposes. During this era a large commercial laundry was also established near the west side of the sprawling Western Mill complex and small cabinet shops, wood working shops, and feed and grain operations were scattered throughout the district. Beyond the eastern edge of the Western Mill complex it appears that several saloons, summer (beer) gardens, and bowling alleys had been established.

An examination of insurance and real estate maps that date from 1888 through 1905 provides insight into the evolution of the neighborhood. In 1888 the cultural landscape south of Mercer Street was still dominated by farmlands and undeveloped/unplatted parcels amongst which was a scattered collection of modest single family dwellings, double houses, barns, stables and out houses. By 1891 there were thirteen separate streetcar lines operating throughout the city, the geographic limits of which had extended east to Lake Washington and north to 85th Street. During this era, suburban residential development became increasingly more dispersed and occurred in districts distant from the old residential district along Elliott Bay. While industrial land uses remained concentrated along the Lake Union shoreline, they clearly provided local employment and attracted new residents and a significant increase in home construction. Residential development intensified significantly in South Lake Union during this era, especially in the vicinity of Denny Park and in Cascade, near the streetcar line.

By 1893, small scale commercial enterprises and community facilities including three churches, a hotel and a public hall had been developed, along a rapidly increasing number of substantial family dwellings, workman's cottages and multi-family flats. In 1894 Cascade School, which was initially a 6-room, 2-story schoolhouse, opened with 200

students. Due to the on-going residential development, the school was expanded twice (in 1898 and again in 1904) in order to reportedly accommodate some 949 students.

- **Modern Industrialization: Lake Washington Ship Canal, New Transportation Routes and Light Industrial Uses (1905 - 1930)**

By 1905, the cultural landscape of the neighborhood was characterized by dense residential development including family dwellings, older homes that had been converted to flats, modern flats, double houses and buildings identified as “tenements” or “lodgings.” [Within five years apartment buildings began to be developed in the neighborhood, which was typical throughout most of the city.] There appear to have been few large masonry buildings, with the exception of the school; however, several stores and commercial operations had been established to serve the residents and a union hall had been constructed. During this period, the mill company complexes, including door and sash fabrication continued to operate, the brewery facilities expanded and a soap factory was established. In addition, at least five more commercial steam laundry companies established operations in the neighborhood.

Beginning in 1907, shore lands around the edge of Lake Union were filled in order to build modern shipping piers and create new railway freight routes. That same year, Westlake Avenue was created; the 90-ft. wide arterial roadway was regraded and extended south to Pike Street.¹ In 1909, rail spurs were built along the south and west sides of the lake, as well as a north-south spur along Terry Avenue where a freight depot was constructed in 1914 at Thomas Street. These spur lines, the modernized Westlake route and the freight depot (and distribution center) attracted new enterprises to South Lake Union. New commercial and industrial ventures were connected with Northern Pacific Railway shipping routes and facilitated further development in the area.

The neighborhood appears to have retained many of the older stables, liverys, wagon works and storage buildings. With the construction of the efficient rail service, new warehouses and livery facilities began to be built including the construction of a large masonry stables (Club Stables, 1909), where Frederick & Nelson delivery wagons and 250 horses could be housed. By 1912, a concentration of such facilities had been established along a portion of Westlake Avenue N. and a significant number of light industries, warehouse operations and small factories had constructed facilities near or adjacent to the new spur lines. These included a large Seattle Lighting and Gas Co. complex, an ice cream factory, a dye works, an iron works and two shoe factories.

In 1911, Virgil Bogue produced a civic master plan for Seattle’s Municipal Plans Commission in which he promoted the idea of Lake Union as an industrial area: “The fact that (Lake Union) is located in the very heart of the city indicates that if properly developed it will become a most important factor in the commercial and business activities of the city.” (Seattle Municipal Plans Commission 1911, p. 78) While Bogue’s plan was rejected, the completion of the Lake Washington Ship Canal and Ballard Locks in 1917 insured his vision and the industrial role of South Lake Union as maritime,

¹ Refer to Historic Resources database entry for 333 Westlake Ave. N [Durant-Star Co./Dunn Motors Showroom] for Westlake Avenue N. *Historic Context Statement*.

construction-related and manufacturing industries continued to thrive and stimulate additional development. Other instrumental factors in the further industrialization of the neighborhood was the construction in 1914 of the Lake Union Steam Plant that provided electricity to major manufacturing facilities that were subsequently established near Lake Union, including the Ford Assembly Plant and the Boeing Airplane Company.

The 1917 Sanborn Insurance map reflects the degree of commercial and industrial development in the area spurred by transportation improvements and the further industrialization of Lake Union. Large furniture, hardware and clay product warehouses had been constructed as well as facilities for the sale/distribution of ice-making and refrigeration machinery. While prohibition had closed the breweries, several cider or soda bottling works were in operation. Numerous transportation or auto-oriented businesses were in operation including several commercial garages, hauling or delivery services, wagon and carriage repair shops. At least two bakeries, a biscuit-making company and a candy factory had been established. New industries included the Take Down Manufacturing Company (a pre-cut garage/small building factory), an asphalt plant, a stove foundry and an ornamental iron works.

During the immediate post World War I era, industrial land use patterns began to change as the South Lake Union area attracted commercial business, particularly automobile showrooms and auto-related products or maintenance. While most of Seattle's earliest auto showrooms and auto-related businesses had been located in the Pike-Pine corridor, the presence of the Ford Motor Assembly Plant and Showroom, the central location and still undeveloped land in the neighborhood appears to have caused a shift. By the mid-1920s, a string of automobile related businesses, several housed in architect-designed and elaborately decorated terra cotta buildings, had been erected along Westlake Avenue. Chief among these was William O. McKay Ford Sales and Service Building completed in 1925. Adjoining this building was the Ford Auto Sales and Garage Building. Other distinctive buildings that are known to have been associated with this theme and located along Westlake Avenue N. are the Durant Motor Co. Building (1928), the Firestone Tire Building (1929), a building constructed for O. M. Gaudy Company Auto Dealer (1925) and a former Buick auto showroom (1925). Elsewhere in the district were numerous other garages and auto-related businesses established during this era that have yet to be fully documented. Of note also are several distinctive small warehouses and combination showroom/warehouse facilities that were designed by recognized architects and constructed in the neighborhood during this era. Often utilitarian in character, they are a representative property type that is characteristic of the changing land use patterns in South Lake Union during this era.

The 1923 zoning map reflects the continued concentration of industrial and manufacturing uses north of Mercer Street and adjacent to Terry Avenue. By this date Westlake Avenue to the south of Republican was targeted for commercial development and use as was most of the remainder of the neighborhood to the east and south, although the blocks to the east of Fairview Avenue in the Cascade neighborhood remained primarily residential with hundreds of extant family dwellings, double houses and flats.

Having evolved with a concentration of late 19th C. lumber, door and window manufacturing and supply operations adjacent to the lake, by 1930 the district was characterized by numerous businesses associated with manufacturing and/or construction-related enterprises, which supplied, warehoused, retailed or contracted for services. Examples of these construction-related businesses include Pioneer Sand and Gravel, at 901 Harrison St; Lake Union Lumber and the Western Mill/Brace Lumber, at the south end of the lake; and smaller companies such as McPhearson Furnace & Electric Company, at 900 Thomas St; Sunset Electric, at 300 Westlake Ave N; U.S. Radiator Company, at 334 Boren Ave N; Rodgers Tile Company, at 117 Yale Ave N; Domestic Utilities, at 507 Westlake Ave N; Sunbeam Oil Burner Company, at 425 Westlake Ave N; and Howard S. Wright Construction, at several locations on Yale and Minor Avenues N. [Later construction-related firms located in the neighborhood included the Armstrong Company, at 221 Minor Ave N; West Coast Conditioned Air, on 8th Ave N.; Sellen Construction, on 9th Av N, and the Bricklayers' Building, at Fairview and Harrison. Both Sellen and Howard S. Wright Construction remain in the South Lake Union area, along with Krekow Jennings and several other small general contractors.]

- **Denny Hill Regrade and Mid-Century Land Use Patterns (1930 – 1958)**

One of the most dramatic and lasting impacts to the geographic area in the southwestern part of the neighborhood was the second phase of the Denny Hill regrade project, which entirely removed Denny Hill and was undertaken in two separate phases. The initial phase took place from during 1906 until 1911 and the second phase from 1929 to 1931. The 1929-31 regrade work removed approximately 20 city blocks and extended north from Denny Way to Harrison Street and east from Fifth Avenue to Ninth Avenue, and included the removal of a half-block on both sides of Dexter Avenue N up to Mercer Street. This phase of the regrade work included the reconstruction of Denny Park and several nearby blocks that were primarily occupied by residential properties. The final regrade work was probably completed in late 1930 or early 1931. Thus, all extant historic properties within this geographic area post-date 1931 and due to the depression the great majority were constructed in the post-WWII era or later.

After the war, the typical auto dealerships became larger, creating service departments and utilizing exterior display lots as well as large interior showrooms, which required additional space. Along with dealerships in the South Lake Union and Denny Regrade areas, an "auto row" also developed along Roosevelt Way in north Seattle. In addition to the Ford Assembly Plant, the manufacturing facilities of Kenworth Truck and Mack Truck were also located in South Lake Union during this era; however, by 1935 the assembly plant had been converted to the Fuller Paint Company manufacturing plant, showroom and sales offices.

Construction of Aurora Avenue (1930-1935)

In the early 1930s, Highway 99/Aurora Avenue N was constructed in a below-grade right-of-way at the western edge of the neighborhood. When completed, Seattle's earliest highway arterial with limited access points functioned to essentially cut the South Lake Union area off and isolate it from the adjacent Queen Anne neighborhood to the west.

School Closures & Zoning Changes (1949-1957)

In 1938, the local business community petitioned the Seattle School Board to relocate Cascade School as the current site was “rapidly becoming a commercial and industrial district” and was “detrimental to the health and morals of the pupils.” Although the board denied the request and the crowded school population persisted for several more years, by 1947-48 the enrollment had significantly dwindled and the local residential population shifted. The school was permanently closed as a result of severe damage caused by the April 1949 earthquake. The old school building was used as a school district warehouse for a five years; it was then torn down for the construction of a modern warehouse constructed in 1955-56. The former school playfield became a public park.

As of 1947, virtually the entire Cascade neighborhood and South Lake Union areas were rezoned for industrial, manufacturing and commercial uses and no new residential buildings were permitted to be constructed in the district. The 1951 Sanborn insurance map is illustrative of the degree of post-war construction of low-scale light industrial service and sales buildings, new automobile-related buildings, and construction-related business that had begun to dominate the neighborhood. Automobile-related businesses, typically one-story in height, were prevalent along the two principal commercial arterials Dexter Avenue N. and Westlake Avenue N.. Similar development along Westlake Avenue N. had occurred from the 1910s through the 1930s, unlike Dexter Avenue N., which had been directly affected by the 1929-31 regrading project.²

Modern Commercial Building Characteristics

The post-World War II era was an important period of industrial, commercial and warehouse development in the South Lake Union area. Buildings from this era display distinct characteristics of the Mid-Century Modern or simply Modern style. The Modern style grew out of construction techniques and materials technologies that developed during and immediately after World War II in response to the need to build economical and easily assembled structures. While these techniques were initially used in the construction of military and mass housing structures, they quickly spread to other building types. Characteristics of Modern commercial vernacular buildings during the 1940s, 1950s and 1960s include modular building systems with cladding materials that could be pre-fabricated and assembled on-site. Common cladding materials included brick (frequently Roman brick), formed concrete, simulated stone, aluminum, Vitrolite (opaque glass), glass block, and small mosaic tile. Modern commercial storefronts often featured an “open front” design, which celebrated the display window as the most prominent storefront element in contrast to earlier storefront designs which placed more emphasis on the wall that framed the windows. Windows were typically plate glass with narrow aluminum frames. Plate glass afforded large, uninterrupted expanses of windows that could extend from floor to ceiling, ideal for displaying merchandise. Storefront bulkheads and enframements were commonly clad in brick, stone, or tile.

² For a more detailed description of the Post WWII zoning and land uses changes see Appendix D - *South Lake Union Context Statement: Post World War II Buildings* [including Interpretive maps] prepared June 2014. by Monica Joe, Sara Darlington, and Eric Hadden. University of Washington - URB DP 586A.

- **Interstate 5 Freeway & the Post-Freeway Era (1958-present)**

Construction of Interstate 5

During the late 1950s and the early 1960s, the construction of the Interstate 5 freeway system dramatically altered the relationship of the district to neighborhoods to the east and northeast. The Cascade neighborhood was almost entirely cut off from the western flank of Capitol Hill and the creation of the on and off ramp access routes at Mercer Street and Fairview Avenue N. altered the physical relationship of the entire district to the southern shoreline of Lake Union and the Eastlake neighborhood, as well. By 1973, City of Seattle zoning maps identified the neighborhood almost exclusively as a manufacturing district. Most geographic areas that had been previously zoned for commercial uses had been rezoned for manufacturing uses, signaling the intent to which the City anticipated the concentration of manufacturing in the area.

Urban Design, Transportation Impacts and 21st Century Development

In the mid-1990s, a proposal was floated to construct a major urban 74-acre park in South Lake Union, which was perceived as an underutilized urban asset: the park would have encompassed the blocks from Ninth Avenue to Terry Avenue and from Denny Way to Lake Union and been connected to the downtown commercial core via improvements along Westlake Avenue. Known as the Seattle Commons, the project would have involved the demolition of many buildings and the closure of numerous public right-of-ways. Ultimately, the urban design proposal was defeated by two separate public votes.

Despite the failure of the Seattle Commons, a significant amount of modern commercial and residential development has occurred throughout the neighborhood including planned mixed-use residential and office development, attracting new technology and medical research based industries and institutions. In 2006, a new streetcar line was instituted connecting South Lake Union to the downtown commercial core and in 2010 the new 12-acre South Lake Union Park opened. In conjunction with the latter project, the Museum of History and Industry relocated to a modern museum facility housed in the historic Naval Reserve Armory, which was built in 1941 on the former site of the historic Western Mill complex. Finally, the Mercer Street interchange at Interstate 5 has been reconfigured to improve traffic flow and provide pedestrian connections to the public facilities along the south end of Lake Union.

Since an economic redevelopment plan was initiated by the City Council in 2003, South Lake Union has seen a marked increase in housing. In 2011 and 2013, the Seattle City Council agreed to rezoning changes in the South Lake Union area, in order to increase the allowable building heights and create greater population density.³ Due to these changes, development pressure is severe and the attrition rate of historic buildings is dramatically increased. Since 2005, approximately 40 historic properties included in the City of Seattle Historic Resources database and located in the old Cascade neighborhood and South

³ For a more detailed description of the most recent zoning and land uses changes see Appendix D - *South Lake Union Context Statement: Post World War II Buildings* [including Interpretive maps] prepared June 2014 by Monica Joe, Sara Darlington, and Eric Hadden. University of Washington - URBBDP 586A.

Lake Union district have either been demolished or will be directly impacted by numerous development projects that are currently underway.

IV MAJOR & MINOR HISTORIC PROPERTY TYPES/SUBTYPES

The following listing of historic property types/subtypes that are found in the study area identifies the number of *extant* historic properties (as of June 2014) of each type. It is indicative of the historic development of South Lake Union and the evolution of the cultural landscape of the district. (**DATES OF EXTANT EXAMPLES**)

- 27 Domestic** (single family residence, double house, apartment house) **1898-1927**
The oldest extant historic buildings in South Lake Union and Cascade are among this property type. Extant single family residences and double houses are indicative of what was once a densely developed residential community that was fully established in the late nineteenth and early twentieth centuries. Historic dwellings were typically modest in size and design and accommodated working class families; the development patterns are directly related to the presence of industrial facilities, manufacturing plants and warehouse operations that provided nearby employment. Due to zoning changes, transportation patterns and modern development pressure very few intact single family residences and double houses remain in place. The development of multi-family housing near major arterials (along Eastlake Avenue and Dexter Avenue) is typical of historic apartment building development in nearby portions of the adjoining neighborhoods (Eastlake, Capitol Hill, Queen Anne Hill) and elsewhere in Seattle between 1905 and 1930.
- 64 Industrial/Manufacturing** (warehouse, factory, processing facility) **1906-1972**
The presence of buildings developed or used for historic industrial, manufacturing and/or warehousing purposes is a legacy of the earliest period of industrial development along the south shore of Lake Union in the late nineteenth century. The initial 1882 establishment of an industrial saw mill (along with the manufacture of doors, sash and shutters) defined the evolution of the cultural landscape of the district and its economic role for the subsequent seventy years. Modern industrial use of the lake accelerated after 1907 and 1914 with the construction of modern piers and rail spurs and again in 1917 with the opening of the Lake Washington Ship Canal. Extant factory and warehouse buildings vary in scale, building form, and construction materials and technology; they continued to be built well into the twentieth century.
- 59 Commercial/Trade** (office, showroom/warehouse, retail business) **1918-1973**
The presence of buildings developed or used for commercial and trade purposes are primarily linked to the development and use of historic and modern transportation routes. A significant number of one-two story office buildings and combination showroom-warehouse buildings were constructed in South Lake

Union during the immediate post WWII era.⁴ Extant office buildings, combination showroom-warehouse buildings and retail shops vary significantly in scale, building form, construction materials and technology; they continued to be built well into the twentieth century. This property type overlaps with transportation auto-related businesses and manufacturing activity. A significant number of commercial businesses and warehouse operations related to the construction industry were located in this district.

- 12 Transportation** (auto-related retail, garage, seaplane hanger) **1920-1947**
Primarily associated with the immediate post World War I era, these historic property types and subtypes became prominent as land use patterns changed due to the popular use of the automobile, presence of undeveloped land parcels and the central location of this district. The presence of the Ford Motor Assembly Plant and Showroom appears to have also been a factor that influenced the development of a significant number of auto-related retail businesses in the vicinity of Westlake Avenue, which became known as Auto Row. Several of these businesses were housed in architect-designed and elaborately decorated terra cotta buildings typical of the era.
- 4 Social/Religious** (church, meeting hall) **1912-1960**
Extant buildings that were historically designed and used for social or religious purposes are the legacy of what was once a densely populated residential community that was fully established in the late nineteenth and early twentieth centuries. Extant churches also reflect historic ethnic and cultural aspects of the former community.
- 3 Recreation/Government** (community center, playground, park) **1884-1967**
- 1 Defense** (armory) **1941**
- 1 Other** (object, street clock) **ca. 1915**

V PROJECT FINDINGS & RECOMMENDATIONS

- Fifteen (15) new or updated existing reports regarding designated City of Seattle City Landmarks were entered into the City of Seattle Historic Resources database.
- Fifty-five (55) of the 115 existing reports within the City of Seattle Historic Resources database were updated.
- Forty (40) previously inventoried historic properties had either been demolished or are currently scheduled for demolition (as of 8-25-2014).
- A total of ninety-six (96) new reports were entered into the City of Seattle Historic Resources database.

⁴ See description of *Modern Commercial Building Characteristics*, pg. 12.

- Thirty-four (34) minimal reports were prepared for those properties determined to exhibit no historic building fabric or features, and clearly lack any potential to meet Seattle Landmarks Preservation Ordinance designation standards.
- Sixty-two (62) detailed reports were prepared for those properties determined to be relatively well preserved, although they appear to be of limited architectural and/or historic significance.
- As listed below and noted on the Master List: Twelve (12) more-detailed reports were prepared for those properties that are well preserved and appear to possess architectural and/or historic significance; and, which have the potential to meet Seattle Landmarks Preservation Ordinance designation standards.

701 9 th Ave N	Mack International Truck Co./Buca de Beppo & Ducati
500 Aurora Ave N	J.T. Hardeman Hat Co. Factory
501 Dexter Ave N	Ancient Order of United Workmen Insurance Co.
820 John St	Singer Sewing Machine/American Lung Association
850 Republican St	Washington Natural Gas/Brotman Building
325 Westlake Ave N	Mad Art/Nash Motor Co. Showroom
333 Westlake Ave N	Pande Cameron/Durant-Star Co.-Dunn Motors
400 Westlake Ave N	Firestone Auto Supply & Service Store
415 Westlake Ave N	Kakao/Volkswagen Sales
503 Westlake Ave N	Antique Liquidators/A. J. Eberharter Garage
1001 Westlake Ave N	American Meter & Appliance/Boyd Co. Factory Building
1235 Westlake Ave N	Walter R. Hinkley Machine Shop

- As listed below and noted on 2004-2005 HR Database Properties Master List: Eleven (12) reports were updated (for properties previously included in the HR database) that appear to possess architectural and/or historic significance; and, which have the potential to meet Seattle Landmarks Preservation Ordinance designation standards.

216 9 th Ave N	A-One Ornamental Iron Works
Denny Wy & Dexter Ave	Seattle Park/Denny Park
118 Dexter	Seattle Parks Department Headquarters
327 Eastlake Ave	Washington Teachers' Credit Union/Pemco Annex
421 Eastlake Ave	Garage for A.A. Bain & A.D. Shafer
425 Eastlake Ave	Sommerfeld & Co.
527 Eastlake Ave	Carolina Court
318 Fairview Ave	Bricklayer's Building International Union #2
Harrison & Thomas St	Cascade Playground Comfort Station
133 Pontius Ave	The Brewster
603 Pontius Ave	The Carlton
117 Yale Ave	Rodgers Tile Company

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www.lib.washington.edu/specialcollections

Washington Information System for Architectural and Archaeological Records Data
<https://fortress.wa.gov/dahp/wisaard>

APPENDIXES

- A. Survey Area Map**
- B. 2014 Inventory Master List – by Address, Historic/Common Name, Date Built, Property Type & Architect**
- C. Annotated list of 2004-2005 HR Database Properties**
- D. UW [URBDP 586A] Research Project – *South Lake Union Context Statement: Post World War II Buildings* [including Interpretive Maps].**