

The City of Seattle

## Landmarks Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649  
Street Address: 700 5th Ave Suite 1700

Name Wagner Floating Home Year Built ca. 1910  
(Common, present or historic)

Street and Number 2700 Westlake Ave N - Unit 10 ( City floating home # 028)

Assessor's File No. 635195-0100

Legal Description See page 4

Plat Name: \_\_\_\_\_ Block \_\_\_\_\_ Lot \_\_\_\_\_

Present Owner: Estate of Richard & Colleen Wagner Present Use: Residence

Address: 2700 Westlake Avenue N, Seattle, WA 98109

Original Owner: Unknown

Original Use: Recreational Boathouse

Architect: Unknown

Builder: Unknown

Submitted by: Sarah J. Martin, on behalf of Wagner family & Historic Seattle

Address: See attached

Phone: \_\_\_\_\_ Date \_\_\_\_\_

Reviewed: \_\_\_\_\_ Date \_\_\_\_\_

Historic Preservation Officer

# Landmark Nomination Report

## Wagner Floating Home

### *Property Location*

2770 Westlake Avenue N  
Seattle, King County, Washington

December 30, 2020

### *Clients*

Richard & Colleen Wagner Family  
2770 Westlake Avenue N  
Seattle, WA 98109

&

Historic Seattle  
1117 Minor Avenue  
Seattle, WA 98101

### *Prepared by*

Sarah J. Martin  
SJM Cultural Resource Services  
3901 2nd Avenue NE #202  
Seattle, WA 98105  
SarahMartinCRS@gmail.com

## CONTENTS

1. Property Information .....	4
2. Introduction - Background & Methodology .....	5
3. Physical & Architectural Description .....	7
A. Setting & Site .....	7
B. Structure & Cabin Exterior .....	9
C. Cabin Interior .....	12
4. Historical Information & Significance.....	15
A. Lake Union & Neighborhood Context .....	15
B. Seattle’s Floating Homes .....	18
C. Property History .....	25
5. Bibliography .....	28
6. Index of Maps, Images, & Drawings .....	32
Appendix A: Maps & Aerial Imagery.....	35
Appendix B: Historic Images .....	43
Appendix C: Field Photographs.....	59
Appendix D: Drawings .....	80

## 1. PROPERTY INFORMATION

Historic Name: Wagner Floating Home  
Other Names: Wagner Houseboat; The Old Boathouse

Address: 2770 Westlake Avenue N, Seattle, King County, Washington  
Location: The Old Boathouse Condominium near Aurora Bridge  
Parcel Number: 635195-0100  
Plat & Unit: The Old Boathouse / Unit 10  
Section/Twp/Range: NW S19-T25-R04  
Lat/Long Coordinates: 47.645632, -122.346663  
USGS Quadrangle: Seattle North, Washington  
UTM Coordinates: Zone 10T E 549068, N 5277121

Date of Construction: ca. 1910  
Designers: Unknown  
Builders: Unknown  
Developer / Orig. Owner: Unknown  
Historic Use: Recreational: boathouse; Domestic: year-round residence;  
Recreational: boat livery  
Present Use: Domestic: year-round residence  
Present Owner: Houseboat  
Estate of Richard & Colleen Wagner  
c/o David and Michael Wagner  
2770 Westlake Avenue N #10, Seattle, WA 98109

Moorage  
The Old Boathouse Cooperative  
c/o James Schermer, President  
2770 Westlake Avenue N, Seattle, WA 98109

Legal Description: The Wagner Floating Home is described as follows, according to King County property records recorded in 2017: Unit 10, The Old Boathouse Condominium, formerly known as Hulls Moorings, a condominium, according to the declaration thereof recorded under King County Recording No. 9508010450, and any amendments thereto; said unit is located on survey map and plans filed in Volume 126 of Condominium Plats, page(s) 25 through 7, amended by instrument recorded under Volume 159 of Condominium Plats, page(s) 75 and 76, in King County, Washington; except any floating home which may be located thereon. (See image D2)



## 2. INTRODUCTION

### *BACKGROUND*

This Landmark Nomination Report provides information regarding the design, construction, change over time, and history of the Wagner Floating Home. Located along the Lake Union shore at the north end of the Queen Anne neighborhood, the privately owned residence is part of the cooperatively owned dock known as The Old Boathouse, at 2770 Westlake Avenue N, Seattle, King County, Washington.

Built ca. 1910, the Wagner Floating Home is among the city's oldest extant houseboats and is believed to have begun as a seasonal clubhouse for a recreational canoe club on Lake Washington at Madison Park. Little is known of its early history, such as who built it, owned it, or when it was moved to Lake Union. Contextual history and later secondary sources suggest the houseboat probably left Lake Washington around 1938 when regulatory actions by the City of Seattle essentially drove houseboats off the lake. Once on Lake Union, it transitioned to functioning as a residence and was probably updated to accommodate year-round living.

In 1946, the houseboat was the subject of a *Life* magazine feature showcasing it as the home of Charles Barnes and his young family (see images B4 to B9 and B26 to B28). It functioned as a rental home for a period until newlyweds Richard (Dick) and Colleen Wagner made it their permanent family home in 1965. The Wagners managed a boat livery at the residence called The Old Boathouse, from 1968 to 1980, that later became the Center for Wooden Boats. The Wagners sought and received National Register of Historic Places designation for their floating home in 1982. Dick died in 2017 and Colleen had started the Seattle landmark process when she died in 2020. Their sons Michael and David, with the assistance and support of Historic Seattle, are seeing this process through as they fix up and prepare to sell the longtime family residence.

This report was prepared on behalf of the Wagners and Historic Seattle to ensure the City of Seattle Historic Preservation staff and Landmarks Preservation Board have sufficient information to facilitate an objective review of the property's integrity and significance.

### *METHODOLOGY*

Consulting historian Sarah Martin completed the research and drafting of this report between July and November 2020, with assistance from colleague Florence Lentz. Research included a review of the Wagner family's records and the collections of the Center for Wooden Boats (CWB) and correspondence with the City of Seattle's Department of Construction and Inspections Public Resource Center, Washington State Archives Puget Sound Regional Branch, and the University of Washington Libraries and Special Collections. Additional research included

interviews and correspondence with individuals, review of secondary-source literature, and review of numerous online collections, including the City of Seattle's Historic Resources Survey Database, Washington Department of Archaeology and Historic Preservation's WISAARD database, Seattle Municipal Archives, Washington State Archives, Seattle Public Library and its *Seattle Times* Historical Archive, and Newspapers.com.

Martin and Lentz conducted a field survey of the Wagner Floating Home on July 10, September 28, and November 20. The survey included photographic documentation and visual inspection of the setting, property, building exterior, and building interior. Martin made a follow-up visit to review the Wagner family collections on August 6 and took photographs of the property from the water on August 15.

### 3. PHYSICAL & ARCHITECTURAL DESCRIPTION

Homes on the water take many forms, including live-aboard boats, house barges, and floating homes, and all are distinct in their construction and design. Collectively and commonly referred to as houseboats, it is the floating home type that is the subject of this application. A floating home is a house built on a float that is semi-permanently moored to a dock that is often shared with other homes. It has no means of independent mobility and therefore is connected to land only by its sewer and utility hookups. The term floating home has been used in Seattle since the late 1950s and early 1960s when the City began regulating houseboats and the community formed the Floating Homes Association.

#### *Summary*

The Wagner Floating Home is a rare example of an intact early twentieth century Seattle houseboat, built prior to 1912. Since the late 1930s, it has remained at its location at the foot of the Aurora Bridge at the northwest end of Lake Union. Its prime lakefront orientation at the end of its dock, with open water to the rear that once served as the first home of the Center for Wooden Boats, is unchanged since the mid-1960s. The dimensions and basic construction materials of the floating platform and cabin are in place, as are the overall cabin massing and roof configurations, with deck overhangs on all four sides. On the exterior, the original siding, doors, and most windows are extant. The arrangement of interior spaces remains unchanged, and floor, wall, and ceiling finishes are largely intact. A ship's ladder accesses two small bedrooms on the second floor. All of these features are important to the history of the property, and help to document the physical lineage of Seattle houseboats.

#### *3A. Setting & Site*

Since its relocation from Lake Washington in what is believed to be 1938, the Wagner Floating Home has been moored along the shore at the northwest end of Lake Union, in the heart of Seattle (see images A1, A2, A6). By then, a prominent industrial landscape that persists today was already in place. To the northwest, the Fremont Cut of the Lake Washington Ship Canal (completed 1917) funnels the lake into a narrow shipping canal connecting Puget Sound and Lake Washington. Then as now, all commercial and recreational vessels pass through this waterway via locks, in order to navigate the elevation change between sea level and the inland lakes. The Fremont Bridge, a bascule drawbridge and Seattle Historic Landmark visible from the Wagner houseboat, was completed that same year to span the cut. In 1932, the high-level George Washington Memorial Bridge (Aurora Bridge) on State Route 99, a trestle and cantilever bridge and also a Seattle Historic Landmark, opened for traffic across the embayment leading into the canal (see figure A10). The Wagner houseboat is moored at the south base of this massive bridge, along with others of its period. All views from the floating home neighborhood toward the northwest are framed by the bridge's massive piers of steel and concrete.

The Wagner Floating Home is accessed from Westlake Avenue North. A linear parking lot drive fronting waterfront businesses all along the western bank continues to the base of the Aurora Bridge. At its northernmost end, the drive passes by the houseboat community nestled along the shore. Houseboat residents can park vehicles along this lane, pulling up to remnants of the Northern Pacific railroad tracks that now serve as a sidewalk. Some of the old wooden railroad ties are extant, and others have been removed and infilled with gravel between the steel rails. A popular pedestrian pathway continues under the Aurora Bridge, on to the Fremont Bridge, and along the south side of the ship canal (see images C9 and C11).

Isolated as it is below Queen Anne Hill and Westlake Avenue North, and tucked around the base of the Aurora Bridge, the neighborhood has the feel of 1930s-1940s Seattle. This houseboat colony dates from that era. The floating homes are still relatively low in scale, accessed by modest gated entrances, wooden staircases, and floating boardwalks, with lush container landscaping on and around the floats. The neighborhood exudes an unexpectedly quiet, off-the-beaten-track ambience (see images C2 through C13).

The nominated property is part of the Old Boathouse Condominium, the most recent name for a dock formerly known as Hulls Mooring. The communal street address is 2770 Westlake Avenue North. The property lies in the northwest quarter of Section 19, Township 25, Range 4. The entire parcel (#635195-0000) is zoned for single-family use at SF-5000. The size of the parcel is 18,397 square feet, or just a little under one-half acre. The average size of the ten houseboats at this dock is 1,286 square feet (see images A3, A4, D1, and D2).

The Old Boathouse group is a long-lived colony of houseboats, and several are of the early to mid-twentieth century vintage. The gate marking the entrance today consists of a narrow canopy at street level, sheltering ten mailboxes and extending over the walkway. The little structure has unpainted timber framing, a gabled roof clad with shakes, and a prominent wood-plank sign along the ridgeline reading "The Old Boathouse." A set of thirteen wood stairs drops to water level and continue as a floating boardwalk that accesses the residences. The boardwalk has a cable railing along one side and utility poles that carry cables and to which pendant lights are mounted, reinforcing the colony's vintage appearance (see images C11 and C12).

The houseboats are situated on either side of the dock, with the Wagner Floating Home at the far northeast corner. There is a cove on the south side of the Wagner houseboat that was occupied by two floating homes prior to the mid-1960s and was later filled with small wooden craft for sale and rent. This area was the heart of the Wagners' boat livery from 1968 to 1980 (see images B10, B12 to B15, C12, C14, and C15). Despite some notable alterations, most of the houseboats at this and the adjacent dock are of compatible period design. Those most similar to the Wagner houseboat are also of an early 1900s cottage style, with low-pitched, gabled cabin roofs, lapped cedar siding, and simple plank-framed windows and doors. One of this era features a curved sprung-roofed cabin common in the 1920s (see image C13). Several appear to have originated in that period but have been altered with second stories that have boxy massing, large dormers, or asymmetrical shed roof additions. Telltale early siding as well as

window and door configurations do persist, however, along with later twentieth century examples of plywood or stained shingle siding and window updates. One houseboat is known to have been stripped down to the logs and rebuilt.

Situated at the far end of the communal dock, with an unobstructed view of the lake, the Wagner Floating Home faces north-northwest. Besides its predominate views of the Aurora Bridge and the busy ship canal entrance to the northwest, the Wagner houseboat looks out toward waterfront cottages, low-scale marine commerce, and industry along the north shore of the lake. These neighborhood businesses front Northlake Way in the Wallingford neighborhood. They include the Lake Washington Rowing Club, Fremont Tugboat, Alexander Marine Service, Tillicum Marina, Affinity Marina, Divers Institute of Technology, Candere Cruising, Northlake Shipyard, and the Seattle Police Department Harbor Patrol. The grassy peninsula of Gas Works Park, a former gas refinery completed in 1906, blocks views to the northeast toward Portage Bay. The far shoreline in the Eastlake neighborhood is partially visible from the Wagner houseboat, and this is where several houseboat communities are moored at the foot of Edgar and Roanoke streets and along Fairview Avenue. Union Harbor Condominium, a five-story 1968 apartment built out over the lake at Lynn Street is just beyond the southernmost vista.

Beyond the vista at the lake's southern end is the former armory and Seattle Historic Landmark that now serves as the Museum of History and Industry (MOHAI) and several historic vessels owned and managed by Northwest Seaport. Landmarked vessels moored at MOHAI include the Virginia V, Lightship Relief/Swiftsure, Tugboat Arthur Foss, and Fireboat Duwamish. (Other landmarked vessels moored nearby at the southeast portio of Lake Union include the MV Malibu and MV Thea Foss.) Occupying the adjacent Waterway 4 is the Center for Wooden Boats, the organization that began as a boat livery at the Wagner houseboat in 1968.

### *3B. Structure & Cabin Exterior*

The Wagner Floating Home design is of balanced scale and proportions. The home rests on a rectangular floating platform of roughly 1,776 square feet. It is moored to two pilings along the west side, including an older dolphin at the north end of the dock (see images A4 and D2). The main cabin roof is a shallow gable with broad overhangs on both the eaves and gable ends. These overhangs cover the platform deck on all sides creating deep exterior "porch" spaces. A partial second story with a gabled roof runs perpendicular to the axis of the main cabin roof. This upper story is narrow and inset. The size, scale, and massing of the houseboat have not changed since 1912, when the earliest known photographs were taken on Lake Washington (see images B1 and B2).

Like others of its era, the houseboat floats on a bundle of large cedar logs assembled in an upside-down pyramid. During the Wagner era, the log flotation system has been bolstered as needed by the addition of plastic 55-gallon barrels that are secured to the logs (see images C14 through C16 and drawing D3). Stringers rest in a perpendicular fashion on the log float above

the water line, supporting the platform deck and cabin above. By the mid-1990s, these stringers had deteriorated and required complete replacement.

The deck and cabin are entirely of dimensioned wood-framed construction. The deck measures approximately 61.5' north to south and 32.5' east to west. Its surface is new and consists of cedar lumber running east-west, as it did before replacement. The depth of the deck around each side of the cabin varies, with the north gable-end deck facing Lake Union being nearly 11' deep, and the south gable-end deck fronting the livery cove and shoreline being 8' deep. Both lateral decks below the eaves of the cabin roof are about 4' deep (see images C14, C15, C18, and C19).

Some features were added incrementally around the perimeter of the deck during the Wagner era. To the south, just outside the kitchen door in the corner of the livery cove, are the remnants of a small framed "swimming pool" for the Wagner boys (see image C14). It was once a submerged pen of chicken wire with a wood floor, making a safe place to swim. To the north, facing the open lake, is a platform float with a wood deck, repurposed from the boat livery days and recently given a new deck. It currently accommodates a few family kayaks and potted plants. Around the perimeter of the deck, the flotation logs hydroponically grow a veritable garden of trees and ferns, especially abundant along the west side. Around the deck are container plants, and the tools and gear of waterside living (see images C19 to C21).

The cabin's main gable roof and second-story cross gable are clad with new composition shingles, applied in October 2020. Prior to that it was most recently covered with asphalt shingles, before that with roll roofing, and even earlier with wood shingles (see images B1, B2, B10, B11 to B17). There is a plain chimney of buff-colored brick situated centrally on the roof. It replaced an earlier chimney in the 1980s, using brick matching the existing fireplace (see images C16, C17, and C28).<sup>1</sup> The open roof soffits under the eaves and gables are finished with a V-joint tongue-and-groove paneling (see image C18).

Simple 4" by 4" posts off the deck support the eave overhangs along the west and east sides. At the north and south ends, the deep gable overhangs are supported by rafters, purlins, and posts. According to the 1912 photos of the houseboat in its former location on Lake Washington, the configuration and number of these posts have changed slightly (see images B1 and B2). The apex of the originally-open north gable, fronting the lake, is also now half closed with flush boards and a trim piece from which hung the Wagner's "Boats for Rent" sign in the 1960s and 1970s. Today there is a small sign that reads "Colleen Wagner" (see images B11, B16, and C21).

All four exterior walls of the houseboat cabin at its first-floor level are sheathed in a lapped cedar siding. The second story has tiers of contrasting siding, with the base and gable ends of cedar shingles, and a middle tier of lapped siding. The exterior was newly painted in September

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<sup>1</sup> This date for the chimney construction is based on a 1981 photograph of the Wagner Floating Home (see figure B15).

2020. The claddings are painted light green, and roof features, trim, and corner boards are painted a contrasting pale beige.

The cabin's doors and windows vary slightly in their arrangement on each side, reflecting the home's rather novel circulation pattern and its established interior functions. Some changes occurred prior to the Wagner era, and some during, but most of the doors and fenestration are original. All openings are framed by simple plank surrounds (see images C17, C18, and C20).

On the north or primary façade fronting the lake are a double door and a bay window. The doors each feature a dominant upper light with a decorative narrow sill and a recessed wood panel below. The configuration of the adjacent bay window was rather thoroughly altered in the 1930s or 1940s, perhaps in connection with the houseboat's move to Lake Union, or with its conversion from canoe club to residence.<sup>2</sup> The original bay window, partially visible in the 1912 photographs (see images B1 and B2), was a well-trimmed box-like projection inset with three multi-pane sashes. The re-design retained the original opening through the cabin wall, but it replaced the boxy bay window with two large 16-light sashes glazed from top to bottom. These were stood up adjacent to one another forming a bay window triangular in plan (see images C20 and C27).

The south side of the Wagner houseboat has an original kitchen door that fronts the communal boardwalk and the shore. The door has a single upper light with three recessed panels below. Next to it is projecting bay window, this one framed as a simple rustic box with a wood sill. According to her sons, Colleen Wagner re-made an existing window into this bay to expand the light and view from the kitchen, inserting the large 6-light fixed sash that is in place today. To the left is a small hinged, 2-light awning window from the corner bedroom (see images C14 and C23).

The west side of the houseboat includes three sets of original paired windows with 3-over-2 light fixed sash, a configuration typical of the period. One nearest the southwest corner provides light to the kitchen sink area. Next to it is a smaller 2-light awning window that helps brighten the pantry shelving and ship's ladder to the upstairs. Two other paired-window sets open to the dining room and to the living room at the northwest corner of the cabin (see images C22 and C23).

East side fenestration is similar to that on the west, with two paired fixed window sets, one leading to the back bedroom and the other to the living room. A single awning window, with 3-over-2-light sash, illuminates the bathroom. Changes appear to have been made, perhaps also in the 1930s or 1940s, to a large window that now illuminates the master bedroom. It consists of a single, floor-to-ceiling fixed sash with 16 lights that are identical to those used in the triangular bay on the north façade, providing maximum light and heat through its southeasterly exposure. Next to it is a single operable sash for air circulation (see images C15 to C18).

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<sup>2</sup> Richard E. Wagner and Florence K. Lentz, ed., "Wagner Houseboat," National Register of Historic Places Registration Form, 1982, 2.

At the second-story level is some even more distinctive period fenestration. On both the east and west gable ends are two operable casement windows, extending almost to the floor of each upstairs bedroom. Each casement has multiple decorative panes surrounding a single light, typical of the era. Both open inwardly to provide good air circulation on a warm day. To either side of the casements are smaller fixed sashes lined with multiple decorative panes. On each of the longer north and south sides are two horizontal windows, operable as sliders, for air circulation. All the second-story windows are surrounded by simple board trim (see images C15 to C17, C22, and C23).

Documented and observed exterior changes over time include the following:

- Early in its history, the residence had wood shingle roofing (see image B1), which was later replaced with roll roofing (see images B10 to B17) and most recently composition shingles (see images C6 to C8).
- The open, north-facing gable was built with partially infilled with horizontal siding by mid-century (see images B1, B2, B11, B16, and C21).
- The north-facing bay window was converted from a box bay to a triangular bay by 1946 (see images B2, B5, and C20).
- The north deck posts were repositioned at an unknown date (see images B1 and C8).
- The perimeter deck railings that appear in the 1912 photographs (see images B1 and B2) were removed at an unknown date. The decking was replaced in-kind with cedar lumber in October 2020.
- A stove pipe appears in the earliest photos. It was replaced with a larger metal chimney at an unknown date and remained in place into the 1980s. It now has a brick chimney (see images B1, B16, C8, and C17).
- The east primary-bedroom window was enlarged from an unknown design, likely in the 1930s or 1940s.
- The south-facing kitchen window was remodeled to a bay window by Colleen Wagner by the early 1970s (see images B7, B13, C14, and C24).
- Plastic flotation barrels have been added as needed to reinforce the home's floating base.
- The foundation stringers were replaced in the mid-1990s.
- In recent years, a repurposed floating deck from the days of the boat livery was added to the north side of the residence (see figure C21).
- The residence was originally painted a dark color with white trim. The color scheme was reversed by 1946 to be white with a dark trim. Today, it is light green with beige trim.

### *3C. Cabin Interior*

The interior of the Wagner Floating Home remains true to its original rustic character. The floor plan is compact and reminiscent of a working boat. There have been no known changes to the plan, which includes a kitchen, dining room, living room, two bedrooms, and a bathroom on the



first floor. Two bedrooms upstairs are accessed by a ship's ladder that is centrally located in the kitchen.

From room to room there are varying ceiling heights that provide interest and variety. Interior wood finishes throughout differ in cut, arrangement, and surface treatment, but together convey a sense of continuity and age. The flooring is primarily of painted fir with a patina that speaks to more than a century of use. The walls are of a vertical cedar paneling 5-1/2" wide, stained a natural wood finish in prominent areas like the dining and living room and painted in others. There is nearly an equal amount of standard narrow-gauge, tongue-and-groove paneling and plywood, all painted, on the walls in the less formal, secondary rooms. The various ceilings are clad with tongue-and-groove paneling, both narrow and wide-gauge, and feature exposed painted rafters.

From the shore and communal dock, the houseboat is entered through the kitchen (see images C23 and C24). The visible wood flooring in the kitchen appears to be newer. Photographs from 1946 depict linoleum, which likely covered an original fir floor. The kitchen has been conservatively updated with modern appliances over the years, but the original tongue-and-groove cabinets, built-in cupboards and drawers still visually predominate. The kitchen counters have been updated. The walls have a full range of the wood finishes seen throughout the cabin, now all painted. The ceilings are a narrow-gauge tongue-and-groove paneling (see images C24 and C25).

A single-leaf opening connects the kitchen to a modest dining room that is illuminated by a pair of windows on the west wall. The dining room flows into the living room, which extends the full width of the cabin and overlooks Lake Union (see images C25 and C26). The living room ceiling rises upward to the gable roof and is open to the rafters. The altered bay window on the north wall has that distinctive vestigial opening from the canoe-club era, giving access into the glazed, triangular bay (see image C27). A brick fireplace along the inside south wall was replaced in-kind because it was collapsing through the floor (see image B6 and C28). Colleen Wagner insisted upon an exact replication of the original, re-using a textured buff-colored brick and a stained wood mantelpiece of cedar, according to her family. The brick fireplace quite likely replaced a wood stove from the canoe club era – a simple stove pipe shows in the 1912 photos (see images B1 and B2).

The home's largest primary bedroom is centered along the east wall of home, accessed through a wood, slatted folding door at the southeast corner of the living room. A large 16-light window on the east wall illuminates the spacious bedroom (see image C29). The room features beadboard walls and an exposed-rafter ceiling, with a closet and a paneled door to the home's one shared bathroom along the south wall (see image C30). A second bedroom occupies the southeast corner of the first floor and is accessed through a paneled door off the kitchen. It has beadboard walls and ceiling, a newly carpeted floor, and windows on the south and east walls. A doorway on the north wall of the bedroom has been converted into a small area for a stacked washer-dryer set.

The two bedrooms upstairs, accessed via the ship's ladder, are of special interest for their rustic simplicity. Plywood walls, with single-plank wooden bookshelves, bracketed below, remain intact. Until recently, the east bedroom had the two built-in beds out of at least six from the canoe club era. The beds were a simple box-like frame with two built-in drawers below (see images C31 to C34).

Documented and observed interior changes over time include the following:

- The living room bay window was converted from a box bay to a triangular bay by 1946 (see images B2, B5 and C27).
- A brick fireplace replaced a wood stove, probably in the 1930s or 1940s. Colleen Wagner had the brick fireplace was reconstructed in-kind, at an unknown date (see images B6 and C28).
- A large 16-light window on the east wall of the primary bedroom replaced a window of an unknown design. The date of the change is unknown, but it dates to at least the 1940s.
- The kitchen floor was resurfaced with wood, replacing the earlier linoleum (see images B7, C24, and C25).
- The original south-facing kitchen window was rebuilt by Colleen Wanger as a bay window (see images B7 and C24).
- The kitchen counter tops have been updated over the years. What had been unpainted kitchen walls and cabinets in 1946 are now painted (see images C24 and C25).
- The bedrooms once had six built-in beds dating from the canoe club era, but none remain.
- The one bathroom has some newer features, including the sink and tile countertop and linoleum flooring (see image C30).
- The Wagners hooked up the home to the City's sewer system in the mid-1960s.
- Blown-in insulation was added in 2020.

## 4. HISTORICAL INFORMATION & SIGNIFICANCE

### 4A. Lake Union & Neighborhood Context

Seattle's lakes and hilly topography are the result of glacial activity during the last ice age some ten to thirty thousand years ago. The retreating glaciers left behind what we know today as Lake Union and Queen Anne hill to the west. Prior to non-Native settlement in the mid-nineteenth century, the central Puget Sound region and the Lake Union area were home to Native peoples, namely the Duwamish, which is an Anglicized name for du-AHBSH or People of the Inside Place. They established seasonal and permanent settlements along the area's bodies of water, including Lake Union, and a network of transportation routes connecting them. In their primary language Lushootseed, they called Lake Union Ha-AH-Chu, meaning littlest lake.<sup>3</sup>

The rich natural resources of the lakes and forests attracted settlers and entrepreneurs to the Pacific Northwest in the mid-nineteenth century. Early European-American settlement concentrated near Elliott Bay, and abundant forests drew those with logging and mining interests inland, pushing out Native dwellers. David Denny and Thomas Mercer staked land claims in what is today's South Lake Union and lower Queen Anne neighborhoods. Small farms and mills developed along and around the freshwater Lake Washington and Lake Union as the foothills were cleared.

Historians credit Mercer with naming Lake Union at a celebratory gathering on July 4, 1854, at which he suggested the body of water would one day unite Lake Washington with Puget Sound.<sup>4</sup> At the time, a natural dam near present-day Montlake separated Lake Union from the higher-elevation Lake Washington to the east. A small stream drained Lake Union into Salmon Bay on the west. Mercer's vision of uniting the lakes with Puget Sound would not be realized for more than sixty years.<sup>5</sup>

The city's first lumber mill outside the Elliott Bay area developed along the south shore of Lake Union. It began in 1882 as the Lake Union Lumber and Manufacturing Company and became the Western Mill Company, owned by David Denny. A group of lakeside property owners – a who's who of early Seattle developers including Corliss P. Stone, Thomas Burke, Benjamin F. Day, and Guy C. Phinney, among others – formed the Lake Washington Improvement Company to promote development. Their improvement company, using Chinese laborers, dug small canals with locks connecting Lake Union with Salmon Bay and Lake Washington through which

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<sup>3</sup> David B. Williams, *Too High and Too Steep* (Seattle, WA: University of Washington Press, 2015), 15; Dick Wagner, *Legends of the Lake* (Seattle, WA: The Center for Wooden Boats, 2012), 4; Vaun Raymond, "Lake Union Virtual Museum," 2008. Accessed August 10, 2020: <http://www.lakeunionhistory.org>.

<sup>4</sup> Clarence Bagley, *History of Seattle: From the Earliest Settlement to the Present Time, vol. 1* (Chicago: S. J. Clarke Publishing Co., 1916), 371.

<sup>5</sup> Matthew W. Klinge, *Emerald City: An Environmental History of Seattle*, Lamar Series in Western History (New Haven: Yale University Press, 2007), 62; Williams, 111.

logs and small boats could pass. The system could handle little more than floating logs, and Lake Union's full economic and industrial potential remained unrealized in the eyes of these businessmen.<sup>6</sup>

Meanwhile, many of these same interests filed residential plats as capitalist Luther H. Griffith developed electric streetcar lines around Lake Union. He hoped to connect downtown to a townsite at the northwest edge of Lake Union that he had named after his hometown Fremont, Nebraska.<sup>7</sup> Griffith's Seattle Electric Railway and Power Company completed the first extension to Lake Union in 1890, marking the beginnings of Westlake Avenue. He built a trestle along the west shore of Lake Union, eventually connecting to the north side, where the Seattle, Lake Shore & Eastern (SLS&E) Railway had a depot. The SLS&E connected Elliott Bay with timber outfits and coalfields north and east of the city, and it included spur that also ran along the west side of Lake Union to the mill at the south shore. In 1892, the Northern Pacific Railroad acquired the SLS&E.

Queen Anne's steep slopes meant that the neighborhood developed over time as transportation improvements allowed. Six large plats were filed on Queen Anne Hill between 1869 and 1879, followed by thirty-five new plats in the following decade.<sup>8</sup> One of these was Benjamin and Frances Day's El Dorado plat, filed in 1889, at the north end of Queen Anne along the Lake Union shore (see images A5 and A6). Queen Anne Hill's east slope was graded to accommodate the aforementioned rail spur and roadbed.

This shoreline is where a community of small, working-class houseboats began to congregate in the early twentieth century, in the midst of a thriving industrial waterfront at the north end of the lake. The area included lumber and shingle mills, a tannery at the base of Stone Way, an iron foundry in Fremont, and the gas plant. Elsewhere on the lake at this time, William Boeing and Lt. Conrad Westervelt built their first airplane, the B&W, at Boeing's seaplane hangar at the foot of Roanoke Street in 1916. Seaplanes have been a fixture of Lake Union ever since.

Activity on Lake Union and in north Queen Anne increased and diversified in anticipation of the opening of the Lake Washington Ship Canal, which was completed in 1917. Transportation improvements included the completion of four double-bascule bridges spanning the ship canal – Ballard Bridge, Fremont Bridge, University Bridge, and Montlake Bridge – all of which remain in operation. The changes to the lake itself included nearly two-dozen water access points that were cut into the shoreline to accommodate industrial use of the lake.<sup>9</sup> More marine-related industry appeared on the lake, including the Lake Union Drydock Company (1919), which remains in business today, and an assortment of small boatyards. Over the next decade, several

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<sup>6</sup> Klinge, 62; Williams, 111.

<sup>7</sup> Howard Droker, *Seattle's Unsinkable Houseboats: An Illustrated History*, (Seattle, WA: Watermark Press, 1977), 26-28.

<sup>8</sup> Florence K. Lentz and Mimi Sheridan, *Queen Anne Historic Context Statement* (Seattle, WA: City of Seattle Department of Neighborhoods, 2005), 5.

<sup>9</sup> Today, these state-owned access points are managed by the Washington Department of Natural Resources.

boat building outfits opened that would become known for their craftsmanship and production of exceptional vessels. These included Grandy Boatworks, the Blanchard Boat Company, Prothero Boat Company, and Jensen Motorboat, to name a few (see figure A8).<sup>10</sup>

Lake Union remained decidedly industrial during World War II, with much war-related activity around the U.S. Navy's new armory and the nearby Lake Union Dry Dock. Following the war, seemingly everyone wanted a piece of the lake. By the late 1940s, Lake Union was "one of the busiest and most highly developed industrial areas of the city." Five flying services used the lake while the old boatyards jockeyed for shoreline space with fishing companies, gravel and asphalt plants, and more than 1,000 floating homes.<sup>11</sup>

Significant post-war-era changes were on the horizon, as signaled in 1956 by the closing of the gas plant anchoring the north end of the lake. This was around the time that a young Richard (Dick) Wagner arrived in Seattle and lived in a houseboat on Lake Union. He later recalled of this period: "one thing I noticed about Lake Union was that it wasn't used for recreation purposes, it was used to park boats, and Friday nights or Saturday mornings they would all leave and go through the Locks and come back on Sunday, so Lake Union was a parking spot and a highway for them. That kind of puzzled me."<sup>12</sup> Wagner's observations illustrated a growing interest in the lake as a public recreational space. Indeed, various interest groups participated in the public discussion and planning for Lake Union and its shorelines in the late 1960s and 1970s as the City worked to implement the Seattle Shoreline Management Program. Adopted in 1977, this program ultimately defined how the lake developed and could be used.

Maritime heritage interests gained a foothold on Lake Union beginning in 1964 when a grassroots group led by Kay Bullitt known as Save Our Ships formed to save the Wawona, the largest three-masted sailing schooner ever built in North America. The group later became Northwest Seaport, a non-profit dedicated to the preservation and interpretation of the maritime heritage of Puget Sound and the Northwest Coast, that today maintains a floating fleet moored at Lake Union Park.<sup>13</sup> Meanwhile, traditional wooden boat enthusiasts organized in the mid-1970s and formed the Center for Wooden Boats in 1978. The opening of their boat shop and livery at the south end of Lake Union in 1983 began a years-long transformation of that area, from a polluted industrial shoreline to a recreational and educational destination. The Northwest Seaport Maritime Heritage Center and the Museum of Heritage and Industry (MOHAI) completed the transformation of the lake's south shoreline in the early 2010s.

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<sup>10</sup> John Caldbick, "Builders of Classic Boats, Lake Union (Seattle)." HistoryLink.org Online Encyclopedia of Washington State History, Essay #20366, 2017. Dick Wagner, Paul Dorpat, and Center for Wooden Boats. *Legends of the Lake, Vol. 1* (Seattle, WA: Center for Wooden Boats, 2008), 57-59.

<sup>11</sup> "Busy Lake Union," *Seattle Times*, Rotogravure Section, March 20, 1949, 1-4.

<sup>12</sup> Dick Wagner, Interviewed by Holly Taylor as part of Lake Union Oral History Project, transcript. July 13, 2006, 5.

<sup>13</sup> "Committee Formed to Conduct Drive to Save Wawona as Maritime Museum," *The Seattle Times*, January 26, 1964, p. 31. It sailed from 1897 to 1947 as a lumber carrier and fishing vessel based in Puget Sound. The Wawona was moored at various places including the north end of Lake Union, at Kirkland on Lake Washington, and finally at the south end of Lake Union adjacent to the Center for Wooden Boats. After decades of work to save it, the schooner was dismantled in 2009.

#### 4B. Seattle's Floating Homes

Floating homes are not unique to the Seattle area, and the origins and evolution of houseboat colonies in West Coast cities share common themes. Houseboats near Seattle, Portland, and Vancouver, British Columbia, for example, first appeared as floating logging camps that housed workers in the late 1800s and early 1900s. Colonies also grew around shipyards and other water-based industry in West Coast cities, including San Francisco and nearby Sausalito. Meanwhile, the wealthier sets of the early 1900s built more substantial seasonal houseboats and recreational boathouses along the lakes, rivers, and inlets of West Coast cities. Houseboats in these cities mushroomed during the Great Depression into floating Hoovervilles, only to face backlash from vocal uplanders and public officials wanting them removed. Houseboat dwellers faced increasing regulation and gentrification in the mid- and late-twentieth century, but many places have maintained at least some semblance of floating home culture.<sup>14</sup>

The history of Seattle's floating homes is as colorful and varied as the structures themselves. The origin of houseboats in Seattle is challenging to pin down given their ad hoc development and the fact that they attracted such little attention. The earliest houseboats of the late nineteenth and early twentieth centuries were associated with logging and industry and were situated along the area's working waterways – first along the shores of Elliott Bay, the Duwamish River, Harbor Island, and Salmon Bay, and then Portage Bay and Lake Union. These small, cheap wood shacks were built on retired barges or floating logs. They were unregulated and not connected to public infrastructure and found clustered amidst waterside industrial plants and fishing boats. They housed struggling and financially-strapped workers who often needed short-term or seasonal residence.<sup>15</sup> Among the earliest newspaper reports involving houseboats are from accounts of crime and tragedy, including tragic drowning deaths of children who lived in extreme poverty in floating shanties along the banks of the Duwamish River.<sup>16</sup>

What is known about these earliest houseboats comes from photographs, recollections, and newspaper accounts. An often-cited early account from the *Seattle Post-Intelligencer* reported in January 1902 that the city's floating population was nearly a thousand and offered this description of one colony of floating shacks:

Down along the [Elliott Bay] waterfront at this time of year, tied up to the pilings out of the way of the shipping, are to be seen scores of shanty-boats and hundreds almost of small

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<sup>14</sup> For more history on colonies in Portland, Vancouver, and elsewhere, see Ben Dennis and Betsy Case, *Houseboat: Reflections of North America's Floating Homes... History, Architecture, and Lifestyles*. Seattle, WA: Smuggler's Cove Publishing, 1977.

<sup>15</sup> Erin Feeney and the Floating Homes Association, *Seattle's Floating Homes*, Images of America, (Charleston, SC: Arcadia Publishing, 2012), 9. Peter Blecha, "Seattle's Historic Houseboats," HistoryLink.org Online Encyclopedia of Washington State History, Essay #9507, 2010, accessed August 20, 2020. <https://www.historylink.org/File/9507>

<sup>16</sup> "Just a Clutching Hand," *Seattle Post-Intelligencer*, August 4, 1898, 11. "Drowned in the Duwamish," *Seattle Post-Intelligencer*, August 8, 1899, 12.

fishing boats floating on the lazy tide. Curls of blue smoke from tiny chimneys denote that they are used as habitations, and such is the case, for here is where the old-time fishermen and many of the dock employees make their homes.<sup>17</sup>

Their growing numbers soon made them a target of industrialists, for occupying limited shoreline space, and reformers, who saw them as a nuisance and unsanitary. These arguments against houseboats, first appearing in the early 1900s, would surface again and again throughout the twentieth century as renewed efforts were made to purge shorelines of houseboats. At the same time, though, the appeal of houseboats spread beyond the working class. Wealthier residents started building houseboats as seasonal homes, especially on Lake Washington. Two “well known young society men of Seattle” – E. Hamilton Geary and Harold Smith – reportedly purchased an existing houseboat on Lake Washington to live in during the summer in early 1900.<sup>18</sup> By June 1901 there were three houseboats on Lake Washington and by 1905 there were 30.<sup>19</sup>

Investors saw an opportunity with houseboats. In 1907, the Washington Legislature authorized the sale of state-owned shorelands along Lake Union and Lake Washington in order to fund the Alaska-Yukon-Pacific Exposition.<sup>20</sup> This act extended buildable parcels out into the water. Investors bought these submerged parcels and began renting moorages to houseboat owners. By 1909, there were 36 floating homes from Union Bay to Madison Park, some of these occupied year-round.<sup>21</sup> At Madison Park, near the popular beachfront park, the estate of the neighborhood’s developer Judge John J. McGilvra rented houseboat moorages for \$4 to \$12 a month (see figure A7).<sup>22</sup> These houses ranged from small, one-room cabins to two-story homes with the all the modern conveniences of the time. Another similar seasonal houseboat colony developed at Leschi near its beachfront park.

Lake Union, by contrast, was an industrial waterway, and its few houseboats were like those found along the city’s other working shorelines. Among the first to be recorded as living on Lake Union was river pilot and sea captain Rodney Allback. The 1904 Seattle Polk Directory recorded his residence as “boat house, Lake Union,” and the 1905 directory listed him at the foot of Minor Avenue North, which is perhaps where the houseboat was located.<sup>23</sup> By 1914, there were a few hundred houseboats – most of them cheap, floating shacks – on Lake Union.<sup>24</sup> However, houseboat activity remained relatively quiet on the lake until after the opening of the

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<sup>17</sup> Droker, 39, quoting “Seattle’s Unique Floating Home Population,” *Seattle Post-Intelligencer*, January 5, 1902, 29.

<sup>18</sup> “Society in Lent,” *Seattle Post-Intelligencer*, April 8, 1900, 14.

<sup>19</sup> “Houseboat No. 3 Soon to Be Launched on Lake Washington,” *The Seattle Star*, June 25, 1901, 3. Donald M. Wysocki, “The Gentrification of Bohemia: Change in Seattle’s Houseboat Community,” (Master’s thesis, University of Washington, 1994), 31.

<sup>20</sup> Blecha, “Seattle’s Historic Houseboats.”

<sup>21</sup> Blecha, “Seattle’s Historic Houseboats.” Droker, 47.

<sup>22</sup> Droker, 41.

<sup>23</sup> Droker, 55-56. Ancestry.com. *U.S. City Directories, 1822-1995* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011.

<sup>24</sup> Blecha, “Seattle’s Historic Houseboats.”

Washington Ship Canal in 1917 and the country's entry into the World War I. With industry came jobs and the need for worker housing. Landlords moored small houseboats as close together as possible to maximize rent profits, and tight-knit, blue-collar neighborhoods emerged. Cheaply constructed working-class houseboats made their way onto Lake Washington, bringing a new economic class of residents to the existing community.<sup>25</sup>

The growing houseboat numbers garnered the attention of the city's health commissioner, Dr. H. M. Read, who declared in 1922 that houseboats, whose sewage drained directly into the lakes, were turning it into a "virtual cesspool," and that those on Lake Washington were "a menace to the health of the city."<sup>26</sup> He called for the removal of the 1,100 houseboats on the two lakes, which were home to 5,000 people. The Houseboat and Home Protective League, the city's first organized group of houseboat interests for political purposes, stepped in to defend the lake dwellers. They won the support of Mayor Edwin J. Brown who pointed out that the city should first stop pouring sewage into the lakes, and that "the practice of using the lakes for garbage dumps should be discontinued."<sup>27</sup> Houseboats gained other supporters, as evidenced by a piece in the September 1923 issue of *The Seattle Woman* in which author Ruth E. Swanson promoted them as "one method of solving the high rent problem." She suggested, that "during the crowded conditions of the war when rents took their skyrocket journey from which they forgot to return, house-boats were the salvation of hundreds of families of moderate income. They could be built at relatively small cost. No assessments for sewers or pavements had to be met and no real estate tax had to be paid."<sup>28</sup>

Pressure from uplanders and neighborhood groups to improve the city's shorelines continued, eventually resulting in ordinances condemning most Lake Washington houseboats in 1938. The eviction largely involved the working-class homes, described in the *Argus* as "those untidy denizens of hovels built of packing boxes and driftwood."<sup>29</sup> Following passage of Ordinance No. 73578 in October 1944, the remaining few houseboats were evicted from Lake Washington.<sup>30</sup> These actions set in motion the relocation or outright destruction of many floating homes and boathouses in Seattle, and many ended up on Lake Union. Efforts to remove houseboat colonies at Portage Bay and Union Bay were ongoing throughout the 1930s and 1940s.

In response to these threats, lakeshore property owners and houseboat owners again organized, this time forming the Waterfront Improvement Club in December 1938. Led by president Abbott E. Stafford, the club aimed for fairer representation and aided in "promoting a beautification program on Lake Washington and Lake Union."<sup>31</sup> They organized just as the

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<sup>25</sup> Wysocki, 35-36.

<sup>26</sup> "Lakes Called Health Menace," *The Seattle Star*, March 24, 1922, 1.

<sup>27</sup> "Brown Flays Read on Houseboat Plan," *The Seattle Star*, July 20, 1922, 15. "Winn Defends Houseboats," *The Seattle Star*, June 24, 1922, 12. Although short-lived, the Houseboat and Home Protective League was the first formally organized group advocating for houseboats.

<sup>28</sup> Ruth E. Swanson, "Seattle's Floating Population," *The Seattle Woman*, September 1923, 2-3.

<sup>29</sup> "Houseboat Homesteaders," *The Argus*, December 24, 1938, 1, as quoted in Wysocki, 41.

<sup>30</sup> Ordinance No. 73578 prohibited sewerless houseboats on Lake Washington with certain exceptions of a temporary nature.

<sup>31</sup> "Waterfront Has Own Club Now," *The Seattle Times*, December 7, 1938, 11.



Works Projects Administration's survey of real property in Seattle in 1939 found that 64.7 percent of the 946 houseboats counted (probably well below the actual number) were in need of major repair, despite most of them being of recent construction. What the survey highlighted was the low standard of living on the lake, which is some of what the Waterfront Improvement Club had hoped to address.<sup>32</sup> By this time the Duwamish houseboat colony had mostly disappeared, although one houseboater, Fred Strom, managed to remain in his houseboat through the late 1970s.<sup>33</sup>

As the U.S. entered World War II, Seattle experienced an influx of people as local industry, including Boeing and the Lake Union Dry Dock, took on major government contracts and increased output. The housing crunch spilled onto Lake Union, where houseboats became home to families and businessmen as well as skilled and unskilled laborers. Perhaps hoping to avoid rent increases similar those experienced during World War I, the Office of Price Administration applied rent controls capping moorages at ten dollars a month.<sup>34</sup> After the war, on-the-water living attracted various types of people, including writers, artists, students, and others whose "common denominator was an encompassing love of life and a tolerance for poverty."<sup>35</sup> Although houseboats continued to rile those who saw them as an eyesore, the off-beat lifestyle of living in a floating home attracted the attention of visitors, even catching the attention of *Life* magazine in 1946. The piece called lake-dwelling a "cheap handy way to live in the center of Seattle," and featured the young family of Charles Barnes who lived in what is now the Wagner Floating Home (see images B26 to B28).<sup>36</sup>

The number of moorages on Lake Union grew in the 1950s, and by 1953 the number reached about 1,100 floating homes.<sup>37</sup> Another round of threats to the survival of houseboats, particularly those on Portage Bay, took place in the early 1950s, prompting the formation of yet another group – the Houseboat Owners association – in 1952. They used a defense similar to that of earlier houseboat advocates, suggesting the real eyesores were the businesses lining the shores.<sup>38</sup> Nevertheless, the City passed ordinances in 1953 and 1957 regulating things like water-line access, electrical wiring, space between houseboats, and setbacks from street ends. They also zoned much of Lake Union for manufacturing uses, further squeezing lake dwellers.

Moorage spaces steadily declined, to about 700 spaces in 1961, which proved to be a particularly costly year for houseboat dwellers. Two Portage Bay colonies were removed to make way for highway development and private developments on Lake Union brought the total displacement to about 150 houseboats. Adding to the frustration was the difficulty in obtaining

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<sup>32</sup> Droker, 81-82.

<sup>33</sup> Droker, 68-70.

<sup>34</sup> Wysocki, 42.

<sup>35</sup> Wagner, et. al., *Legends of the Lake*, 68.

<sup>36</sup> No Author, "Lake Dwellers: Houseboats Prove Cheap and Handy Way to Live in the Center of Seattle," *Life* magazine, November 4, 1946, 131-134.

<sup>37</sup> Wagner, et. al., *Legends of the Lake*, 69.

<sup>38</sup> Droker, 97.

permits for new moorages.<sup>39</sup> All of this brought together the Floating Homes Association in 1962, to advocate on behalf of houseboat owners. Led by George Neale and Terry Pettus, the Floating Homes Association (FHA) focused more broadly on the entire lake, which wisely aligned them with other groups interested in park development and public access to the waterways. They also advocated for equity and fairness as the city implemented a five-year program of requiring all houseboats to connect to the City's sewage system. The well-organized FHA, with representatives from all parts of the lake, would see the community through major transitions of the 1960s and 1970s.

In 1964, the King County Assessor's office assigned permanent registration numbers for all floating homes to keep them on the tax rolls. Some houseboat dwellers felt squeezed by increasing moorage fees, prompting the formation of the first cooperatively owned moorage, the Flo-Villa Corporation, in 1967. The construction of the over-water, five-story Union Harbor Condominium on the east side of the lake in 1968 caused alarm among FHA members, who advocated for a moratorium on over-water construction. Meanwhile, a new city ordinance addressing new construction, major remodels, and requiring sewer hookups went into effect.<sup>40</sup>

Although the long-held stereotype of lake dwellers as transient, working-class, and bohemian was still very much in play, a transition in the make-up of the community was underway. The regulation and cleaner lake played a role in saving the houseboat lifestyle from going extinct, but the improvements changed the economic dynamic of some colonies, and even resulted in new, modern-style floating homes like those at the new moorage Portage-at-Bay, the city's first planned houseboat development.<sup>41</sup> The moorage included eight architect-designed houseboats unlike any others on the lake. Completed in 1969, they reflected contemporary styles and sold for an average of \$25,000.<sup>42</sup> Additional evidence of gentrifying houseboat neighborhoods was the upgrading, expansion, and renewal of older houseboats to meet the higher living standards of the evolving demographic. To protect their investments, some floating home colonies cooperatively bought their moorages, often with the guidance and encouragement of the FHA. While serving as FHA president in 1974, Dick Wagner said, "The whole houseboat scene has changed in the last five years. The people now are interesting but rich. They used to be interesting but poor."<sup>43</sup>

Washington voters approved the Shoreline Management Act in 1972, with the overarching goal "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines."<sup>44</sup> The act required municipalities with shorelines to develop and implement Shoreline Master Programs. The city adopted the Seattle Shoreline Management Program

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<sup>39</sup> Droker, 105-106.

<sup>40</sup> Blecha, "Seattle's Historic Houseboats."

<sup>41</sup> This colony is located at the foot of E. Hamlin St., overlooking Portage Bay and Montlake Cut to the east.

<sup>42</sup> Wysocki, 61.

<sup>43</sup> Droker, 133-134.

<sup>44</sup> "Shoreline Management Act," Department of Ecology, State of Washington. Accessed September 28, 2020, <https://ecology.wa.gov/Water-Shorelines/Shoreline-coastal-management/Shoreline-coastal-planning/Shoreline-Management-Act-SMA>

(SSMP) in 1977, outlining goals and use regulations for Lake Union to ensure a diverse shoreline. Importantly, it recognized houseboats as one of the lake’s preferred uses, banned new or renovated two-story houseboats, and restricted the number of new houseboat moorages.<sup>45</sup> The program was ground zero for issues of water-dependent uses vs. non-water-dependent uses, shipyards vs. marinas, and recreation vs. industry.<sup>46</sup>

Lake Union as an industrial landscape was evolving to include a diversity of uses. Former industrial sites, such as the gas works at the lake’s north end, and the former mill site and city asphalt plant at the south end, transitioned to parks and community spaces that emphasized and embraced the water. Recreational boaters and canoers began accessing the lake via public waterway access points, like Waterway 4 at today’s Center for Wooden Boats, that business and industry had used for generations.

In 1993, Hollywood introduced the world to Seattle’s floating home lifestyle with the blockbuster movie *Sleepless in Seattle*, starring Tom Hanks and Meg Ryan. By this time, Lake Union had diversified to include tourism and recreation in addition to the mainstays of industry and floating residential colonies. Today, evidence that Lake Union is *the* place to be is found in the newest floating home development – Wards Cove, a gated luxury community in the Eastlake neighborhood.

### *Floating Home Architecture*

In their 1977 book *Houseboat*, authors Ben Dennis and Betsy Case perfectly summarized the architecture of the floating home: “Houseboat architecture encompasses ideas that range from the height of elegance to the ultimate in funk. The end goal, however, is the same – a tight ship where every corner counts.”<sup>47</sup>

Although Seattle’s floating homes have garnered the attention of historians, geographers, and storytellers for decades, houseboats are largely absent from traditional historic resource surveys that document the city’s older neighborhoods. There has been no comprehensive documentation or inventory of houseboats that would aid in developing property types, identifying building and architectural trends, or placing them in the greater context of Seattle’s built environment. What follows is a general summary of common features among Seattle’s older floating homes. (For a sampling of historic photos of Seattle houseboats, see images B3, B10, B15, B18, and B22 to B25. A series of recent photos of Lake Union and Portage Bay houseboats are shown in images C35 through C43.)

Seattle’s floating homes of the early- and mid-twentieth century were typically clustered along commonly shared docks extending out into the lake – several houses deep in some spots. These clusters were found along the east and west sides of Lake Union and at Portage Bay, where

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<sup>45</sup> Wysocki, 75.

<sup>46</sup> Elsie Hulsizer, *The Center for Wooden Boats’ Waterway 4 Permits: A History*. Unpublished manuscript, no date [ca. 2020], 3.

<sup>47</sup> Dennis and Case, n.p.

remnants of these colonies remain. Houseboats were one- or one-and-a-half-story, wood-frame houses of varying shapes and that typically occupied both sides of the shared dock. Poles tied to the docks carried utility wires and hand railings that framed the walkways. Houseboats were usually clad in board-and-batten, horizontal weatherboard, or wood shingles or shakes. Most featured a low-pitched gable or hipped roof, often with a dormer or two, and a stovepipe chimney. The small sprung-roof houseboats dotting that still dot the shorelines reflect the craftsmanship of boatbuilders and woodworkers of the 1920s. A narrow deck around part or all of the houseboat allowed for an extension of home life for things like clothes lines, tool storage, etc.

Those floating homes built before the mid-twentieth century were built on wood-log flotations, which allowed for a home to be moved to a new location if needed or desired. Cedar logs were considered the best for flotation since they waterlog more slowly than spruce or fir.<sup>48</sup> They were strapped together in an inverted pyramid formation. Stringers were secured to the top row of floating lots upon which the floor joists were built. It is the stringers that are most often in need of replacement, along with the occasional addition of supplemental flotation (see image D3). Starting in the 1950s, when large cedar logs grew scarce, steel drums filled with air and styrofoam were used to stabilize foundations.<sup>49</sup>

While some houseboats of this earlier era reflected popular architectural styles from when they were built (e.g. Craftsman), style was secondary to the need for functional design that maximized the use of space and the use of cheap, abundant materials. This changed with the new floating homes built in the late 1960s and early 1970s, particularly at the new moorage Portage-at-Bay, the city's first planned houseboat development. Brothers Grant and Gerry Copeland designed and built the floating community in 1968. There were eight homes, and most were built in the modern Shed style. The asymmetrical, multi-story homes had distinctive angular shed roofs, were finished in naturally stained native wood, and built on styrofoam-filled cement floats (see image C42).<sup>50</sup> Another excellent example of an architect-designed floating home of this era was that of architect Fred Bassetti, at 3146 Portage Bay Place E (see image C43). Although moorage space has long been at a premium, architect-designed floating homes have remained a fixture among new floating construction.

Today's Wagner Floating Home and its cooperatively owned dock very much reflect the houseboat colonies of the early- and mid-twentieth century. The one- and two-story wood-frame residences of The Old Boathouse moorage are small and typical of an earlier era. Only one has been rebuilt to reflect a modern boxy appearance – at the northwest corner of the moorage. The average size of the ten houseboats at this dock is 1,286 square feet, and they vary in size, shape, and appearance, which is the charm of this colony (see images C3, C4, C12,

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<sup>48</sup> Log flotations were used in houseboats of the late 1800s and early 1900s in the Pacific Northwest, specifically those among colonies near Seattle, Portland, and Vancouver, BC, that began as floating logging camps.

<sup>49</sup> Dennis and Case, n.p.

<sup>50</sup> Droker, 130-131. Gabon, 10-12. Gary Oman, "Portage-at-Bay: The Story of a Co-operative," *Floating Homes Association Newsletter*, July-August 1978, 5.

and C13). This dock and the neighboring small colonies of houseboats are among the fewer than 500 floating homes that remain on Lake Union.

#### 4C. Property History

Little is known of the early history of the Wagner Floating Home, such as who built it, first owned it, or when it was moved to Lake Union. The earliest documentation of the houseboat comes from two photographs taken by James P. Lee in 1912 (see images B1 and B2), which are now archived at the University of Washington Special Collections. The photos depict the houseboat on Lake Washington “probably north of Madison Street,” in a recreational setting with young women and men canoeing. If these clues are accurate, the houseboat may have been part of the group depicted as part of the Madison Park shoreline known as the McGilvra Colony (see image A7). It probably functioned as a seasonal boathouse that served a recreational club.

Contextual history and later secondary sources suggest the houseboat probably left Lake Washington around 1938 when regulatory actions by the City of Seattle essentially drove houseboats off the lake. Not all houseboats were moved and repurposed, but the Wagner Floating Home was certainly big enough to function as a residence. Once on Lake Union, it transitioned to use as a residence and was probably updated to accommodate year-round living.

The earliest evidence uncovered of houseboats at 2770 Westlake Avenue North is a 1923 advertisement for a three-room furnished houseboat for rent.<sup>51</sup> Soon regular advertisements for houseboat rentals at this mooring appeared in *The Seattle Times*, with rents starting at ten dollars. Polk directories and newspapers provide some detail about those who lived at this mooring over the years. In the 1920s and 1930s, residents included a young couple with a child, a single man who worked as a diver, and a laborer and his wife. In the 1940s, several women lived at the mooring, including two widowed office workers, a waitress, and a public-school librarian. At least three couples lived there in the 1940s. (For an image of this houseboat colony in 1931, see image B3).

In 1946, the houseboat was the subject of a *Life* magazine feature showcasing it as the home of Charles Barnes and his young family (see images B4 to B9 and B26 to B28). Unpublished photos from this feature, in the Wagner family collection, provide wonderful documentation of the home not long after its move to Lake Union. It is not clear if the Barnes owned or rented the residence, but city directory research suggests they did not live there long.

In 1948, Abbott E. Stafford, a retired fireman and a Portage Bay houseboat resident, purchased the mooring at 2770 Westlake Avenue, where the Wagner houseboat resided.<sup>52</sup> He had other property along Westlake Avenue North, including a waterfront shop at 2500 Westlake that he

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<sup>51</sup> “Houseboats,” *The Seattle Times*, December 29, 1923, 55.

<sup>52</sup> King County Assessor records. Washington State Archives, Puget Sound Regional Branch, Bellevue, WA.

constructed in 1937.<sup>53</sup> Stafford had long been a fixture of the houseboat community, having organized and served as president of the Waterfront Improvement Club, in 1938, which formed in response to threats to houseboat removals.<sup>54</sup> One wonders if he or the Waterfront Improvement Club had any role in the relocation of the Wagner houseboat or others from Lake Washington to Lake Union. Stafford died in 1951.

Claude Hull purchased the mooring in 1956, and during this period the houseboat functioned as a rental home. A group of young women, including recent college graduate and art teacher Colleen Luebke, moved into the houseboat in the early 1960s. Colleen met a houseboat neighbor, Dick Wagner, around the time he purchased his first boat – a 24-foot schooner designed by the skilled shipwright Bill Garden.<sup>55</sup> Dick and Colleen married in 1965 and made her rented houseboat their permanent family home. They soon purchased it for \$500, but continued to rent the moorage. As boat repair shops closed and wooden marine vessels rotted around them, the Wagners began collecting small boats. In 1968, they started a traditional boat rental business at their houseboat, and within a decade they owned a few dozen small boats. It was called The Old Boathouse, and Dick described it as “the kindergarten of hands-on maritime heritage museums...We not only taught our visitors how to row, paddle and sail traditional boats, but we also had Saturday regattas at our floating home,” (see images B11 to B16).<sup>56</sup>

The Old Boathouse became a gathering place for wooden boat enthusiasts and anyone interested in history, boats, and woodworking. In 1976 they started hosting monthly educational meetings, drawing as many as forty people. It was during these meetings that “the group was told of the long-nurtured fantasy of a small craft museum where people can play with the boats and handle the tools.”<sup>57</sup> The idea was well-received, and over time, this group would turn fantasy into reality. In 1978, six individuals organized and incorporated the Center for Wooden Boats and began the long process of finding a permanent home for the organization.

Throughout the 1970s, Wagner and the Center’s board studied and drafted plans for four different unused publicly owned sites on Lake Union. By late 1979, the organization was running several programs out of the Wagners’ houseboat, and it needed a bigger space to accommodate its mission. The Center settled on Waterway 4 and presented its plan to the City in April 1980. Within weeks, The Old Boathouse was forced to close shop at 2770 Westlake Avenue N “due to a lease problem.” In June, an emotional and upset Wagner delivered in his sailboat *Sindbad* the Center’s twenty wooden boats to the waterfront homes of friends who

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<sup>53</sup> “Building Permits,” *The Seattle Times*, April 30, 1937, 30.

<sup>54</sup> “Waterfront Has Own Club Now,” *The Seattle Times*, December 7, 1938, 11.

<sup>55</sup> Holly Taylor, interview with Dick Wagner, 5.

<sup>56</sup> Dick Wagner, unpublished handwritten recollections. Center for Wooden Boats collections, Seattle, WA.

<sup>57</sup> Dick Wagner, “The Center for Wooden Boats – A History,” in *The Ash Breeze* [magazine of the Traditional Small Craft Association], (Spring 2006): 6-7, 11.

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promised to take care of them while work to secure Waterway 4 continued.<sup>58</sup> The permit process would take another three years to complete.

Soon after their home-based boat livery closed, the Wagners sought and received National Register of Historic Places designation for their floating home in 1982. It was added to the National Register for its significance in the areas of community development and architecture. The Wagners lived the rest of their lives at the houseboat, where they raised their two sons, Michael and David (see images B19 to B21). Dick died in 2017 and Colleen in 2020.

The Center for Wooden Boats was the Wagners' life work, and they are considered the organization's co-founders and visionaries. Fellow founding member and lifelong wooden boat enthusiast, Marty Loken, recently said that today's Center is "pretty much what Dick and Colleen imagined and doodled on the backs of envelopes in the 1970s. They had a surprisingly clear vision of what it could be." Loken also said that it was Colleen who encouraged her husband to start the wooden sailboat livery at their houseboat, and her inspiration and creativity resulted in the museum that we know today.<sup>59</sup> Another early Center volunteer recently recalled to their sons Michael and David that Dick was the spark plug and Colleen was the battery, which goes a long way in explaining their success together.<sup>60</sup>

To honor their legacy, the Center for Wooden Boats dedicated its newest building the Wagner Education Center. Most recently, the Center honored Colleen's memory with a Sail Past the Old Boathouse on September 26, 2020 (see image B29).

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<sup>58</sup> John O'Ryan, "Homeless Little Wooden Boats," *Seattle Post-Intelligencer*, June 15, 1980, H-14. See also "The Old Boathouse, 1968-1980, RIP," *Shavings*, June/July 1980, 5.

<sup>59</sup> Brandt Faatz, Executive Director, Center for Wooden Boats, "Thank You Colleen Wagner," a remembrance shared on the CWB's website following her death on January 2, 2020. <https://www.cwb.org/colleen-wagner>

<sup>60</sup> "Welcome to the Boathouse – Episode 1," *Down at the Boathouse* [podcast], Center for Wooden Boats, 2020.

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## 6. INDEX OF MAPS, IMAGES, & DRAWINGS

### **Appendix A – Maps & Aerial Imagery**

- A1. Seattle North USGS topographic map, showing regional context, 2020
- A2. Close-in USGS map showing subject property in local context, 2020
- A3. Current aerial image showing subject property in local context
- A4. The Old Boathouse dock site, with notable features called out, 2020
- A5. B.F. Day's El Dorado Plat, 1889
- A6. Baist Map of Seattle, 1912
- A7. Map of houseboats at Madison Park on Lake Washington, ca. 1915
- A8. Sketch map of 1930s Lake Union, by Dick Wagner, 2002
- A9-a. King County Aerial Photograph, 1936 (Aurora Ave. area)
- A9-b. King County Aerial Photograph, 1936 (Madison Park shoreline)
- A10. Aerial Image of George Washington Memorial Bridge (Aurora Avenue), 1950

### **Appendix B – Historic Images**

- B1. Subject property pictured on Lake Washington, 1912
- B2. Subject property pictured on Lake Washington, 1912
- B3. Houseboat colony at south base of Aurora Bridge, under construction in 1931
- B4. Dining room, 1946
- B5. Living room, 1946
- B6. Living room fireplace, 1946
- B7. Kitchen, 1946
- B8. West side of house, 1946
- B9. Front porch, 1946
- B10. View from Queen Anne Hill toward Fremont, 1957
- B11. Wagner Houseboat, 1970s
- B12. Wagner Houseboat, 1970s
- B13. Wagner Houseboat, 1970s
- B14. Aerial view of the Wagner Houseboat and Old Boathouse slip, 1970s
- B15. Aerial view of the Wagner Houseboat and Old Boathouse slip, 1970s
- B16. View southwest showing the houseboat from the water, 1981
- B17. View of the Wagner Houseboat, undated
- B18. View of the Wagner Houseboat and neighborhood setting, undated
- B19. Wagner family, 1968
- B20. Wagner family, ca. 1980
- B21. Wagner family, 2016

#### *Historic Photographs of Other Seattle Houseboats*

- B22. Houseboats in Union Bay, 1938
- B23. Houseboats at the foot of Roanoke Street, Eastlake, 1953
- B24. East side of Lake Union, houseboats from East Newton to Roanoke Street, 1962
- B25. Houseboats along east shore of Lake Union, 1975

#### *Clippings*

- B26-28. 1946 *Life* Magazine Clippings
- B29. Sail Past honoring the life of Colleen Wagner, September 26, 2020

**Appendix C – Field Photographs** - *Photographer: Sarah J. Martin*

*Lake Union Context Photos, taken August 15, 2020.*

- Map with photo views
- C1. View west toward Aurora Bridge from the north end of the lake
- C2. View west toward Aurora Bridge showing Wagner floating home and neighborhood
- C3. View southwest, from the water, showing Wagner floating home and neighborhood
- C4. View south, from the water, showing Wagner floating home and neighborhood
- C5. View south, from the water, showing floating homes around the Aurora Bridge

*Wagner Floating Home, taken August 15, 2020*

- C6. View south, from the water, of the north (primary) and west sides
- C7. View south, from the water, of the north (primary) and east sides
- C8. View south, from the water, of the primary north elevation

*The Old Boathouse & Wagner Floating Home, taken July through November, 2020*

- C9. View SE, neighborhood parking area along the old railroad line
- C10. View N, entrance to The Old Boathouse dock, with the Aurora Bridge above
- C11. View S, The Old Boathouse dock, accessing floating homes at left
- C12. View S, neighboring residences south of the Wagner house
- C13. View S, a sprung-roof residence on the neighboring dock
- C14. View N, the south side of the Wagner house from the dock
- C15. View NW, the south and east sides of the houseboat from the neighboring dock
- C16. View W, the east side of the houseboat from the neighboring dock
- C17. View W, close-up view of second story and brick chimney from the neighboring dock
- C18. View W, close-up of first-floor window on the east side of the house
- C19. View NW, close-up of front porch and bay window, with Fremont Bridge in background
- C20. View E, close-up of front porch, bay window, and double-door entry on north side of house
- C21. View E, close-up of front porch and floating dock
- C22. View SE, the west side of the houseboat from The Old Boathouse shared dock
- C23. View NE, the west side and the kitchen entrance on the south side
- C24. View S, entrance and kitchen interior
- C25. View N, view into dining room and living room; the ship's ladder to the second floor
- C26. View SE, dining room, with the entrance to kitchen at right
- C27. View NE, living room
- C28. View SE, fireplace on the south wall of the living room,
- C29. View SE, large window in primary bedroom and entrance to shared bathroom
- C30. View E, bathroom
- C31. View E, ship's ladder and first-floor hall
- C32. View S, east bedroom on the second floor
- C33. View E, windows on east wall of the second floor
- C34. View W, showing interior wall and closet between two second floor bedrooms

*A Sampling of Lake Union Floating Homes, taken 2020*

- C35. Floating home neighborhood along west side of lake, approx. 2466 Westlake Ave. N
- C36. Floating home neighborhood along west side of lake, approx. 2420 Westlake Ave. N
- C37. Floating home neighborhood along east side of lake, approx. 2025 Fairview Ave. E
- C38. Floating home neighborhood along east side of lake, approx. 2207 Fairview Ave. E
- C39. Floating home neighborhood along east side of lake, approx. 2331 Fairview Ave. E
- C40. Floating home neighborhood along east side of lake, approx. 2331 Fairview Ave. E
- C41. Floating homes along southwest side of Portage Bay, approx. 3146 Portage Bay Pl. NE

C42. Floating homes near east end of East Hamlin St., Google streetview (waterside)

**Appendix D – Drawings**

- D1. The Old Boathouse Condominium plat survey, 1998
- D2. The Old Boathouse Condominium plat survey, 1998
- D3. Sketch drawing of typical early twentieth century houseboat flotation



# APPENDIX A: MAPS & AERIAL IMAGERY

A1. Seattle North, WA Quad 2020, USGS topographic quadrangle 7.5' series. Wagner houseboat is flagged at lower left.





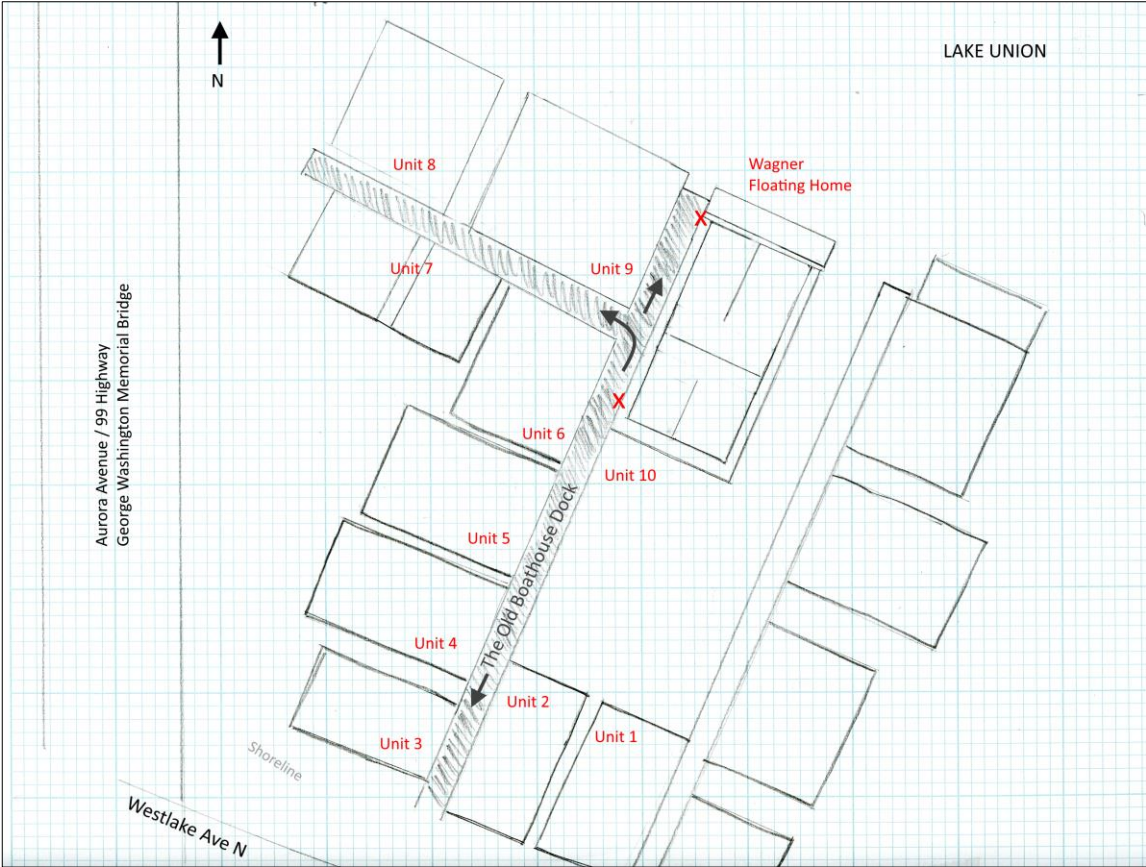




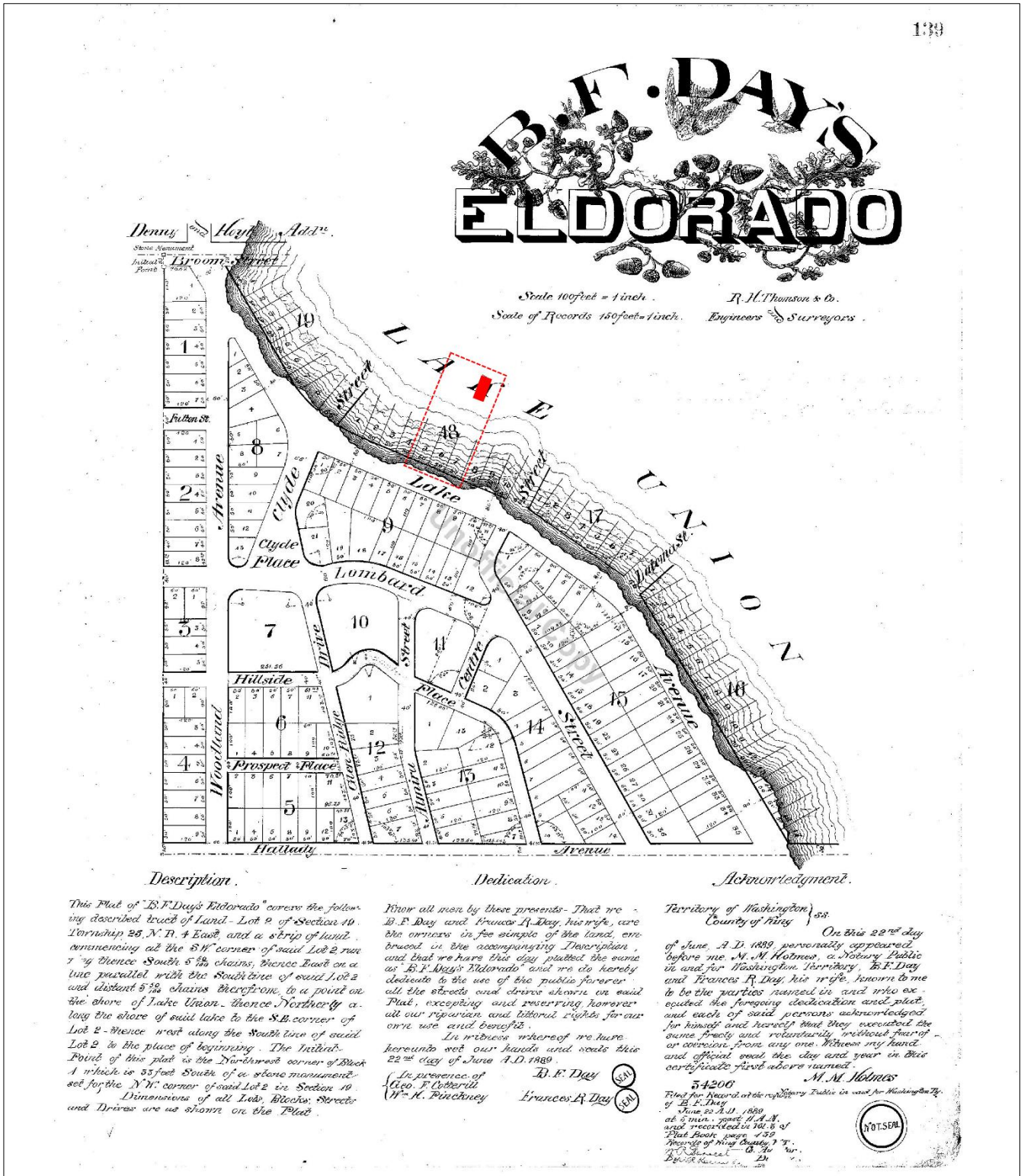
A3. Aerial view. Google Earth, 2020.



A4. The Old Boathouse Dock, 2020. Those floating homes within The Old Boathouse colony are noted by Unit number. The two red Xs represent the pilings to which the Wagner houseboat are moored. (See also images D1 and D2)

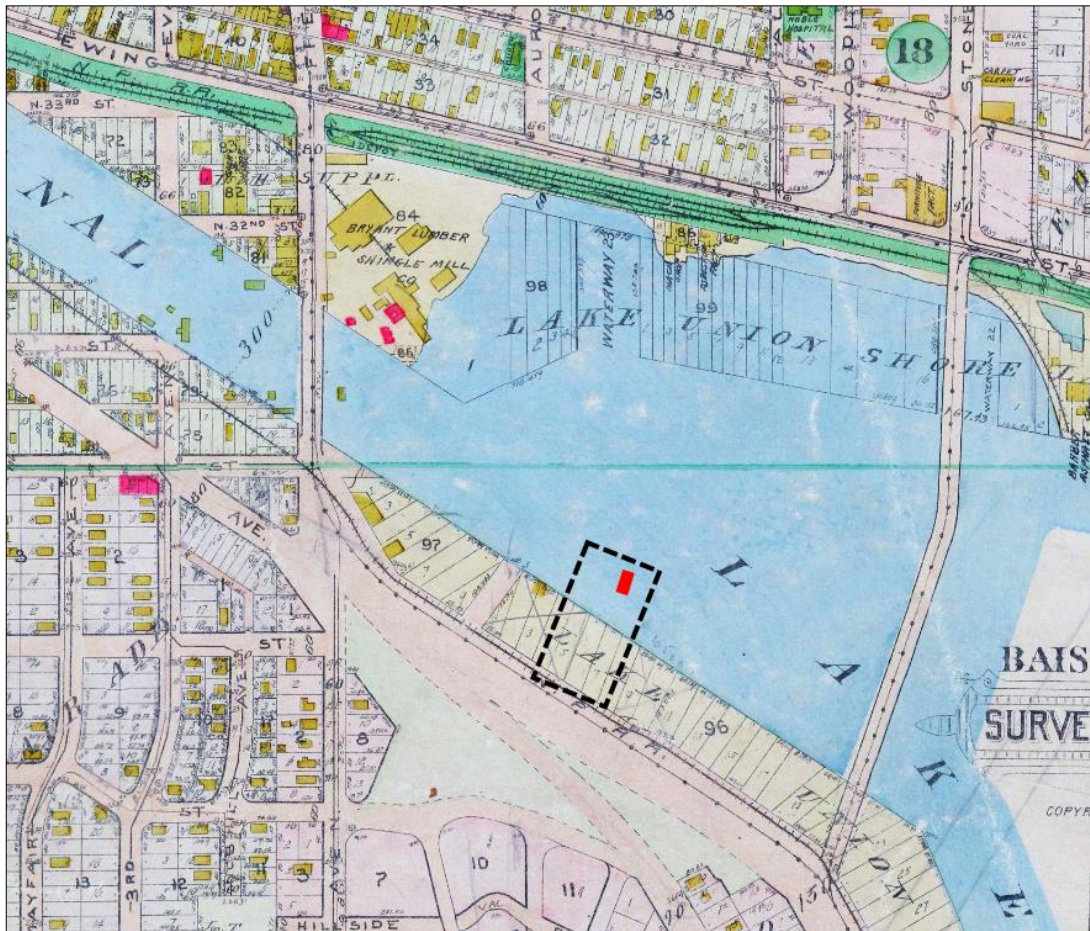


A5. B.F. Day's El Dorado Plat at the north end of the Queen Anne neighborhood, 1889. Source: King County Assessor. The dotted-line box outlines the current location of the Old Boathouse Condominium and the red box denotes the location of the Wagner Floating Home, today's Lake Union Shore Lands, Block 96, Lot 7.

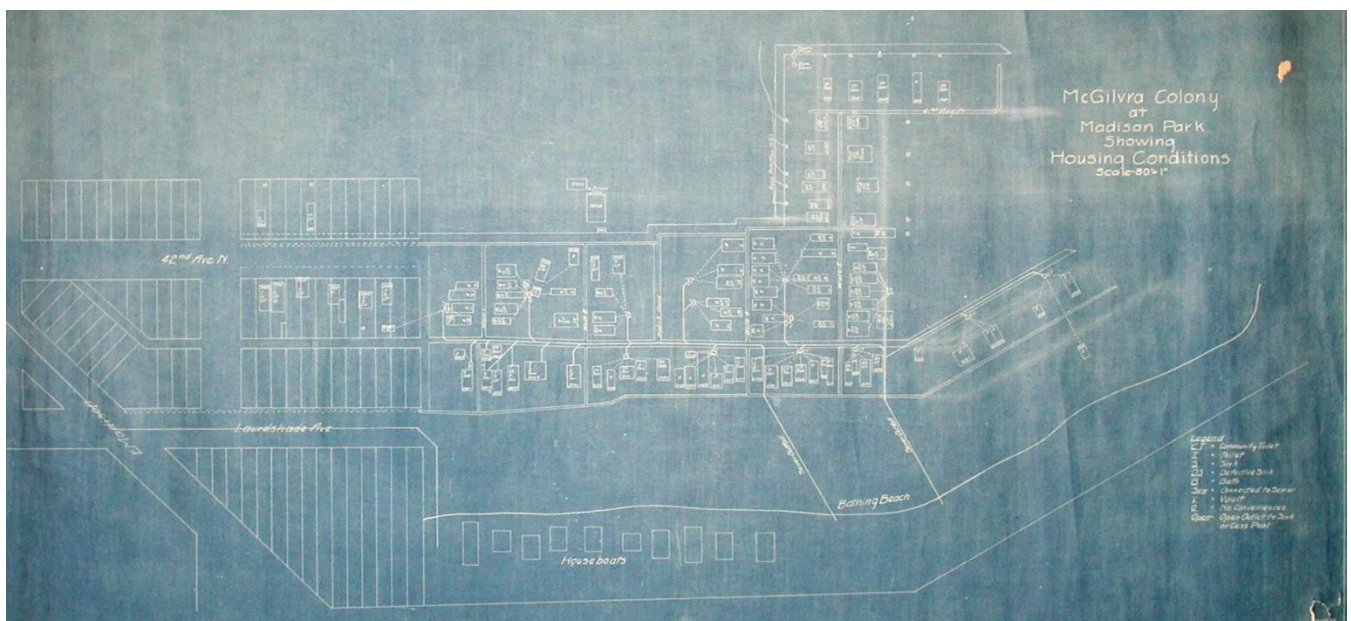




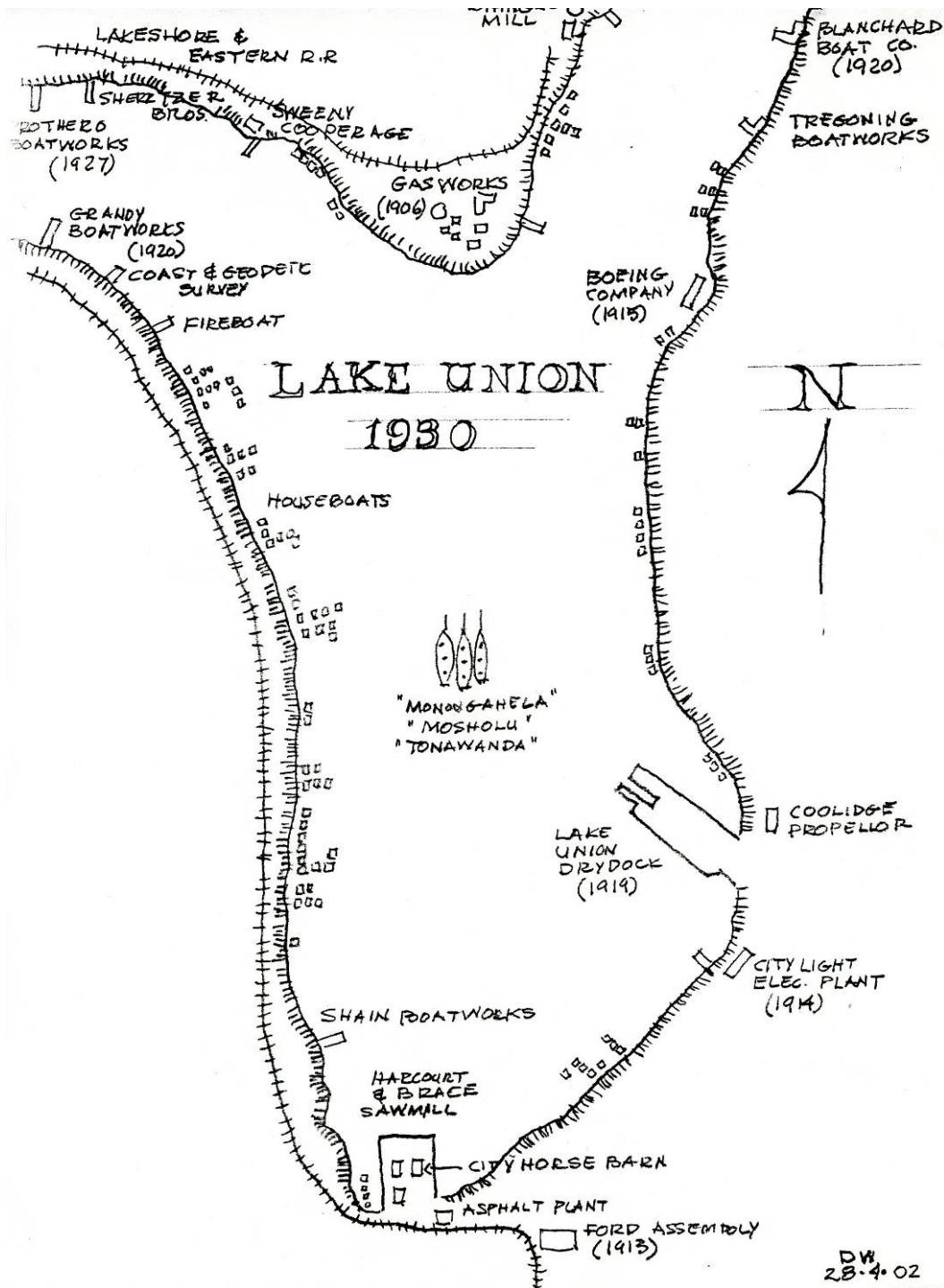
A6. Baist Map of Seattle, Plate 13 (partial image), 1912. The dotted-line box outlines the current location of the Old Boathouse Condominium and the red box denotes the location of the Wagner Floating Home (Lake Union Shore Lands, Block 96, Lot 7). Accessed online: <https://pauldorpat.com/2010/11/17/introduction-to-the-gift-1912-baist-map/>



A7. The Wagner Houseboat is believed to have come from the Madison Park area on Lake Washington. This map shows houseboats at Madison Park, ca. 1915. (North is right.) McGilvra Colony at Madison Park Showing Housing Conditions. Seattle Municipal Archives, no. 944. Accessed online: <http://archives.seattle.gov/digital-collections/index.php/Detail/objects/21300>



A8. Sketch map of 1930s Lake Union, by Dick Wagner, 2002. Source: Center for Wooden Boats collections.





A9-a. King County Aerial Photograph, 1936. Source: King County IMap, 2020. This photograph shows an established floating home neighborhood at the base of the Aurora Avenue bridge, but it likely pre-dates the relocation of the Wagner Houseboat to this area. The yellow box denotes the approximate current location of the Wagner Houseboat.



A9-b. Madison Park neighborhood, King County Aerial Photograph, 1936. Source: King County IMap, 2020. This photograph shows a group of floating homes and boathouses along the Lake Washington shoreline, just two years before houseboats were removed from the lake. It is not known which, if any, of the structures pictured here is the Wagner Houseboat.



A10. Aerial Photograph of George Washington Memorial Bridge (Aurora Avenue), 1950. The arrow points to the Wagner Houseboat (close-in view is below). The camera is facing east. Source: Seattle Public Library, Seattle Historical Photograph Collection, 20061.



In the close-up view (at right), look for the distinctive second-story, cross-gable roof with the tall paired windows.



APPENDIX B: HISTORIC IMAGES

B1. Subject property pictured on Lake Washington, 1912. Source: UW Special Collections, James P. Lee Photograph Collection, no. 20035.



B2. Subject property pictured on Lake Washington, 1912. Source: UW Special Collections, James P. Lee Photograph Collection, no. 20036.





B3. Houseboat colony at south base of Aurora Bridge, under construction in 1931. This is the current location of the Wagner Floating Home. Source: Seattle Municipal Archives Photograph Collection, Item No: 4939.



B4. Wagner Floating Home, Dining room, 1946. Source: Wagner Family Collection.

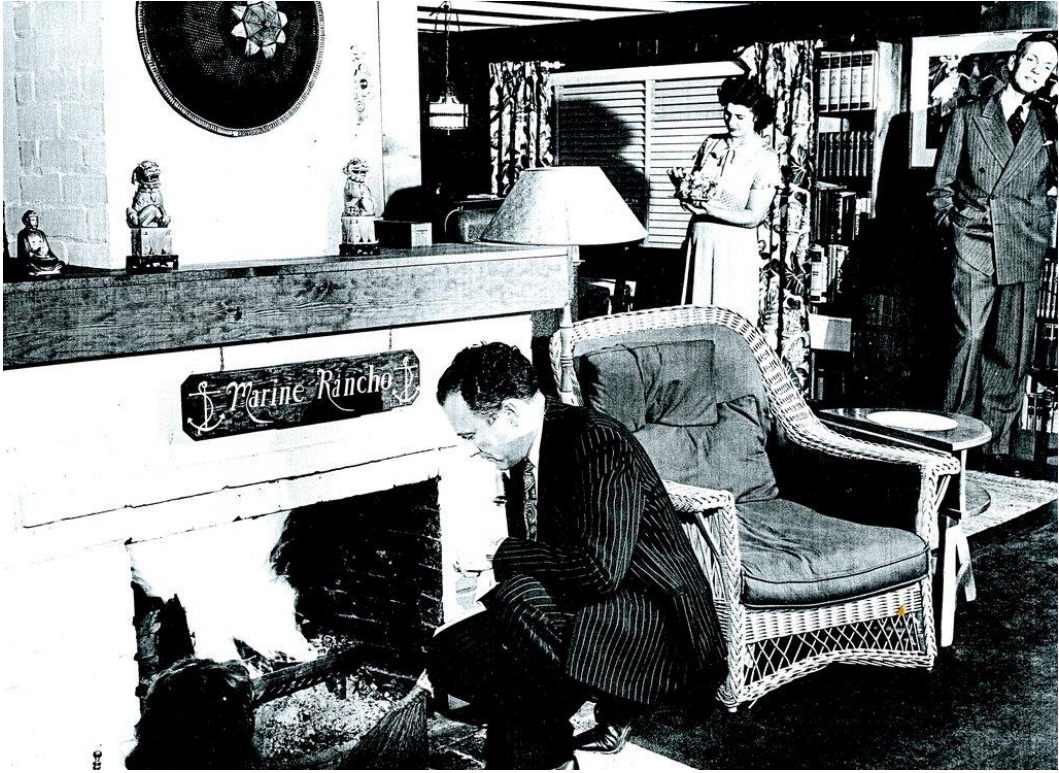




B5. Living room, 1946. Source: Wagner Family Collection.



B6. Living room fireplace, 1946. Source: Wagner Family Collection.





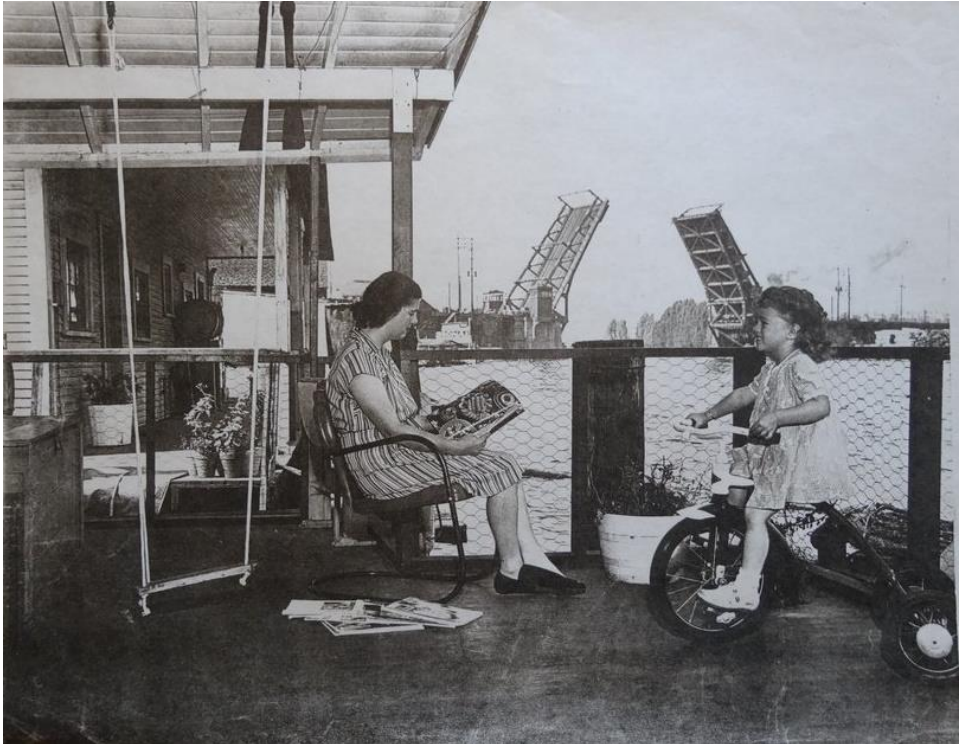
B7. (Below, left) Kitchen, 1946.



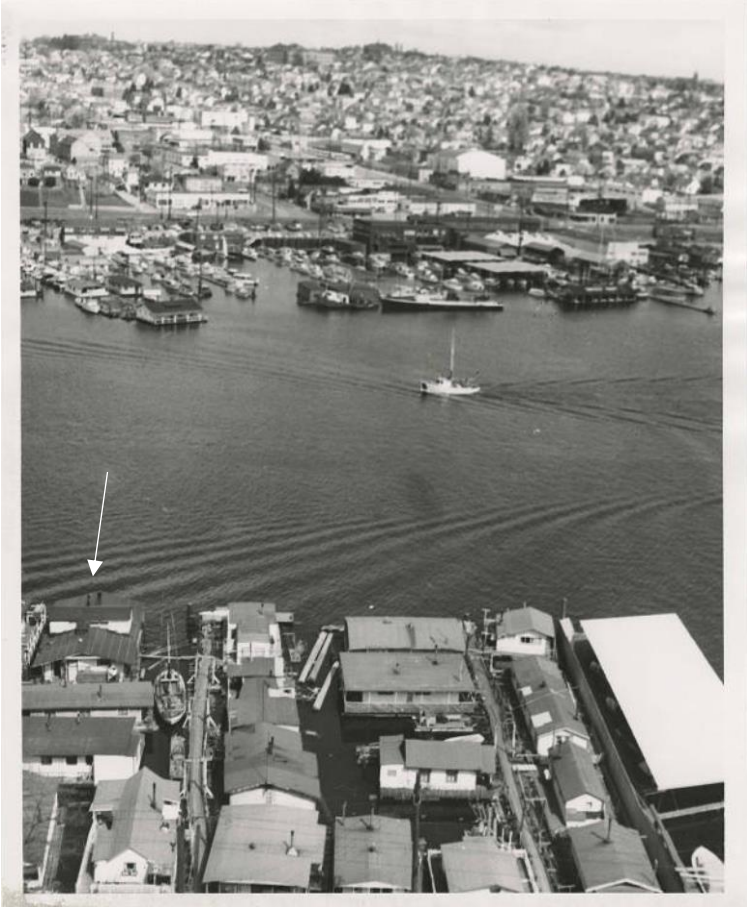
B8. West side of house, 1946.



B9. Front porch, 1946. Fremont Bridge is shown in the distance. Source: Wagner Family Collection.



B10. View north from George Washington Memorial Bridge (Aurora Bridge) to Fremont, April 5, 1957. Source: Seattle Public Library, Werner Lenggenger Photograph Collection.



B11. Wagner Houseboat, 1970s, with Dick Wagner rowing wooden boat. The sign in the peak of the gable reads “Boats for Rent.” Camera facing west. Wagner Family Collection.





B12. Wagner Houseboat, 1970s. Camera facing north. Wagner Family Collection.



B13. Wagner Houseboat, 1970s, with Colleen Wagner standing at kitchen door. Camera facing north. Wagner Family Collection.



B14. Aerial view of the Wagner Houseboat and Old Boathouse slip, 1970s. Camera facing north. Wagner Family Collection.



B15. Aerial view of the Wagner Houseboat and Old Boathouse slip, 1970s. Camera facing east.





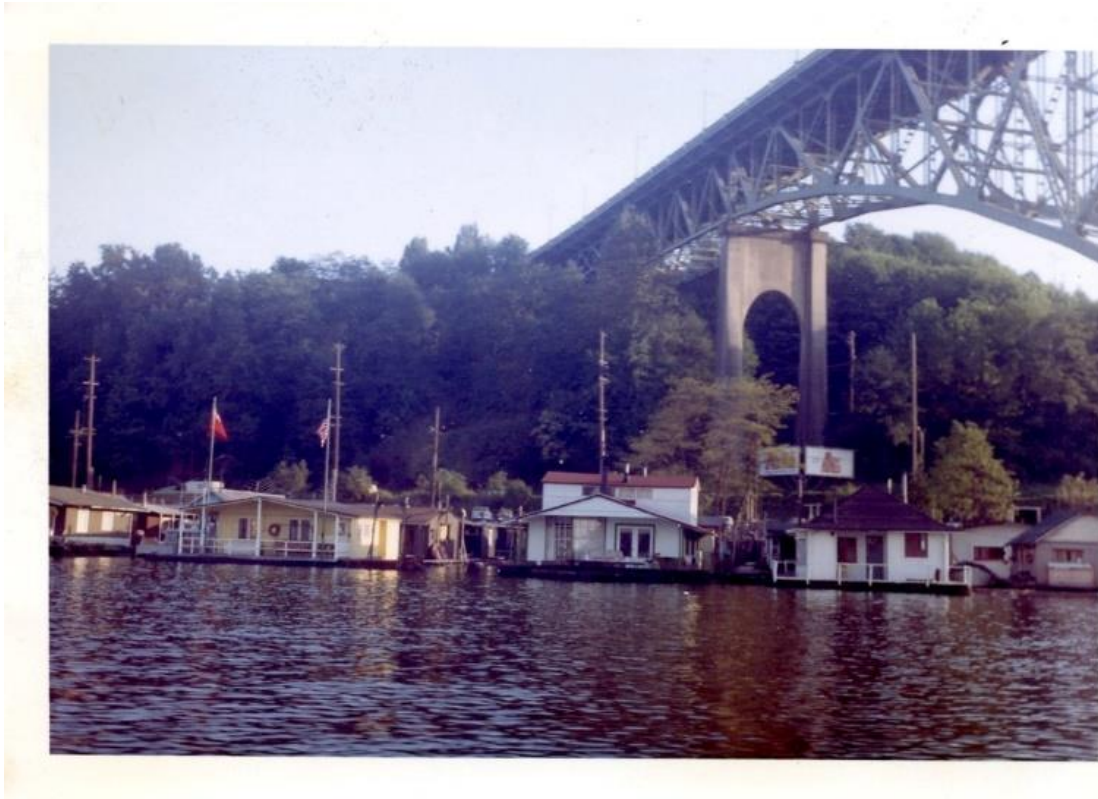
B16. View southwest showing the houseboat from the water, 1981. Photographer: Florence Lentz. Source: NRHP application.



B17. View of the Wagner Houseboat, undated. Camera facing south. Wagner Family Collection.



B18. View of the Wagner Houseboat and neighborhood setting, undated. Camera facing south. Wagner Family Collection.



B19. Dick, Colleen, and son Michael Wagner, 1968. Wagner Family Collection.





B20. Wagner family, left to right, David, Colleen, Michael, and Dick Wagner, and unknown person, ca. 1980. Wagner Family Collection.



B21. Wagner family, left to right, David, Michael, Colleen, and Dick Wagner, 2016. Wagner Family Collection.





*Historic photographs of other Seattle houseboats*

B22. Union Bay, 1938. Seattle Municipal Archives No. 38727. Engineering Dept. Negatives.



B23. East side of Lake Union at Roanoke Street, 1953. Seattle Municipal Archives No. 44771. Engineering Dept. Negatives.



B24. East side of Lake Union, 1962. View north showing houseboats from East Newton to Roanoke Street. Seattle Municipal Archives No. 63791. Records of the Office of the Mayor.



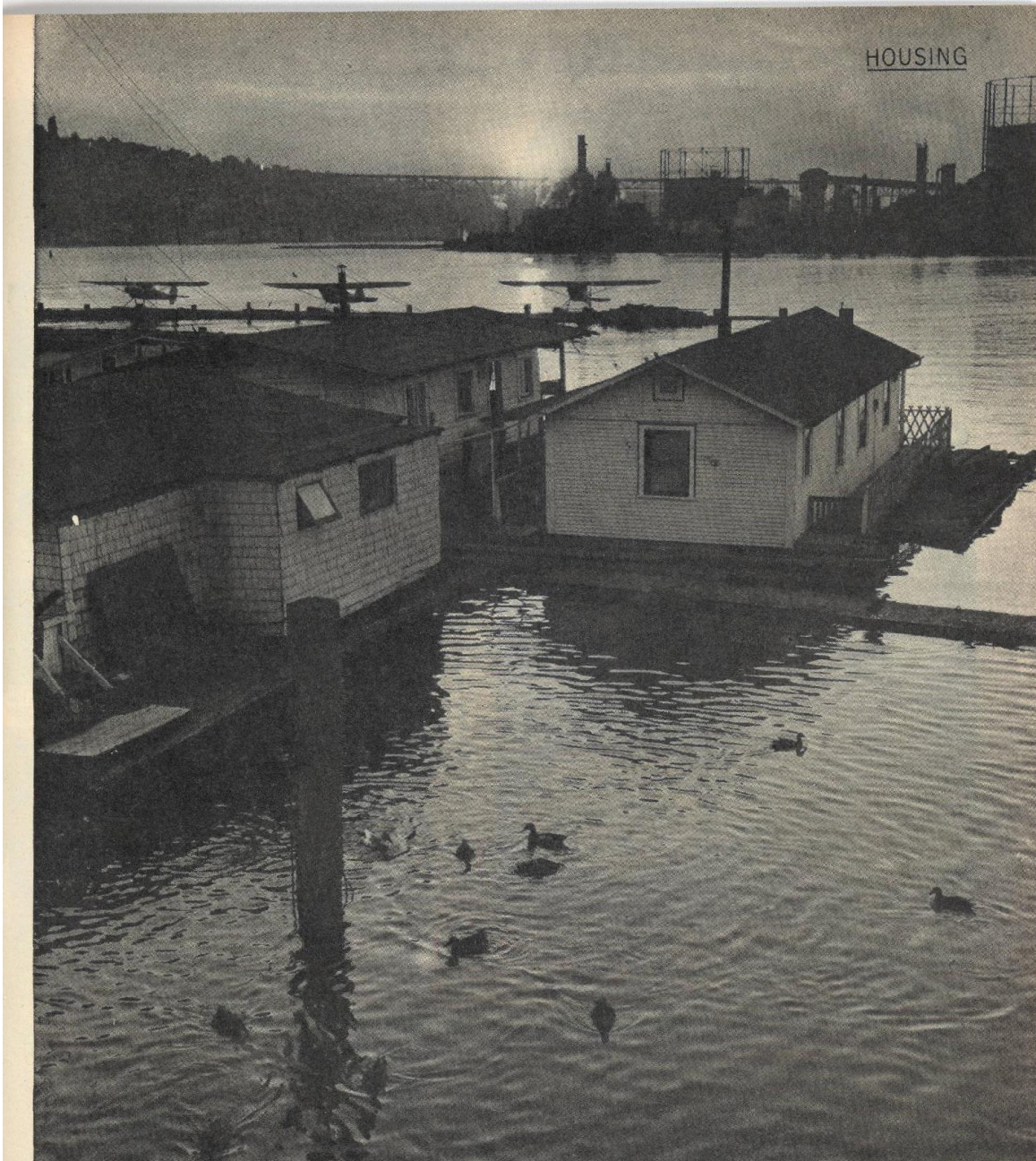
B25. Eastlake, 1975. Seattle Municipal Archives No. 179696. Historic Building Survey.





**Clippings**

B26. Source: No Author. "Lake Dwellers: Houseboats Prove Cheap and Handy Way to Live in the Center of Seattle," *Life* Magazine, November 4, 1946, 131-134.



GROUP OF HOUSEBOATS JUTS INTO SEATTLE'S LAKE UNION. HOUSEBOATERS FEED WILD DUCKS DAILY, MAKE PETS OF THEM. IN BACKGROUND IS SEAPLANE DOCK

## LAKE DWELLERS

Houseboats prove cheap and handy way to live in the center of Seattle

Moored to the shores of Lake Union near downtown Seattle, Wash. are 700 houseboats. This was once a Bohemian colony of students and young blades. Now the war and the housing shortage have turned it into a solid family community dominated by young couples who have found houseboats a cheap and convenient way to live, untroubled by noise and traffic, in the center of the city.

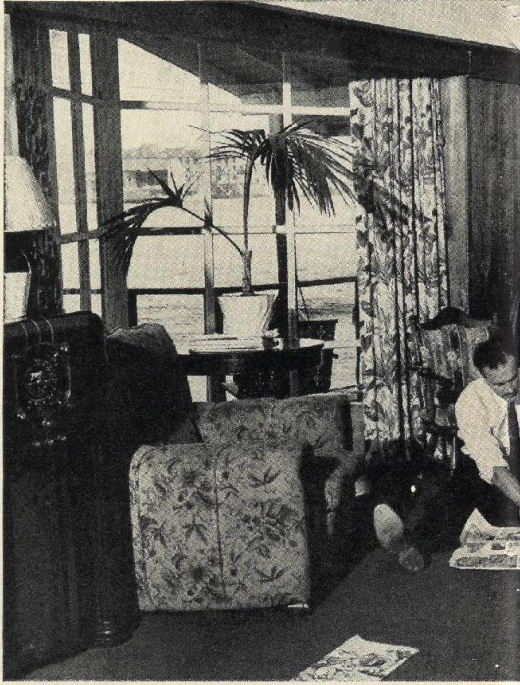
From their gently bobbing homes houseboaters can get to work in 15 minutes. They have no

land to buy, real-estate taxes to pay, cellars to construct or sewers to contend with. Their floating homes rarely cost more than \$6,000 and there is a huge demand for new houseboats and space for anchoring them. Yet they have certain disadvantages. A long, stout pole with a hook on the end is standard equipment for fishing out the kids and dogs. In the winter storm season there is always the danger of breaking loose and having to call out the Coast Guard to pull the house back home.



B27. Source: No Author. "Lake Dwellers: Houseboats Prove Cheap and Handy Way to Live in the Center of Seattle," *Life Magazine*, November 4, 1946, 131-134.

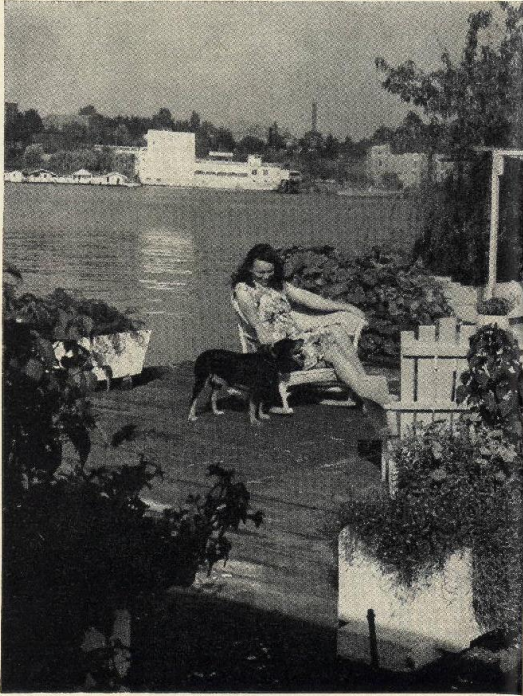
Lake Dwellers CONTINUED



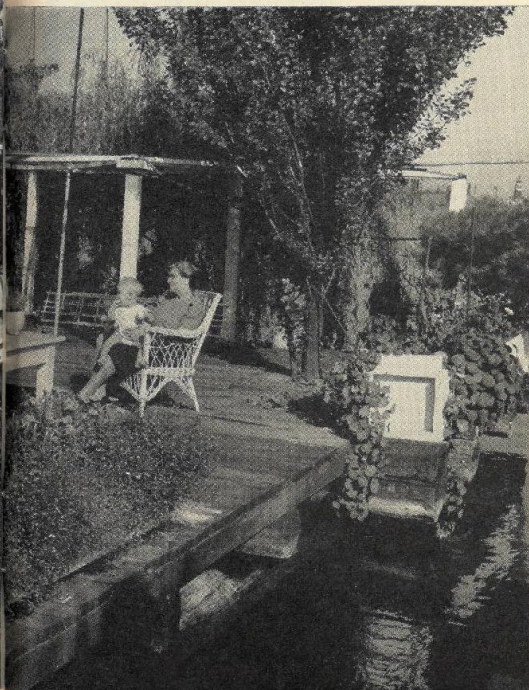
**LIVING ROOM** of houseboat belonging to Mr. and Mrs. Charles Barnes has fireplace and a full-length window looking out onto the porch at left. Their



home cost \$5,500. It has seven rooms, utilities and a well-equipped kitchen. The Barneses, like many other houseboaters, keep sailboat moored alongside.



**FLOATING GARDEN** of another houseboat was made by planting trees in rotten timber, letting the roots grow to lake bottom. Some owners even keep



vegetable gardens. View across lake at this point includes other houseboats, University of Washington campus and showboat, used for campus theatricals.

CONTINUED ON NEXT PAGE

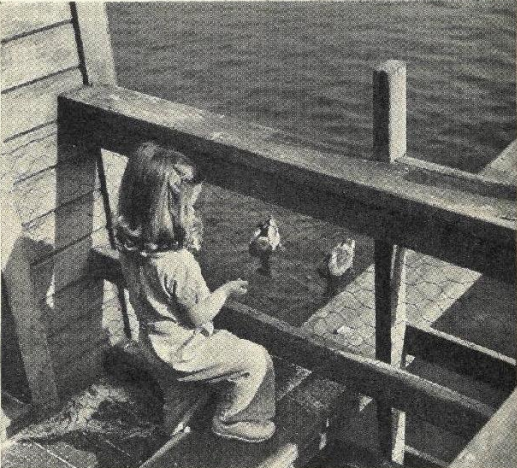


B28. Source: No Author. "Lake Dwellers: Houseboats Prove Cheap and Handy Way to Live in the Center of Seattle," *Life Magazine*, November 4, 1946, 131-134.

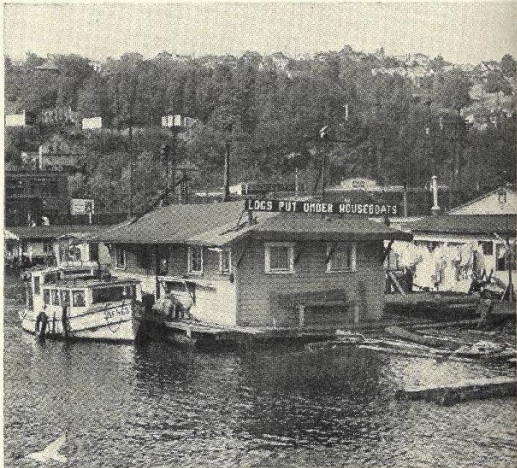
Lake Dwellers CONTINUED



**FLOATING BOARDWALK** runs between houseboats. Gas and water pipes, beneath walk, are hooked to houseboats by hoses. Electric wires run overhead.

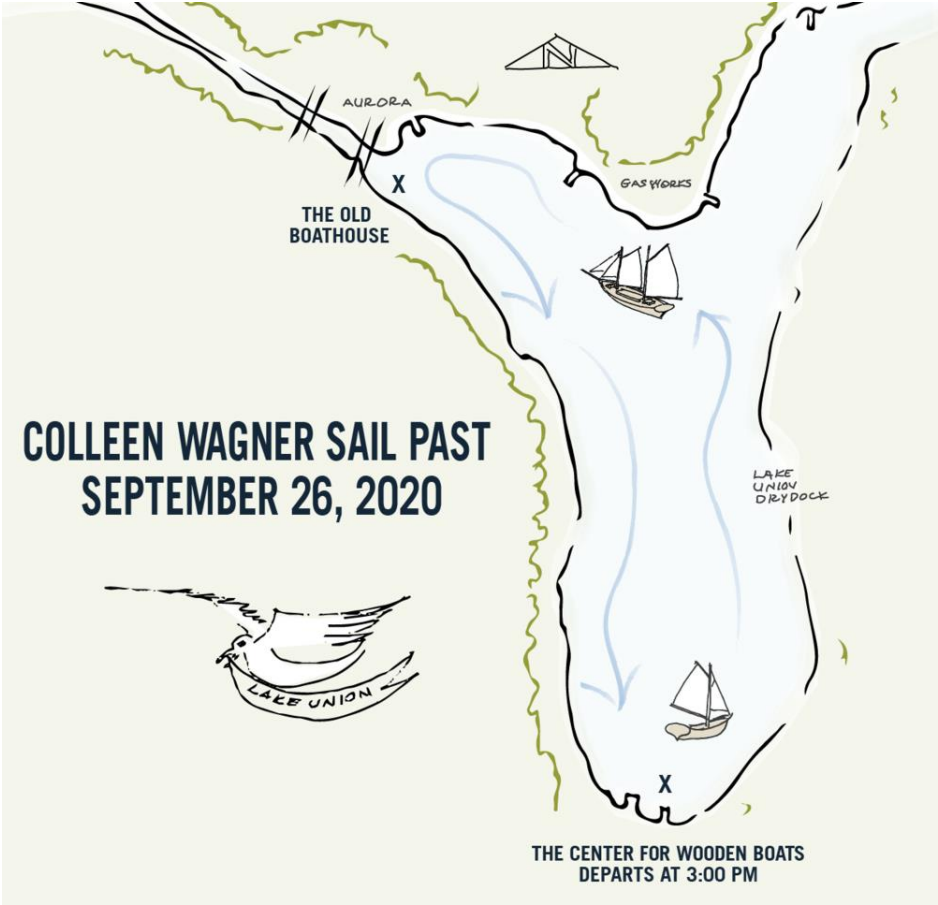


**KIDS LOVE HOUSEBOATS** but have to be restrained by wire-mesh railings like this one. Best fun is feeding ducks or racing up and down boardwalk.



**REPAIR SHOP** represents a flourishing lakeside industry. Houseboats float on logs lashed together, and biggest repair job is replacing water-logged ones.

B29. The Center for Wooden Boats hosted a Sail Past honoring the life of Colleen Wagner, who died January 2, 2020.





### APPENDIX C: FIELD PHOTOGRAPHS

*Lake Union Context Photos, taken August 15, 2020.*

C1. View west toward Aurora Bridge from the north end of the lake



C2. View west toward Aurora Bridge showing Wagner floating home and neighborhood





C3. View southwest, from the water, showing Wagner floating home and neighborhood



C4. View south, from the water, showing Wagner floating home and neighborhood





C5. View south, from the water, showing floating homes around the Aurora Bridge



*Wagner Floating Home, taken from the water August 15, 2020.*

C6. View south, from the water, of the north (primary) and west sides

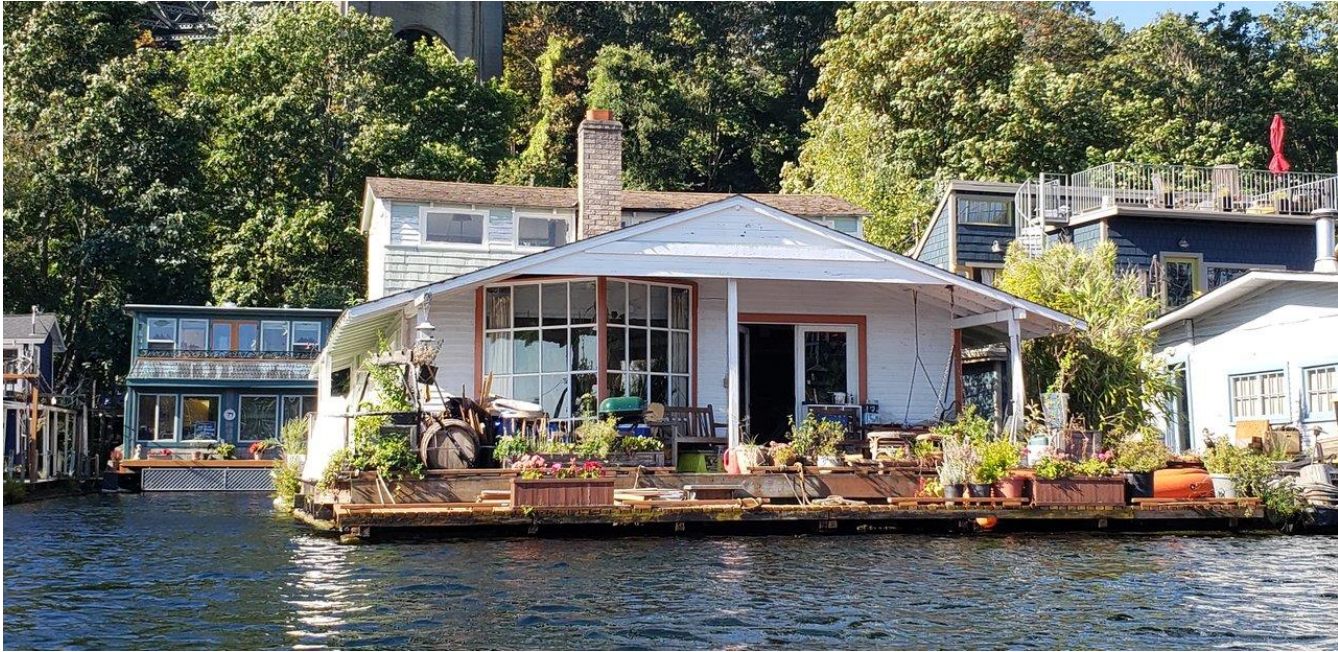




C7. View south, from the water, of the north (primary) and east sides



C8. View south, from the water, of the primary north elevation.





***The Old Boathouse Dock & Wagner Floating Home, taken July 10 and September 28, 2020***

C9. View southeast, showing the neighborhood parking area along the old railroad line. The Old Boathouse dock is at the left. (July 10, 2020)



C10. View north, showing the entrance to The Old Boathouse dock, with the Aurora Bridge above. (Sept. 28, 2020)





C11. View south, showing The Old Boathouse dock, accessing floating homes at left. (July 10, 2020)



C12. View south, showing neighboring residences south of the Wagner house. (July 10, 2020)





C13. View southeast, showing a sprung-roof residence on the neighboring dock. (July 10, 2020)



C14. View north, showing the south side of the Wagner house from the dock. Note the new deck. (November 20, 2020)





C15. View northwest, showing the south and east sides of the houseboat from the neighboring dock. Note the new roof and deck. (Nov. 20, 2020)



C16. View west, showing the east side of the houseboat from the neighboring dock. (Sept. 28, 2020)



C17. View west, close-up view of second story and brick chimney from the neighboring dock. (Nov. 20, 2020)



C18. View west, close-up of first-floor window on the east side of the house. (Sept. 28, 2020)





C19. View northwest, close-up of front porch and bay window, with the Aurora Bridge above and the Fremont Bridge in the far background. (Nov. 20, 2020)



C20. View east, close-up of front porch, bay window, and double-door entry on the north side of the house. (Nov 20, 2020)





C21. View east, showing front porch and floating dock. The sign in the gable reads "Colleen Wagner." (Nov. 20, 2020)



C22. View southeast, showing the west side of the houseboat from shared dock. (Nov. 20, 2020)





C23. View northeast, showing the west side and the kitchen entrance on the south side. (Nov. 20, 2020)



C24. View south, showing entrance and kitchen interior. (Sept. 28, 2020)





C25. View north, showing view into dining room and living room; the ship's ladder to the second floor at right. (Sept. 28, 2020)



C26. View southeast, showing the dining room, with the entrance to kitchen at right. (Sept. 28, 2020)





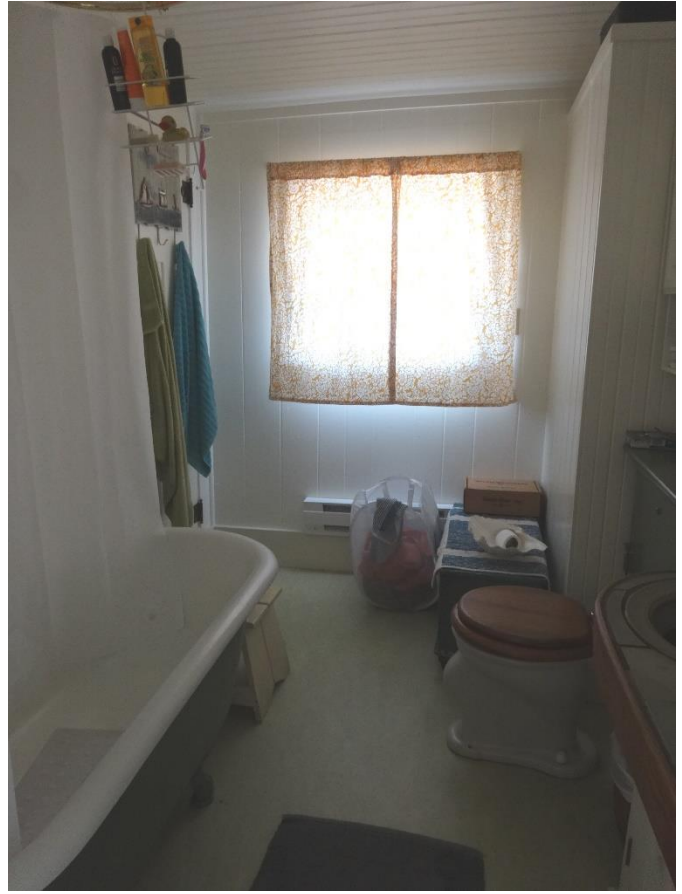
C27. View northeast, showing the living room. (Sept. 28, 2020)



C28. View southeast, showing the fireplace on the south wall of the living room, with the dining room at right and the folding door entrance to the primary bedroom at left. (Sept. 28, 2020)



C29. (Left) View southeast, showing the large window in primary bedroom and entrance to shared bathroom. (July 10, 2020)  
C30. (Right) View east, showing the bathroom. (Sept. 28, 2020)



C31. (Left) View east, showing the ship's ladder to the second floor. The first-floor hall accesses the bathroom and another bedroom. (July 10, 2020)





C32. View south, showing east bedroom on the second floor. (Sept. 28, 2020)



C33. View east, showing windows on the east wall of the second floor. Below each small window was once a built-in bed (Sept. 28, 2020)



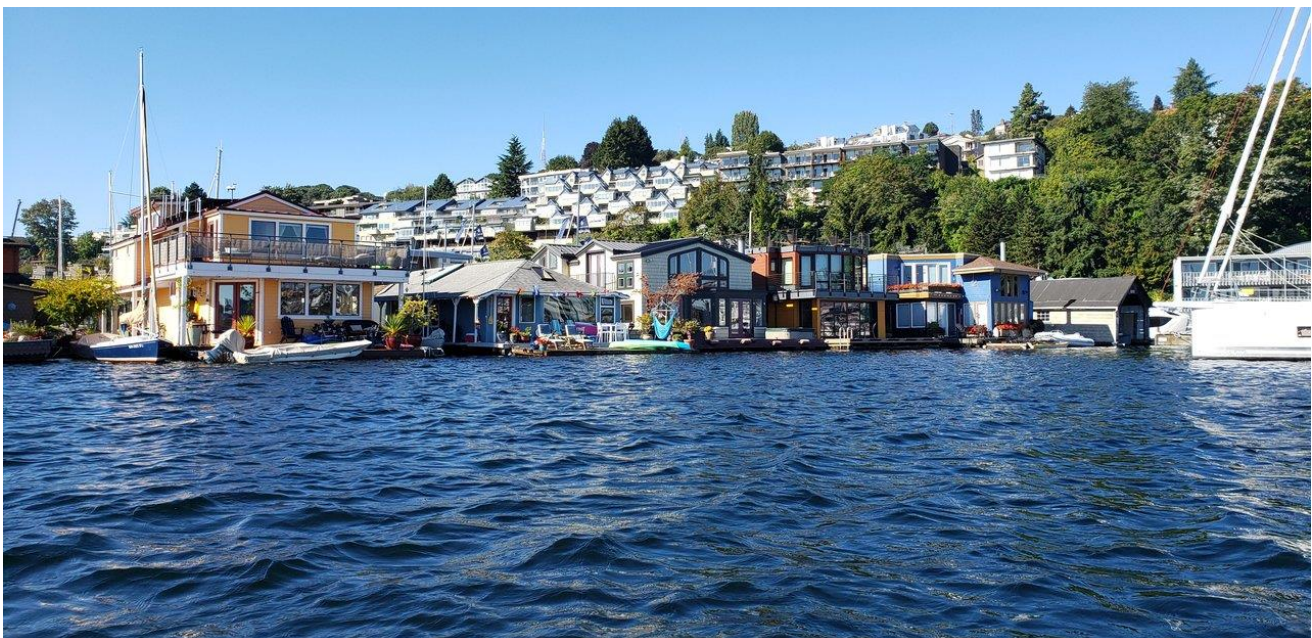


C34. View west, showing interior wall and closet between two second floor bedrooms. (Sept. 28, 2020)



***A Sampling of Lake Union Floating Homes***

C35. Floating home neighborhood along west side of lake, approx. 2466 Westlake Ave. N (Aug. 15, 2020)





C36. Floating home neighborhood along west side of lake, approx. 2420 Westlake Ave. N (Aug. 15, 2020)



C37. Floating home neighborhood along east side of lake, approx. 2025 Fairview Ave. E (Aug. 15, 2020)





C38. Floating home neighborhood along east side of lake, approx. 2207 Fairview Ave. E (Aug. 15, 2020)



C39. Floating home neighborhood along east side of lake, approx. 2331 Fairview Ave. E (Aug. 15, 2020)





C40. Floating home neighborhood along east side of lake, approx. 2331 Fairview Ave. E (Aug. 15, 2020)



C41. Floating home neighborhood along southwest side of Portage Bay, approx. 3146 Portage Bay Pl. E, Nov. 7, 2020. The I-5 bridge is at the right. (Nov. 7, 2020)





C42. Floating home neighborhood near the east end of E. Hamlin St., Portage Bay. Google streetview, 2020.



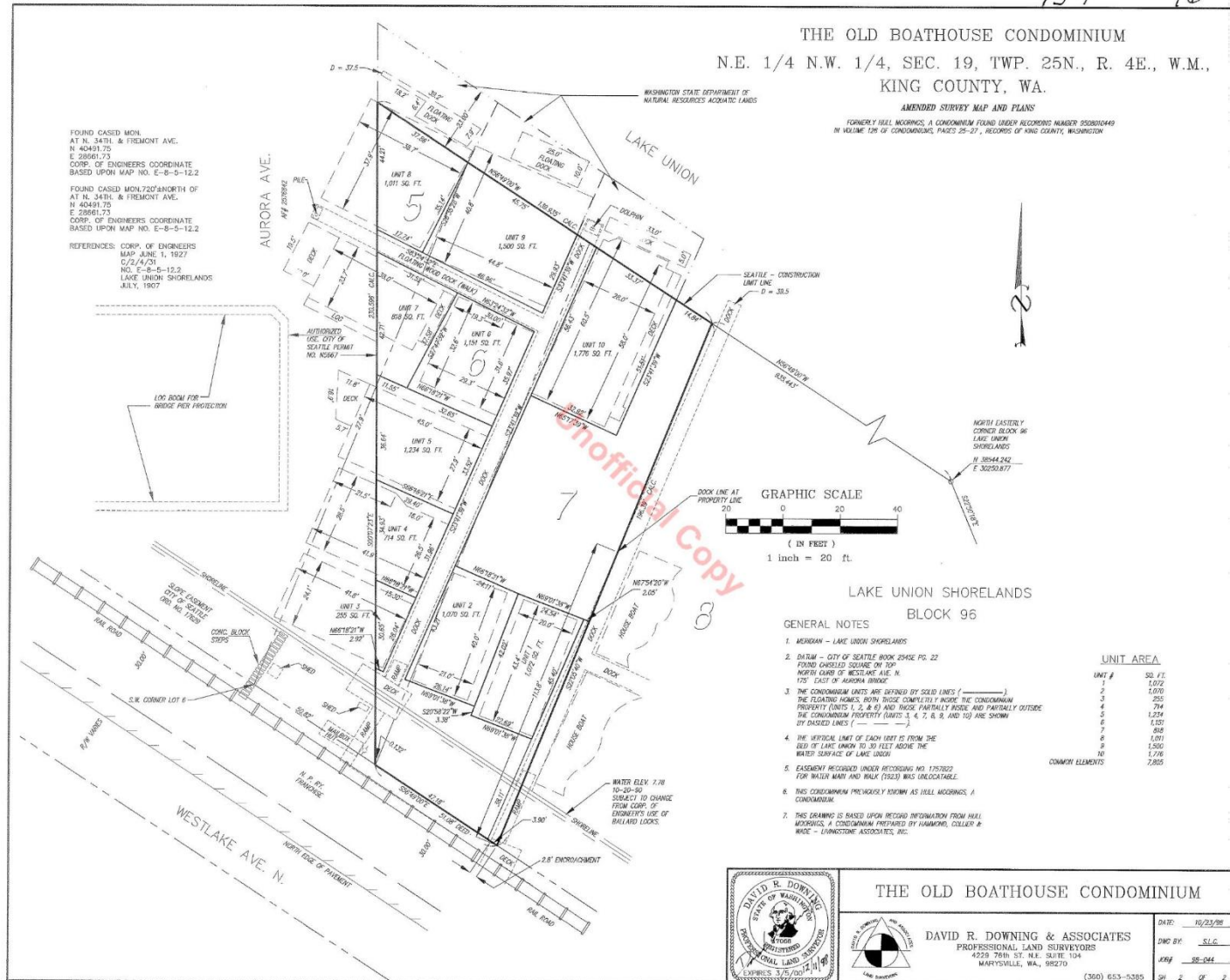
C43. View north, Fred Bassetti family floating home, 3146 Portage Bay Place E, 2014 (Real Estate listing photo).







DRAWING 2: The Old Boathouse Condominium plat survey, 1998.



DRAWING 3: Sketch drawing (by author) of typical early twentieth century houseboat flotation.

