Early Neighborhood Historic Resources Survey Report

and

Context Statement

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Seattle
Historic Preservation Program
City of Seattle Department of Neighborhoods
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Introduction

This report is a required component of the Early Neighborhood Historic Resources Survey, which was designed to identify significant buildings constructed no later than 1905 in the residential neighborhoods of Seattle. The priority was to survey residential buildings, although some buildings located in small commercial areas, and "stand alone" retail buildings might be included.

This report includes a context statement entitled "Residential Development in Seattle 1850-1905." Following the context statement are four appendices: I) Survey Methodology; II) List of previous citywide and neighborhood building surveys and books and theses listing early buildings; III) Annotated list of available sources for initial research to identify buildings for windshield survey; and IV) List of sources for in-depth research on selected buildings. The survey of pre-1906 residential structures was completed in two parts. The initial component was undertaken by Greg Lange and covered all of present day Seattle except for that portion of the city between the Lake Washington Ship Canal and South Atlantic Street situated east of Lake Union and a line representing the extension of Fairview Avenue from the south shore of Lake Union to South Atlantic Street. The second component of the survey was undertaken by Thomas Veith and covered the area not included in the initial survey except for Capitol Hill. The pre-1906 structures in the latter neighborhood (bounded by Interstate 5 on the west, Interlaken Park on the north, 23rd and 24th Avenues East on the east, Madison Street on the southeast, and Pike Street on the south) were to be surveyed as part of a comprehensive study of that area completed under a separate contract. The context

statement that follows was written by Greg Lange and later revised and augmented by Lange with the assistance of Thomas Veith. It covers the period from initial Euro-American settlement in 1851 to the advent of modern Seattle in the first years of the 20th century. The year 1905 marks this point of transition in Seattle's history. That year the city was in the midst of a decade of tremendous growth, evolving from the largest town on Puget Sound to the dominant city in the Pacific Northwest. The decade followed on the heels of the Gold Rush and culminated in the 1909 Alaska-Yukon-Pacific Exposition, the city's national coming out party.

Residential Development in Seattle 1880-1905

Seattle Beginnings (1851 to 1880)

In September 1851 two groups of Euro-Americans decided to settle in what would later become the City of Seattle. The members of the Collins Party built log cabins along the Duwamish River, and the members of the Denny Party erected similar structures, initially at Alki Point and a few months later at what is now downtown Seattle

The settlers' cabins were dwarfed by forty to fifty cedar longhouses distributed among ten to twelve Native American villages located within the present day boundaries of Seattle. The longhouses typically measured from about 48 x 96 feet to 60 x 120 feet.

Washington Territory was organized on February 8, 1853. In March 1853, Puget Sound's first steam sawmill started operating at the foot of what would become Yesler Way, and a small group of residences and commercial buildings, constructed with sawn lumber from the mill, grew up nearby. By the summer of 1855 about two dozen homesteaders had built log cabins near the banks of the Duwamish River and along the shorelines of Elliott Bay, Smith Cove, and Salmon Bay. In the fall and winter of 1855-1856, Indians attacked the recent arrivals and burned down and destroyed nearly all of the log cabins in King County located outside of the village of Seattle (then situated at what is now the site of Pioneer Square).

For the next quarter century, Seattle grew slowly. In 1870, the population of the town was 1,107. (U. S. Census, 1870.) By 1872, local promoters boasted that Seattle, with a

population then estimated at 2,000 (Ward, p.8), was the largest town on Puget Sound. They were confident the Northern Pacific Railroad Company would soon announce Seattle as its transcontinental railroad terminus, but even after, the Northern Pacific picked Tacoma as its ultimate destination, Seattle continued to grow. City boosters claimed that, from 1872 to 1876, the number of residential and commercial buildings jumped from 575 to 1,013, most located within a few blocks of Elliott Bay between Jackson and Pike streets. (Ward, p. 42.)

While Tacoma awaited completion of the Northern Pacific's transcontinental line, Seattle was solidifying its position as the hub of Puget Sound. In 1876, the town headquartered more of the steamboats used to transport goods and passengers in the region than the total number of vessels in all of the other Puget Sound ports combined. In 1877, the Seattle and Walla Walla Railroad was extended along the east side of the Duwamish River to Renton, and the following year it reached the Newcastle coalmines. (Ambruster, pp. 56-57) Coal miners, loggers, and lumbermen used Seattle as a temporary residence between jobs and as a destination for weekend entertainment. By 1876, Seattle already had 26 saloons and 5 beer halls to supply their needs. (Ward, pp. 78, 100, 102.)

The Booming 1880s

In 1880, the residential area of Seattle was concentrated in a three-quarter mile deep strip along Elliott Bay that stretched north from the business district (present day Pioneer Square) to Pike Street and north across Denny Hill into what is now Belltown There were also a few scattered homes to the east between the settled area along Elliott Bay and Lake

Washington and in the areas to the north of town at the base of Queen Anne Hill and at the south end of Lake Union. Numerous farms were located in the fertile Duwamish lowlands south of town. Thirty years of slow and somewhat unsteady growth left the city with a population of 3,533. (U. S. Census, 1880.)

The pace of development quickened in the 1880s. By 1881, it appeared likely that the Northern Pacific Railroad would extend its tracks to Seattle after all, and the city boomed. Developers and speculators came to Seattle anticipating rapid growth and did what they could to take advantage of the situation. The author has determined that during the first 28 years of the city's existence (from May 23, 1853, when Maynard's initial plat of Seattle was established, through 1881), developers filed 61 land subdivisions in or near town. (An early writer reports that Maynard's initial plat plus 63 "additions" to the city had been filed by 1878; see Choir, p. 19.) In the course of 1882 and 1883, land developers laid out 67 new subdivisions, more than doubling the number of plats recorded in the previous quarter century. In addition, the area of the city, which had been reduced from 10.86 to 5.08 square miles in 1875, was more than doubled in size to 12.65 square miles in 1883. (Phelps p. 222.) That same year, Seattle's population reached 6,645. (Prosch, p. 298.)

The coming of the Northern Pacific transcontinental railroad further sparked this growth boom. The 1883 arrival of steam locomotives in Tacoma, and their appearance in Seattle in June of the following year (Bagley, p. 689.) made it much easier for immigrants from the east to move to Puget Sound. By 1884, the Seattle and Walla Walla Railroad had

become part of the Northern Pacific and served the NP branch line that came north from Tacoma in 1884, but it wasn't until 1887 that the transcontinental railroad started to provide regular service to Seattle. Still, the Northern Pacific heavily promoted the Pacific Northwest to potential settlers throughout America and Europe. The railroad also opened up dozens of markets for western Washington's lumber, coal, and other raw materials, as well as agricultural products such as hops, and workers from across the continent moved to Seattle to satisfy the increased demand. One Eastern journalist, who visited Seattle in 1883, gives the following description of the rapidly growing city:

> Its site is well chosen, the town occupying a crescent hill-side, with a level shore giving room for wharves. It is a pity to spoil this imposing effect by closer inspection. . . . [E]verything at Seattle is in a scattered, half-baked condition. The town has grown too fast to look well or healthy. Everybody has been in so great haste to get there and get a roof over his head that he has not minded much how it looked, or pulled many of the stumps out of his door-yard. Exceptions to this ragged, flimsy aspect show what possibility the future holds of making pleasant homes there; and I have no doubt that when the frontier spirit shall have ripened into a better tone, Seattle will become a beautiful city, rising like a wellfilled amphitheatre [*sic*]. . . .("From the Fraser to the Columbia," p. 870)

An 1890 Seattle promotional booklet described nearly all of the city's residences as affording "comfort rather than grandeur." (Seattle Chamber of Commerce, p. 13)

In the fall of 1883, as settlers began flocking to Puget Sound by the trainload, the nation entered a depression that lasted nearly three years. Still the settlers came. During the next two years, Seattle's population increased by another 3,000 to 9,786. (Prosch, p. 351, and Bagley, p. 698.)

By 1884, although transcontinental travel to Seattle had greatly improved, travel within the growing city itself had become more difficult. Most middle class and working class people in Seattle could not afford to keep horses and so most traveled locally by foot, by boat, or sometimes by hiring an expensive horse drawn hack. As the city grew, it became time consuming for residents living at the town's outskirts to commute over rough terrain to work and shop downtown. In an attempt to solve the transportation problem, on September 23, 1884, a horse drawn streetcar line started operating along Front Street (1st Avenue) from Mill Street (Yesler Way) north to Pike Street. (Blanchard, p. 3.) By the following year, the line extended to Aloha Street and Queen Anne Avenue. (Blanchard, p. 3.) Expensive residences built in the Queen Anne style started to appear there. Residents started calling the community Queen Anne Town and later the hill immediately to the north became known as Queen Anne Hill. By early 1886, the horse drawn streetcars were running to the south end of Lake Union (Blanchard, p. 3.), opening that area up for residential development. In the mid-1880s, Seattle's wealthiest residents started to build Queen Anne style mansions just east of downtown Seattle on First Hill.

From the beginning of the decade, the city's population had been expanding at faster and faster rates, greatly increasing the demand for housing. From mid-1880 to mid-1883, Seattle's population increased by about 85 people per month, and from 1883 to 1885, by 125 per month. By the summer of 1886, employment started to pick up and immigrants swarmed into the city. In July 1887, the Northern Pacific completed its line across the Cascade Mountains at Stampede Pass, providing Seattle with much better connections to the East. Service became much more regular. The Northern Pacific stepped up its promotion of the Puget Sound region and every day more immigrants arrived. By May 1888, the city's population had reached 19,116, (Prosch, p. 351) an increase of almost five-and-a-half times in eight years, and from 1885 to 1888, new shelter had to be provided for an average of 250 new residents per month. Many found it difficult to find and purchase a home, but the greatest growth was yet to come.

Seattle's Streetcar Suburbs Appear (1888-1892)

Seattle, surrounded by hills, was quickly running out of places to build new residences that could easily be reached by foot or horse drawn conveyance. A San Francisco entrepreneur and cable car owner convinced the Seattle City Council to allow him to build a cable car line, the same kind that, since 1873, had successfully climbed San Francisco's hills. On September 27, 1888, the new line carried its first passengers eastbound over Yesler Way to Lake Washington and returned along Jackson Street. (Blanchard, p. 14.) This was an immediate success as a commuter line. Within 12 months, builders had constructed at least 1,569 homes within a few blocks of the cable car line. (Blanchard, p. 16, quoting "Seattleites Recall Cable Car Days," *The Seattle*

Times, September 19, 1965; also, Reiff, Janice, p. 64.) This portion of the city, later a part of what is now called the Central Area, functioned as Seattle's first streetcar suburb (by the time horse drawn streetcars reached lower Queen Anne and south Lake Union, those areas were already platted and the first residences had been built).

By the spring of 1889, another cable car line was operating along Front Street from Yesler Way to Mercer Street (Blanchard, p. 23.) and the horse drawn Queen Anne & Lake Union streetcar line had been converted into an electrically powered line, utilizing a technology that had just been invented. (Blanchard, p. 10.)During this period, newcomers arrived in unprecedented numbers. Starting in May 1888, the city's population increased by about one thousand people a month until it reached 42,837 at the end of May 1890. (U. S. Census, 1890.) Land owners and investors realized that the new streetcar technologies could be used to open-up large areas for residential development. An 1890 publication stated, with perhaps some exaggeration, that along streetcar lines, "What was farming land one year ago is now desirable residence property, and . . . for several miles from the boundary lines of the city proper lands have been platted and to a great extent have passed from original owners into the hands of purchasers of single lots." (Seattle Chamber of Commerce, p. 40) Within three to five miles of downtown, developers bought up acreage, surveyed and subdivided it, and built electric and cable streetcar lines to serve it.

The Seattle, Lake Shore & Eastern Railroad Company (SLS&E) built tracks north from downtown Seattle along Elliott Bay to Smith Cove, through Interbay, across Salmon Bay,

and then east along the north shore of Lake Union, through the future campus of the University of Washington, and around Union Bay to the logging town of Yesler, and then north along Lake Washington. By October 1887, SLS&E railroad tracks reached the north end of Lake Washington. Near many of its stations, communities developed and post offices were opened. Following is a list of the railroad stations, along with the dates that nearby post offices were opened: Boulevard (Interbay) 1891, Ballard 1889, Ross (southwest of Fremont) 1888, Fremont 1890, the small community of Edgewater (west Wallingford) 1889, Latona (east Wallingford) 1890, Ravenna 1890, Yesler (Laurelhurst) 1890, and Pontiac (Sand Point) 1890. The train also stopped at Lake (near what is now Lake City), but no post office opened near that station.

By 1890, street car lines had been extended to what is now Fremont, Green Lake, Woodland Park, South Seattle, Madison Park, and Ballard. Developers had even built a cable line that ran a short route around the north end of West Seattle, which made connections with a ferry that carried commuters to downtown Seattle. (Blanchard, pp. 28-32, 39-40.) The following year, a line was running along Rainier Avenue past Columbia City, and the first two divisions of the Union Trunk Line were serving Broadway, First Hill, and Beacon Hill. (Blanchard, p. 35, 42.) By 1892, a line was running to Brooklyn (now the University District) and Ravenna, a third division of the Union Trunk Line served Madrona Park, and the Grant Street Electric Railway extended south to Georgetown and South Park. (Blanchard, pp. 35, 37-38.) In 1893, a line to Rainier Heights was completed. (Blanchard, p. 35.)

To get a sense of the development frenzy accompanying the railroad and street railway construction, it is only necessary to compare the number of plats filed prior to 1888 with the number filed in the period from 1888 to 1891. It took 34 years (1853 to 1887) for developers to create 168 subdivisions in King County (almost all in the vicinity of Seattle). In 1888, developers filed 75 plats; in 1889, 151 plats; in 1890, 201 plats; and in 1891, 70 plats; nearly 500 subdivisions in just four years.

Adding to the frenzy, on June 6, 1889, Seattle's downtown business and commercial district went up in flames. Banks and investors were quick to make loans to rebuild and more people flocked to Seattle in search of construction jobs. Immediately after the Great Seattle Fire, the city hired a building inspector and, on July 19, 1889, he started issuing building permits. Between mid-July 1889 and the end of 1891, 4,130 building permits were issued for one-to-two story frame buildings, nearly all of which were almost certainly single-family homes.

Washington was admitted to statehood on November 11, 1889. The following year, the population of Seattle reached 42,837, and there were 7,387 dwellings in the city (U. S. Census, 1890).

The city annexed 16.94 square miles at its north end on May 3, 1891, increasing Seattle's area from 12.67 to 29.61 square miles. (Phelps, p. 222.) The addition included areas that would later develop into neighborhoods such as north Queen Anne, Magnolia, Montlake, Madison Park, Fremont, Phinney, Wallingford, Green Lake, and the University District.

The annexed land had recently been made much more accessible by the Seattle, Lake Shore & Eastern Railroad and the new streetcar lines, and although it was still largely undeveloped and had a population of only about 2,500 (Seattle City Planning Commission.), speculators were confident that the north end addition would soon fill up.By the end of 1891, the residential neighborhoods of the city included the area between Yesler Way and Madison Street, from the waterfront, up the hill to just east of Broadway, and the area from Belltown to the lower slopes of Queen Anne Hill (to Ward or Prospect Street). Residences were also located a few blocks north and south of the Yesler and Jackson Street streetcar line, and near all of the other streetcar lines. After a line reached Green Lake, a small community formed on the east side of the lake. A post office was opened there in 1894.

By the middle of the 1890s, communities had formed south of Seattle along the route of the Northern Pacific and Puget Sound Shore Railroad (former the right of way of the Seattle and Walla Walla). These included South Seattle, Dwamish (west end of Georgetown), and Van Asselt. (McKee's Correct Road Map of Seattle and Vicinity) West of the Duwamish River, the South Park post office opened in 1892, and in the vicinity of Duwamish Head, West Seattle's post office opened in 1889. The small communities of Brighton Beach, Dunlap, and Rainier Beach appeared south of Columbia along the route of the Rainier Avenue Electric Railway (later operated by the Seattle and Rainier Beach Railway Company).

From Bust to Boom (1892-1905)

By 1891, the transcontinental passenger trains arriving in the Puget Sound region were carrying fewer people destined for Seattle. Still, by mid year the city's population reached about 50,000. The following year, those who came barely replaced those who were leaving. Then, a nationwide depression (triggered by the Panic of 1893) brought the city's economy to a complete stop. Yearly housing starts dropped off significantly, eventually falling to less than seven percent of the pre-depression peak. In the years from 1892 to 1899, housing starts averaged just 350 a year, and in 1897 numbered fewer than 150. Nearly every one of the city's dozen streetcar lines went bankrupt. Many land developers walked away from recently platted subdivisions and King County foreclosed and auctioned off their lands and improvements for property taxes. The platting of shorelands in 1895 increased the area of the city to 34.24 square miles in 1895 (Phelps, p. 222), however, much of the land within the city's boundaries at that had yet to see substantial development.

The population of Seattle increased modestly to about 55,000 in 1895, (Bagley, p. 698.) and by 1897, the city's population reached about 56,000, an increase of only 6,000 in six years (about 80 a month). Then, in the summer of 1897, a ton of Alaska gold came steaming into Elliott Bay, setting off another boom that would last a dozen or more years. The first reaction to the Alaska gold strike was a northern exodus from Seattle. Even the mayor of Seattle at the time, William D. Wood, caught gold fever. In 1898 and 1899, many new arrivals stayed in Seattle just long enough to get outfitted, before departing on the next ship heading north. However, the three years following the start of the Alaska Gold Rush also saw the addition of about 660 people per month to Seattle's population.

Home construction did not keep pace; during 1897, 1898, and 1899, only 1,249 houses were built.

In 1900, the U.S. Census counted 80,671 people and 11,872 dwellings in Seattle. Although not all of these dwellings were single-family residences (the Census defined a dwelling as almost any structure in which people slept), most people lived in houses, and these were concentrated mainly in an area that stretched north from the south end of Pioneer Square to Mercer Street and east from 1st Avenue to Broadway. (Schmid, p. 76.) Almost all of the houses in this area were replaced by commercial structures and apartment buildings in the first half of the 20th century.

In the period from 1901 to 1905, the numerous street railway lines developed in Seattle during the 1880s and 1890s were consolidated. Many had been struggling and some had gone bankrupt since the onset of the depression in 1893. By December 1905, the Seattle Electric Company (a subsidiary of Stone and Webster, a utilities holding company based in Boston) had acquired most of the existing transit companies and was operating 24 lines, comprising a little less than 104 miles of Seattle's street railway network. (Schmid, p. 63.) The consolidated operation became the core of the transit system that came under municipal ownership in 1919 and served most of the city's commuters until just before World War II.

The system that supplies Cedar River water to the citizens of Seattle today first began delivering this essential resource to the city in 1901. (Phelps, p. 174.) In addition, the city

was extending its sewer lines in this period, and even modest new houses began to feature sanitary water closets in place of outdoor privies and built-in bathtubs in place of portable steel washtubs.

By the end of 1905, the city had begun to grade and pave neighborhood streets, lay sidewalks, and install streetlights.

It was also in 1905 that the city lighting system was put under municipal management (Schmid, p. 35.) and Seattle City Light began supplying electricity to Seattle's homes from a power plant on the Cedar River. (Phelps, p. 139.) Competition from the municipal utility caused commercial utilities to lower their rates, (Berner, p. 47.) and as energy became available at affordable prices, electric light fixtures began to replace kerosene lamps throughout the city. (Phelps, p. 139.)

Street railway consolidation and municipal utility development were accompanied by another housing boom. Over the next five years, about 850 newcomers a month arrived seeking housing. A review of building permits issued between the start of 1900 and the end of 1905 suggests that approximately 13,500 frame residences were constructed within Seattle's 1905 city limits during that six year period.

By 1905 many of the plats that had been languishing since the onset of the depression in1893 were starting to fill up with homes, although they were far from being built out. According to Janet Ore, only 33 to 37 percent of the houses in the Fremont, Green Lake,

and Ballard neighborhoods were built before 1906, even though most areas of those neighborhoods had been platted before 1893. In Wallingford, just 14 percent of the existing houses date from the period prior to 1906. (Ore, "Constructing the Modern Home," p.) There were also some new plats being developed. In the summer of 1904 the *Seattle Post-Intelligencer* stated "Here and there and everywhere new residences and homes are going up like magic. . . . The additions platted not more than 2 years ago . . . where there was at that time hardly anything but vacant tracts are now found solid streets of comfortable homes." (*Seattle P-I*, Aug. 14, 1904, as quoted in Ore, "Constructing the Modern Home: Domestic Architecture and Cultural Change in Seattle Neighborhoods, 1890-1940," p. 133.)

Seattle, 1905 to 1910

Relatively new residential areas, in 1905, included the east side of Green Lake the area south of 45th Street between Ballard and Lake Washington, all of Queen Anne Hill east to 16th Avenue West, Capitol Hill south of Volunteer Park, and the area between Denny Way and Massachusetts Avenue from the foot of Beacon Hill's west side to Lake Washington. There were also a significant number of houses in Ballard.

Nearly all of the pre 1893 communities surrounding Seattle had continued to grow. and new communities had begun to appear; along the Rainier Avenue street car line, Hillman post office opened in 1904, and further south Brighton Beach grew large enough to warrant a post office in 1901. Humphrey (also known as Youngstown) in West Seattle, received a post office in 1903, and in 1905 a post office appeared at Alki Point. Just

outside of Seattle north of Green Lake, a small community formed around Lindsley's Mineral Springs (also known as Licton Springs, after the Indian name for the area).

By 1905, some of the surrounding communities had begun to notice the rapidly improving quality of municipal services in the city. In October 1905, the annexation of South Seattle added 0.85 square miles to the city, marking the beginning of a six year period of substantial territorial expansion during which Seattle also annexed Southeast Seattle (1907), Ravenna (1907), South Park (1907), Columbia (1907), Ballard (1907), West Seattle (1907), Rainier Beach (1907), Georgetown (1910) and Laurelhurst (1910). The list of the annexed communities that had previously been incorporated towns included Ballard (incorporated 1890), Columbia City (incorporated 1892), South Park (incorporated 1902), West Seattle (incorporated 1902), Georgetown (incorporated1904), South Seattle (incorporated about 1905), Southeast Seattle (incorporated 1906), and Ravenna (incorporated about 1907).

These annexations more than doubled Seattle's land area, increasing it from 35.09 square miles to 71.38 square miles, (Phelps, p. 222.) and added about 28,600 people to the city's population. (Seattle City Planning Commission.) Although a very small island of unincorporated land was added to Seattle in 1921, the city did not expand beyond the boundaries established in 1910 until the 1940s. (Phelps, p. 222.)

As the area of the city increased, the housing boom continued, and between the end of 1905 and the end of 1910, approximately 16,000 additional homes were erected in the city. Seattle's population tripled, from 80,671 in 1900 to 237,194 in 1910, and the number of dwellings in the city reached 43,559, (U. S. Census, 1910)

This rapid expansion and urbanization marked the end of an era. In general, the houses built after 1905 were technically, typologically and stylistically distinct from those built before, and they were becoming more completely integrated into an emerging system of sophisticated municipal utilities. The age of Seattle's early residential buildings had come to a close.

In August 1906, Fred Auerbach, a Boston resident, visited Seattle to explore it for the possibilities of moving here. In letters to his relatives in Boston he wrote, "[O]utside of the business section . . . the city sprawls over a perfect sea of hills not just one or two, but hills in every direction, & so steep that you slide along the seats when you go up in the cable cars. . . . The lengthwise [north-south] streets run terrace after terrace to the tip of the range of hills from Puget Sound and then down to Lake Washington the other side of the city. I am beginning to get used to so many of the streets standing on end. . . ." (Auerbach, Aug. 18, 1906)

Describing how homes had developed along street car lines, with vacant land between them, he stated, "[The] thing that impresses one in going over the city is its enormous area in proportion to its population. . . . I would go through a section all built up with neat

little homes . . . and then come to a great tract absolutely unimproved and very unsightly looking, full of stumps and holes and covering many acres. I found this to be true all over the city. . . . The city really was like an octopus spread out over the country with only the feelers of the octopus improved and the rest bare." (Auerbach, Aug. 18, 1906)

In another letter, Auerbach indicated that: "The chief fault I have to find with the town is the raw bare look. I miss the elm-shaded streets of the suburbs of Boston and the gardens & lawns. It is the exception to see (except on 5 or six streets) any attempt at flower gardens or vines & it is a shock to get out of the city & see no meadows & cozy farms. I have talked to a number of Easterners who live here & they say they never got used to it." (Auerbach, Aug. 27, 1906) He went on to write about residential areas near downtown: "Most of the houses are cheap affairs now, running from $1000 to $2800 in value. . . ." (Auerbach, Aug. 22, 1906) Concerning residential areas farther away, he stated, "Land is so cheap in the outskirts and can be paid from on the instalment [*sic*] plan, & houses of three rooms can be put up . . . with wood foundations for about $400 also payable on the instalment [*sic*] plan. . . . The houses are pretty measly looking but at least they have ground around them & there is fresh air for the children." (Auerbach, Aug. 27, 1906)

An Overview of Early Residential Architecture

Housing in The Log House Period, 1851 - 1853

In the early 1850s, Seattle's first immigrants constructed log cabins on the shores of Elliott Bay and along the banks of the Duwamish River. The brief log cabin era lasted from fall 1851 until spring 1853 when Yesler's steam driven sawmill first made cut

lumber available in the area. Arthur Denny recalled that when the sawmill "began to cut lumber we built frame houses and vacated our log cabins as speedily as possible." (Denny, p.53.) During the Indian uprising in January 1856, almost all of the log cabins outside of Seattle itself went up in flames, and within ten years the last of the log houses within the city were torn down. In the decades that followed, a few log cabins were built, such as the Alki Homestead Restaurant building (built 1903) in West Seattle, and the David Denny log cabin (built about 1890) at the foot of Queen Anne Hill (now located in Federal Way), but these were exceptions to the rule.

Although the source of the milled lumber has changed over the years, carpenters have used the balloon frame (or more often the related western platform frame) to construct practically all Seattle residences.

Folk Housing and the Gothic Revival

In the latter half of the 19th Century, and into the first decade of the 20th century, plain unadorned frame houses and cottages were typical in Seattle's residential neighborhoods. Structures of this type have been described as a form of national folk housing that appeared throughout the United States as milled lumber and light framing techniques became readily available in the period from 1850 to 1890. (Virginia and Lee McAlester, A Field Guide to American Houses, pp. 89-101.) In Seattle, these houses were typically one or two story gabled structures with clapboard or board and batten siding and cedar shake roofs. Until the 1880s, most of these homes had little, if any, architectural ornament and, if painted, were almost always painted white.

The oldest extant structure in Seattle, a house erected on the property of Seatle pioneer David Maynard at Alki in 1858 or 1859 (now altered), is an example of this type of folk housing. It is located at 3045 64th Avenue S.W. (Chesley.)

Architects and Pattern Books

Architects began arriving in the 1870s. Arthur Doyle came in 1871 (Ochsner, p. 342.) and may have been the first self-described architect to practice in Seattle. (Ochsner, p. xix.) Isaac Palmer was active in Seattle by 1872 (Ochsner, p. 350.) and listed himself as an architect in a local directory. (Ward, p. 78.) William Boone came to Seattle from the San Francisco Bay area in 1881, and Donald MacKay arrived from Portland in 1882. (Ochsner, p. xix.) Palmer, Boone and MacKay are the three architects listed in a directory published in the early 1880s. (*Residence and Business Directory of the City of Seattle for the Year 1882*, p. 67.)

However, in the 1850s, 1860s, and 1870s, carpenters and homeowners designed nearly all residences in Seattle. Carpenters acquired basic design skills through experience in their trade. Some may have used handbooks or catalogs that provided technical guidance and illustrated ornamental conventions. By the early 1880s, pattern books, plan books and periodicals with house plans were widely distributed and were consulted by architects as well as carpenters and prospective new homeowners. According to architectural historian Daniel Reiff, by the turn of the century, "the demand for catalogs from which one could order house plans seems to have been insatiable." (Reiff, p. 149) It is likely that

thousands of early Seattle homes were built using these published designs, or designs developed by individual contractor-builders who used the same basic schemes again and again.

The Romantic Styles

In the 1860s and 1870s, Gothic Revival or "Carpenter Gothic" style homes with steep gable roofs, elaborately decorated eaves and gables, narrow dormers, and clapboard or vertical board and batten siding began to appear in the region. No Gothic style structures from this period are known to exist in Seattle, but houses of this type may be found in other Puget Sound communities such as Port Townsend.

Beginning in the late 1870s, Seattle carpenters also began to build Italianate style homes. The Ward Residence, a representative of this style, was built in 1882 at Boren Avenue and Pike Street. In 1976, the City of Seattle designated this building -- the city's second oldest extant residence -- a city landmark. In 1985 this Italianate style structure was moved to 520 East Denny Way.

Queen Anne and Other Styles of the Victorian Era

Starting in the mid-1880s, Seattle's wealthy built elaborate Queen Anne style residences painted in earth tone colors on First Hill and on the lower slopes of Queen Anne Hill. Free classic, spindlework, and half timbered version of the style are all found in Seattle.

Middle class and working class families constructed vernacular and popular forms of this style (often just folk houses with Queen Anne detailing) throughout the city. Other Victorian era styles utilized in Seattle included the Second Empire, Stick and Shingle styles. About 1895-1898, Kirtland Cutter designed one of Seattle's earliest Shingle Style residences for Charles E. Shepherd on Capitol Hill.

Residential Design in the Early 20th Century

Changing Building Technology and Changing Architectural Tastes

Around the turn of the century, central forced air furnaces started to replace kitchen and living room wood or coal burning stoves as the main heating system for houses. Municipal utilities became available and new houses were more often plumbed and wired.

Architecture tastes were also changing. By 1905, the popularity of the Queen Anne, and other Victorian house styles, was rapidly waning. At the turn of the century, two-story foursquare house types were appearing throughout the city, and by about 1905, the "Classic Box" variant of this housing type had became popular. Post-Victorian eclectic and revival styles also became more common, and Seattle's first bungalows appeared.

The Classic Box

The Classic Box is a distinctive Pacific Northwest version of the foursquare house. The typical design substitutes a half width, recessed porch for the full width, projecting porch

usually associated with foursquare houses. The Classic Box is also characterized by two projecting, square, corner bay windows, one at each end of the front elevation at the upper story, and an ornamental window centered between them. (Virginia and Lee McAlester, pp. 669-670.)

The Classic Box appears to be a stylistic variant of the simple two story foursquare house that first appeared during the national folk house era. The foursquare became popular across the country in the 1890s but few existed in Seattle until about 1901. Fred L. Fehren is thought by some to have been the first Seattle architect to popularize the type. In fact, Fehren claimed credit for introducing the Classic Box to Seattle in 1900 or 1901, though he knew it as the application of a style he called "Spanish Colonial," to the foursquare type. In October of 1905, Fehren claimed that his Seattle firm had built more than 700 "Spanish Colonial" houses in the previous five years, ("Seattle Architecturally," *The Coast*, p. 180.) though it should be noted that most of the designs he built and published were not Classic Boxes. In 1905, Fehren published a plan book entitled *Artistic Homes: Being One Hundred Unique Designs after the Spanish-Colonial Style of Architecture* that illustrated 95 of his designs. Only four or five of them could be described as examples of the Classic Box. (Fehren, pp. 3, 22, 26, 44.) Still, if Fehren was not the first foursquare house designer to utilize the distinctive second floor, corner bay windows associated with the Classic Box, he certainly helped to popularized the practice. The August 1905 issue of *The Coast*, published in Seattle, included an article about the Fehren's. According to the writer of the article, "One of the attractive features of this style of house is the square box windows, which are frequently used on upper and

lower floors, which not only give a decided natty appearance on the exterior, but creates a large commodious window seat in the room that is most pleasing and yet leaves the room square." ("Spanish Colonial Architecture," *The Coast*, p. 90.)

The expression "Classic Box" was not coined until well into the 20th century. Some early foursquare houses feature details more often associated with the Queen Anne style. The foursquare later was utilized by Colonial Revival and Craftsman architects, and particularly by Prairie style practitioners.

The Bungalow

Bungalows began to appear in Seattle after the turn of the century, and were being built in significant numbers by 1906. Though they typically featured Craftsman style detailing, eclectic designs with late Queen Anne free classic elements and Prairie style examples also appeared, By the 20th Century's second decade, the inexpensive one to one-and-a-half story Craftsman Bungalow sold more than any other style.

The Craftsman Bungalow

The Craftsman style dwelling came to the Puget Sound area about 1900. In 1904, Ellsworth Storey designed two Craftsman houses in the Denny-Blaine neighborhood. The bungalow house type, essentially a cottage or small house with a low-pitched gable or hipped roof, was originally considered a summer house. The July 7, 1902 issue of *The Daily Bulletin* (Seattle) gives the first mention in Seattle of the bungalow dwelling and states that the "new style is called the Bungalow" and had existed nationally for "the last

few years." The article went on to say, "It is exceedingly interesting for summer houses . . ." but that since it is "made rambling and low . . . [it] is not practical where land is at a premium."

It wasn't until about 1906 that the bungalow was first considered as a year round residence when an article was published in *The Craftsman* titled "Possibilities of the Bungalow as a Permanent Dwelling." On March 10, 1906, the Seattle publication *Pacific Builder and Engineer* announced the construction of a "4 room bungalow of J. Warren Upper in East Seattle" for $1,000. The structure apparently served as a year round residence. A month later the same publication described a bungalow house designed by Knapp and West.

The Prairie Style

The prairie style appeared in Seattle in the first decade of the 20th Century. In 1908, Andrew Willatzen, who headed Kirtland Cutter's Seattle office, designed C. H. Clarke's prairie style house in the Highlands, located just north of Seattle.

The Revivals

Beginning about 1900 examples of eclectic revival styles began to appear regularly in Seattle neighborhoods. The most popular of these were the Colonial Revival and Tudor Revival styles, though Mission and Renaissance style structures also occur. The eclectic work completed by the designers who utilized these styles became more common in Seattle neighborhoods in second and third decades of the 20th Century.

Early Buildings Age: Decades of Changes

Since 1905, the city's neighborhoods have changed, and so have the residences within them. To better understand the changes, Greg Lange sampled a portion of a Fremont neighborhood subdivision. Using the 1905 King County Assessment Rolls, a list of 171 buildings in the Denny and Hoyt Addition with an assessed value of at least $150 was compiled. Not included were 23 residences that were removed when the Aurora Bridge was constructed. The assessment roll list was compared with the Property Record cards and photographs of the buildings compiled and updated by the King County Assessors Office from 1937 until 1972. The changes during this period were then summarized. It is unknown if this plat is a representative sampling of the city as a whole but it does give a sense of the changes that occurred to buildings during this period.

Of the 171 buildings existing in 1905: 65 (38%) had been torn down by 1971; from 1906 to 1941, approximately 27 buildings (16%) were remodeled; from 1945 to 1971, 58 buildings (34%) were remodeled (including 45 in the 1950s); leaving, 21 buildings (12%) unaltered or with minor changes to the façade in 1971.

The author estimates that, by the end of 1905, d between 25,000 and 28,000 residences existed within the present (2001) city limits of Seattle. A significant number were destroyed as the downtown commercial and business core expanded north of Yesler Way to Mercer Street and east towards Broadway. Many residential buildings were also lost to expanding neighborhood commercial areas. Thousands of residences were razed to

make way for public works projects such as regrades, road widening, public and private schools and universities, major highway projects such as Aurora and I-5, waterway projects such as the Lake Washington Ship Canal and the straightening of the Duwamish River, and other projects such as the Century 21 Exposition (the Seattle World's Fair) and Northgate Mall. Some residences were poorly maintained, too small, or burned down and were replaced.

Before 1906, many average-sized houses lacked basements. (Ore, "Constructing the Modern Home," pp. 177, 287.)

The automobile necessitated the first significant remodel to early Seattle homes. In 1905, few automobiles existed in Seattle. A survey of vehicles crossing 2nd Avenue and Pike Street on December 23, 1904 counted 3,959; 14 were automobiles and the rest were horse drawn.(Phelps, p. 101.) One year later, Seattle automobile owners registered 170 motor vehicles. (Doherty, p. 10, note 9) By the teens, assembly line production of the Ford Model T automobile had reduced the typical price of a motor vehicle, and members of the city's middle class could afford them. In 1920, Seattle drivers registered about 50,000 motor vehicles. Initially auto owners constructed detached garages near their residences to store them, but by the end of World War I, the conversion of basements for garage use became more common.

The changing needs of growing families or the requirements of new owners resulted in numerous changes to existing houses. Remodels were less common prior to World War

II, most likely because the houses were relatively new in the first quarter of the 20th Century, because of a lack of funds during the Depression years, and because of a scarcity of materials during the war itself After the war, and especially during the 1950s, a great deal of house remodeling occurred. Owners often enclosed and replaced porches, added dormers, replaced or enlarged windows, and replaced siding or roofing with more modern materials

Yet many early residential structures have managed to survive with few changes and a high degree of design integrity. It is hoped that the survey work that necessitated the preparation of this report has identified some historically interesting examples of early residential design worth studying and maintaining.

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Appendix I: Methodology

SELECTION OF A TIME FRAME

The selection of a time frame for this survey presented a significant practical issue. Because a large number of the houses constructed in Seattle prior to 1900 were concentrated in neighborhoods that have since been redeveloped for office buildings, commercial structures, and mid-rise apartments, selection of an end date earlier than 1905 would likely have resulted in an extremely limited number of intact residential buildings to be surveyed.

The year 1905 is also an especially good choice because of the number of contemporary sources available from that time for use in documenting the age and location of structures. These sources include the Baist Seattle Real Estate Atlas (1905), the Seattle Sanborn Fire Insurance Atlas (1904-1905), the King County Assessment Rolls (1905), and City of Seattle building permits (post 1895).

LANGE'S METHODOLOGY

SELECT SURVEY AREAS

- Identify region or neighborhood to conduct survey.

- Become familiar with early history (pre ca. 1920) of the selected neighborhood(s). Contact neighborhood historical societies and other individuals and organizations knowledgeable about neighborhood history and early buildings.

- Examine real estate atlases and Sanborn Fire Insurance maps to identify concentrations of early neighborhood buildings.

- In consultation with Historic Preservation staff, identify specific areas to survey ranging from entire neighborhoods to specific streets. Note survey area on GIS maps.

- Depending on the size of the survey area and the density of early buildings, conduct initial research based on Section-Township-Range grid or by plat and block numbers.

PRELIMINARY RESEARCH

- Within survey area, print GIS list of buildings constructed no later than 1906. The building list is in numerical order according to King County Assessor parcel number.

- Identify early buildings that are thoroughly described in neighborhood historic resource surveys, theses, and other sources, or proposed and/or nominated as landmarks, and eliminate them from this survey. In addition, buildings within Historic Districts are

eliminated from this survey. Early buildings listed in: city wide surveys, architectural tours, books, theses, etc. with incomplete descriptions are identified and noted for further research.

• Examine King County Assessor Property Record Cards and photographs (1937-1972) and eliminate from GIS list those buildings with significant alterations (see criteria standards given below). Included in list of eliminated buildings is parcel number, address, and a very brief statement of why building is eliminated. Eliminated buildings are noted on GIS map.

• For buildings not eliminated, a photocopy is made of front page of Property Record Card and blowup of 1937 photograph.

• Examine King County Assessor Folios and photographs (1972-2000). Eliminate from GIS list buildings with significant alterations, add those buildings to eliminated buildings list, and note them on GIS map.

• The buildings remaining on the GIS list identifies buildings for the Windshield Survey.

WINDSHIELD SURVEY

• Using Windshield Survey list, an on site examination of early buildings is conducted. Buildings significantly altered are eliminated, added to eliminated buildings list, and noted on GIS map.

• Buildings with minimal or no alterations are described on fill-in-the-blank survey forms and at least one digital or 35 mm photograph is taken of the building. (Note: to be determined -whether 35mm or digital camera shall be used.)

Criteria for Selecting Early Neighborhood Buildings for Windshield Survey Form Descriptions

Within the city limits of Seattle, identify early buildings in neighborhoods constructed no later than 1905. From the group of early neighborhood buildings, the criteria noted below are used to select buildings for the Windshield Survey description. The criteria may be revised as the building survey progresses. For the entire city, an estimated 500 Windshield Survey forms will be completed (100 of these will be selected for further research for Inventory forms).

The focus of the early neighborhood building survey is to identify buildings meeting basic integrity standards noted below. In addition, in the process of conducting the early building survey,

All unattached buildings are considered separately. Unattached buildings include guesthouses, storage buildings, barns converted into garages, and etc.

The following integrity standards are used to determine which early neighborhood buildings to complete Windshield surveys forms and photograph.

- All unaltered buildings.

Acceptable alterations
- New siding.
- Replaced windows (note on survey form if original surrounds are present).
- Replaced roof shingles.
- Replaced doors.
- Sympathetic alterations to building style and architectural details (note alterations on survey form).

Other Early Neighborhood Buildings Selected

Unique or unusual building styles and types, even if some alterations are considered unacceptable (see below for unacceptable alterations).

Groups of adjoining early neighborhood buildings are noted.

Buildings with historical or cultural significance to the city or region are noted.

If identified, Territorial buildings (constructed prior to 1890) are noted.

If the following alterations have occurred, Windshield survey forms are not completed for the following buildings (except as noted above):

Unacceptable alterations
- New, enclosed, or eliminated porches.
- New dormers.
- Additional or eliminated windows.
- Altered window size.
- Significant changes to architectural details.
- Attached garage additions.
- New basement and other building additions.

Inventory Forms

From the 500 Windshield Survey forms, 100 buildings are selected for further research for Inventory forms.

VEITH'S METHODOLOGY

The proposed Early Residential Building Survey and Inventory will produce a survey of pre-1906 residential structures in a defined area of the City of Seattle not covered by previous surveys of pre-1906 housing. The survey project will include a field survey of approximately 500 properties and preparation of 100 inventory entries for the City's historic resources database. It may also include revisions to an existing historic context statement for early neighborhood buildings prepared by Greg Lange.

The exact number of properties surveyed and/or inventoried will depend on the findings of the project.

The project is divided into seven phases or tasks:

- Task 1. Identify Area to be Surveyed and Develop Work Plan
- Task 2. Prepare Preliminary List of Pre-1906 Properties.
- Task 3. Complete Field Survey.
- Task 4. Prepare Survey Entries for City Database
- Task 5. Inventory Planning
- Task 6. Development of Inventory and Database
- Task 7. Final Survey Report

Task 1. Identify Area to be Surveyed and Develop a Work Plan

The Early Residential Building Survey and Inventory is to cover all residential structures constructed prior to 1906 located in an area bounded on the north by the Ship Canal, on the East by Lake Washington, on the south by South Atlantic Street, and on the west by Lake Union and an imaginary line representing the extension of Fairview Avenue North (in the Cascade neighborhood) to South Atlantic Street.

The imaginary extension of Fairview Avenue to the south aligns with First Avenue South in Pioneer Square. The southwest corner of the area described above would thus be at Safeco Field and the area would include portions of downtown and the International District as well as Capitol Hill, the Central Area, Eastlake, First Hill, Madison Park (including Broadmore), Montlake, and Madrona.

The Early Residential Building Survey Project will not include the following areas:

- Any portions of the area described above included within a designated City of Seattle historic district (including Harvard Belmont, Pioneer Square, and that

portion of the International District included in the National Register nomination for the district.)

- That portion of Capitol Hill being surveyed for the City of Seattle by the Sheridan Consulting Group.

- That portion of the Cascade neighborhood surveyed for the City of Seattle by Thomas Street History Services. (The Consultant will review the Cascade survey, identify its boundaries, and determine if all pre-1906 residential structures have been included in the survey). The City will make a copy of the Cascade neighborhood context statement available to he consultant for review.

- That portion of the Central Business District included within the City of Seattle Downtown Survey and Inventory (the City will provide the boundaries of this previously surveyed area to the Consultant).

Some areas included in previous surveys will be included in this survey. These include:

- The Central District. (Although the results of a previous survey and inventory are currently on-line in the Historic Resources Database and are in files in the Historic Preservation Program, it is not clear if this study included a comprehensive survey of pre-1906 residential structures. In the course of completing the present Survey, additional survey or inventory entries may be prepared or existing database entries modified.)

- The International District (the City will provide the Consultant a copy of the National Register nomination for the Chinatown King Street District together with a map delineating the portion of the International District included in the National Register nomination so that the previously surveyed buildings can be eliminated from the proposed survey).

Additional strategies to eliminate certain portions of the survey area from consideration may include:

- Review of the early history (prior to 1920) of the study area to eliminate areas not developed by1906.

- Review of Baist and Sanborn Fire Insurance maps for undeveloped areas that might be eliminated,

- Tour portions of the area described above to eliminate blocks without residential structures.

Task. 2. Prepare Preliminary List of Pre-1906 Properties

The Consultant will prepare a Preliminary List of Pre-1906 Properties (the "Preliminary List") including all existing residential buildings with a high likelihood (based on City and County data and various historical records) of having been built prior to 1906.

Non-residential structures will not be included in this survey. It will be assumed that the previously completed Neighborhood Commercial survey has identified and surveyed most pre-1906 buildings that have mixed commercial and residential uses. The Consultant may elect to review the files from the Neighborhood Commercial survey to be sure any mixed-use buildings with a high likelihood of having been built before 1906 have been surveyed (these records are in the office of the City of Seattle Historic Preservation Officer).

The initial strategy for Preliminary List generation may include the following steps:

- Consultant may contract with the City's GIS service for production of maps showing all buildings in the study area built prior to 1906 according to King County records. The maps will also show buildings purported to have been built in the period from 1906 to 1915 so that it may be determined if these structures were accidentally misdated.

- Consultant may contract with the City's GIS service to print a GIS List of buildings in the study area constructed no later than 1905. The buildings will be listed in numerical order according to King County Assessor parcel number.

- Consultant may elect to review the City of Seattle's record of structures nominated as Seattle Landmarks but left undesignated to locate buildings built prior to 1906 but not included on the GIS List. (It is the understanding of the Consultant that some of these files are in storage and that others have been destroyed but that there is a list of such structures assembled some years ago that can be provided to the Consultant.)

- The Consultant may elect to examine real estate atlases such as Baist maps and Sanborn Fire Insurance maps to identify concentrations of early neighborhood buildings. The Consultant may also elect to review property tax rolls for improvements in apparently undeveloped areas.

- The Consultant may elect to examine King County Assessor Property Record Cards and photographs (1937-1972), or King County Assessor Folios and photographs (1972-2000), in order to eliminate from the GIS List those buildings with obvious significant alterations (see criteria in Appendix A attached).

It is recognized that King County records do not consistently record accurate dates of construction for all buildings constructed in the early years of the Twentieth Century. The Consultant may elect to review previously prepared surveys and neighborhood histories, or compare 1905 Baist maps with current Kroll maps, or review tax assessment rolls in

order to add or eliminate structures inaccurately dated in King County records from the Preliminary List.

The Consultant will not necessarily review neighborhood historic resource surveys, theses, landmark nominations, or other similar sources for the purpose of generating the preliminary list (although these sources may be used in preparing statements of significance or physical descriptions for surveyed properties).

Designated Seattle Landmarks will not be surveyed.

The buildings on the Preliminary List are the buildings that will be visited in the course of the Field Survey.

Task 3. Complete Field Survey.

An on-site examination of each property included on the Preliminary List of Pre-1906 Properties will be conducted. (As noted above, it has been estimated that as many as 5,600 residential buildings may have been built in the study area by the end of 1905.)

Each visited property will be evaluated according to criteria for inclusion in the field survey established by the Consultant. (These criteria are listed in Appendix A entitled "Summary Information for the Early Residential Building Survey Project." The criteria may be revised as the building survey progresses.) Survey forms are to be completed for buildings that appear to meet the criteria, and at least one digital or 35 mm photograph will be taken of each surveyed property. Buildings that do not appear to meet the criteria for inclusion in the survey will not be surveyed.

Each property is to be considered separately. Unattached buildings including houses, guesthouses, storage buildings, barns, garages, and other buildings that occur on the same property are to be treated as an ensemble and included on one survey form. If identified as a Territorial building (i.e., a building constructed prior to 1890), this fact will be noted on the survey form.

The Preliminary List of Pre-1906 Properties will be amended to indicate which properties were surveyed and which were not.

An estimated 500 survey forms will be completed.

Task 4. Prepare Survey Entries for City Database

The Consultant will enter survey data and at least one digital photograph into a working copy of the City Database. The Consultant will enter data from the survey forms, from the King County Assessor Property Characteristics Report for each property, and from the King County Property Record Card for each property into the database. Each draft database entry will include a very brief physical description of the structure noting any

alterations that appear to have been made since it was initially constructed but will not necessarily include a Statement of Significance.

Task 5. Inventory Planning

The Consultant will plan the inventory process and prepare a working list of properties to be inventoried (the "Working List").

The Consultant will meet with the City Historic Preservation Officer and other individuals with expertise or knowledge useful to the consultant, review surveyed properties and the Working List with the Historic Preservation Officer and/or staff, and adjust the Working List in light of feedback from the Historic Preservation Officer, (100 max

Task 6. Development of Inventory and Database

Prepare follow-up surveys as required for properties to be inventoried, and complete additional historic and property research for properties to be inventoried.

- Review King County Assessor Property Characteristics Report
- Review King County Property Record Cards at Puget Sound Regional Archive
- Review permit history of inventory candidates at City of Seattle Department of Planning and Development (DPD) Microfilms
- Review material concerning inventory candidates recorded in landmark nominations, local histories, or previous surveys to the extent this information is available.

The Consultant will prepare additional database material (including statements of significance and extended descriptions of physical appearance) for not more than 100 of the 500 properties surveyed, and enter this additional information into the Consultant's working copy of the City of Seattle Historic Resource Database (using Microsoft Access software).

The Consultant will review the list of inventoried properties with the Historic Preservation Officer and/or Historic Preservation Office staff, and identify properties that may qualify for landmark designation and modify database to so indicate.

Task 7. Final Survey Report

The Consultant will propose revisions to the Context Statement for Early Neighborhood Buildings prepared by others as necessary in the event that new information is developed or existing information is found to be problematic..

The Consultant will prepare a final survey report to include: Methodology, Preliminary List of Pre-1906 Properties (amended), Working List of Properties to be Inventoried, and Advice to Database Manager.