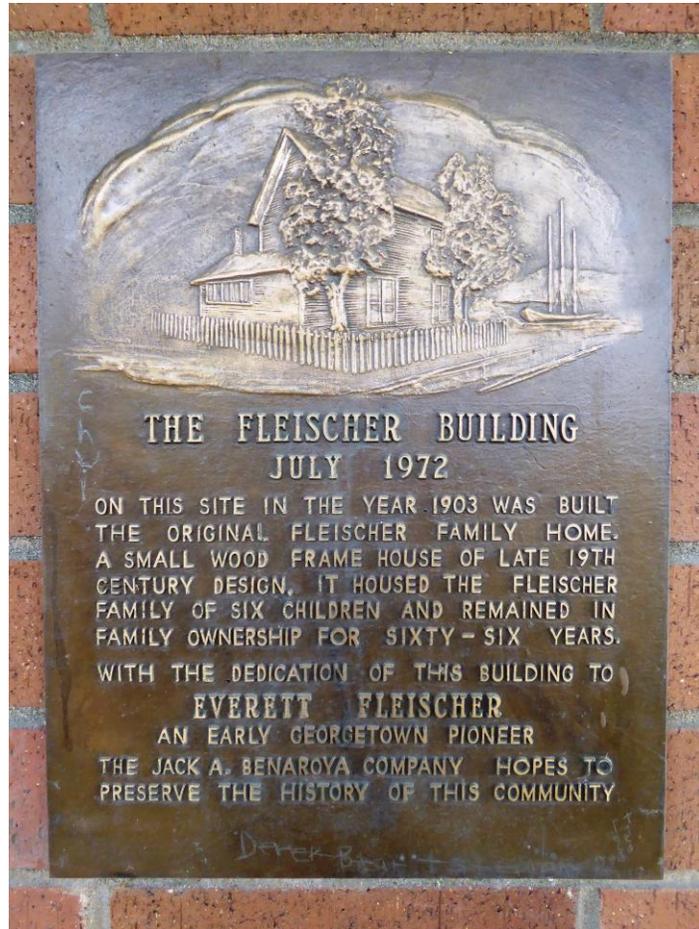


**HISTORIC RESOURCES SURVEY UPDATE 2014**  
**Georgetown Neighborhood**  
**Seattle, Washington**



*Plaque located at 5620 6<sup>th</sup> Avenue S.*

Survey Report prepared for:  
City of Seattle Department of Neighborhoods  
Historic Preservation Program  
February 2015

Survey Report prepared by  
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***APPENDIXES***

- A. Georgetown HRI Master List – by Address, Historic/Common Name, Date Built, Database Status
- B. Survey Master Map – Developmental Era/Project Findings

## ***Project Methodology***

### **Survey Process**

*Mobilization:* The boundaries of the study area were those used in the 1997 Georgetown Historic Resources Survey Project. A preliminary *Georgetown Historic Resources Master List* including all previously inventoried properties (approx. 200 properties) was prepared. Custom color-coded (by construction date) GIS-base *Master Maps* of the study area were provided by the City of Seattle Historic Preservation Program (HPP). The study area was divided into survey zones in order to simplify and streamline the collection of pertinent field data. A customized field form (based on the standard field survey form) was utilized for the collection of field information regarding all extant properties known to have been constructed prior to 1974.

*Literature Search:* Previously published materials regarding the survey area and/or related to known historic properties were identified and/or collected. Pertinent documentation regarding three (3) previously designated Landmark properties [Old Rainier Brewery/Rainier Cold Storage, Old Georgetown City Hall, Hat n' Boots] within the study area was collected. The previously prepared 1997 survey report with historic context statement was collected and reviewed. Pertinent National Register of Historic Places (NRHP) nomination forms and Department of Archaeology and Historic Preservation determinations of eligibility were identified and collected.

*Field Survey:* Field investigation was undertaken by Kate Krafft and Jennifer Meisner beginning September 3, 2014 and was completed within two weeks [with the exception of 1960s and 1970s warehouse and industrial structures]. Field investigators used field maps and paper field forms to collect pertinent physical description information and to categorize each property. Digital photographic images were taken for all identified historic properties [with the exception of 1960s and 1970s warehouse and industrial structures that were examined in December 2014]. In all cases only the exterior portions of the properties were examined. Surveyors noted any major alterations to *or* the demolition of previously inventoried properties. A preliminary categorization system was utilized during field examination in order to identify all properties that contribute to the neighborhood character and those buildings that exhibit well-preserved building form, features and finishes. The preliminary *HR Master List* was gradually expanded to include of all newly identified properties. Digital photos were organized in electronic files for reference purposes. Approximately 400+ historic properties were examined in the field and included in the expanded master list. At the conclusion of the Field Survey phase the project team reviewed the survey findings, preliminary inventory *Master List* and *Master Map* with HPP staff.

### **Inventory Research & Development**

All of the newly identified historic properties included on the Master List were entered into the City of Seattle Historic Resources database. However, due to the total number of historic properties and the limitations of the project scope/budget only minimal reports (w/ a 2014 photograph and categorization statement) were entered for approx. 100

properties. A selected group of approx. 150 historic properties (including those from both 1997 database and the newly identified properties) were the focus of additional research. Property parcel numbers, approx. construction dates and historic ownership data was collected and included in those new and updated reports. This limited research effort was conducted by collecting King County Tax Assessor Property Record Cards and DPD Microfilm Library permit records. Some additional research was also undertaken utilizing historic maps, census records and the *Seattle Times* database.

*Inventory Preparation and Analysis:* All new (and updated 1997 inventory reports have been compiled into the City of Seattle Historic Resources database as specified by the Historic Preservation Program. Minimal reports include only the addition of 2014 digital images and categorization statements. Expanded forms include digital images, categorization statements, building history and developmental era information, and relevant sources of information. The 1997 historic context statement and developmental era descriptions were utilized and partly expanded upon as included herein. One (1) final *Master Map* has been prepared in order to identify inventory properties by developmental era and according to the Project Findings. The *Project Findings* as noted below were developed in consultation with Historic Preservation Program staff and are intended serve as a tool to identify those properties that exhibit characteristics which contribute to the neighborhood character of Georgetown and should be taken into consideration for neighborhood planning purposes.

### *Summary of Developmental Eras*

#### **Georgetown Boom Era**

The neighborhood retains a significant number of historic properties that are directly associated with the crucial years of early Georgetown history between 1890 and 1916 when the community was fully established, as transportation links were created and local industrial operations provided employment opportunities. As land claims were formally platted and family homes constructed, residential real estate development transformed Georgetown from a rough pioneer settlement to a formally chartered city. The most significant residential and commercial construction boom occurred in the first years of the twentieth century with the consolidation of the Seattle Brewing and Malting Company's operations in Georgetown and the construction of the new brewing facility. With the increase of industry and local commerce, Georgetown grew from a population of 1,913 in 1900 to approximately 7,000 by 1910. The community was characterized by a dense mixture of modest working class housing and high-style architecture with a population made up of many newly immigrated people, especially German and Italian-born residents. Although Georgetown came to rely much more on a commercial and industrial economic base rather than agricultural, farming activities did continue to flourish in the area. However, during the latter years of this era the initial construction of the Duwamish Waterway - and the elimination of the Georgetown oxbow segment of the river - created new industrial land areas and ensured the future role that modern industrial development would play.

## **Community Growth and Change**

The Georgetown neighborhood retains a significant number of historic properties that are directly associated with the era between 1916 and 1942 when the physical character of the community began to change due to various social factors, the acceleration of industrialization and their associated economic impacts. The completion of the Duwamish Waterway in 1917 created additional undeveloped land for factory manufacturing sites with efficient shipping/transportation facilities. Due to the instigation of Prohibition in 1916, all breweries closed and brought an abrupt end to their dominance within local industry. Prohibition not only closed down the large local brewery operations but also Georgetown's infamous roadhouses and saloons. The establishment of new manufacturing businesses - especially the Boeing Aircraft Company - signaled the economic direction for the geographic area. Due to the increasing introduction of industrialization within the community, in 1923 it was zoned exclusively for such uses. However, home owners and builders continued to construct new homes and establish local businesses. By 1925, the Georgetown School had 655 students enrolled. Inexpensive land and depression-era federal programs stimulated residential construction and by 1942 city planners were forced by the community to rezone the residential areas. Major developmental factors that shaped the community during this era included:

- In the 1920s, the Boeing Company began to manufacture and test airplanes for the military at a plant located across the new Duwamish Waterway from Georgetown.
- In 1928, Seattle's first municipal airport (Boeing Field) was opened nearby Georgetown on land that had been part of the Van Asselt land claim. The location was chosen because of its proximity to Highway 99, the river and three railroad lines. Coast-to-coast scheduled airline service began in 1929.
- In 1935, the Boeing Company opened Plant 2 on the west side of Boeing Field very near Georgetown and just outside the Seattle city limits. By the end of World War II, 6,981 B-17 bombers had been produced there. At peak production, the facility operated three shifts, seven days a week and employed thousands of workers.

## **Ascendancy of Industrialization/Neighborhood Preservation**

The Georgetown neighborhood retains a significant number of historic properties that were constructed during the period between 1942 and 1975 when the established residential portions of Georgetown began to be eliminated due to the phenomenal growth of industrial operations throughout much of the greater Duwamish Valley. Fueled by WWII, commercial enterprises - especially Boeing that brought thousands more workers to the area as the company increased production activities and employment opportunities exponentially. This pattern did not change with the end of the war and continued to transform the geographic area. Although fewer new families found the industrialized area to be a desirable place to live, the availability of inexpensive land and surplus housing spurred new home construction and business activity. A significant number of older homes were also remodeled and modernized during this era. The 1956 Seattle Comprehensive Plan called for the old residential areas to be phased out in order to provide additional industrial lands. This outraged those who remained committed to the

community as well as burdened them with higher property taxes under the new valuations. The construction of Interstate-5 in 1962 cut through the center of Georgetown, which isolated and altered the historic commercial core of the neighborhood. With the construction of the Corson Avenue off-ramp and the Michigan/Bailey on-ramps of Interstate-5 in the mid-1960s (and the expansion of Boeing Field) the transport of people and goods through the area became easier and attracted even more industrial and warehouse-related businesses. One of the end results of the traffic impacts was the closure of the Georgetown Elementary School in 1970 and its later demolition for the construction of an office park. An important remnant of the school is the Georgetown School playfield, which continues to function as a distinctive green space and public park. Despite these destructive factors, a core of residents remained dedicated to preserving the neighborhood and began a successful and on-going fight for its survival as a unique Seattle neighborhood. Major developmental factors during this era included:

- In 1935, the Boeing Company opened Plant 2 on the west side of Boeing Field, across the river from its first home and just outside the city limits. By the end of World War II, 6,981 B-17 bombers had been produced there. At peak production, the facility operated three shifts, seven days a week and employed thousands of workers.
- In 1943, the Duwamish Bend housing project was completed in order to provide emergency housing for defense workers and their families during WWII and then housed veterans' families after the war. Its streets followed the former oxbow bend in of the Duwamish River. By December 1947, 1,044 families lived in one-, two-, and three-bedroom units. The pre-fabricated buildings were intended to be temporary housing and the complex had been dismantled by 1954. Several of these buildings were moved into the old Georgetown neighborhood and adapted to family homes and apartment buildings.

### *Major Historic Property Types/Characteristics*

#### **Domestic – Single Family Dwellings**

The greatest majority of historic properties in Georgetown fall within this category. They range from small Queen Anne Style cottages and vernacular house types to substantial high-style residences constructed during the Georgetown Boom Era to Minimal Traditional and Ranch Style residences constructed during the immediate pre-war, WWII and post-war era when, in fact a significant amount of housing development occurred. A number of WWII surplus houses (from the nearby Duwamish Bend Project (constructed 1943) appear to have been moved to the neighborhood during the post-war era. The great majority of single family dwellings in Georgetown are small, one-story, 4-5 room residences indicative of the historic working class population that was drawn to the community. These dwellings are universally set back from the street on relatively narrow/deep lots and often include an historic (or modern) garage and/or shed at the alley. Due to the adoption of residential zoning and building code requirements in 1923, properties constructed after that date are more uniform in their setback and side yard dimensions. In some isolated cases cottages are located at alleys or clustered in groups.

An historic nursery (Malmo Nursery) was located/established in Georgetown and there appears to be a strong tradition of landscaped gardens, front yards and parking strips.

### **Domestic - Multi-family Dwellings**

Georgetown includes several intact and altered small 2-story apartment houses, many that are wood-frame with four to five housing units. They date from Georgetown Boom era into the late 1920s. There are also extant examples of double-houses and historic duplexes also constructed during this era. In the post WWII era, several apartment houses were built utilizing war surplus buildings that were relocated from the Duwamish Bend Project at Corson St. Two historic motel buildings on E. Marginal Way S. also provide housing.

### **Commercial/Trade**

A significant number of historic properties in the Georgetown neighborhood fall within this category. They range from small false-front store buildings to highly distinctive late-19<sup>th</sup> C commercial blocks constructed during the Georgetown Boom Era to distinctive Mid-Century Modern commercial buildings constructed during the immediate pre-war, WWII and post-war era when, in fact, a significant amount of commercial development occurred. The older buildings along or near Airport Way S. and S. Bailey St. are taller; while the majority of post-1920s era construction is limited to one-story, one part commercial block building forms. A significant number of one-story commercial buildings along 13<sup>th</sup> Ave. S and S. Bailey St. were constructed in the WWII era (and post war era) for owner Victor L. Miller. The commercial/trade buildings constructed after 1940 typically included convenient on-site parking lots and/or were auto-oriented in design and function.

### **Industrial – Processing & Warehouse Buildings**

The cultural landscape of the Georgetown neighborhood is dominated by the historic Rainier Cold Storage/Seattle Brewing Co. Complex, one of Seattle's most distinctive Landmarks. A few extant small industrial and/or warehouse buildings that date from prior to 1942 are scattered elsewhere along Airport Way S. and some side streets. The majority of extant historic industrial and/or warehouse buildings were constructed in or after the post- WWII era and are typically located on the periphery of the extant residential areas. These industrial properties are significantly larger in mass/scale and were often constructed on sites cleared of former residential properties. The Orcas Business Park is composed of multiple large scale warehouse buildings that reflect modern transportation and access requirements as well as zoning and building code provisions such that they exhibit a distinctly different relationship to the streetscape.

## *Project Findings*

### **Designated City Landmarks**

- Rainier Cold Storage/Seattle Brewing Co. Complex [May 1, 1989]
- Hat n' Boots [July 17, 2002]
- Old Georgetown City Hall [February 14, 1983]

### **Demolished Historic Properties (identified in 1997 HRI)**

The Georgetown HRI 2014 Master List identifies 17 historic properties that had been demolished as of Sept 30, 2014. Two (2) commercial buildings and 15 residential properties had been demolished.

### **Properties that Contribute to Neighborhood Character**

Based on field work conducted in September 2014, all historic properties constructed prior to 1975 were assessed in order to determine whether they appeared to contribute to the distinct character of the neighborhood. Three factors were considered in this assessment:

- Retention of the characteristic relationship to the streetscape
- Retention of essential historic building form
- Retention of a sufficient amount of exterior historic building fabric (design features, cladding and/or window sash/openings) to convey historic character

As previously noted a significant number of properties are well-preserved and many residential and commercial properties had been rehabilitated or undergone extensive repairs since they were identified in 1997. With very few exceptions, the great majority of the historic residential and commercial properties exhibit some degree of alteration; however, they remain generally intact and continue to convey historic character. The great majority of properties retained their characteristic relationship to the streetscape and historic building form. The most typical alterations were:

- *Window Changes:* Due to proximity to Boeing Field residential properties in Georgetown are typically impacted by excessive airplane noise. The replacement or alteration of original window sash members is very typical. In many cases the replacement products have been installed within the original window openings or noise-deadening storm window units have been added to the exterior of the original window unit. In some cases in-kind thermal pane windows have been installed and in some cases original or historic windows have not been changed.
- *Cladding Changes:* Many historic residences in Georgetown exhibit non-original cladding materials that appear to have been added in the 1940s to the 1960s. These materials (brick pattern asphalt, aluminum siding, vinyl siding) are often placed directly over historic building fabric. In several cases non-historic siding has been removed since 1997 and original cladding exposed or replaced in kind. In most cases the non-historic cladding does not diminish the historic character of the property and is considered to be an easily reversible alteration.
- *1940s-1950s Remodeling:* Research has revealed that a significant number of older Queen Anne style dwellings that were constructed c.1900 or thereafter were remodeled and modernized during the immediate pre-war, WWII and post-war era. See above discussion of developmental eras. These historically altered

properties often exhibit Minimal Tradition design features, modern building materials and fenestration. These alterations are considered to be part of the history of the property; they are not detrimental to the historic character and reflect an important aspect of the community history.

### **Non-historic, Obtrusive and/or Non-contributing Properties**

The Georgetown HRI 2014 Master List and map identify (a) properties that were constructed after 1974 and (b) those historic properties that based on the above stated assessment factors do not appear to contribute to the character of the neighborhood. Modern infill buildings constructed since 1975 were not assessed to determine impact to neighborhood character. [One modern faux historic designed residence located at 6217 Carleton Ave. S. appears to contribute to the character of the neighborhood due to its scale, form and building materials.]

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King County Assessor's Records. <http://gismaps.kingcounty.gov/parcelviewer2>

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### **Web Sites:**

History Link [www.historylink.org](http://www.historylink.org)

Museum of History & Industry – Digital Photograph Collection  
[www.mohai.org/research/photo-archive-search](http://www.mohai.org/research/photo-archive-search)

Seattle Municipal Archives - Digital Photograph Collection  
[www.clerk.ci.seattle.wa.us/~public/photo1.htm](http://www.clerk.ci.seattle.wa.us/~public/photo1.htm)

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