

**Historic Resources Survey Report:
Fremont Neighborhood Residential Buildings
Seattle, Washington**



Birds-eye view of Fremont, 1891 [from *Augustus Koch, Seattle and Environs King County, Wash.*]

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**HISTORIC RESOURCES SURVEY REPORT:
FREMONT RESIDENTIAL BUILDINGS - SEATTLE, WASHINGTON**

I PROJECT BACKGROUND & OBJECTIVES.....3

II PROJECT METHODOLOGY.....4
Survey Process
Survey Results
Inventory Development

III HISTORIC CONTEXT STATEMENT
Settlement, Land Use Patterns & Platting History.....8
Transportation & Residential Development Patterns.....12
20th C. Growth & Development.....15
Residential Property Types & Architectural Trends.....17

IV PROJECT FINDINGS.....22

V MAJOR BIBIOGRAPHIC REFERENCES.....25

APPENDIXES

- A. Survey Area Map
- B. Inventory Master List – by Address (w/date built & architect)
- C. Residential properties previously included in HR Database

I PROJECT BACKGROUND & OBJECTIVES

In December 2008, the Fremont Neighborhood Council (FNC) was awarded a Neighborhood Matching Fund grant from the City of Seattle (Department of Neighborhoods) in order to conduct an historic resources survey of residential properties in the Fremont neighborhood. An agreement to carry out the proposed project between the City and the Fremont Neighborhood Council was signed in February 2009. In April 2009, 4Culture awarded the project a Heritage Special Projects grant. An historic resources survey of commercial properties in the Fremont commercial district was undertaken by the Fremont Neighborhood Council in 1991. This project was undertaken in order to build on the earlier survey and inventory work by extending the field survey area to the entire Fremont neighborhood and specifically focusing on residential properties. This project also meets one of the goals of the 1999 Fremont Neighborhood Plan, which recommended conducting a comprehensive historic resources survey.

An historic resources survey of the entire Fremont neighborhood had not been conducted since the mid-1970s when Historic Seattle and the City of Seattle (as part of a city-wide survey of historic resources) undertook relatively limited efforts. Since 2001, the City of Seattle Historic Preservation Program, Department of Neighborhoods has undertaken survey efforts in several neighborhoods; the findings of this survey will be incorporated into the City of Seattle historic resources database. The purpose of the project was to conduct a comprehensive field survey in order to identify intact residential resources located in the Fremont neighborhood that may be of historical and/or architectural significance. The field survey work provided the basis for the research and development of inventory forms for 78 residential properties within the neighborhood.

Carol Tobin served as project coordinator. The field survey work was conducted by neighborhood volunteers and members of the Fremont Historical Society between March and June 2009. In May 2009, historic resources specialist Katheryn H. Krafft was selected by the FNC to provide professional consultation services and assistance with the analysis of the survey findings, prioritization of inventory properties, research and preparation of database inventory forms and a survey report with historic context statement. Ms. Krafft conducted research regarding the priority properties with the assistance of several members of the Fremont Historical Society. Completion of inventory forms for inclusion in the City Seattle Historic Resources database was undertaken between September and December 2009. All property owners of the priority historic residences included in the database were invited to a public meeting held on December 3, 2009.

The inventory data will be used as a basis for evaluating potential City landmark nominations and to augment neighborhood planning and design review activities. It will also be used by the Fremont Historical Society (FHS) to build awareness and appreciation of the history of this early Seattle neighborhood through educational activities, further research and documentation, and public displays. Inventory forms and the survey report will be available to the public via the City of Seattle - Department of Neighborhoods Website: <http://www.seattle.gov/neighborhoods/preservation/historicresources.htm>

II PROJECT METHODOLOGY

Survey Process

Scope of Field Survey The field survey covered residential properties including single single-family residences, duplexes and apartment houses located within the accepted boundaries of the Fremont neighborhood and known to be *at least* 50 years old (built prior to 1960). The boundaries of the Fremont neighborhood extend from the Ship Canal and Lake Union on the south, north to North 50th Street and from Stone Way on the east to 8th Avenue NW on the west. [*See Survey Area Map*].

Survey Methodology On March 7, 2009 individual volunteers and teams of volunteers were trained by project coordinator, Carol Tobin to order to undertake the field survey. Historic resources consultants Mimi Sheridan and Beth Dodrill assisted Ms. Tobin with the training session. The survey area was divided into fourteen (14) subareas. Surveyors were provided with a packet of training materials, a draft historic context statement and electronic copies of 1937 historic photographs for the properties within their survey subarea. Between March and June 2009, surveyors completed field forms and took digital photographs of residential properties with each subarea that appeared to meet integrity standards.

Physical Integrity Standards Field forms were only completed for those buildings that did not exhibit substantial alterations such that historic character or architectural style had been compromised. Buildings that exhibited very few changes were given priority for identification during the field survey effort. The following factors were considered:

Acceptable changes to buildings

- Minor changes to windows but cladding appears original
- Changes to cladding (new siding) but windows appear original
- Changes to roof materials
- Replaced front doors
- Garage additions (deal with on case-by-case basis)
- Unusual building type or style not found elsewhere in neighborhood
- Outstanding ornamentation or craftsmanship (even if integrity is somewhat compromised)

Unacceptable Changes

- Major changes (such as alteration/additions) to primary façade
- Major window changes (including changes to both trim and windows; majority of windows have been changed)
- Changes to both exterior cladding (siding) and windows
- Large additions that obscure the original building form
- Major changes to roof shape (such as a new dormer or an added story)
- New windows punched into building or altered window size

Architectural Style Surveyors were trained to identify high style (usually architect-designed), popular and vernacular (no discernable style; folk or ordinary) style buildings.

They were instructed to include buildings that are outstanding examples of a particular style or exhibit a unique style and to include the best and most intact examples of architectural styles that are typical of an area.

Historical or Cultural Significance Surveyors were instructed to attempt to identify properties with known historical or cultural significance *or* particularly old buildings that retain integrity with the proviso that historical or cultural significance is *very difficult to assess in the field*.

Special Considerations for Single-Family Residences Surveyors were instructed to pay particular attention to groups of similar related resources (such as a cluster of Craftsman bungalows on a particular street or a group of similar 19th C. cottages) and to note if a building was one of few remaining intact examples of a particular style that is characteristic of the neighborhood or of a specific period of historic development.

Survey Results

Approximately 820 *Field Survey Forms* with photographs were completed. After initial review approximately 180 properties within this group were eliminated due to poor physical integrity issues. The field forms and photographs of approximately 640 properties were analyzed in order to prioritize which properties would be further researched for inclusion in the final inventory database. The 640 identified properties were divided into three categories: Apartment Houses, Double Houses (duplexes) and single-family residences. The great majority of the properties fell into the latter category, which was further subdivided by architectural style and house type. The architectural styles and house types represented were:

Variant/Anomaly	Colonial Bungalow
Vernacular	Colonial Revival
Queen Anne – Cottage	Tudor Revival
Queen Anne	Builder Tudor
Gambrel	Modern
American Foursquare	Minimal Traditional
Craftsman Box – hipped	Ranch
Craftsman Cottage – hipped	Cape Cod
Craftsman Bungalow (pre-cut)	Mid-Century Modern
Craftsman – Side Gable (clipped)	
Craftsman – Front Gable (clipped)	

Inventory Development

Survey Data Analysis & Identification of Inventory Properties The field forms and photographs of approximately 640 properties were analyzed in order to prioritize which properties would be further researched for inclusion in the inventory database. Prioritization was based on age and developmental era; architectural character; and physical integrity. An effort was made to include apartment houses, double-houses and single family residences from various developmental eras as well as representative examples of high style, popular and vernacular residences, and groups of similar related

resources. After full analysis, 68 properties were identified by the project consultant and the FNC project coordinator for additional research and inclusion in the City of Seattle Historic Resources Inventory Database. This group includes:

- 7 Apartment Houses (some that have been converted to condominiums)
- 6 Double Houses (originally designed as such)
- 55 Single family residences (some that have been converted to duplexes)

Preparation of Preliminary Master List A preliminary Master List was prepared identifying each of the properties by address, assumed construction date and architectural style. [The initial master list also included 80+/- properties identified for “Minimal” documentation and possible future inclusion in the inventory database.] This list was presented to and reviewed by the Fremont Historical Society and FNC members in July 2009 and some minor adjustments were made. The Master List was refined and used in various ways during the research process.

Historical Research Under the direction of the project consultant, volunteer members of the Fremont Historical Society and FNC conducted historical research regarding the priority inventory properties. Tasks accomplished by the volunteers included:

- Collection of Tax ID (parcel) numbers for all properties
- Collection of copies of 1937-1972 *Property Record Cards* from Puget Sound Regional Archives
- Review and copying of building permit and construction records at the City of Seattle DPD Microfilm Library (included obtaining original owner, architect and builder names and dates of construction/remodeling and original architectural drawings (for multi-family projects only)
- *Polk’s Seattle City Directory* and Biographical Research [at Seattle Public Library and City of Seattle Municipal Archives] in order to obtain information regarding original/subsequent property owners, builders and architects associated with the inventory properties.
- King County Assessment Tax Roll research in order to identify original owners of properties built before c.1906.

The project consultant conducted independent research using various sources of information, including: *Baist’s Real Estate Atlas* (1908, 1912); Sanborn Insurance maps (1893, 1904, 1919, 1950); U.S. Census Records; King County Parcel Viewer; DPD Microfilm Library, University of Washington Microfilm Newspaper Collection, the Library of Congress webpage and *Polk’s Seattle City Directory*.

Completion of Database Inventory Forms Inventory data was compiled by the project consultant and entered into the Historic Resources database that is available via the City of Seattle, Department of Neighborhoods – Historic Preservation Program Website: <http://www.seattle.gov/neighborhoods/preservation/historicresources.htm> . The inventory forms include a brief physical description, photograph(s), a brief building history and relevant bibliographic references.

Community Meeting/Presentation The Fremont Neighborhood Council held a special public meeting regarding the project on December 3, 2009 at the Fremont Baptist

Church.. A letter announcing the meeting was sent to all of the owners of properties being added to the database and a public notice was issued via e-mail to all FNC and FHS members. The public notice was also sent to the following: *The Seattle Times*, SeattlePI.com., Historic Seattle PDA, the Washington Trust for Historic Preservation, Crosscut, Fremont Universe, and the *North Seattle Herald-Outlook*. An article regarding the project and the meeting was published in Fremont Universe on the Web dated 12/02/09 [see <http://www.fremontuniverse.com/>]. The meeting was well-attended and included presentations from the FNC president Eric Pihl, project coordinator Carol Tobin, volunteer Valerie Bunn and Beth Chave representing the City of Seattle Historic Preservation Program. The project consultant presented a PowerPoint presentation focused on the historic residential development of the neighborhood and the findings of the survey and inventory project. Several property owners were in attendance and participated in the question and answer session and attended an informal reception that followed the meeting.

Completion of Survey Report The project consultant prepared this survey report in order to further interpret the historic context related to the properties identified in the inventory database and to clarify the history and physical evolution of the study area, project methodology and findings. This survey report includes an inventory Master List by address and a Survey Area Map. The findings reflected in the survey report are intended to be reviewed by Historic Preservation Program staff and the Fremont Neighborhood Council in order to prioritize additional research and assist with identifying those properties that may meet local City landmark or National Register criteria.

III HISTORIC CONTEXT STATEMENT

Settlement, Land Use Patterns & Platting History

The historic settlement and development of the community of Fremont can be largely attributed to its advantageous geographic location. This setting almost directly north of the original Seattle townsite along the heavily wooded northwest shore of Lake Union was also connected to Salmon Bay and Puget Sound to the west by way of a slough or narrow stream – known as “the Outlet” - making it a convenient and accessible site for early Euro-American settlement and industries dependent on water-borne transportation. Centered between other settlements in Ballard to the west and Edgewater, Latona, and Brooklyn (now the University District) to the east, Fremont became the natural path for commerce, movement of logs and later, train and streetcar travel.

Among the earliest Euro-American settlers in the Fremont area were John Ross and his wife Mary Jane who appear to have settled in Washington Territory and the Salmon Bay area by the late 1850s. Notes taken by the Government Land Office in January 1856 indicate that the Ross homestead was located along the south side of the Outlet, which also became known as Ross Creek. The 1870 U.S. Census recorded that their family included five children and John Ross worked as a millwright. The original Ross School opened in 1873 when Mary Jane Ross decided that her children needed to be educated closer to home rather than having to be boarded “in town” during school sessions. She set up a classroom in a vacant second floor room in the family house and hired a teacher. Students came from the north side of Queen Anne Hill and the northern shore of Lake Union.

In the early 1880s the Ross family, which by then included seven children, moved to the north side of the Outlet near Third Avenue NW and NW 41st Street. By then at least eleven families and many school-age children lived in the Salmon Bay area; this included William and Mary Crawford and their five children. Crawford was a shoemaker working in Seattle whereas almost all of the other male residents of the area, including John Ross, were farmers. The geographic area became known as Ross and eventually included a station of the Seattle Lake Shore & Eastern Railway line. After relocating to the north, John and Mary Ross donated land for the construction of a two-room schoolhouse built at Third Ave. NW and NW 43rd Street. This schoolhouse was eventually replaced in 1902-3 by a new eight-room, wood-frame model plan school building that served the community until 1940. The site is now known as Ross Playfield.

By 1880-1881, the forested land areas along the west side of Lake Union had been logged off and by 1887 the entire northern shore had been cleared. The typical logging pattern was to initially clear the timber closest to the shoreline where the logs could be easily rafted to a mill and then gradually move further inland using oxen teams. By the late-1880s the core of the Fremont area was essentially a southward sloping hillside cleared of all timber with forested areas remaining to the north.

The core of the modern Fremont neighborhood was originally part of the William A. Strickler homestead. In 1872, following his death his heirs sold off a portion of the homestead to pay delinquent taxes. In 1883, Henry L. Yesler and the Lake Washington Improvement Company bought a strip of property for a canal right-of-way anticipating the

construction of a shipping canal that would connect Lake Union, Lake Washington and Puget Sound. That same year Judge Thomas Burke and Daniel H. Gilman, along with a group of eleven other investors purchased land for the construction of a railroad line. The subsequent construction of the Seattle Lake Shore & Eastern Railroad (S.L.S. & E.) began in 1887 and stimulated the first significant commercial and residential development to the north of Lake Union. The railroad line extended to east King County and served to connect isolated settlements along the north shore of Lake Union and Ballard with the thriving town of Seattle. Regular train service began in 1887; it served the Fremont and Ross areas twice a day with a five-cent fare to reach Seattle via Interbay and Smith Cove.

In 1886, David Denny formed a real estate partnership with Judge John P. Hoyt; the intention being to develop the land area near the Outlet and in the immediate vicinity of the alignment of the S.L.S. & E. Railroad. Typical of many late-19th C. entrepreneurs, Denny had many other real estate and business interests – among these having been one of the incorporators of the S.L.S. & E. Railroad; thus, he had knowledge of potential land values. On March 1, 1888, John P. and Lettie J. Hoyt filed the original Denny & Hoyt's Addition to the City of Seattle, W.T. – a large 240 acre, 70-block plat comprising most of lower Fremont and portions of what is now considered the northern foot of Queen Anne Hill. However, very soon thereafter the entire land parcel was recorded in a new plat under the same plat name but with different block and lot configurations by E.C. Kilbourne acting as the attorney for Edward Blewett. Mr. Blewett was a wealthy businessman from Fremont, Nebraska who had visited Seattle and decided to invest in newly cleared land at the northwest corner of Lake Union. On March 20, 1888, Edward Blewett and his wife Carrie purchased the parcel for \$55,000 under the mortgage held by John P. Hoyt. With the help of their agent, Luther H. Griffith (also from Fremont, Nebraska), the Blewett's revised Denny & Hoyt's Addition was recorded by King County on May 8, 1888. Blewett named the community Fremont after his hometown, which commemorated the explorer, John Charles Fremont. The Blewetts continued to reside in Nebraska and their agents Ward & Griffith took over the promotion and sale of lots for residential and commercial development.

On May 2, 1888 - within only a few days of the recording of the revised Denny & Hoyt's Addition - the Fremont Milling Company was incorporated and a lumber mill began operations near the east end of the Outlet.¹ Its officers included Dr. E.C. Kilbourne and Lyman A. Griffith and his son, the land agent Luther H. Griffith; the Griffiths were also former residents of Fremont, Nebraska. The younger Griffith had settled in Seattle in 1886 and established a successful investment brokerage firm, Ward & Griffith. This firm and its successor, L.H. Griffith Realty & Banking Co, were instrumental in promoting commercial and residential development in Fremont. Reportedly, Denny & Hoyt's lots were sold from an on-site tent for as low as \$200 and also promoted in an advertising campaign carried out in Midwestern newspapers.² By 1890, lots sold for typically between \$75 and \$500. Typical of well-capitalized entrepreneurs of the era, Kilbourne and his fellow land investors

¹ Reportedly Isaac Burlingame had previously moved his sawmill operation from Tumwater to "Fremont Bay" and there was a small mill already operating on the site along with a single frame building that housed mill workers.

² Veith, Thomas. "A Preliminary Sketch of Wallingford's History 1855-1985." (2005), page 90.

used various incentives and methods to attract purchasers and establish a desirable residential district.³

A significant number of other plats were recorded during 1887-89 reflecting the potential for residential development of the cleared hillside along the northwest shoreline of Lake Union in conjunction with the prospect of local rail transportation and the general urban expansion of the City of Seattle during this era. The other large plats recorded during this period include: Woodland Addition to Salmon Bay City [February 24, 1887]; Canal Addition [May 7, 1887]; Ross Addition [January 5, 1888]; Sunset Heights Addition [May 6, 1888]; Motor Line Addition [June 28, 1888]; 2nd Motor Line Addition [September 1, 1888]; Palatine Hill [July 5, 1888] and B.F. Day Addition [July 8, 1889].

The platting maps recorded a wide variety of street names that are no longer in use; many of the original street names commemorated some of the community's founders: Blewett Avenue now N. 35th Street, honored Edward Blewett; Kilbourne Avenue, now N. 36th Street, was named for Dr. Edward C. Kilbourne; and Ewing Avenue, now N. 34th Street also recalled an early settler. Before 1901, Fremont Avenue was known as Lake Avenue, as it was an extension of a route that followed the west shore of Lake Union. The other Fremont street names were not changed to numbered streets until about 1920.

The early residents and promoters of Fremont were entrepreneurs involved in a wide range of business and civic interests from local real estate development and business enterprises and churches, to the extension of electric utilities and street car lines. Two of the early developers of Fremont, Kilbourne and Griffith would eventually invest in the first electric streetcar line to serve Fremont.

Corliss P. Stone (1838-1906) was a Vermont native who initially settled in Seattle in c.1861; he served as mayor in the 1870's and operated a successful grocery store from 1878 until 1884. In 1884, he became involved in land acquisition purchasing approximately 232 acres of land along the north shore of Lake Union extending from Albion Place to near the current alignment of Interstate 5. His nephew, Dr. Edward Corliss Kilbourne (1856-1959) practiced dentistry with his father in Illinois until 1880, when he began to migrate west to Seattle via Colorado. At the urging of his uncle, E.C. Kilbourne arrived in Seattle in 1883 and established a dentistry practice; however, he soon began to invest in real estate, industrial and transportation ventures including the Fremont Milling Co., the Lake Union steamer *Latona* and the Blewett and Griffith real estate venture.⁴ One of the principal streets in the Denny & Hoyt's Addition was named after his hometown, Aurora, Illinois.

E.C. Kilbourne and L.H. Griffith also joined with other investors in the fall of 1888 to organize the Seattle Electric Railway and Power Company and build an electric trolley line that would stimulate residential development in Fremont and the Green Lake area.

³ E.C. Kilbourne later recalled "We gave away 100 lots, one each to anyone who would build a house and live in it. Also two lots to a laundry, four to Kellogg's Tannery, two lots to a foundry, and 200 lots to the Fremont Mill Company, in which we were stockholders. Also two lots each to a Methodist and a Baptist Church, and three lots to the Congregational Church" [Ore, *The Seattle Bungalow*, pg.75]

⁴ "Edward Corliss Kilbourne," HistoryLink Essay #1251, www.historylink.org

Kilbourne's expertise in electrical power was timely; after the Seattle Fire of 1889 he received the franchise from the city to restore its electrical system. By 1892, he had become the majority owner of the future Union Electric Company, which held the contract for municipal and residential power.⁵ Soon thereafter, the Seattle Electric Railway Company carried passengers to Fremont via a wooden trestle on the west side of Lake Union.

The great fire of June 6, 1889 destroyed the downtown commercial core of Seattle. Immediately after the fire, Seattle citizens came together to rebuild and improve the city. Newspapers across the country heralded the plans to rebuild Seattle bigger and better than ever, with improved streets and utilities and a building code that mandated the use of brick and stone downtown commercial buildings. Industrial development on Lake Union increased after the fire; the Pacific Iron Works, established by A.J. Goddard and a tannery and machine works were all located on Ewing (N. 34th St.) and a small business district was established near the Fremont Milling Co. site. Clustered near the intersection of Lake (Fremont Avenue) and Ewing (N.34th St) were the Shorey House (a hotel where many millworkers resided) a hardware store, grocery, and meat market and to the south of the Outlet was the Fremont Opera House – used for entertainment and meeting purposes.

As a permanent residential population in Fremont proper was established, the first schoolhouse was opened in March 1889 by the Fremont School Board. Classes were held for a brief period in a residence at Kilbourne (N 36th St) and Whitman Avenue. The following year the students moved to three classrooms that were set up in a former commercial storefront in the Nichols Building at Kilbourne Street and Aurora Avenue: Fremont land owner and resident Benjamin Franklin Day paid for the first three months of rent. By June 1891, after Fremont had been annexed to the City of Seattle, the Seattle School District rented the Good Templar's Hall at Blewett Street (N. 35th St) and Albion Place. The hall served as a temporary schoolhouse due to the rapidly increasing school age population in both Fremont and the nearby Edgewater community. Finally, in 1891 B.F. Day and his wife Francis donated a large parcel of land to the school district for the construction of a permanent school building. The B.F. Day School was named in honor of its benefactor and opened to 185 students in grades one through six on May 2, 1892.⁶

As a crossroads, the community of Fremont developed quickly to include housing for millworkers, family homes, hotels, a dairy, cigar stores, cafes, two schools, and several churches and fraternal organizations. By the time Fremont was annexed to Seattle in 1891, the area had a sizable permanent residential population. *A Birds-eye-view of Seattle and environs of King County, Wash.* published in 1891 and delineated by Augustus Koch illustrated the City of Seattle showing the massive post-fire reconstruction of the commercial district and its outlying and burgeoning neighborhood communities, including Fremont. Fremont is clearly illustrated with some degree of accuracy. The view shows the S.L.S. & E. route and stations, the electric street railway, which ran north along the west shore of Lake Union on Lake Ave. to Ewing St and west to Pearl Avenue

⁵ "Edward Corliss Kilbourne," HistoryLink Essay #1251, www.historylink.org

⁶ B.F. Day School is a designated Seattle Landmark and the oldest continuously operating school within the Seattle School District.

(Woodland Park Avenue) and then extended north to Green Lake, as well as the lumber mill and iron works, steam laundry and several churches. The distinct street grid shows dozens of houses clustered along Blewett and Kilbourne Streets and a significant concentration of residences along Aurora St. and Drago St. (Linden Ave.). To the west a scattered pattern of homes and farmsteads extended to Section - Crawford Street (3rd Ave. NW). An historic photograph from the same period shows the mill site and the emerging commercial district; the view extends northward up a stump-filled hillside and shows dozens of the early residences that by then composed the Fremont neighborhood.

The 1893 *Sanborn Insurance Map* recorded the extent of industrial development in Fremont and noted that the population was 700. The commercial enterprises were clustered near the Shorey House (hotel and restaurant) to the north of the narrow canal and the sprawling Fremont Milling Company complex to the south. Clearly delineated were four other important industrial operations and employers including the Cascade Steam Laundry⁷ and Goddard Bros. & Co. Foundry & Machine Shop on the Lake Union shore off Ewing St. (N. 34th St.); and, near the lumber mill were the D.L. Kellogg Tannery and Pacific Manufacturing Co., a planing mill that produced window sash, doors and blinds. A lumber yard was conveniently located nearby in order to supply carpenters and building contractors with material to construct new homes along the still mostly vacant hillside.

Transportation & Residential Development Patterns

Seattle's earliest economic base was focused on timber harvesting, lumber milling and coal extraction activities that were all facilitated by maritime trade and market demands outside the region, particularly in San Francisco. While some rudimentary land transportation routes were in place, they were not necessarily required. The steep grades, natural barriers and varied topography of the earliest settlement communities significantly limited the movement of goods and people in horse drawn vehicles. Therefore, regrading projects within the townsite began by 1876 and continued into the 1930s. By providing improved accessibility, major regrading and other engineering efforts were instrumental in facilitating transportation and directing commercial expansion. In turn, new urban and suburban development patterns occurred and land values increased.

Streetcar service had been electrified in 1889. By 1891 thirteen separate streetcar lines were operating throughout the city, which by then had geographic limits extending east to Lake Washington and north to 85th Street. Suburban residential development became increasingly more dispersed as major housing construction began to occur at significant distances from the original commercial and industrial core and the residential district along Elliott Bay. By 1900, more than 29 street railway or cable car lines were in operation, many constructed by private entrepreneurs to promote residential real estate holdings. The expeditious development of suburban residential neighborhoods after the turn-of-the-century occurred in tandem with the rapid northward expansion of the

⁷ The Cascade Steam Laundry was yet another business enterprise involving Corliss P. Stone and Kilbourne family members. It initially operated at this site, but by 1904 the plant operations appear to have been relocated to south of Yesler St. where it operated for several decades.

downtown commercial district and the gradual absorption of the old residential area by commercial real estate development.

By July of 1876, a rudimentary military road extended north from Seattle to Fort Bellingham; it followed the western side of Lake Union and crossed the slough [the narrow stream known as the Outlet] and then ran north up the hill through still heavily-timbered lands. Because of dependence on waterborne transportation, from the beginning Seattle leaders envisioned a canal that would connect Lake Union to Salmon Bay to the west and to Lake Washington to the east. In 1885, the Lake Washington Improvement Co widened the Outlet into a ditch that was wide enough to accommodate the passage of a small boat and to float logs to feed sawmill operation on the lake. Once electric street cars were introduced, they traveled along Lake Ave (Westlake Ave.) on a wooden trestle that served as a bridge over the canal and included sidewalks.

As noted above co-investors E.C. Kilbourne and L.H. Griffith began promoting the sale of residential lots in Fremont in 1888; however, they were involved in many other business ventures that increased the value of land parcels. Kilbourne purchased a small steamer route that could transport residents and potential land purchasers across Lake Union from the south end of Lake Union (near Westlake Ave. and Roy St. – reached via horse-drawn street cars) to a wharf at the foot of Stone Way. This fleet of steamer launches had been established by David T. Denny in 1885 and included the *Latona* and *Maude Foster* that served Fremont landings.

Among the other important early promoters of Fremont was Charles Remsberg. Residing in Indiana, he heard of the plans to immediately rebuild Seattle after the fire of 1889 and determined that the business climate would be well suited for real estate investment. He arrived in Seattle in July, just weeks after the fire and settled in Fremont.⁸ By 1893 Remsberg had established himself in the real estate business in Fremont, had read law and had been admitted to the bar.⁹ In addition to legal work, Remsberg proceeded to build two commercial buildings in Fremont, established the Fremont State Bank, served on the committee to promote the construction of the Lake Washington Ship Canal and served as one of the first three Seattle Port Commissioners.¹⁰ Remsberg was instrumental in helping the Fremont to become a thriving early-20th C. commercial, industrial and residential center. By 1913, he was heavily involved in speculative housing development, selling lots, acreage and houses on commission in areas north of Lake Union. He noted in a 1913 letter that “We are constantly building bungalows and houses of all descriptions. We now have six or eight under construction in different parts of the north end of the city which range in price from \$1500 to \$4,000.”¹¹

In the late-19th C. residential development was spurred by industrial development and the gradual improvement of transportation routes including the S.L.S. & E railroad line, the

⁸ “Charles E. Remsberg,” *Sketches of Washingtonians*, 1907. Page 266, RB.0 Sk29w, Seattle Room, Seattle Public Library.

⁹ “Charles E. Remsberg,” *A Volume of Memoirs and Genealogy of Representative Citizens of the City of Seattle and County of King*, 1903. Page 680-682, RB.0 V889, Seattle Room, Seattle Public Library.

¹⁰ “Remsberg House,” Department of Neighborhoods Historical Sites essay.
<http://web1.seattle.gov/dpd/historicalsites/QueryResult.aspx?ID=1090003689>

¹¹ Ore, page 77.

steamer launches and the introduction of electric streetcar lines. Fremont's subsequent and most intense period of residential development occurred after 1902 and was spurred in part by the addition of additional streetcar routes through Fremont, including a line added in 1905 that ran north on Phinney Avenue to Greenwood. The street railways played an instrumental role by providing convenient transportation for mill workers, other laborers and residents to and from the neighborhood and throughout other parts of the growing city. Eventually local streetcars ran through Fremont to Green Lake, Ballard, and Meridian/Wallingford. The Fremont Street Railway Substation (now gone) was built in 1902 and enabled a northern expansion of streetcar service. The Fremont Car Barn was built in Fremont in 1905 and remained in operation until April 13, 1941, when Seattle's last streetcar pulled into the barn.

The route of the Seattle-Everett Interurban also passed through Fremont. The extension of the Interurban railway line to Shoreline from Seattle in 1906 also stimulated significant population growth and housing development. Following a national trend, middle and upper class urban Seattleites were attracted to suburban lots in what remained a semi-rural retreat from the rapidly growing and urban commercial core. Less affluent working class residents and small housing developers, often individual carpenters, were able to purchase relatively inexpensive land north of the city and construct family homes.¹² Thus, a distinct suburban housing pattern began to characterize the Fremont community and the neighborhood population grew. The subsequent expansions of Ross School and B.F. Day School during this era and the following decade are a clear reflection of that growth.

Seattle street railway historian Leslie Blanchard describes the experience of approaching Fremont in a cable car around 1902 in these words: “. . . then along Westlake Avenue to the foot of the old Fremont Bridge, where (streetcar) car passengers beheld a scene bearing little resemblance to that which greets the traveler on that thoroughfare today. A rickety wooden bridge of antediluvian ancestry spanned a turbid and sluggish stream, from which small boys of the Fremont area snared salmon with bent pins fastened to broomsticks. A hundred feet or so to the east stood the steam powered sawmill of Bryant Lumber Company¹³, with its waste-burning tower soaring cumbrously, albeit commandingly up out of the surrounding landscape.”¹⁴

¹² During this era many salesmen entered the home construction business and some builders became real estate agents. In 1905, building contractor (and designer) C.E. Young built an office in Fremont and added real estate and loan services to his business operation. By consolidating construction, design and sales such relatively small businesses bypassed middlemen, improved their profit margins and generated a surge in home building. [Ore, page 77]

¹³ In 1896, the Bryant Lumber and Shingle Mill purchased the Fremont Milling Company. The Bryant Lumber Mill had been organized by Edward G. Verd and Thomas Sanders at Bryant, north of Arlington in Snohomish County in 1890. Their Fremont mill originally manufactured shingles, and then added cut lumber; by 1905 it reached a capacity of 50,000 board feet of lumber per day. Following a fire in 1902, it was substantially rebuilt; however, it suffered other fires in 1912 and 1914. The mill continued to operate until it was burned to the ground in 1932.

¹⁴ Leslie Blanchard *Street Railway Era in Seattle: A Chronicle of Six Decades*.

By the early 1910s, Fremont needed a new bridge to provide the north end communities with an improved route to downtown Seattle and to allow passage of major shipping vessels using the Lake Washington Ship Canal and Locks in Ballard, which was under construction. The original bridge was a rickety wooden structure at a much lower grade than the present crossing. After a washout in 1903, the City raised the bridge to the level of Ewing Street (34th). During the Ship Canal construction in 1914, that new bridge was washed away when the spillway dam operated by the Bryant Mill at Fremont broke and Lake Union dropped 10 feet in 24 hours, also leaving many houseboats on dry land. Fremont's first high bridge over Lake Union opened to traffic on May 31, 1911, known as the Stone Way Bridge. The bridge was built with the assistance of Stone & Webster and remained in service until June 15, 1917, when the present bascule Fremont Bridge, built as part of the Lake Washington Ship Canal project, opened to traffic on June 15, 1917. By then, the ownership and use of private automobiles had again changed transportation patterns and impacted local residential development, as the construction or addition of garages became more commonplace.

20th C. Growth & Development

Residential development and population growth was particularly intense after 1904 up until the World War I era, followed by another intense period of housing development that lasted through the 1920s. An historic photograph from c.1906 documented the Fremont neighborhood with a view from the southwest showing the elevated plank bridge, the mill operation, and an established commercial district. Residential development extended to the northern ridge of the hillside; pockets of dense residential development existed by then; however, a significant amount of land area remained undeveloped.¹⁵ The 1904-05 *Sanborn Insurance Maps* also record a similar pattern with the densest residential development near the commercial district and between Linden, Aurora and Whitman Avenues. During this period and into the 1910s intense housing development in Fremont, Ballard and Green Lake warranted coverage in the real estate pages of the *Post-Intelligencer*.¹⁶ While the great majority of construction involved private home owners or carpenters and housing developers who built single family homes, numerous double-houses and small flats or apartment buildings were built during this period. The general prosperity of the 1920s, real estate promotion and government programs that promoted home ownership continued to generate new residential development throughout the city.

Between 1900 and 1910, land use patterns throughout the city became much more defined, with people of all income levels moving out of the rapidly expanding downtown area to close in neighborhoods such as Queen Anne, Fremont and Wallingford. During this period apartment houses were typically constructed near neighborhood commercial areas and street car lines, with the greatest number in Queen Anne, Wallingford, First

¹⁵ Museum of History and Industry [Image # 1983.10.7716.2]

¹⁶ "Group of Residences Between Green Lake and Ballard" *Seattle Post-Intelligencer*, May 27, 1906. "New Homes in the Vicinity of Woodland Park" *Seattle Post-Intelligencer*, August 4, 1907. "Residential Building Active Now throughout the Fremont District" *Seattle Post-Intelligencer*, February 25, 1912. "Cottages Recently Erected in North End" *Seattle Post-Intelligencer*, August 20, 1911.

Hill, Capitol Hill and the University District. By the early 1920s, apartment living was well established as a viable and acceptable middle class housing option, typically attracting single people or those saving to buy a single-family home. With the economic prosperity of the 1920s, apartments competed in offering amenities and luxuries that made them worthwhile alternatives to a single-family house.¹⁷ Numerous architect designed apartment buildings were constructed in Fremont during this period. Among the architects known to have designed apartment buildings in Fremont during this era are: John Creutzer, William Kingsley, W.H Whiteley [while affiliated with Frederick Anhalt], Earl Morrison, Lawson & Moldenhour and William G. Brust.

When the economic depression of the 1930s brought a fundamental halt to downtown real estate development and commercial construction, federal programs were instituted to stimulate housing development; however, these programs do not appear to have spurred much housing construction in Fremont, possibly due to the lack of available parcels. The greatest and longest lasting impact to Fremont during this era was the construction of the Aurora Avenue – Highway 99 Bridge [a.k.a. George Washington Bridge], which was completed in 1932. The expansion of Aurora Street, which had been an historic residential street in the neighborhood, to a multi-lane highway served to divide off the eastern portion of the neighborhood. It involved the removal and/or eventual loss [or conversion to commercial uses] of historic residences and also impacted the viability of bypassed commercial district. An historic photograph from 1932 documented the Fremont neighborhood with a view from the south showing the alignment of the new bridge and highway; the uniform grid of north-south streets and city blocks and dense residential development extending to the west, north and east.

In 1939, following the closure of the Bryant Mill, J.R. Burke purchased the waterfront property for his millwork company. Fremont's branch of the Queen City Bank moved to Wallingford before it failed, and Fremont lost its Post Office in 1944. With the loss of legitimate businesses, Fremont housed illegal card rooms and bordellos. Despite the loss of businesses and decrease in residential development, Fremont, Wallingford, and Phinney Ridge remained cohesive residential districts. All electric streetcar lines were eliminated citywide in 1941; the streetcars were replaced by motorized buses with tires.

The stagnation of new housing development extended through the World War II era. The postwar era brought about the transformation of the region and the city's urban form, basically in response to the increased role of automobile transportation. Postwar planning efforts placed a heavy emphasis on the creation of modern traffic thoroughfares and expressway designs intended to facilitate easier access to the downtown commercial core and to support modern suburban expansion to unincorporated areas east of Lake Washington and in north King County and industrial development in south King County.

In the mid-1950s, with a decline in lumber milling and related activities, the Burke Millwork Company closed, and J.R. Burke transformed the old sawmill site into the Burke Industrial Center. In the late 1960s and early 1970s, the Fremont commercial area became a haven for

¹⁷ Sheridan, Mimi. "Seattle Apartment Houses 1900-1957" National Register of Historic Places Registration Form. 2009.

hippies, motorcycle gangs, and unemployed people, who moved into the Fremont and Triangle Hotels.

The community's renaissance began in the 1970s, and the first Fremont Fair was held in 1972. Several events of the 1970s contributed to a turnaround for Fremont. The Fremont Public Association, organized in 1974, sponsored a variety of social services, arts, and community development projects in the area. Several years later, the Fremont Arts Council was created, which promoted Fremont's arts projects including *Waiting for the Interurban*, Fremont Canal Park, and many murals and sculptures. Fremont was the first community in Washington State to start curbside recycling and became known as "the district that recycles itself." Honorary Mayor Armen Stepanian ran the recycling operation for many years. In recent years, the vitality of the Fremont neighborhood has continued to grow with a variety of art galleries, antique stores, specialty shops, restaurants – many housed in historic commercial buildings - and new office complexes. Also, there has been considerable new residential development in Fremont during the last 20 years, primarily mixed-use commercial/residential development, apartments, condominiums, and townhouses. One cluster of residential development is south of North 39th Street close to Fremont's commercial center and another is in "upper" Fremont, primarily between North 43rd and North 46th Streets from Greenwood Avenue North on the west to Stone Way on the East.

Residential Property Types & Architectural Trends

Plan and Pattern Book Design

With the exception of some expensive homes built for Seattle's wealthiest residents, architects were rarely involved in the design of nineteenth century residences. From the 1850s through the 1870s, carpenters and homeowners made the essential decisions regarding the design of most residences built in Seattle. Carpenters and builders learned basic house design and layout, while apprenticing and learning their trade, and/or used carpenter books or pattern books that provided ornamental conventions. By the early 1880s, various publications and printed periodicals provided house plans and were widely distributed and used by architects, carpenters, and prospective 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."¹⁸ There were likely thousands of extant early Seattle homes that were built using these published design sources, including the great majority of extant residential properties in Fremont.

After the turn-of-the-century the growth of Seattle from a population of just over 80,000 in 1900 to over 240,000 in 1910 was marked by the rapid development of new residential neighborhoods and the annexation of several nearby local jurisdictions. Following a national trend, Seattle home builders, housing developers and potential new home owners turned increasingly toward trade periodicals, architects' plan books and house plan catalogs. Several local architects and realtor-contractor-builders began to offer house plans for direct sale through newspaper ads, builders' publications and published plan books. Several nationally-known house plan purveyors, including the Radford

¹⁸ Reiff, Daniel. *Homes from Books: Treatises, Pattern Books, and Catalogs in American Architecture 1738-1950* (University Park, PA: Penn State Press, 2001), (p. 149).

Architectural Company in Chicago, Aladdin Company in Bay City, Michigan, and the Sears, Roebuck & Company published a wide variety of plan books from the 1890s through the 1920s. They typically promoted a full range of house designs and architectural styles; one of the most popular early stock plans was a “four-square” house type [a.k.a. American Four Square] that featured a simple square, two-story, hipped roof form with interior spaces divided into four equal size rooms at both floor levels. Variations of the four-square house type are found throughout Seattle, including Fremont, often embellished with ornamental windows and commonly referred to as a "Seattle Box" or "Classic Box."

From the 1890s and into the 1930s, Seattle newspapers frequently featured schematic house plans with renderings or photographs in order to promote stock residential plans and direct design services. The local architectural firm Robertson & Blackwell published drawings of houses from their Columbia Terrace project in the *Seattle Mail and Herald* as early as 1902. By 1905, local architect Fred L. Fehren was promoting a book of house plans. In 1907, the *Seattle Daily Times* carried a series of advertisements by architect Clyde S. Adams that promoted "A Charming Cottage for \$2,000" or "A Desirable Suburban Cottage for \$3,000" and included rough floor plans, a rendering and a cost breakdown. E. Ellsworth Green advertised \$25.00 plans and specifications for an eight-room bungalow in 1907. In 1912, he published *Practical Plan Book*, described as an "attractive catalogue of plans" with drawings and photographs for sixty different houses costing up to \$10,000. Published building permit notices indicate that dozens of houses based on his designs were constructed in the burgeoning neighborhoods, including Fremont.

Victor W. Voorhees was one of the most successful local architects to promote standardized drawings and specifications for direct sale to potential home owners and builders. In early 1907, he advertised plans, specifications and details for a "Modern Bungalow" for \$25.00; the customer was also invited to "send 50¢ in silver" for his book of “house, cottage and Bungalow” plans. His plan book *Western Home Builder* was first published in c.1907; it was so popular that by 1911 it was issued in an expanded sixth edition. *Western Home Builder* included 125 house plans that ranged widely in size, style and construction cost. Many of these published designs can be easily identified in present-day neighborhoods throughout Seattle. Three residential properties in Fremont have been identified as Voorhees plan book houses; however, there are certainly many more. The known properties are: 4231 Greenwood Ave. N (1911), 3840 Linden Ave. N. (1904) and 4020 Evanston Ave. N (orig. 3628 Palatine Ave. N, 1908).

Known as “The Bungalow Craftsman” Jud Yoho is considered to have been Seattle's most active and market-oriented bungalow entrepreneur. He was the owner of the Craftsman Bungalow Company and the Take-Down Manufacturing Company, as well as president of *Bungalow Magazine*. After 1912, Yoho published eight editions of *Craftsman Bungalows* the Craftsman Bungalow Company catalog of house plans. The Craftsman Bungalow Company primarily built and sold bungalow-style homes on installment purchase plans between 1911 and 1918. The short-lived Take-Down Manufacturing Company specialized in small “portable” or manufactured buildings, especially pre-fabricated garages. *Bungalow Magazine* was published in Seattle from 1912 to 1918; it was modeled on Gustav Stickley's *The Craftsman* and on an earlier Los Angeles publication with a similar title. This widely-circulated publication featured many

Seattle bungalows along with notable examples from southern California. The magazine served to promote The Craftsman Bungalow Company and the sale of *Craftsman Bungalows* catalogs, as well as the sale of stock house plans for residential designs credited to Yoho and others, including his close associate Edward L. Merritt (b.1881). Jud Yoho and the Craftsman Bungalow Company are known to have developed two small clusters of bungalow style residences in Fremont in the 600 block of N. 47th Street and the 4400 block of Greenwood Avenue N. Several of these properties have been demolished or extensively altered. One Take-Down Manufacturing Company garage has been identified at 3840 Linden Ave. N.

Thousands of single-family houses and small commercial buildings shaped Seattle neighborhoods during this era; while some were custom designed by local architects, the greatest number were based on stock plan book designs. Seattle contractors, builders and tract developers clearly turned to standardized house plans in order to provide housing for Seattle's growing middle and working class population. Furthermore, the wide range of published designs found in plan books offered homeowners a much greater opportunity to participate in shaping their immediate environment.

In the 1920s, with the advent of the nationwide Architects' Small House Service Bureau, which was sponsored by the American Institute of Architects, additional plan services and publications were available to Seattle homeowners and builders. The Bureau promoted the construction of small house types, such as the "Cape Cod", through direct plan sales, its magazine, *The Small House* (1922-32), and a series of plan books that featured stock plans prepared by local architects in regions throughout the nation.

Property Types & Architectural Styles

Three property types were documented in the 2009 Fremont Historic Resources Survey of residential properties: single family residences, double-houses (duplexes) and apartment houses. The great majority of the properties included in the survey and inventory were single family residences; these residences typically represent a range of house types and architectural styles that reflect the era of construction and broader design trends as described below.

Vernacular (1890-1920)

Exhibits a simple traditional building form (i.e. front gable, side gable, side-gable wing or hipped) with little or no ornamentation, typically constructed with readily available wood cladding, windows and finish materials. May be two-story or one-story cottage or cabin sub-type. May exhibit modest Queen Anne stylist details.

Queen Anne (1880-1910)

Characterized by steep roof pitch, irregular/asymmetrical building form/facade, variegated cladding materials. Typically exhibits prominent partial or full width porch; turned posts and spindlework, polygonal bay windows and corner elements (tower, turret, bay window). Windows are usually narrow, double-hung multi-pane and cottage type with ornate upper panels. Late examples exhibit more modest form and less elaborate details. Subtype: Queen Anne – Cottage is a modest one-story variation that may be a traditional vernacular building form embellished with modest Queen Anne stylist elements.

American Foursquare (1890-1920)

Typically exhibits a simple two-story box form with a low hipped roof and wide eaves. Fenestration reflects interior room configuration of four rooms at each floor level. May have dormers and a habitable third floor level. Includes a cutaway or projecting porch, either partial or full width. After c.1905 may include square corner bay windows at second (and or first floor) and ornate second floor window – this variation is commonly called a “Classic Box” a term coined by Victor Steinbrueck.

Craftsman - Arts & Crafts (1900-1930)

Characterized by low pitched roof form, wide overhangs and eaves, decorative beams and kneebraces, exposed rafter ends, wooden cladding (rustic, shingle or narrow bevel usually in combination), square bay windows, prominent cutaway or projecting porches (partial or full width), stone or brick chimneys, dormers (wall, shed or gable). Windows are usually double-hung multi-pane, often cottage type. May be small or modest cottage, one-story, 1-1/2 or two-story form. There are multiple variations including the one to 1-1/2 story Craftsman Bungalow and Colonial Bungalow described below.

Craftsman Bungalow (1905-1930)

A one or 1-1/2 story design that exhibits highly distinctive Craftsman – Arts & Crafts design features described above. Very low roof pitch typically with a side-gable form and very prominent porch. Elaborate variations that may include Prairie Style influences are often architect designed. Modest front-gable plan book examples are also common. Some variations include clipped gable details. Pre-cut homes in this style exhibit very homogeneous window designs and ornamental features.

Colonial Bungalow (1915-1930)

A variation or subtype of the above style that incorporates Georgian or Dutch Colonial stylist features drawn from then highly popular Colonial Revival designs.

Colonial Revival (1895-1930)

Typical two-story symmetrical form. Side gable or rectangular hipped roof form with entry at center of long facade. Prominent central entry porch with accentuated front door. Colonial/classically derived architectural details and elements. Usually clapboard cladding. Symmetrical fenestration; multi-pane double hung windows with shutters typical. (See two subtypes below)

Colonial Revival –Dutch (1890-1930)

Typical two story side gable form with prominent gambrel roof and wide shed dormers. Usually clapboard cladding. Symmetrical fenestration with multi-pane upper sash in double hung windows. Front gable variation highly popular after 1915; more formal side gable popular during 1920s.

Colonial Revival – Georgian (1900-1930)

Influenced by New England Georgian Colonial architecture. Typical two-story form. Side gable or rectangular hipped roof form with entry at center of facade. Prominent central entry porch. Usually brick or clapboard cladding. Symmetrical fenestration; multi-pane double hung windows with shutters typical. Often architect designed.

Tudor Revival (1900-1940)

Characterized by an asymmetrical form and facade composition. Steeply pitched roof form most often a side-gable form with prominent front gable features. Tall narrow windows, often casement type with multi-pane glazing set in groups. Decorative half-timber treatment in combination with brick, stucco or wood cladding. Massive prominent chimneys – usually at façade elevation. Recessed porches with arched entryways and ornate wooden entry doors. Often architect designed. The Builder Tudor is a subtype that exhibits typical features but is modest in cost, size and architectural detail; this subtype was popularly built (1925-1940) by house builders based on plan book designs.

Modern (1935-1965)

Minimal Traditional, Ranch, Cape Cod and Mid-Century Modern residential style designs were popularly built in the late 1930s through the post-war era. They exhibit various design attributes according to the design source and whether the house was custom designed by a skilled architect. Minimal Traditional and Cape Cod are abbreviated traditional revival styles. Ranch Style has attributes related to Craftsman Bungalow and Mid-Century Modern is an outgrowth of the International Style. All use modern technology and modern and tradition construction materials in innovative ways.

IV PROJECT FINDINGS

Survey Findings

- 820+ properties identified in Field Survey
- 180 Survey properties eliminated from analysis due to poor physical integrity

Inventory Analysis & Findings

- 640 properties analyzed and prioritized for inclusion in inventory database
- 68 identified as priority properties for inclusion in inventory database
- 70+/- additional properties identified for future *minimal* entries into database

Products

- 68 residential properties added to City of Seattle Historic Resources inventory database [included six updated/expanded prior inventory database entries]
- Survey Report
- Historic Context Statement regarding residential development in Fremont
- PowerPoint presentation regarding residential development in Fremont
- GIS Survey Area Map

Inventory Properties by Sub-Type

Apartment Houses (designed as such)	7
Double Houses (designed as such)	6
Single Family Residences (designed as such)	55

Inventory Properties by Developmental Era

- 1895 -1904 11
- 1905 -1918 40
- 1919 -1930 16
- 1930 -1940 0
- 1940 -1951 1

Properties Associated with notable Architects/Builders

Notable architects and/or builders have been identified for 22 of the properties. Among the notable architects known to have designed the subject apartment buildings and double houses are John Creutzer, William Kingsley, W.H Whiteley [while affiliated with Frederick Anhalt], Bresemann & Durfee, J.L. McCauley and Fred Bassetti. The great majority of single-family residences were constructed based on standard plan book sources that have not been identified. Among the notable architects and builders known to have been associated with the design and construction of the subject single-family residences are: John Creutzer, Steven Berg, Jud Yoho, Victor W. Voorhees, Frederick Cosman, J.K. Carr, Thomas Clausen, Robert A. Ellis, Alfred A. Carlson and Hans B. Grevstad.

Properties Associated with highly notable individuals or historic/social trends

Five properties are known to have been associated with individuals who played an important role in the history and development of the Fremont neighborhood. These properties include:

John Braida House – 3408 Woodland Park Ave. N – tile craftsman
Steinert Apts. (Wm. J. Steinert) – 3632 Woodland Park Ave. N.– elected official/judge
* Dr. H.P. Miller House – 3636 Woodland Park Ave. N. – local druggist
* William & Mary Crawford House – 4142 3rd Ave. NW – early Ross area settlers
Charles & Lena Littlefield House – 4415 Linden Ave. N – local doctor

** Appears to meet local Landmark criteria*

Exemplary Examples of Property Types or Architectural Styles

* Charles I Anderson House - 4221 Dayton Ave, N. [Arts & Crafts - Craftsman]
* Edward Jacobsen House - 3840 Linden Avenue N. [V. W. Voorhees planbook design]
* Celdon Martin House – 503 N. 42nd St. [Mission Revival]
* Fred J. Kerr Co. House – 617 N. 47th St. [Judd Yoho – Craftsman Bungalow]
* Oscar G. Heaton House/Apts – 4202 Phinney Ave. N [Arts & Crafts – Craftsman]
* August Lundgren Double House – 1023 N 36th St. [late Queen Anne]
* Pemberton Bros. Double House Group [designed by Bresemann & Durfee]
4711-13 Whitman Ave. N.
4715-17 Whitman Ave. N.
4719-21 Whitman Ave. N.
915-917 N. 48th St.

** Appears to meet local Landmark criteria*

Noteworthy Fremont Examples of Representative Architectural Styles/House Types

Gamma Rho Apartments – 4400 Fremont Avenue N. [PNW Regional - Fred Bassetti]
Hans B. & Josefine Grevstad House – 4614-16 Linden Ave. N. [Tudor Revival]
Alfred Bartlett House – 4221 Linden Ave. N. [Vernacular- late Queen Anne cottage]
J.B. Hardcastle Apartment Building – 4903 Linden Avenue [Tudor/English Cottage]
J.B. Hardcastle Apartment Building – 4915 Linden Avenue [Colonial Revival]
John C. Powell House – 4226 Phinney Ave.N. [Arts & Crafts – Craftsman]
Smart-Durgan House – 920 N. 35th St [late Queen Anne hipped cottage]
Sewell P. Stone House - 917 N. 36th St. [late Queen Anne]
Greene-Stone House 919 N. 36th St. [late Queen Anne]
Oscar Olson House -1019 N. 36th St. [late Queen Anne]
Nelson-Barr House 1025 N. 36th St. [late Queen Anne]
J. E. Welch House – 321 NW 42nd St. [late Queen Anne hipped cottage]
House – 403 NW 42nd St. [late Queen Anne hipped cottage]
Pontius Nelson House – 411 NW 42nd St. [late Queen Anne hipped cottage]
Swan Carlson House – 421 NW 42nd St. [late Queen Anne hipped cottage]
Hans B. Grevstad House - 726 N. 47th St. [Arts & Crafts – Craftsman Bungalow]
Wm. Denner House – 917 N. 47th St. [late Queen Anne hipped cottage]
Robert A. Ellis House - 712 N. 49th St. . [Arts & Crafts – Craftsman Bungalow]

Robert A. Ellis House - 722 N. 49th St. . [Arts & Crafts – Craftsman Bungalow]
Frederick Poitras House – 133 N. 50th St. [American Four-Square]

Residential Properties Previously Included in City of Seattle Historic Resources Database

Refer to APPENDIX C for a list of Fremont residential properties that were previously included in the City of Seattle Historic Resources Database. Four (4) residential properties on that list appear to meet local landmark criteria.

Additional Research and Documentation Recommendations

Several of the residential properties already included in or added to historic resources database are worthy of additional research and documentation. Approximately 70 additional residential properties were identified for future *minimal* entries into historic resources database.

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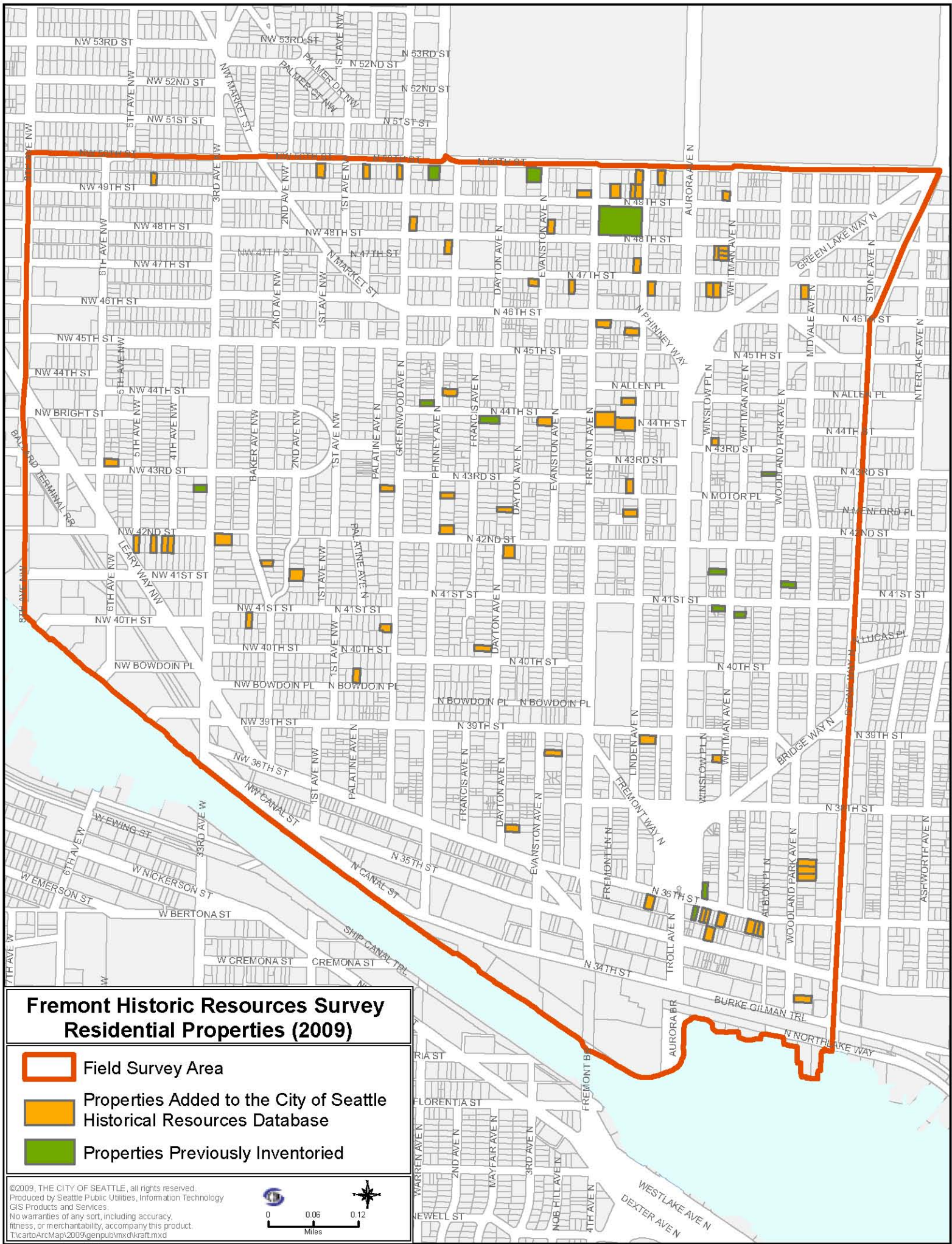
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APPENDIX A
Survey Area Map



APPENDIX B - INVENTORY MASTER LIST (January 2010)

Address <i>Appears to meet LMK criteria *</i>	Dates Built	Original (early) Owners/Developer	Architect/Builder	Notes
4126 Baker Ave NW	1907	Phillip A. Olson		owner-carpenter built
112 N Bowdoin PL	1917	Arthur (& Goldie) Sprague	<i>James Cameron</i>	
3606 Dayton Ave N	c.1901	Walter J. Santmyer		Fisher-Kalfus Funeral Home
4007 Dayton Ave N	1909	Pacific Finance Company	Wm. Fishburn	
4221 Dayton Ave N *	1911	Charles I. Anderson	John A. Creutzer	carpenter-developer built
3832 Evanston Ave N *	c.1901	Frederick M. Cosman	<i>Frederick M. Cosman</i>	owner-developer built
4337 Evanston Ave N	1925	Jorgen H. (& Lulu) Clausen	<i>Thomas Clausen</i>	
4400 Fremont Ave N	1950	C & R Builders, Inc.	Fred Bassetti	Gamma Rho Apartments
4903 Fremont Ave N	1908	Jesse F. Findley	<i>Theo Gunther</i>	
4011 Greenwood N	1909	Jesse C. (& Matilda) Jesson	<i>Jesse Jesson</i>	owner-developer built
4231 Greenwood N	1911	Albert W. Tallman	Victor W. Voorhees	owner-developer built
3840 Linden Ave N *	1904	Edward A. (Betsy) Jacobsen	Victor W. Voorhees	
4221 Linden Ave N - update	1904	Alfred Bartlett House		
4255 Linden Ave N	1928	Olaf Eliassen	A.B. Cornelius	Fremont Crest Apartment
4321 Linden Ave N	1929	Russell T. Pretlow	Wm. Kingsley	Linden Court Apartments
4415 Linden Ave N	1908	Charles & Lena Littlefield	<i>Alfred A. Carlson</i>	carpenter-developer built
4511 Linden Ave N	1912	John E. Gabriel	<i>John E. Gabriel</i>	owner-developer built
4614-16 Linden Ave N	1925	Hans (& Josefine) Grevstad	<i>Hans B. Grevstad</i>	Apartments (1929)
4903 Linden Ave N	1927	J.B. Hardcastle	W.H. Whiteley	Apartments
4915 Linden Ave N	1927	J.B. Hardcastle	W.H. Whiteley	Apartments
4202 Phinney Ave N *	1910	Oscar G. Heaton	H. Wooch	Apartments (1915)
4226 Phinney Ave N	1909	John C. Powell	<i>J. K. Carr</i>	developer built
4408 Phinney Ave N	1916	Charles A.(& Ellen) Wall	<i>Andrew Borg</i>	
3829 Whitman Ave N	1925	Chester W. Streckenbach	<i>H.J. Miller</i>	
4711-13 Whitman N *	1910	Perle Pemberton	Bresemann & Durfee	Double House
4715-17 Whitman N *	1910	Perle Pemberton	Bresemann & Durfee	Double House
4719-21 Whitman N *	1910	Perle Pemberton	Bresemann & Durfee	Double House
3408 Woodland Pk N	1901/1915	B.K. Maybee/John Braid	<i>Andrew H. Stay</i>	
3626 Woodland Pk N	1927	Peter Clausen	<i>Thomas Clausen</i>	
3632 Woodland Pk N	1926	Wm. J. Steinert	John A. Creutzer	The Steinert Apartments
3636 Woodland Pk N *	1900/1916	Dr. H.P. (& Bertha) Miller	<i>A.J. Carr (1916)</i>	Apartments (1916)

APPENDIX B - INVENTORY MASTER LIST (January 2010)

4122 2 nd Ave NW	1906	Thos. (& Amelia) Elliott		
4142 3 rd Ave NW – update *	1905	William (& Mary) Crawford		
4302 6 th Ave NW	1903	Wm (& Margaret) Sanders		
920 N 35 th St	c.1905	Jas. W. Smart (1905) Chas. R. Durgan (1910)		owner-developer built
811 N 36 th St	c.1901	Mary L. Downie	<i>Henry Downie</i>	
917 N 36 th St - update	1901	Sewell P. (& Mary) Stone		
919 N 36 th St	c.1893	W.E. Greene (1895+) Sewell P.(& Mary) Stone		
929 N 36 th St	1923	Jacob Fuson	J.L. McCauley	Double House
1019 N 36 th St - update	1901	Oscar A. (& Hulda) Olson		
1023 N 36 th St – update *	c.1905	August Lundgren		Double House
1025 N 36 th St - update	1899	Nels A. Nelson Mrs. Elenora Barr (1902)	<i>Nels A. Nelson</i>	owner-carpenter built
211 NW 41 st St	1905	John W. (& Callie) Smiley		
503 N 42 nd St *	1924	Celdon F. (& Myrtle) Martin	<i>Celdon F. Martin</i>	owner-contractor built
321 NW 42 nd St	c.1908	J.E. Welch		
403 NW 42 nd St	c.1906			
411 NW 42 nd St	1906	Pontius B. (& Inga) Nelson		
421 NW 42 nd St	1907	Swan A. (& Hilda) Carlson		
950 N 43 rd St	c.1895	David N. (& Sarah) Smith		
705 N 46 th St	1928	L.D. Knettle	W.H. Whiteley	Kennett Apartments
521 N 47 th St	1922	Alvah B. (& Ida B.) Miller	<i>Stephen Berg</i>	developer built
617 N 47 th St *	1910	Fred J. Kerr Co.	Jud Yoho	builder-developer built
726 N 47 th St	1918	Hans B. Grevstad	<i>Hans B. Grevstad</i>	builder-developer built
911 N 47 th St	1908	M.W. Twitchell	<i>Frank J. Boyle</i>	carpenter-developer built
917 N 47 th St	c.1906	Wm (& Mary) Denner		
1109 N 47 th St	1909	Mary A. Haggerty	<i>A.J. Carr</i>	builder-developer built
302 N 48 th St	1928	Max P.N. Mielke		
327 N 48 th St	1908	Henry E. Compton	<i>Henry E. Compton</i>	carpenter-developer built
602 N 48 th St	1913	Ira T. Wolfe	<i>Ira T. Wolfe</i>	builder-developer built
915-917 N 48 th St *	1910	Adrien/Loma Pemberton	Bresemann & Durfee	Double House
712 N 49 th St	1912	Robert A (& Bessie) Ellis		owner-developer built
722 N 49 th St	1912	Robert A. Ellis		developer built

APPENDIX B - INVENTORY MASTER LIST (January 2010)

922 N 49 th St	1920	Michael (& Rose) Campbell		
342 NW 49 th St	1918	Oscar T. Scheller	<i>Oscar T. Scheller</i>	owner-carpenter built
111 N 50 th St	1909	Herbert (& Eleanor) Ward	<i>Herbert A. Ward</i>	owner-carpenter built
133 N 50 th St	1910	Frederick Poitras	<i>Frederick Poitras</i>	carpenter-developer built
807 N 50 th St	1917	Chas. M. & Viola Neth	<i>Hans B. Grevstad</i>	
115 NW 50 th St	1913	Joseph Kehrmann	<i>Frank M. Skinner</i>	

APPENDIX C
Fremont Residential Properties Previously Included in
City of Seattle Historic Resources Database

Single-Family Residences

4401 Phinney AVE N	Fitch/Nutt House (City Landmark)
4034 Whitman AVE N	House
4039 Whitman AVE N	Henry/Greene House*
4117 Whitman AVE N	Dailey/Kerr House
4110 Woodland Park AVE N	House
4263 Woodland Park AVE N	House
4229 3rd AVE NW	Anderson, W.H. House*
911 N 36th ST	Nelson, V. House*
916 N 36th ST	Goddard/Dr. Patterson House*

Apartment Houses

4800 Fremont AVE N	Hawthorne Square
455 N 44th ST	Sunset Heights Apartments
315 N 50th ST	Ridgeview Apartments
515 N 50th ST	Camelot Apartments

Residential Properties included in database (with minimal forms)

3612 Evanston AVE	House
3625 Evanston AVE	House
4015-4017 Evanston AVE	Duplex
4118 Evanston AVE	House
4111 Fremont AVE	House
4436 Francis AVE	House or multifamily (no photo)
3920 Linden AVE	House
3633 Whitman AVE	House
3658 Whitman AVE	House
914 N 35th ST	House
459 N 36th ST N	House (now a commercial use)
1110 N 48th ST	House

Properties with minimal forms (Listed as Wallingford but in Fremont survey area)

805-807-809 N Allen PL	House (now multiplex)
4030 Aurora AVE	House
4232 Midvale AVE	Duplex
4031 1/2 Whitman AVE	House
4114 Whitman AVE	House
4253 Whitman AVE	House
4267 Whitman AVE	House
4272 Whitman AVE	House
4310 Whitman AVE	House
3910 Woodland Park AVE	House
4038 Woodland Park AVE	Apartment
4200 Woodland Park AVE	House
4223 Woodland Park AVE	House
4469-4471 Woodland Park AVE	House
4511 Woodland Park AVE	House
4607 Woodland Park AVE	House (1)
211 NW 40th ST	House (not in Wallingford; wrong in database)
1003 N 47th ST	House
1011 N 48th ST	House
1106 N 48th ST	House

* Appears to meet local landmark criteria (1) Worthy of additional research