

INTRODUCTION:

This is a Cybertour of Seattle's historic South Lake Union neighborhood, including the Cascade neighborhood and portions of the Denny Regrade. It was written and curated by Paula Becker with the assistance of Walt Crowley and Paul Dorpat. Map by Marie McCaffrey. Preparation of this feature was underwritten by Vulcan Inc., a Paul G. Allen Company. This Cybertour begins at Lake Union Park, then loosely follows the course of the Westlake Streetcar, with forays into the Cascade neighborhood and into the Seattle Center area.

SEATTLE'S "LITTLE LAKE"

Lake Union is located just north of the geographic center and downtown core of the city of Seattle. Westlake Avenue links it to the downtown retail center then runs along Lake Union's western shore, and Fairview Avenue serves the same function along the eastern shore. Lake Washington lies to the east of Lake Union, and Puget Sound to the west. Carved by the receding Vashon Glacier some 14,000 years ago, Lake Union was called "meman harishu" (Little Lake) by the Duwamish people who lived along on the lake's southern shore, or "tenas chuck" in Chinook Trade Jargon. Indians fished and caught waterfowl by raising nets on nearby bluffs.

Seattle pioneer David Denny and bride Louisa Boren filed the first claim on the south end of Lake Union in January 1853. Thomas Mercer filed the second area claim north of the Denny's (north of Mercer Street), settling here with his four daughters in 1853. At the settlers' Fourth of July picnic in 1854, Mercer proposed calling the lake "Union" because he was sure a canal would soon link it to Lake

LAKE UNION HISTORICAL WALKING TOUR



Washington, Salmon Bay, and Puget Sound. A little more than six decades later, Mercer's prediction was finally fulfilled.

The lake lay outside of Seattle's borders when the city incorporated in 1869, but it was fully annexed by 1891. One year earlier, a streetcar line was installed from downtown to the lake's southern shore along present-day Westlake Avenue and later extended to Ballard.



To the west, a narrow stream at what would become Fremont emptied Lake Union into Salmon Bay. To the east, a natural dam at Montlake separated Lake Union from Lake Washington. In 1861 Har-

vey Pike excavated a narrow canal for logs at this dam site. After 1863 coal from Newcastle was transported by barge across Lake Washington and Lake Union and then portaged to the Seattle harbor. In 1872, the Seattle Coal & Transportation Co. built a narrow-gauge railway, Seattle's first, from south Lake Union to Pike Street. The line was replaced by a better rail link in 1877 and Mayor Gideon Weed proposed paving the route we know today as Westlake Avenue, but this was not done for another quarter of a century.

BOATYARDS AND BRIDGES

Construction of the Lake Washington Ship Canal required that Lake Washington and Lake Union be at equal elevations. Between July and October 1916 the level of Lake Washington was lowered nearly nine feet to

the level of Lake Union. Two years later the waters of Salmon Bay were raised behind the Chittenden Locks to the level of Lake Union.

As the Lake Washington Ship Canal's Government Locks (now Hiram Chittenden Locks) neared its 1917 completion, the shores of Lake Union sprouted dozens of boat yards. For most of the remaining years of the twentieth century, Lake Union was one of the top wooden-boat building centers in the world, utilizing rot-resistant local Douglas fir for framing and Western Red Cedar for planking.

During and after World War I, a fleet of wooden vessels built locally for the war but never used was moored in the center of Lake Union. Before completion of the George Washington Memorial Bridge (called Aurora Bridge) in 1932, a number of tall-masted ships moored on Lake had to be towed out before the center span was put in place. Last to depart was the

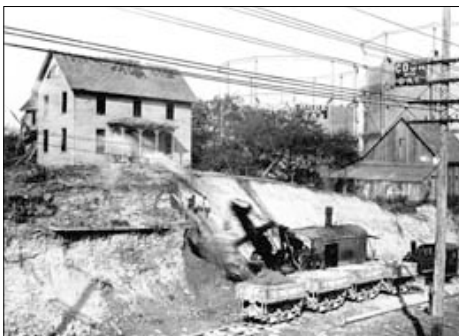


steel-hull bark Monongahela, a four-masted vessel built in Glasgow in 1892.

FLATTENING OUT AND FILLING IN

The regrading of Denny Hill (which peaked at 3rd Ave. and Stewart St.) and areas north flattened the hills between which South

Lake Union had nestled and transforming a gentle valley into an open plain. Between 1928 and 1931 as much as 20 million gallons of water a day were sucked from Lake Union and shot through fire hoses to sluice Denny Hill down. Some of the resulting dirt was used to fill in wetlands along Lake Union's southern shoreline, including the area underneath the Westlake trestle.



From top: Lake Union in 1891 "Bird's Eye" map; Salish canoe; Louisa and Dave Denny with children ca. 1855; Thomas Mercer; Denny home during 1911 regrade.

Lake Union's industrial potential increased dramatically when the Ship Canal and Hiram Chittenden Locks opened in 1917. Factories, automobile dealerships, and other industry both light and heavy crowded into the area southeast of Lake Union, called the Cascade neighborhood.

The Cascade Neighborhood

South Lake Union's Cascade Neighborhood was an ethnic melting pot of immigrants from Scandinavia, Greece, Russia, and the Balkans, a comfortable middle-class neighborhood of modest houses and small farms that took the name "Cascade" despite the fact that nearby Capitol Hill obstructed any view of the Cascade Mountains. Poorer families moored their houseboats between mills, canneries, and shipyards along the western and eastern Lake Union shorelines. During the 1950s many single-family homes were torn down as land use increasingly shifted toward the commercial.

South Lake Union's long tenure as utilitarian home to mill and coal wharf, commercial laundries, building-material suppliers, and automobile dealerships may lack glamour, but the neighborhood has a history of inspiring grand plans. An early twentieth-century real-estate company dubbed the south end of Lake Union the "Big Funnel," implying that it was the strategic route for Seattle's rapid expansion northward. Seattle municipal planning director Virgil Bogue targeted the Cascade neighborhood for dramatic change in his 1911 Plan For Seattle. The Bogue Plan called for the creation of a large apartment district, a civic center complex in the Denny Regrade area, a Grand Central Station (sited roughly at Dexter and Valley), a rapid-transit tunnel to Kirkland, and a major ferry terminal at the south end of Lake Union. Seattle voters rejected the plan in 1912.



When the Seattle Freeway (now Interstate 5) was completed in the 1960s, Mercer Street became a major access road, effectively cutting off from the city Lake Union's south shore. A large swath of buildings in the Cascade neighborhood also fell when the Seattle Freeway right-of-way was cleared. In 1972 Seattle voters rejected a plan to build the Bay Freeway connecting SR 520, I-5, and SR 99 along Mercer Street. If built this project would have destroyed the Cascade neighborhood and further walled off South Lake Union from downtown Seattle.



THE COMMONS IDEA

The Seattle Commons, first proposed by architect Fred Bassetti and Seattle Times columnist John Hinterberger in 1991, envisioned as a vast 60-acre civic lawn framed by high-tech laboratories, condos, bistros, and tree-lined promenades. The plan entailed substantial public cost to turn a working-class neighborhood into an upscale "urban village," and Seattle voters rejected the Seattle Commons levy on November 7, 1995. Skeptical voters also rejected a second, smaller-scale Commons levy on May 21, 1996.

Although the Seattle Commons plan failed at the polls, it drew attention to the neighborhood's potential and spurred substantial property assembly and investment by Paul Allen's Vulcan Real Estate Co. and others, setting the stage for South Lake Union's current twenty-first century revival.

LINKING PAST AND FUTURE

In March 2005, the University of Washington announced plans to triple its biomedical research space in South Lake Union, joining the Fred Hutchinson Cancer Research Center, ZymoGenetics, the Seattle Biomedical Research Institute, Seattle Cancer Alliance, and several other biotech companies in further cementing the South Lake Union

neighborhood's status as a major center for biomedical research. Group Health Cooperative will open its new administrative center in the neighborhood in fall 2007, and Children's Hospital & Regional Medical Center is establishing a new research center nearby. South Lake Union is expected to serve as the cradle of Seattle's burgeoning biotechnology sector for decades to come.

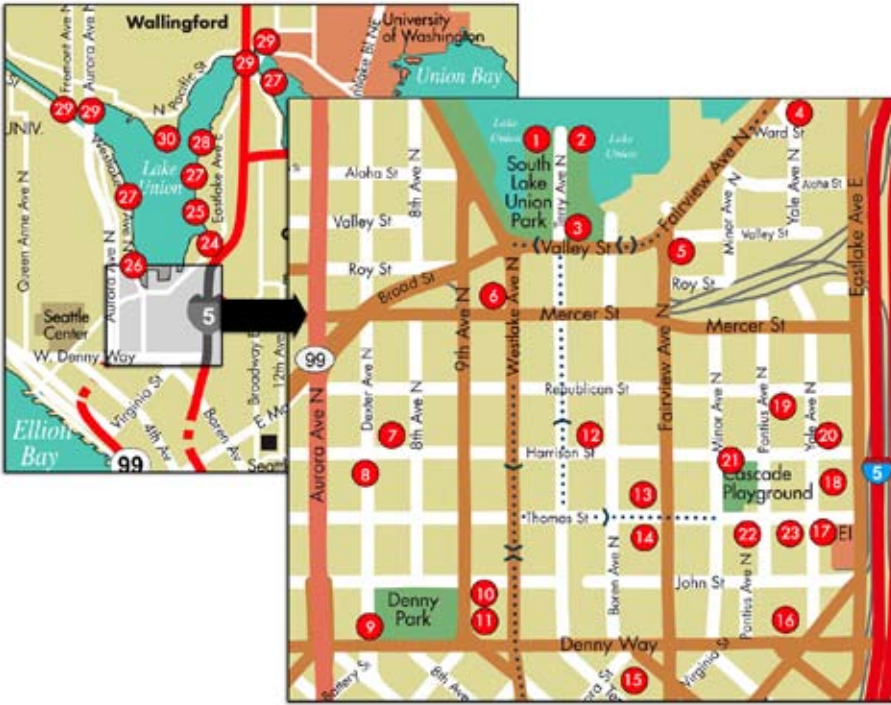
Continued public enjoyment of the lakeshore is being assured with development of South Lake Union Park, which includes the former U.S. Naval Reserve Center, a landmark structure designed by B. Marcus Priteca in 1942, the Center for Wooden Boats, the NW Seaport's collection of historic vessels, and an adjacent Indian Tribal Center. The Seattle Parks Foundation has pledged \$10 million to support the park's development, for which ground was formally broken on February 28, 2007, and the Museum of History & Industry plans to move to the Naval Reserve Center from its Montlake facility in 2011.



Finally, construction of a new Westlake Streetcar line was initiated in 2006 to link the neighborhood with the downtown core. It roughly follows the route of Seattle's first railroad, and when it enters service in fall 2007, the line will constitute the city's first street railway (not counting the vintage Waterfront Streetcar line, temporarily suspended) to operate since 1940. Thus Lake Union continues to offer a dynamic link between Seattle's past and its future.

From top: *Western Mill ca. 1912; Closing gap in Aurora Bridge, 1932; (left) South Lake Union ca. 1887 and 2006 plan for park.*





POINT 2: NAVAL RESERVE BUILDING (ARMORY)

Before Euro-American settlement, this area was a trade landing for tribal peoples. In the 1870s coal barges from Newcastle were docked here and the coal was then transferred by rail to vessels at Elliott Bay.

In 1882, David Denny built a major sawmill, the Western Mill, at the foot of Westlake and partially extending out over Lake Union. Logs were floated from Lake Washington via a larger sluiceway dug at Montlake in 1883. That same year, Seattle annexed the area around the lake's southern shores. Western Mill later became Brace and Hergert Mill. An asphalt plant was later located nearby.

In 1887 the Seattle Steam Laundry opened nearby, and thereafter every day was laundry day in South Lake Union. In time commercial laundries became a mainstay of the South Lake Union and Cascade neighborhoods as the Troy Laundry, Supply Laundry, Prim Laundry, Overall Laundry, and New

THE TOUR

POINT 1: LAKE UNION PARK

860 Terry Avenue N

Master landscape architect John Olmsted proposed a small park for the south Lake Union area as part of his 1903 Seattle Parks plan, but generally favored the lake's development as an industrial and commercial hub. On July 1, 2000, the United States Navy deeded the five acres of land on which the Naval Reserve Building stands to Seattle Parks and Recreation. This land was added to a small five-acre South Lake Union Park site acquired by the City of Seattle in the 1980s. Groundbreaking ceremonies for the new Lake Union Park were held on February 28, 2007.

The Center For Wooden Boats, Northwest Seaport, the Virginia V Foundation, United Indians of All Tribes, and other heritage organizations work together within the park to celebrate Seattle's maritime heritage. Historic vessels dock at the South Lake Union Historic Ships Wharf, dedicated on June 2, 2004. The park is designed to accommodate large public celebrations in both indoor and outdoor spaces and to improve public access to the lake.

The park was formally dedicated on September 25, 2010.



Richmond Laundry and many others all profited from the Sisyphean task of keeping early Seattleites relatively clean.

The Art Deco-style Naval Reserve Center, designed by B. Marcus

Priteca and

William R. Grant as an armory for the United States Navy, was built on the site of the Western Mill. It was dedicated in June 1942. During World War II this facility housed a training school. The building featured a "wet-trainer" room (a watertight room that could be filled with water so that sailors could practice evacuating a flooded ship's compartment), a full-scale ship's bridge, a chart room, a radio room, a combat information center, a rifle range, and a two-story gymnasium. After the war ended it became the local headquarters for the United States Naval Reserve, which deeded the building and its five-acre parcel to the Seattle Parks Department in 2000.

It is now the new home of the Museum of History and Industry (MOHAI.)



From top: Western Mill ca. 1891; Steamer Virginia V; Naval Reserve Center, 1946.



POINT 3: CENTER FOR WOODEN BOATS AND NORTHWEST SEAPORT

1010 Valley Street

Seattle's hands-on maritime museum was founded as a non-profit educational organization in 1978 and opened on Waterway 4 at South Lake Union in 1983. The Center for Wooden Boats provides workshops on boatbuilding, sailing, and woodworking, and hosts a popular annual wooden boat festival. The museum is free, and vintage vessels are available by the hour for a modest fee. Heritage vessels at the Center for Wooden Boats include the National Register of Historic Places-listed 1926 racing sloop *Pirate*; the 1914 cruiser *GloryBe*; and the 1905 steam launch *Puffin*. The Center for Wooden Boat's artist in residence, a Haida Master Carver, carves traditional cedar dugout canoes and teaches boat carving on Sunday afternoons.

The Northwest Seaport's historic fleet includes the 1889 tugboat *Arthur Foss* (star of the 1933 movie *Tugboat Annie*, a designated National Historic Landmark, and one of the oldest tugboats in existence); the 1904 lightship *Swiftsure* (formerly known as *Relief*), also a National Historic Landmark; the 1933 salmon troller *Twilight*; the halibut schooner *Yakutat*; and the 1897 Pacific schooner *Wawona*, one of the largest three-masted schooners built in North America and in 1970 the first ship ever to be listed on the National Register of Historic places. The *Wawona* is one of only two survivors of the once enormous sailing fleet of the Pacific Northwest. Because of its current severe state of decay, it has been placed on the Washington Trust for Historic Preservation's list of most endangered public properties.

Other historic vessels in South Lake Union: the 1909 fireboat *Duwamish*, listed on the National Register of Historic places and owned by the Puget Sound Fireboat Foundation; the 1922 steamer *Virginia V*, the last remaining wooden-hulled, steam-powered passenger vessel on the West Coast and the last of the once-ubiquitous "Mosquito Fleet" steamers that flitted across Puget Sound waters, a National Historic Landmark, owned by the *Virginia V* Foundation; and the 1924 schooner *Zodiac*, listed on the National Register of Historic Places and owned by the Schooner *Zodiac* Corporation.



POINT 4: FRED HUTCHINSON CANCER RESEARCH CENTER

1100 Fairview Avenue N

The Fred Hutchinson Cancer Research Center was named for Frederick Charles Hutchinson, a baseball player for the Seattle Rainiers and

Detroit Tigers and, later, baseball manager, who

lost his life to lung cancer in 1964 at the age of 45. The center was founded in 1965 by Seattle surgeon Dr. William Hutchinson as a living memorial to his brother. The organization's first facility opened next to Swedish Medical Center on First Hill in 1975. It quickly outgrew this facility, and by the mid-1980s had laboratories and other offices scattered over some 13 buildings. After a citywide search for an area where they could both build the state-of-the-art facility their research required and also have room for expansion, Fred Hutchinson settled on South Lake Union.



At the time the area was a mix of small commercial businesses, light manufacturing facilities, rundown stores, and aging warehouses and garages, with poorly maintained residential structures sprinkled in here and there. Many of these were demolished to make way for Fred Hutchinson's initial facility, which officially opened June 1, 1993, and more have subsequently been removed to facilitate the organization's growth. Fred Hutchinson is a world leader in research on cancer, HIV/AIDS, and other life-threatening diseases. Its presence in South Lake Union has not only continued to increase but has served as a magnet for other biomedical research facilities, making Seattle a major force in the global biomedical arena.



Top left: *Wawona* ca. 1950 and *Fireboat Duwamish* ca. 1910.
Top right: *Demers Excelsior Paper Co. and warehouse*, 1937, on site of *Fred Hutchinson Cancer Research Center* (bottom).

POINT 5: FORD MOTOR COMPANY ASSEMBLY PLANT

700 Fairview Avenue N

The Ford Motor Company constructed this five-story regional assembly plant for Model T modules shipped from Detroit. It was one of Seattle's earliest large scale reinforced-concrete buildings and one of Ford's earliest regional assembly plants. Architect John Graham Sr. went on to serve as principal architect for Ford. He also designed many Seattle landmarks including the Joshua

Green Building, the Seattle Yacht Club, and the Exchange Building. Henry Ford chose Seattle as a Model T assembly point after visiting the city in 1909 during the Alaska-Yukon-Pacific Exposition. Ford assembly plants built between 1913-1920 in Buffalo, Toronto, New York, Portland, and Dallas used the Seattle plant's design. By the late 1920s Ford needed a larger factory and in 1932 moved production to a one-floor plant at 4730 East Marginal Way. Ironically, plunging automobile sales during the Great Depression forced him to end production at that plant less than a year later.

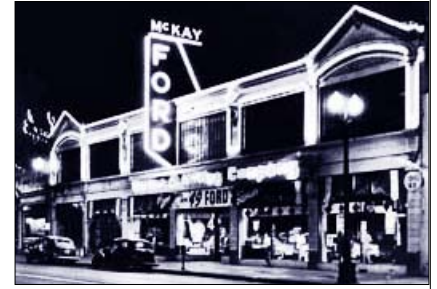
In 1935 Fuller Paint Company purchased the building, adding a loading dock and installing four 25,000-gallon tanks at the southeast corner of the site to store linseed oil and turpentine. Craftsman Press, for many years Washington's largest printer, acquired the building in 1965. Until 1995 the Burlington Northern Railroad ran across Fairview Avenue to a spur on the south side of the building. After this service ceased, Craftsman sold the building to Shurgard Storage. Shurgard corporate offices occupied the building's top floor and mini-storage units filled the lower levels. In August 2006 Public Storage, Inc. of Glendale, California, purchased Shurgard. As of May 2007 the Ford Assembly Plant Building houses only storage units. On August 17, 1998, the Ford Assembly Plant Building was designated a City of Seattle landmark.

POINT 6: FORD MCKAY BUILDING AND PACIFIC MCKAY BUILDING

601-615 Westlake Avenue N

William Osborne McKay opened his business in 1922, catering to the ever-growing desire for personal automobile ownership among Seattle residents. Three years later McKay built a glamorous terra-cotta-clad showroom with vaulted ceiling and an interior terra-cotta fountain at the corner of Westlake and Mercer next to his original building. Westlake Avenue was a Seattle urban "auto row" -- by 1939 some 40 automobile-related businesses could be found on the 12-block stretch of Westlake near South Lake Union.

McKay, an active civic booster and one of the founders of Seafair, was a major property owner in the South Lake Union neighborhood. Architects Thomas and Granger also designed Harborview Hospital, the Sorrento Hotel, and the Corner Market Building at Pike Place Market. In 2006 the exteriors of both Pacific McKay and Ford McKay and portions of their interiors were designated city landmarks by the Seattle Landmarks Preservation Board.



POINT 7: E. J. TOWLE CLOCK/WEST EARTH STREET CLOCK (CA. 1915)

406 Dexter Avenue N

Cast-iron street clocks, once commonplace, have become increasingly rare. This is one of only 10 or 11 still extant within Seattle.

Probably built by the Mayer Company of Seattle, this clock has graced the northeast corner of Dexter Avenue N and Harrison Street since sometime after 1936. By that year Joseph Mayer had moved his company to this address. Mayer committed suicide in this building in June 1937, but his business (renamed the Northern Stamping and Manufacturing Company) survived and continued to use the building.

The E. J. Towle Company was also a tenant at 406 Dexter Avenue N. By 1985 the building housed the West Earth Company. The clockworks, once visible within the clock's pedestal, are now hidden, and an electrical operational system has replaced the original weight-driven mechanism.



Top left: Ford Assembly Plant, 1913 and 2007; McKay dealership, 1937; Top right: McKay dealership, 1949; Towle clock, 1960 and 2007.

POINT 8: KING BROADCASTING

333 Dexter Avenue North

KING Broadcasting (founded in 1947 by Dorothy Stimson Bullitt) set up shop in an existing building at 320 Aurora Avenue N that, prior to its tenure, had housed Baron's Furniture. Bullitt liked the location because the station's transmitters atop Queen Anne Hill were within the line of site. KING's radio and television operations were headquartered in this building. Over the next three decades, KING acquired nearby property, including a former garage at 300 Aurora Avenue N and small apartment building at 715 Harrison Street N.

KING built a glass, five-story addition between 1979-1981. The addition was designed by McKinley Associates, and built by Baugh Construction. The interior atrium features a water sculpture by George Tsutakawa. Dedication ceremonies, held October 28, 1981, drew NBC luminaries including national anchorman John Chancellor, corporate president Robert Mulholland, news president William Small, and many others. KING now (2011) owns the city block bordered by Thomas Street N, Harrison Street N, Aurora Avenue N, and Dexter Avenue N.



POINT 9: DENNY PARK

100 Dexter Avenue N

David and Louisa Denny donated this hilly portion of their donation land claim to the city for use as a cemetery in 1864. In 1883 they re-deeded the land as Seattle's first public park. Most of the 221 bodies were re-interred in other cemeteries. The park was officially named in 1887 in honor of the donors. The regrade threatened Denny Park's existence beginning in 1910, despite public opinion that it should be preserved. It was among the last areas to fall to the steam shovels, finally succumbing in 1930. The current Denny Park rests some 60 feet below its former incarnation, and houses the Seattle Department of Parks & Recreation Headquarters. The modernistic headquarters building was designed in 1948 by architects Young, Richardson, Carleton & Detlie, and won the AIA Grand Honor award. The park features a bronze bust of pioneer



Presbyterian minister Mark Matthews.

Denny School, located at Battery Street between 5th and 6th avenues, was built in 1884. An architectural jewel that featured a prominent cupola, Denny School served neighborhood students until 1928, when it was demolished during the Denny Regrade. The cupola was preserved in (lowered) Denny Park until 1936.

POINT 10: WESTLAKE STREETCAR, 1890

On October 14, 1890, the Seattle City Council approved a provisional franchise for a new streetcar line between downtown and south Lake Union. Eight alternative routes were authorized, with the final franchise to be awarded to the first company to establish service. The Seattle Electric Railway and Power Company, guided by Luther Henry Griffith, won the race by laying track in just five days along the abandoned route of the Seattle Coal & Transportation Company's narrow-gauge railway (Seattle's first railroad) on Rollin Street running diagonally between the intersection of 4th Avenue and Pike Street and Lake Union's south shore. Shortly thereafter the road's name was changed from Rollin to Westlake Avenue.

The Seattle Electric Railway later extended its line over a planked trestle along Lake Union's western shore through Fremont and into Ballard. In 1891 David Denny's Rainier Power and Railway built a streetcar line along Eastlake, crossing the future Ship Canal at Latona and serving the developing University District. This line went bankrupt during the worldwide financial panic of 1893. Westlake Avenue from Lake Union to downtown Seattle was cut through as a street and paved for mixed use in 1906. In 1910 the city began regrading Westlake with fill dirt from Queen Anne Hill. Westlake long marked the border between the two phases of the Denny Regrade. Regrading west of Westlake was completed in 1912. Regrading east of Westlake was completed between 1929 and 1931.

On July 7, 2006, Seattle Mayor Greg Nickels, U.S. Senator Patty Murray, and other officials joined in groundbreaking ceremonies marking the start of construction of the South Lake Union Streetcar, a \$51 million, 1.3 mile transportation line between the Westin Hotel near Westlake Center in downtown Seattle and the Fred Hutchinson Cancer Research Center. When the service becomes operational in December 2007, it will mark a return to streetcars in South Lake Union after nearly 60 years without this service. The streetcars will be modern and air conditioned, run every 15 minutes, and carry some 300,000 passengers per year.



Top left: Denny Park, 1930 and 1884; Westlake streetcar ca. 1890. Top right: 2007 streetcar route.

POINT 11: DISCOVERY CENTER

101 Westlake Avenue N

The South Lake Union Discovery Center opened in April 2005. Managed by Vulcan Real

Estate, the Discovery Center serves as an information center for the South Lake Union neighborhood. This 11,000-square-foot facility features historical information about the neighborhood's rich history, interactive exhibits about South Lake Union, and a giant three-dimensional model of the area between Lake Union and downtown Seattle.

The building, designed by Miller/Hull Architects, was constructed with more than 80 environmentally sustainable or recycled materials. In the past this site housed Frank Hawkins Buick-Opel (at 105 Westlake) and the Commercial Tire Company (at the intersection of 9th Avenue N and Denny Way).



POINT 12: VAN VORST BUILDING

415 Boren Avenue N

This brick warehouse was constructed by the J. M. Colman Company in the Mission Revival style sometime between 1909 and 1915. From

1915 until 1923 the building was used as

a furniture warehouse and/or outlet by Frederick & Nelson Department Store. The basement may have served as a livery stable for the store's delivery-wagon horses. In an early photograph of the Frederick & Nelson delivery teams and wagons lined up in front of this building, a sign reading "Club Stables" is clearly visible, indicating that for some period the Van Vorst Building was probably known by that name. Lambert Transfer and Storage Company was a tenant in from 1923 to 1929 and West Coast Furniture Manufacturing Company from 1937 to 1940. From 1941 to 1974 the C. B. Van Vorst mattress factory occupied the facility, giving the building the name by which it is most commonly now known.

After Van Vorst vacated, the building sat empty for more than two decades, except on occasion when it was used to house a Halloween haunted house sponsored by a Seattle radio station. On November 1, 2000, the Van Vorst Building was designated a City of Seattle Landmark.

Top left: *Commercial Tire Co., 1938; South Lake Union Discovery Center, 2007; Van Vorst Bldg. ca. 1915. Top right:* *Troy Laundry, 1937; Seattle Times plant, 1945 and 2007.*



POINT 13: TROY LAUNDRY

307 Fairview Avenue N

Troy Laundry was one of numerous commercial laundry operations in the South Lake Union/Cascade neighborhood after about 1918. In-home washing machines and (later) dryers did not become common until circa the late 1940s. Like other urbanites, many Seattle residents sent weekly bundles of their dirty clothes and linen to commercial facilities. Horse-drawn delivery wagons, and later trucks, picked up the bundles and returned their contents washed, starched, ironed, and folded. By 1948 Troy was the largest such laundry in the Pacific Northwest.

The concrete structure is clad in patterned brickwork and with white terra cotta trim. The white terra cotta woman's head atop the parapet is thought to represent Helen of Troy. Unlike Helen, the thousands of (mainly) women who labored in hot commercial laundries, moving heavy wet loads amidst the reek of unwashed clothing, their hands cracked from constant exposure to caustic solvents, came and went largely unheralded. On March 11, 1996, Troy Laundry was designated a City of Seattle Landmark.

POINT 14: THE SEATTLE TIMES

120 John Street

The Seattle Times was founded by Alden Blethen in 1896 and officed in a series of buildings in down-



town Seattle. Seattle Times publisher and editor Colonel Clarence B. Blethen (Alden's son) commissioned this building after the company outgrew their distinctive Bebb and Gould-designed home at 414 Olive Way. The Times moved here in 1931. Built of poured concrete in the Art Deco style, the building features decoratively carved cladding of Indiana limestone, decorative panels of cast aluminum, and an aluminum grillwork.

The architect, Robert Reamer, also designed the Old Faithful Inn at Yellowstone National Park and the Lake Quinalt Lodge, along with a number of important buildings in Seattle and elsewhere. On March 11, 1996, the Seattle Times Building was designated a City of Seattle Landmark.





POINT 15: NORWAY HALL

2015 Boren Avenue

Norway Hall was built to house the Sons of Norway and Daughters of Norway. It was the first structure in Seattle specifically constructed by and for Norwegian cultural and fraternal societies, and it served as a hub of Norwegian culture for the Cascade neighborhood's Norwegian families. Architect Sonnichsen was trained in Norway and his design for Norway Hall incorporated elements of traditional Norwegian house and church design that would have been familiar to Norwegian immigrants.

The building included turned columns and sawn balustrades, and each of the major gables supported a carved wooden dragon. After the Sons of Norway moved to a new facility in Ballard Norway Hall housed, it was occupied by several discotheques, most recently a thriving gay dance club called Timberline. In 2002/2003 Cornish College Of The Arts purchased Norway Hall and converted it into a performing arts venue, rechristened the Raisbeck Performance Hall. Cornish also purchased the 1928 Art Deco-style William Volker/Lenora Square building next door at 1000 Lenora to serve as its main campus.

POINT 16: SITE OF PONTIUS MANSION

1250 Denny Way

Rezin and Margaret Pontius migrated from Ohio to Seattle in 1865, and later built a farm in the meadow on their 160-acres near Lake Union. The Pontiuses were firm believers in spiritualism, a somewhat divisive issue in pioneer Seattle society. Margaret Pontius was said to manifest both great charm and a violent temper. Rezin Pontius left his family sometime in the late 1880s.

Margaret had the farmhouse moved and erected a three-story, many-gabled Queen Anne-style mansion complete with Norman tower in 1889. It was one of Seattle's earliest fine homes. Paneled in cedar and golden oak, the mansion featured five bedrooms plus servants' quarters, front and back parlors, and a plumbed bathroom with zinc bathtub -- considered by many Seattleites to be one of the marvels of its day. Margaret platted her land, sold lots, and was rumored to be worth \$100,000 by the time she died in 1902, a fortune at the time.

In 1905 Olive "Mother" Ryther moved her many orphans into the Pontius home, tacked up her motto ("God Giveth Grace To The



Lowly"), and used the decaying mansion as an orphanage until 1920. The landmark mansion survived until 1930, when it was replaced by a garage and repair shop for the North Coast Transportation Company, a predecessor of the Greyhound Line. The reinforced-concrete garage on the property was built in 1940, the two masonry garages in 1950.

POINT 17: REI FLAGSHIP STORE

222 Yale Avenue N



The Overall Supply Laundry, built between 1927 and 1929, occupied the site where the REI flagship store now stands. At the time Overall Supply Laundry was completed, several small frame houses dating from circa 1900-1915 and a corner grocery store at 201 Eastlake also shared the site, but various expansions to Overall Supply Laundry over the next four decades consumed most of this construction.

St. Demetrios Greek Orthodox Church was built in 1921 on the site now occupied by the REI parking garage. The St. Demetrios congregation relocated to the Montlake neighborhood in 1963.



Lloyd and Mary Anderson founded REI in Seattle in 1938.

The flagship store, designed by the Seattle architectural firm Mithun Partners, opened in 1996. Featuring a 65-foot indoor climbing pinnacle housed within a three-story glass pavilion, the visually arresting REI flagship quickly became a major tourist destination.

Top Left: Norway Hall, 1944. **Lower center:** Pontius Mansion, 1903. **Top Right:** Overall Supply Laundry, 1960; REI store, 2007



POINT 18: PEMCO

325 Eastlake Avenue E

Franklin High School teacher Robert H. Handy founded Teacher's Credit Union in 1936. In 1948 Handy started the Public Employees Mutual Insurance Company (PEMIC) and in 1949 he chartered the Washington Teachers' Credit Union, which absorbed the 1936 group. Teachers State Bank (now Evergreen Bank) was chartered in 1971.

PEMCO Financial Services includes the Evergreen Bank, PEMCO Financial Services, and PEMCO Insurance. The first PEMCO-associated structure on this site was a modest one-story storefront built in 1949 and topped with a jaunty sign that read (in perfect script and clear block capitals) "Teachers Credit Union." State legislation enabling the establishment of credit unions had been in place only since 1953, and this was the first building in the state to be erected specifically to house a credit union. It replaced a very modest 1908 home.



The 1949 construction was enlarged in 1953 and again in 1958. In 1964 the company built a more expansive brick headquarters designed by Tonnys Bellamy at the corner of Harrison and Eastlake.

In 1973 PEMCO built a five-story reinforced-concrete structure at the corner of

Thomas and Eastlake, razing several large frame houses built circa 1900 to clear the way. Designed by Lawrence and Hazen, it was the tallest and most prominent building in the Cascade neighborhood at the time.

In the late 1970s PEMCO proposed adding two more buildings in the same style as the 1973 structure. Some neighbors, especially those facing the site from across the freeway, objected to what they perceived might be a block-wide wall of concrete. In the end only one additional tower was constructed on the mid-block lot formerly occupied by the 1949/1953/1958 building, thus saving the 1964 building from demolition.



POINT 19: SUPPLY LAUNDRY BUILDING AND SMOKESTACK

1265 Republican Street

The original portion of the Supply Laundry building was constructed in 1908, probably as a one-story building. By circa 1918 a second story had been added, with further additions made in 1925, 1951, and 1952. The front stair was constructed in 1960.

This building housed a working commercial laundry from the time of its construction until at least the 1980s, remaining relatively intact during that time. By 1947 it had become the second plant for the New Richmond Laundry, which was located nearby and was one of the many commercial laundries filling Cascade/South Lake Union with clouds of steam and the smell of starch.

The Supply Laundry, one of several anti-union laundries that comprised the Seattle Laundry Owners' Club, is associated with the so-called Seattle Laundry Girls Strike that occurred in the summer of 1917. The laundry workers' successful strike resulted in better enforcement of existing minimum-wage and eight-hour-day regulations, as well as a wage increase, full union recognition, and closed shop.



Top Left: Home on PEMCO site, 1937; Teachers Credit Union, 1953; PEMCO Center, 1992. **Right column:** Supply Laundry Co., 1937 and 2007.

POINT 20: ST. SPIRIDON ORTHODOX CATHEDRAL

400 Yale Avenue North

St. Spiridon was founded by Serbian-American missionary priest Father Sebastian Dabovich in 1895 to serve Seattle's many recent emigrants from Russia, Serbia, and the Near East. The young congregation's first building was a wood-frame structure on Lakeview Boulevard on the west side of Capitol Hill.

St. Spiridon was a mainstay of Orthodoxy in the Pacific Northwest, sending priests to celebrate the Orthodox mass in Cle Elum, Portland, Wilkeson, and even Canada. Many of these early ministers spoke English, Greek, and Russian. In 1918 many of the parish's

Greek-speaking congregants left to form St. Demetrios.

During the early 1920s St. Spiridon's congregation expanded due to the enormous influx of "White Russians" fleeing the Bolshevik Revolution. St. Spiridon's minister, Father Alexander Vyacheslavov welcomed these immigrants and played a major role in helping them assimilate into their

new community. The St. Spiridon community lost its Lakeview building in the early 1930s and resettled in a temporary home at 1932 Federal Avenue. In 1935 some congregants split off to form St. Nicholas Church. The remaining congregants raised funds to erect the current structure in traditional sixteenth-century Russian Orthodox church style. It opened in 1938 and was designated a Cathedral church on December 13, 1941.

St. Spiridon was designated a City of Seattle Landmark on December 20, 1976. The small house just south of the Cathedral was the St. Spiridon Rectory, completed in 1948 and the most recent extant single-family house in the Cascade neighborhood. It now serves as a Sunday school and administration building.

POINT 21: CASCADE PLAYGROUND

333 Pontius Avenue N Cascade Playground

The playground originated as the playfield for Cascade School. The six-room Cascade School was built in 1894 at the corner of Pontius and E Thomas on land formerly owned by the Pontius family. Additions in 1898 and 1904 brought the classroom total to 24 and the student body to nearly 1,000.

Cascade School was damaged by the April 13, 1949, earthquake and abandoned as a school. It was demolished in 1955.



The City of Seattle purchased Cascade Playground in 1926 and it was improved using WPA (Works Progress Administration) labor from 1936 to 1938. It was redeveloped in 1971 thanks to community effort, and was renovated

again in 2005 with financial support from the Pro-Parks Levy, Vulcan Inc., PEMCO, Harbor Properties, and other neighbors.

POINT 22: IMMANUEL LUTHERAN CHURCH

1215 Thomas Street

Immanuel Lutheran was founded in 1890 by 33 worshipers of Norwegian heritage. The congregation's first building was at Minor and Olive. In 1907 it purchased a lot at the corner of Thomas and Minor. In 1908 the basement of the new church was completed. Lacking funding to continue building the new church, the congregation held services in the basement for several years. In 1911 they finally managed to secure funding.

When the church building was dedicated in 1912, it had one of the largest Lutheran congregations on the Pacific Coast. Two bishops from the Norwegian State Church assisted with the dedication ceremonies. In 1915 philanthropist Andrew Carnegie funded the purchase of a Kilgen pipe organ. An addition to the rear portion of the church was completed from 1919 to 1920 to house a gymnasium and other church activities. During the 1920s the congregation numbered some 2,000. Built entirely of frame construction on a concrete foundation, Immanuel Lutheran is the only frame church structure in the vicinity of downtown Seattle still used as a house of worship.



Left: St. Spiridon Church, 1941 and 2001. Lower Center: Cascade Playground, 1939; Top right: Cascade Playground, 2007; Immanuel Lutheran Church, 1912 and 2007.

POINT 23: NEW RICHMOND LAUNDRY

224 Pontius Avenue N

Commissioned by laundryman and former Seattle City Council member William H. Weaver as the Metropolitan Laundry, this facility initially specialized in family (rather than commercial, hotel, or hospital) laundry. Two additions share the original building's brick facade.

Over the years the businesses operating from the New Richmond Laundry building included the PRIM Laundry, Pantorium Laundry, and Pantorium Dye Works.

Over time, operations included steam-powered laundry and dye works, a gas-powered commercial laundry, a dry cleaning facility, and hospital laundry for the University of Washington. On November 3, 1999, the New Richmond Laundry was designated a City of Seattle Landmark. At

that time it was the sole working survivor among the South Lake Union/Cascade neighborhood's once-numerous steam laundry facilities. On March 2, 1983, the Seattle Landmark Preservation Board designated Immanuel Lutheran a

City of Seattle landmark. It is also on the National Register of Historic Places. Now in its second century, the congregation provides a winter shelter to homeless men and facilitates many other social services for the neighborhood's low-income population.

POINT 24: LAKE UNION HYDROELECTRIC PLANT/POWER HOUSE

1179-1201 Eastlake Avenue E

In 1912, Seattle City Light built a small hydro house on Lake Union's east shore to generate power and help carry peak load. It was originally called simply the Power House. Water piped down from Volunteer Park powered its first turbines, followed in 1913 by steam-driven boilers.

The Auxiliary Steam House was constructed in three phases beginning in 1914. Designer Daniel Huntington served as Seattle's City Architect from 1911 to 1925, and is also responsible for the Fremont branch of the Seattle Public Library.

Within only a few years Seattle's growing demand for power meant that the plant was regularly used to generate base load power. The plant continued to produce steam until the mid-1980s. An early 1990s plan to convert the decom-

missioned power plant complex into condominiums fell through.

ZymoGenetics, a biotechnology company, purchased the complex in 1993. ZymoGenetic's president, Bruce Carter, called the aged steam plant "the mother of all fixer-uppers."

On August 1, 1994, the Lake Union Steam Plant and Hydro House and its site were designated as City of Seattle landmarks, having been found to meet all five of the six possible criteria for designation.

During the building's renovation, its seven decaying smokestacks were replaced with six smaller facsimiles, in compliance with federal standards which discourage exact replicas of lost historic features

in landmark structures. The purchase price for the Lake Union Steam Plant was \$1.6 million, and the price to renovate it nearly 20 times as much, largely due to substantial oil pollution.

POINT 25: SHIPBUILDING AND DRYDOCKS

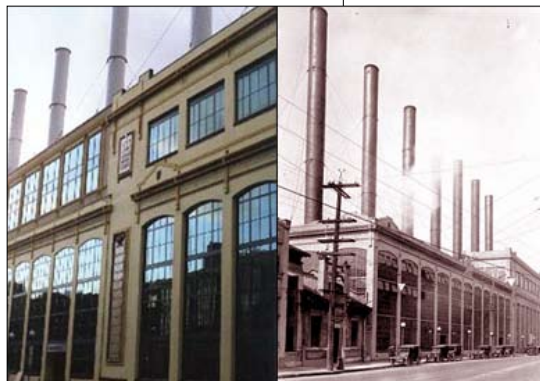
The completion of the Lake Washington Ship Canal and the buildup to World War I spurred industrial development at Lake Union. The Lake Union Dry Dock and Machine Works, founded by yacht designer Otis Cutting and John L. McLean in 1919, began as a manufacturer of wooden boats and gradually shifted to marine repair, with the United States government a major client. By 1929 the firm had five pneumatic dry docks and between 200 and 300 workers.



Lake Union Dry Dock played an important role in the development of mass-produced pleasure boats. Their Dream Boat cruiser, first produced in 1926, became popular nationwide. As of 2007 the company still operates a full service shipyard on Lake Union.

Smaller boat yards established during the 1920s included Blanchard's Jensen's,

McKinney Brothers', Howard and Sons, and Grandy's. Many of the workers employed by these firms lived on or near the lake.



Top and upper right: *City Light Hydro House*. Upper left: *New Richmond Laundry, 1937*. Lower right: *Lake Union boatyards, 1930s and 2007*. Bottom: *City Light Steam Plant, 2007 and 1928*.

POINT 26: FLOATPLANES

*Kurtzer Flying Service/Lake Union Air/Kenmore Air,
950 Westlake Avenue N*

The buzz of floatplanes taking off and landing has been one of Lake Union's theme songs since the earliest days of aviation. One of Lake Union's most enduring floatplane operations was the Kurtzer Flying Service, founded by legendary Seattle pilot Lana Kurtzer in 1928 at Boeing Field and moved to Lake Union in 1931. Kurtzer's flying school was once among the largest in the country, training thousands of aviators who went on to military and commercial careers.

After Kurtzer's death in 1988, Lake Union Air, another mainstay of the Lake Union floatplane community, which had been founded in 1946 and which competed fiercely with Kurtzer's for many years, purchased the Kurtzer property.



Kenmore Air, now the largest seaplane airline in the world, was founded in 1946 at the north end of Lake Washington. In 1993 Kenmore, which already had a small facility on Lake Union, acquired Lake Union Air and with it the historic Kurtzer property.

POINT 27: EASTLAKE, WESTLAKE, AND CANAL STREET



Seattle's first houseboat colonies were located on Lake Washington near Madison Park and Leschi Park, but by 1914 Lake Union boasted several hundred houseboats, more than any other waterway in the city. One of the earliest Lake Union houseboat pioneers was Robert Patton, a colorful character also known as the Umbrella Man.

On March 13, 1914, a temporary dam at Fremont broke and Lake Union fell 10 feet in less than 24 hours, pitching houseboats near Eastlake into disarray. By World War I Portage Bay was home to a large houseboat colony. Most of these early homes were owner-built and

were considered an affordable housing option. Rotting fish barges were sometimes used as float bases for these houses with low-grade lumber, often scavenged from the mills, as the main construction material. Most were unplumbed.



During the 1920s houseboaters organized a floating homes association to advocate for their rights. During the 1940s and 1950s Lake Union houseboaters somehow managed to survive numerous attempts to outlaw their existence, but by the final decades of the twentieth century the Lake Union houseboats had become synonymous with Seattle city living at its most iconic. In time industrial and maritime encroachment displaced many of Westlake's houseboats. Houseboat colonies on the east shore and Portage Bay survived, finally securing

protective zoning in the 1970s.

POINT 28: BOEING AT ROANOKE

On June 15, 1916, William E. Boeing guided the B&W Bluebill, the first plane he helped to build, into the air above Lake Union. "B&W" stood for the initials of Boeing and his partner Navy Lt. Conrad Westervelt. Herb Munter also helped to design and construct the two-seat, single-engine float plane in the Pacific Aero Club's hangar-boathouse in a converted house at the foot of Roanoke Street in Seattle.



Boeing and Eddie Hubbard (1889-1928) delivered the first bag of international U.S. Air Mail in history on March 3, 1919. The men flew a Boeing-built C-700 seaplane for the demonstration trip from Vancouver, B.C., to Lake Union in Seattle. By then Boeing had shifted his production to the "Red Barn" on the Duwamish River.



Top: Pilot and Blue Moon Tavern founder Hank Reverman at Lake Union Air Service ca. 1950 and Kenmore Air base today (left). **Lower left:** Westlake houseboats below Aurora Bridge with Gasworks in distance ca. 1935. **Right:** B&W floatplane on ramp of Roanoke Street hangar, 1916, and pilots Eddie Hubbard (right) and William Boeing delivering first bag of U.S. international airmail, March 3, 1919.

POINT 29: BRIDGES

The Fremont Bridge crosses the Lake Washington Ship Canal between the neighborhood of Fremont and the west side of Lake Union at the base of Queen Anne Hill. It opened to traffic on June 15, 1917, and was designated a City of Seattle landmark on December 28, 1981.

The University Bridge also spans the Lake Washington Ship Canal, connecting the University District with Eastlake. It opened to traffic on July 1, 1919.

Both the Fremont and the University bridges are bascule bridges with counterweight balancing and cantilevered leafs (the sections of roadway that raise and lower). Both open frequently to allow facilitate boat traffic through the waterway. In 1982 both were added to the National Register of Historic Places.

The George Washington Memorial Bridge, commonly known as the Aurora Bridge, was dedicated on February 22, 1932. The nearly 3,000-foot, steel cantilever structure spans Lake Union between the Fremont and Queen Anne neighborhoods and completed the final link of the Pacific Coast Highway (later designated US 99, and later still, decommissioned to SR 99) from Canada to Mexico. Dominating the

view north from South Lake Union, the bridge was a symbol of modernity and the first major highway bridge built in Seattle. On December 28, 1981 the Seattle Landmarks Preservation Board designated the bridge an historic landmark.

The Lake Washington Ship Canal Bridge/Interstate 5 Freeway Bridge (the part of Interstate 5 that connects Seattle's University District to Capitol Hill) opened to traffic in December 1962. At 4,429 feet long, it was when it opened the largest bridge of its kind ever built in the Northwest. It is a steel truss double-deck bridge, carrying eight lanes of traffic on the upper deck and four reversible lanes of traffic on the lower deck.



POINT 27: POINT 30: NORTH NORTHLAKE WAY AT BURKE AVENUE N



The Seattle Gas Light Company built its gasworks on Brown's Point, a 20-acre promontory jutting into north Lake Union, in 1906. The plant initially manufactured gas from coal, a filthy, smoky process. This gas was used to illuminate homes and businesses.

In 1937 the gasworks began manufacturing gas from crude oil instead of from coal. During the 1950s increasing use of natural gas to heat Seattle's homes rendered the gasworks obsolete. It closed in 1956.

The City of Seattle acquired the site from Washington Natural Gas between 1963 and 1973 for use as a public park. The Seattle firm



of Richard Haag and Associates designed the park to include the crumbling but monumental remnants of the site's industrial past.

Gas Works Park was completed in stages between 1974 and 1978. Clearly visible from Lake Union's southern shore, the park with its industrial structures is a significant visual point of reference for the South Lake Union neighborhood.

Top: Gasworks and north eastern shore of Lake Union, 1910, and modern views of Gasworks Park. **Left:** Fremont Bridge, ca. 1917, University Bridge ca. 1935, Aurora Bridge, 1930s. **Right:** and University Bridge, Interstate-5 Ship Canal Bridge, and Lake Union, 1960s.

