

**A Historic Survey of Downtown
Edmonds, Washington**

for

**The City of Edmonds & the
Washington State office of Archaeology and Historic Preservation**



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January 2005

Cover: Edmonds' Main Street in 1948 appeared as a classic downtown, with the presence of shops, cafes, apartments, a theater, and service businesses. (Edmonds Historical Museum, Photo 150.1)

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1. EXECUTIVE SUMMARY

Edmonds celebrated its centennial in 1990 as one of Washington State's heritage cities. Preservation of historic resources has become an important community value as evidenced by the enduring presence of many historic buildings in the city. It is shown also in the current vitality of the commercial buildings along Main Street and 5th Avenue South, and the successful adaptive use of historic buildings such as the former Carnegie Library (Edmonds Historical Museum), Edmonds Grade School (Frances Anderson Center), and the High School (Civic/Performing Arts Center). The pride that many homeowners take in maintaining their historic houses is further confirmation of preservation values in Edmonds.

Preservation efforts in Edmonds took a formal step when the city adopted local legislation and formalized its programs as one of the State's three dozen Certified Local Governments (CLG), a planning effort which is consistent with the 1966 National Historic Preservation Act. Creation of the Edmonds Landmark Commission in 2002 with city-supported staff and public participation was an important step, and it has strengthened the city's historic preservation base. Undertaking historic surveys and inventories, of which this is the first one, is another action required as part of the State's CLG program.

This survey is funded by a grant from the Washington State Office of Archaeology and Historic Preservation (OAHP). It focuses on the city's downtown and "bowl" area, which include the oldest and most dense parts of the Edmonds -- the blocks between the waterfront on the west and 9th Avenue on the east, and Caspers Street on the north to Walnut and Pine Street on the south. The intent of the survey was to gather information about historic properties in this entire survey area, and establish a database of comparable information.

The survey progressed from the general to the specific and culminated with completion of this report and individual inventory forms for 80 buildings, structures, and sites. The survey identified 52 single-family houses. Public and institutional properties were cited along with commercial buildings on Main Street and 5th Avenue. Each inventory form provides data about a building's age and ownership, and includes historic and architectural descriptions as well as a preliminary evaluation of its significance. The survey included preparation of this report with a historic context statement, survey analysis and recommendations.

The survey concluded with a number of recommendations calling for education and advocacy efforts involving city's Historic Preservation Commission, owners of the survey properties, and the Edmonds Historical Museum and the Edmonds Public Library. Other suggestions include the development of local landmark nominations by the Commission, owners and/or volunteers. Partnerships are encouraged between the City of Edmonds, the Commission and local event planners, schools, and others to create educational programs about Edmonds' unique history and its historically significant properties, and promote cultural tourism. Recommendations encourage promotion of public awareness through such steps as distribution of the survey, development of an expanded walking tour, and greater publicity efforts. Creation of a resource center and provision of guidelines and

standards for homeowners undertaking remodels and restoration efforts are suggested. Finally, the city is encouraged to undertake additional historic surveys of neighborhoods outside of the downtown and bowl area, and to consider formation of local historic districts.

2. INTRODUCTION

Survey Goals

This historic survey of Edmonds has many goals. Primary among them is to provide citizens and government agencies with a clear sense of the historic resources within the neighborhoods that comprise the city's historic downtown and "bowl" neighborhoods. The survey provides a document to guide future steps of preservation and development and to incorporate preservation as a planning tool. The survey, and the survey process, may also help produce a greater awareness and appreciation for the community's built heritage, and build momentum for future activities.

The survey was funded by a grant from the Washington State Office of Archaeology and Historic Preservation (OAHP), which defined its components: a historic context statement, necessary field work, and production of survey forms for significant individual properties within the survey area. This area is generally that between the waterfront on the west to 9th Avenue on the east, and from Pine and Elm Streets on the south to Caspers Street on the north. Properties include buildings, structures, and cultural landscapes, such as City Park and the Edmonds Memorial Cemetery.

The Process

The survey work occurred in three stages. Stage 1 included the design of the survey, historic research, and development of the historic context statement. This was concurrent with Stage 2, initial site tours. Stage 3 incorporated the additional fieldwork and provision of digital photographs, data, and development of concise narrative descriptions of known historic information and architectural features. This information was then input into the inventory forms of the subject properties.

The inventory forms were completed according to the guidelines in the "Historic Property Inventory Guide and Database User Manual," which is published by the OAHP. The survey scope also included an introductory meeting and review meeting with the Edmonds Historic Preservation Commission. A final public presentation is proposed for late 2004.

3. SURVEY METHODOLOGY

Initial Reviews

At the beginning of the survey I contacted several repositories to examine research materials. These included the Washington State Historic Museum, the Edmonds Historic Society and Edmonds Historical Museum, Edmonds Public Library, Everett Public Library's Northwest Room, and the Snohomish County Tax Assessor's Office. I gained an initial sense of the city's history through a review of historic photos and documents, earlier informal historic property surveys by Edmonds Historic Society members and others, copies of local papers, and community profiles and other materials and pamphlets at the local library. My goal was to identify themes in Edmonds' history as well as the types of buildings, structures and objects that might represent these historic themes.

Themes that emerged from this review include the pioneer and settlement era (with steamboat and railroad transportation and early lumber mills as sub-themes), the

establishment of cultural/religious/education institutions, urbanism and residential and commercial development, the impact of the automobile and road-based transportation systems, and post-war and suburban expansion. These themes are traced through a variety of site/building types, including residential structures (houses along with accessory structures such as garages, apartment buildings, and low-rise multi-plex dwellings), commercial properties (store and office buildings, a motel and theater), railroad properties, a church, several schools and fraternal halls, a cemetery, a former library, and several government buildings.

The history of Edmonds is well known to many. It has been documented in numerous publications and reports that I used to develop the historic context statement. Primary among these were the following publications (listed chronologically):

- Wm. Whitfield, *A History of Snohomish County* (1926)
- Ray V. Cloud, *Edmonds, the Gem of Puget Sound* (1953, and reissued 1983)
- Joan Swift, *Brackett's Landing: A History of Early Edmonds* (1975)
- Robert Humphrey, *Everett and Snohomish County – A Pictorial History* (1984)
- The Edmonds Paper, *Edmonds: 100 Years for the Gem of Puget Sound* (1990)
- Archie Satterfield, *Edmonds: The First Century* (1990)

The research included reviews of an early description of real estate opportunities in the town, from a 1908 publication, *The Coast*; the *Edmonds Tribune and Review* (1905-1982); several unpublished reports and guides, including Mrs. A. S. Meyring's, "History of Edmonds and Its Industries" (ca. 1955); an undated typewritten report from the Edmonds Public Library, "Edmonds Profile;" a "Historic Walk" guide developed by the Edmonds Centennial Committee (1993-1994); and an undated workbook, Joyce Kernel, "A Historical Study of Edmonds, Washington."

Reviews of Additional Information

Reports by the US Bureau of the Census provided a demographic picture of Edmonds and its development. Particularly useful among census documents was a 2000 Profile of Selected Housing Characteristics. A February 1998 Draft Environmental Impact Statement on State Route 104 and information from the State Department of Transportation provided general background material about the development of the state highway, which once ran through the center of Edmonds. Documents from the Washington State Ferry System provided a historic overview of the early private ferries and the publicly owned ferry system.

I looked to City departments and other government agencies, such as the Edmonds Fire Department and the US Postal Service, for information. The Edmonds Fire Department has a well-developed historic overview on display at City Hall. Unfortunately, the downtown Post Office has been sold to a private owner and the Post Office is merely a tenant. Thus its personnel had little information about the present or older post office facilities. Instead I relied on historic documents that cited earlier Post Office locations. The National Register Nomination for the Carnegie Library provided information about that significant public property.

To understand the history of city parks, I spoke with Francis White Chapin, Cultural Resources Coordinator with the City's Parks and Recreation Department. I talked with sexton Cliff Edwards about the history of the Edmonds Memorial Cemetery, and spoke

with several Amtrak personnel about the present day train depot. They referred me to other resource on railroad history and shared brochures about former and current stations. I looked at other materials at the public libraries in Edmonds and Everett, which have useful documents and newspaper records as well as historic insurance and real estate maps. Some web sites also provided historic maps and general information. These included the Washington State University's digital map collection; digital photos from the University of Washington's Manuscripts, Archives and Special Collections; and the digital photo collection of the Museum of History and Industry. Public agencies, such as the Washington State Ferries and the State Department of Transportation, were other sources of information, and the City of Edmonds provided planning documents, such as Environmental Impact Statements relating to recent development projects.

City maps dating from 1909 and 1926, published by the Sanborn Insurance Company, are available in microfilm format at the Northwest Room of the Everett Public Library. A 1926 County Precinct Map and a 1940-era Metsker Map, also from the Everett Public Library, provided graphic information about the city's growth and changes in road systems, as well as useful information about plats, streets, parcel sizes, and building siting and footprints. The Sanborn Maps also identified many structures by name, type and size. (Several of the streets in the survey area have been renamed. For example Pine Street was known originally as High Street, Main Street was George Street, and Bell Street was once Hebe Street. In 1926, in effort to clarify directions, the city renamed all of the north-south roads as avenues and east-west roads as streets).

Creation of the Inventory List

Once general research was complete, the focus turned to specific research to identify the history of each surveyed property and to verify construction dates. Building permit and plan records at the City of Edmonds are limited. The available Snohomish County Assessor's records had been studied previously in 2002 by museum volunteers, who provided a list of all extant buildings constructed between 1872 (the earliest extant building) and 1950 within the city limits. According to this list there remain a total of 24 buildings built originally between 1872 and 1900. The total number of buildings constructed in the subsequent half century is one expression of the city's gradual growth over time:

1901 through 1910:	135 buildings
1911 through 1919:	53 buildings
1920 through 1929:	156 buildings
1930 through 1939:	161 buildings
1940 through 1949:	383 buildings
1950 (one year only):	101 buildings

This list included buildings both within and outside of the survey area, up to the current city limits. Based on my field tours, I determined that a number of the early buildings within the survey area had been subsequently demolished or extensively remodeled. There also appeared to be a few noteworthy buildings constructed after 1950, resulting in the addition of several buildings from ca. 1950 and 1970 to the inventory list.

Photos of over 100 buildings in the city, along with some historic and architectural information, were provided by museum volunteers in the form of the 2002 Historic Survey. This document was given to us by the museum, and it was very useful for cross-

referencing information provided in other documents. Its photos proved valuable in documenting earlier conditions and changes up to the present time. This survey noted that unfortunately, 24 buildings cited before 2002 had been extensively changed or demolished.

After reviewing earlier surveys by others, I considered their possible omissions. For the most part they excluded more recent buildings—those of the post-war or mid-century Modern era— as well as cultural landscapes and urban design features. These types of omissions are common in many historic preservation surveys, which often focus on appealing, well-crafted buildings that have engendered preservation by their owners; institutional structures such as churches or fraternal halls, whose owners respect tradition; and those built with a sense of permanence and distinct stylistic features. In addition it is clear that very few historic industrial properties remain.

Development of the Inventory Forms

This report includes a statement of historic significance, known as the Context Statement, which was drafted after completion of the initial research. This statement provides an overview of the historic development of Edmonds, focusing on chronological themes. Many published local histories, along with unpublished works by other researchers, were useful in developing this document.

The City of Edmonds identified legal descriptions, location data, and UTM coordinates for each of the inventoried properties, and provided the input of field information and word-processed narratives from BOLA and from the Snohomish County Tax Assessor's records. The City also scheduled and arranged for public meetings with the Historic Preservation Commission, and contacted concerned Native American Tribes and other governmental agencies.

Planning Director Rob Chave and Star Campbell were very helpful during the research. They provided copies of city maps and aerial photos from the City's collections for use in the survey. Additional information and contacts in other agencies came from Stephen Clifton, Director of the City's Community Services Department. Diane Cunningham and Megan Cruz assisted in preparing the final inventory forms by verifying construction dates and ownership information from Snohomish County Tax Assessment records and by completing the electronic database forms.

Invaluable assistance was provided also by Edmonds Historical Museum Director Joni Sein and Curator Megan Guenther. Earlier historic inventory documents by museum volunteers, including those from the 1980s and 2002, provided a background on many buildings in the survey area. The museum's collection of photos, including images of many buildings that have been demolished in the last decade, underscored the value of the current survey and the importance of the City's recent preservation ordinance.

Field Surveys

Once I had assembled a list of potential properties, the fieldwork began. Edmonds has a relatively compact and fairly level historic downtown area, which was easily accessible during the summer months. I began touring geographically, by each street, to verify the presence of all properties from the initial lists, and to note locations of buildings, objects and structures.

I started out with an initial field list that contained 105 buildings and sites. As I began the fieldwork, it became evident that some historic buildings had been demolished and removed as part of recent development in the downtown area. Several properties were reviewed in the field, but removed from the preliminary list because they were located outside the survey area, or because of their physical deterioration. Others were added during the survey because of subsequent research or review and some, which I later found to have been changed extensively or recently demolished, were removed from later versions of the inventory list. A final list of 80 properties resulted. Properties were organized in the database in alphabetical sequence by street names and then by numbered streets.

Each of the properties was examined several times and photographed. Information was recorded on the Historic Property Inventory form provided by the Washington State Office of Archaeology and Historic Preservation (OAHP). Digital color photos document each property, and a narrative description of its physical form was provided along with USGS citations as to the property locations. Intern architect Matt Hamel and architectural historian Sonja Sokol Fürész, of BOLA, contributed to the survey preparation by providing digital photos in addition to assisting with data and descriptions of architectural features. These were reviewed and finalized for the city to input into the final forms. The City also created the Historic Sites Survey map that accompanies this report.

4. HISTORIC CONTEXT STATEMENT

Pre-Settlement History

Edmonds is located in an area that was once controlled by the Suquamish Indians. The native tribes included eight separate groups who spoke Coastal Salish languages: the Twana-Skokomish, Nisqually, Puyallup, Duwamish, Suquamish, Skykomish, Snoqualmie and Muckelshoot. Tribal people focused their social life on winter village settlements, and at other times moved throughout the region to different locations, depending upon available resources for fishing, hunting and plant-collecting. Edmonds' water front, with its relatively flat beach and nearby wetlands, was a likely settlement site for the prehistoric Suquamish village. The Indians' subsistence patterns included seasonal migrations to other fishing groups and shellfish areas, and inland to gather berries and roots. Fall provided time for smoking and drying foods, conducting ceremonies, and making traditional arts, crafts and tools during sedentary winters in longhouses.

In the Snohomish County area, Indians were governed by treaties that Governor Issac Stevens negotiated with Puget Sound tribes and signed in 1855 at Point Elliott near Mukilteo. It resulted in the creation of the Tulalip Reservation and helped minimize conflicts between Indians and whites in the area. While there were Indian Wars in the 1850s and 1860s the conflicts occurred where there was very little white settlement. They were resolved by 1861, the year that Snohomish County was created by the territorial legislature.

The Geographic Setting of Edmonds

Edmonds has an origin and development, which has set it apart from its neighbors to the north and south. As noted by historian Ray Cloud, its topographic isolation meant that it shared little in the development of Snohomish County within which it was barely included. "So acute was the feeling of isolation in the first decade of the century that civic leaders in

Edmonds made a real but unsuccessful effort to secede from Snohomish County and to annex to King."(Cloud, forward)

As a result of this isolation, the town's historic development relied on the vision, insight, entrepreneurial spirit and hard work of its pioneers and early residents. That so much was accomplished in the decades leading up to 1930 is particularly impressive given the small number of residents in Edmonds. Census data suggest a relatively stable but small population with an estimate of 474 in 1900; 1,114 in 1910; 936 in 1920, and 1,165 in the following decade.

Founding and Settlement

Pleasant H. Elwell took out a preemption claim on the land that later would become downtown Edmonds in October 1866. He sold to Morris H. Frost, Jacob D. and Nat B. Fowler in 1870 for \$2,000.

The founding of Edmonds by European-American settlers is recognized as occurring when George Brackett spotted the beach at the foot of the future downtown in 1870. Brackett was looking for and found a forest of vast, harvestable timber and an accessible shoreline for future boat landings to transport logs and milled lumber. He returned in 1872 to purchase 147 acres, which were part of the originally preemption claim, for \$650. Brackett moved his wife and son, George Jr., to the land four years later in 1876. His original plat extended from the current Railroad Avenue east to 5th Avenue, north to beyond Daley Street and south to James Street cutting up to Main Street and 5th Avenue. Brackett immediately began milling logs. A present-day city park, Brackett's Landing, off Railroad Avenue and the State Ferry Terminal, memorializes his arrival.

Other early pioneers in the area included J. C. Purcell, who owned the claim on the tidelands to the south of Brackett's, and Captain William H. Hamlin who built a wharf near 3rd Avenue, just north of the current City Park in 1881. John C. Lund who arrived several years later to 160 acres four miles north of Brackett's property, while pioneer Charles B. Breed homesteaded 160 acres inland. Brackett filed the first plat for a town site in August 1884, in anticipation of the railroad. The plat included reservations water rights, and a park and mill site.

There were other settlers, in additions to the Bracketts, who helped build the early town. They included Charles Deitz who erected the first hotel in 1887, and storeowner and early postmaster Matthew E. Hyner. Samuel Holmes, H. M. Burleson, Samuel Fortners, Louis Arp, Christopher T. Roscoe, and others who arrived in 1888. J. N. Martin started the town's first drugstore, and Dudley Brown and Frank Ashworth built its first dancehall. Blacksmith Ole C. Sorenson arrived 1889, and later became the Vice President for the first organized State Bank of Edmonds.

Edmonds was incorporated in 1890 as a village fourth class, as established by the Snohomish County Commissioners. The town site was an area of approximately 600 acres. George Brackett was elected as the town's first mayor along with C. T. Roscoe as treasurer, and five councilmen. Brackett later served as police justice.

Early Industries and the Railroad

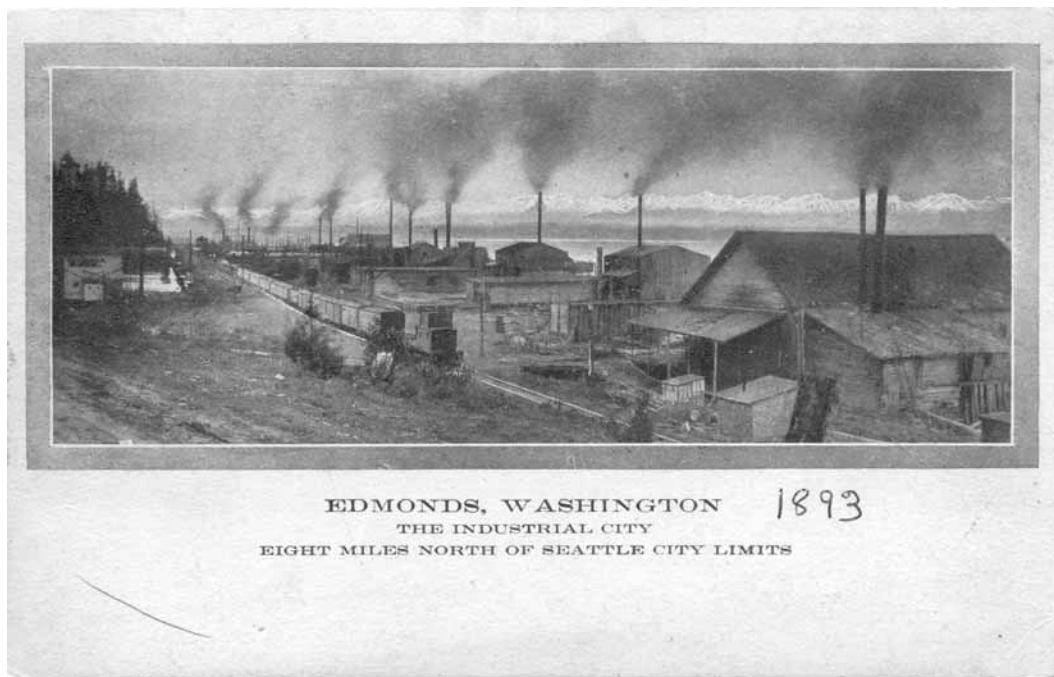
Surrounding hills and water isolated the town, but it was a center for early logging, and for some mining in the area. Its initial economy base was resource-extraction, but quickly moved to that of milling, and shipping of shingles and lumber. Brackett's original wharf, at the foot of Bell Street, was extended to serve the steam-powered "mosquito fleet" of privately owned ferryboats.

The Great Northern Railroad was drawn to Edmonds for speculative purposes and by 1891, the Seattle and Montana Railroad, later part of the Great Northern Railroad, had laid its tracks to the town. Reliable transportation encouraged the prospective mill owners, and by 1895, there were four active shingle mills and one lumber mill, transforming raw logs and cedar stumps into finished shipments to larger cities. Given the lack of well-

constructed roads and limited ferry service, townspeople quickly adapted to train travel. By 1910, four trains stopped twice daily, and a depot was built along Railroad Avenue. In 1917, a railroad



Above, a team of loggers in the Edmonds area in the 1890s. (This and other historic photos are from the Edmonds Historical Museum, unless otherwise noted. Photo 144.25.)



This hand-dated postcard, dated as 1893, shows the waterfront of Edmonds, the so-called "Early Industrial City." (Photo 141.1)

foreman's dwelling was constructed. (It was later relocated and rehabilitated as a single-family house, which is included in the present survey.) The present railroad station was built in 1956 to serve as a busy suburban commuter line. With the ascendance of the private car and growth of the suburbs in the 1960s, train travel diminished considerably.

Historic photographs and a Sanborn Insurance Company map of Edmonds show a pattern of industrial development that emerged in the late 1890s with the establishment of the railroad line. The map cites nine shingle mills by 1909, including those known as O.L. Wiley and Sons, R. & A., Keeler, Mutual Mill, Tyee Shingle, Edmonds Shingle Company, Brady Shingle Mill, Oakland Shingle Company, Rainbow Shingle, A. & C., Bradley Shingle Company, Mowat, Queen, along with the Washington Excelsior Mfg. Co., Washington Steel Bolt Company and Knowles Superior Wrench. By 1909, manufacturing plants included two located off the waterfront -- a laundry and Hothouse Company.

The Polk Company's *Edmonds Directory* of 1895 described the early town's development:

It is situated 17 miles north of Seattle, on the Great Northern Railway. Steamships from all points north and south, stop here and give Edmonds easy communication with all ports on the Sound and North Pacific Coast. The principal industries are the manufacture and shipping in large quantities of lumber and cedar shingles. There are four shingle mills and one lumber mill. The Sons of Temperance, Odd Fellows, Good Fellows and the Ladies Guild of the Episcopal Church also represent Edmonds in the fraternal orders. The churches comprise the Episcopal and Congregational. There is also a live weekly newspaper, the Edmonds Lyre ... The present population is about 750.

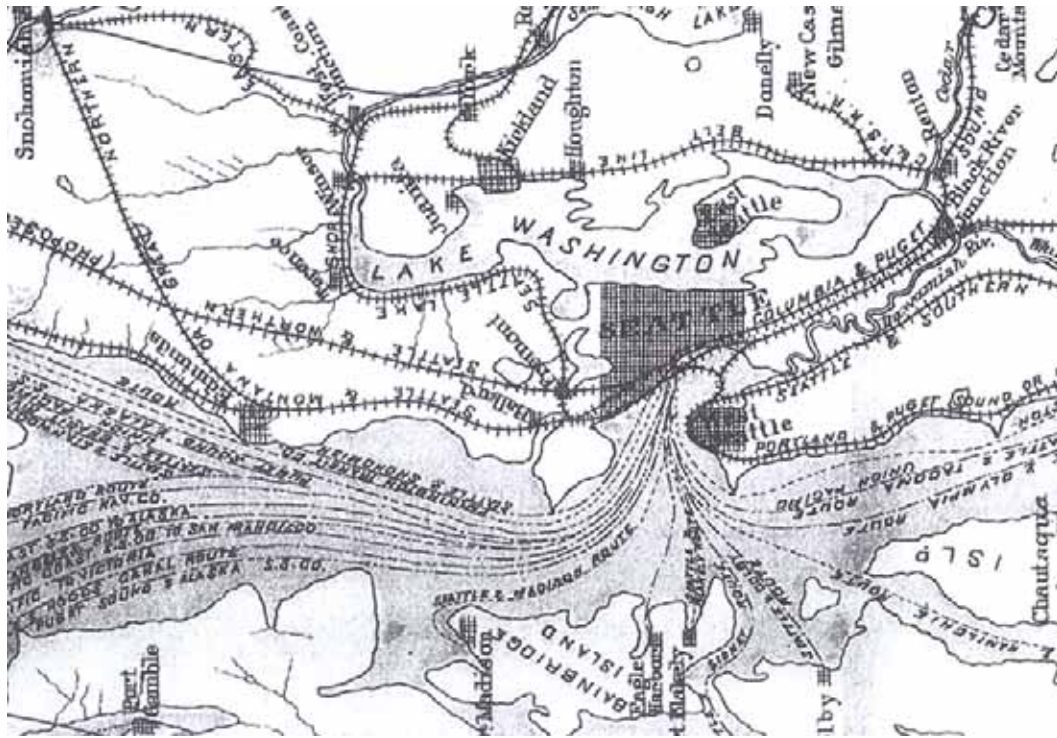
The early mills often changed hands and others were lost to fires and water damaged by winter storms. One persistent company, however, was A. M. Yost and Sons' Saw Mill, a concern established by early settler Allen Yost. The shingle mills were typically located on the waterfront west of the train tracks, and the 1909 Sanborn Insurance Map notes that many of the mill properties were of "planked" construction, to indicate that wood boards were used as paving surfaces over the sandy beach areas.

By 1910 a number of the mills had drying kilns and waste converters. These industrial components, along with exhaust from the wood and coal-fired railroad steam engines resulted in a grimy and polluted waterfront, and encouraged the development of commercial and residential construction further uptown.

There were eleven mills that operated along the waterfront area, along with other industries, up through the 1940s. By 1926, a later Sanborn map indicates refinements in the milling facilities with the addition of drying sheds and a lumberyard. None of the mills remain today. While their historic presence has been lost, their legacy remains with the wood clapboard and Rustic (V-groove), German and Dutch lap siding used to clad many houses throughout the city. The mills are recalled also by a historic plaque, placed in 1983 at the site of the Quality / Big Swede Mill, at 220 Railroad Avenue.

According to the 1909 Sanborn map, the present location of the State Ferry terminal had been used for maritime transportation at that time. The property was then called the "City Dock," and it contained a freight warehouse, which was used for shipping.

Edmonds had no natural harbor, and this condition limited its maritime development as fishing center or for boat building and repair yards. Shipments of milled lumber and shingles was its primary water-related development. Another was the creation of oil storage



This portion of a ca. 1910 era map of the Puget Sound shows Edmonds in relation to other developing towns in the area, and early railroad and ferry links. Note: North is to the left. (Anderson Map, City of Seattle Municipal Archives)

facilities, which began in 1911 when the Standard Oil Company of California started a tank farm at Point Wells, south of the city. Other tank farms were established, including a UNOCAL facility substation east of the railroad tracks near the foot of Dayton Street in 1924. Later, in 1951 UNOCAL opened an asphalt refinery at nearby Point Roberts. That same year the Quality Shingle Mill, the last of the shingle mills, was closed.

Uses of the Edmonds waterfront began to shift from traditional industries to alternate commercial businesses in the 1940s and 1950s. They included the Pointer-Willamette Company, which built barges for the military during World War II and logging equipment after the war. In the 1950s, the Port of Edmonds expanded its breakwater and built a small marina on the site of former mills, a symbol of the end of the early industrial era. Restaurants and shopping mall retailers began constructing new facilities in the area.

Despite this change in use, one long-lasting pattern had been set by the early presence of industry on the waterfront and the subsequent splitting of the town by the road, which developed State Highway 104. The city's businesses and residents had early on turned their interest in development uptown, away from industry and the waterfront. The natural water of Puget Sound became a part of most people's scenic view, but contact with a natural beach or the nearby wetland marshes was limited.

Emergence of the Town

The uptown of Edmonds extend east from the waterfront on several early streets, notably along High Street (later Pine), James, George (later Main), Bell and Edmonds streets, and along Front (later Sunset Avenue), and 2nd through up to 7th avenues. The steeply rising

topography to the east served to limit early road and building construction, and encouraged growth in flatter areas in what is the present downtown area. Records from early homebuilders describe efforts to grade and fill what appear today to be fully level parcels.



3d St. being graded
D.C.Campbell house * V.J.Kelly
barn - Everton house & barn

Historic photos, such as the one above taken on 3rd Street in 1915, show the typical regrading of streets in anticipation of pavement and sidewalks. (Photo 150.39)

The Minneapolis Realty and Investment Company anticipated the railroad's arrival by a speculative purchase of 455 acres from Brackett for \$36,000 in 1890. The boom did not materialize, but the Panic of 1893 and subsequent national depression drove the company into bankruptcy. Brackett foreclosed and reacquired the property, but speculation and platting of the city continued.

Religious and fraternal institutions constructed many buildings in the downtown, starting in ca. 1890. These included the Congregational Church in 1889 at 601 Dayton Street, and the First Methodist Church in by 1909 and later, in 1924, at 130 5th Avenue South, and the IOOF Hall at 542 Main Street. The IOOF Hall and Congregational Church remain, albeit in updated forms -- the Hall as the Reliable Floor Covering retail/wholesale showroom and the Church considerably remodeled as the American Legion Hall. On the southern outskirts of town the IOOF founded the Edmonds Memorial Cemetery in 1891 - 1994. Other early civic organizations included an American Legion Post along with its auxiliary, and the Chamber of Commerce, which was founded in 1904. Other early fraternal organizations, in addition to the Masons and I.O.O.F included the Maccabees, established in 1894, and AOUW in 1896.

Along with many houses, by 1910 there were laundries, barber shops, boarding houses, saloons, and pool and dance halls, which symbolize the town's rough and ready masculine working character, and hardware, grocery, furniture and drug stores, several uptown

greenhouses, and numerous single family houses which served its growing families and middle class. The city's first bank was established in 1904. There was also an Opera House (in the Masonic Hall at 515 Dayton Street, since demolished). Early entertainment was provided by the Star Theater, which began nickelodeon film shows in the Odd Fellows Hall, in February 1909.



This 1905 postcard featured a message that described downtown Edmonds "...as it looked when you were here - you ought to see it now ... Rome changed in 7 years." (Photo 150.53). Most of the downtown commercial buildings were designed and built in a simple vernacular style, such as the Independent Telephone and Telegraph Building, below, of 1912. (Photo 160.187)



Above, the Beeson Building, shown in this 1928 era photo was a stylish addition to the city's Main Street. (Photo 150.106)



Above, a photo of the Carnegie Library shortly after its construction in 1910. (Photo 230.30)

Edmonds was a town of avid readers, and early newspapers met the expectations of residents with the first newspaper, the *Chronicle* being published in 1890 – 1892, followed by the *Edmonds Lyre* in 1893 - 1896. In 1904 the *Edmonds Review* began publication, followed by the *Edmonds Tribune* in 1907, and the *Tribune- Review* 1910. The Book and Thimble, a ladies literary club, organized in 1905. Edmonds Library Assoc. formed in 1907, and gift of \$5,000 from Carnegie Foundation obtained Members of women's organizations created a lending library and helped build, the Carnegie Library on 5th Avenue North, along with grants form the Carnegie Foundation and city sponsorship.

Civic activities turned from the creation of civic organizations and construction of facilities to other forms of participation in the teens. During World War I, Edmonds citizens expressed their patriotism by meeting in 1917 at the Edmonds Union Theater to organize and raise funds for liberty bonds. \$500 in Liberty Bonds were also purchased by the Knights of Pythius. Local chapters of the Red Cross and YMCA were formed, and funds were raised for the Home Guard Association. The Red Cross secured an office in the Beeson Building. The town's registered volunteers numbered 91 by June and the first contingent left for Fort Lewis in September. The "Edmonds boys" were given a reception in the IOOF Hall on July 24, 1918. By that date Edmonds had subscribed to over \$48,000 in three war bond subscriptions.

Growth of the City and Municipal Government

Developments and construction by the city government and public agencies flourished around the turn of the century. Some street grading had begun as early as 1895, most

surfacing by laying down heavy plants for timbers. In 1898 a flagpole and flag erected at 5th Avenue and Bell Street, inspired by the Spanish American War.



A view from 6th and Maple in 1910 shows the Edmonds Elementary School in the background. (Photo 150.12)

In 1899 the City instituted a Poll tax of \$2 in cash or one day's work by every able-bodied man between the ages of 21 and 50 to improve streets. It began grading and paving streets shortly thereafter and began regulating bicycle traffic in 1900 (followed in 1912 by traffic regulations for motorized vehicles).

In 1902 construction of the Town Hall was completed, along with installation of twelve kerosene streetlights. In 1904 the volunteer fire department was established, and in 1908 the Town Council purchased a \$4,000, 10-acre tract west of 3rd Avenue as a city park site, and established the city's Parks Board. 1907 a sidewalk built on 5th Avenue from main to the south city limits. 1907 a sidewalk built on 5th Avenue from main to the south city limits. The town's population rose to 1,546 in 1908, and it was reclassified as a third class city in October of that year.

Civic improvements continued with construction of a new city wharf 1911. A Sea dike and sea gate was built to prevent floods of tide flats areas southwest of downtown. Paving of downtown streets continued, with new roadbeds along Main Street, from 3rd to 5th avenues completed in 1917.

In June 1920, \$25,000 in trunk sewer bonds were authorized in June 1920. Later infrastructure work resulted from city, state and federal investments. During the mid-1930s improvements were made to the park with assistance from the Works Progress Administration, a Depression-era federal relief program. Civil engineering works during that era included improvements to water and street paving.

During the mid-1930s, improvements were made to the park with assistance from the Works Progress Administration, a Depression-era federal relief program. Civil

engineering works during that era included improvements to water and street paving. The 1909 Sanborn map identifies emerging public institutions, including the City Hall and Public School. (The first public school classes were held in George Brackett's Feed Barn, beginning in 1884, at 233 2nd Avenue North. A historic plaque also commemorates this site.)

Along with many houses there are laundries, barber shops, boarding houses, saloons, and pool and dance halls, which symbolize the town's rough and ready masculine working character, and hardware, grocery, furniture and drug stores, several uptown greenhouses, and numerous single-family houses which served its growing families and middle class.

Impacts of the Steamers, the Ferry System, Roads and Highways, and the Automobile

The 1890s could be considered the steamboat decade, and the first decade of the twentieth century as the railroad era. Motorized vehicles, including buses, trucks and automobiles initiated a new form of transportation beginning in the teens.

The "Mosquito Fleet" of steamships consisted of an estimated 2,500 ships that ran from port to port in Puget Sound in the late 1850s up to the mid 1930. The vessels were privately owned, and included small passenger steamers and large ships to carry freight, timber, machinery and the mail. Seattle was a central hub and homeport for many of the steamers, and by 1900 there were 19 established routes that stopped in the city. Regular steamship service to Edmonds began in 1905.

Puget Sound Navigation, commonly known as the Black Ball line, controlled most of the regional ferry routes. As the result of a labor and fare dispute in the 1940s, PSNC halted its cross-sound service. It was taken over in 1951 by the State Ferry System. State tax support of the system began in 1957.

Early ferries include the *City of Everett*, a passenger and later a passenger / auto ferry, which made three runs per day from Edmonds to Kingston. Seattle-Everett electric interurban trains also served Edmonds for several decades. This service began in 1910 and reduced the market for the steamboat service of the *Telegraph* and *City of Everett*, the two final ships on the Seattle-Edmonds-Everett. (By that date the Great Northern had double-tracked its roadway through Edmonds with eight daily trains at its new depot. The passenger steamers stopped six times daily. Later on, increased competition from private vehicles resulted in reduced services.)

Edmonds shared a condition of isolation with other pioneer towns as its access by horse, carriage and vehicles was limited by the poor quality of roads. The State Highway Commission was created in 1907. With support of municipal leaders and members of the "Good Roads" organization throughout the state, it pushed for construction of wider, straighter and safer paved roads. In Edmonds, the first paved roads included those in its urban core.

Below, the Yost Garage in 1965 on 5th Street South, before construction of the Milltown complex. (Photo 160.141)



Private vehicle use increased dramatically in the Northwest as it did throughout the nation, along with road building. There was considerable enthusiasm for automobiles created in Edmonds by businessman Allen Yost who acquired the first car in Edmonds, and established its first auto agency, garage and fuel station. Yost constructed a concrete building at 5th Avenue and Dayton Street in 1913 and began “auto stages” to Seattle, and jitney bus service in June 1915.

In 1912, Richmond Beach Road was completed and North Trunk Road was cut off in 1915. Secondary State Highway SS1W was established by the state highway system in 1937. This route began at US Highway 99, near the King-Snohomish County line and headed northwest into Edmonds. In 1957, this highway was extended east from Edmonds to reconnect with Highway 99 in Lynnwood. It became part of State Route 104 and was expanded in 1964, following a more direct route toward the waterfront. The eventual bypass relocation of the highway in the 1970s, to the west side parallel to Railroad Avenue and the State Ferry Terminal, reinforced the long time urban division between the downtown and the waterfront.



An aerial view of the boat harbor in 1960 shows the transformation of the city's waterfront in the post war era, the boat harbor, and the State Ferry Dock. (Photo 134.7)

Post-war and Suburban Development

Wartime and post-war growth remained slow but steady with 1,266 in 1940 and 2,057 residents in 1950. It was not until the boom of the 1960s - 1980s that the town emerged as a suburban city. In 1960 the population had risen to 8,016 and then more than tripled to nearly 24,000 in 1970. Growth since that time resulted in 27,679 residents in 1980, 30,743 in 1990 and over 39,500 in 2000. A number of building types and urban design characteristics emerged during and after World War II.

During World War II, the entire northwest gained in population. In downtown Edmonds the war era is represented by new types of commercial properties (motels); change in transportation from maritime and railroad to truck distribution; relocation of churches and schools; addition of recreation facilities to fraternal halls; creation of city parks, and construction of newer government buildings.



Above, in the immediate post war era Edmonds' Main Street appeared as a classic downtown, with the presence of many different shops, restaurants, apartments, a theater, and service businesses. (Photo 150.1)



Above, the Edmonds Boys and Girls Club was established in this older building during the post-war era. This photo shows the building in 1999, prior to its recent rehabilitation. (Photo 220.29)

Growth of Edmonds after the war is embodied in its suburban neighborhoods out of the downtown and bowl areas. As these neighborhoods grew, churches and schools moved out to serve new residents. Small downtown stores began to give way to larger concerns, such

as supermarkets, and auto-oriented malls outside the city center. The growth of the service sector is represented by the construction of several small-scale, professional office buildings.

In the 1970s, a historic preservation movement emerged in Edmonds. Based on long-held small-town traditional values it is embodied in the preservation and rehabilitation of the Carnegie Library as the Edmonds Historical Museum, and relocation of the cabin and early railroad foreman's house.

5. SURVEY ANALYSIS

I developed Historic Property Inventory Forms concurrently with and at the end of the field survey work. The City of Edmonds entered the information into the database forms, based on our input. This database appears to have been designed to document buildings, rather than properties inclusive of site features, cultural landscapes, urban design features, industrial structures, or objects. The database lends itself to a survey, such as this one, primarily of buildings. There are 80 properties included in the survey, listed in the following index.

Index of Surveyed Properties

1. Edmonds Memorial Cemetery (1888)
2. Great Northern Railway Section Foreman's House, 1011 2nd Avenue South (1917)
3. House, 638 Alder Street (1926)
4. House, 645 Alder Street (1910)
5. Evans House, 652 Alder Street (1907)
6. House, 702 Alder Street (1960s)
7. Edmonds Baptist Church, 404 Bell Street (1909, 1929, 1950)
8. Tommy Hall House, 536 Bell Street (1898)
9. House, 560 Bell Street (1911)
10. Neilsen House, 650 Bell Street (1911)
11. (Not Used)
12. Gerdon House, 209 Caspers Street (1921-22)
13. Luter Lund House, 860 Caspers Street (1916)
14. Currie House, 657 Daley Street (1910)
15. House, 831 Daley Street (ca. 1960)
16. Edmonds Opera House/Masonic Temple, 515 Dayton Street (1904)
17. Thompson House, 522 Dayton Street (1907)
18. American Legion Hall, 601 Dayton Street (1950s)
19. First Congregational Church Parsonage, 610 Dayton Street (1898)
20. House, 646 Dayton Street (1920)
21. (Not Used)
22. Edmonds Grade School, 701 Dayton Street/700 Main Street (1928)
23. Depew House, 720 Dayton Street (1901)
24. Mowatt/Wells House, 120 Edmonds Way (1890)
25. U.S. Post Office, 201 Main Street (1961)
26. (Not used)
27. Kingdon's General Store/Edmonds Variety Store, 318 Main Street (1910)
28. Schumacher Building, 316 Main Street (1900)
29. Edmonds Bank, 324-326 Main Street (1907)

30. Princess Theater/Edmonds Theater, 401 Main Street (1923)
31. Beeson Building, 402-410 Main Street (1909)
32. Commercial building, 508 Main Street (1940)
33. Powers House, 524 Main Street (1890)
34. IOOF Hall, 542 Main Street (1891)
35. Bettinger House, 555 Main Street (1907)
36. W.B. Gelstrell House, 601 Main Street (1891)
37. Goring House, 711 Main Street (1946)
38. House, 731 Main Street (1910)
39. Hill House, 757 Main Street (1901)
40. House, 825 Main Street (1901)
41. Yost House, 658 Maple Street (1907)
42. Dr. Palmer House, 820 Maple Street (1895 and 1915)
43. House, 733 Pine Street (1928)
44. House, 525 Pine Street (1922)
45. House, 561 Pine Street (1926)
46. Railroad Station, 201 Railroad Avenue (1955 - 1956)
47. House, 554 Seamount Lane (1900)
48. House, 228 Sunset Avenue North (1912)
49. Allen House, 310 Sunset Avenue North (1901)
50. House, 396 Sunset Avenue North (1905)
51. House, 533 3rd Avenue South (1921)
52. House, 428 3rd Avenue North (1926)
53. Becklund/McGibbon House, 115 3rd Avenue North (1901)
54. Briggs House, 131 3rd Avenue North (1920)
55. House, 134 3rd Avenue North (c. 1908-1910)
56. Doctor's Office, 110 4th Avenue North (1938)
57. Roscoe House, 133 4th Avenue North (1910)
58. August Johnson House, 216 4th Avenue North (1905)
59. House, 220 4th Avenue North (1905)
60. House, 228 4th Avenue North (1926)
61. Phillips Motorcourt Motel, 304 4th Avenue North (1930s)
62. Edmonds High School, 410 4th Avenue North (1910, 1939)
63. Leslie Building, 115 4th Avenue South (1963)
64. Carnegie Library / Edmonds Historical Museum, 118 5th Avenue North (1910)
65. Ganahl-Hanley Log Cabin, 120 5th Avenue North (1930s)
66. Leyda Building, 103-105 5th Avenue South (1924)
67. Yost Garage / Milltown, 201 5th Avenue South (1913)
68. IOOF Meyring Hall, 117 6th Avenue South (1920)
69. Captain Zimmerman House, 419 6th Avenue South (1910)
70. Daniel Yost House, 518 6th Avenue South (1899)
71. Allen Yost House, 921 6th Avenue South (1892)
72. Boys & Girls Club, 310 6th Avenue North (ca. 1925)
73. House, 515 9th Avenue South (1929)
74. House, 811 9th Avenue North (1927)
75. House, 529 9th Avenue North (1943)
76. House, 503 9th Ave North (1938)
77. Hobson House, 222 3rd Ave South (1906)
78. Dr. Hall House, 117 4th Avenue North (1910)
79. Bassett House, 729 Main Street (1888)
80. House, 203 & 209 3rd Avenue South (ca. 1958-64)

- 81. Red Shed, 228 5th Avenue South (ca. 1920, with 1973 addition)
- 81. 376 Sunset Avenue North (1906)
- 83. Allen House, 320 Sunset Avenue North (1906)

Map of the Survey Area

The City of Edmonds has generated a map identifying the survey properties by number. This is provided as a separate document with this report.

Results of the Historic Property Inventory

Of the 80 surveyed properties, 54 were constructed as single-family houses. (Several have been modified and serve as duplex or triplex dwellings.) Others were built for different uses for institutional, non-profit, or public owners. The survey identified the following:

- 10 commercial buildings with single office or storage use, or mixed-use, multi-story commercial retail shops, cafés, or office spaces at the grade level and apartments or office spaces above. (These are all on Main Street or 5th Avenue North and South, with the exception of one nearby building, a doctor's office at 110 - 4th Avenue.)
- 13 community-based properties. These include four buildings built by fraternal or veterans groups; three of which were original public school facilities; the Carnegie Library/Historical Museum and adjacent log cabin, which had other origins; and four public or community properties: a church, cemetery, railroad depot and the Post Office.
- Two one-story multi-family courtyard dwellings, including a former motel/apartment complex, and a ten-unit complex.

I made a preliminary determination as to whether each property appeared to meet the listing criteria for the National Register of Historic Places and/or was within a potential local district. Of the 80 surveyed properties, one is listed already on the National Register (the Carnegie Library/Edmonds Historical Museum). In addition, the following eight buildings appear to meet the criteria for such a listing:

- No. 14, Currie House, 657 Daley Street
- No. 28, Schumacher Building, 316 Main Street
- No. 31, Beeson Building, 402-410 Main Street
- No. 41, Yost House, 658 Maple Street
- No. 42, Dr. Palmer House, 820 Maple Street
- No. 49, Allen House, 310 Sunset Avenue North
- No. 53, Becklund/McGibbon House, 115 3rd Avenue North
- No. 54, Briggs House, 131 3rd Avenue North

An additional 52 other buildings are identified in the inventory forms for inclusion in a potential local historic district, as either primary or secondary contributing structures. Based on their location, these buildings may be part of a linear district of historic early twentieth-century commercial building along Main Street and 5th Avenue, or a historic district of commercial and residential buildings in the downtown and bowl area. The idea

of a local historic district would be one with cohesive features and contiguous boundaries as defined by National Register guidelines or a local ordinance.

There are eleven buildings and one cultural landscape, the Edmonds Memorial Cemetery, which are cited in the inventory for their historic and architectural character. However, because of their locations beyond the core area, they appear ineligible for inclusion in a historic district. The buildings appear to meet the Edmonds historic landmark criteria, along with the 60 buildings previously cited as eligible for the National Register or contributing to a potential local district. There are three houses, included in the survey because they are associated with historic families or pioneer-era history, which do not appear to contribute to a potential historic district, as they have been extensively changed.

The following is a reduced-scale copy of one of the inventory forms (2 of 3 pages):

Historic Property <u>Great Northern Railway Section Foreman's House</u> at <u>1011 2nd Ave S, Edmonds, WA 98020</u> Inventory Report for			
LOCATION SECTION			
Field Site No.:	2	OAHF No.:	
Historic Name:	<u>Great Northern Railway Section Foreman's House</u>		Common Name:
Property Address:	<u>1011 2nd Ave S, Edmonds, WA 98020</u>		
County:	Strombolish	Township/Range/EW Section:	127R03E 26 NE
1/4 Sec:	1/4 1/4 Sec	Quadrangle:	
UTM Reference:	Zone: 10 Spatial Type: Point Acquisition Code: Unknown		
Sequence:	0	Eastings:	1260050.23
Northings:	295673.75		
Tax No./Parcel No.:	00582000300202	Plat/Block/Lot:	
Supplemental Map(s):	Acreage: 0.18		
IDENTIFICATION SECTION			
Survey Name:	<u>Downtown 2004</u>		
Field Recorder:	<u>Susan D. Boyle</u>	Date Recorded:	8/29/2004
Owner's Name:	<u>Donald Nicholson</u>	Owner Address:	<u>1022 2nd Ave S</u>
City/State/Zip:	<u>Edmonds, WA 98020</u>		
Classification:	<u>Building</u>	Resource Status:	<u>Survey/Inventory</u>
Comments:			
Within a District?	<u>No</u>	Contributing?	
National Register Nomination:			
Local District:			
National Register District/Thematic Nomination Name:			
DESCRIPTION SECTION			
Historic Use:	<u>Domestic - Single Family House</u>		
Current Use:	<u>Domestic - Single Family House</u>		
Plan:	<u>Rectangle</u>	No. of Stories:	<u>1-1/2</u>
Structural System:	<u>None</u>		
Changes to plan:	<u>Slight</u>	Changes to interior:	
Changes to original cladding:	<u>Slight</u>	Changes to other:	
Changes to windows:	<u>Slight</u>	Other (specify):	<u>Moved</u>
Style:	<u>Vernacular</u>		
Form/Type:	<u>Single Family</u>		
View of <u>Front (west) facade</u> taken <u>8/29/2004</u>			
Photography Neg. No (Roll No./Frame No.):			
Comments:			
Page 1 of 2			
Printed on 10/18/2004 11:38:11 AM			

Historic Property Inventory Report for <u>Great Northern Railway Section Foreman's House at 1011 2nd Ave S, Edmonds, WA 98020</u>			
Cladding Wood - Shiplap	Foundation Concrete - Poured	Roof Material Asphalt / Composition - Shingle	Roof Type Gable - Side Gable
NARRATIVE SECTION		Date Of Construction: 1917	
Study Unit Community Planning/Development Architecture/Landscape Architecture Transportation	Other	Architect:	Builder:
		Engineer:	
Property appears to meet criteria for the National Register of Historic Places: <u>Unable to Determine</u>			
Property is located in a potential historic district (National and/or local): <u>Yes - Local</u>			
Property potentially contributes to a historic district (National and/or local): <u>Yes</u>			
Statement of Significance	This house was built originally by the railroad, as the Section Foreman's House for its personnel and was located on the east side of the Great Northern tracks near the present day depot, on a site just north of Dayton Street. Section Foreman Hogart was the last stationmaster to occupy the house at its original location. It was moved to Dayton Street in 1958 and served as a single-family residence for Mr. and Mrs. Ernest Olsen. The Dayton Street site was recently developed. Because of its historic significance, however, the house was relocated again to its present site in 2002, placed on a new foundation, and rehabilitated. (See Also Survey No. 46.)		
Description of Physical Appearance	The house is simple, with a steeply pitched side gable on the front, which extends over a back addition. It is clad with a rustic type V-groove shiplap siding with corner board trim, and non-original waferboard trim. The front facade is notable for its symmetry with two tall double-hung windows to the side of the main entry, with single sash windows located directly above at the upper level. Side walls feature similar double-hung windows placed singly on the walls. The windows and panel-type front door are replacements, with interior inserts recalling original divided-lie sash patterns. A wood stove with metal chimney is a recent interior addition. Simple 4x4 posts support the shed roof of front porch, and railings are made of painted 2x4s. The current owner recently constructed a front-gable roofed garage, which is clad with similar siding.		
Major Bibliographic References	Snohomish County Tax Assessment Records Edmonds Historical Museum Photo Records Everett Public Library NW Room, Julean Photo Collection Amtrak, Station Agent Tim Hrdlick, and District Engineer Dan Radeke (206.587.4388) Homeowner Gene Nicholson		

Common Building Types within the Survey

In Edmonds' downtown and bowl areas there are many building types that represent its historic pattern of development. Those included in this study are primarily houses, small-scale commercial buildings along Main Street and 5th Avenue South, and institutional buildings throughout the survey area. These buildings feature recognizable architectural styles, details, and materials expressive of the varied eras of their construction, all of which is indicated in the individual inventory forms.

During boom times in historic Edmonds, there were many multi-family dwellings. The hotels and boarding houses utilized design styles similar to the houses. Only a few of these older buildings remain, exemplified by multiplex dwellings, small apartment structures, and one converted motel. Contemporary condominiums and large apartment buildings in and around the downtown area represent the majority of multi-family buildings. They illustrate a pattern of development responsive to several factors, including the city's growing popularity, the increased cost of housing, and density brought on by state growth management regulations and local zoning codes.

Most people think of design and architectural styles as applied to dwellings. However, stylistic features have been used throughout history, albeit differently, on commercial and institutional buildings. Owners of "main street" buildings that house stores, cafés, taverns, offices, and service garages often created flexible interior plans that allowed for tenant changes. In historic downtown streets, which were pedestrian-oriented, a building footprint typically would come forward on the lot to meet the sidewalk and engage the prospective shopper. "False-front" facades were constructed to make the commercial buildings appear larger. On the exterior, the design focus was on the front facade to draw customers. The commercial buildings appear to have been changed often, thus representing layers of history.

Institutional buildings such as churches, schools, fraternal halls, and government buildings, were more often designed by architects. These specialized structures were formed around their unique functions. They were intended to be long lasting institutions, and were often made with more permanent materials and greater craftsmanship. Similar to house forms, they each utilized materials and expressive details of their era.

There remain very few examples of historic industrial buildings or utilitarian structures in Edmonds. These types of buildings eschewed "style," and were built with a clear eye toward function and productivity. Typically they were demolished when no longer useful, or modified for new functions. Thus there are few examples of the historic mills, barns or railroad structures in Edmonds, and only remnants of early auto and service garages to recall early settlement patterns.

Urban design features of the city—lot sizes, street patterns and widths, the presence of alleys and/or sidewalks, pavement materials and patterns, and street furniture such as light fixtures and benches—also express the history of Edmonds. This survey focuses on buildings, structures, and open spaces that can be associated with a specific land parcel and history. Urban design features are beyond the focus of the survey and its inventory forms, but they also provide clues to observant viewers of Edmonds' past.

Popular Building Styles

Many of the historic dwellings in this survey of Edmonds are described by styles that were popular throughout America from the 1870s up to World War I. They are generally known as folk or vernacular styles. Many are commonly cited as Victorian or simply farmhouses. (The term folk or vernacular design is used to distinguish them from houses designed by architects.) Designs were often inspired by or derived from widely-distributed pattern books. In some cases, though none yet identified in Edmonds, the houses were manufactured from kits sold by Sears & Roebuck and other regional companies. More likely, houses were designed by their builders, rather than by architects or trained designers. Many homes in Edmonds are consistent with those that dominated American building throughout the first half of the twentieth century.

Beginning in the late nineteenth century, construction benefited from the transportation and distribution system offered by national and regional railroads, which allowed mass-produced items, such as milled lumber, hardware, windows, and bricks, to be distributed from lumberyards and trade centers. In Edmonds, where there were many local lumber mills, some of these products were readily available from local sources.

(To further consider and describe the types of houses in Edmonds' downtown and bowl neighborhoods, I referred to Virginia and Lee McAlester's *A Field Guide to American Houses*, an illustrated guide which identifies the buildings and places them in a larger historic context.)

Late nineteenth-century houses include small one-story dwellings such as "workers' cottages," but more often they are one-and-a-half or two stories. Roofs are generally front gable, side gable, or gable with wing types, that enclose rectangular-shaped floor plans. This form was relatively economical to build, and it could be sited on a fairly small lot. Pyramidal or hip roofs were commonly used for houses that were smaller or had square footprints, and simple or cross-gable roofs for larger buildings.

Many of the early houses appear to stress economical construction techniques, and most took advantage of local materials and manufacturing. Dimensional lumber was used for framing, and doors and window were often modular, made up by the same type, such as panel doors or window units of the same size and form placed singly, paired or composed in groups on exterior walls. With exception of small windows in halls and closets, windows nearly always had double or single-hung operation for ample ventilation. The windows may contain sash with single panes or true divided lights in a wide variety of fashions in response to popular stylistic conventions. In moderate climates, such as the Northwest, late nineteenth- and early twentieth-century houses typically had a front porch, which served as a sheltered semi-public entry zone and outdoor room. Decorative details—inspired by fashion and popular styles, such as the Queen Anne style—were commonly applied to porches and cornice lines below the roof edge. (McAlester, p. 88-101 and 309-317.)

Conventional plans were common. A simple, side gable roof may be used for the hall-and-parlor plan (two rooms wide and one room deep, with central stairs), often with a second floor and a rear one-story addition. This type of plan was a traditional British folk form, which became dominant across America, and persisted from Colonial times through the nineteenth century. Mass-plan houses were more than one room deep, typically sheltered by cross-gable roofs with a gable front and recessed wing variations. Projecting one-story porches were common, with shed, dropped shed, or partial-hip roofs.

Examples of styles found in Edmonds include the Queen Anne and Shingle styles. There are also later houses that copied traditional dwellings of Europe or the American colonies, described as historical or “period” styles. These include Colonial Revival, Neo Classical or Tudor Revival houses.

Craftsman or Bungalow style homes dominated America in the early twentieth century after World War I, particularly in the West. These buildings took advantage of wood frame construction and they are well represented in Edmonds. While Mission Revival and other Mediterranean styles were very popular in southwest areas of the country, there are few examples in the Northwest. No Spanish or Mission style houses have been identified in the survey area of Edmonds. However, the Beeson Building is a fine commercial example, and the 1928 Grade School retains most of its original, Mission Style features.

Post-war development of Edmonds is more easily represented in neighborhoods outside of the downtown and bowl area of this survey. In its suburbs and cul de sacs there are many examples of post-war and contemporary styles. These include one-story homes constructed in the 1930s up through the 1940s, which are often cited as Moderne, while Modern, Northwest Modern, and Ranch styles describe buildings from the 1950s to the mid-1970s.

Other Comments

I found in the initial research that many residential properties were associated with individuals and families, some of whom played significant roles in Edmonds' history, as is typical with pioneer settlements that evolve into vital towns and cities. Another discovery was that several of the residential buildings had been relocated on their lots or from one parcel to another. This was the case with humble houses as well as significant community buildings, such as the Edmonds First Baptist Church. Wood frame construction tends to be relatively simple, and wood frame structures, particularly those on post and pier foundations, were frequently moved up to the 1970s.

As a practicing architect, I am interested in urban design determinants that give rise to the forms of many buildings, and the cityscape as a whole. Activities such as platting of neighborhoods and resulting parcel size, zoning and land-use restrictions, infrastructure improvements, available materials and construction technologies, and the presence of vernacular designers and builders, in addition to architects and contractors, shape buildings in many ways.

In Edmonds, as in many western American towns that developed in the late nineteenth century, the older streets and lots are relatively consistent in size and smaller than later development. These elements are shown in the early Sanborn Insurance Company maps of the city and other documents which reveal concentric eras of growth, with smaller more concentrated older areas of the city, post-war suburbs on larger properties, and strip development extending along major streets and regional highways.

Several other development patterns emerged through this survey of Edmonds, which are consistent with those in other communities. These are patterns brought about by larger economic and cultural factors that have had and will continue to have considerable impact on future historic preservation in Edmonds:

- Lifestyle changes are reflected by the transformation of small older dwellings into much larger houses through additions and/or their demolition and replacement.
- Changes in homeownership and financing have resulted in the emergence of the condominium as a new building type, which often replace older, rental apartment buildings with their smaller units and modest amenities. There is a growth in these types of units, particularly for small households, which has exerted development pressure. In addition, the city has identified specific areas of the downtown for increased density in response to state urban growth regulations. These conditions can be balanced by concurrent positive efforts to preserve historic resources in and near the downtown.
- As land values increase, there are rising development pressures that make small buildings, such as one- to two-story smaller commercial buildings and single-family houses, more vulnerable to demolition and replacement. This occurs particularly where adjacent property ownership is aggregated into a larger parcel that offers more development opportunity.
- There appears to be a well-intentioned effort by many owners to improve as well as maintain their historic homes, but this has sometimes resulted in the addition of non-original, decorative "historicist" elements. This may be a response in cases where the original house was a simple dwelling with a straightforward character. Additions such as window shutters, turned porch rails and columns, ornate paneled entry doors, simulated divided lights in windows, and additional decorative trim may express a homeowner's pride in the dwelling and enhance its appearance according to current taste. The addition of the new "old-fashioned" elements to an older building may express contemporary values that honor history and tradition. However, additive elements can also detract from the authentic character of a building and its original physical fabric.
- Cultural tourism appears to be growing in Edmonds, along with efforts by many to recognize and celebrate the city's unique location and traditional, small-town values. New civic traditions are emerging with annual festivals, the art and farmers markets, exhibits, and programs that engage visitors and residents alike. This trend can be capitalized upon by the city as it further identifies with its specific history.

6. RECOMMENDATIONS

The Next Steps in Preservation

The survey provides a database for future use by the City's Historic Preservation Commission and interested residents and business owners. Recommendations include:

- Provide easy access to the survey report and inventory forms by placing them in the Edmonds Historical Museum and the Public Library, and on the City's website.
- Contact the owners of the inventoried properties, to seek additional information from them about their buildings, including historic records and photos, and to provide recognition of their stewardship of their buildings. Establish a means to update the

- information and provide it and collected historic documents to an accessible local repository, such as the Edmonds Historical Museum.
- Encourage property owners to develop local landmark nominations, and work with the Commission and Museum volunteers to prepare these documents with the owners, beginning with properties that appear eligible for the National Register, and then those which may contribute to a local historic district.
 - Increase the Landmark Commission's skill in undertaking design review. Provide training to Commission members, and to interested designers and members of the public about the *Secretary of the Interior's Standards for Archaeology and Historic Preservation* and *Guidelines for Preservation Treatments*.
 - Advocate for preservation with business groups, focusing on the unique character of the downtown and its opportunities for cultural tourism. Coordinate efforts to promote cultural tourism with Snohomish County agencies and tourist-related business groups.
 - Publicize Edmonds' preservation goals and the steps it has undertaken to meet these goals through public displays and newspaper articles. Use Preservation Month to emphasize the work to date and future activities through special award ceremonies, displays, exhibits, and events. For example, the Commission could recognize an individual or property owner who has undertaken a successful preservation effort.
 - Develop educational opportunities through partnerships with local cultural events and festivals, public and private K-12 schools, local historical groups and garden clubs. Identify special events, such as the annual "Edmonds In Bloom" festival, or guided thematic or house tours, where historic preservation could be the primary theme.
 - Encourage public awareness and support by publishing new and expanded walking tour guides for the historic buildings cited in the survey. Identify potential historic districts in these tour guides. As a later step, consider formation of such a district.
 - Work with OAHF and preservation advocates, such as the Snohomish County Historical Society, Washington Trust, and National Trust for Historic Preservation, and with local design professionals such as the American Institute for Architecture and the American Society of Landscape Architects, to identify resources and sponsor preservation design workshops for property owners who are planning remodel and rehabilitation efforts. Collect published standards, guidelines, books, and articles on accepted methods and design and construction techniques for preservation, restoration, and rehabilitation, and have them available at City Hall and/or the Public Library.
 - The city and its Historic Preservation Commission should nurture a culture of authenticity, to help owners and others recognize the significance of their original homes, including those that are relatively simple.
 - Develop additional preservation incentives through revisions to the zoning code and permit process, and consider use of historic buildings by city agencies. Limit alley vacations that might result in the loss of historic urban character.

- Undertake additional historic surveys in areas outside the downtown and bowl areas, south of Pine Street, east of 9th Avenue, and north of Caspers Street, to create a larger comprehensive database of historic properties. In organizing these surveys, consider participation of volunteers guided by a professional preservation planner as a method of grassroots education and advocacy.

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