

Appendix A

# Overview of Shoreline History

*prepared as part of the*

**Survey and Inventory of  
Historic Resources In the City of Shoreline**

Cloantha Copass  
King County Historic Preservation Program  
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## Introduction

The City of Shoreline today is characterized primarily by its extensive single-family residential neighborhoods, punctuated by commercial developments which tend concentrated along primary roads. While this typical suburban land use pattern is usually associated in the Pacific Northwest with post-World War II development, the roots of Shoreline's present land use patterns reach back to the turn of the century. This paper highlights the city's historical development patterns through the late 1950s, and identifies buildings and sites associated with the community's growth and development.

Historically, the name Shoreline has referred to an area extending from 85th Avenue NE, which was the northern boundary of the City of Seattle until annexations pushed the boundary northward in the 1940s and 1950s, to the King - Snohomish County line, and from Puget Sound to Lake Washington. The City of Lake Forest Park incorporated in 1961; it covers the northeastern part of the area historically was considered Shoreline.<sup>1</sup> This paper focuses on the geographic area which incorporated as the City of Shoreline in 1995, as well as the areas of unincorporated King County between Shoreline and Lake Forest Park to the east.

This paper identifies and discusses five major phases in Shoreline's growth, each characterized by particular transportation networks and development patterns.

The five phases are:

- Historic Native American Presence (until c1880)
- Railroad and Mosquito Fleet (1880-1905)
- The Interurban and the North Trunk Road (1906-1929)
- The Great Depression and World War II (1930-1945)
- Building the Automobile Suburbs (1946-1956)

The first section outlines the use of the area by Native peoples prior to settlement by non-native populations. The second section considers the early phase of European-American settlement in the Shoreline area in the late 1800s. With the arrival of the Great Northern railroad along the Puget Sound shoreline in 1891, Richmond Beach emerged as the commercial center and the pace of development increased as new residents arrived.

In the 1910s and 1920s, construction of the Seattle-Everett Interurban rail line (1906) and the paving of the North Trunk Road (1914) brought Shoreline closer to Seattle and

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<sup>1</sup> See Kate Krafft's *Historic Resources Inventory of the City of Lake Forest Park* (1996) for information about the development of Lake Forest Park and associated historic properties. Barbara Bender's *Growing Up In Lake Forest Park, Vols. I and II* provide extensive historical information about the area.

facilitated increasingly suburban development. In the early 1900s, both the Seattle's elite families and people of more modest means were drawn to the area which offered a both semi-rural lifestyle and ready access to urban Seattle.

During the Great Depression and World War II (1930-1945), construction in Shoreline slowed; yet, new subdivisions such as Innis Arden foreshadow the increasingly dense suburban development which took place as a response to the demand for housing at the end of W.W.II. The final section focuses on the post-World War II years, from 1946-1956, when growing automobile use, highway development, and a population boom transformed Shoreline. Scattered homes on wooded lots and small farms yielded to large-scale tracts of suburban homes.

### **I. Historic Native American Presence**

The topography of Shoreline consisted of rolling wooded land between the sound and the lake, with Boeing Creek and other smaller streams in Innis Arden carving steeply sloped ravines to the Sound. At the end of the last ice age, retreating glaciers left behind a few small freshwater lakes, including Echo Lake, which sits east of Aurora at 190th.

Several local Native American groups made use of the Shoreline area before the arrival of Euro-American settlers.<sup>2</sup> Puget Sound Salish groups who utilized the resources in Shoreline include the hah-chu-ahbsh, or "lake people," who wintered along Lake Washington, and the shil-shol-ahbsh, or "narrow inlet people," who had seasonal beach camps at Boeing Creek and Richmond Beach. Richmond Beach was a well-known source of kinickinnic, or Indian tobacco. In fact, kinickinnic provided the place name for the beach area, "q'3 q'e' waidet." The ha-ah-chu-ahbsh "small lake people" (referring to Lake Union) may also have traveled into what is now Shoreline to gather cranberries which grew in the peat bogs where Ronald Bog and Twin Ponds Parks are now.<sup>3</sup> While the inland travel routes used historically by Native American people are no longer known, the early wagon roads and paths in the district may well have followed Native American travel routes.<sup>4</sup>

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<sup>2</sup>Information on Native American use of the Shoreline Area is drawn from David Buerge's paper "The Native American Presence in the Shoreline District." 1993, Shoreline Historical Museum, n.p. Buerge's work is based on the work of T. T. Waterman (ca. 1916) and other sources.

<sup>3</sup>George B. Rigg's *Peate Resources of Washington* (1958) identifies three peat resources in Shoreline: Ronald Bog a 25 acre peat bog, the Echo Lake Peat area (5 acres), located a quarter mile southwest of Echo Lake; and the Meridian peat area (3.5 acres), which was in the current location of Twin Ponds Park.

<sup>4</sup>Barbara Bender in *Growing up in Lake Forest Park* recounts that after 1916 the Lake Washington sites were no longer used by Native American residents.

## **II. Railroad and Mosquito Fleet (1880-1905)**

Steep bluffs along the Puget Sound shore and forested rolling uplands, and lack of soils well suited for farming, delayed development of Shoreline in comparison with the more readily accessible river valleys of King County. Donation land claims were made in Shoreline as early as 1872. However, early Euro-American settlement in Shoreline concentrated primarily in the Richmond Beach area. Richmond Beach was accessible by boat, which enabled easier travel in and out of the community than the often impassable wagon road which ran between Seattle and Everett. Ships from Puget Sound's Mosquito Fleet called at the Richmond Beach dock, where the crews could load wood for the ships' boilers.<sup>5</sup> A wagon road ran through the woods between Seattle and Everett, but travel on this route was difficult, particularly when the rain turned the track to mud.

### Railroads

The community of Richmond Beach owed its initial development to the Great Northern railroad. By the mid-1880s, it was apparent that the Great Northern Railroad line would travel along the sound between Seattle and Everett before turning inland to cross the Cascades at Stevens Pass. Although Richmond Beach lacked the deep water moorage which characterized larger Puget Sound cities, its boosters envisioned that the rail service would bring opportunities for growth. A post office was established in Richmond Beach in 1889 and the town was platted in 1890.<sup>6</sup> The town was named for Richmond, England.<sup>7</sup> The Seattle and Montana Railroad (financed by the Great Northern) was completed over Stevens Pass to Everett and south to Richmond Beach in 1891. In 1893, the line reached Seattle. Serving a flag stop station at Richmond Beach, the railroad had a significant impact on local development, allowing the more convenient transport of local agricultural produce, providing employment, and bringing new people into the area. Work crews from the railroad were also among the early residents.

The trains provided an important focal point for community life, their arrival bringing newspapers, catalogues, farm magazines, and letters from "back home."<sup>8</sup> For over ten years, trains stopped at a simple wooden platform. In 1907 the Great Northern built a single-story gabled wood frame depot to sheltered passengers and freight. The depot also housed the Western Union telegraph service, which, prior to widespread introduction of the telephone, was an important communication tool which enabled rapid transmission of messages between telegraph stations. The depot, which was located at the west end of 195th Street NW, was demolished in 1958.

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<sup>5</sup>LouAnn Bivins, *Shoreline: or Steamers, Stumps, and Strawberries*. Seattle, WA: Frontier Press, 1987.

<sup>6</sup>Ruth Worthley, ed. *Shoreline Memories, Vol. 2*, p. 84.

<sup>7</sup>Accounts vary as to who named the community. According to Edna St. John, an early Shoreline resident, the name Richmond Beach was selected by C. W. Smith, the man who platted the town (see Worthley, Vol. 2, p. 83). Others say it was chosen because it was the ancestral home of George Fisher, who had the first homestead claim in the area (see Bivins, p. 3).

<sup>8</sup>Ruth Worthley, ed. *Shoreline Memories, Vol. 1*, p. 103.

The Seattle, Lakeshore, and Eastern Railway was completed in 1888. The tracks ran along the western shore of Lake Washington through Bothell, Woodinville, and Redmond, and then east to eastern Lake Sammamish, and from there through Issaquah and Preston on into the upper Snoqualmie Valley. While the railroad route (now the Burke Gilman Trail) lies outside the present boundaries of the City of Shoreline, the development of this line had some impact on the development of Shoreline by providing access to the east side of the area.

### Logging

Along with the railroad, logging was also a significant economic activity, particularly in the upland areas. Small sawmills appeared on the region's lakes, including Echo Lake (Mowatt's Mill), Silver Lake, Halls Lake, Bitter Lake, Lake Ballinger, and Meadowdale. A man named John Watkins operated a shingle mill near what is now the intersection of Dayton Avenue and Richmond Beach Road, and the Kennedy family of Richmond Beach operated a small mill on the Richmond Beach spit.<sup>9</sup> These local saw mills provided cord wood to fuel the steamers which plied Puget Sound, ties for the railroad tracks, and shingles. The logging crews lived, for the most part, in temporary camps, and few traces remain today of their camps, logging activities, or mill sites. Logging continued on scattered timber lots in Shoreline at least into the 1930s, when the steeply sloped land which would become Innis Arden was cleared.

### Richmond Beach Commercial Development

In 1888, Richmond Beach featured a few roughly built homes and a single commercial building which housed railroad construction crews. Three years later, in 1891, the town had grown considerably, and offered visitors a choice of three saloons, two hotels, and one church.<sup>10</sup> The commercial buildings clustered at the base of the hill near the railroad line sported vertical rectangular "boomtown" facades, which gave the one and two story wood commercial structures a more substantial appearance, and wooden boardwalks kept shoppers out of the muddy, rutted streets.

Among the new commercial buildings was Sadie and John Holloway's Hotel on Market Street.<sup>11</sup> Fifty to sixty people including vacationers, railway foremen, conductors, and engineers boarded at the hotel. The Holloways allowed their building to house several community services in addition to their own business. The post office and library were located in the hotel until separate structures were provided for these functions in 1906 and 1912, respectively. While the hotel burned in 1924, two commercial buildings remain in Richmond Beach which date to this phase of community development. These are the Umbrite Drug Store (1898), at 2531 NW 195th Place, which was also built by the

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<sup>9</sup>Worthley, Vol. 2, p. 60-61.

<sup>10</sup>Worthley, Vol. 2, p. 85

<sup>11</sup>Worthley, Vol. 2, p. 45. Sadie and John's daughter, Lena, was the first Euro-American child known to have been born in the Shoreline area.

Holloways and the Howell Building (1888) at 19408 Richmond Beach Drive. The exterior appearance of both these buildings was substantially changed in the 1930s.

Early Richmond Beach homes were typically small wood-frame vernacular buildings, with wood shingle roofs, double hung windows, front entry porches, and simple beveled siding. The houses were surrounded by on lots with large yards, where residents raised fruit, vegetables, and poultry. The Hazel Tweedie house (1900), located at 2315 NW 197th, and the Hattie Jones house at 19354 22nd Avenue NW (1905) are two of the few surviving examples of early Richmond Beach houses.

### Richmond Beach Community Life

Census records for the Shoreline area indicate that many early settlers were of Scandinavian or British descent; however, most people who immigrated to Shoreline, regardless of their country of origin, had lived in Eastern or Midwestern states.<sup>12</sup> While the community was primarily settled by people of European descent, the railroad did bring in a Japanese section crew to do maintenance on the line. The crew lived in a house near the railroad tracks, and local accounts indicate that they worked long days for low wages.<sup>13</sup>

The public school played an important role in community life in Richmond Beach and environs. The district, number 86, was organized in August of 1890. The first school in Richmond Beach, built in 1891 at 197th and 23rd NW, had an initial enrollment of seven students. Over the next few years the school population grew, and classrooms expanded into auxiliary space by 1903. The school offered education through the eighth grade to children from a district which extended from Puget Sound to Aurora Avenue N, although most students likely came from Richmond Beach or the immediate vicinity.<sup>14</sup>

Like the school, the Richmond Beach Library was an important institution symbolizing the maturation of the community. The Richmond Beach Library began in 1899, due to the efforts of Richmond Beach school teacher Mrs. Jesse Cribby. Cribby salvaged 100 books from the Seattle Public Library's discards and made them available for loan to the community. The library, initially housed at the Holloway's Hotel, was moved to the school house in 1904 and to a separate library building in 1912.

### Farming

Some small farms had already been established in the Richmond Beach uplands area when Richmond Beach began to developed as the area's commercial center. Settlers continued to establish small family farms into the early 1900s. The logged-off forests of Shoreline

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<sup>12</sup>U.S. Federal Census Records. Transcriptions at the Shoreline Historical Museum.

<sup>13</sup>Worthley, Vol. 1, p. 89.

<sup>14</sup>Worthley, Vol. 1, p. 101. See also "A Brief History of Education in the North-End of Seattle," Shoreline District Institute, September 3, 1957. Shoreline Historical Museum Collection.

posed a great challenge to the farmer. Clearing land took blasting powder, a stump puller, and a horse. With hard effort, the stumps gave way to gardens, one or two acres at a time.<sup>15</sup> Farms which developed on the logged-off land were sometimes referred to as “stump farms.” Having cleared the land, families typically planted orchard trees and vegetable gardens or raised chickens. The natural environment also was a ready source of food. Clam digging at Richmond Beach, blackberry picking, fishing or crabbing in the sound, or fishing in the creeks, hunting for game, and gathering wild cranberries helped supplement family diets.<sup>16</sup> Early residents have recounted that bears sometimes competed with residents for abundant blackberries and fruit from the residents' trees--as well as chickens from the coops.

Among the early residents were Mikel and Anna Lund, who had immigrated from Norway in 1883 and arrived in Richmond Beach in 1888. The Lunds had a log cabin and small farm where bowling alley is now in the 1400 block of Richmond Beach Road. The farm was reached via a path up a creek south of Richmond Beach. The Lunds played a key role in establishing the first Norwegian Lutheran Church, donating land for the structure at 19235 15th Northwest (now demolished). The congregation moved in 1949 to a new building at 18354 8th Avenue NW. Another small farm was the seven acre Smith family farm, in the 600 block of 175th NW, established in 1903. The Smith family replaced the original log cabin with the present wood frame Craftsman-influenced house in the 1910s.

By 1905, large expanses of Shoreline had been subdivided into five acre lots by developers who anticipated the push of Seattle northward. The logging operations had cleared much of the landscape of its original trees, easing the way for the residential developments which would come to characterize the region.

### **III. The Interurban and the North Trunk Road: 1906-1929**

In the early 1900s, Shoreline remained thinly settled. Travel in the area was difficult, and the region did not have the soils or transportation links to attract large-scale agriculture or resource-based industries (other than logging) which were spurring growth in other parts of King County. The 1910s and 1920s were times of great change, however. Between the extension of the Interurban Rail line into Shoreline in 1906 and the onset of the Great Depression in 1929, new transportation networks linking Shoreline to Seattle and population pushing north from Seattle spurred development. Middle and upper class Seattle residents looked to the north end as a semi-rural retreat from the city, while less affluent residents sought relatively inexpensive land or rental housing in the area.<sup>17</sup> Scattered residential developments and small agricultural operations became the predominant land uses as the population grew.

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<sup>15</sup>Worthly, Vol. 2, p. 76.

<sup>16</sup>Worthley, Vol. p. 7 and 13.

<sup>17</sup>See Rose Wilde Dobson's *Wilde Look Backwards: Memories of Shoreline*.

Suburbs are generally characterized as residential communities on the peripheries of urban areas, removed from the urban core yet linked to the city by ties of employment.<sup>18</sup> In the eastern United States, and to some extent in the Seattle area, suburban growth spread along commuter rail lines or trolley routes. After automobiles became available in the early 1900s, and particularly after widespread automobile ownership from the 1910s on, suburban development typically spread farther from the fixed rail lines along expanded roads and new highways or turnpikes.<sup>19</sup> In the Seattle area, particularly in the northern suburbs, both trolley and automobile oriented development happened almost simultaneously. In Shoreline, suburban development began after the construction of the Seattle-Everett Interurban rail line in 1906, and expanded after the opening of the North Trunk Road in 1914. The North Trunk Road was a paved brick highway running north from Seattle to Everett, Bellingham, and the Canadian border. The North Trunk Road became part of the Pacific Highway, which was established by the State of Washington Legislature in 1913 as a primary highway--part of a continuous paved route planned to run from Mexico to Canada. The Pacific Highway, which often followed existing county roads, was completed from Mexico to Canada in 1923.<sup>20</sup>

Population growth in Seattle played a significant role in spurring Shoreline development in the early 1900s. Between 1900 and 1920, Seattle's population grew 400%--from 80,000 to 320,000 people. Another 60,000 people moved to the city by 1930, bringing the population to 380,000 people.<sup>21</sup> As housing developments spread from downtown Seattle outward along trolley lines into "street car suburbs" such as Madison Park, Leschi, Queen Anne, and Wallingford, these areas lost their semi-rural character, and people who wanted more affordable large tracts of land or a rural lifestyle had to move farther outside the city to purchase land with these qualities.

### The Seattle-Everett Interurban

The Puget Sound Power & Light Company began construction on the Seattle-Everett Interurban line in 1902. The line reached into Shoreline by 1906, following a route roughly parallel to what is now Aurora Avenue N.<sup>22</sup> Stone and Webster, a national company which also ran the Seattle Tacoma Interurban and Seattle's electric street car

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<sup>18</sup>Susan Mulchahey Chase, David Ames, and Rebecca J. Siders. "Suburbanization in the Vicinity of Wilmington, Delaware, 1880-1950+/-." Center for Historic Architecture and Engineering, University of Delaware, 1992. np.

<sup>19</sup>Stilgoe, John R. "The Suburbs," *American Heritage* Feb-March, 1984, pp. 21-37.

<sup>20</sup>King County Historic Preservation Program, Draft Landmark Nomination "Pacific Highway, North Trunk Road," 1988. King County Historic Resources Inventory #0093.

<sup>21</sup>While the Eastside of Lake Washington became a suburban center after World War II, growth was limited prior to 1940 by limited access to Seattle. A trip to Seattle involved either a ferry ride across Lake Washington or a drive around the lake. While some suburban development did take place in Beaux Arts and East Seattle, the pace of growth climbed rapidly with the opening of the Lake Washington (Lacey V. Murrow) Floating Bridge in 1940.

<sup>22</sup> Warren Wing's book *To Seattle by Trolley: The story of the Seattle-Everett Interurban and the Trolley that went to Sea* provides an extensive history of the interurban line. The large north-south power transmission lines in Shoreline near Aurora Avenue today mark the historic route of the interurban.



lines, purchased the partially-completed Seattle-Everett Interurban in 1908 and infused the capital needed to complete construction. By 1910, the electric line connected Seattle with Everett, and eventually the northern division of the line extended all the way into Bellingham.

The interurban rail line moved people, produce, and freight, at the speed of over thirty miles an hour, stopping at only twenty-seven stops on the entire route. Trains between Seattle and Everett ran every 30 minutes, and service was relatively quick. A trip into downtown Seattle from Richmond Highlands took about 35 minutes. Stations in north King County were Foy (145th) Pershing (near 157th), Maywood (165th), Ronald (175th), Richmond Highlands (185th), and Echo Lake. While small wooden depots once stood at most of these stops, today the linear right-of-way, and the concrete bulkhead which once supported the Pershing Bridge at N. 155th and Aurora, are the only remaining physical evidence of the interurban route.

By making it easier to move goods and people between Shoreline and Seattle or Everett, the interurban supported development of small farms and small subdivisions. Company publications promoted agricultural and recreational activities along the line in order to increase ridership. Additionally, the line made secondary education accessible to more students, by providing easier travel to Seattle high schools such as Ballard or Lincoln (in Wallingford).<sup>23</sup> After 1910, the Seattle street car line reached to 85th Avenue N, where the routes connected with the interurban. People in the city could more easily visit recreation sites in the north end, such as a bathing beach at Echo Lake, while people in Shoreline could travel into Seattle to shop or for entertainment.

Land in Shoreline along the interurban route, particularly in the vicinity of the interurban stops was often the first to be subdivided and sold for residential development. Land was divided early on into tracts which generally ranged in size from 5 acres to more typically urban sized 60' x 100' lots. Many of the names developers gave their subdivisions, such as "Echo Lake Garden Tracts" and the "North Side Garden Tracts" reflect a desire to market the land based on a semi-rural character. Other developers chose names which marketed the land based on proximity to the interurban, such as the "Interurban Tracts." Real estate marketing materials stressed how close Seattle was via the interurban.

With few exceptions, these early Shoreline subdivisions were platted in regular linear grid, featuring rectangular lots formed without regard for topography. The Highlands, discussed in more detail below, was an early exception. Another exception was Lago Vista, platted in 1927 in the hillier northeastern part of Shoreline. Lago Vista features more curving streets and irregular lot shapes, reflecting the varied terrain. The developer promoted Lago Vista enthusiastically. Prospective buyers were invited for weekend visits, and lured by the promise of country living with easy access to city workplaces.

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<sup>23</sup>Richmond Beach offered high school education until 1945, while Ronald's last high school class graduated in 1917.

Typically, the initial developers subdivided the land, cleared roads (although they did not usually pave them), and marketed lots for sale. Design and construction of the homes was left to the lot's purchaser. In the 1920s, most new homes in Shoreline reflected the influence of the Craftsman style. While the design and architectural detailing on a house varied depending on the size of the home, most homes built in Shoreline in this time period were but they were almost all wood frame, with gable roofs, narrow clapboard or wood shingle siding, overhanging eaves, and full or partial width entry porches. Craftsman designs were popular nationally, and many publications featuring home plans and designs were available to home builders. The Casey House on Echo Lake, for example, is a substantial bungalow built from plans of a house in Seattle's Mount Baker neighborhood which were published in *Bungalow Magazine* in 1916.<sup>24</sup>

### Large-Scale Developments

While most of the construction which occurred in Shoreline in the 1910s consisted of scattered individual homes, two significant large-scale developments were initiated in this era. These developments--the Highlands, an exclusive residential community, and Firland Tuberculosis Sanatorium--both reflect a pattern of urbanites turning to the region because of its undeveloped land located only a short trip from Seattle.

### The Highlands

The Highlands residential community was started in 1907 by members of the Seattle Golf Club, which was located at that time on land which became part of Laurelhurst, east of the University of Washington in Seattle. Pending development of their property had required the club to look for new land. The Club appointed a committee to survey available tracts of land along Puget Sound from Three Tree Point to Richmond Beach. The committee decided on a 380 acre tract of land three miles north of the city limits (then at N 85th Street) on the bluff above Puget Sound, bounded on the south by what is now 145th Street. The inland part of the tract became the golf club, while the remaining lots, which offered spectacular Puget Sound and Olympic views, were sold to club members. The development, planned by the well-known Olmsted Brothers firm of Boston, featured curving roads, lots designed to capture views, and shared park areas. This type of design was characteristic of the Olmsted firm, and is similar to designs for affluent suburbs in the East and Midwest, as well as designs for the City of Tacoma (not implemented) and the City of Seattle's park and boulevard system.

Articles of incorporation were drawn up and the Highlands charter was signed in April of 1908. Many prominent Seattle families were among the first homeowners in the area, moving to the Highlands from increasingly densely developed Seattle neighborhoods. These included C.D. Stimpson, A.S. Kerry, F.K. Struve, E.F. Blaine, C.J. Smith, H.W. Treat, and C.W. Stimpson. The homes, situated on lots which ranged in size from four to sixteen acres, were designed by prominent architects including Bebb & Gould and Andrew

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<sup>24</sup>King County Historic Resource Inventory, #0294

Willatsen. The architectural styles of most homes evoked the country estates of Europe. Initially, many of the homes were used as summer homes, because of the commute from the Highlands to Seattle offices. The Highlands area was reached initially via a small private rail line which carried passengers from the interurban stop at what is now N 145th Street and Aurora. Road improvements, including hard-surfacing the North Trunk Road in 1912 and paving Greenwood Avenue (known as Country Club Road north of the Seattle City Limits, as it ran out to the Golf Club) in the 1920s made automobile access more convenient.<sup>25</sup>

### Firland Tuberculosis Sanatorium

In 1908, Seattle was identified in a national survey as the city with the worst rate in the country for tuberculosis. Tuberculosis was considered a serious public health threat, and isolation of the infected was the only known way to control the spread of the illness. In response to this report, prominent citizens formed the Anti-Tuberculosis League and set about finding a site to build a treatment facility where patients could enjoy bed rest and fresh air, the only known cures. After the organization was unable to locate land for an institution within the City of Seattle. Neighbors protests had prevented them from using a promising site on Queen Anne. Horace C. Henry, a wealthy Seattle business man, donated thirty-four acres of land extending northwest from what is now the intersection of Fremont Avenue N and N 190th Street to the City of Seattle. Henry made this donation, which was accompanied by a \$25,000 gift for construction of an administration building, in memory of his son Walter who had died of tuberculosis.

A crude sanatorium opened in 1911, consisting of several simple cabins, and a small staff which relied on supplies transported by wheelbarrow from the Richmond Highlands interurban station. Passage of a Seattle bond issue in 1912 enabled construction of the sanatorium's substantial Tudor-style buildings, which opened in 1914. Buildings were added over time, and at its peak Firland served up to 200 patients who were cared for by 100 staff members. In 1947, the Firland Sanatorium moved to the Fircrest Naval Hospital, which provided more patient beds than the old site. Soon after this move, new drug therapies dramatically improved recovery rates for TB patients and reduced the need for specialized tuberculosis care facilities. King's Garden acquired the original Firland site in 1948.<sup>26</sup>

### Cemeteries

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<sup>25</sup>Highlands HRI #200, King County Historic Sites Inventory. Also #0292 for the Highlands School, #0094 Seattle Golf and Country Club, and #0294, the Highlands Chapel. Lawrence C. Bogle, A. Scott Bullitt, Caspar W. Clark, and Hamilton C. Rolf, *The Highlands*.

<sup>26</sup> Firland, HRI #0047, King County Historic Sites Inventory. Also, M.A. Matthews, *The Medical Work of King County*, pp. 59-63 and 95-106; Noble Hoggson, *A Biography of Horace Chapin Henry*; and Clarence Bagley, *History Of King County, Washington, Vol. III*, pp. 18-26; see also *Firland: A story of Firland Sanatorium*, prepared by patients and published at the institution in 1935.

Shoreline's undeveloped uplands also proved suitable for cemetery development. By the late 19th century, a pattern had been established in the Eastern United States where cemeteries serving urban populations were typically located in semi-rural locations, typically accessible via streetcars. At the turn of the century, cemetery development took place north of the Seattle city limits (then at N 85th St.), with the development of Evergreen Cemetery and Washelli Cemetery by the Denny family. Herzl Cemetery at Dayton and 167th, founded in 1909 by Harry J. Cohn of Seattle, who donated the land to his synagogue, reflects this siting pattern as well. Herzl Cemetery's original gate remains on site, along with an elegant dome-roofed chapel built in the 1930s. Other cemeteries which developed later Acacia, Holyhood, and Seattle Sephardic Brotherhood. The interurban line even had a special funeral car to accommodate families traveling to the north end cemeteries for burial services.

### Agriculture

The glacial soils found through most of Shoreline were not well-suited for large-scale farming operations. Farms in Shoreline, for the most part, were smaller subsistence operations, which produced some good for market, but mainly enabled the residents to feed their families. Accounts from early residents discuss their ability to "raise a living" from gardens, orchards and small poultry or dairy operations. Most homes, particularly the ones on larger lots (over .5 acre), had agricultural outbuildings such as chicken coops and animal sheds. For example, the farmhouse at 18840 Meridian Avenue N, now associated with St. David's Episcopal Church, had several chicken houses and a small barn. Wooden water towers were another typical outbuilding.<sup>27</sup>

The farming conditions and patterns found on Shoreline's logged off uplands were found on similar terrain throughout the Puget Sound region. A 1924 United States Department of Agriculture report noted that poultry raising was the most common enterprise on the upland farms in Pierce and King Counties in 1921, particularly on farms with less than five acres of cleared land. The report noted that poultry and small fruit growing were the most profitable activities.<sup>28</sup> Preparing the land for farming was arduous work. First, any remaining timber would be slashed and burned. The land would then used for pasture for a few years, while logs are cleared and hauled into piles. Stumps would be dynamited, or slowly burned. The USDA report noted that "it requires about 50 days of 8 hours of man labor, 34 days house labor, 205 pounds of explosive to clear the average acre of stumps and roots, fill the holes, and level the land." This backbreaking labor did not always pay off financially--the study reported that "in most cases, the selling price of raw logged-off uplands plus the cost of the clearing exceeds the value of the land after it is cleared for crops."

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<sup>27</sup>Two water towers were identified in the 1996 Shoreline Historic Resources Inventory. HRI#1138, at 2433 198th Avenue NW, and HRI# 0193, the Robinson Water Tower at 19505 3rd Avenue NW.

<sup>28</sup>E.R. Johnson and E.D. Strait, *Farming the Logged-Off Uplands in Western Washington*. United States Department of Agriculture, Department Bulletin No. 1236.

In spite of the hardship, Shoreline residents continued to turn stump land into agricultural fields. The land's relatively low cost made it attractive to people with limited means. Strawberries were a primary cash crop in the early 1900s. Berries were transported to Seattle markets either via the railroad at Richmond Beach or by Interurban. Before the interurban line was completed, berries headed for the Seattle market would be moved by wagon--a long journey necessarily made in the early morning hours to reach the buyers downtown by 5 a.m. A Richmond Beach strawberry won first prize at the Alaska Yukon Pacific Exhibition in 1909, which helped promote the local crop.<sup>29</sup> Typically farmed on small (about 5 acre) tracts, other fruit crops included raspberries, logan berries, currants, and gooseberries. The economic importance of the berry crops was well-recognized locally. School schedules were modified to ensure the farmers could use seasonal student labor to both weed and harvest the crop.

Land in Shoreline was quite well-suited for poultry operations, and numerous farms were established in the north end, including the highly successful Fish Brothers Queen City Poultry Ranch on the west side of Greenwood Avenue north of the Seattle Golf Club. The Fish farm, which became the most prosperous in northwestern King County, was developed by three brothers who purchased land in 1906. Initially, supplies had to be brought in by wagon from Richmond Beach. Construction of the railroad line serving the Highlands soon provided the brothers with an easier way to transport chicken feed. The modern and scientific farm drew numerous weekend visitors who drove north from the city to observe the operation. One of their hens set the egg-laying world's record, which brought additional fame to the farm.<sup>30</sup> Chicken farming was considered a viable small scale farming operation. As one long-time Shoreline resident wrote "in those days everybody had a dream of moving to a little place in the country and being supported by chickens."<sup>31</sup> The Fish house remains today at 15747 Greenwood Avenue North; however, most of the former farmlands have been developed.<sup>32</sup>

### Richmond Beach

The community of Richmond Beach continued to grow in the 1910s and 1920s. Employment opportunities in local industries supported the construction of new homes and businesses, and community institutions flourished. In the 1910s, the town contained a hardware store, three grocery stores, a dry goods store, three hotels, a drug store, post office, library, shipyard, and a shingle mill.<sup>33</sup> Businesses also included a cooperage and shoe repair shop. Commercial buildings from this era which remain standing today are Kennedy's Hotel and General Store, built in 1911, and the Crawford Store, built in 1922 across from the library<sup>34</sup>

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<sup>29</sup> Bivins, p. 68, Worthley, Vol. 2, p. 50.

<sup>30</sup> Bivins, 21.

<sup>31</sup> Worthley, Vol. 2.

<sup>32</sup> King County Historic Resources Inventory #1188.

<sup>33</sup> Worthley, Vol. I, p. 15

<sup>34</sup> Worthley, Vol 2, p. 49, King County Historic Resources Inventory #0092.

Richmond Beach was the first area in Shoreline to have a phone system. A small telephone system was installed in about 1906. The telephone exchange was started by Alexander Stewart, engineer for the Great Northern, and J.B. Adams. The Hyder sisters were the first operators.<sup>35</sup>

### Community Life

By 1909, the members of the Richmond Beach Library Association had collected enough funds to purchase a lot on which they planned to build their own library building. The Richmond Beach Women's Club played a key role in raising money for this purchase. With generous community assistance during construction, the library was opened in 1912. The library provided not only books, but a much-needed place for community events and gatherings. The original library building, while much altered over the years, remains today at 2404 NW 195th Place.<sup>36</sup> Other community institutions included the Norwegian Lutheran Church, which stood at 23rd NW and 197th until 1961. The Church supported a Ladies Aid Society and had a social hall.

### Education

Growth in Richmond Beach necessitated a new school to replace the quickly outgrown one-room school. The new school, built in 1909, was a two-story four-room wooden structure with neo-classical elements, including prominent wooden columns in the front supporting a front porch. This building burned in 1923. In 1924, a new brick school building opened which could accommodate many more students. This building was demolished in 1979.<sup>37</sup> The site of the Richmond Beach School is now a park; the original stairways and retaining walls remain. Up through 1919, Richmond Beach school offered only two years of high school, so juniors and seniors had to walk 5 miles to Edmonds High School, or travel into to Seattle to attend Ballard or Lincoln High.

### Richmond Beach Industry

The Shell Oil Company facility at Point Wells, which was purchased by Standard Oil in 1912, was a major employer of Richmond Beach residents. The facility, located between the Great Northern tracks and deep water was used initially as a marine fueling station, but was later enlarged. Men walked to work via the railroad tracks. Several cottage industries surrounded this principle employer, including a cooperage providing barrels for oil distributors.<sup>38</sup>

The Portland Ship Building Company of Portland Oregon founded the Richmond Beach Shipyard just north of Richmond Beach in 1909. The facility was planned to produce

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<sup>35</sup>In 1937, the Richmond Beach Telephone office at 1845 NW 185th opened. King County HRI#0299.

<sup>36</sup> King County HRI #0086; Worthley, Vol. 1, p. 113.

<sup>37</sup> King County HRI #0085

<sup>38</sup> Worthley, Vol. 1, p. 13. Kennedy Store, King County HRI #0087; Crawford Store, King County HRI# 0302. .

steel-hulled steam boats. One of the best known ships built in the yard was the fireboat *Duwamish* which served the Seattle Fire Department for 75 years. Producing steel-hulled steam boats was a pioneering enterprise in its day, since most of the region's shipyards were still building wooden hulled vessels.

Several other industries operated for brief times in Richmond Beach. These included Richmond Beach Sand and Gravel, which washed sand from the property east of the tracks in Richmond Beach just south of 190th Street. The sand and gravel was hauled off on barges, and used primarily for road construction projects. A brick yard was attempted in Richmond Beach c.1910, but was not successful. A cannery followed, but could not maintain a sufficiently steady supply of fish to succeed.<sup>39</sup> In the late 1920s, salvage operations took place along the beach, as wooden-hulled ships were towed near shore during high tide, and burned for the scrap metal contained in their hulls. The ships burned in Richmond Beach were ships surplused after a World War I construction effort in Seattle. The fires would draw spectators from the community.<sup>40</sup> With the exception of the still-operating oil facility at Point Wells, and the outline of the sand and gravel pit and a few dock pilings at Richmond Beach Saltwater Park, few traces of these industrial operations remain today.

#### Ronald and Richmond Highlands

As more people settled in the upland areas commercial centers emerged outside of Richmond Beach. Ronald, located in the vicinity of 175th and Aurora, was a small community near the Carlyle Hill Road connected Richmond Beach with the uplands. Ronald is named for Judge James T. Ronald, a former Seattle Mayor and Superior Court Judge who owned a five acre tract in the vicinity of 175th and Aurora, and eventually moved to this property.<sup>41</sup> The interurban station was constructed on his property at 175th, in exchange for right-of-way. Originally named "Evanor" for Ronald's daughters Eva and Norma, the station soon became known as Ronald.

The civic-minded Ronald convinced one of his neighbors to join him in making a donation of land to support a much-needed school. The one room school opened in 1906, the same year that the Interurban line reached the area. The Ronald Methodist Church was also built in the early 1900s. In 1912, the Ronald School District was formally organized, and a new Ronald School was built to accommodate both high school and grade school students. The school was half the size of the current school, and featured a prominent bell tower above the entry. The high school was discontinued in 1917 for lack of students (and funds), and students traveled outside the district, typically to Richmond Beach or to Seattle, for high school until Shoreline's own high school was completed in 1955. A separate building adjacent to the school, built in 1911 as a community clubhouse, was

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<sup>39</sup> Worthley, Vol. 1, p. 15 and 64.

<sup>40</sup>Worthley, Vol. 2, p. 95-6.

<sup>41</sup>Shoreline Historical Museum collection on J.T. Ronald.

expanded to serve as a cafeteria, gymnasium, and auditorium.<sup>42</sup> Ronald school was doubled in size in 1927; with the addition of four classrooms, the building took on its current form.

Ronald was also the center of social activity for the surrounding area; the Women's Richmond Highland's Progressive Club, formed with eight members in 1908, under the presidency of Mrs. Helen Harshman, focused their efforts on obtaining a community meeting place. Initially, social events and activities were held in a structure known as the "Opera House," a feed store on the east side of the interurban line which had been built but abandoned by a Mr. Hanbury. In 1910, the club purchased a one acre lot adjacent to the school, and a community building was constructed from plans donated by local architect Mr. Knowlton. This building, which was later donated to the school district, was added onto to create room for a gymnasium and cafeteria, as well as the auditorium. It was moved in the late 1940s to its current site in Ronald Park, where, much altered, it remains in use as a recreation center.<sup>43</sup>

Richmond Highlands, the area surrounding what is now 185th and Aurora, also developed a concentration of commercial services. The staff and patients' visitors at Firland Sanatorium, located just west of Richmond Highlands, generated business, and an interurban stop also made the area a transportation hub. In 1922, the Richmond Masonic Temple was built at N 185th and Linden, a reflection of the area's growing population. In addition to housing a Masonic Lodge and the Richmond Chapter of the Order of the Eastern Star, No. 195, the Hall became an important focus of community life, hosting movie screenings and dances.<sup>44</sup>

Other small commercial areas serving Shoreline residents in the 1920s included the area around of 175th and 15th Avenue NE, which offered a limited range of neighborhood services. This area became known as North City in the late 1940s. The North City Tavern building at 17554 15th Avenue NE, built in 1922, housed several small businesses before becoming a tavern. Also, several grocery stores and a gas station were located in Lago Vista, including the Lago Vista Grocery and Drugs and adjacent Shell gas station buildings, which are still standing at 19042 15th Avenue NE.<sup>45</sup>

The Lago Vista Improvement Association, which formed soon after Lago Vista was platted and opened for development, became very active in the late 1920s. The Improvement Association providing a social focus for the new development and a forum for addressing matters of community interest such as road improvements. Club members

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<sup>42</sup>Burke, Mary Louise and Barbara Monks. Ronald School, King County Community Landmark Nomination.

<sup>43</sup> King County HRI#0202 ; Information on the building's construction comes from an undated newspaper article "Club Active in Improvement of Community" written by Mrs. Helen Harshman, probably in the late 1940s. Shoreline Historical Museum Collection.

<sup>44</sup> Worthley, Vol. 2, p. 39. King County Historic Resources Inventory, #0197.

<sup>45</sup>King County HRI# 1161.



built the Lago Vista Community Club, which opened in 1930. At the corner of 196th and 14th Avenue NE, the clubhouse hosted not only Improvement Club meetings, but dances, plays, and suppers. The building remains today, presently housing a ballet school.<sup>46</sup>

### Recreation

Historically, Shoreline area offered a variety of recreational opportunities for both its residents and visitors from Seattle. In the early 1900s, the extension of the interurban line brought eager hunters from Seattle into the district. As one resident recollected, "The cars looked like an army train going to battle. Hunters were hanging on every where they could get a handhold--guns sticking out the windows and dogs crowded in where they could."<sup>47</sup> This surge in hunting rapidly diminished the game population.

The northward push of recreation from Seattle in the 1910s and 1920s included destinations such as an autocamp at Woodland Park, a hotel at Licton Springs, and by the late 1920s, the Playland Amusement Park at Bitter Lake. Within Shoreline, Echo Lake Bathing Beach became a popular destination. The lake was a focus of community life, particularly in the summer. Recreational use of the site began informally as nurses from the Firland Sanitorium sought a place to swim. A dressing room followed, and in the 1920s owner Herman Butzke developed a public swimming beach, charging five cents admission.<sup>48</sup> At the north end of the lake, residential lots were platted in Echo Lake Park. Lighted pillars on N 199th marked the entrance to the community. An apartment complex now occupies the site of the Echo Lake Bathing Beach. Other historic buildings associated with the development of Echo Lake include the Echo Lake Tavern, built in 1928 near the entrance to the beach, and the Casey House, a bungalow built on the waterfront on the west side of the lake in 1916.<sup>49</sup>

### Automobile-Oriented Development

The interurban had hardly begun operation when the first signs of the auto-oriented future appeared in Shoreline. The paving of the North Trunk Road (later largely replaced by Aurora Avenue in 1914) was the first major public road improvement project in Shoreline. The two lane, all-brick North Trunk Road ran from Greenlake north to the county line. In 1925, the North Trunk Road was made part of Highway 99, a continuous highway from Mexico to Canada. The road was widened and surfaced at this time, and rerouted in some areas to straighten the alignment.<sup>50</sup> A portion of the brick North Trunk Road remains visible at Ronald Place, east of the intersection of Aurora Avenue and Ronald Place.<sup>51</sup> By the late 1920s, commercial and residential development increasingly became auto-

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<sup>46</sup> King County HRI#1185

<sup>47</sup> Worthley, Vol. 1, p. 90.

<sup>48</sup> Bivins, p. 51.

<sup>49</sup> Echo Lake Tavern - King County Historic Resources Inventory #1155; Casey House - King County Historic Resources Inventory, #0196

<sup>50</sup> Worthley, Vol. 1, p. 20

<sup>51</sup> King County Historic Resources Inventory, #0093

oriented, both focusing along the main roads (Pacific Highway and Greenwood Avenue) as well as spreading farther east and west from the main transportation spines.

The advent of the automobile age brought new forms of public transportation to Shoreline. Bus service was established by A.C. and R.A. Ellington in 1914, to carry Edmonds and Richmond Beach passengers to the Seattle streetcar system in Greenwood. After a fire, the Ellingtons sold their business to the Yost Auto Company of Edmonds. This private transportation network eventually expanded to over 30 busses connecting Lynnwood, Edmonds, Richmond Beach, Alderwood Manor, and Seattle.<sup>52</sup> The bus service, in contrast to the Interurban, could offer more flexible routes not dependent on a rail line. Stone & Webster, the company which owned the Seattle-Everett Interurban, sensed a momentous change in the public transportation business, and expanded into the bus business in western Washington.

The Pacific Highway (Aurora Avenue) quickly became the focus of automobile-oriented commercial development. Services for both automobiles and their drivers appeared along the road. Shoreline businesses along Aurora in the 1930s included gas stations, garages, cafes, road houses, and motor courts. Bessie Haines served chicken dinners and pie both to motorists and local residents at Bessie B's cafe (now Monarch Appliances). Cox's garage was located just north of 175th, and Parker's Dance Pavilion was built in 1930 on the west side of Aurora at 170th.<sup>53</sup> At the time, several other "roadhouses" operated in the area, such as the Four Mile House and Charmland. Certainly, the area's semi-rural character and location outside of the city limits of Seattle made the area an attractive destination during Prohibition. North of Parker's was a group of "Auto Cabins," built around an older home. Although altered, the small units with attached carports remain on the site. For the most part, auto-oriented commercial development in Shoreline concentrated in the small commercial centers already formed at the interurban stations such as Foy, Ronald, and Richmond Highlands.

By the end of the 1920s, the walls of trees seen in early photographs of the interurban route through Shoreline were steadily giving way to new residential development. In the 1920s, the size of lots platted in Shoreline grew progressively smaller, as large acreage tracts were subdivided for residential development. Tudor-influenced revival styles became increasingly popular for residential homes, presenting a more trim look than the earlier craftsman styles, and concentrations of new homes, such as those in the Westminster Addition, northeast of the Seattle Golf Club in Greenwood, began to appear, foreshadowing a trend to the denser residential developments which would characterize Shoreline in the coming years.<sup>54</sup>

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<sup>52</sup> Worthley, Vol. 2, p. 62, Vol. I, p. 15.

<sup>53</sup> Bessie B's, King County HRI#1170; Cox's Garage, HRI#1179; Parker's, HRI#1183.

<sup>54</sup> Wing, p. 1.

#### **IV. Depression and World War II: 1930-1945**

After the onset of the Great Depression, building activity in Shoreline slowed greatly as the economy stumbled. People moved into the area because, at a time when they had little cash to purchase items commercially, larger lots provided opportunities to grow food and find fuel.

Into the 1930s most areas of Shoreline maintained their semi-rural character, with unpaved roads and limited infrastructure. The large lots in Shoreline continued to offer a measure of self-sufficiency to the suburban residents, who could produce food from their orchards, kitchen gardens, and chicken coops. In communities such as Lago Vista, where much of the land had been sold in the years just prior to the Depression, families frequently built unfinished homes from whatever lumber they could salvage or purchase, and planned to finish construction when the economy improved.

For the most part, development continued to be comprised of single homes built by individual builders, infilling land which had been platted into regular rectangular lots over the previous twenty-plus years. The homes built between 1930 and the end of World War II tended to be smaller and much simpler than that seen in the 1920s. Eaves were minimal, trim diminished, and the siding tended to be wider in dimension. Front porches were no longer as prominent. One notable exception to this development pattern in this era was a group of four cottage-style houses developed in Chittenden Terrace between 1932 and 1933.<sup>55</sup> Chittenden Terrace is located in the vicinity of NE 147th Street and 31st Avenue NE in unincorporated King County. While these houses display individual characteristics, they share a common palette of building materials, including stone, shingles, plaster, and large divided light windows, suggesting a single developer.

The Depression had thrown many people out of work. Government sponsored relief projects under the auspices of the Works Progress Administration helped provide some employment in Richmond Beach. The WPA would provide funding for labor for work on public facilities, such as schools and parks, while the local community was responsible for providing the materials. A WPA project in Richmond Beach was responsible for the construction in the late 1930s of a gymnasium for the school and the retaining walls on the western part of the school property. While the gymnasium is gone, the retaining walls remain.<sup>56</sup>

#### **World War II**

World War II had a significant social impact on Shoreline, as it did in communities throughout the state. Residents left to serve in the armed forces, or took jobs in war-related industries. However, the war effort had little lasting impact on the built

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<sup>55</sup> Chittenden's Terrace cottages, King County HRI#s1163-66.

<sup>56</sup>See Shoreline Historical Museum files for information on this WPA construction project.

environment in Shoreline. The main impact of the war was to bring a halt to suburban expansion, by restrictions on the use of building materials and because of strict rationing of gasoline and tires, which were essential to would-be commuters. Temporary watch towers were built throughout the district, which were staffed by local volunteers who scanned the skies for enemy aircraft. None of these watch posts remain.

In anticipation of the arrival of wounded sailors from the Pacific Theater arriving back in the Seattle area, the Navy constructed the Fircrest Naval Hospital in Shoreline in 1942. The hospital grew quickly, housing over 2000 soldiers and 600 staff people at its peak in 1945. People from the community volunteered at the hospital, and raised money so that recuperating servicemen could enjoy luxuries such as long-distance phone calls to their families and bedside radios. While changes have occurred at the site as it has been adaptively reused for other public purposes, many significant structures remain, including wards, staff residences, recreation facilities, and a chapel.<sup>57</sup>

#### Shoreline School District

Before 1943, six school districts--Ronald, Richmond Beach, Lake Forest Park, Lake City, Oak Lake, and Maple Leaf served students between the Seattle city line at 85th the county line. In 1944, these districts were consolidated to form Shoreline School District No. 412. The new district focused its attention on the goal of building a high school. The unification of the Shoreline School District was an event which would have a lasting impact on the community by creating a political jurisdiction throughout the area--parts of which would later become the cities of Shoreline (1995) and Lake Forest Park (1961). The school district, and a strong value on "good schools" has been a defining aspect of the Shoreline Community over time. The newly created district, which had over 1000 students; however, in the early 1950s, its boundaries were substantially reduced following a wave of post-war annexations by the City of Seattle.

The cloud of the Depression began to lift in the late 30s, and several subdivisions in Shoreline were platted in the late 1930s and early 1940s, although they were not developed until after the war. These subdivisions included Ridgecrest, in the vicinity of 165th and 5th Avenue NE, which will be discussed in more detail in the next section, and Innis Arden, located on the sloping western side of Shoreline in 1941.

#### **V. Building the Automobile Suburbs: 1946-1956**

The end of World War II signaled what was described in the 1952 King County Planning Commission's "Shoreline Report: Studies for a Comprehensive Plan" as "the breaking of the dam." With the end of war-time restrictions on automobile use, the Shoreline area once again became a desirable area for Seattle workers to live. New residents poured into

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<sup>57</sup>See Shoreline Historical Museum files for accounts of the operations of the Naval Hospital. King County HRI#1167.

the Shoreline area, creating tremendous demand for new housing developments, new shopping centers, and new schools. In five years the population doubled.

The 1952 study characterized the Shoreline area as a residential suburb “dependent on the city for employment and rapidly becoming a part of it.”<sup>58</sup> The region had more children per family than other parts of the county. Most wage earners were employed outside of the district, primarily in Seattle’s central business district. The study reported that Shoreline “is part of the Seattle urban spread completely dependent on the Seattle economy.”<sup>59</sup>

Several social and economic trends spurred the rush to the suburbs after the war. During the Depression and World War II, people had to postpone housing purchases and there were restrictions on the use of building materials. Returning servicemen had access to low interest mortgages through the GI Bill, and FHA loans made home ownership an option for more people. Women were losing their jobs in wartime industries, and social pressure grew for women to focus on family life. People who had postponed marriage and/or child raising during the upheaval of the war and Depression suddenly were able to start families. Urban neighborhoods had experienced maintenance deferred and seemed tired compared to new suburbs. Also, immigration of minority populations changed demographics of some urban neighborhoods prompting white flight.<sup>60</sup>

Stemming from the legacies of pre-war depression and wartime rationing, the post-war ideal "Dream House" offered the latest in home appliances at a price many Americans could afford. Just after World War II, many magazines and journals such as *Sunset Magazine* (1947 from San Francisco, California), *Designs for Convenient Living* (1950 from Detroit, Michigan), and *Small Homes Guide* (1952 from Chicago, Illinois), were published to assist families seeking ways to reestablish their lives after the war. As early as 1945, The Home-of-The-Month Club published a series of books to assist future property owners in planning for a new home. *Sunset* also published *Western Ranch Houses* and *Homes for Western Living*, which offered money-saving advice for the purchase and design of residential property suited to the geography and climate of the West, particularly coastal cities.

Shoreline continued to develop rapidly, with 9000 new homes built north of the Seattle city limits (then at 85th) between 1942-1950, and a 96% increase in school enrollment between 1944 and 1949, principally concentrated in the elementary school level. Elementary schools operated on double shifts to accommodate the increasing student population. School officials were predicting a 250% increase in the number of high school students as the wave of students reached high school age.

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<sup>58</sup>Shoreline: Studies for a Comprehensive Plan. np, 1952.

<sup>59</sup>ibid.

<sup>60</sup>See Kenneth T. Jackson’s *Crabgrass Frontier* provides an excellent overview of the national patterns of suburbanization.

In Shoreline, several significant subdivisions illustrated the response to the growing demand for single family housing. The most significant of these subdivisions were Ridgecrest and Innis Arden. Ridgecrest, located between 165th and 155th NE, and 5th and 10th Avenues, catered to middle class home buyers, many with young children, while Innis Arden, on the western edge of Shoreline between the Highlands and Richmond Beach, catered to more affluent upper-middle class buyers.

One of the most significant changes in the new subdivision development was the scale of construction. Before World War II, most homes built in Shoreline were constructed in by individual developers or property owners. After the war, it became more typical for one builder to construct a number of homes within a development, resulting in less architectural variety within subdivisions. For example, of the 118 homes located in Ridgecrest, almost 100 were built in 1947. Ridgecrest Homes, located NE of Ridgecrest, consists of approximately 100 homes, all built in 1947.

For the most part, new suburban developments such as Ridgecrest and Ridgecrest Homes utilized small rectangular lots and grid street patterns seen before the war, which were not particularly distinguished from the subdivision patterns of the 1920s. The relatively level topography facilitated use of this rectilinear plan. However, within this conventional land use pattern, individual structures in the Ridgecrest Homes development reflect significant the changes in residential development strategies. Built of concrete block, the homes are based on several standard designs. Whether side gabled with hipped gable ends, or cross-gabled, all homes share the common characteristics of being one story, setback about 20 feet from the sidewalk, with a built in one car garage (most of the garages have now been converted to living space). They have minimal eaves, and small stoops have replaced the generous porches of the Craftsman homes.

Ridgecrest displays more variety of building designs and styles, suggesting the work of several builders or more input from the home purchasers. However, the homes share common set backs from the street, and were all one story when constructed. Each home had a footprint of approximately 800 square feet, although the conversion of the garage added another 300 square feet of living space.<sup>61</sup>

### Innis Arden

The scale and design of Innis Arden distinguish it from other post-war residential developments in Shoreline. Overlooking Puget Sound on a gently sloping hillside, Innis Arden was developed by the Boeing family beginning in the late 1930s on logged-off land just north of William Boeing's private residence in The Highlands. The Boeing family had previous experience with residential property development, having developed Blue

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<sup>61</sup>Ridgecrest, King County HRI #1169.

Ridge, an exclusive residential community on Puget Sound located in Seattle just south of Carkeek Park approximately a decade before establishing Innis Arden.

Innis Arden is significant as an example of a residential subdivision planned just prior to World War II, which embodies the design characteristic in its design and housing development which were typically associated with NW post-war residential development in the suburbs. The Innis Arden Community was developed in three phases: Innis Arden No. 1 was platted on July 28, 1941; Innis Arden No.2 was platted on December 18, 1945; and Innis Arden No. 3 on April 19, 1949.<sup>62</sup>

Boeing, in developing Innis Arden, looked back thirty years to the ideals of the curving roadways, lots laid out to capture grand views, and shared open space at the shoreline and other areas unsuited for development which had been utilized in the Olmsted Brother's plan for the Highlands. While the construction of homes in Innis Arden is primarily associated with the post-war suburban boom, the design of the community itself is strongly based on ideals for suburban development which date back to the mid-to-late 1800s.

The development was intended to capture the views to the west, of the Olympic Mountains and Puget Sound. Because the site sloped steeply to the shoreline at the western boundary, and was cut by several stream drainages, the road pattern reflects the topography to a greater extent than seen in many earlier subdivisions of its scale. Several of the drainages, as well as a section of steeply sloping land on the western portion of the tract, were set aside as "reserves" rather than incorporated in private lots. Boeing developed over 550 lots. Many of the lots have irregular shapes, and are oriented toward the curving streets rather than on a strict grid. The street pattern is also irregular, featuring an extensive use of cul-de-sacs which reflect the creek drainages. Only one street bridges the steep, narrow ravine which bisects Innis Arden at its mid-point.

Rather than connecting into the regular grid, Innis Arden featured only limited access via several connections in to the street grid at the hill top. The two prominent entries were Innis Arden Way at the southeast and Innis Arden Drive at the northeast. The only other access into Innis Arden was via NW 175th about mid-point on the E and 15th Avenue NW at the northern portion.

Boeing strove to maintain the development's expansive views through a rigid set of building restrictions administered by Mr. Boeing's chief property engineer and attorney, D.R. Drew. Boeing left the design of homes to the individual property owner, however, building restrictions were established to assure a balance between individual expression and preservation of the commons. The chief function of the building restrictions were to regulate building heights and setbacks on the lot in order to preserve the views of Puget

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<sup>62</sup>Innis Arden, King County HRI #1186.

Sound and the Olympic Mountains. The heights of trees was also regulated in order to protect views.

With regulations for structures also came restrictions to assure racial homogeneity. Deed restrictions were developed to physical separation of the races, and this tool was utilized in Innis Arden. These restrictive codes were viewed as a way to give property owners control over their private community by accommodating the popular desire for homogeneity in both the built environment and social structure of the community. Deed restrictions excluded people who were not of the "White or Caucasian race" from either living or purchasing property in Innis Arden.

Within the plat established by Boeing, lot purchasers developed a variety of housing styles. The first homes in Innis Arden were located near the northeast entrance at Richmond Beach Road. However, with the onset of World War II, government restrictions on the use of building materials brought a virtual halt to new home starts, and construction did not begin again until after the war. As of 1946, in fact, only three houses had been built.

Most of the homes built in Innis Arden during the 1940s and 1950s display characteristics typically associated with the Western Ranch Style. Most are oriented on their lots to capture the views. They are typically, low lying, a design which also responded to the stipulations in the deeds that views be protected. Many of the homes extend broadly on their lot(s). The homes with views facing away from the street tend to portray a rather closed view to the street, particularly in contrast with the broad front porches of the homes built 25 years previously.

While the hacienda of the Spanish Colonial era are often cited as the antecedent of the Western Ranch house the contemporary ranch style is less based on Spanish colonial architecture of the Southwest than influences from California that were modified or borrowed from Craftsman and Prairie Modernism of the early 1900s.<sup>63</sup> Once architectural observer in the late 1940s suggested that the California ranch house became the "Western house" because, without losing its essential character, it could be altered to fit conditions anywhere in the West. *Sunset Homes for Western Living* suggested that the western ranch "might someday nestle comfortably on the hill above Puget Sound, but could just as well frame a view of Mount Hood, or overlook the San Fernando Valley"<sup>64</sup>

The Western Ranch house is generally recognized by its low-lying massing which often conforms to the landscape and is oriented to capture views while maintaining privacy from the street. While the basic design of the ranch house is a simple rectangle, L, U, and S shaped plans were often utilized. These plans offered expandability, allowing living areas to spill out of the rooms and on the verandah and patio without losing connection with the house itself. In addition, the simple floor plans made it economical to build, and easily

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<sup>63</sup>McAlister, 479.

<sup>64</sup>*Sunset Homes for Western Living* (San Francisco, CA: Lane Publishing Co., 1947): 15.



expanded to accommodate a family's changing needs. Ideally, the ranch house had a view; a feeling of openness and harmony with its surroundings, yet seclusion from the street; space for recreation; and ease of movement from one end of the house to the other.<sup>65</sup> Another significant element of the plan was the inclusion of the garage within the main volume of the house. As cars became more central to people's daily lives, they were no longer relegated to rear yard sheds, but placed where they could be easily accessed from kitchen or other service spaces. In Innis Arden, a community without basic commercial services (such as a grocery) within convenient walking distance from most of the homes, car was a necessity.

Ranch houses often feature gently pitched roofs to complement the low profile of the house. Hipped, cross-gabled, and side-gabled ranch house roofs were most popular. Moderate boxed or open eave overhangs were also usually present. Overall, there was relatively little decorative detailing applied to the houses, other than in the choice of exterior materials. In the post-war era, many new materials were introduced for widespread utilization in home construction, including aluminum window frames, stone veneers, plywood for structural use, as well as decorative plywood veneers, and, most significantly, plate glass for windows transformed exterior detailing. Cedar shake, presenting a much more textured appearance than cedar shingle, became the most common material for northwest ranch house roofs.

In the front of the house, windows were usually high for privacy along with wide, sheltered entry porch, which typically contrasted with the more open interior living spaces and open floor plan. In the back of the house, patios, breezeways, and interior courtyards room all add to the feeling of spaciousness offered by the open floor plan. Back windows were typically much larger and lower to capture the garden views, these features enhanced a sense of continuity between indoors and out. The sprawling floor plans accommodated a close relationship between the outdoors and the indoors, an irregular plan enabled property owners to take full advantage of the sun and views offered by their land.<sup>66</sup>

Decorative landscaping became an important element of the suburban yard, providing both beauty and enhancing the owner's investment. Contemporary home building magazines in the 1950s emphasized that landscaping was regarded as an investment in the future value of the property.<sup>67</sup> In Innis Arden, significant emphasis was placed on formal landscaping. Landscaping was utilized to screen houses from the street or neighbors, and to enhance the privacy of "outdoor rooms." Because of the sloping hillsides, landscaping often involved construction of rockeries. Landscape aesthetics favored use of native plants, particularly rhododendrons, as well as a variety of evergreens, particularly cedars and firs. Landscape designs often showed the influence of Japanese gardening principles and materials, adapted loosely for the northwest gardens.

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<sup>65</sup>Sunset, 18.

<sup>66</sup>Sunset, 14.

<sup>67</sup>Richard Pollman, Designs for Convenient Living (Detroit, MI: Home Planners Inc., 1950): 124.

### Changes to School District and City Boundaries

As discussed above, the Shoreline School District became a unified school district in 1943, with the consolidation of six smaller district. Within four years of the district's organization student population had almost doubled. In 1948, the elementary school in Ridgecrest opened, with 674 students in that one school alone, including 164 kindergartners and 121 first graders. Primary grades ran double shift 1948 to 1951. By 1954, there were 6,500 students in the district, a jump of more than 300% in less than seven years.

In the early 1950s, the City of Seattle pushed northward in a series of annexations, which brought the city line north to 145th. These annexations included Northgate in 1952, Sandpoint in 1953, and Greenwood/Lake City in 1954.<sup>68</sup> Following Seattle's annexations, the Seattle School District annexed the portion of the Shoreline School District which now fell within the City of Seattle. As a result of this incorporation, the Shoreline School District lost twelve schools to the Seattle School district, and took on, more or less, its present form. These changes to the Shoreline boundaries were met with frustration by many people in Shoreline who had worked hard to promote the construction of new schools, many of which lay south of 145th. However, with the opening of Shorewood High School in the mid-1950s, the district finally had its own modern high school building.<sup>69</sup>

### Recreation

The Shoreline area continued to draw city residents for recreational activities. Resort cabins were built on Echo Lake in 1947. However, as with many similar post-war resort developments, the Echo Lake resort did not prosper as an increasingly mobile and affluent populous sought recreation opportunities further afield. By the early 1960s, a trailer park replaced the resort. In the future would increasingly become a public sector activity, with King County acquiring lands in the late 1960s and early 1970s for parks including Twin Ponds and Ronald Bog.

### Community Life

In the absence of municipal governmental organization at a level smaller than King County, community decision making and organizing focused on the creation of special purpose districts, charged with providing services such as water, fire protection, sewers, or park. community associations, often known as improvement clubs. These organizations, typically focused on a particularly subdivision, were responsible for enforcing any restrictive covenants, as well as assessing funds to maintain and improve common land within the development. Associations identified in Shoreline which were

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<sup>68</sup> Edith A. Tucker and Delpha B. Keeton's Seattle Children Go Exploring (1955) provides a map illustrating Seattle's annexation history.

<sup>69</sup>"Brief History of Education in the North-End of Seattle." n.p. Shoreline Historical Museum.

operating in the 1950s included the Innis Arden Community Club and the Park View Improvement Club, which covered the northwestern part of Shoreline from 198th to 205th and from 8th Avenue NW to 15th NW.

### Commercial Activity

According to a 1952 County planning study, Northgate and Lake City served as the region's major commercial centers. Commercial development had increasingly focused on Aurora Avenue. The Comprehensive Plan described the commercial development on Aurora as "gas stations, hamburger stands, commercial signs, tourist courts, and trailer parks," interspersed with "better" commercial shopping districts.

Another type of commercial activity associated with the residential development were the northend were the peat extraction and nursery business. Peat, used in landscaping, was mined from peat bogs located at the present sites of Ronald Bog and Twin Ponds Parks. A number of nursery operations were scattered throughout Shoreline.<sup>70</sup>

In the post-war era, some area residents and business people worked to forge a unified community identity, in contrast with the focus on scattered commercial developments or individual subdivisions. The name "Shoreline" was selected in 1949 through a contest won by Marilyn Buckner, a Lake City Student. The name was selected because it described the district boundaries at that time -- reaching from the shores of Puget Sound to the shores of Lake Washington, and from the Seattle city line to the King-Snohomish County line.

### Conclusion

The 1952 comprehensive plan studies referred to planning efforts then underway for the major north-south freeway through Shoreline which was anticipated to have on-ramps every mile, connecting with major east-west arterials. The proposed freeway foreshadowed the trend for future development in Shoreline, when the completion of Interstate 5 in 1964 would spur even more residential development in Shoreline, while

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<sup>70</sup>See George B. Riggs' *Peat Resources of Washington, Bulletin No. 44, Washington State Division of Mines & Geology*, 1958. In the 1960s, Fred Anhalt, noted Seattle architect, operated a nursery on land he owned in the vicinity of 160th and 1st Avenue N. See *Built by Anhalt*, by Steve Lambert, for information about this operation.

at the same time facilitating the increasing regionalization of commercial centers and community activities.

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