

**Historic Context Statement
Survey of Historic Structures
for the
City of Kirkland**

**Department of Planning &
Community Development,
Kirkland, Washington**

**David W. Harvey
Northwest Preservation Resources**

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NOTE: *Specific historical resources which are disclosed in the Context Statement and described by Historic Property Inventory Forms are identified by the field site number in footnotes. The inventory forms may be found in the appendix.*

Introduction

The purpose of this document is to provide identification of significant historic resources within the City of Kirkland. The City of Kirkland Comprehensive Plan recommends identification of historic resources. The following statements are found in the history section of Community Goals and Policies.

Goal 3: "To preserve and enhance Kirkland's historic identity."

Policy 3.1: "Structures that deserve protection and enhancement should be identified."

Policy 3.2: "Incentives to promote historic preservation should be established."

Policy 3.3: "Alteration of historic structures should be limited to maintain the integrity of significant historic features."

Identification of historic resources will provide a basis for preservation guidelines. It may provide incentives which will benefit Kirkland residents by establishing and enhancing community character. It may also provide economic benefits from reuse and revitalization of historic buildings.

The method used to identify historically significant properties for this document included research leading to the Historic Context Statement, which is included as the first section of the document. The Context Statement provides an historic overview of the City from 1872 to 1949. It covers the settlement periods and early pioneers of Kirkland. Juanita and Rose Hill, recently annexed into the City, are included in the Context Statement.

This historic overview provides a vehicle for categorizing information about related historic properties based on the theme "geographic." The theme refers to geographic limits, and chronological period. It provides a method for evaluating the significance of historic resources and establishes a tool for management decisions.

The geographic theme of the Context Statement concentrates on the historic development of the area presently within the City limits of Kirkland during the chronological period between 1872 and 1949. It describes the range and distribution of historic resource types which have existed and presently occur within this specified area.

The geographically-oriented statement also identifies the historical themes which have played an important role in the area and the corresponding historic resource types which are associated with these themes. For instance, Peter Kirk's steel mill enterprise was the catalyst for certain architectural and development patterns. During the depression and recovery period, architectural styles and development patterns were very different from those of the steel mill era. Each historical theme is given a separate chapter in the Context Statement. Chapter VI, the conclusion, provides a summary of the progression of historic architectural styles in Kirkland.

The consultant, Northwest Historic Resources, derived the information for the Context Statement from site visits throughout the area, existing literature about the history of the City of Kirkland; and from information provided by local residents, property owners, city employees, and historians.

Prior to this study, a list of twenty-eight historic resources had been identified for the purpose of State Environmental Policy Act evaluation within the development application and review process. The list did not include historic properties in the Juanita and Rose Hill neighborhoods. The inventory of historic structures in this document represents a comprehensive survey of buildings and structures which existed prior to 1949 within the present city limits of Kirkland, including the Juanita and Rose Hill neighborhoods.

Sixty-eight properties were designated by the consultant, Northwest Preservation Resources, as the most significant of those researched. The Historic Property Inventory Forms appear as an appendix to this document, together with a list of historic sites mentioned in the Context Statement, and a list of properties surveyed, but not included in the Inventory.

Chapter I: Early Settlement/ Pioneer Period

Pleasure (Yarrow) Bay to Juanita Bay

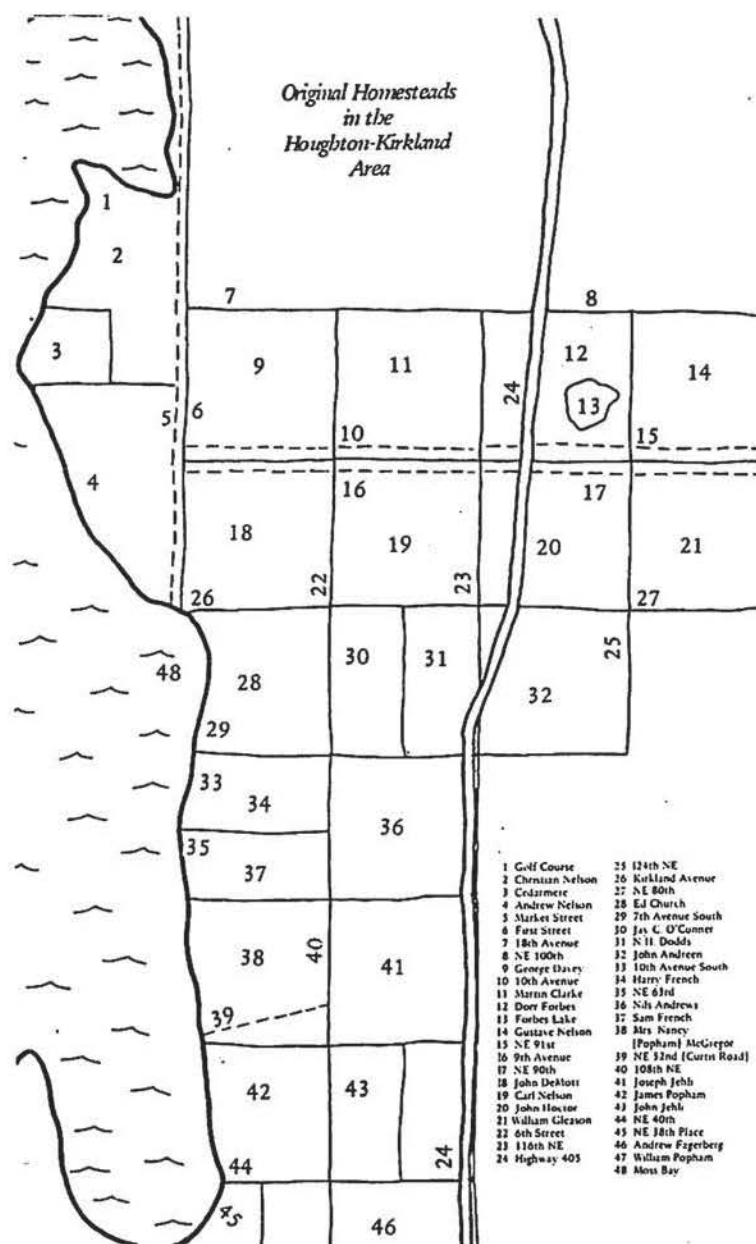
Originally inhabited by the Duwamish Indians, the eastern shore of Lake Washington was first settled by Euro-Americans in 1855-1860. By the late 1860's, a series of homesteads were concentrated along the shoreline between Pleasure (Yarrow) Bay and Juanita Bay (illustration, page 2). Permanent white settlement and subsequent applications for land grants under the Homestead Act of 1862 spurred the U.S. Surveyor General's (Land) Office in 1870 to create the first detailed maps of the area (illustration, page 13). In the process of marking off uniform land parcels for homesteads, surveyor Walter Hall observed three cabins in the Kirkland area -- two near Yarrow Bay and one at the head of Juanita Bay. The cabins near Yarrow Bay belonged to Mrs. Nancy McGregor, and her sons James and William Popham. By 1872, all three had their own cabin and 160 acres of land each. Further north on Juanita Bay, a man by the name of Hubbard had set up a sawmill and a cabin.

Houghton-Kirkland

In 1872, a neighbor north of the Pophams-McGregors, Alfred Smith, sold his 80-acre claim to Samuel French. The Pophams-McGregors soon moved on, leaving Sam French, his wife Caroline, and son Harry, the distinction of being the first permanent settlers of what later became known as the settlement of Houghton. In 1874, Harry French built a two story, wood frame house on 80 acres directly north of his parent's property, where it stood for over a century. (In 1976, the house was moved from NE 63rd and Lake Washington Boulevard to its current location at 4130 Lake Washington Boulevard.)¹

Soon other settlers and families arrived. In 1875, E. M. Church and his wife claimed 180 acres north of the French's. J.W. DeMott took up land in what is now the business section of Kirkland. Andrew Nelson and his sons homesteaded the area west of Market Street and north of Juanita Bay. (Nelson constructed a home in 1889 on his Cedarmere Estate at the end of 11th Avenue West. Today, it is occupied by the

¹ Field Site #30



From Arline Ely's, *Our Foundering Fathers* (Kirkland: Overlake Press, 1975).

Norman family.)² Others ventured to Rose Hill and inland towards the Sammamish River valley. From about 1880 to the turn of the century all the land between Kirkland and Redmond became settled.

In the late 1870's and early 1880's, the east side of Lake Washington was still dense with timberland, with few roads or paths. "Cut-off from the commercial opportunities of Puget Sound and ignored by the railroads, the eastern shore of Lake Washington was late in attracting settlement" (Rowe 1983: 2). The lack of decent roads restricted travel to large bodies of water; thus, homesteads for the most part were situated along the shoreline of Lake Washington. Jay O'Conner, a settler, who purchased 80 acres of the McGregor-Popham's homestead along the lakefront (at Houghton) in the late 1870's, built a dock and a flat-bottomed steam scow, the "Squak." In 1884, he began the first regular steam-powered passenger and freight-carrying business between Lake Sammamish and Lake Washington to Seattle. The "Squak" was one of the few ways settlers from interior valleys could get to Seattle, which in turn opened the eastern shore of Lake Washington to more settlement and commerce. To provide a resting place for settlers, Mrs. O'Connor established a hotel business in the O'Connor home, which came to be known as Lakehouse. Lakehouse has been demolished. It was located at 10127 NE 59th Street.

Increased settlement of the Eastside led to the construction in 1880 of one of the first roads between Lake Washington and the interior, from Pleasant Bay to Redmond/Lake Sammamish. It was called the Curtis Road, after the family who established a boat landing and ferry system at the road's terminus on Pleasant Bay.

Growth of the community on Pleasant Bay led to the desire by its settlers for some of the amenities of civilization. One need was for a permanent place to conduct religious services. In 1880, Harry French donated a portion of his property north of his cabin as the site for a church. The First Church of Christ at Pleasant Bay was the first church built on the east side of the lake. Soon after construction, "the church received a gift from Mr. and Mrs. William Houghton of Boston, a bell for the church."³ Consequently, the parishioners changed the name of their community from Pleasant Bay to Houghton" (Stokes 1968: n.p.).

² Field Site #12

³ Field Site #18

Juanita

The community to the north on Juanita Bay was settled at the same time as Houghton. Juanita was initially called Hubbard's Landing after the area's first permanent settler who delivered the mail by rowboat between Juanita and Seattle. The area was later renamed "Juanita" after a popular song of the period.

Other settlers arrived and homesteaded in Juanita in the late 1870's, including the Langdon and Dunlap families. The Dunlaps established Juanita's first school in their log cabin which was located east of the Langdon homestead on NE 116th Street. (On the same site Andrew Nelson built a 2-room school in 1904.)

By the middle 1880's, the community had a population of approximately 150. Logging operations began as early as 1875. Mills were established at Houghton and on Juanita Bay, as loggers harvested the thick forests along the Lake Washington shoreline. A thriving sawmill manufactured lumber and shingles. Chief exports were hay and lumber. Early pioneer, Dorr Forbes, established a small water-powered shingle mill on Juanita Creek. In 1891, this donation of wood pilings helped create the first bridge across Juanita Slough to Kirkland, spanning a stream later named Forbes Creek. The bridge eliminated the isolation of Juanita from Kirkland and Houghton, and did much to hasten Juanita's development. Juanita's early development paralleled the growth of the local logging industry. The Shaeffer Brothers and the Woodins, for whom Woodinville was named, logged Big Finn Hill in Juanita, established a logging camp, and built a tramway that took the logs to the lake.

Roland Langdon, early settler and logger, established his homestead in 1877. (Until recently, NE 116th Street was called Langdon Road.) His son, Harry Langdon, built a wood frame house in 1884 (one of the last remaining barns in Juanita-Kirkland is located behind the Langdon House on NE 116th Street⁴), and started the first grocery store in Juanita in 1902. Other early settlers included the Josten (1882) and Fox (1888) families.

⁴ Field Site #53

Juanita's early growth was similar to Kirkland and Houghton, with occupations based on the extraction and use of local natural resources. Farming, logging, boating/shipping, and later the mining of gravel along Forbes Creek were the main sources of employment during the early settlement days. The Northern Pacific Railroad, with expectations of Kirkland becoming the "Pittsburgh of the West," built a line from Kirkland to Woodinville, with a station at Firlock near Juanita. "Two steamers a day connected Juanita with Seattle" (R. L. Polk & Co. 1889-90). The 1893 Depression and the collapse of Kirk's steel enterprise, however, slowed development of the area. Not until 1921 was Juanita platted as a townsite. By 1929, Juanita's population had grown to 1,400.

**From Houghton to
Juanita**

Until 1888, growth of the region was gradual. Establishing homesteads close to the Lake Washington shoreline, the early settlers engaged in subsistence farming, logging, boating, hunting and fishing. The few settlers who took up small tracts established homesteads by clearing acres of dense forests. Thus, by 1888, the combined population of the shoreline from Houghton to Juanita Bay was no more than 200.

Chapter II: Peter Kirk's Steel Mill Enterprise

Founding of Kirkland

In 1888, conditions suddenly changed with the discovery of the Denny iron mine in the Cascade Mountains near Snoqualmie Pass. Leigh S. J. Hunt of Seattle, owner-publisher of the Seattle Post-Intelligencer, conceived a plan to exploit the mines' iron ore deposits and make the area east of Seattle an important center for steel and iron production. Hunt hoped to create the "Pittsburgh of the West."

The discovery led Hunt and other local businessmen to believe that iron ore existed in profitable quantities, making feasible the establishment of an iron and steel works on Puget Sound. The plan was to mine the ore and ship it by rail to an area on the northeast shore of Lake Washington where smelting plants and shops would be built for fabricating rails and other steel products. Also, "the proximity of limestone and coal to the Denny mine was expected to provide an inexpensive product which would make Kirkland the center of a steel industry that would be able to undersell eastern plants. . ." (Bagley 1929: 838). By undercutting East Coast mills, Hunt hoped to monopolize the production and distribution of steel rails and other steel products throughout the western United States, China, and South America.

The success of Hunt's enterprise was contingent upon his ability to interest English steel industrialist Peter Kirk in his venture, and his ability to secure the financial backing of local leading businessmen. "The nearness of the proposed Seattle, Lakeshore and Eastern Railroad to the Snoqualmie mining district aroused the interest of local promoters in the possibilities of using the Snoqualmie ore for a smelting industry. Their hopes heightened when in 1886 Peter Kirk, an English iron and steel magnate, and John Kellett, his chief engineer, visited the area" (Sherrard 1962: 129) (Kellett became Director of Engineering for both the Kirkland Land & Improvement Company and the Great Western Iron & Steel Company, and designer of the original plat of Kirkland). A year later, Peter Kirk entered into a leasing agreement with the Denny Iron Mining Company to mine the claim's iron-ore deposits.

Kirk needed a location for his iron and steel mill. Hunt convinced Kirk that together they could construct an iron and steel works on the east side of Lake Washington. "Hunt's plan was to set up a separate corporation to purchase land for the steel mill

and a townsite" (Sherrard 1962: 133). In July, 1888, Hunt, Kirk, and Walter Williams, A. A. Denny and George Heilbron incorporated the Kirkland Land and Improvement Company. The company was formed to handle buying and selling properties and building and developing the town, as well as directing the functions of the steel mill. The corporation immediately acquired 5,000 acres of land in an area now comprising central and north Kirkland. A month later, articles of incorporation were drawn up for the Moss Bay Iron and Steel Company of America (later known as the Great Western Iron and Steel Company). The company acquired 120 acres of land on Rose Hill near Forbes Lake (Kirkland Lake) from the Kirkland Land and Improvement Company as the site of the proposed steel mill. The address of the property today is 122nd Avenue and NE 90th Street. The remaining 4,880 acres were platted into a townsite, which was named Kirkland in honor of Peter Kirk.

The majority of the land purchased by the Kirkland Land and Improvement Company was bounded on the south by (present-day) Central Avenue and extended as far north as the Juanita Slough. The east and west boundaries were the Lake Washington shoreline and Rose Hill. "The DeMott homestead in downtown Kirkland, as well as the E. M. Church homestead to the south, were part of the purchase... however, most of the property south of these sections stayed intact because many of the early settlers (in Houghton) refused to sell their property, especially those along the waterfront" (Ely 1975: 36). Many of Houghton's pioneers were wary of Peter Kirk's steel mill venture, and chose instead to invest their energies and savings into their homesteads. Some, like Harry French and E. M. Church, however, did invest in the steel boom, and lost heavily.

Construction of the Steel Mill - Residential and Commercial Development

Between November 1888, and June 1890, the Great Western Iron and Steel Company was actively engaged in preparing for the construction of the steel mill on Rose Hill near Forbes (Kirkland) Lake. The iron and steel works were to be a duplicate of Kirk's plant in England, and would employ up to 3,000 workers. The Company put up a foundry and several smaller buildings, constructed iron and coal bunkers, and dug the pits for the blast furnaces. Shiploads of fire-brick were brought to Kirkland, large quantities of machinery were imported to the site, and at least \$200,000 was spent in setting up the smelting plant. A machine shop, blacksmith shop, pattern department and cast house were also built (illustration, page 9). A saw mill was built adjacent to the steel mill to satisfy the considerable demand for lumber. By early 1891, the sawmill "had cut more than 3,000,000 feet of lumber, all of which was being used in construction of the steel plant" (Sherrard 1962: 134).

Output of the entire steel mill operation was to have been 6,000 tons of rails per week. Newspapers throughout the country heralded Kirk and Hunt's venture as a "sure thing."

Construction of the steel mill was accompanied by the development of business and residential sections of the new community. By early spring of 1890, schools, churches, stores and a post office were being built. People arrived in large numbers to purchase lots and build homes. The Kirkland Land & Improvement Company mapped and platted street locations, and business and residential districts. One of the first projects undertaken by the Company was the construction of a series of attractive wood frame and brick houses on the hill west and north of the Market Street business district. Some of the homes were built to accommodate executives of the Great Western and Iron and Steel Company; others were constructed as a speculative venture to be sold to the steel mill (management) employees. Many of the houses were designed and built by John Kellet, chief engineer of the Kirkland Land and Improvement Company, who patterned them after Victorian mill town homes in England. Brick was the material preferred by Kellet. Some sources state that the bricks were manufactured in Kirkland, but others claim the bricks were ballast from sailing ships that brought Peter Kirk's steel mill supplies from England.

The Company homes, all located west of Market Street except one, include the Kellet House (526 10th Avenue West)⁵, Trueblood Home (127 Seventh Avenue)⁶, Moody House (514 10th Avenue West)⁷, Larson-Higgins House (424 Eighth Avenue West)⁸, Loomis House (304 Eighth Avenue West)⁹, Hitter House (428 10th Avenue West)¹⁰, McLaughlin House (400 Seventh Avenue West)¹¹, Tomkins-Bucklin Home (202 Fifth Avenue West)¹² and the Norman Home (630 11th Avenue West)¹³. They were all built in 1889, but with the collapse of Kirk's steel empire, many of the houses stood vacant through the 1890's.

⁵ Field Site #7

⁶ Field Site #19

⁷ Field Site #3

⁸ Field Site #43

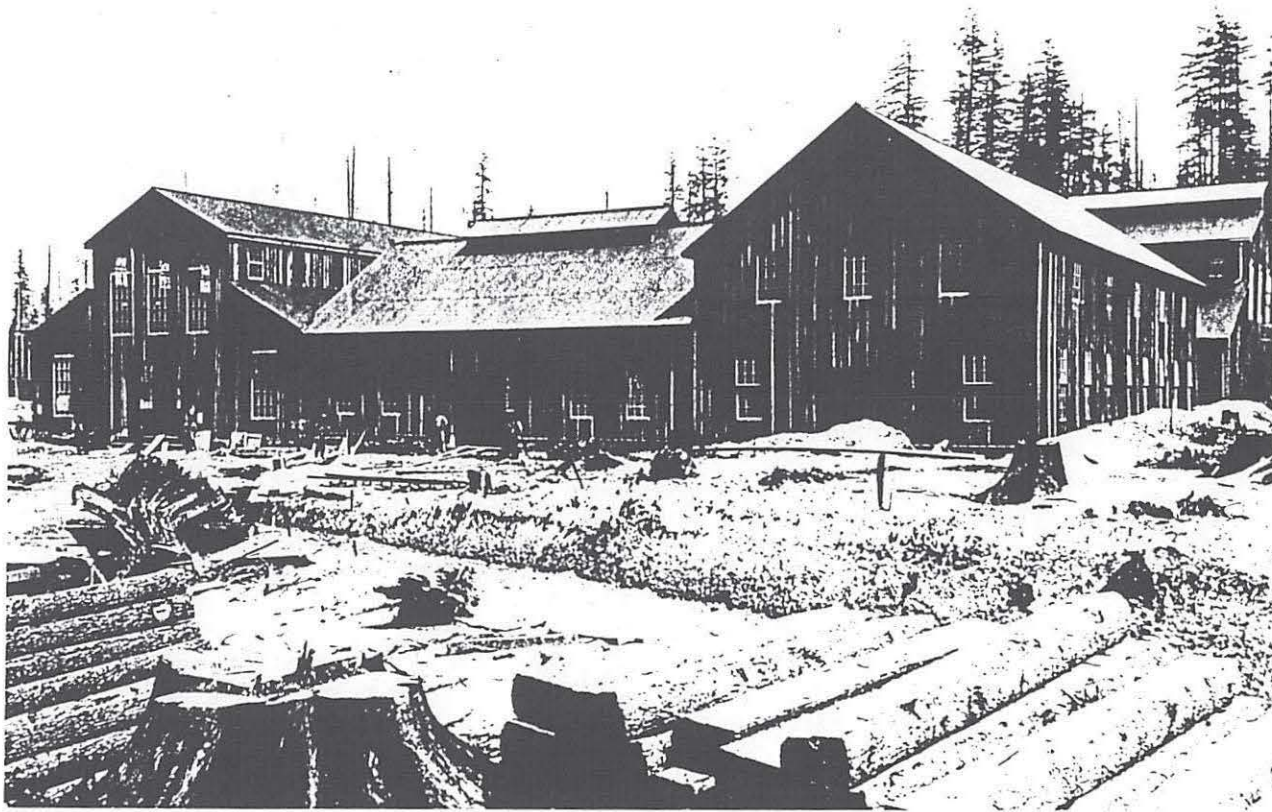
⁹ Field Site #1

¹⁰ Field Site #45

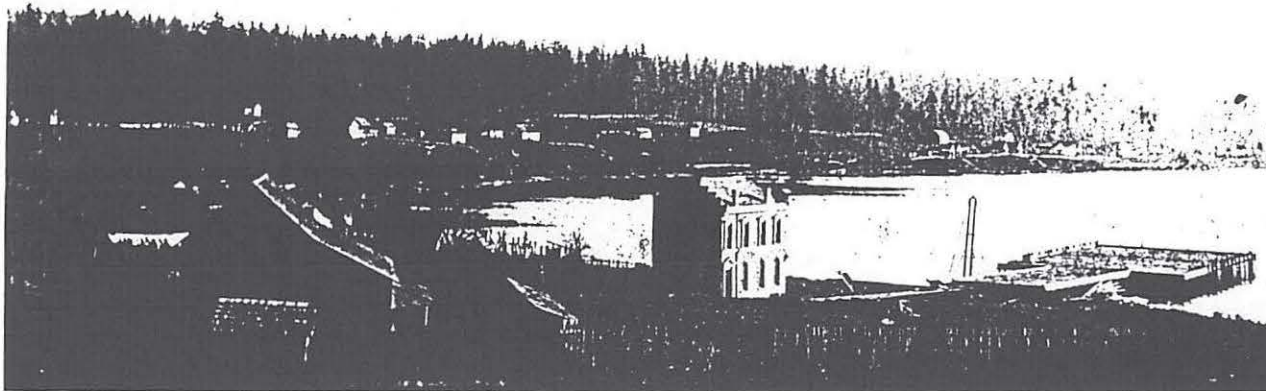
¹¹ Field Site #9

¹² Field Site #1

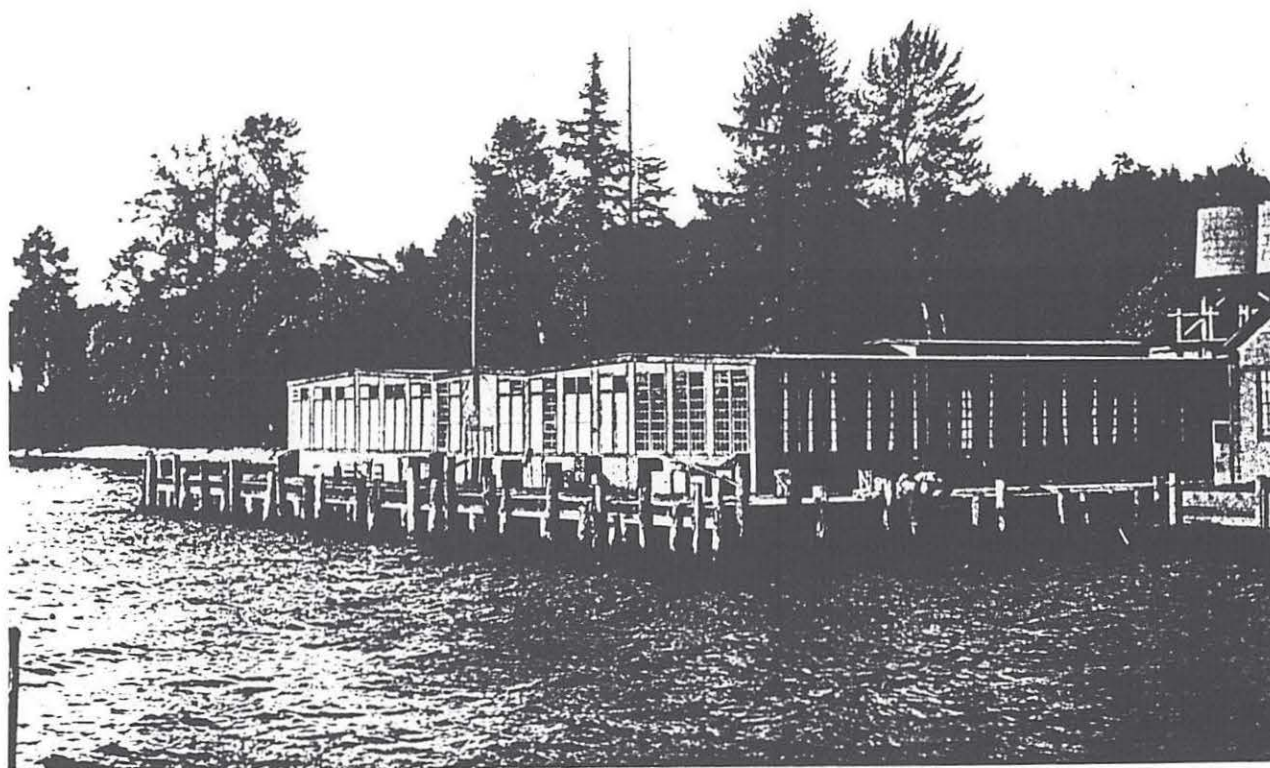
¹³ Field Site #2



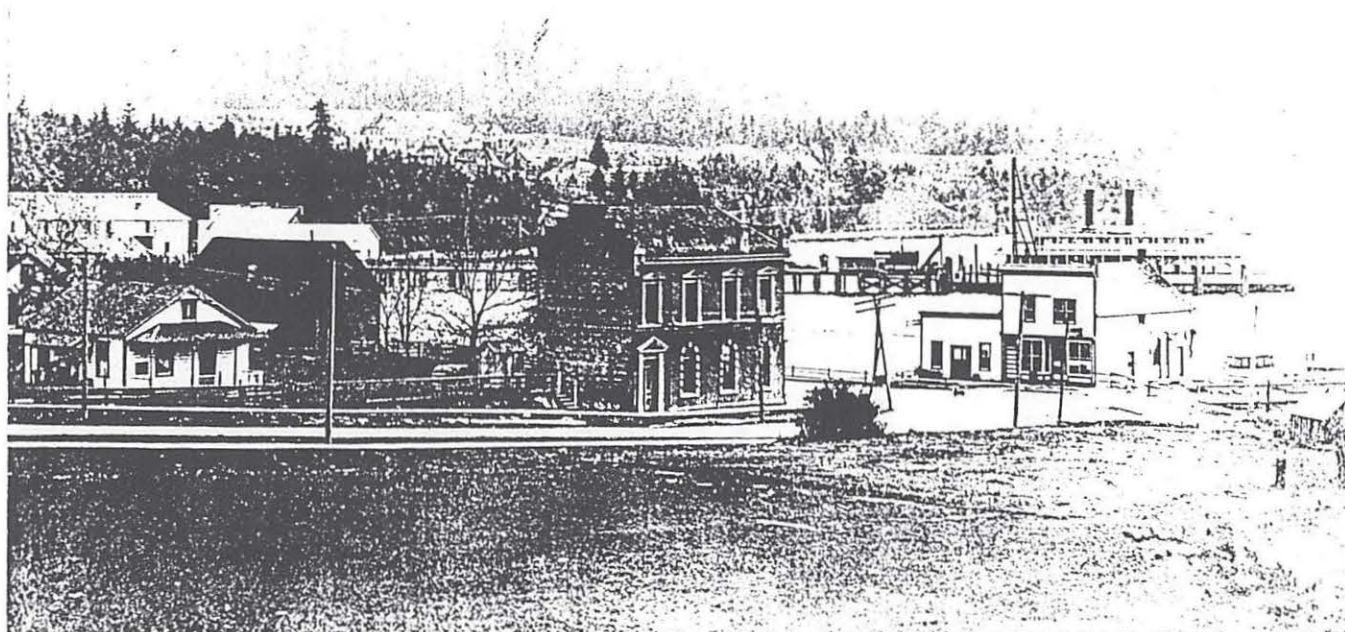
Great Western Iron and Steel Mill (Special Collections Division, University of Washington Libraries, Neg. #11487).



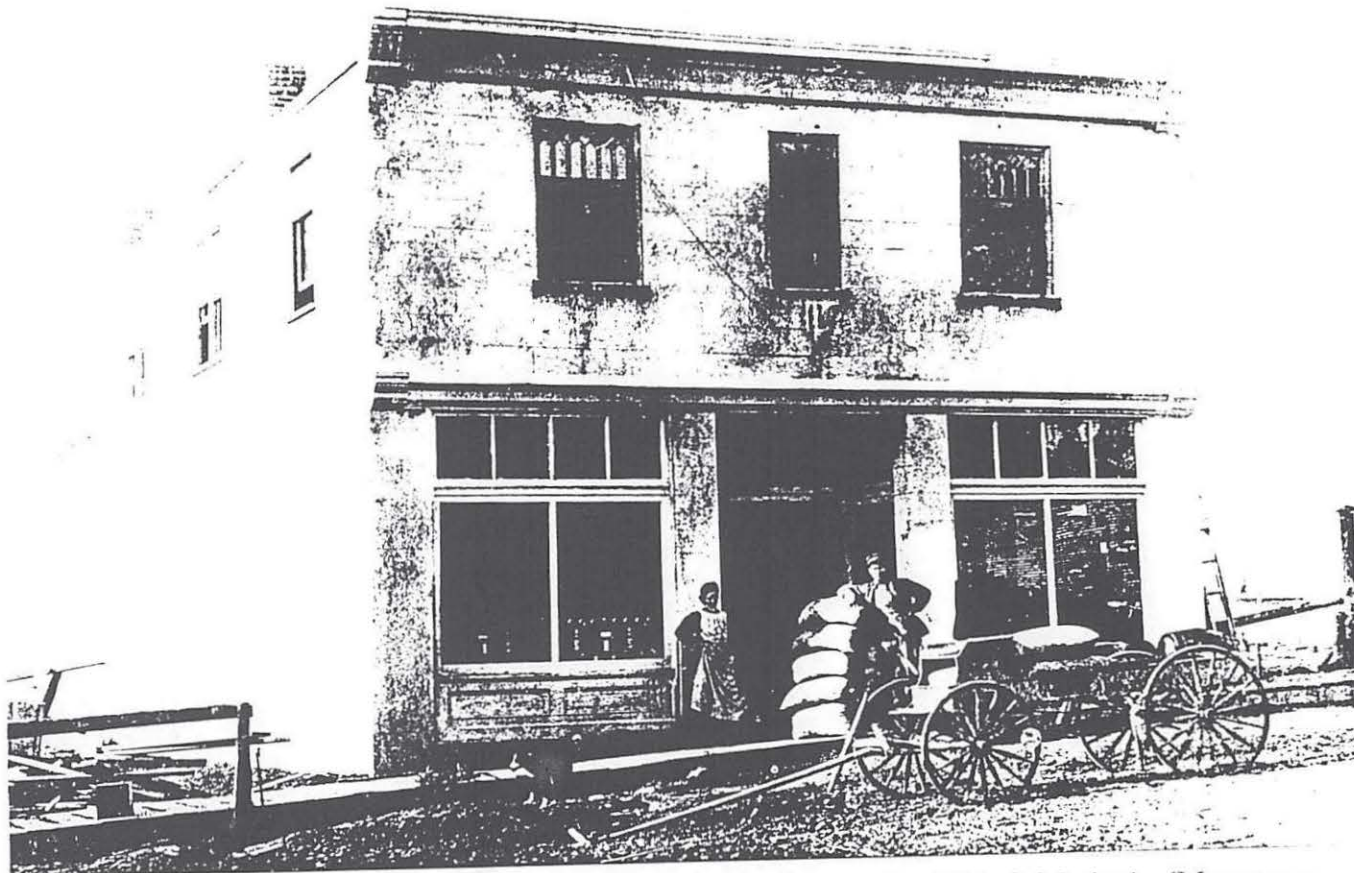
Kirkland, 1889 (Kirkland Bank Building at intersection of Market Street and Central Way before Market Street was cut through; steamboat dock in background). (Special Collections Division, University of Washington Libraries, Neg. #1871)



Matzen Woolen Mills, Kirkland waterfront (Special Collections Division, University of Washington Libraries, Neg. #4443).



Kirkland, early 1890's (Kirkland Bank Building at intersection of Market Street and Central Way; wood frame buildings on waterfront became first city hall and jail. (Marymoor Museum Collection, Neg. OR/L 498)



Brooks Grocery Building, circa 1890 (611 Market Street, just south of 7th & Market). (Marymoor Museum Collection, Neg. OR/L 398)

Along with the need for housing, the anticipated demand for store and office space prompted the construction in 1890-91 of five brick commercial buildings at the intersection of Market and Piccadilly (Seventh Avenue) north of the current business district. Of the five, three survive: the Peter Kirk Building¹⁴, the Joshua Sears Building¹⁵, and the Campbell Building (Masonic Lodge)¹⁶. These buildings were designed to accommodate shops at street level and business offices at the second story level.

Joshua Sears, a millionaire banker from Boston, invested heavily in both the Kirkland Land and Improvement Company and the Great Western Iron and Steel Works. The proposed use of the front room of the Sears Building as a bank to handle the expected vast payrolls of the steel mill and supporting industries was indicative of the boom town atmosphere. Peter Kirk's steel enterprise failed before Sears' bank could ever open.

The Peter Kirk Building originally housed a large mercantile and drug store on the street level and offices of the Kirkland Investment Company on the upper level. The ground floor of the Campbell Building was initially occupied by a large grocery store. In 1922, the Kirkland Masonic Temple purchased the building.

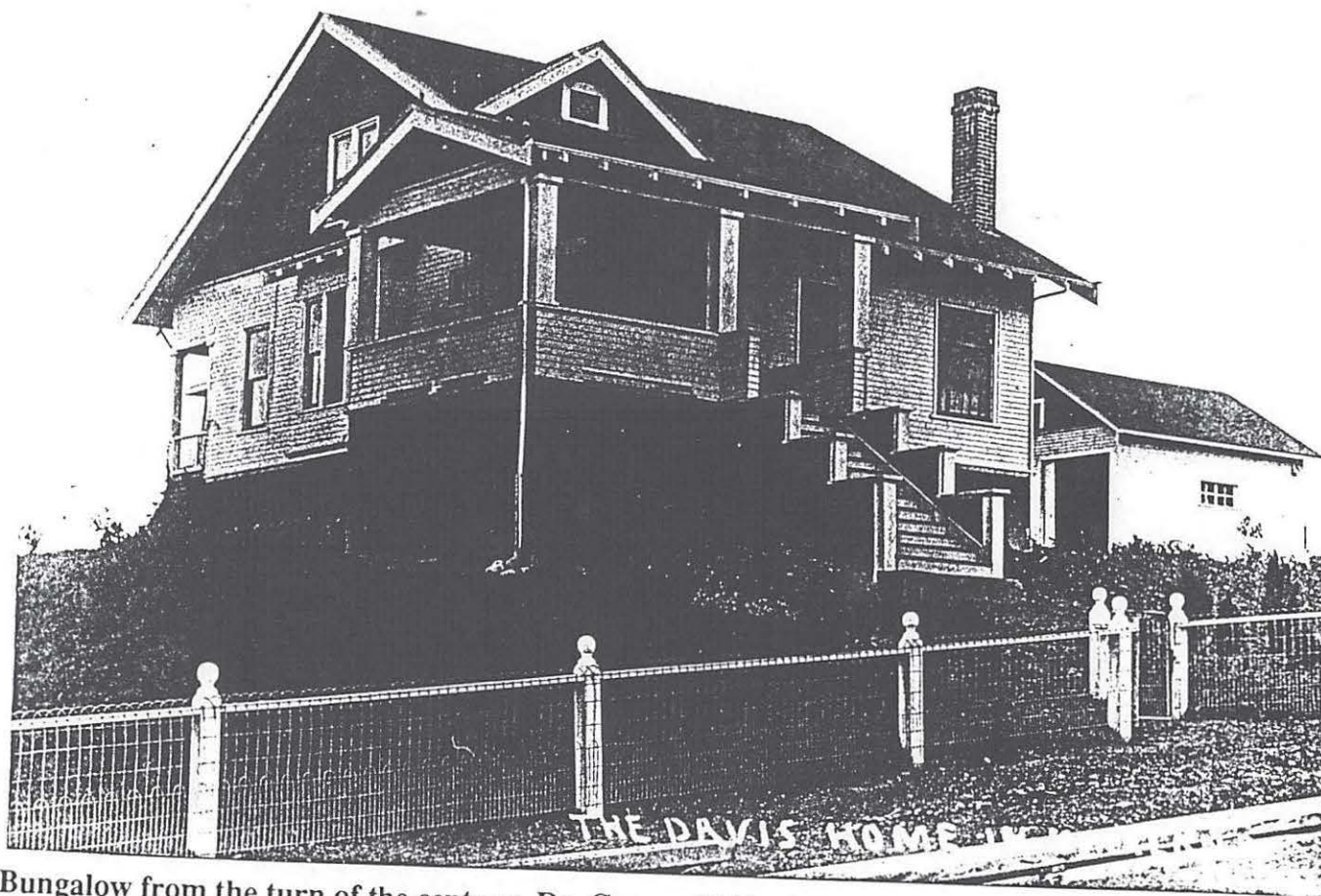
The speculative nature of the steel mill enterprise was evident with the location of the five brick buildings. They were situated about a half-mile from the center of town and Lake Washington, as the Kirkland Land Company withheld all property near the lake from sale in order to make the land beyond more valuable.

Construction in the center of the town, however, did proceed. The first commercial building (1888) was the Kirkland State Bank Building at the foot of Market Street. The first floor housed the bank, with the Kirkland Land and Improvement Company offices on the second floor. (The building was later occupied by the Lake Washington Telephone Company (illustration, page 17); but was later torn down to provide a parking lot for the new General Telephone Company building.)

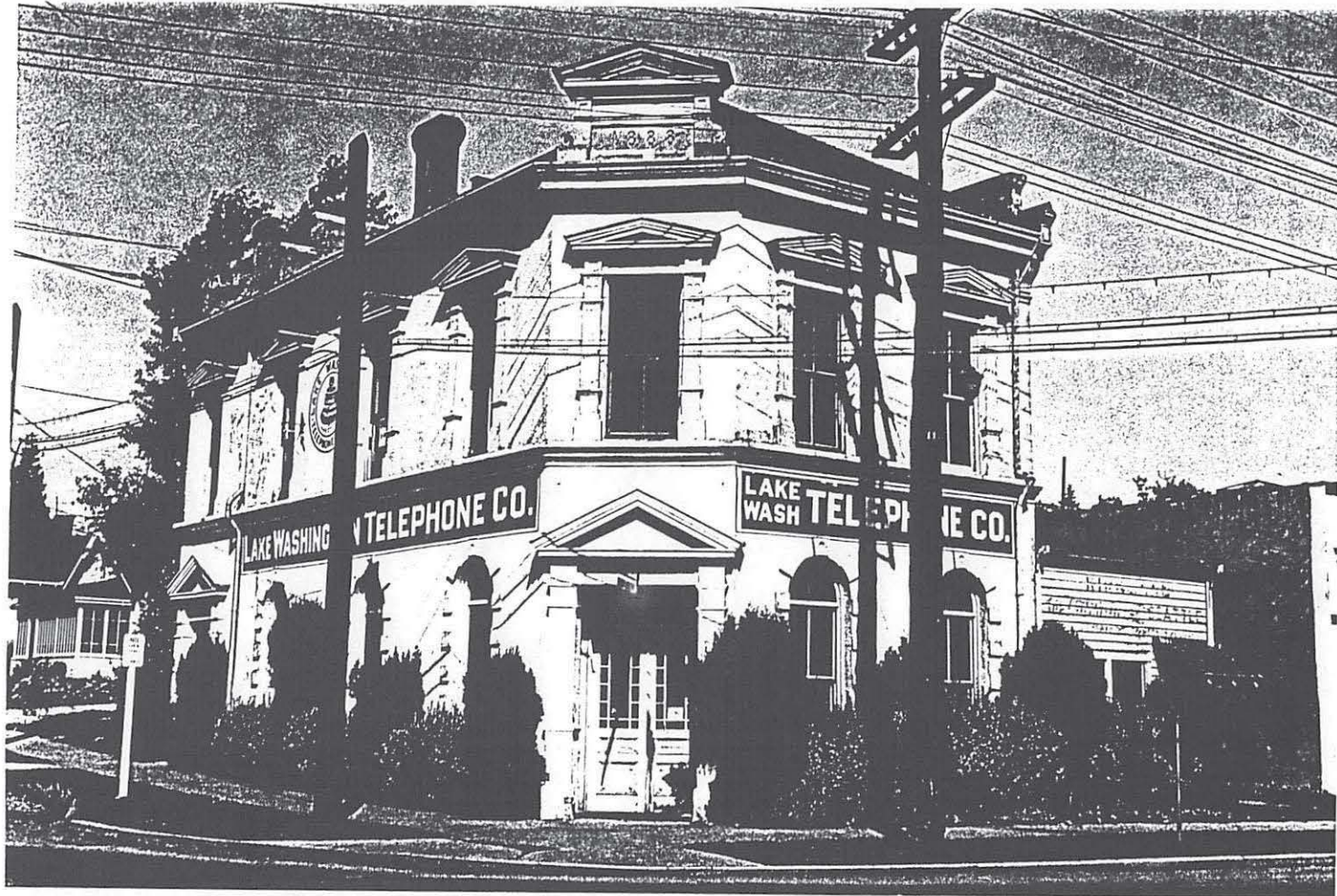
¹⁴ Field Site #6

¹⁵ Field Site #4

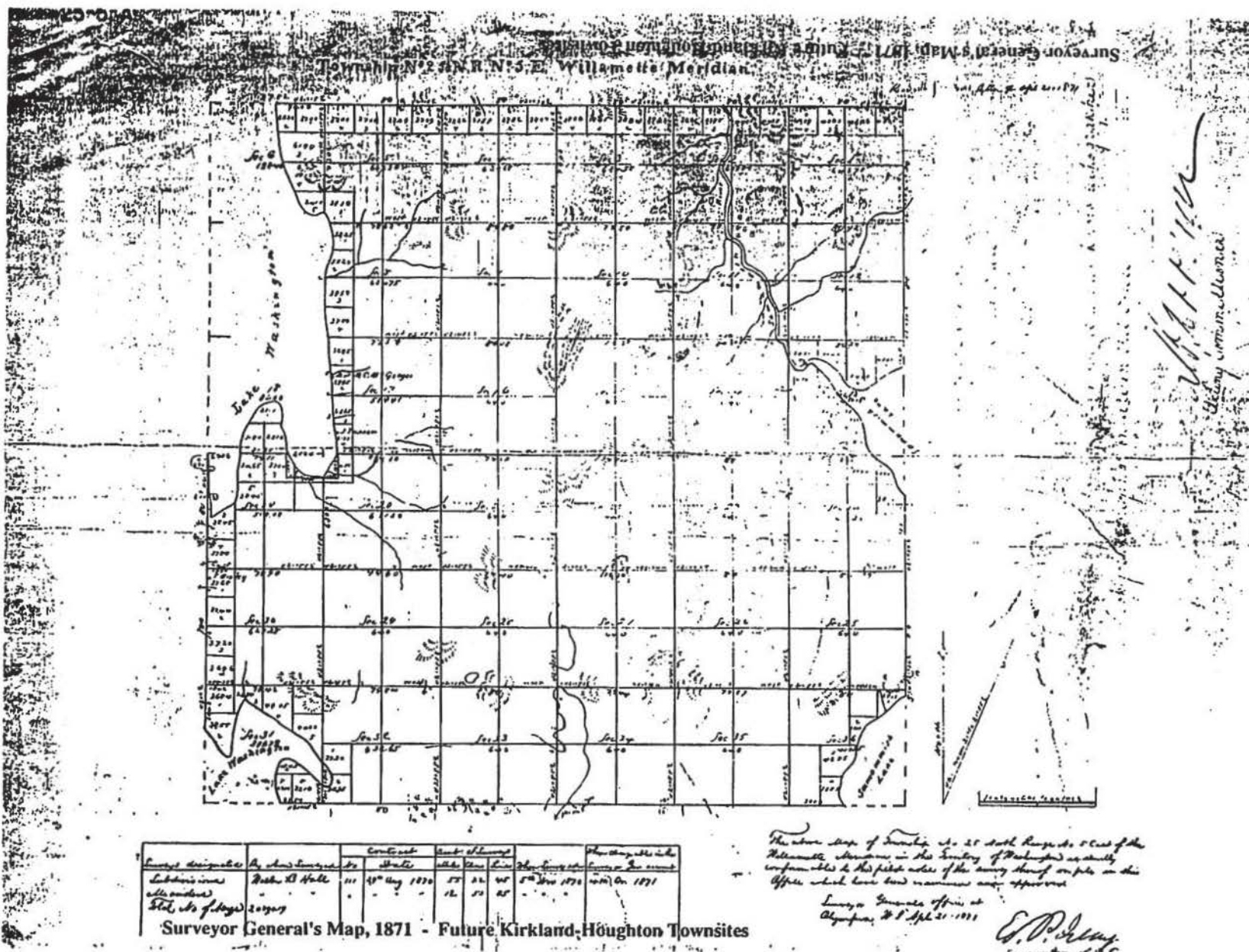
¹⁶ Field Site #5



Bungalow from the turn of the century, Dr. George H. Davis home, circa 1909 (Marymoor Museum Collection, Neg. L 80.02.1).



Lake Washington Telephone Company (Kirkland Bank Building, intersection of Market Street and Central Way). (Courtesy: Ernie Fortescue, Kirkland)



**Boom and Bust - A
Townsite Waiting For
A Town**

Prior to the 1893, the extent of the boom seemed unlimited. In June 1890 alone, eight plats of additions to Kirkland were filed. There were plans to connect Kirkland with the transcontinental rail system with the construction of the Northern Pacific's Lake Washington Belt Line Railroad from the Main Line at Black River Junction (south of Renton) to the Seattle, Lakeshore & Eastern Railroad at Woodinville. Promoters of the line saw the entire eastern shoreline of Lake Washington as ideal for manufacturing industries. Nevertheless, only five miles of the track were actually built, connecting Kirkland to Woodinville. In Kirkland, the tracks ran along what is now Slater Avenue NE, with a depot at 116th Avenue NE. When the steel enterprise failed, the rails were torn up and the depot dismantled.

It was believed that Kirkland would become the primary manufacturing center of the Puget Sound area. The town was platted to accommodate a population of 50,000. Early on, 2,000 men were employed by the steel mill and the Kirkland Land and Improvement Company, with another 2,000 jobs anticipated. By 1890, numerous industrial and political leaders had inspected the townsite, including President Benjamin Harrison, who had made the visit to investigate the feasibility of building the Lake Washington Ship Canal. The proposal for a ship canal connecting Lake Washington with Puget Sound came at a time when Peter Kirk's enterprise was at a standstill (in late 1892). It was believed that a canal would greatly enhance Kirkland's position as it would facilitate the export of the steel rails to Puget Sound and to the Asian and South American markets, and allow ships to bring in limestone needed in steel production.

Not everyone in the political and business establishment on Puget Sound was supportive of Kirkland's steel enterprise, and the building of a ship canal. The *Tacoma Ledger* attempted to expose the Kirkland steel works as a disguise for the proposed canal. "The newspaper claimed that if the Kirkland Land Company could get the government to dig the canal in 1893, the stockholders would become millionaires without producing an ounce of steel. They would derive all their riches from sales of land" (McDonald 1979: 54). There were reports of unscrupulous land dealers selling over-priced plats far from town to over-eager buyers. The *Ledger* questioned whether Kirkland's land values were deliberately inflated to \$1,000.00 an acre, thereby misrepresenting the value of the land company's assets to help attract additional investors.

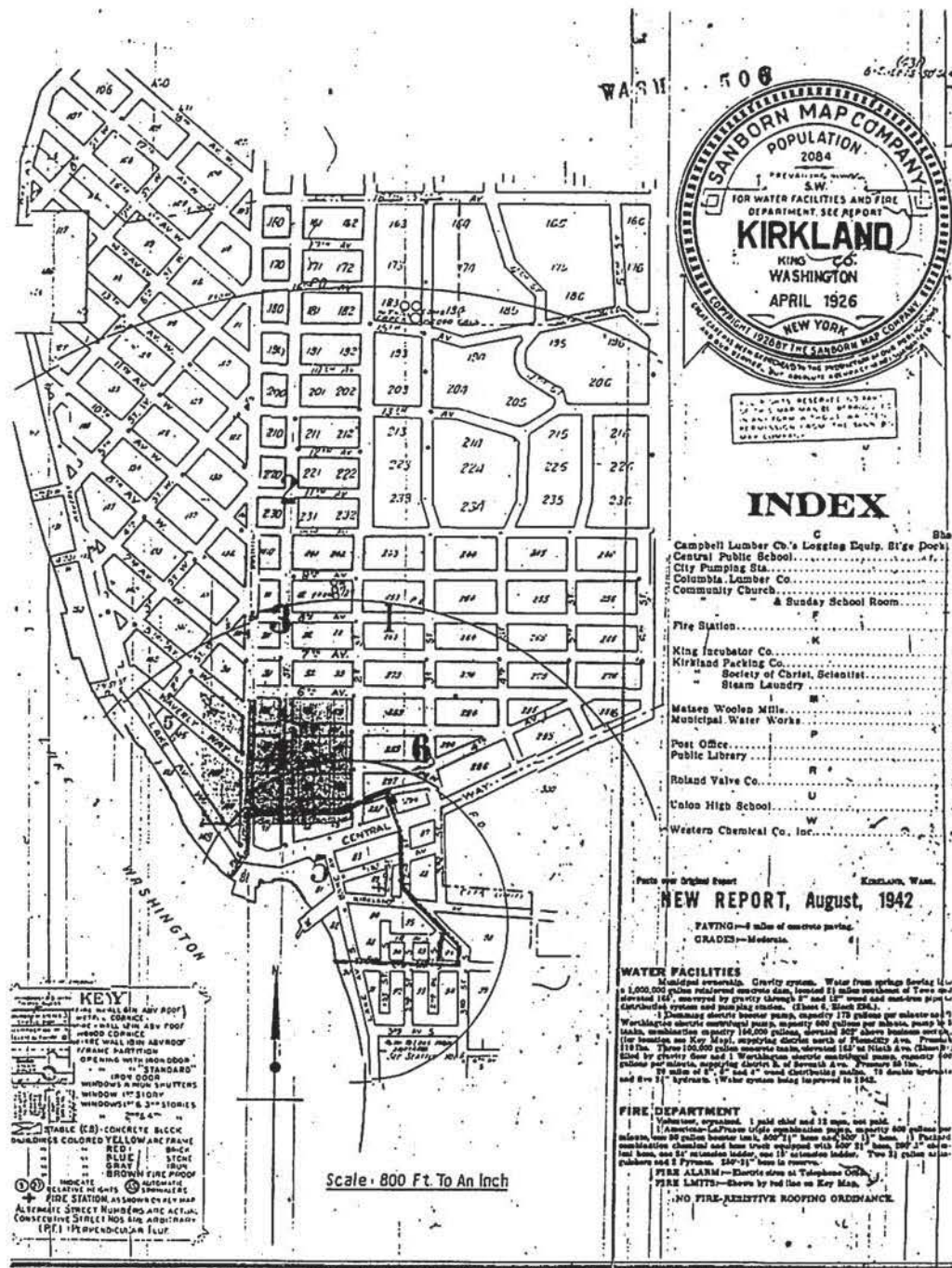
The *Tacoma Ledger* was controlled by the Tacoma business community who were in fierce competition with their counterparts in Seattle. They viewed the canal as benefiting Seattle at the expense of Tacoma's shipping trade. However, the paper's

allegations had some elements of truth. The success of Kirkland and its land developers/real estate promoters was contingent upon the success of the steel mill. The completion of a canal connecting Lake Washington and Puget Sound would have seemed to virtually guarantee the success of the steel mill. By 1893, however, the steel mill had yet to produce a single steel rail, and legislation to finance the construction of a ship canal was stalled in Congress. "Not only was the steel mill itself far from complete when the financial panic of 1893 struck, but there remained a gap in the railroad system that was to serve the mill: The 17 miles of track between the town of Sallal Prairie and the Summit Mining District had yet to be constructed. Without that track, no ore could be shipped to Kirkland. . ." (Lund & Garwood 1981). The Ledger was correct in describing Kirkland as, "The townsite waiting for a town."

Nevertheless, the steel venture was destined to fail. First, Kirkland's fate as a great industrial center depended not upon any mineral deposits in the vicinity, but on iron ore in mines at least 60 miles away that could not be mined cheaply. The "Panic of 1893" occurred at a time crucial in the development of Kirkland, for the funds needed to pay off debts and heavy investments dried up overnight. At least one million dollars was lost by those who invested money in the railroads, iron works and platted land additions. Not only was much outside capital spent in the enterprise, and the earnings of local settlers can still be seen in brick buildings which never served their original purposes. Furthermore, both "the Seattle, Lakeshore and Eastern Railroad and the Northern Pacific Railroad went into receivership. Building activities of these two roads were suspended before either one had developed approaches into the iron-ore deposits of the Snoqualmie mining district. . . . The Kirkland steel mill, as of December 1893, lacking both financial support and means of transporting raw materials to the plant, could not open" (Sherrard 1962: 136).

**A New Plat For A
Future Kirkland**

While Peter Kirk's vision of transforming the eastern shoreline of Lake Washington into the "Pittsburgh of the West" proved to be illusory, his replatting of Kirkland 1890 proved to be more permanent and visionary. The reasons for Kirk's replatting were soon evident: The original plat had as the center of town a square bounded by Madison, Regent, Park and Bond Streets at the point where Piccadilly (the present 7th Avenue) intersected Market Street. Piccadilly and Market Streets extended out from the four corners of the square, with adjoining streets dead-ended at the square. The streets were straightened in the new plat, and the square plan or diamond-shaped city center at Seventh and Market, was abandoned. Since the steel mill was situated on top of Rose Hill, two miles east of the business center, the new plat eliminated the proposed depot at Market and Lake Street. Market Street continued due north and was planked almost to Juanita Bay, with 12-foot sidewalks. Seventh Avenue was planked from Market Street to the steel mill. The replatting provided a solid grid system by which the community could accommodate future growth and development in the central core (illustration, page 21). It proved to be Peter Kirk's legacy to Kirkland.



Chapter III: Depression and Recovery

Early Industrialization and Agricultural Development

After the "Panic of 1893" and the demise of Peter Kirk's steel enterprise, Kirkland became a virtual ghost town. "The brick buildings went tenantless and only those who were left of the old settlers and a few of the newcomers remained" (Bagley 1929: 844). As Peter Kirk's industrial dream faded, "a kind of rural subsistence economy took shape as people worked when they could and tended small farms, raising much of their own food and taking the rest to Seattle by boat to sell. . . . One could also still find work chopping down trees, cutting them into lumber, digging coal, harvesting or fishing. . . ." (Buerge 1991: 15).

Another attempt to industrialize Kirkland took place in 1892 when a woolen mill was constructed by Edward E. Eyeanson from Indiana. The mill was located at the end of Fourth Avenue on Lake Street. During the early years, the venture met with some success. At the peak of production, 150 to 250 persons were employed. "Eventually, however, lack of capital, poor management, and unfavorable market conditions ruined the enterprise, and the doors of the mill closed in 1927" (Bagley 1929: 845).

The Klondike gold rush, growth of the county's dairy and fruit industry, and expansion of steamboat and railroad routes, brought Seattle and Puget Sound out of the 1893 Depression, and Kirkland began, once again, to grow and prosper. There was a substantial increase in agricultural exports, as farms and communities on the Eastside expanded. Examples of farm residences built during this period are field sites #33, #51, and #73.

Burke and Farrar, Inc., Seattle real estate dealers, set up offices adjacent to the Kirkland State Bank building in 1910. They acquired many of the vacant tracts which had been platted in the 90's and created new subdivisions through aggressive land promotions. Company agents sent circulars all over the country touting the town's industrial and agricultural potential, proximity to Lake Washington, and access to rail and steamboat lines. Between 1910 and 1929, Burke and Farrar platted more than twenty additions. The population of Kirkland nearly doubled between 1910 and 1920, from 532 to 1,354; with an increase to 1,714 by 1930.

The new prosperity stimulated population growth in the area. In 1900, the population was 392. Incorporated in 1905, Kirkland grew to 741 by the end of the decade. Kirkland had become the "leading transportation and suburban town on the Eastside..." (R. L. Polk & Co. 1911: 239). Ferries between Kirkland and Seattle operated 18 hours a day. "Ten auto stage lines radiated from Kirkland into the surrounding county..." (ibid. 239). Kirkland "contained a shingle mill, two lumber mills, a woolen mill, logging-jack factory, two general merchandise stores, drug store, two hotels, a bakery and a livery stable" (ibid. 239). Kirkland also had several schools, two phone companies, three churches, a commercial club, and several fraternal societies. The *East Side News*, the largest county paper, was published in Kirkland. By 1920, the city's population was 1,354. By 1928, the population had increased to over 2,000. (By 1950, Kirkland's population was approximately 4,700, while Houghton's was approximately 1,000. The entire Kirkland Planning Area had a population of 12,500.)

The opening of the Lake Washington Ship Canal, which finally occurred in 1917, was a boon for Kirkland. The lowering of the lake created additional shorelands, providing land on the eastern shores of the lake. "Lake Washington Boulevard, a 60 mile paved road that completely encircled the lake, was built upon these shorelands" (Ely 1975: 98). While the opening of the canal did not industrialize Kirkland, it did step up production at the Anderson (Lake Washington) Shipyard at Houghton and provided for a more diverse economic base that assisted in accelerating the growth of the Eastside after World War I through the 1920's. With the establishment of the Lake Washington Shipyard, Kirkland and Houghton had finally secured an industrial base.

By the 1930's, despite the Depression, Kirkland had become a prosperous farming community. Its principal enterprises were poultry, dairy, and truck farming. Men and women also worked seasonally at the shipyard, in logging camps, or for the Works Progress Administration.

Kirkland was also rapidly becoming a bedroom (suburban) community for those who commuted to Seattle by ferry for work. While Kirkland was not the preeminent industrial center as originally envisioned, it had become the premier market town on the northeastern shore of the lake due to increased shipping and commerce and the establishment of regular ferry service between Kirkland and Madison Park/Leschi (Seattle).

Chapter IV: Shipbuilding - Lake Washington Shipyard

Early Shipbuilding and the Founding of the Yard

The fact that shipbuilding became a major industry on Lake Washington is not surprising. What is ironic is that the industry took hold at Houghton, the community that was never enthusiastic over the prospects of its neighbor to the north becoming the "Pittsburgh of the West."

During the early pioneer period, water travel was the most reliable means of transportation in the Puget Sound region. Decent roads, even paths, were few in number. "Seattle had become a shipbuilding center by the 1880's, and small boat-building operations had begun on Lake Washington at Yarrow Point (Houghton) and Pontiac near Sand Point. A 'mosquito fleet' of small steamers began operating on Puget Sound. . . . This enabled small settlements at . . . Bellevue, Kirkland . . . to begin to grow" (King County 1980: 38).

In the 1880's, Frank Curtis, son of Houghton pioneers James and Sophie Curtis, hauled logs, freight, and passengers by steamboat on Lake Washington, including regular service between Seattle and Houghton. After the failure of the steel mill, the steamboat business declined, and when a fire destroyed their boat, the "Eflin," the Curtis family turned to building their own boats. "They cleared a spot on the shore just north of their house (on the shoreline at Houghton) and laid the keel of the 'Peerless,' the first vessel built on the site of what would become the Lake Washington Shipyard" (Buerge 1991: 15). The following year (in 1901) the Curtis family sold their shipyard to Captains George Bartsch and Harry Tompkins, who greatly enlarged the operation. Bartsch and Tompkins built and operated small steamships until 1907, when they merged their enterprise with a Swedish seaman named John Anderson, and reorganized as the Anderson Steamboat Company. The Alaska-Yukon Exposition of 1909 (in Seattle) was a boon for Anderson. He built "several ships that carried passengers from points all along the lake to the fairgrounds on the University of Washington. . . . To accommodate the increased workload, Anderson expanded his workforce from 30 men to 100" (Buerge 1991: 15).

Growth of the Shipyard and World War II

The construction of the Lake Washington Ship Canal made the lake accessible to large, sea-going vessels, allowing Anderson to be able "to compete with other West Coast shipyards on an equal footing" (Buerge 1991: 16). By the end of World War I, 400 men were employed at the shipyard. In 1923, Anderson sold the yard to Charles Burckhardt, owner of Alaskan Consolidated Canneries Inc., who used the yard to repair his cannery tenders and fishing boats. Mr. Burckhardt changed the name of the shipyard to Lake Washington Shipyard. Hundreds of small craft were repaired and most Puget Sound ferries were built or rebuilt at the shipyard, including vessels used in the Alaska salmon industry.

A new era was ushered in when the yard in 1926 won the contract to convert the Great Lakes steamer, "Chippewa," into a single-ended diesel car ferry for the Puget Sound Navigational Company. This was the yard's first steel job: All other work had been done previously with wooden ships. Expertise in steel hull construction, and a steady trickle of small jobs, enabled the yard to survive the early, cyclical years of the Depression. Then in 1935 came the contract to rebuild the "Kalakala," the first streamlined ferry on the West Coast. "The work on the Kalakala marked an upturn in the yard's work and ushered in a relatively prosperous period in the Kirkland area" (Buerge 1991: 17). This was quite significant since Puget Sound and the rest of the country were still in a deep economic depression.

This upturn in the shipyard's fortunes was minor when compared with the growth that occurred at the yard, and on the entire Eastside, with the outbreak of the World War II in the late 1930's. With the war intensifying by 1940, the "U.S. Navy commissioned the shipyard to build four submarine net tenders. . . . They were all completed in record time. This set the pace for the wartime construction that followed in 1941. . . ." (Stokes 1970: 19).

As late as 1940, the communities on the Eastside were basically still very rural. American participation in World War II, however, set in motion a transformation of the region that resulted in increased suburbanization and industrialization. "After the attack on Pearl Harbor, the Defense Plant Corp and the Navy underwrote a massive expansion that quadrupled the size of the yard. . . . Overnight, the Kirkland-Houghton area was transformed into a throbbing industrial metropolis. From a 1939 workforce of 250, employment at the yard skyrocketed until it surpassed 8,000" (Buerge 1991: 17-18). Predictably, "Kirkland's population doubled. . . . At the beginning of 1944, it was estimated that 10,000 people lived within the Kirkland school district, and the Kirkland post office estimated it served anywhere from 13,000 to 14,000 people" (Buerge 1991: 18).

The flood of war workers that descended upon Kirkland-Houghton produced a monumental housing crisis. Some workers had to commute long distances to work, so the federal government built housing projects nearby. Hundreds of dormitory units, single-family homes, duplexes and apartments were constructed. "In an attempt to solve the problems of wartime housing, the Lakeview Terrace housing development was built . . . the entire Houghton hilltop, including what today is known as Wildwood Heights, the Special Education Center, Northwest College, the Seventh Day Adventist School, the Lakeview School area and even as far north as today's Everest Park, was turned into public housing" (Ely 1975: 108).

Portions of Kirkland-Houghton resembled a hastily-constructed boom town. "But the boom-town atmosphere failed to mask the strains inflicted upon the community by its rapid industrialization. Submerged by the flood of newcomers, the comfortable familiarity that marked Kirkland's pre-war character vanished" (Buerge 1991: 18). While the community had finally obtained its long-sought after industrialization, as the war drew to a close, many residents began to question whether the new prosperity was worth the breakdown in social ties and the loss of a sense of small-town community and stability.

Demise of the Yard

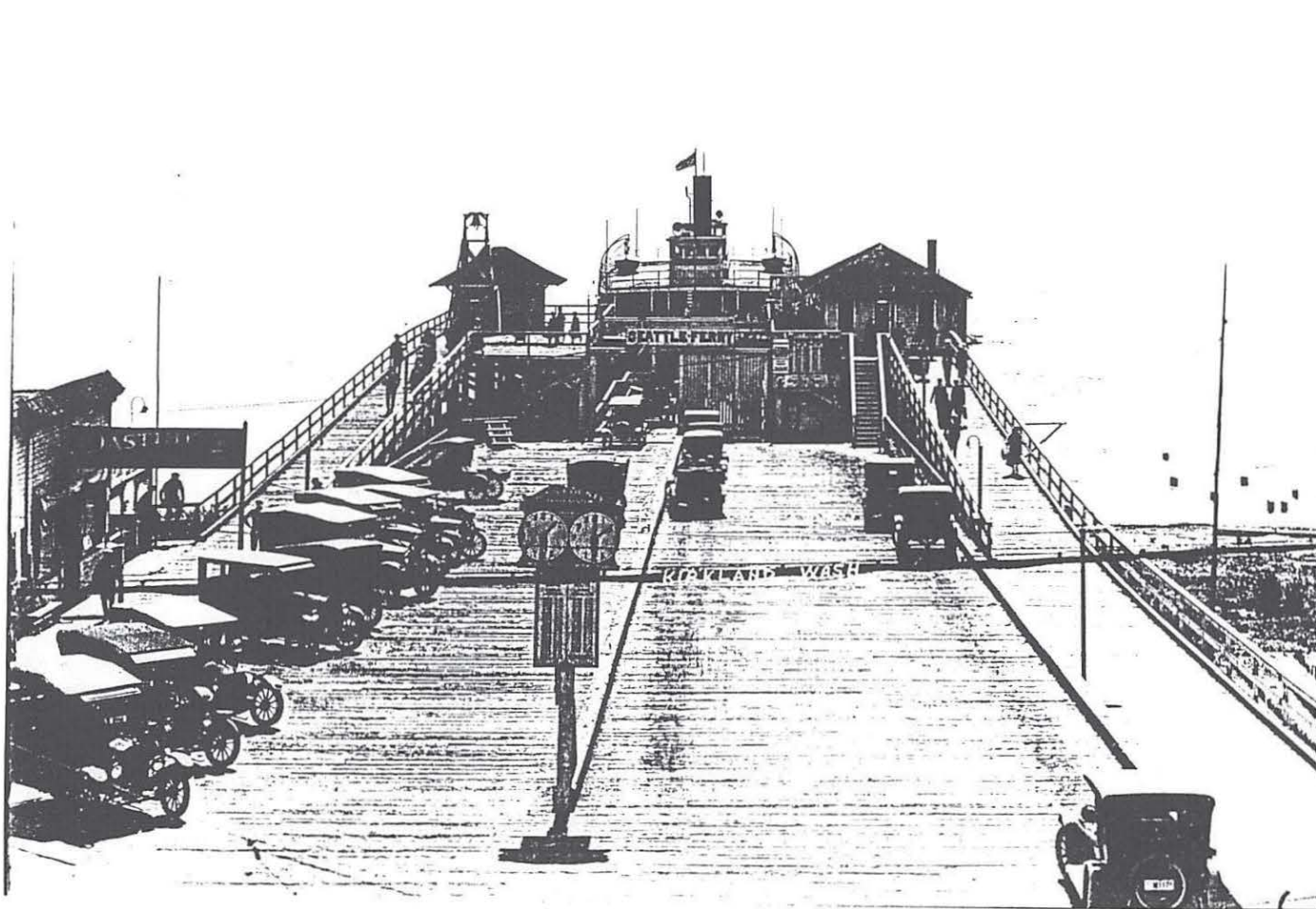
The shipyard's heroic image and reputation as one of the most important naval construction yards in the country became tarnished towards the end of the war due to mismanagement, fraud, and environmental degradation. There were reports of workers sleeping on the job, enormous cost overruns, and inadequate septic systems to handle the increase in raw sewage that threatened water supplies and lake beaches. "The community had come to view its industrial homefront with dismay. It was extravagant, enormous, and dangerous, and its well-publicized incompetence finally dimmed the glow of wartime heroism. . . . The tacit bargain between the town and their industry was broken as scandal and public health concerns unbalanced the delicate equation between benefit and liability" (McConaghy 1987: D2).

At the war's end, the Navy proposed a plan for moorage of mothballed warships at the shipyard. The plan created quite a controversy in the community. When an oil spill at the yard in 1946 "fouled beaches and killed wildlife up and down the eastern lake shore, residents who opposed the Navy mothballing were vindicated" (McConaghy 1987: D2). The plan was soon dropped.

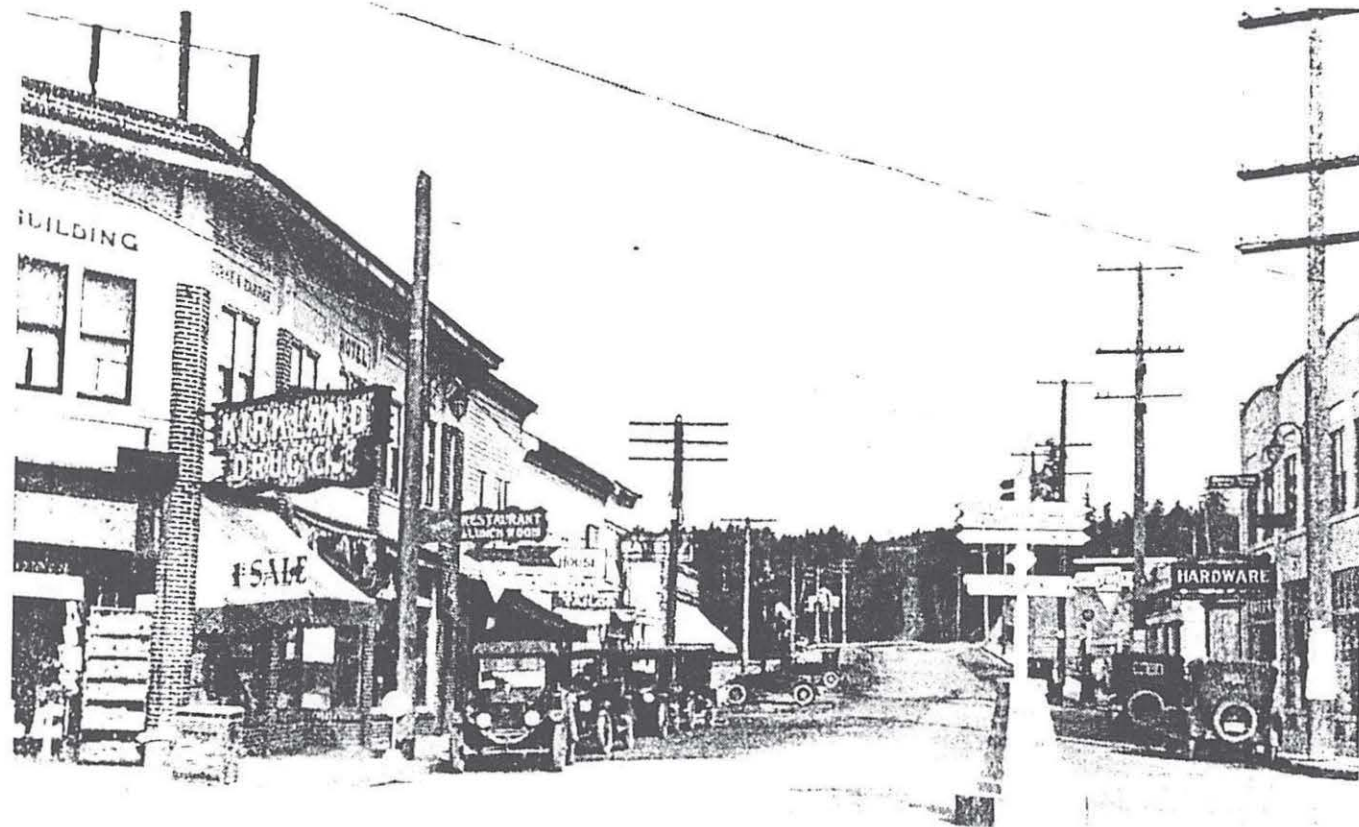
The shipyard closed at the end of the year. Houghton, fearing that their waterfront would be the target for future industrial uses, incorporated in 1947 and zoned its waterfront for residential use. At the end of the year, the shipyard was sold to Alaska Terminal and Stevedoring, a subsidiary of the Skinner Corporation, who used it as a winter storage for freighters. The waterfront was never again used for major shipbuilding. By the late 1960's, all ship-related activities had ceased and the yard buildings were being leased to small manufacturing firms. None of the buildings or docks remain today.

Chapter V: Lake Washington Ferries

Initially, the principle means of transport between Seattle and the Eastside was by ferry (illustrations, page 12 and page 30). Beginning in the 1880's, a "mosquito" fleet of small steamers ferried passengers and freight all over Puget Sound and Lake Washington. In the 1890's, the Curtis family at Houghton ran the steamer "Elfin" between Juanita and Houghton, with regular crossings from Kirkland's Moss Bay ferry slip to Madison Park in Seattle. "Anticipating the tourist trade during the Alaska-Yukon-Pacific Exposition in 1908, the Anderson Shipyard stepped-up production and built several new boats" (Ely 1975: 90). Among the first ships of significant size built at the Anderson Shipyard were the ferries "Lincoln" and "Issaquah", both in 1914. The Lincoln transported passengers and freight between Kirkland and Seattle. Later that year, the ferry "Leschi" made its maiden voyage between Leschi Park and Bellevue-Medina. In 1940, the Leschi took over the Kirkland-Madison Park route from the Lincoln. The Lincoln had become a familiar landmark; since 1914, it had been the principal ferry between Madison Park and Moss Bay. With the entry of the United States into the World War II, and the dramatic increase in shipyard personnel, both the Leschi and Lincoln were used to transport workers from Seattle to their jobs at the shipyard in Houghton. Nevertheless, when Captain John Anderson retired from operating the county ferry system in 1935 and the Lake Washington Floating Bridge opened in 1940, the era of ferries running between Seattle and Kirkland was coming to a close. Only the extraordinary conditions brought by World War II gave the system a temporary reprieve. The last ferry run between Kirkland and Madison Park was on August 31, 1950.



Kirkland Ferry Dock, King County Ferry System, "Seattle Ferry". (Courtesy: Barbara Loomis, Kirkland)



Intersection of Kirkland Avenue and Lake Street, looking east, circa 1920 (Marymoor Museum Collection, Neg. L 86.20.2).



Looking east from Kirkland Ferry Dock to intersection of Lake Street and Kirkland Way (Williams and Webb Building on right are still standing). (Courtesy: Barbara Loomis, Kirkland)

Chapter VI: Conclusion

Historic Architectural Styles and Community Development

The progression of historic architectural styles in Kirkland is associated with the different periods of community development. During the pioneer period (1860's-70's), Euro-American settlers erected rudimentary shelters from available natural materials. As one of the earliest acts of clearing the land, whole or split hand hewn logs were cut and used to build sturdy log cabins. As sawmills capable of preparing dimensional lumber proliferated around the County, housing followed the traditional vernacular styles of framed buildings elsewhere in America. The construction of a two-story wood frame and clapboard house by Harry French in 1874 was the first of its kind in the Kirkland area. All previous structures had been of log and shake construction.

By the 1880's and the 1890's, simple one and two-story wood frame farmhouses evolved into more highly ornamented Victorian and Queen Anne residences with milled porch posts, carved brackets, bay windows and scalloped shingles. In rural communities like Kirkland, however, vernacular adaptations of Victorian (Queen Anne, Italianate, Classic Box) and popular revival styles (Colonial, Classical, Tudor) were the norm. Even more popular were the vernacular working class/mill town homes and pioneer farmhouses that reflected Classical Revival influences -- precise geometric lines, flat exterior surfaces and symmetrical forms.

The applications of vernacular housing stock versus the use of high styles at the turn of the century reflected a time-lag between rural and urban receptivity to new architectural styles. While urban areas were quick to adopt newer Gothic and Victorian styles, rural areas, like Kirkland, were slower to change. The predominance of pioneer farmhouses, working class/mill cottages and early Craftsman Bungalow styles in Kirkland, reflecting a blend of rural functionalism with vernacular Classical Revival influences, occurred well into the twentieth century.

As reflected by the inventory of surviving significant structures, the majority of homes built in Kirkland during this period were "Carpenter" or "Builder" rather than "architect" designed. The exceptions were those of wealthy merchants, mill owners, and farmers who could afford more prestigious accommodations, like the Victorian mill town homes built by John Kellet and the Kirkland Land and Improvement Company.

A fine example of a vernacular pioneer farm house, built in 1920, exists at 802 1st Street in Kirkland¹⁷. The Sutthoff house¹⁸, built in classic and Georgian revival styles, was built between 1903 to 1905.

The Victorian houses and buildings that remain from Peter Kirk's steel mill venture are significant as symbols of 19th century capitalism and land speculation. As one of the few planned industrial towns in Washington, Kirkland, and its early buildings, represent the transformation of a pioneer settlement into an industrial boom town. Kirkland's boom collapsed, but the town eventually prospered. Many of these early wood frame and brick homes, located west and north of the Market Street business district, were designed and built by John Kellet and the Kirkland Land and Improvement Company to accommodate executives of the Great Western and Iron and Steel Company, while others were built as a speculative venture to be sold to the great influx of steel mill employees. Kellet, chief engineer of the company, and designer of the original plat of Kirkland, modeled many of his homes after popular Victorian styles that ranged from Italianate, Romanesque and Gothic to vernacular adaptations of Queen Anne and Classical Revival styles.

With the return of prosperity by the turn of the century, aggressive land promotion schemes of real estate agents like Burke and Farrar, and westbound settlers now able to travel to Puget Sound by transcontinental railroad, there was a considerable increase in building activity in King County. Peter Kirk's replatting of the Kirkland townsite in 1890-91, resulting in two grids laid on either side of Market Street, provided the town with a means to accommodate population growth. Between 1910 and 1930, Burke and Farrar platted twenty land additions to Kirkland.

During this period, rural trade centers and mill towns provided accommodation for laborers, fishermen, and transient businessmen in various single-room occupancy hotels and boarding houses in downtown commercial areas near major transportation routes. In Kirkland, several hotels, the Kirkland, Jackson, and Gilbert Hotels, were located near the waterfront and ferry/bus terminals. Rooming houses were also located on the second floors of downtown commercial buildings. As residential and commercial development and major transportation routes (i.e. Lake Washington ferries) moved further away from Kirkland's original center as the small town was transformed into a large suburb, these transient accommodations were rendered obsolete and closed down.

¹⁷ Field Site #73

¹⁸ Field Site #31

The housing stock in Kirkland from 1900 to 1930 reflected trends nationwide, made popular by the spread of architectural pattern books, trade publications and mail order catalogues. The Classic Box or American Foursquare, a bridge between asymmetrical Victorian forms and the Craftsman Bungalow era, was a popular housing type for large families that were moving to growing suburban communities like Kirkland. Later, Bungalows provided smaller, less expensive housing than Victorian/Classic Box styles. One could order by mail an entire Bungalow, available in kits from firms like Sears Roebuck, and assemble the home on site. One to one-and-a-half story, wood frame bungalows with bracketed gable roofs, tapered porch pillars, and double sash windows, and the larger and more ornate Craftsman types, can be found in most of Kirkland's pre-World War II neighborhoods. An example of this era is the Landry house¹⁹, one of the oldest homes in Rose Hill. It was built in 1904. Another is a prairie-style bungalow located at 508 8th Avenue West²⁰. It was built in 1920. The caretaker house for the Kirkland Cemetery²¹ represents the bungalow style popular from 1900 to 1930 in Kirkland.

These neighborhoods contained both high style and vernacular housing reflecting the scattered development that occurred in Kirkland. Boom and bust cycles, and the fact that the original proposed development was never completed, accounts for this phenomena. Additionally, some early homes were built in outlying areas as over-eager buyers purchased over-inflated lots far from the center of the town. They anticipated an expansive community that would quickly fill up the spaces in between. This occurred, but at a much later date.

Depression and World War II

The town developed in spite of the demise of the steel mill. Kirkland's proximity to train and steamer/ferry routes, growth of dairy and fruit farms, and location on the lake, made Kirkland the commercial capital on the Eastside. The Williams²² and the Webb²³ buildings are remnants of commercial development which occurred in 1930.

¹⁹ Field Site #67

²⁰ Field Site #11

²¹ Field Site #68

²² Field Site #23

²³ Field Site #25

The lowering of Lake Washington opened more areas to industrialization. During the Depression, however, residential development was slowed considerably. While a prosperous farming community, Kirkland was on its way to becoming a suburb. The process accelerated with the construction of the first floating bridge over Lake Washington.

World War II and the subsequent growth of the Lake Washington Shipyard set the stage for another boom period in Kirkland. Soon a housing shortage occurred, causing the Federal government to build wartime public housing on the ridge above Houghton. Shortage of building materials and manpower during the war period resulted in standardization, prefabricated housing, and modular plans. Some of these one story, suburban tract houses remain today.

The automobile and better roads opened up county agricultural lands to residential development after World War II. Subdivisions spread rapidly, far from original town centers, often adjacent to main traffic arteries that caused an explosion in commercial "strips." Post-war development in rural King County of new residential centers changed the old community-oriented domestic pattern while destroying many of the area's early homesteads and farmhouses. Expanding in-town commercial zones, multi-family housing and highway construction has adversely affected the integrity of older, nearby neighborhoods, ultimately jeopardizing their survival.

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List of Informants

Anderson, Lillie Mae. Long-time resident, Kirkland.
Berto, Mr. & Mrs. V. J. Long-time residents and homeowners, Kirkland.
Connely, Marc. Director, Kirkland Parks Department.
Dickerson, Robert. Owner of the Brooks building, Kirkland.
Eagon, Glenn. Long-time resident, Kirkland.
Fortescue, Ernie. Photographer and long-time resident, Kirkland.
Gilbert, Ingrid. Local homeowner, Kirkland.
Harris, Richard. Owner, Shumway Mansion, Kirkland.
Landry, John. Local homeowner, Kirkland.
Locke, Al. Long-time resident, Kirkland.
Loomis, Barbara. Long-time resident and homeowner, Kirkland.
McConaghy, Loraine. Historian, Department of History, University of Washington, Seattle.
Norman, Robert. Local homeowner, Kirkland.
Payton, Charles. King County Historic Preservation Office, Seattle.
Phillips, Linda. Assistant Planner, Department of Planning and Community Development, Kirkland.
Powell, Maurice. Attorney and long-time resident, Kirkland.
Rodgers, Ernie. Former Kirkland property owner, Seattle.
Shinstrom, Dick. Long-time resident, Kirkland.
Thomas, Ralph. Attorney and long-time resident, Kirkland.

Historic Property Inventory Forms and Map

HISTORIC PROPERTY SURVEY INDEX 1992

Field Site #	Historic Name	Address	Status
1	Loomis House	304 8th Avenue West	National Register
2	Tompkins/Bucklin House	202 5th West	
3	Snyder/Moody House	514 10th Avenue West	
4	Joshua Sears Building	701 Market Street	National Register
5	Campbell Building	700 Market Street	National Register
6	Peter Kirk Building	620 Market Street	National Register/ Historic Overlay Zone
7	Kellet House/Harris House	526 10th Avenue West	
8		152 Waverly Way	
10		502 8th Avenue West	
11		508 8th Avenue West	
12	Chapman-Shinstrom House/Cedemere Estate/ Norman House	630 11th Avenue West	
13		427 11th Avenue West	
14		202 Waverly Way	
15		421 1/2 14th Avenue West	
16	Brooks Building	609 Market Street	
17	Baptist Church/American Legion Hall	138 5th Avenue NE	
18	Houghton Church Bell	106 5th Avenue	
19	Dr. Trueblood's Home	127 7th Avenue	National Register
20	Kirkland Women's Club	407 1st Street	National Register
21	Reverend Newberry House	519 1st Street	

Field Site #	Historic Name	Address	Status
22	Sessions Funeral Home	302 First Street	
23	Williams Building	SW Corner Kirkland Avenue and Lake Street	
24	Captain Anderson Clock	NW Corner Lake Street and Kirkland Avenue	
25	Webb Building	89 Kirkland Ave	
26		690 Kirkland Way	
27	McEnvoy Lumber Company	102 State Street South	
28	Green's Funeral Home	400 State Street	
29	Louis Marsh House	6604 Lake Washington Boulevard	National Register/ Historic Overlay Zone
30	The French House	4130 NE Lake Washington Boulevard	
31	The Sanitarium/Sutthoff House	4120 Lake Washington Boulevard	
32	Kirkland Cannery	640 8th Avenue	
33		703 State Street South	
34		714 2nd Street South	
35	Dr. Davis Home	120 7th Avenue South	
36	Gilbert House	1046 5th Street	
37		660 12th Avenue	
38		631 9th Avenue	
39		417 6th Avenue South	
40	Berto Home, Site of Original French Homestead	6211 Lake Washington Boulevard	
41		1850 3rd Street	
42		202 4th Avenue	

Field Site #	Historic Name	Address	Status
44		411 Market Street	
46		1901 3rd Street	
47		1900 3rd Street	
48		2005 Market Street	
49		740 18th Avenue West	
50		1023 4th Street	
51	Dorr Forbes Residence	11829 97th NE	
52	Shumway Mansion	11410 99th Place NE	Historic Overlay Zone
53	Ostberg Barn	10836 NE 116th Street	
54	Rose Hill Grange Hall	8811 116th Avenue NE	
55		8803 116th Avenue NE	
56		1835 3rd Street	
57		9442 116th Avenue NE	
58		11630 NE 90th	
59	Rose Hill Grade School/Stewart School	122nd Avenue and NE 90th Street	
60		1895 Market Street	
61		11834 NE 90th Street	
62		9015 124th Avenue NE	
64		8546 124th Avenue NE	
65	Beardsley Log Home	1931 10th Place West	
66		8538 128th Avenue	

Field Site #	Historic Name	Address	Status
67	Landry House	8016 126th Avenue NE	
68	Cemetery - Caretaker House	12036 NE 80th Street	
69		5822 108th Avenue NE	
71		1824 3rd Street	
72		710 1st Avenue	
73		802 1st Street	

Note: Field Site Numbers 9,43,45,63,70 are missing. These numbers were not assigned to sites.

List of Surveyed Properties Not Included in Inventory**Demolished**

Sunshine Flower Company, 217 5th Avenue North
Lake House, 10127 N.E.
Lake Washington Shipyards, 5305 Lake Washington Blvd.
Lund House, 11833 93rd Avenue N.E.

Existing

10122 N.E. 59th Street
306 Third Street
400 Seventh Avenue West
424 Eighth Avenue West
428 10th Avenue West
998 Waverly Way
714 Sixth Street
742 Second Street South
1009 A Sixth Street
7843 124th Avenue N.E.
Webb Building, Kirkland Avenue and Lake Street
216 Waverly Way
9241 124th Avenue N.E.
121 12th Avenue
1014 N.E. 59th Street
1079 Fifth Street
9211 124th Avenue N.E.
300 10th Avenue
749 State Street South
326 Sixth Street
302 Sixth Avenue
310 First Street
344 10th Avenue West
1420 Second Street
1617 Market Street
9007 132nd Avenue N.E.
203 Seventh Avenue West

Historic Sites in the City of Kirkland

Great Western Iron & Steel Works, 122nd Avenue NE and NE 90th Street

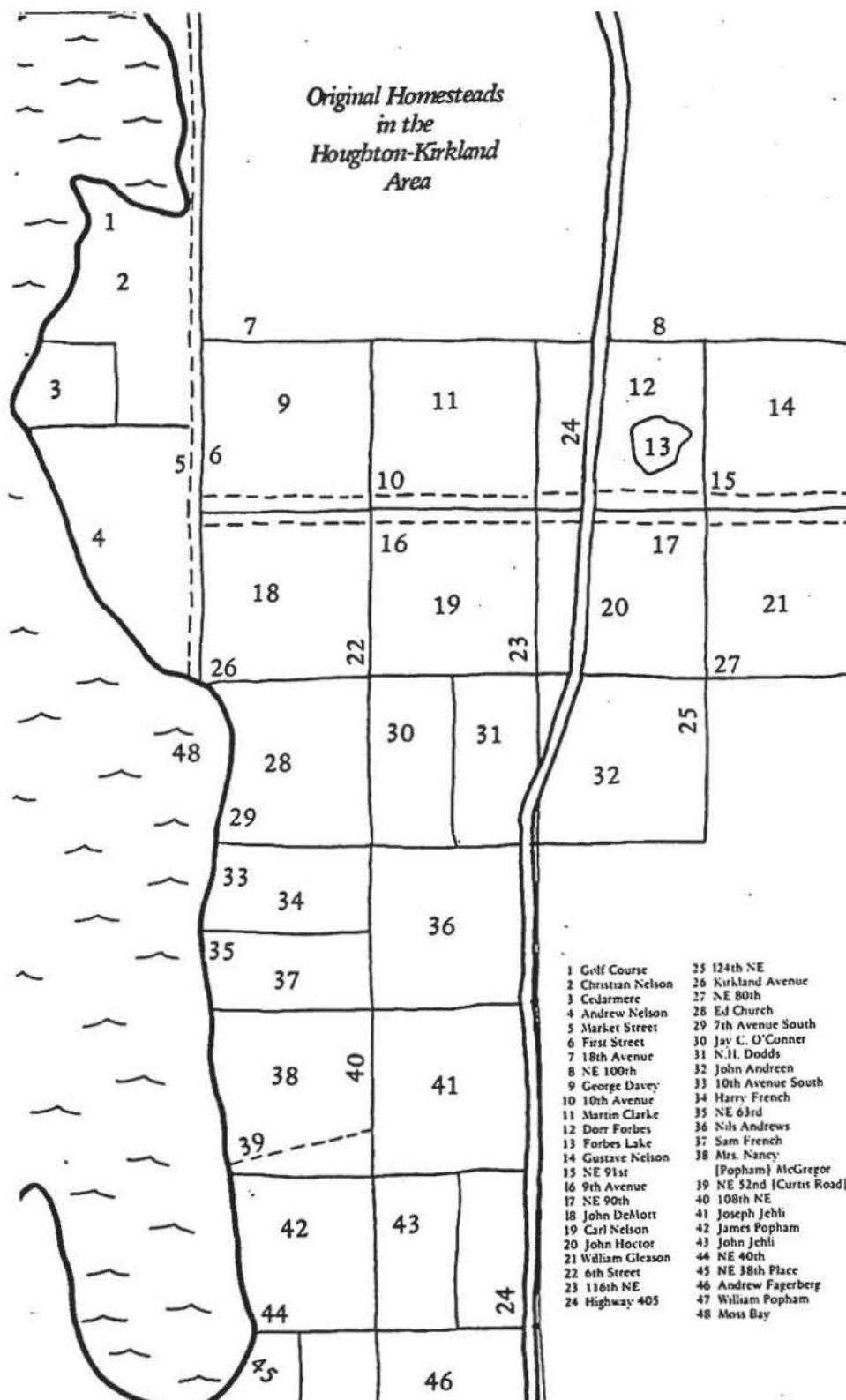
Lake Washington Shipyard, 5305 Lake Washington Boulevard NE

Kirkland Ferry Dock, foot of Kirkland Avenue

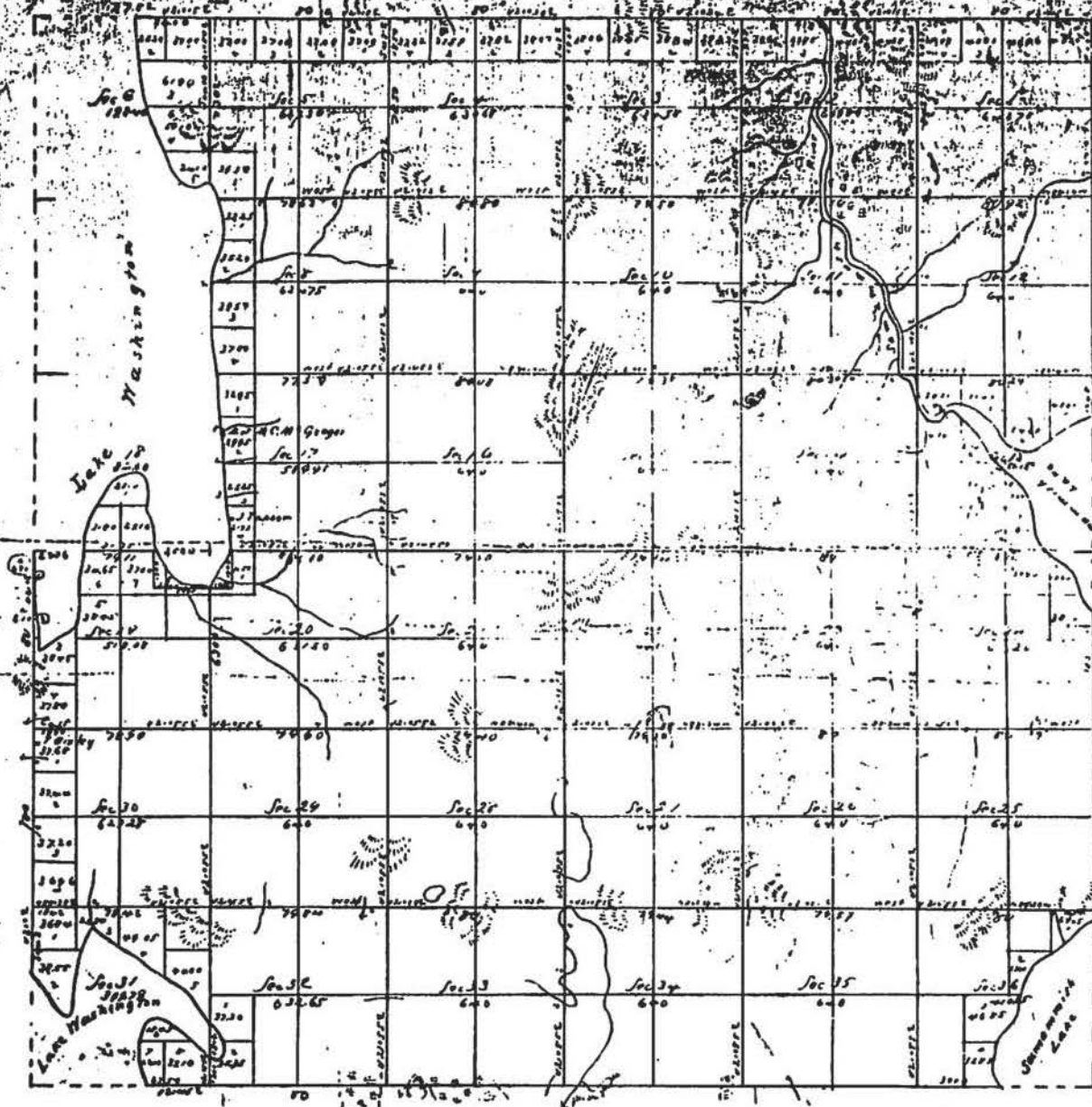
Peter Kirk Park, Kirkland Avenue

The Causeway, across Juanita Slough between Kirkland and Juanita

Lakeview Terrace Shipyard Housing Development, between Northeast 65th and Northeast 65th Streets



From Arline Ely's, *Our Foundering Fathers* (Kirkland: Overlake Press, 1975).



Survey designated	By whom surveyed	No.	Contract	State	Ant. of survey	When surveyed	When approved
Subdivision	Robert B. Hall	111	4th Aug 1870	57	52	45	5th Nov 1870
also amended				12	52	25	
Red. & f. 1870	200707						

Surveyor General's Map, 1871 - Future Kirkland-Houghton Townsites

The above map of Township N. 25 North Range N. 5 East of the Willamette Meridian in the County of Washington is hereby confirmed to the field notes of the survey thereof on file in this Office which have been examined and approved.

Surveyor General's Office at
 Olympia, W. 8th April 21 1871

E. D. Irving
 Surveyor Gen. of W.T.

W. B. P. 11/11/11
 Being Commissioned



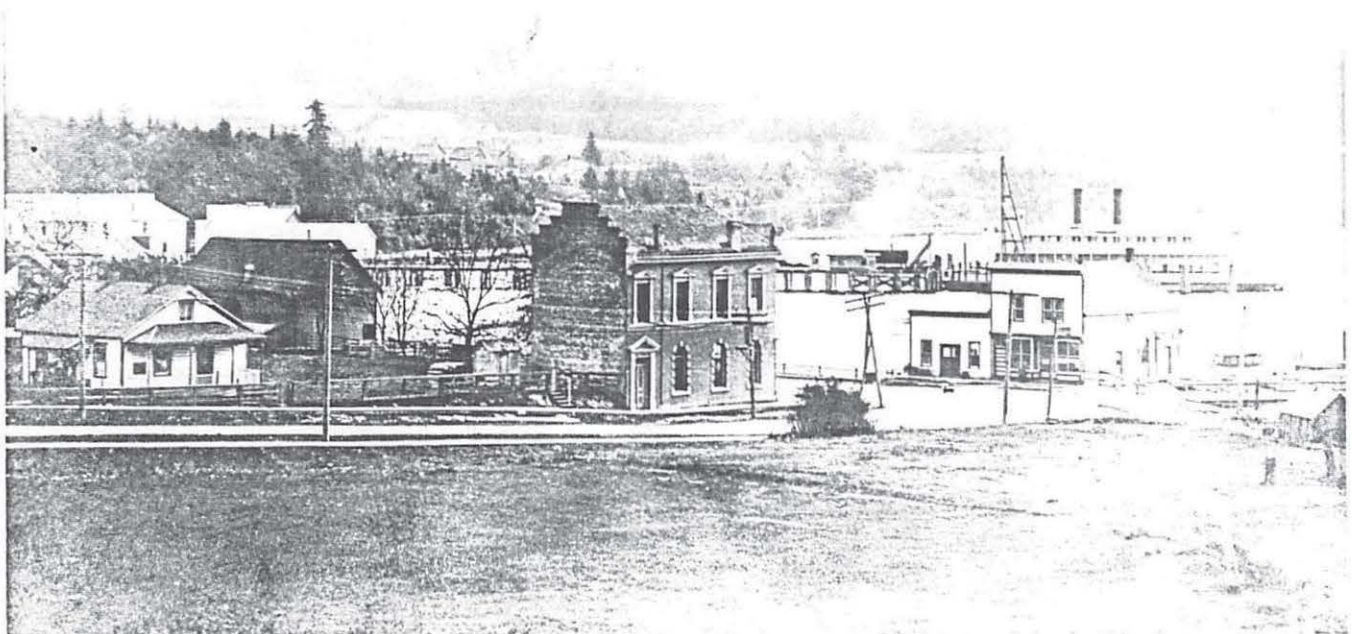
Great Western Iron and Steel Mill (Special Collections Division, University of Washington Libraries, Neg. #11487).



Matzen Woolen Mills, Kirkland waterfront (Special Collections Division, University of Washington Libraries, Neg. #4443).



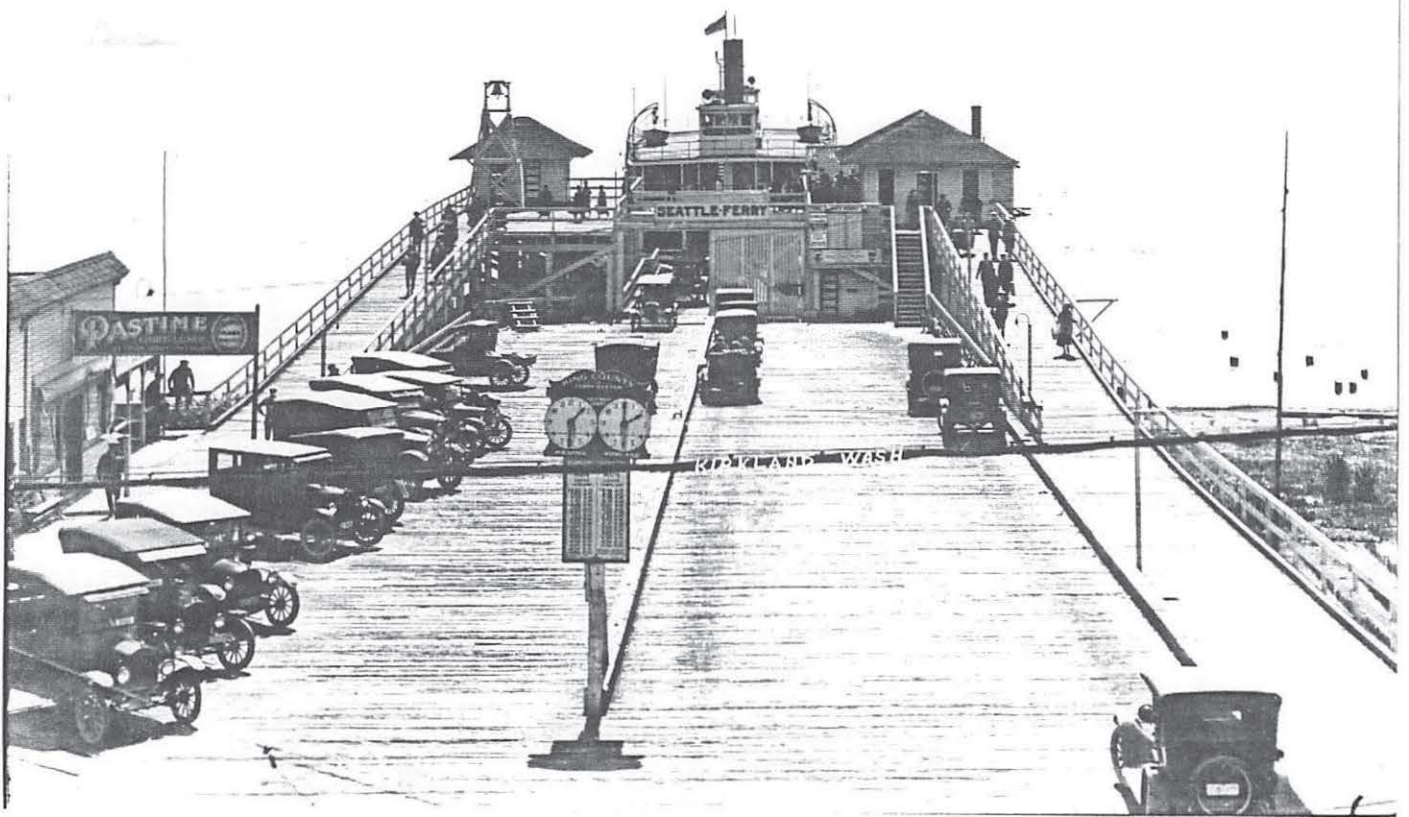
Kirkland, 1889 (Kirkland Bank Building at intersection of Market Street and Central Way before Market Street was cut through; steamboat dock in background). (Special Collections Division, University of Washington Libraries, Neg. #1871)



Kirkland, early 1890's (Kirkland Bank Building at intersection of Market Street and Central Way; wood frame buildings on waterfront became first city hall and jail. (Marymoor Museum Collection, Neg. OR/L 498)



Lake Washington Telephone Company (Kirkland Bank Building, intersection of Market Street and Central Way). (Courtesy: Ernie Fortescue, Kirkland)



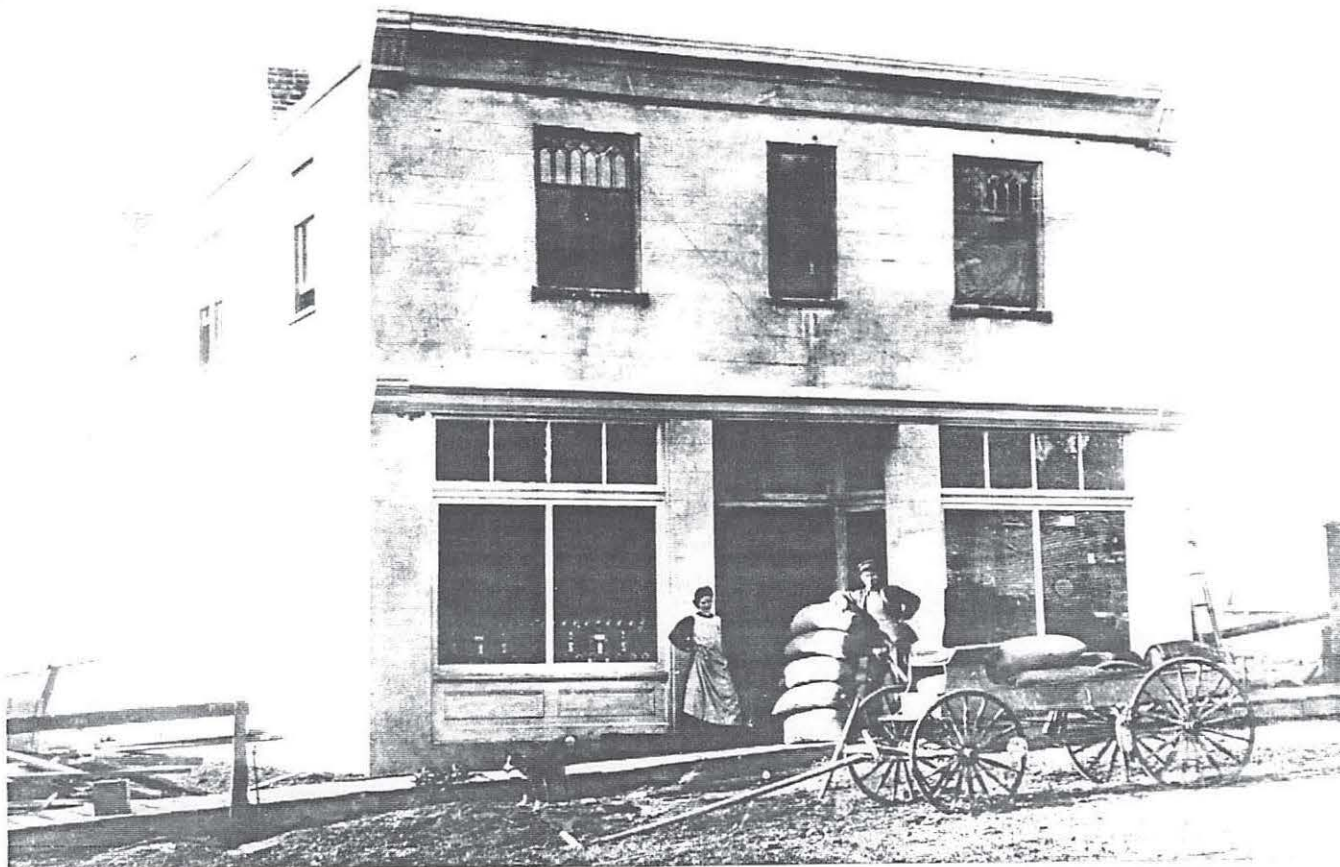
Kirkland Ferry Dock, King County Ferry System, "Seattle Ferry". (Courtesy: Barbara Loomis, Kirkland)



Looking east from Kirkland Ferry Dock to intersection of Lake Street and Kirkland Way (Williams and Webb Building on right are still standing). (Courtesy: Barbara Loomis, Kirkland)



Intersection of Kirkland Avenue and Lake Street, looking east, circa 1920 (Marymoor Museum Collection, Neg. L 86.20.2).



Brooks Grocery Building, circa 1890 (611 Market Street, just south of 7th & Market). (Marymoor Museum Collection, Neg. OR/L 398)



Bungalow from the turn of the century, Dr. George H. Davis home, circa 1909 (Marymoor Museum Collection, Neg. L 80.02.1).

WASH

508

(131)
6-11-21-25-29-33-37-41-45-49-53-57-61-65-69-73-77-81-85-89-93-97-101-105-109-113-117-121-125-129-133-137-141-145-149-153-157-161-165-169-173-177-181-185-189-193-197-201-205-209-213-217-221-225-229-233-237-241-245-249-253-257-261-265-269-273-277-281-285-289-293-297-301-305-309-313-317-321-325-329-333-337-341-345-349-353-357-361-365-369-373-377-381-385-389-393-397-401-405-409-413-417-421-425-429-433-437-441-445-449-453-457-461-465-469-473-477-481-485-489-493-497-501-505-509-513-517-521-525-529-533-537-541-545-549-553-557-561-565-569-573-577-581-585-589-593-597-601-605-609-613-617-621-625-629-633-637-641-645-649-653-657-661-665-669-673-677-681-685-689-693-697-701-705-709-713-717-721-725-729-733-737-741-745-749-753-757-761-765-769-773-777-781-785-789-793-797-801-805-809-813-817-821-825-829-833-837-841-845-849-853-857-861-865-869-873-877-881-885-889-893-897-901-905-909-913-917-921-925-929-933-937-941-945-949-953-957-961-965-969-973-977-981-985-989-993-997-1001-1005-1009-1013-1017-1021-1025-1029-1033-1037-1041-1045-1049-1053-1057-1061-1065-1069-1073-1077-1081-1085-1089-1093-1097-1101-1105-1109-1113-1117-1121-1125-1129-1133-1137-1141-1145-1149-1153-1157-1161-1165-1169-1173-1177-1181-1185-1189-1193-1197-1201-1205-1209-1213-1217-1221-1225-1229-1233-1237-1241-1245-1249-1253-1257-1261-1265-1269-1273-1277-1281-1285-1289-1293-1297-1301-1305-1309-1313-1317-1321-1325-1329-1333-1337-1341-1345-1349-1353-1357-1361-1365-1369-1373-1377-1381-1385-1389-1393-1397-1401-1405-1409-1413-1417-1421-1425-1429-1433-1437-1441-1445-1449-1453-1457-1461-1465-1469-1473-1477-1481-1485-1489-1493-1497-1501-1505-1509-1513-1517-1521-1525-1529-1533-1537-1541-1545-1549-1553-1557-1561-1565-1569-1573-1577-1581-1585-1589-1593-1597-1601-1605-1609-1613-1617-1621-1625-1629-1633-1637-1641-1645-1649-1653-1657-1661-1665-1669-1673-1677-1681-1685-1689-1693-1697-1701-1705-1709-1713-1717-1721-1725-1729-1733-1737-1741-1745-1749-1753-1757-1761-1765-1769-1773-1777-1781-1785-1789-1793-1797-1801-1805-1809-1813-1817-1821-1825-1829-1833-1837-1841-1845-1849-1853-1857-1861-1865-1869-1873-1877-1881-1885-1889-1893-1897-1901-1905-1909-1913-1917-1921-1925-1929-1933-1937-1941-1945-1949-1953-1957-1961-1965-1969-1973-1977-1981-1985-1989-1993-1997-2001-2005-2009-2013-2017-2021-2025-2029-2033-2037-2041-2045-2049-2053-2057-2061-2065-2069-2073-2077-2081-2085-2089-2093-2097-2101-2105-2109-2113-2117-2121-2125-2129-2133-2137-2141-2145-2149-2153-2157-2161-2165-2169-2173-2177-2181-2185-2189-2193-2197-2201-2205-2209-2213-2217-2221-2225-2229-2233-2237-2241-2245-2249-2253-2257-2261-2265-2269-2273-2277-2281-2285-2289-2293-2297-2301-2305-2309-2313-2317-2321-2325-2329-2333-2337-2341-2345-2349-2353-2357-2361-2365-2369-2373-2377-2381-2385-2389-2393-2397-2401-2405-2409-2413-2417-2421-2425-2429-2433-2437-2441-2445-2449-2453-2457-2461-2465-2469-2473-2477-2481-2485-2489-2493-2497-2501-2505-2509-2513-2517-2521-2525-2529-2533-2537-2541-2545-2549-2553-2557-2561-2565-2569-2573-2577-2581-2585-2589-2593-2597-2601-2605-2609-2613-2617-2621-2625-2629-2633-2637-2641-2645-2649-2653-2657-2661-2665-2669-2673-2677-2681-2685-2689-2693-2697-2701-2705-2709-2713-2717-2721-2725-2729-2733-2737-2741-2745-2749-2753-2757-2761-2765-2769-2773-2777-2781-2785-2789-2793-2797-2801-2805-2809-2813-2817-2821-2825-2829-2833-2837-2841-2845-2849-2853-2857-2861-2865-2869-2873-2877-2881-2885-2889-2893-2897-2901-2905-2909-2913-2917-2921-2925-2929-2933-2937-2941-2945-2949-2953-2957-2961-2965-2969-2973-2977-2981-2985-2989-2993-2997-3001-3005-3009-3013-3017-3021-3025-3029-3033-3037-3041-3045-3049-3053-3057-3061-3065-3069-3073-3077-3081-3085-3089-3093-3097-3101-3105-3109-3113-3117-3121-3125-3129-3133-3137-3141-3145-3149-3153-3157-3161-3165-3169-3173-3177-3181-3185-3189-3193-3197-3201-3205-3209-3213-3217-3221-3225-3229-3233-3237-3241-3245-3249-3253-3257-3261-3265-3269-3273-3277-3281-3285-3289-3293-3297-3301-3305-3309-3313-3317-3321-3325-3329-3333-3337-3341-3345-3349-3353-3357-3361-3365-3369-3373-3377-3381-3385-3389-3393-3397-3401-3405-3409-3413-3417-3421-3425-3429-3433-3437-3441-3445-3449-3453-3457-3461-3465-3469-3473-3477-3481-3485-3489-3493-3497-3501-3505-3509-3513-3517-3521-3525-3529-3533-3537-3541-3545-3549-3553-3557-3561-3565-3569-3573-3577-3581-3585-3589-3593-3597-3601-3605-3609-3613-3617-3621-3625-3629-3633-3637-3641-3645-3649-3653-3657-3661-3665-3669-3673-3677-3681-3685-3689-3693-3697-3701-3705-3709-3713-3717-3721-3725-3729-3733-3737-3741-3745-3749-3753-3757-3761-3765-3769-3773-3777-3781-3785-3789-3793-3797-3801-3805-3809-3813-3817-3821-3825-3829-3833-3837-3841-3845-3849-3853-3857-3861-3865-3869-3873-3877-3881-3885-3889-3893-3897-3901-3905-3909-3913-3917-3921-3925-3929-3933-3937-3941-3945-3949-3953-3957-3961-3965-3969-3973-3977-3981-3985-3989-3993-3997-4001-4005-4009-4013-4017-4021-4025-4029-4033-4037-4041-4045-4049-4053-4057-4061-4065-4069-4073-4077-4081-4085-4089-4093-4097-4101-4105-4109-4113-4117-4121-4125-4129-4133-4137-4141-4145-4149-4153-4157-4161-4165-4169-4173-4177-4181-4185-4189-4193-4197-4201-4205-4209-4213-4217-4221-4225-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19

1. DISTRICT

2. SECTION 32 TWP. 26 N. RANGE 5 TAX LOT NO.

KIRKLAND FIVE ACRE TRS. UNREC.

Por Tr. 2100

DESCRIPTION

W 1/2 Less Co. Rd. and

Being For No.

E 1/2 OF TR 1 LESS S 30' FOR RD

Legal on back

LIMITS
CO

CODE NO. /

PERMIT NO.

DATE

3. ADDRESS OF PROPERTY

CONTRACT PURCHASER

4. FEE OWNER

Jacob Petija (3-2-26)

5. ARCHITECT

CONTRACTOR

6. ORIG. BUILDING COST \$

OCCUPIED BY

Owner

RENTAL PER MONTH \$

ESTIMATED RENTAL PER MONTH \$

7. CONDITION OF EXTERIOR

Fair

INTERIOR

Fair

FOUNDATION

Fair

FLOOR PLAN

Accept

8. BUILDING

1 fam dwell

1 stry

6 rms

3 1st flr

2 attic

TILE WORK

none

PORCHES

2 - 1 stry

2 rfd

EXTRA FEATURES

2 18' dormers

ATTIC

3 plaster bd

strwy useful

BUILT-INS

usual

HEATING

Hot Air fur

Oil Burner

CONSTRUCTION 5

dble med

CEILING HEIGHT

bsmt 7'

1st flr 9'

attic 7 to 4

BASEMENT 100%

frame conc

5 2

FOUNDATION

conc 2 pch

1 P & P icon

ROOF

camp

EXTERIOR WALLS

cedar sid

9. CORNER JOINTS

boxed

DOWN SPOUTS SEWER CONNECTED

no

10. FIRST FLOOR JOIST SIZE

2 x 6

AND 16 INCH CENTERS BRIDGED

no

11. FIRST FLOOR JOIST SUPPORT COLUMN OR POST SIZE

6" postx

12. CLASS OR GRADE NO.

2 Med

SHAPE NO.

13. BUILDING FINISHED OR UNFINISHED

fin

14. DEPRECIATION: CONDITION

30 37 1/2

OBSLSE.

% ECON. SUIT.

% TOTAL 39

YEAR BUILT 1925?

REMODELED

no

EFFECTIVE AGE

13

YRS. FUTURE LIFE

22 YRS.

LAND INFORMATION

1. SIZE

2. ROAD yes gravel

3. SEWAGE sept tank

DRAINAGE good

WATER D

PUMP

4. TREND static

5. DISTRICT med.-old

6. USE res

LAND USE

SOIL TYPE

CROPS-TIMBER STAND

NO. ACRES

VALUE-ACRE

VALUE

res

A

1.17

\$ 20

\$ 20

crops

1.50

60

\$ 90

\$ 11

\$

LAND SIZE

X

TOTAL NUMBER OF ACRES

2.67

VALUE \$ 110

ASSESSED VALUE \$

REMARKS

MAIN BUILDING

DIMENSION

SQ. FT. AREA

22 x 32)

854

6 x 25)

56

PCH. 7 x 8

28

PCH. 4 x 7

28

IMPROVEMENT VALUE

MAIN BUILDING

\$ 680

OTHER BUILDINGS

\$ none

TOTAL

\$ 680

ASSESSED VALUE 50% \$

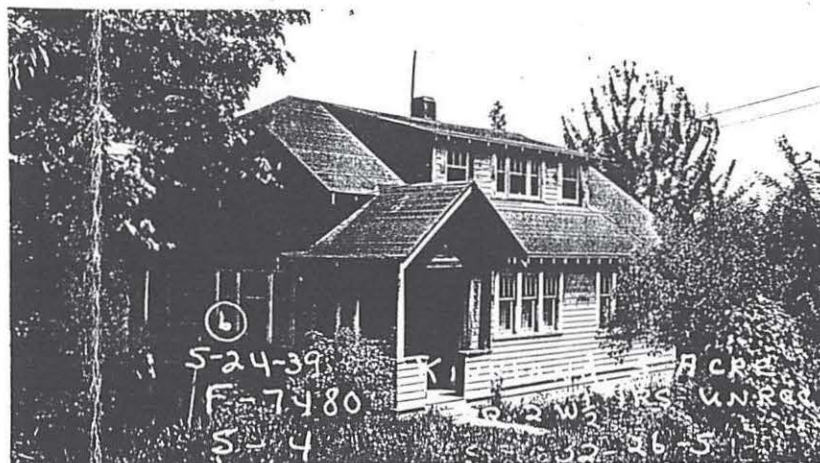
\$ 340

DATE

1-1-40

\$ 700

\$ 200 7/27/46



Painted
2 1st flr - 3 beds
FLOORS

6 fir
Circ. Refused entry

FIRE PLACE

none

INTERIOR TRIM

6 fir

PLUMBING

5 fix

1 sink

ave 1 Tub
1 Toilet
1 Basin
1 H. W. Tank
1 Tray

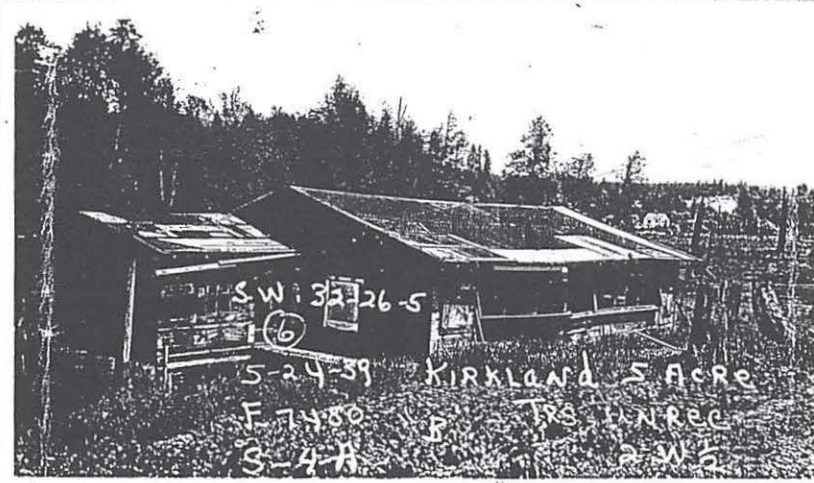
No change 7/27/48

1. RICT
 2. SECTION 32 TWP. 26 N. RANGE 5 TAX LOT NO. KIRKLAND FIVE ACRE TRS. UNREC.
 DESCRIPTION Por Tr. 2102
W 1/2 Less Co. Rd. and Being Tax No. 6225 32-26-5
E 1/2 OF TR 1 LESS S 30' FOR RD
Section 32
 38901

DISTRICT
 ADDITION
 SECTION 32 TWP. 26 RANGE 5 TRACT OR LOT NO. 2
 Supl 4A
 KIRKLAND FIVE ACRE TRS. UNREC.
 FOLIO 7480 4A
0005

ADDRESS
 FEE OWNER Jacob Petija WD. 26 CONT. PURCHASER

TYPE <u>Frame</u> Use <u>C. House</u> <u>1 stry</u> FOUNDATION <u>P & P</u> BASEMENT <u>none</u> EXTERIOR <u>shlap</u> INTERIOR <u>1 part shlp open</u> PLUMBING <u>none</u> FLOORS <u>wood 2 x 6 jst</u> HEATING <u>none</u> WIRING <u>open 4 outlets</u>	CEILING HEIGHT <u>1st fl</u> ROOF <u>Tar paper</u> REFRIGERATION <u>none</u> PUMPS <u>none</u> FENCE <u>none</u> CONSTRUCTION <u>single cheap</u> BUILDING FINISHED <u>fin</u> UNFINISHED YEAR BUILT <u>1925</u> REMODELED <u>no</u> EFFECTIVE AGE <u>18</u> FUTURE LIFE <u>7</u> DEPR. <u>72%</u>	BLDG. CLASS <table border="1"> <thead> <tr> <th>DIMENSIONS</th> <th>Sq. Ft. AREA</th> </tr> </thead> <tbody> <tr> <td>24 x 36</td> <td>864</td> </tr> <tr> <td>12 x 12</td> <td>144</td> </tr> <tr> <td>x</td> <td></td> </tr> <tr> <td>x</td> <td></td> </tr> <tr> <td>x</td> <td></td> </tr> <tr> <td colspan="2">TOTAL AREA</td> </tr> </tbody> </table> IMPROVEMENT VALUE <table border="1"> <tbody> <tr> <td>MAIN BUILDING</td> <td>\$ 40</td> </tr> <tr> <td>OTHER BUILDINGS</td> <td>\$ none</td> </tr> <tr> <td>TOTAL</td> <td>\$ 40</td> </tr> <tr> <td>ASSESSED VALUE 50%</td> <td>\$ 20</td> </tr> <tr> <td>DATE</td> <td>1-1-40</td> </tr> </tbody> </table>	DIMENSIONS	Sq. Ft. AREA	24 x 36	864	12 x 12	144	x		x		x		TOTAL AREA		MAIN BUILDING	\$ 40	OTHER BUILDINGS	\$ none	TOTAL	\$ 40	ASSESSED VALUE 50%	\$ 20	DATE	1-1-40
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OTHER BUILDINGS CONSTRUCTION FLOOR ROOF STY. DIMENSION AREA VALUE
 2400
 FLOOR PLAN
 S.C. 1" = 10'

Folio # Co. 7480

YEAR	BUILDING	DATE	BY	REASON	DECREASE	INCREASE
19 40	20					
19						
19						
19						
19						
19						
19						
19 2	KIRKLAND FIVE ACRE TRS UNREC W 1/2 FT LESS N 1/2 FT & LESS S 25 FT THOF LESS CO RD					
19 1-2	KIRKLAND FIVE ACRE TRS UNREC E 1/2 OF 1 & W 1/2 OF 2 LESS CO RD					
19						
19						
19						

REMARKS

FLOOR PLAN

SC-1^u 10¹



LAND CLASSIFICATION AND SEGREGATION

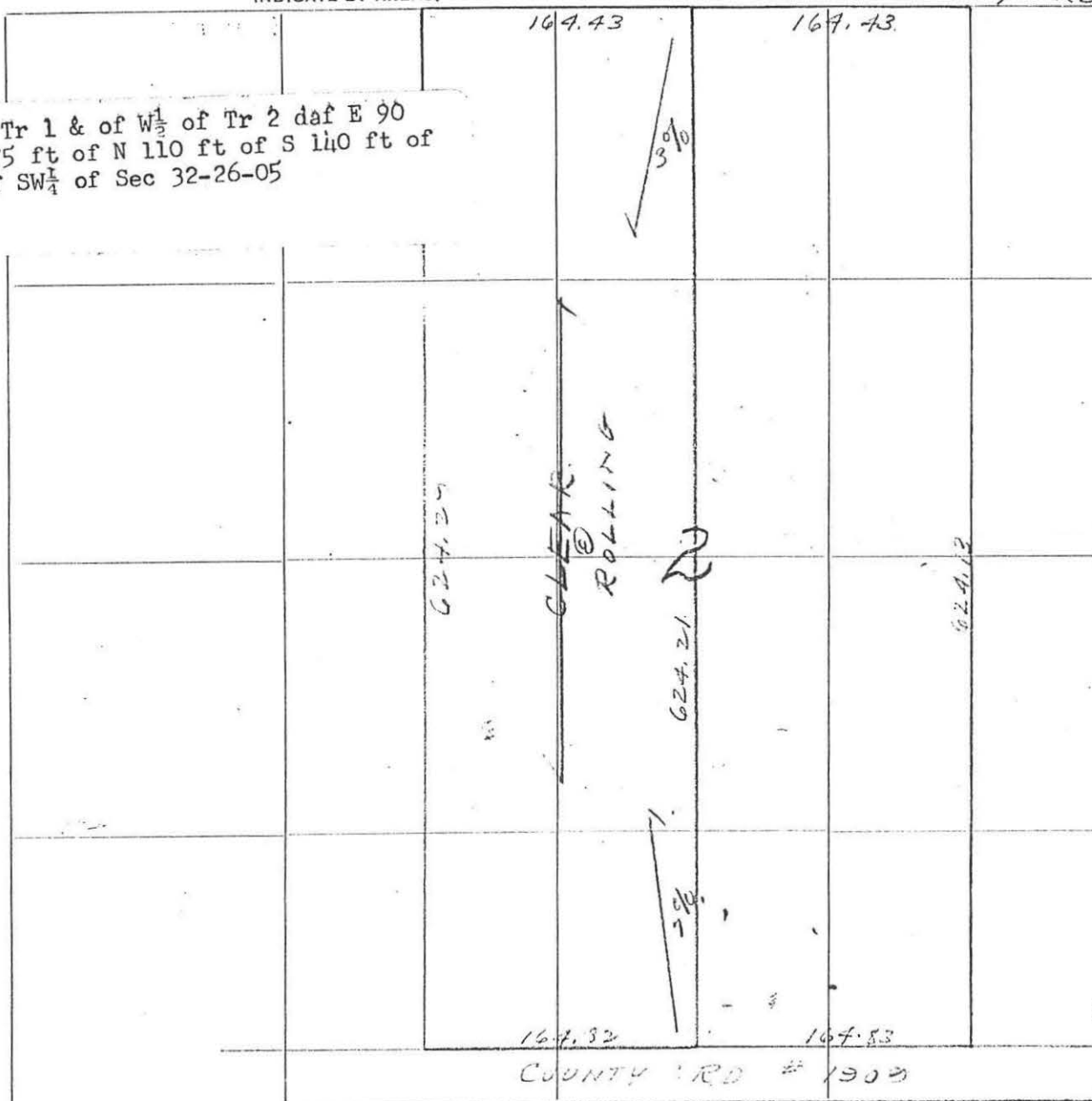
THIS SQUARE INDICATES 10 ACRES 100-1

INDICATE BY AREAS, USE OF LAND BY MARKS AND TYPE BY LETTERS COUNTY RD.

SECTION 32
TWP. 26 N
RANGE 5 E

Por of E $\frac{1}{2}$ of Tr 1 & of W $\frac{1}{2}$ of Tr 2 daf E 90
ft of W 379.75 ft of N 110 ft of S 140 ft of
NW $\frac{1}{4}$ of NE $\frac{1}{4}$ of SW $\frac{1}{4}$ of Sec 32-26-05

TAX LOT NO. _____
PARCEL NO. _____



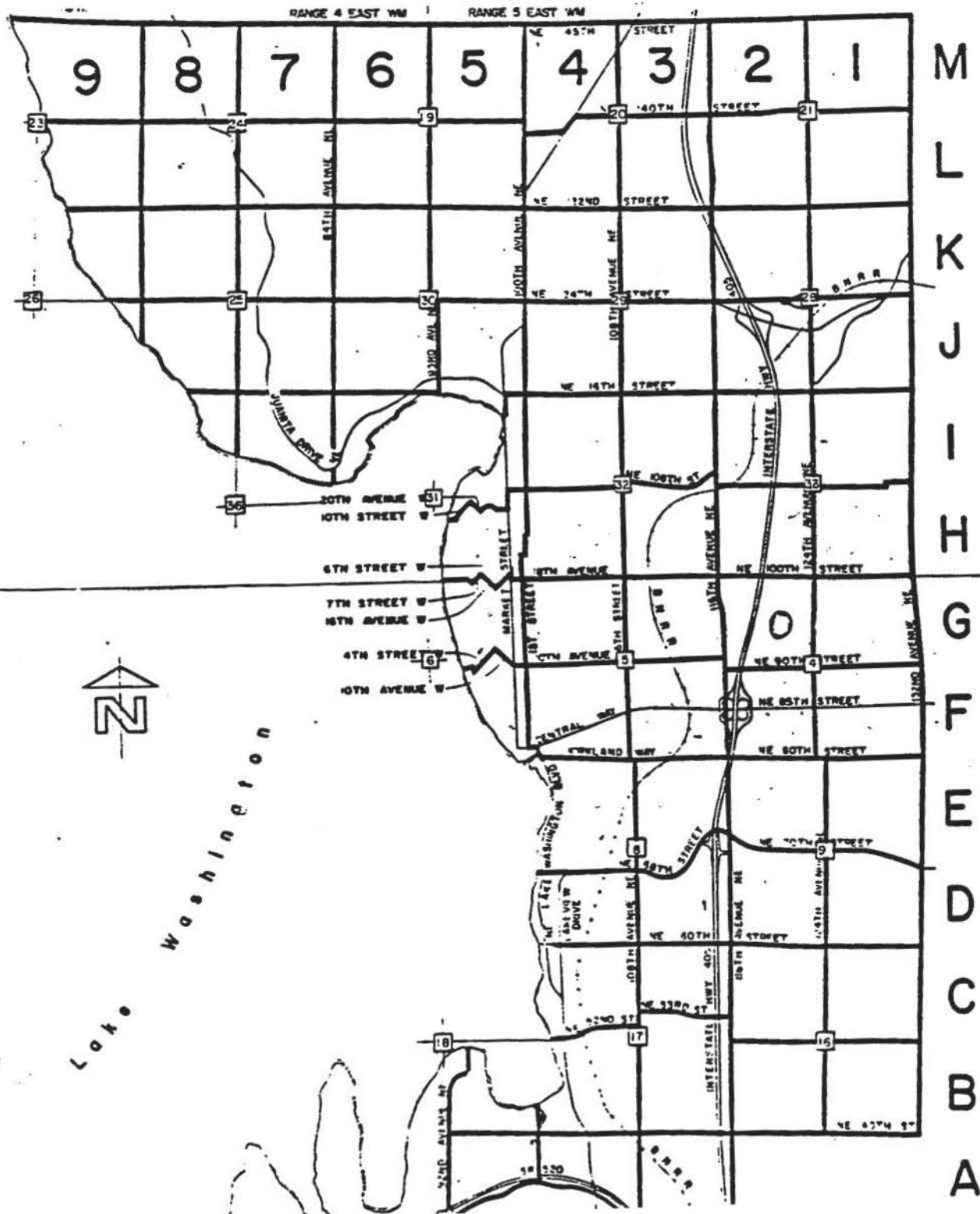
AERIAL PHOTO _____
QUARTER MAP _____
PLAT MAP _____

Folio # Co. 7480

LAND USE	ACRES
111 CULTIVATED	_____
# PASTURE	_____
00 TIMBER	_____
XX STUMP	_____
... GRAVEL OR USELESS	_____
V SWAMP	_____

LAND TYPE	ACRES
A SHOT CLAY	_____
B BOG	_____
C PEAT	_____
D SILT	_____
E _____ LOAM	_____
F GRAVEL	_____
G BOTTOM	_____
H UPLANDS	_____
K HILLY	_____

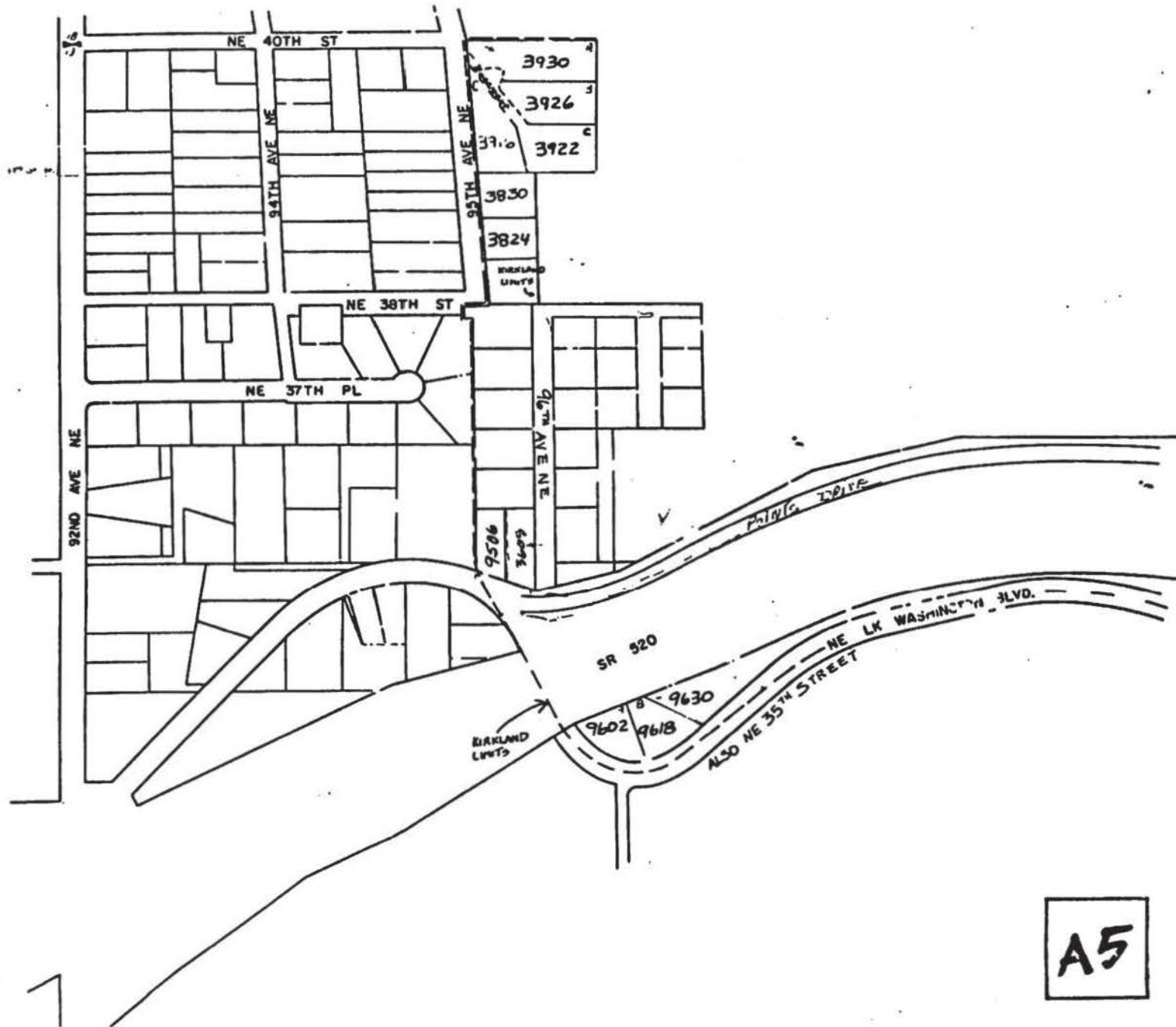
IF USED AS SECTION SCALE ONE INCH 800 FEET OR 640 ACRES OR 5280 FEET
IF USED AS $\frac{1}{4}$ " SCALE ONE INCH 400 FEET OR 160 ACRES OR 2640 FEET
IF USED AS $\frac{1}{4}$ OF $\frac{1}{4}$ " SCALE ONE INCH 200 FEET OR 40 ACRES OR 1320 FEET
IF USED AS $\frac{1}{4}$ - $\frac{1}{4}$ - $\frac{1}{4}$ " SCALE ONE INCH 100 FEET OR 10 ACRES OR 660 FEET

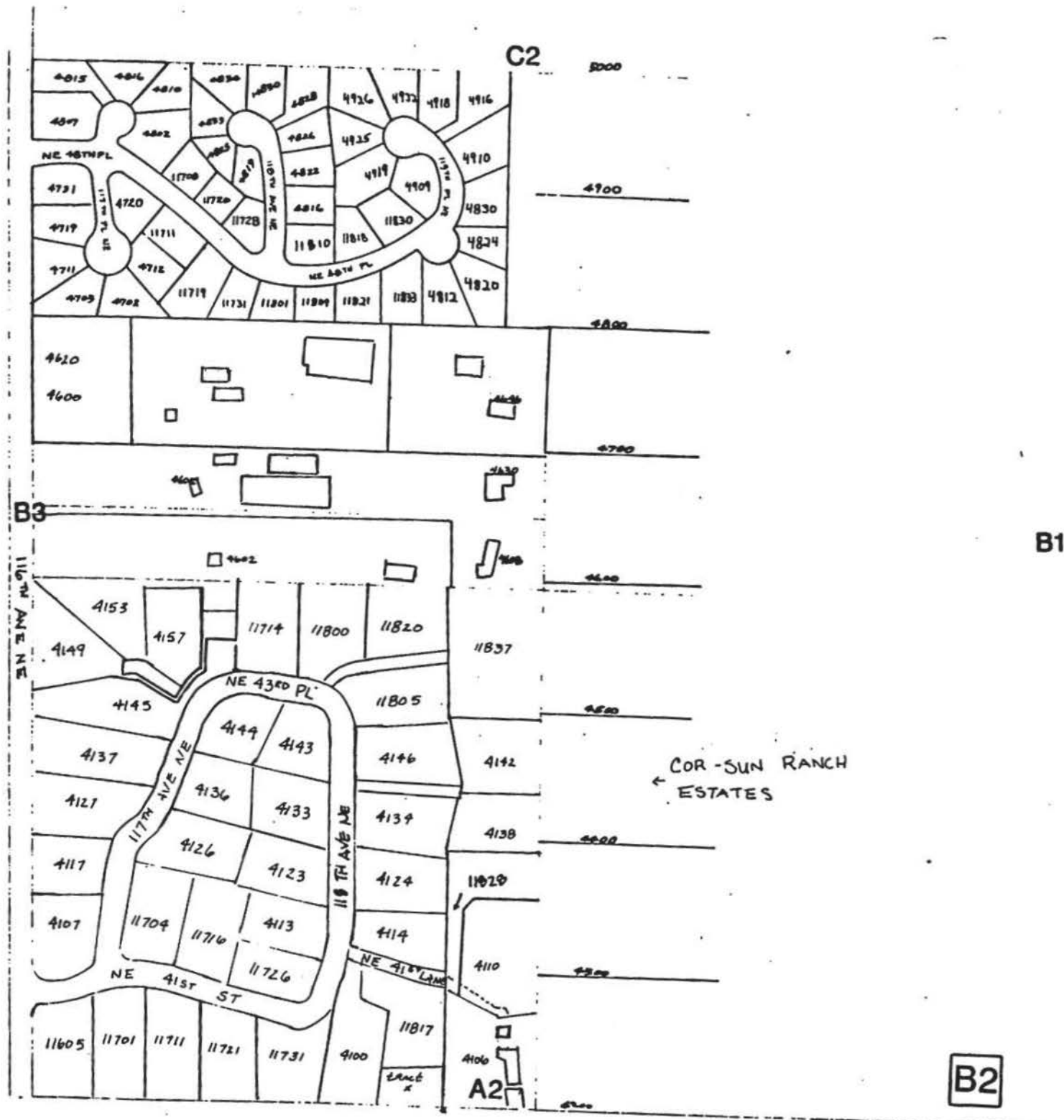


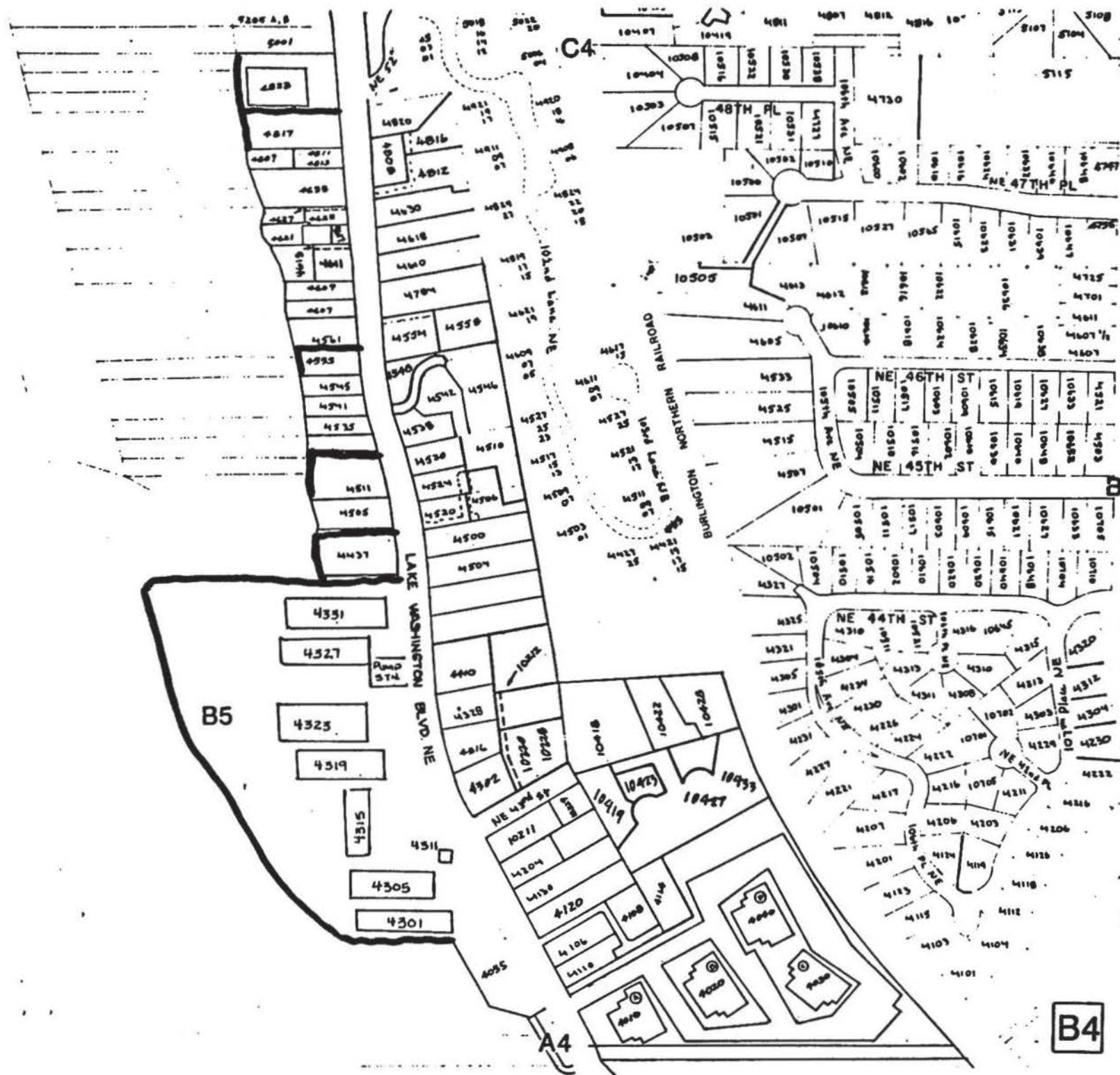
TOWNSHIP 26 NORTH WM

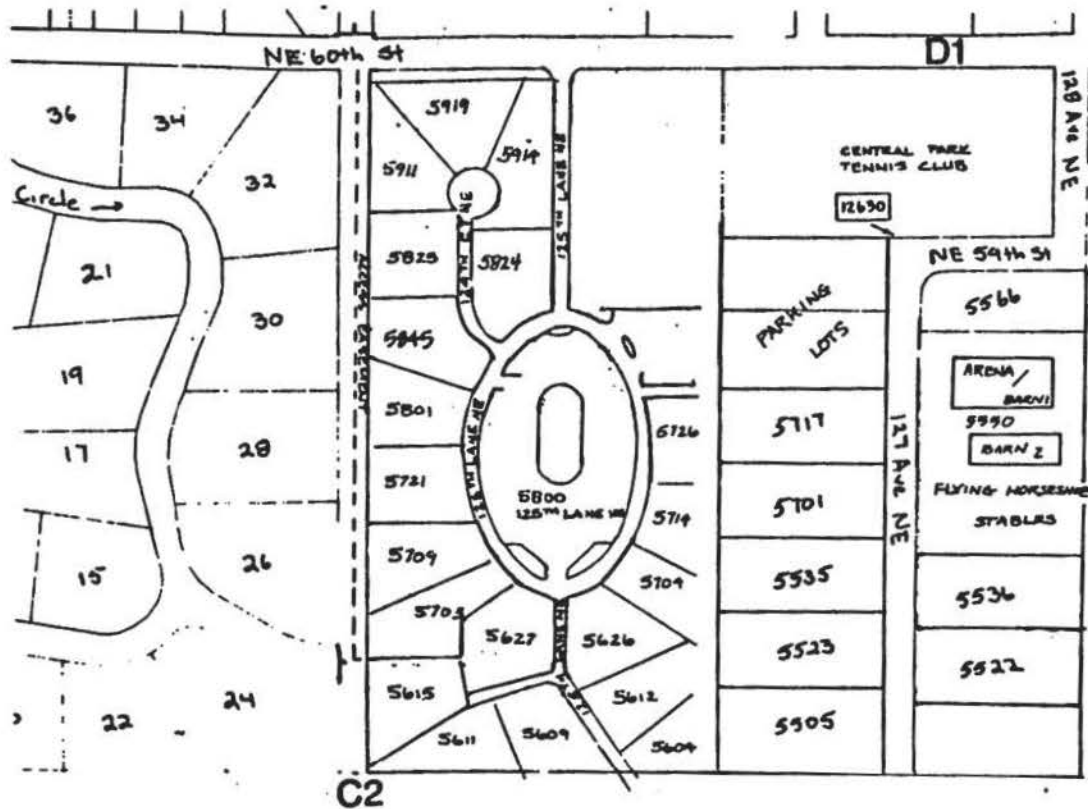
TOWNSHIP 25 NORTH WM

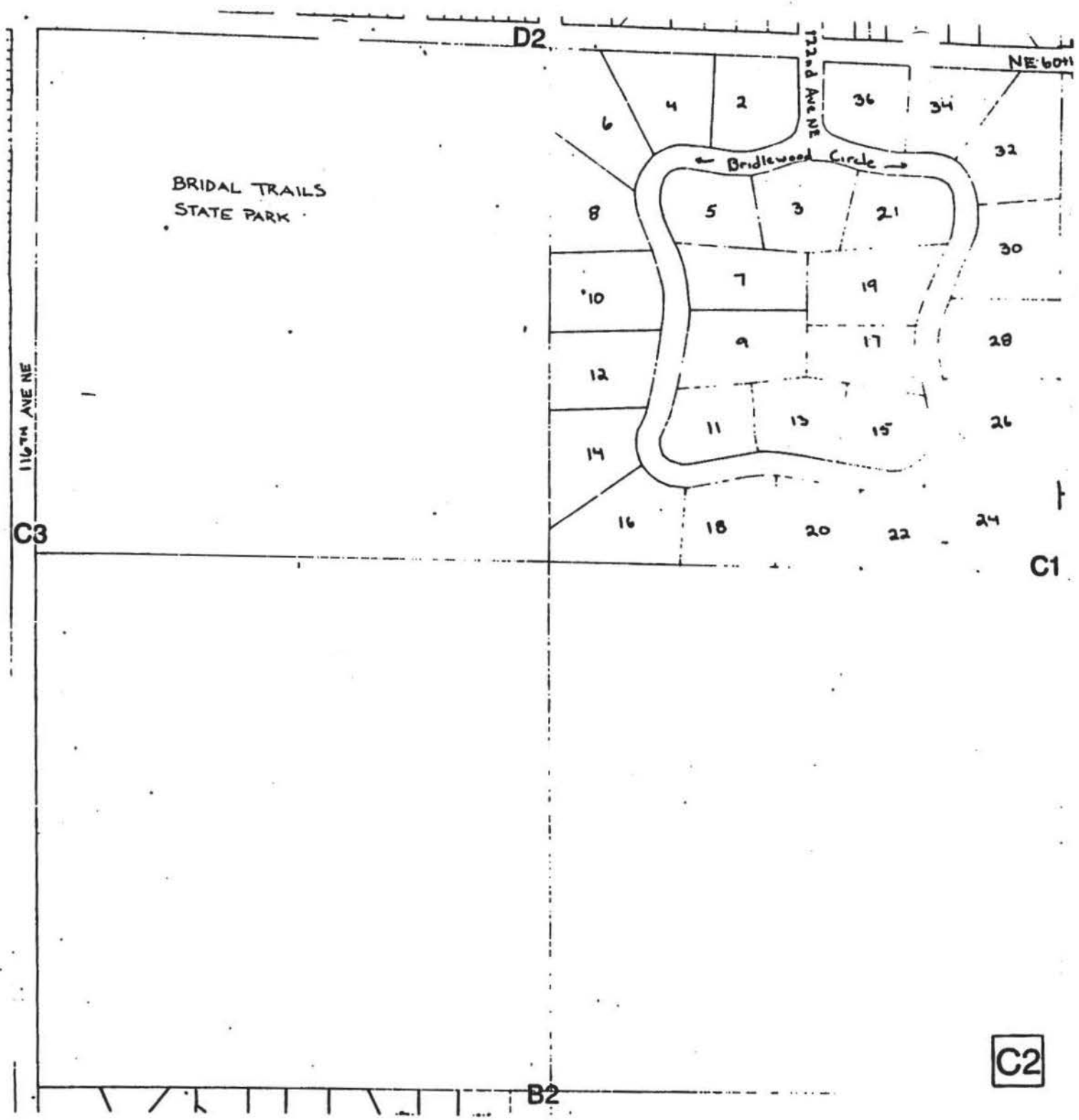
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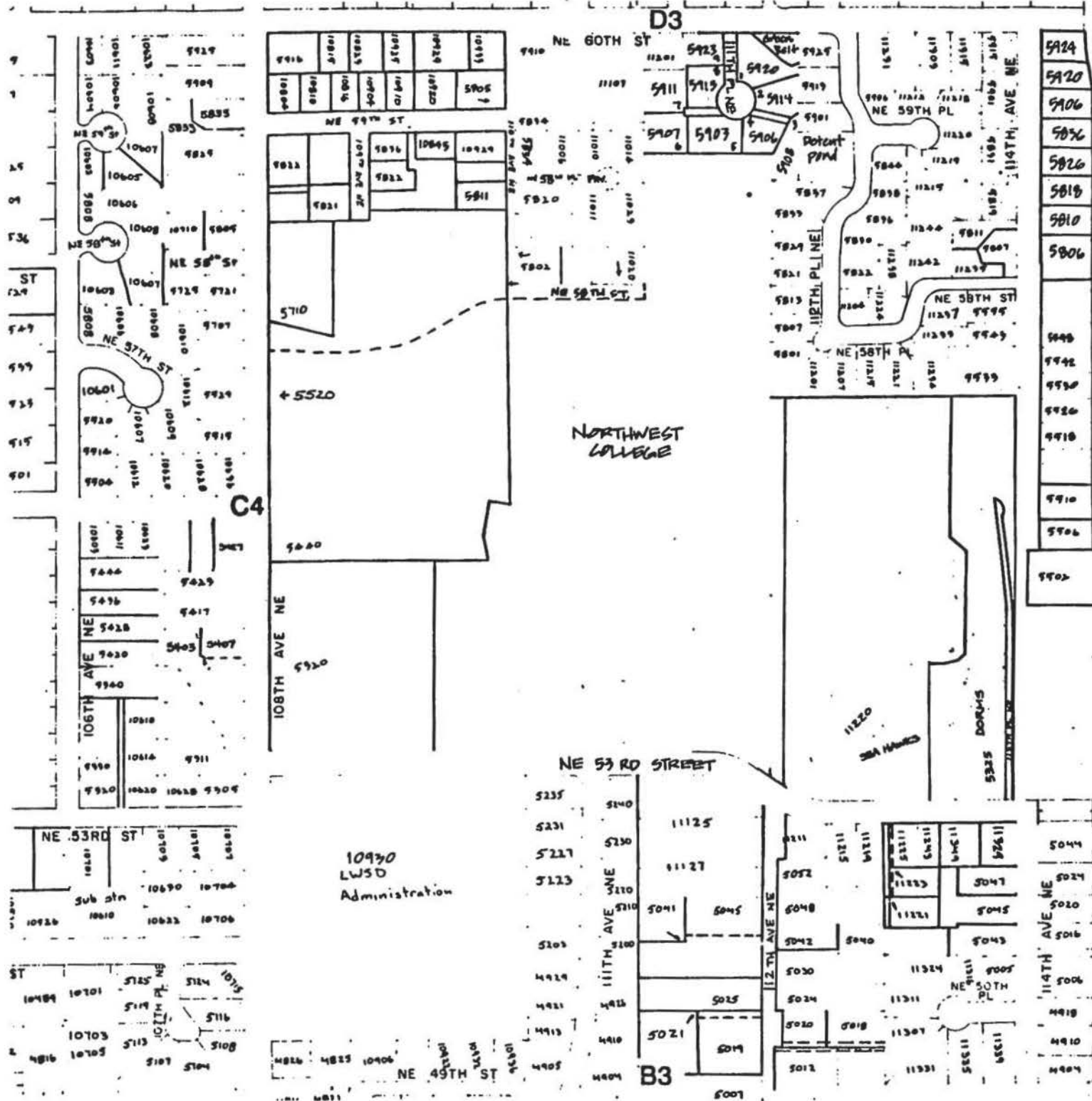




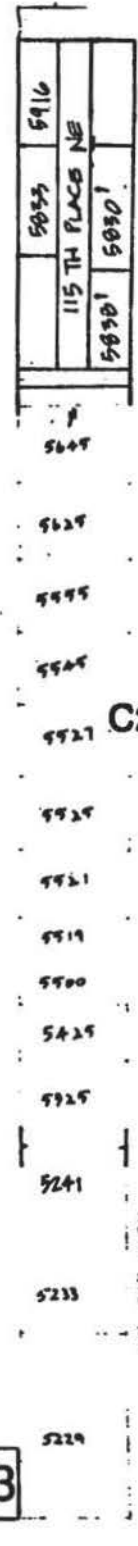






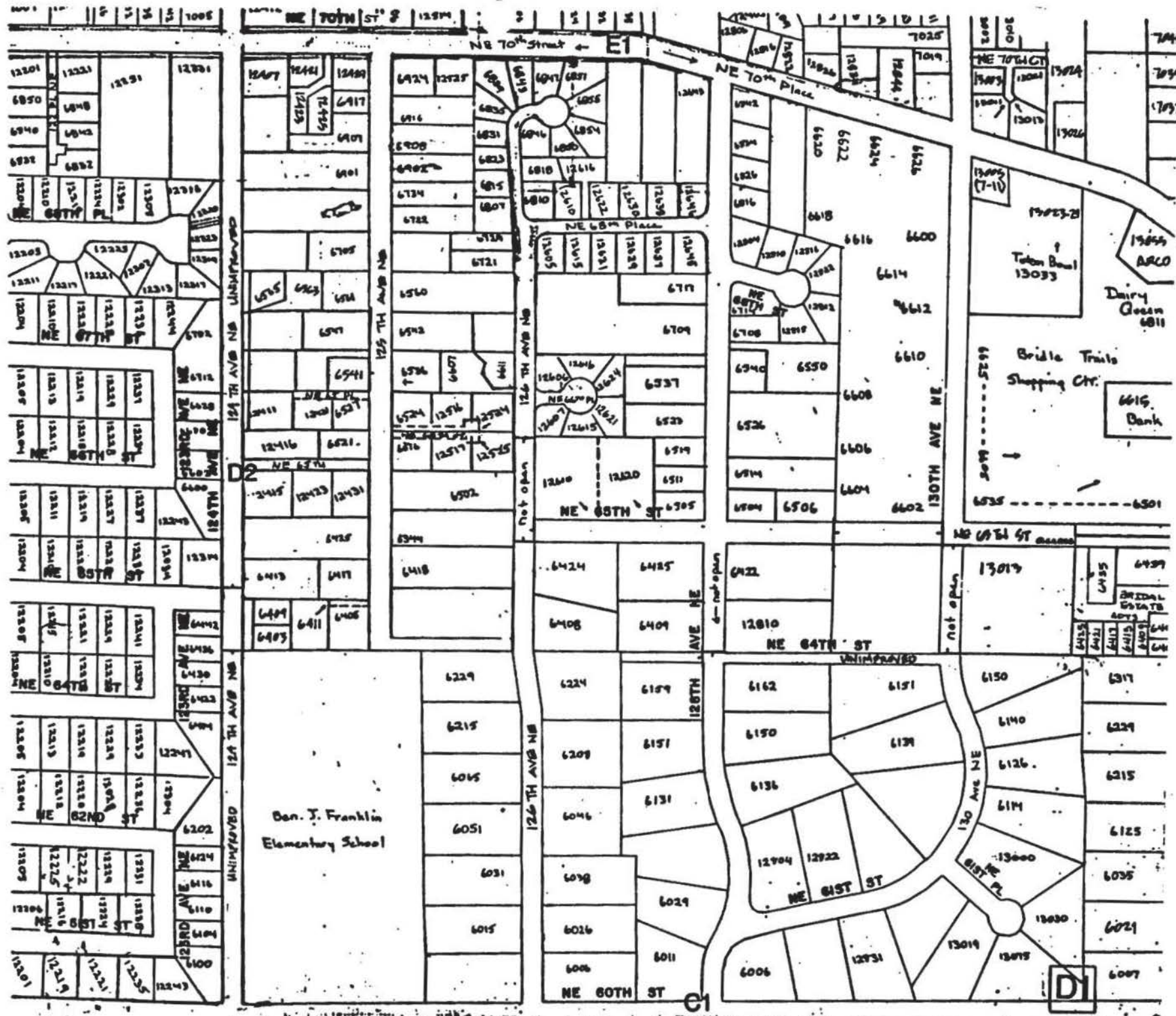


I-405



C3



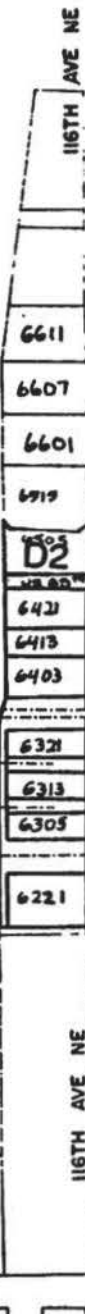


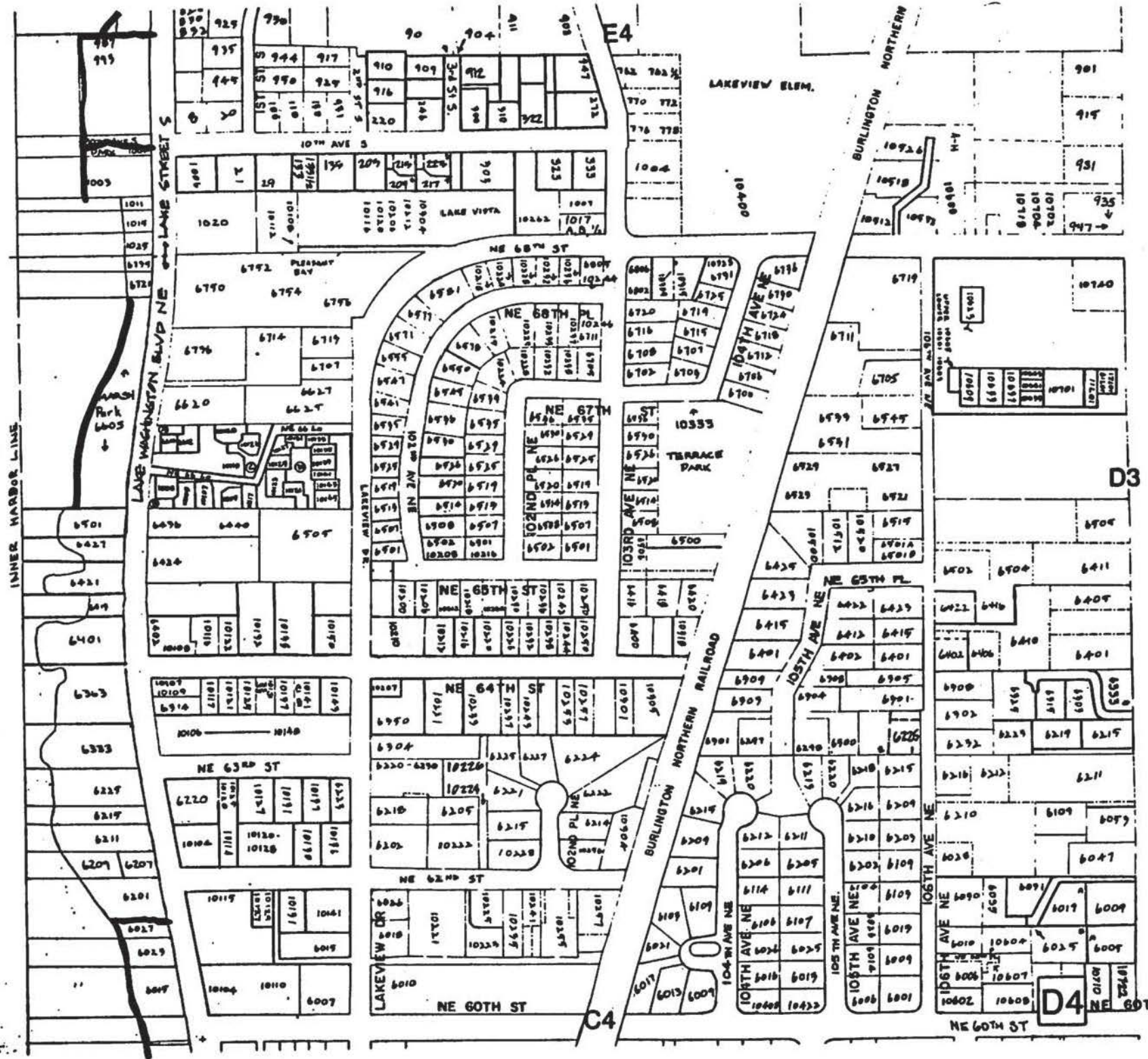




I - 405

D3





INNER HARBOR LINE

LAKE WASHINGTON BLVD NE

LAKE STREET S

10TH AVE S

NE 68TH ST

NE 68TH PL

NE 67TH ST

NE 67TH PL

NE 65TH ST

NE 65TH PL

NE 64TH ST

NE 64TH PL

NE 62ND ST

NE 60TH ST

BURLINGTON NORTHERN RAILROAD

C4

LAKEVIEW ELEM.

BURLINGTON NORTHERN

D3

D4

NE 60TH ST

F2

NE 80TH ST

12033
Lake Washington
High School

NE 73TH ST

E3

7355 " PARISH CENTER

Holy
Family
School
T300

7245
(Chorah)

7045
REG TORY

D2

NE 70th Street

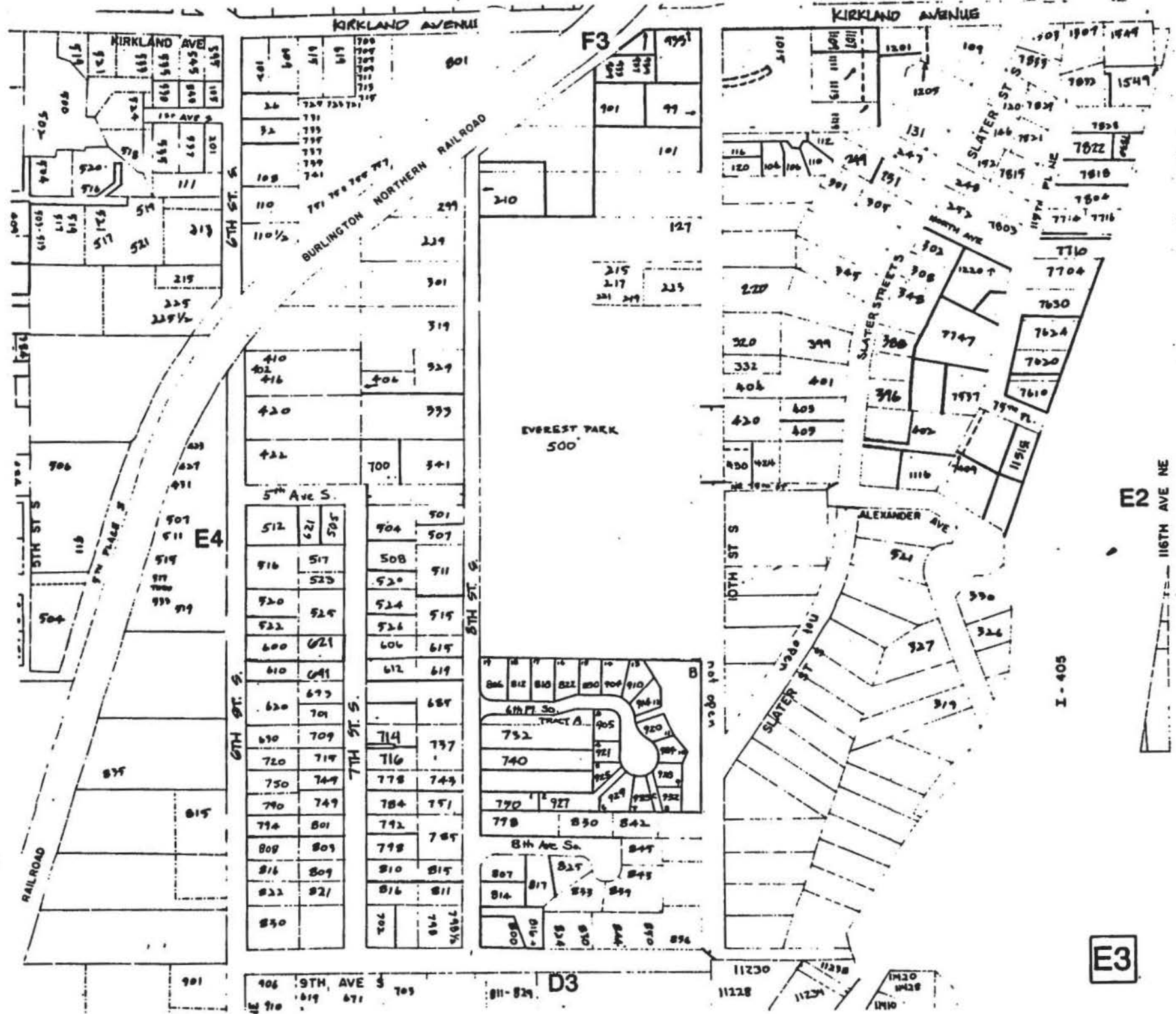
22nd Avenue NE

22 NOV 68 NIS

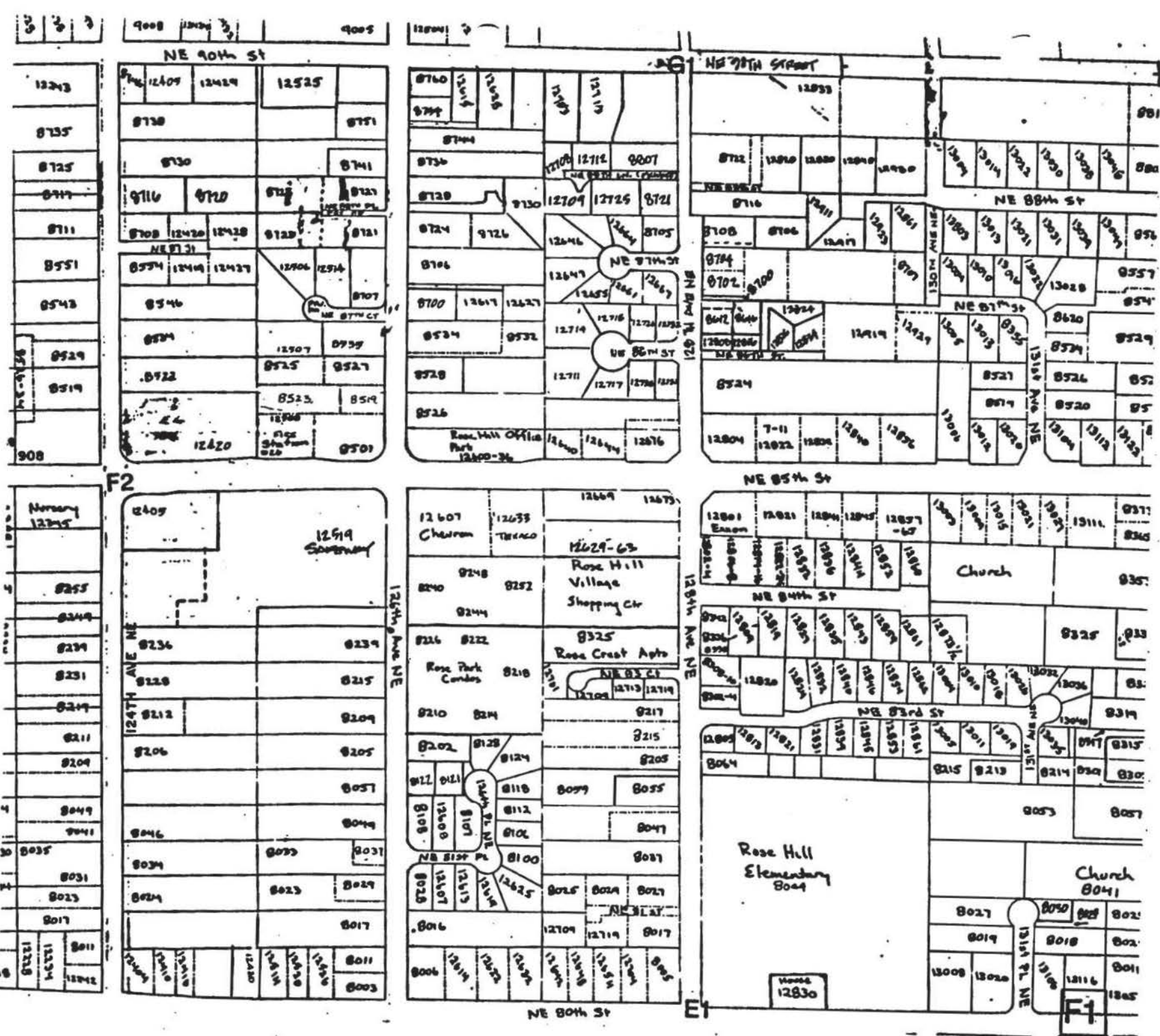
STREET

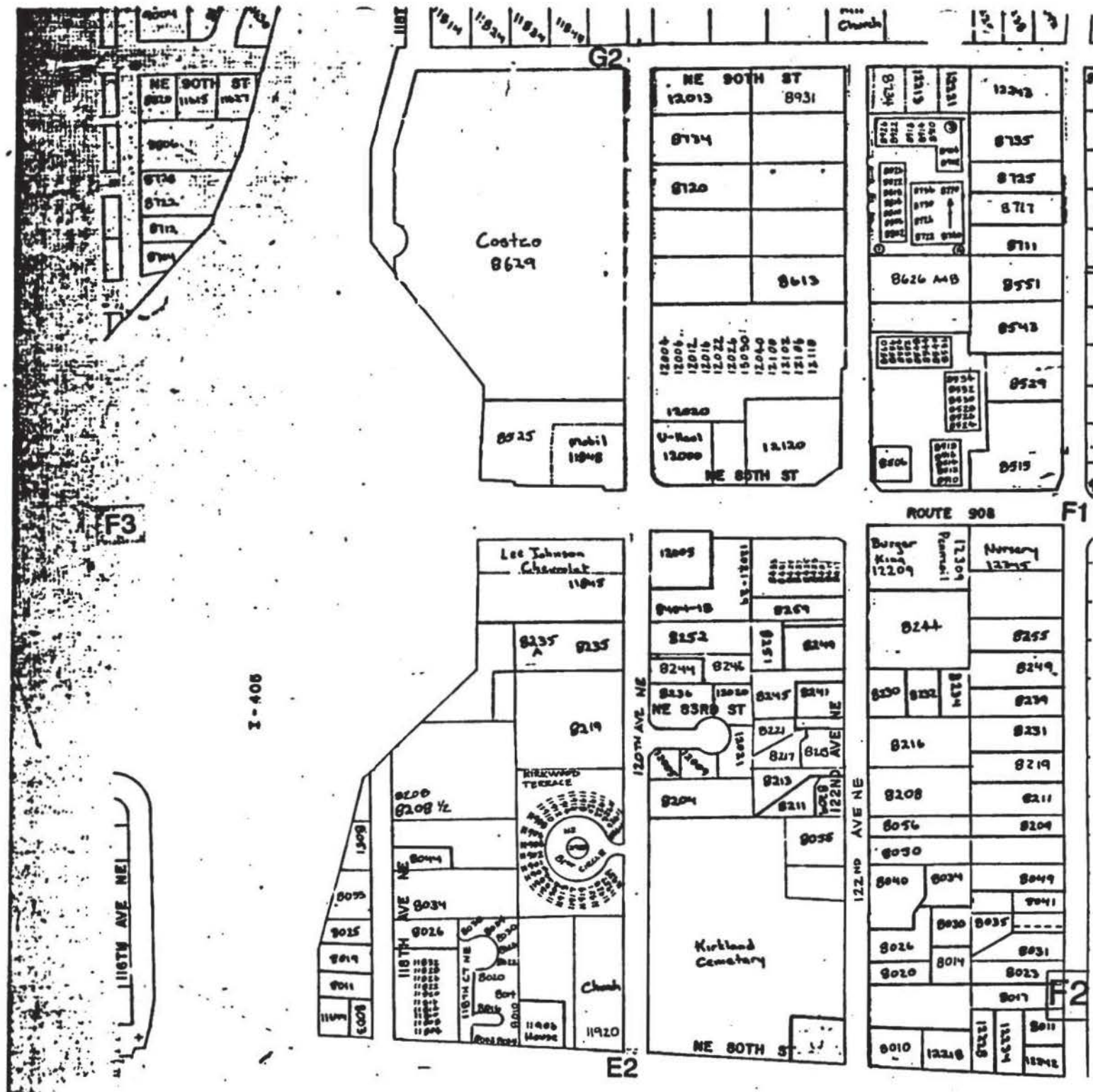
E2

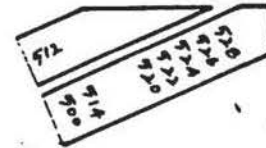
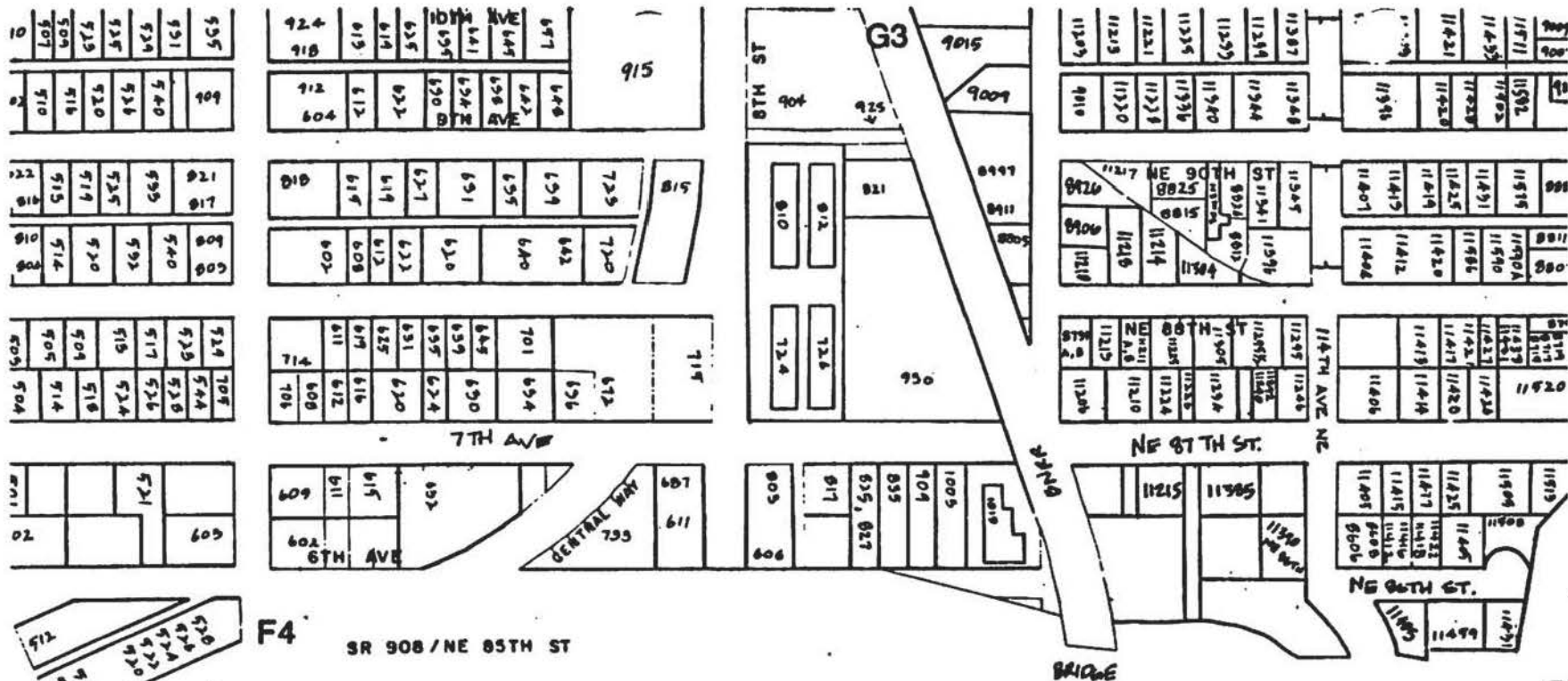
Park
and
Ride
← 6920



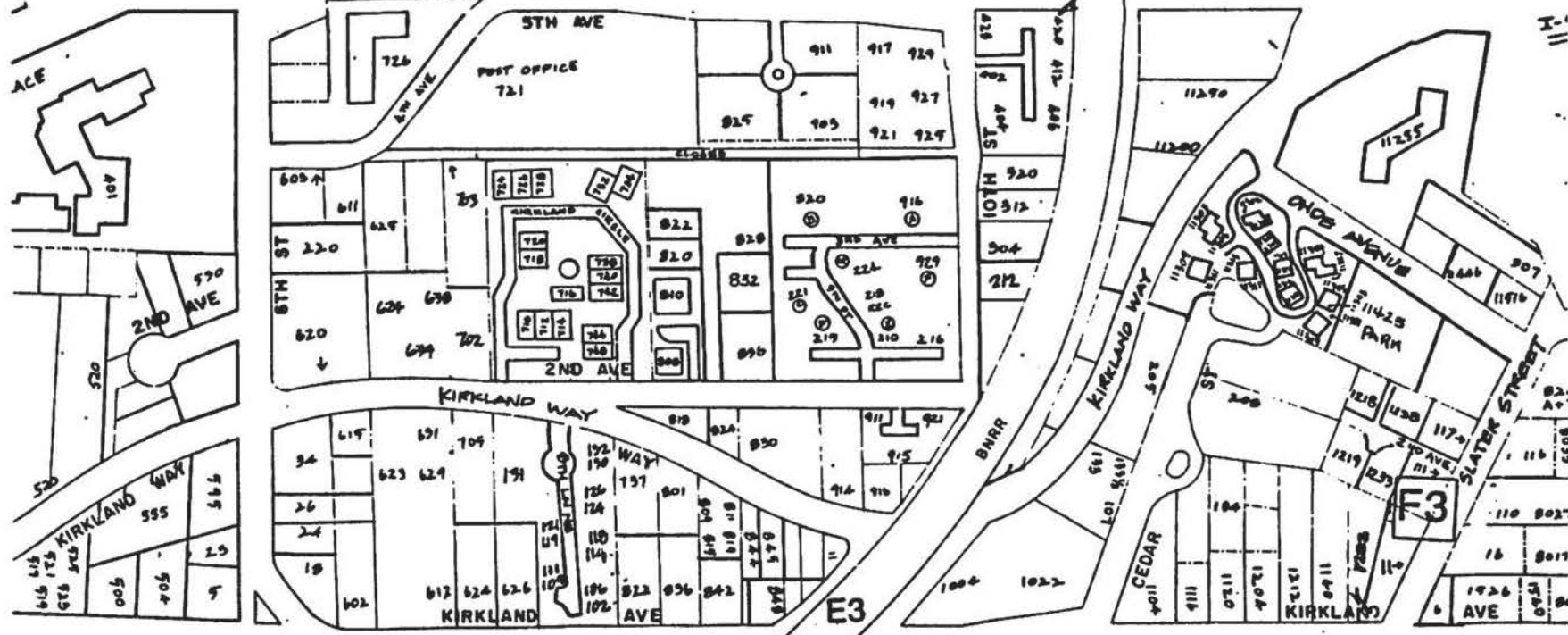


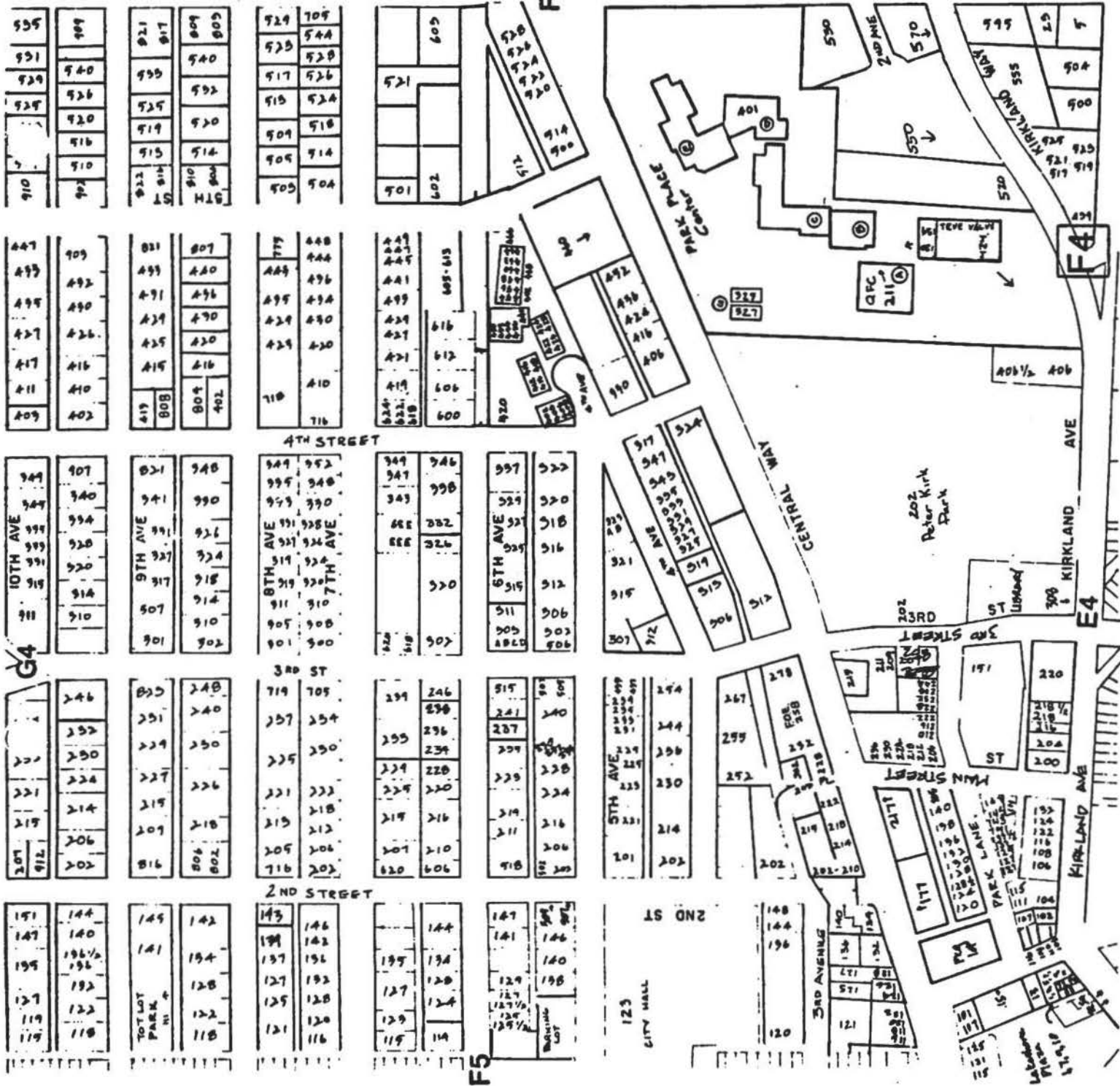


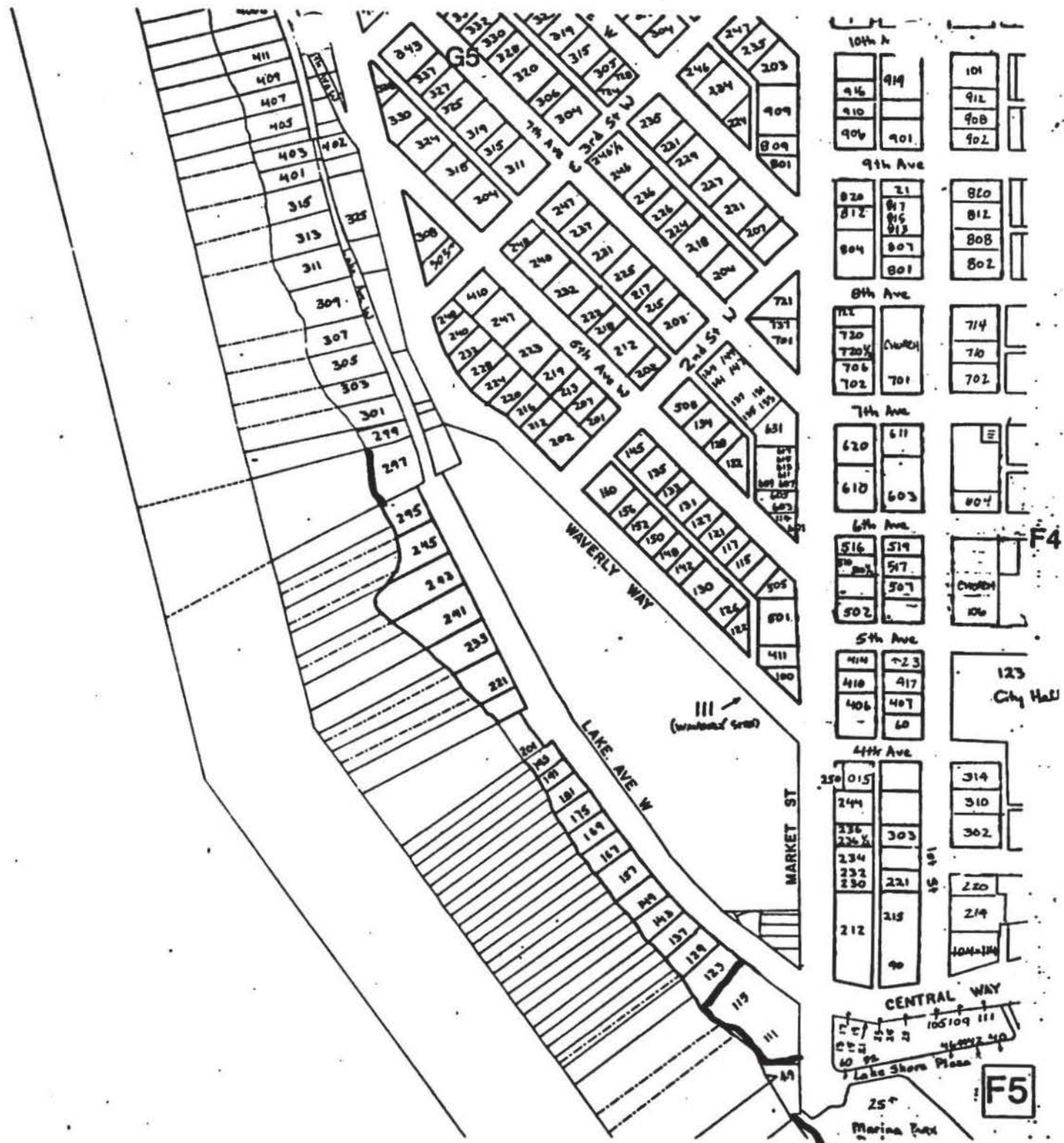


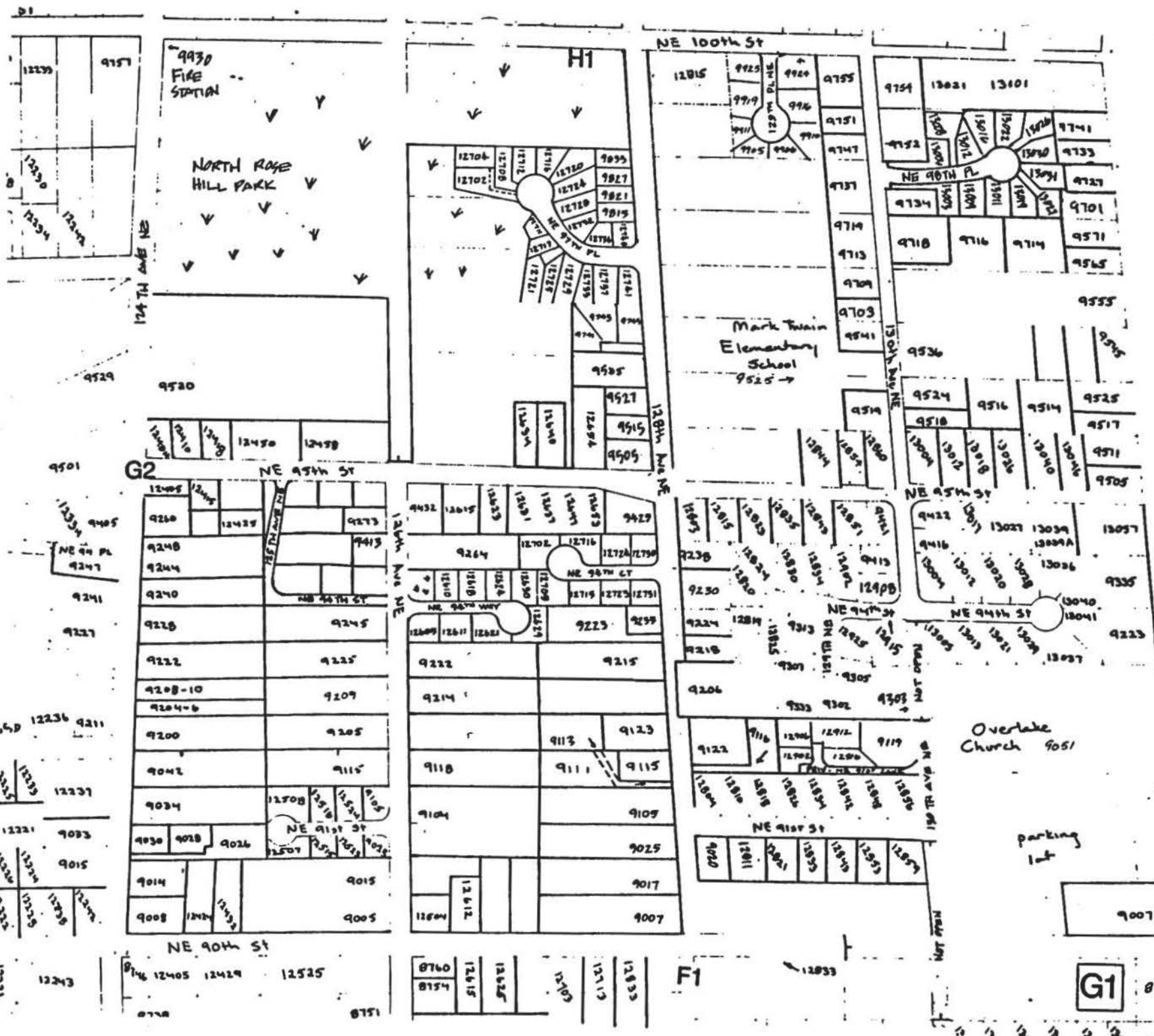


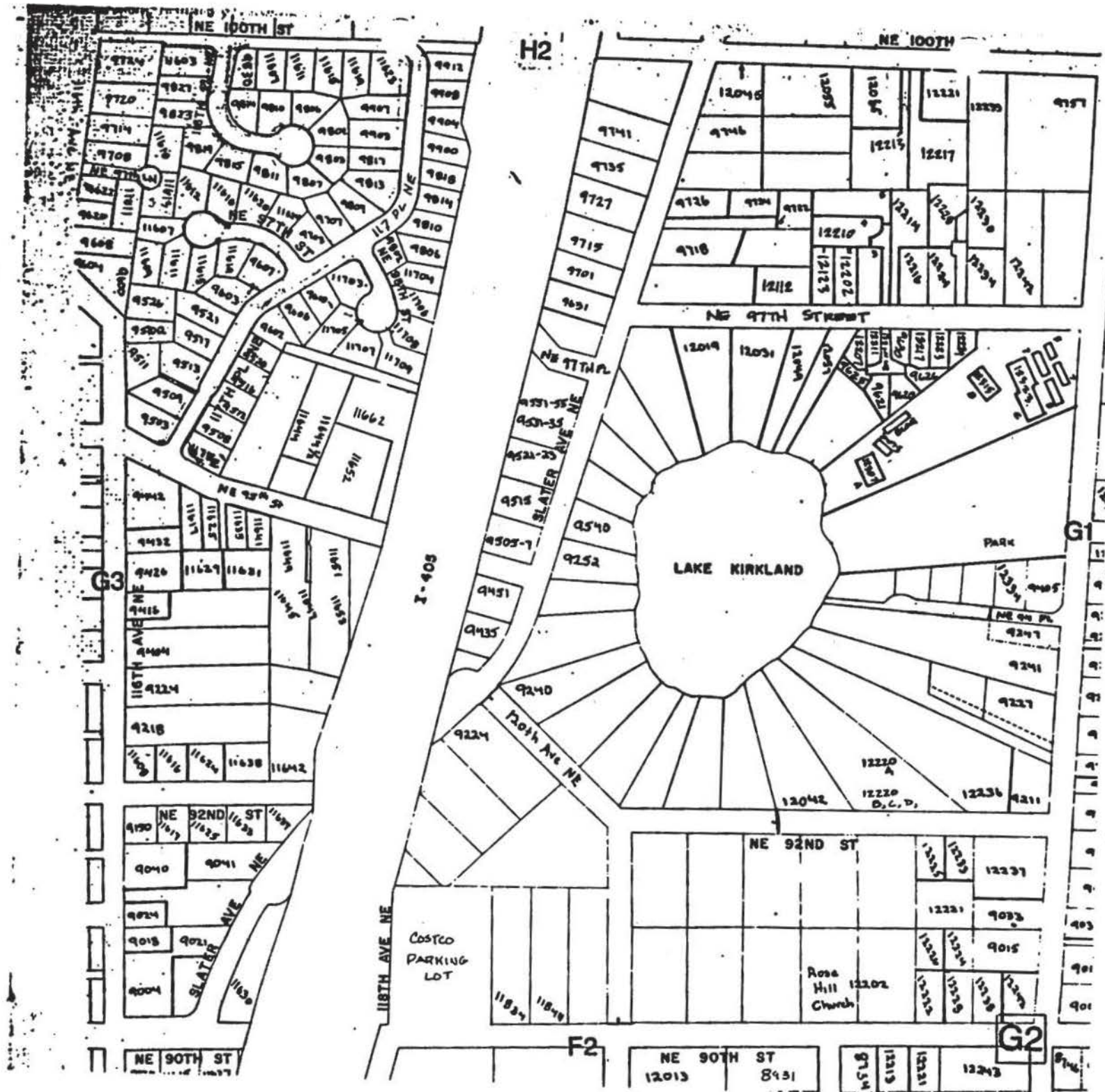
F4 SR 908 / NE 85TH ST

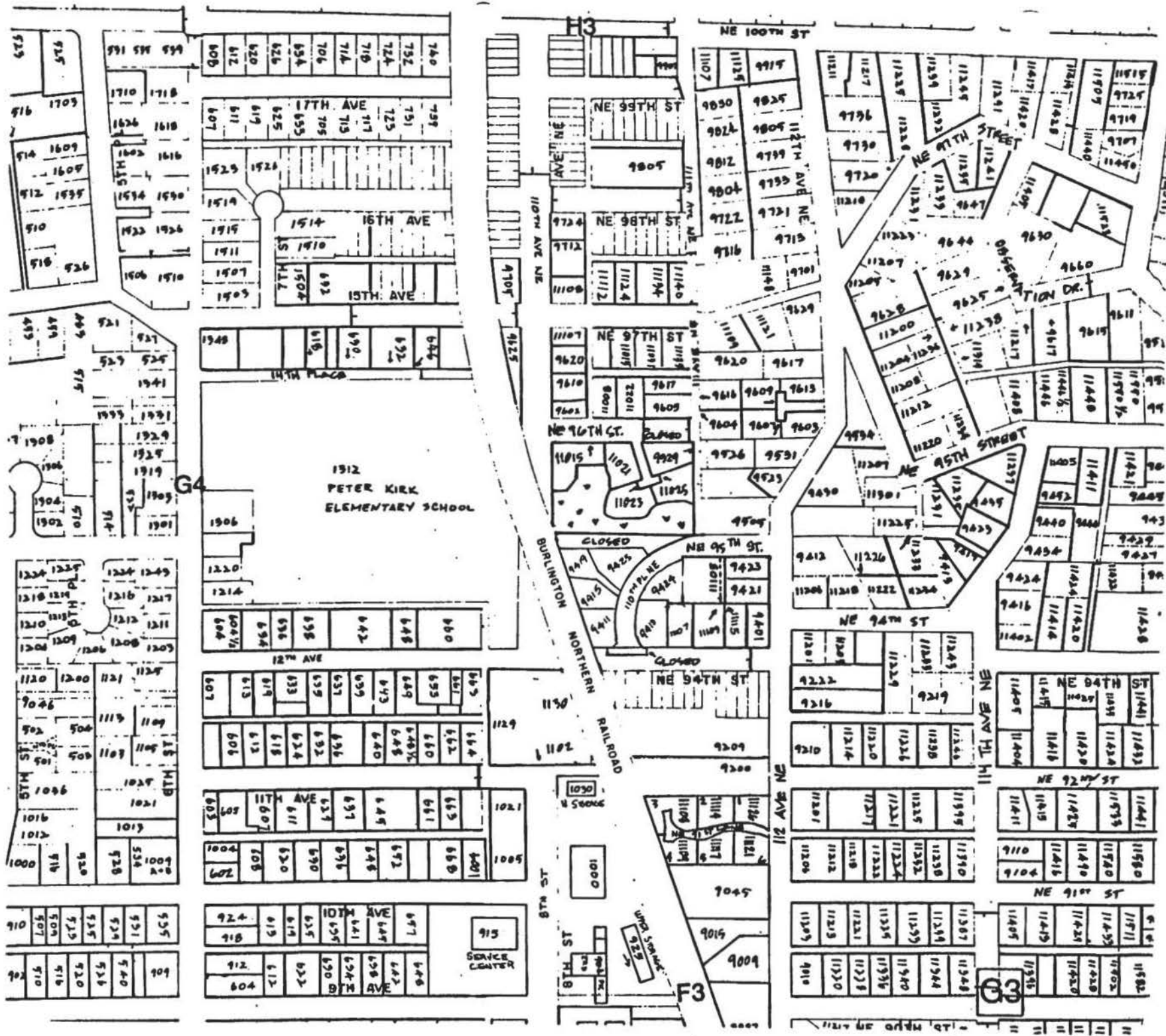




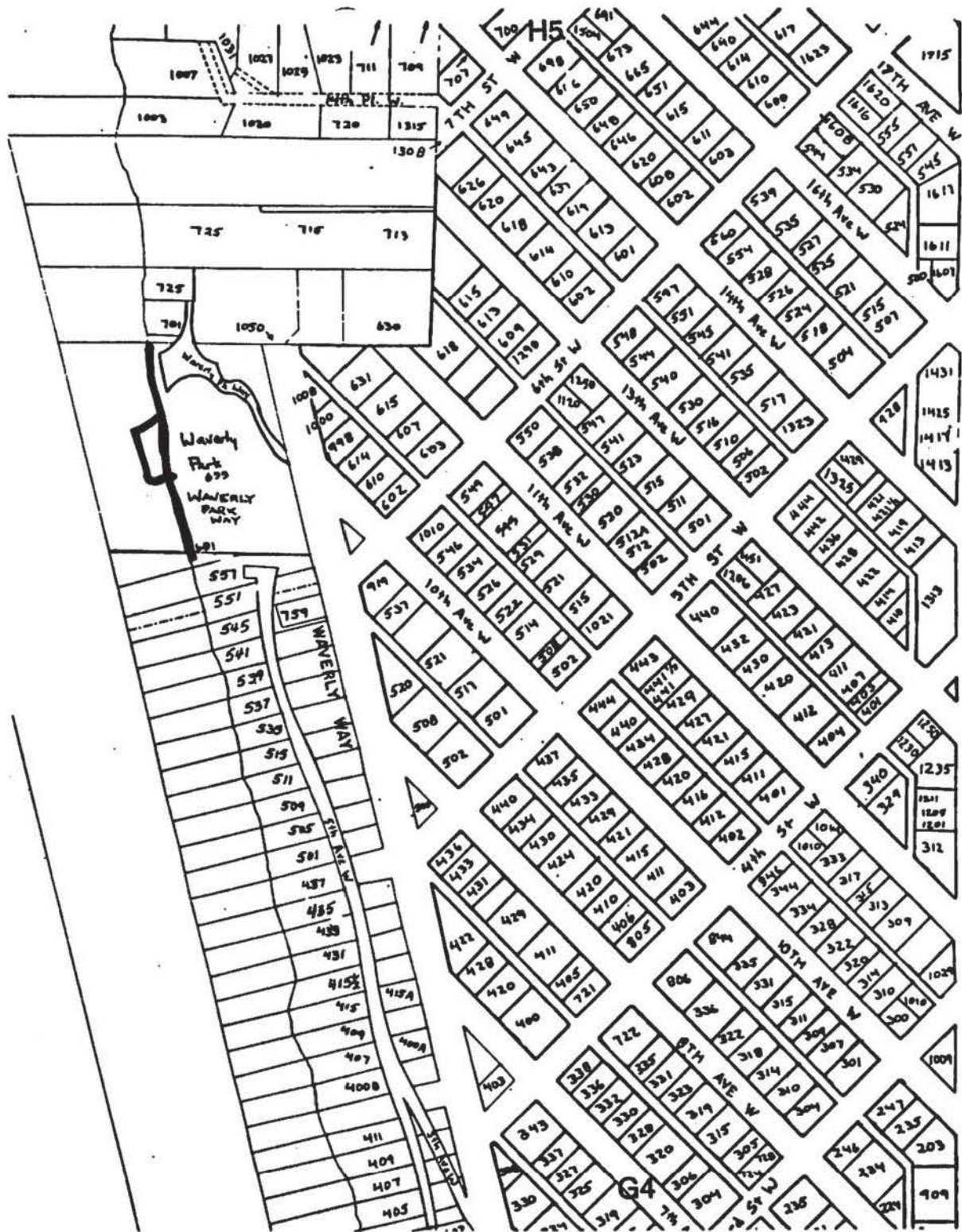




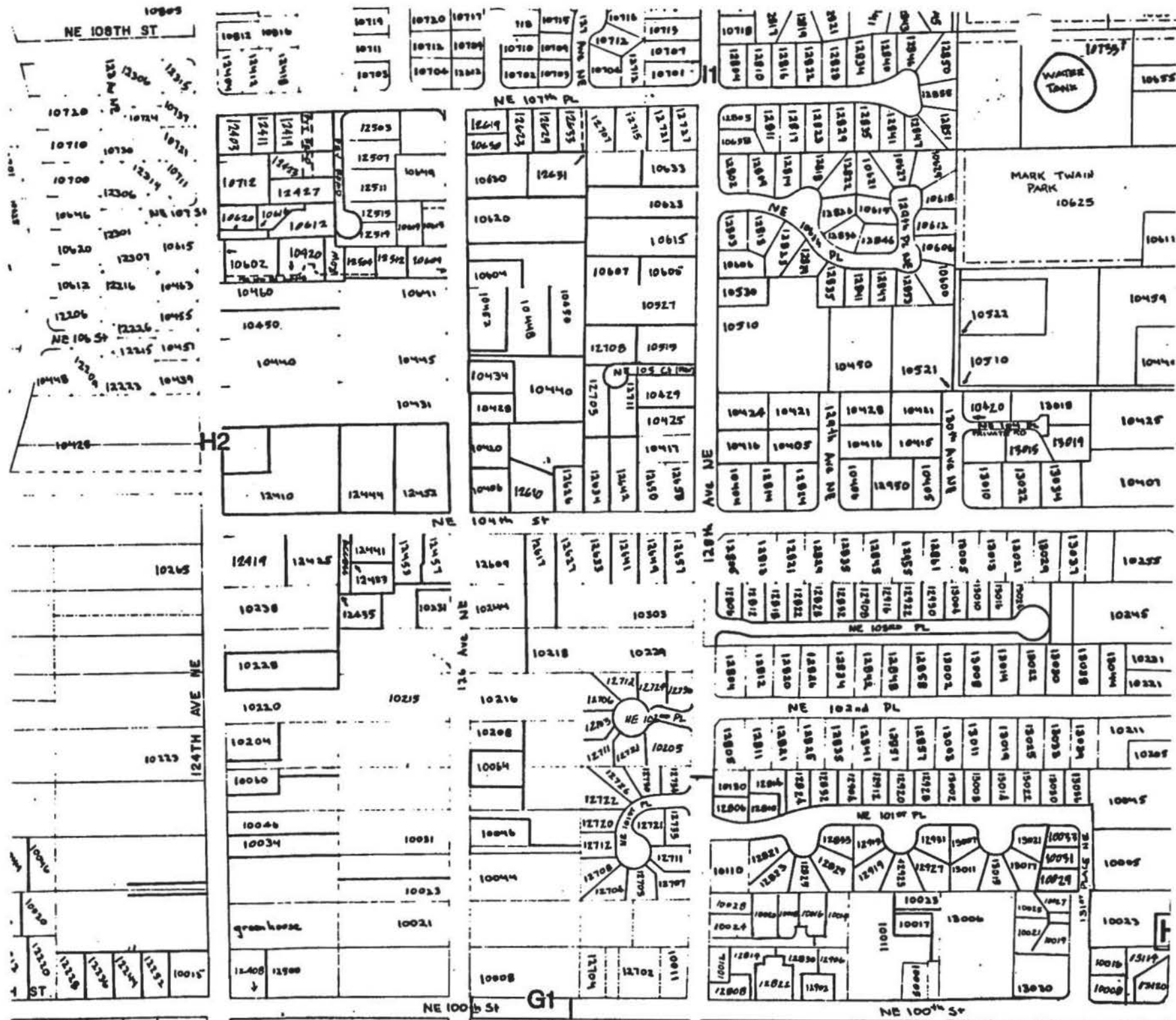


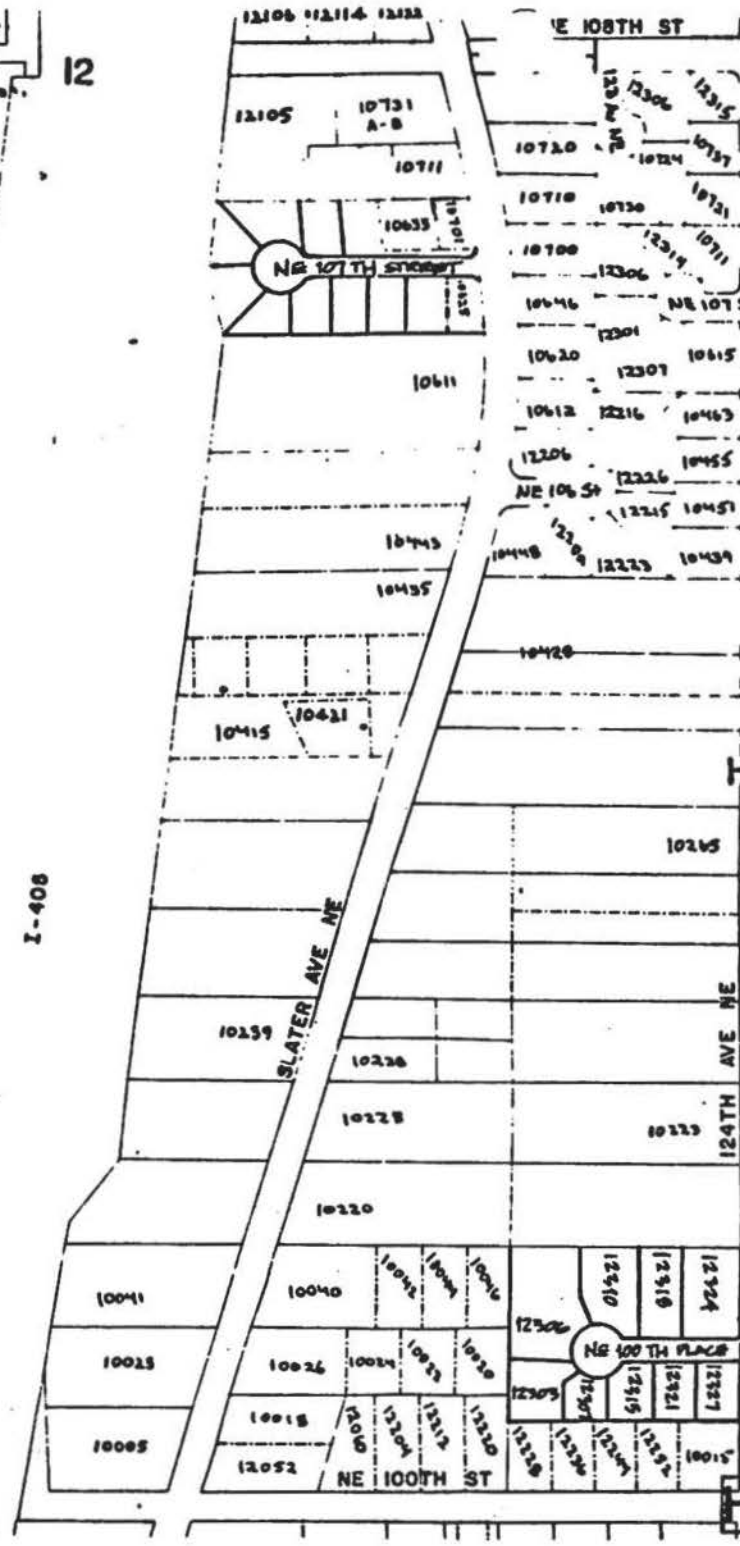
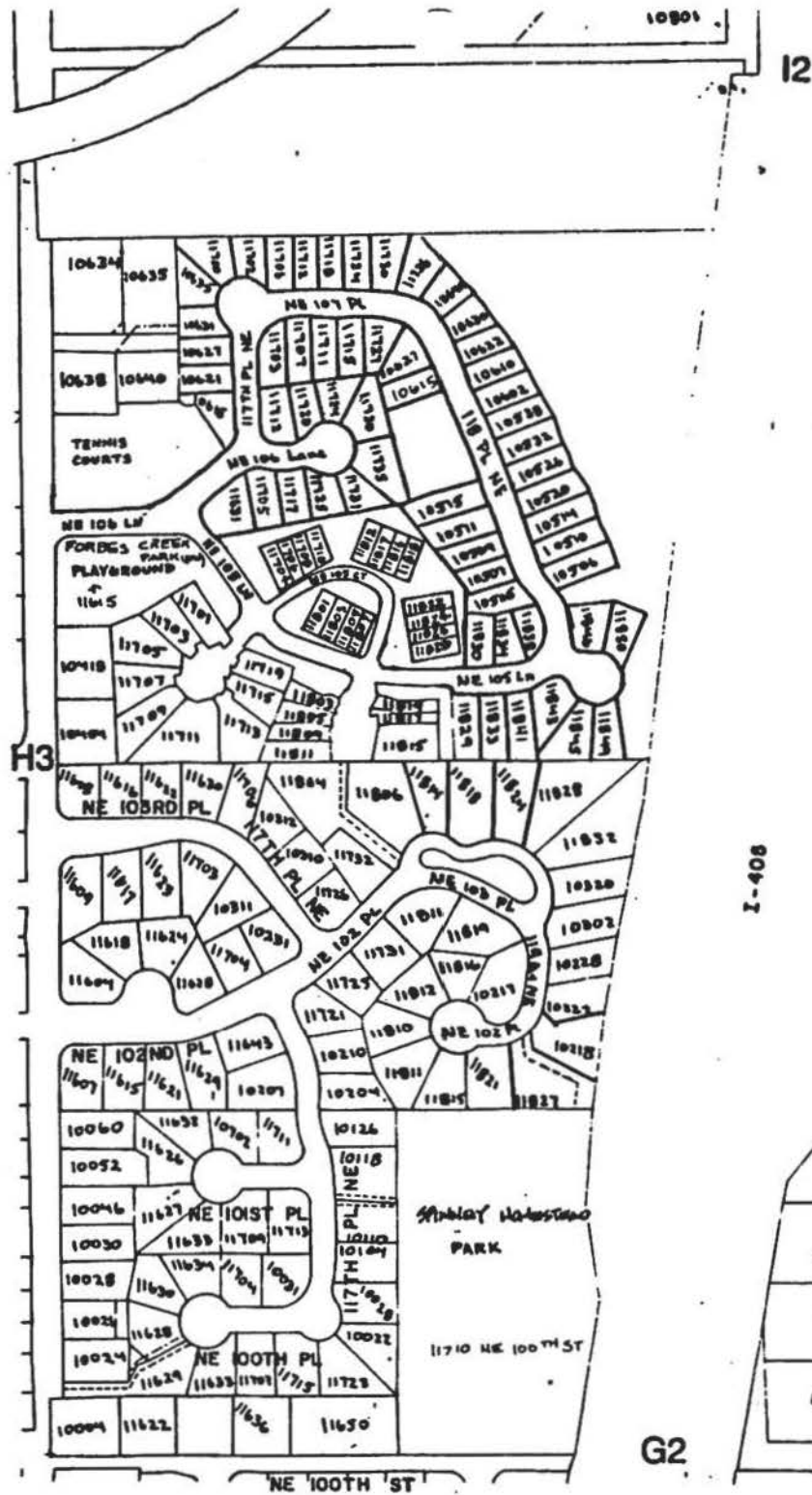


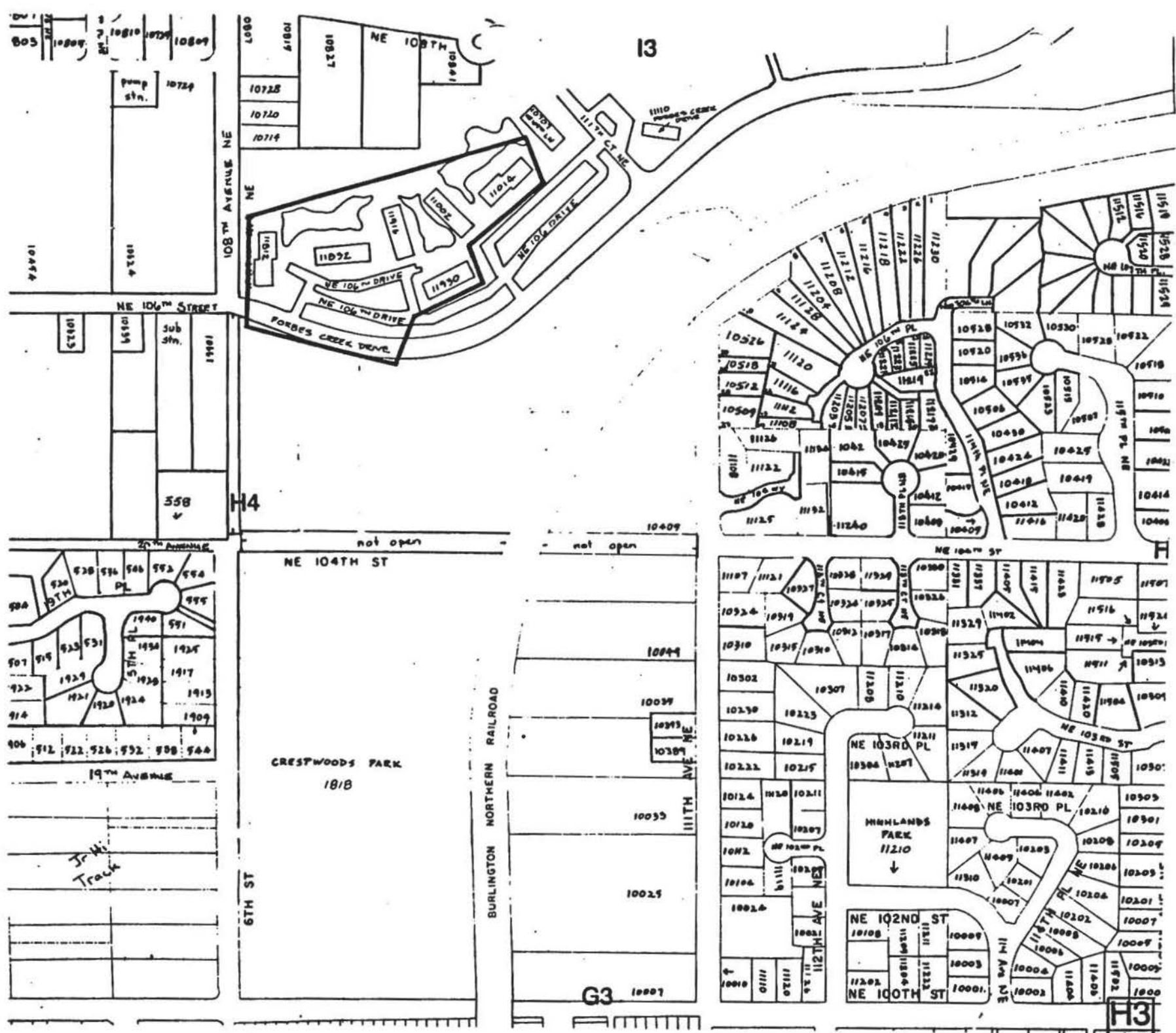




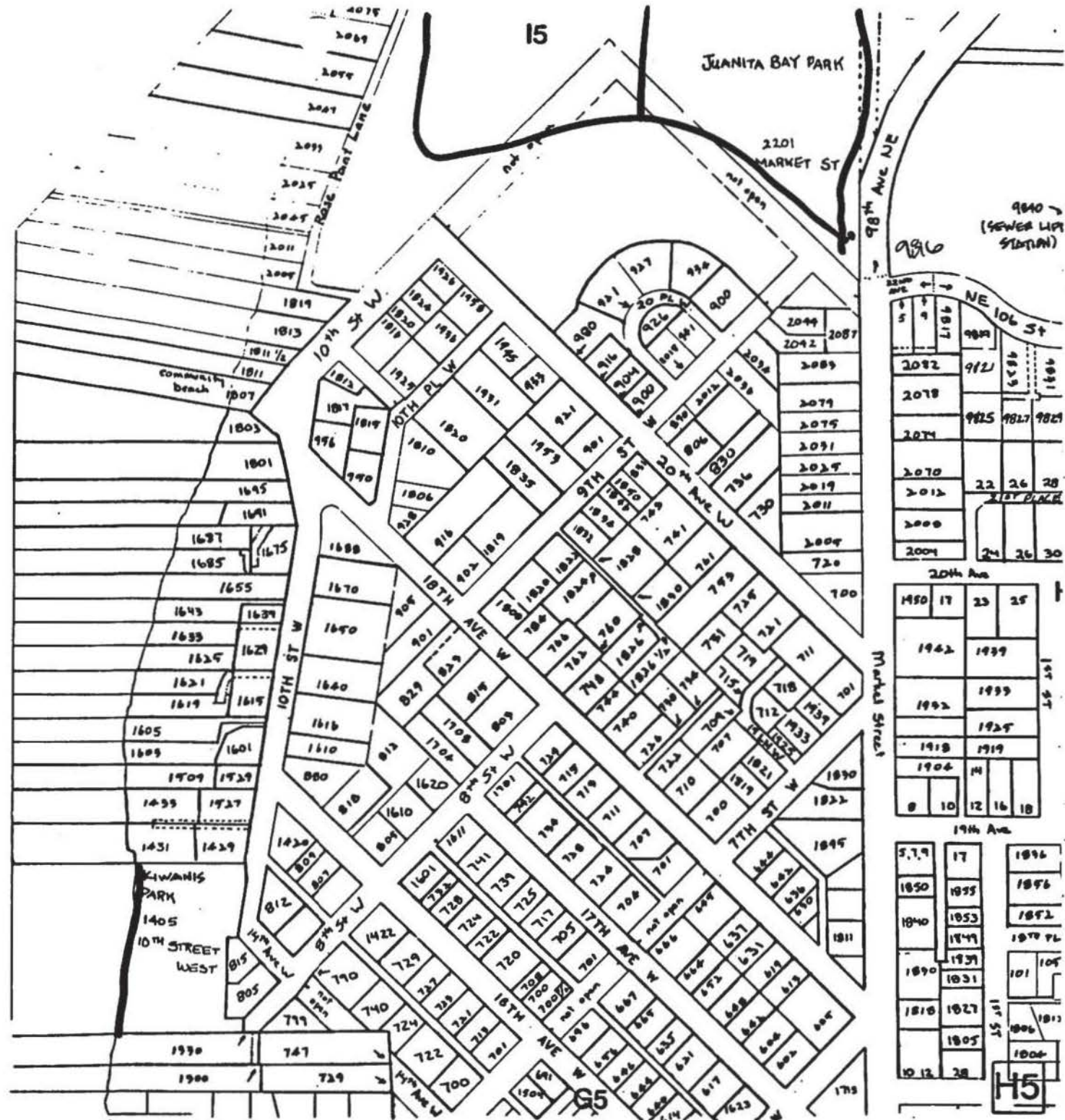
H AVE			
1720	1725	1730	
	1713	1714	
	1647	1711	
090	1001	105	
16TH AVE			
1529	1523	1522	
	1517	1516	
1510	1503	110	
15th Ave			
1419	1419	1414	
1415	1415	1412	
1410	1413	133	
14TH AVE			
1320	1325	1320	
1316	1317	1312	
1312	1313	1302	
13th Ave			
1224	1223	1216	
1220	1217	110	
1216	1207	112	
1212	1201	1100	
12th Ave			
1124	1121	1122	
	1117	1118	
1116		1112	
1104	20 25	1100	
11th Ave			
1096	1021	1022	
1018	1015	1016	
1014	1013	1012	
1010	1001	1004	
10th Ave			
916	919	901	
910	G5	902	
906			

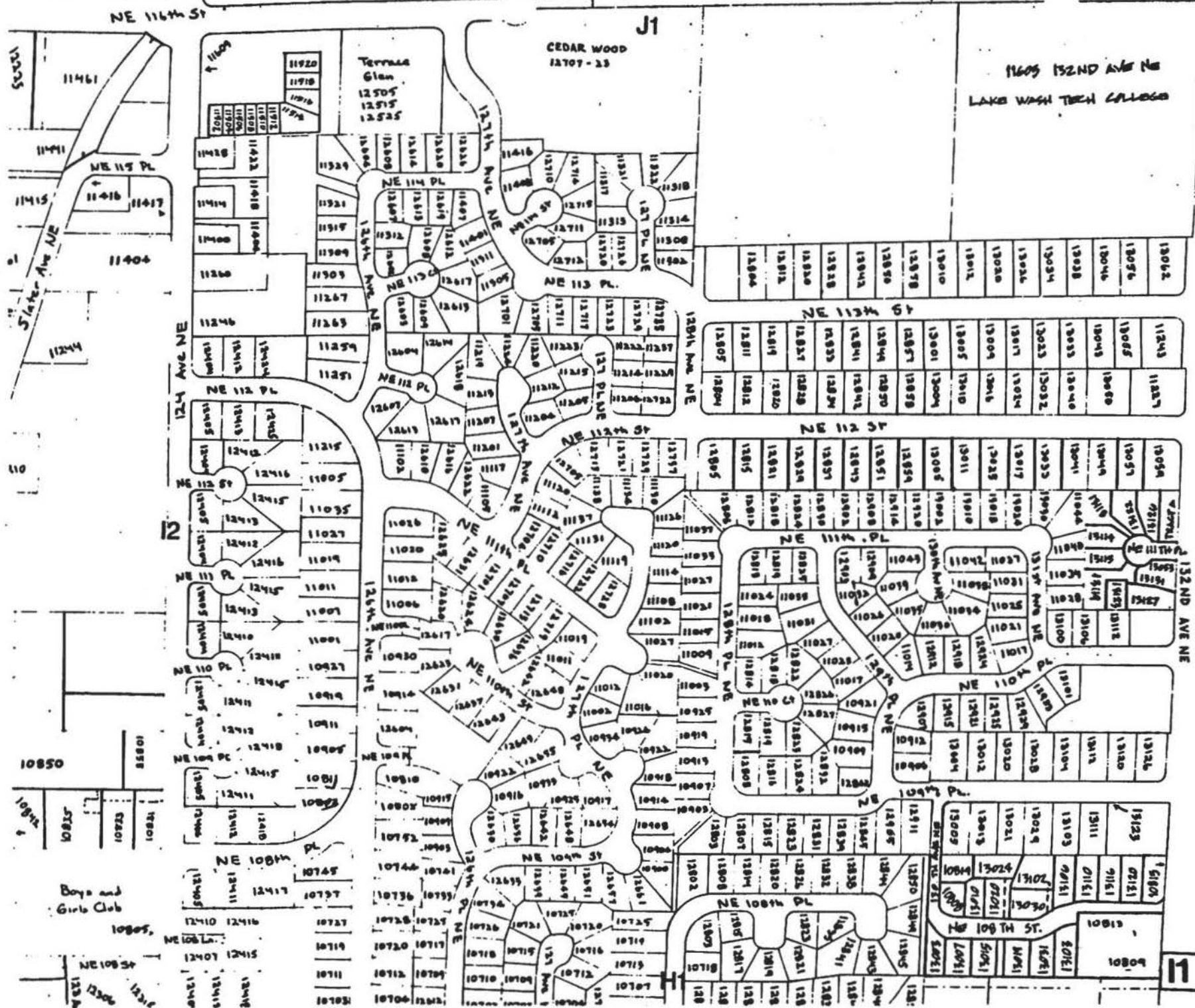


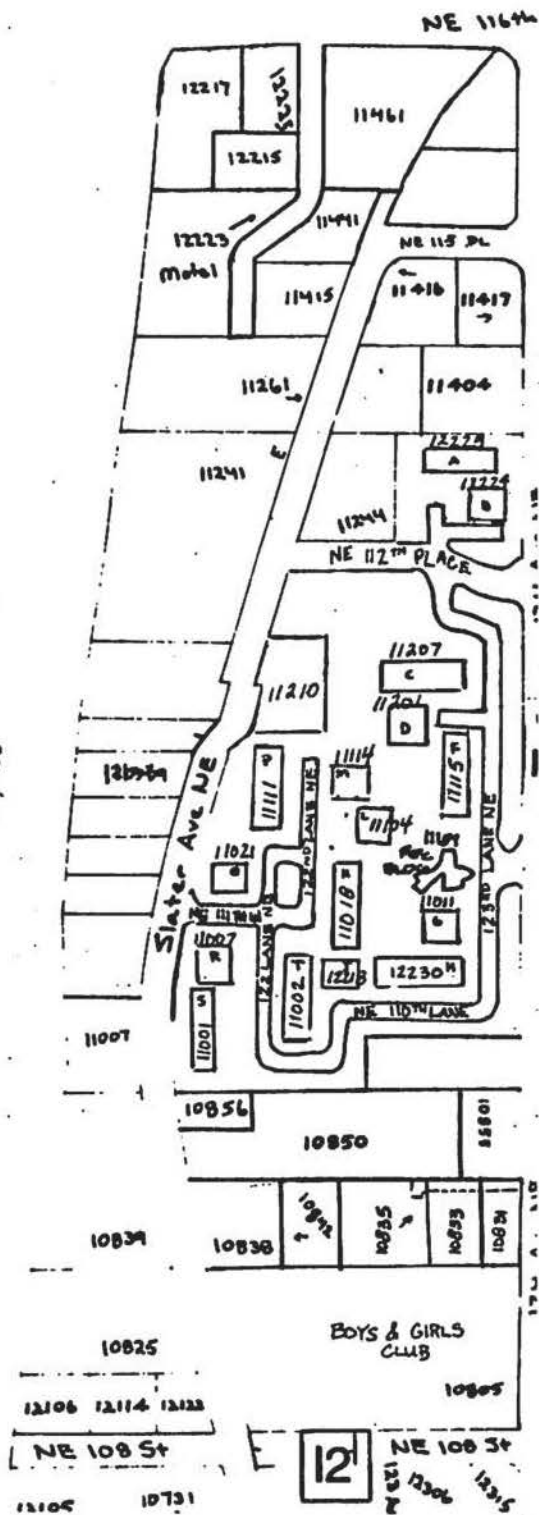
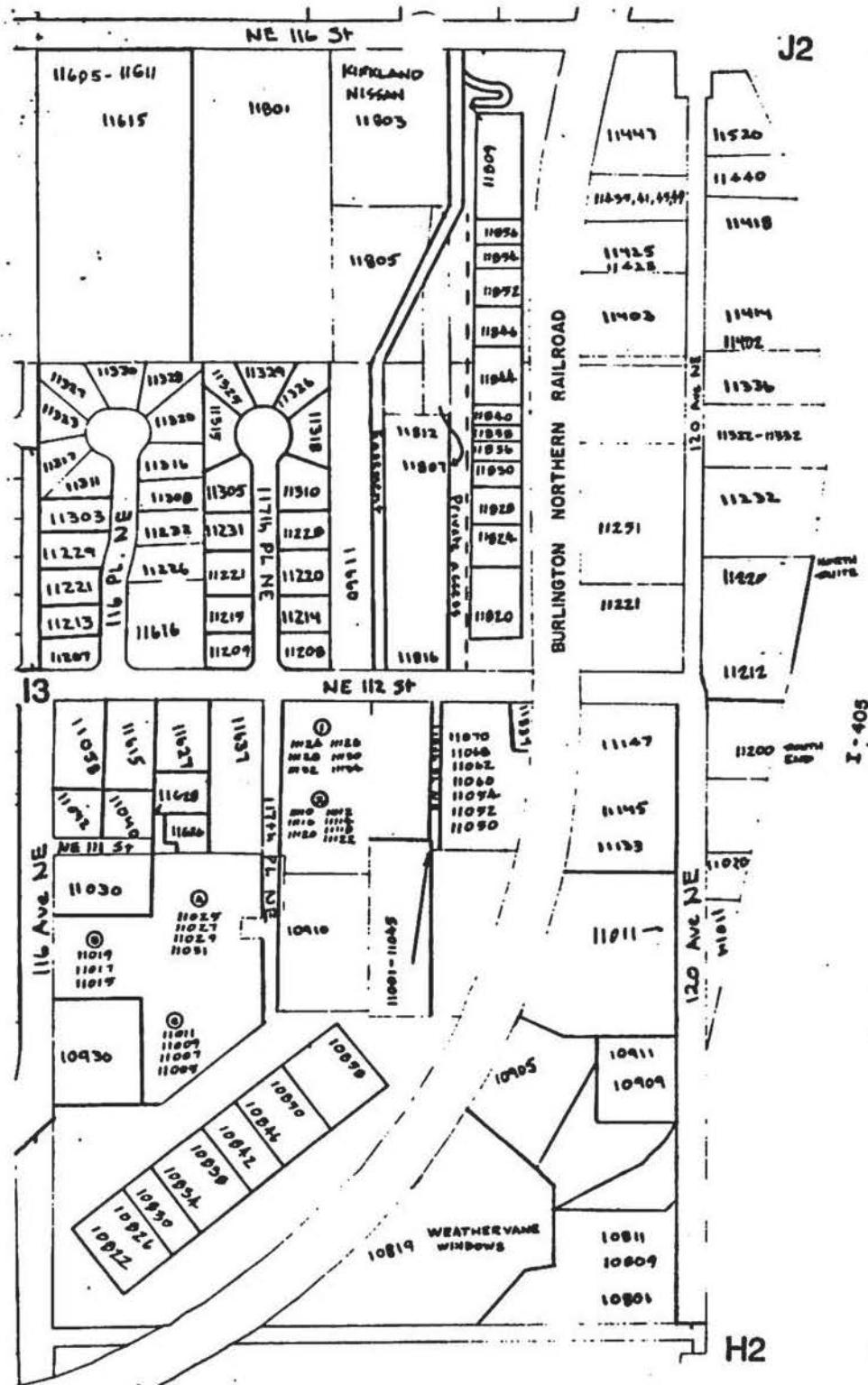






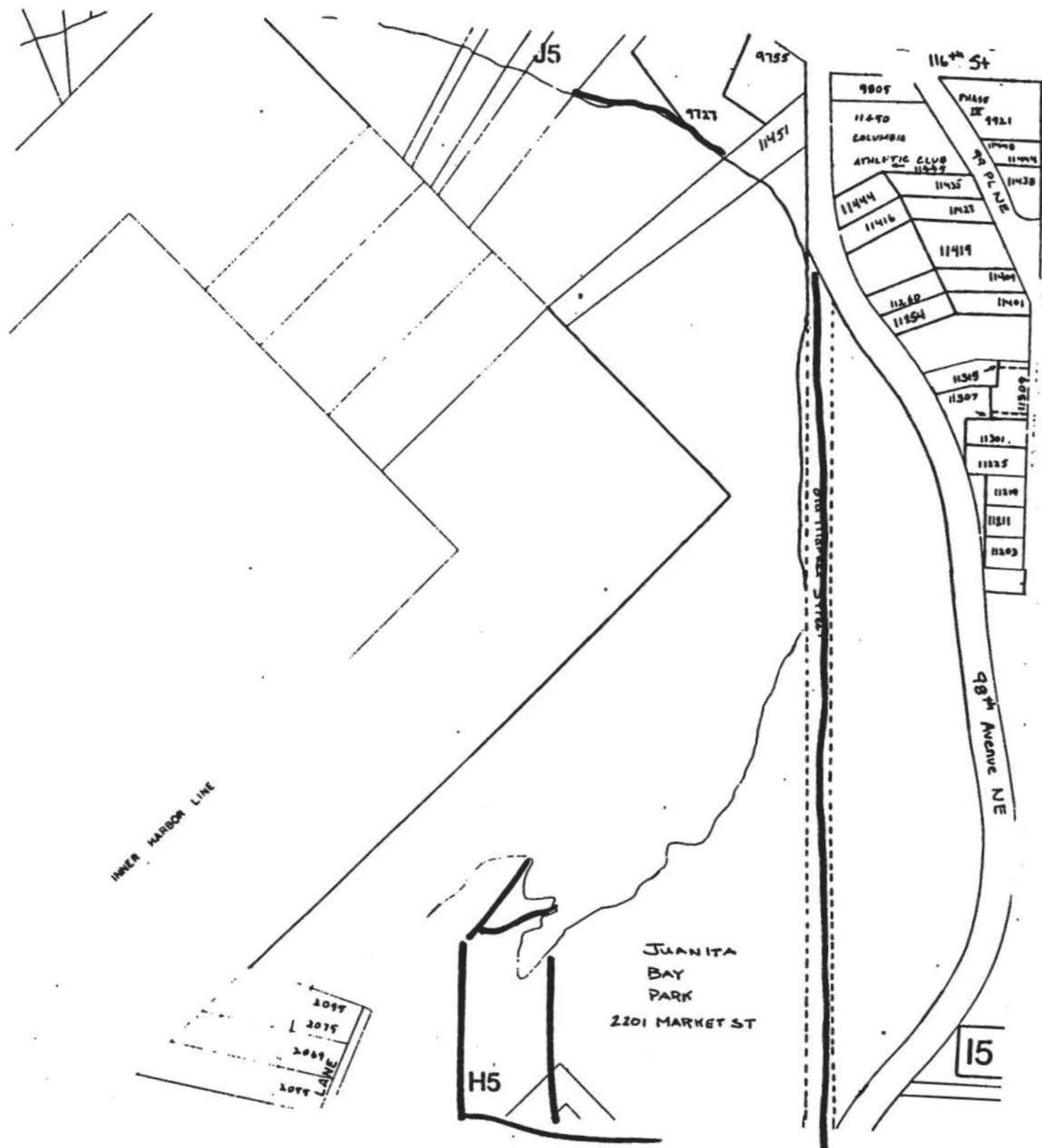


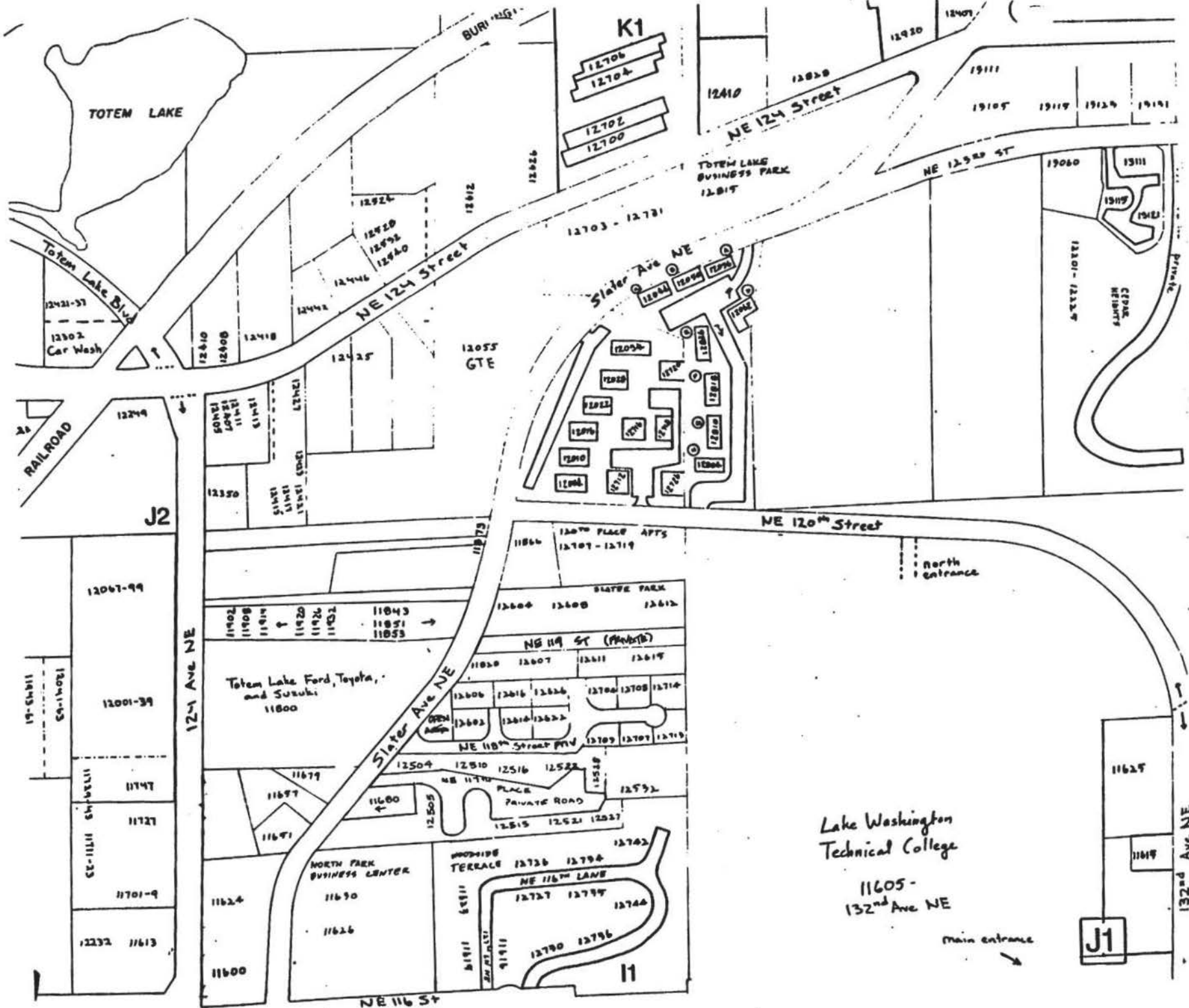


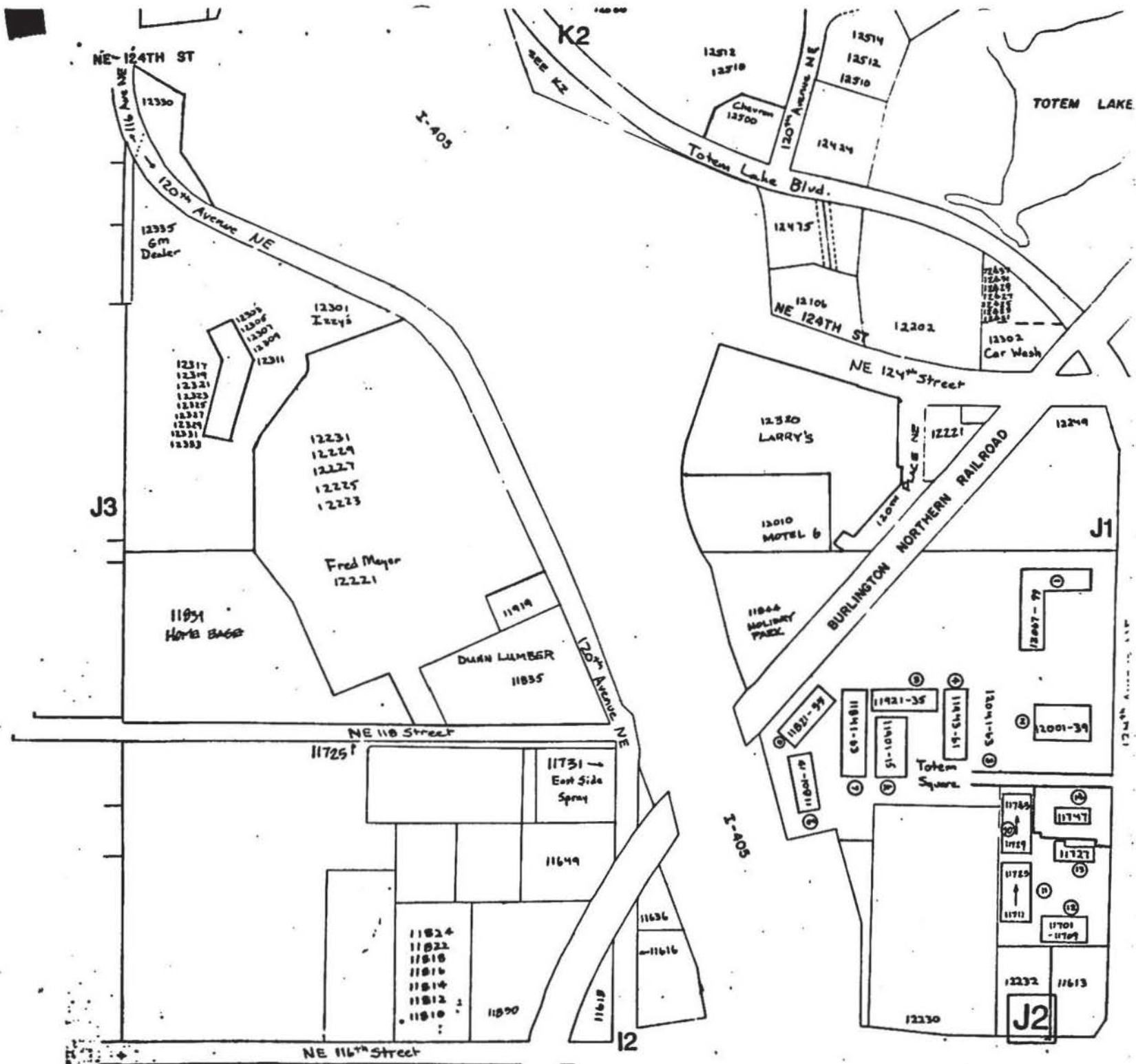


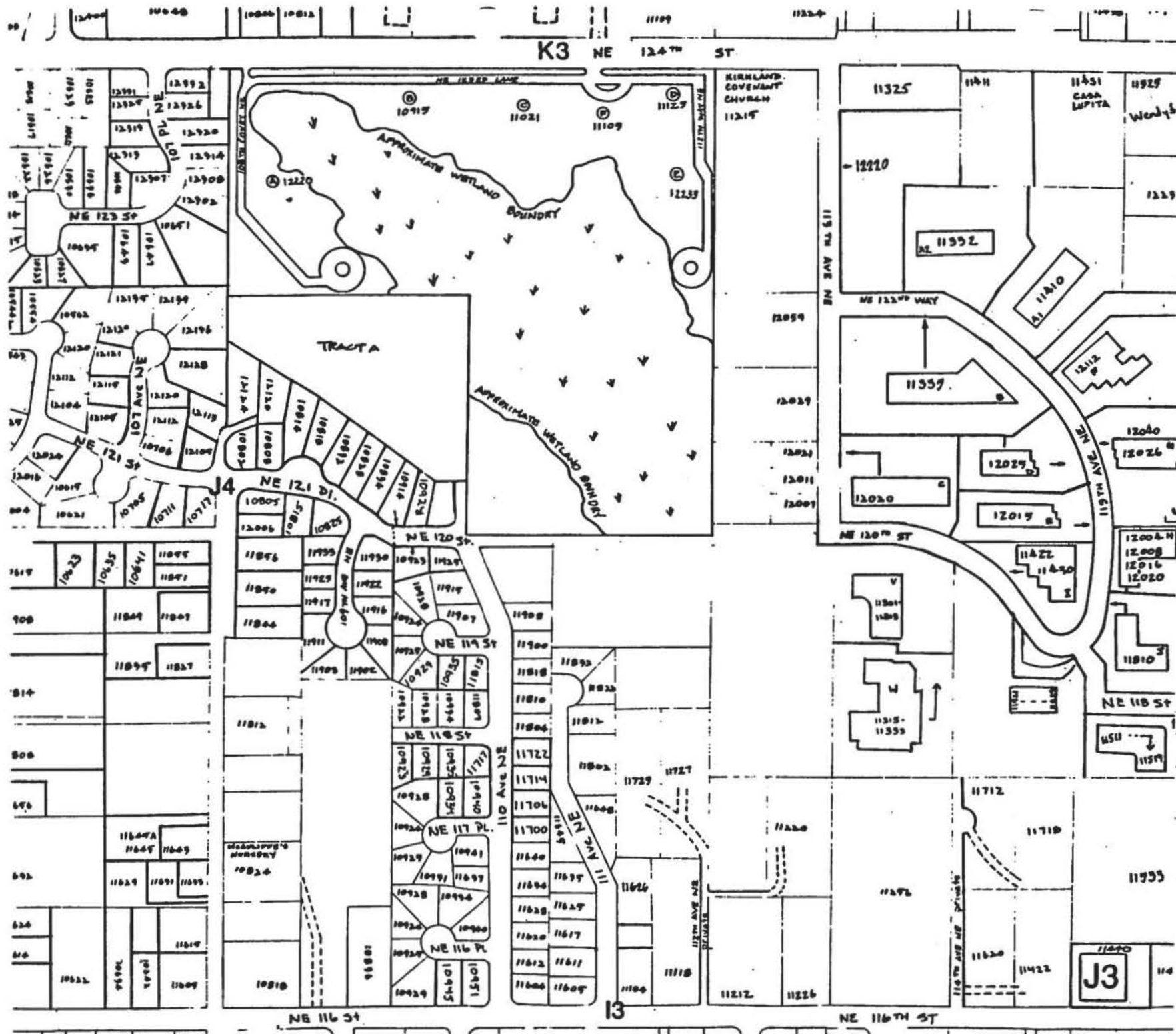


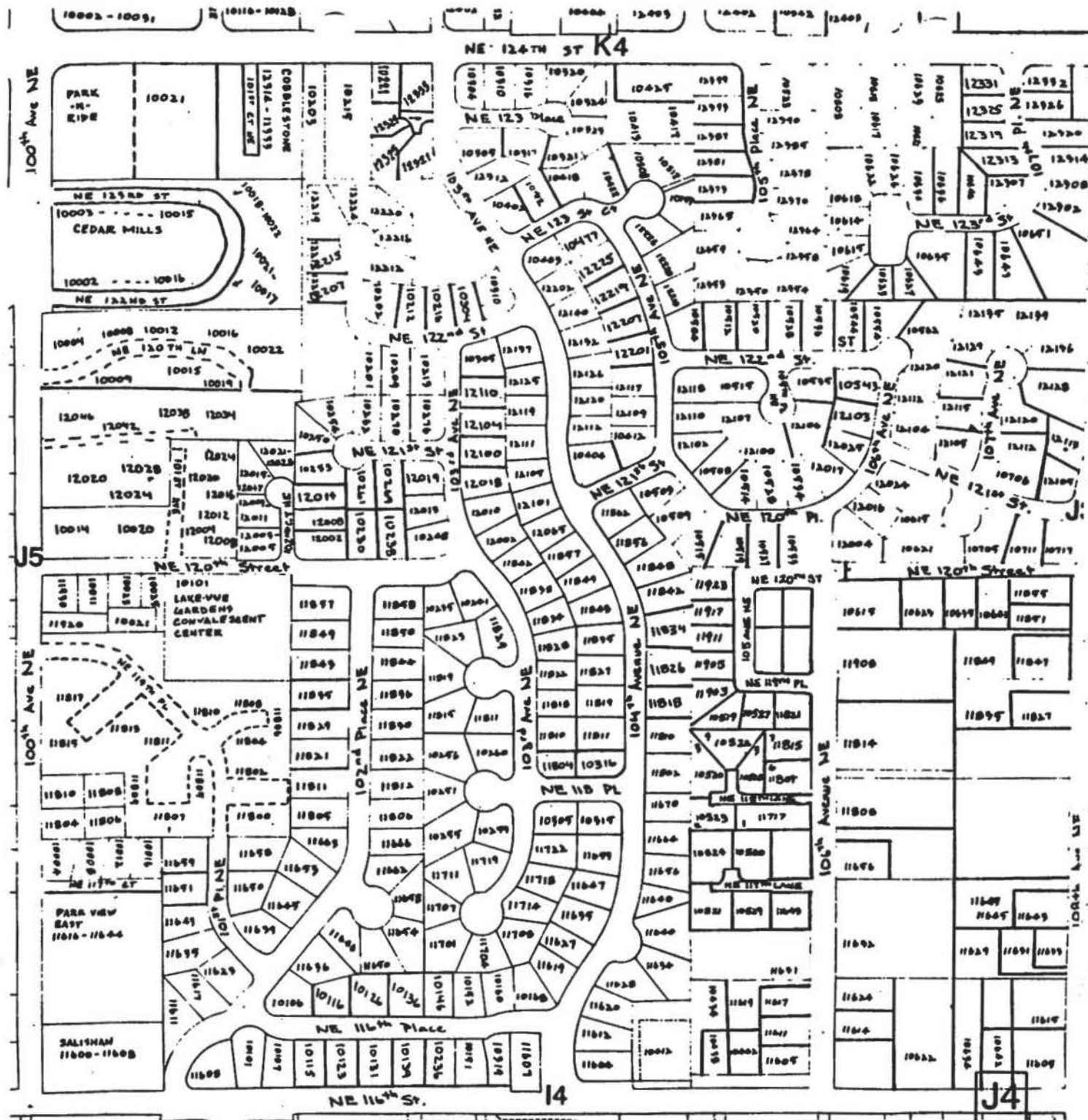


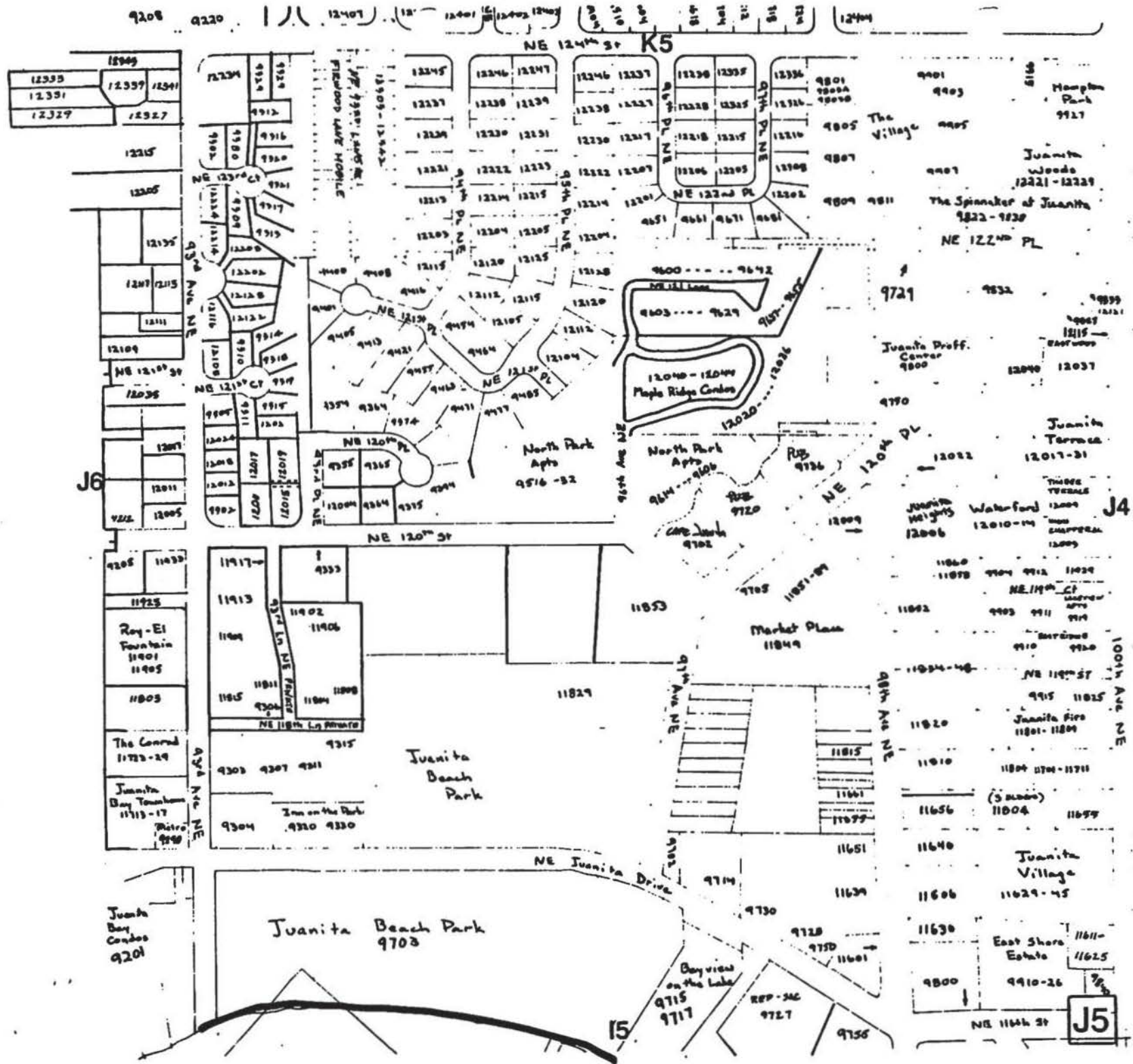


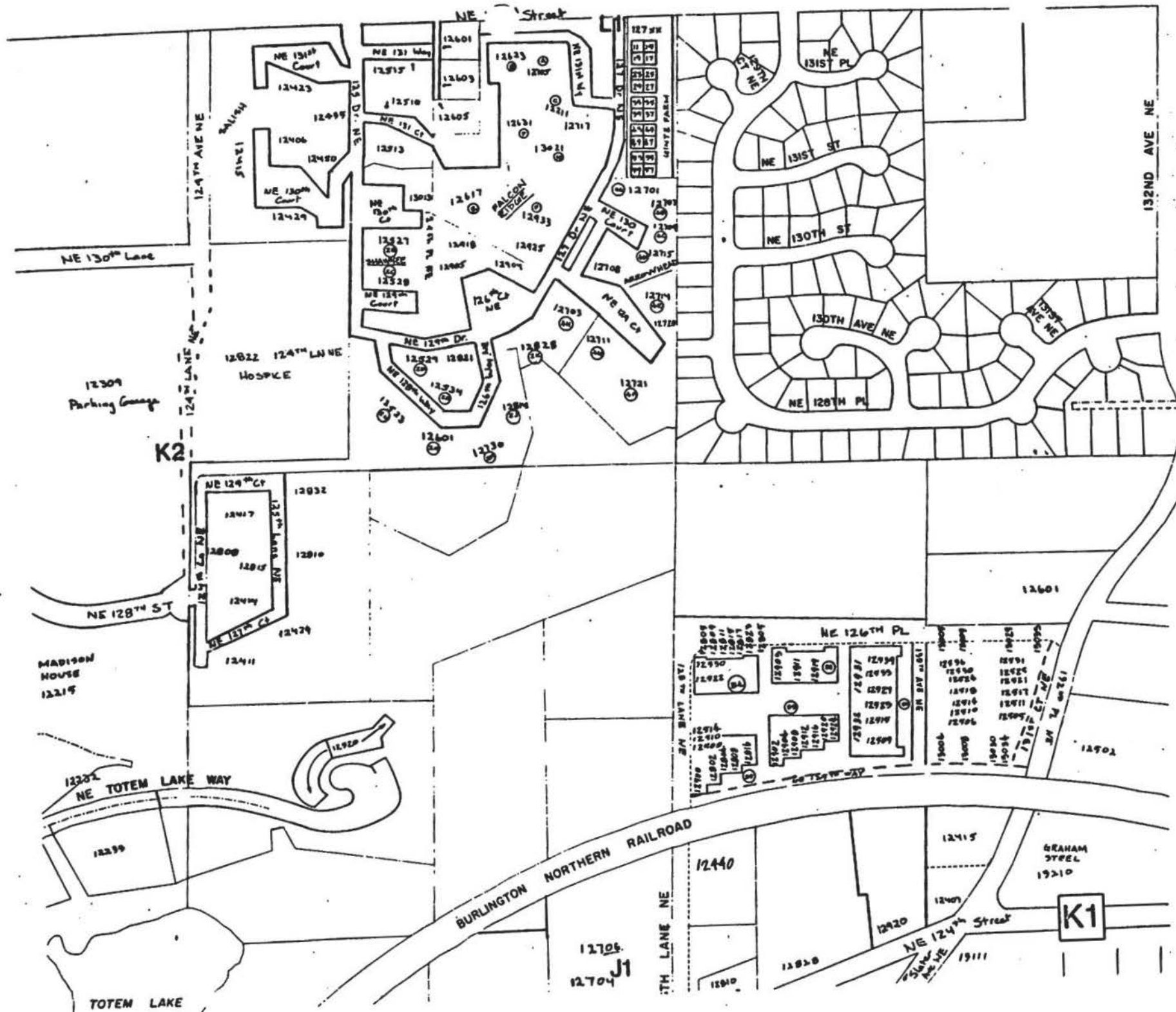


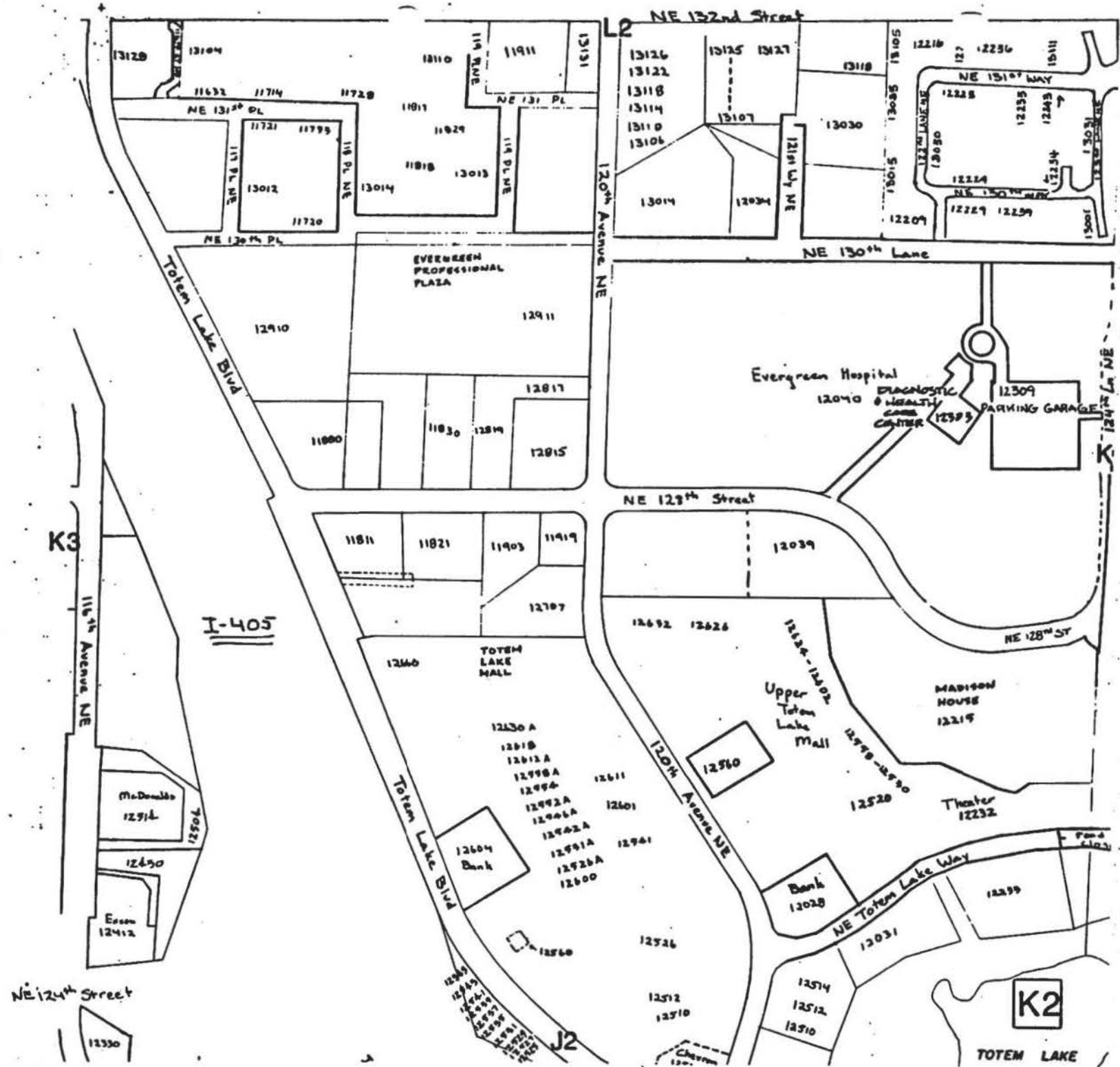




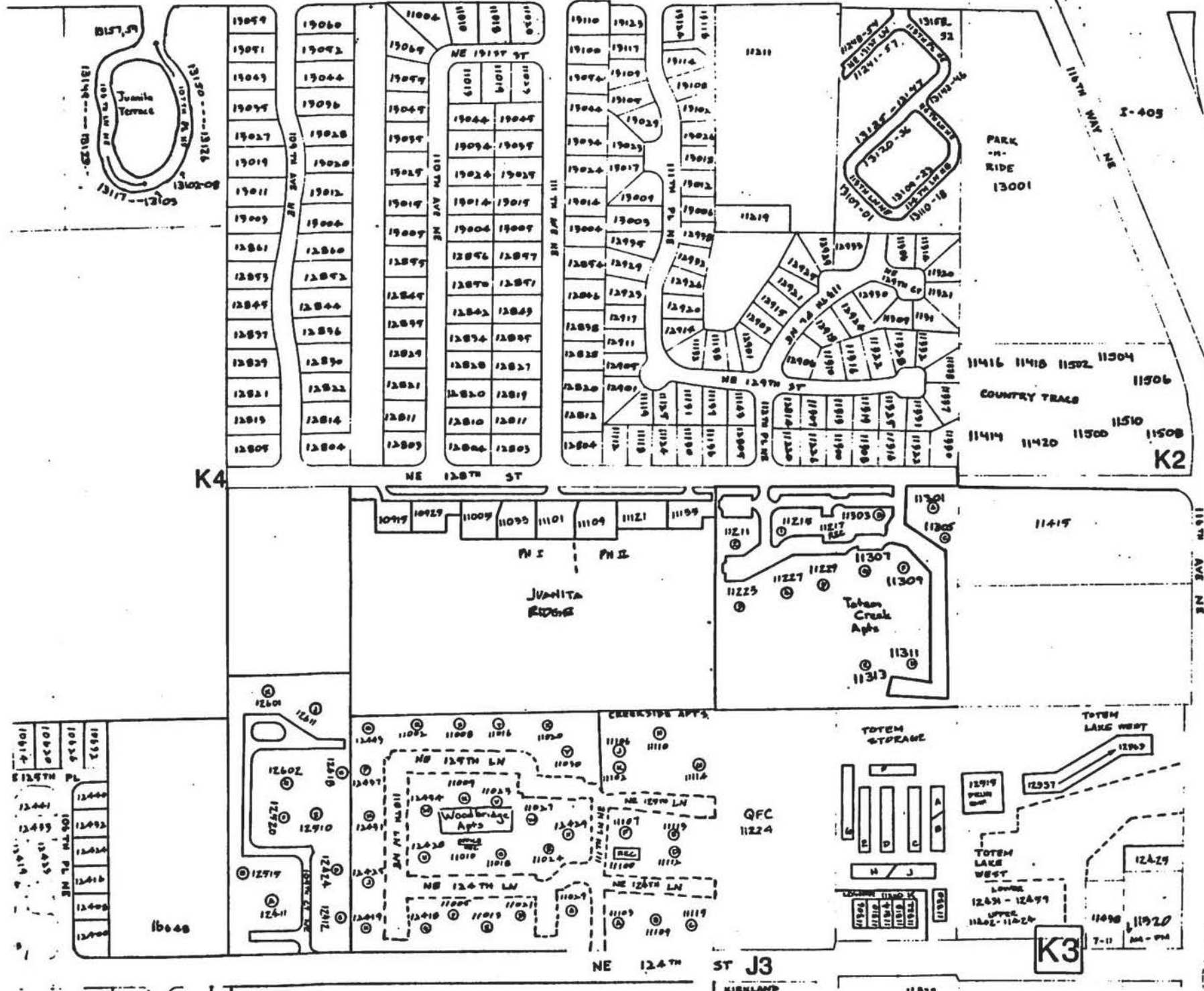








L3



L4

NE 192ND ST

K5

K3

JUANITA 10601
SENIOR HIGH SCHOOL

ATHLETIC FIELD

COMMUNITY
CENTER
12421

PARK

NE 124TH ST J4

K4

