NPS Form 10-900
(Oct. 1990)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name: Naval Reserve Armory

Other names/site number:

2. Location

street & number: 860 Terry Avenue North ____ not for publication

city or town: Seattle ____ vicinity

State: Washington code: WA county: King code: 033 zip code: 98109

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register criteria. I recommend that this property be considered significant ___ nationally ___ statewide X locally. (___ See continuation sheet for additional comments.)

Signature of certifying official/Title — Date: 5.27.09

WASHINGTON STATE HISTORIC PRESERVATION OFFICE
State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is:

- √ entered in the National Register.
  ___ See continuation sheet
- ___ determined eligible for the National Register.
  ___ See continuation sheet
- ___ determined not eligible for the National Register.
- ___ removed from the National Register.
- ___ other (explain:) _____

Signature of the Keeper — Date of Action: 7.8.09

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ___ private
- x public-local
- ___ public-State
- ___ public-Federal

Category of Property
(Check only one box

- x building(s)
- ___ district
- ___ site
- ___ structure
- ___ object

Number of Resources within Property
(Do not incl. previously listed resources in the count.)

Contributing	Non-Contributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing:
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

6. Functions or Use

Historic Functions
(Enter categories from instructions)

DEFENSE / naval facility

Current Functions
(Enter categories from instructions)

COMMERCE / TRADE / business

SOCIAL / civic

7. Description

Architectural Classification
(Enter categories from instructions)

MODERN MOVEMENT / Moderne, Art Deco

Materials
(Enter categories from instructions)

foundation concrete

walls concrete

roof synthetic

other

Narrative Description
(Describe the historic and current condition of the property.) SEE CONTINUATION SHEET

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- x A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ___ B Property is associated with the lives of persons significant in our past.
- x C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ___ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- ___ A owed by a religious institution or used for religious purposes.
- ___ B removed from its original location.
- ___ C a birthplace or grave.
- ___ D a cemetery.
- ___ E a reconstructed building, object, or structure.
- ___ F a commemorative property.
- ___ G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)
MILITARY
ARCHITECTURE

Period of Significance
1942-1945

Significant Dates
1942

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder
Priteca, B. Marcus, architect
Grant, William R., architect
Works Progress Administration, builder

Narrative Statement of Significance
(Explain the significance of the property.) SEE CONTINUATION SHEET

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form.) SEE CONTINUATION SHEET

Previous documentation on file (NPS):

- ___ preliminary determination of individual listing (36 CFR 67) has been requested
- ___ previously listed in the National Register
- ___ previously determined eligible by the National Register
- ___ designated a National Historic Landmark #_____
- ___ recorded by Historic American Engineering Record#_____

Primary location of additional data:

- ___ State Historic Preservation Office
- ___ Other State agency
- ___ Federal agency
- ___ Local government
- ___ University
- ___ Other

Name of repository:

10. Geographical Data

Acreage of Property 1.42 acres

UTM References
(Place additional UTM References on a continuation sheet.)

	Zone	Easting	Northing
1	10	5 49 843	52 7 5124
2			
3			
4			

Verbal Boundary Description
(Describe the boundaries of the property.) See continuation sheet.

Boundary Justification
(Explain why the boundaries were selected.) See continuation sheet.

11. Form Prepared By

name/title/org Sonja Sokol Fürész and Susan Boyle
BOLA Architecture + Planning
date March 4, 2009

street & number 159 Western Avenue West, suite 486 telephone (206) 447-4749

city or town Seattle state WA zip code 98119

name/title/org Leonard Garfield and Lorraine McConaghy
Museum of History & Industry

street & number 2700 24th Avenue East telephone (206) 324-1126

city or town Seattle state WA zip code 98112

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items.)

Property Owner (Complete this item at the request of the SHPO or FPO.)

name City of Seattle Department of Parks & Recreation
Attn: Michael Shiosaki, Deputy Director

street & number 100 Dexter Ave N telephone (206) 684-0750

city or town Seattle state WA zip code 98109

Narrative Description

The Naval Reserve Armory is a massive concrete building exhibiting restrained Art Deco and Moderne features. It has a rectangular plan organized around the primary interior space – the drill hall. Exterior walls are painted concrete with nautical-themed details. The building is located in Seattle's South Lake Union neighborhood, an area that has been largely shifting from lower-scale light industrial and manufacturing buildings and warehouses to a neighborhood of commercial and mixed-use buildings of three to six stories in height and taller. The property is in good condition and retains architectural integrity.

Urban Context and the Site

The subject property is sited at the sound end of Lake Union, on a wharf that extends into the lake at the north end of Terry Avenue North. The property is on the east side of Terry Avenue North. It is a 1.42-acre parcel located within Lake Union Park, a 12-acre City park. The building footprint occupies most of the parcel; site landscaping is limited. A paved pier extends along the north and east sides of the building. The area immediately south of the building has been recently cleared for Phase 2 of the development of Lake Union Park. A sidewalk extends along Terry Avenue North, separated from the west side of the building by a strip of turf and low foundation plantings. The landscaped portion of Lake Union Park extends west to the edge of a boardwalk. To the east of the property, across Waterway #4 and along the lake shoreline is Chandler's Cove, which consists of two marinas as well as a complex of commercial buildings with restaurants, shops, and a maritime museum.

The Building Exterior

The Naval Reserve Armory is a monumental rectangular building, constructed of reinforced concrete with a concrete slab over concrete stub columns on wood pilings. It measures 200' (north-south) by 150' (east-west) and encompasses 30,000 gross square feet (King County Parcel Viewer). The building is two stories in height around the perimeter, while the central

portion, inset by 22'-9" from the east and west facades and by 30'-8" from the south facade, rises to four stories. The two-story portion has a flat roof, while the taller portion is gabled with shaped parapets at the north and south ends. The concrete is painted a creamy grey with navy blue accents and features nautical-themed detailing. (In a 1947 tax record photo, the body of the building appears unpainted.)

The building is divided vertically into the classical arrangement of base, shaft, and capital. The plain concrete base, painted navy blue, is approximately 3' tall; the main body of the two-story portion is approximately 23' tall; and the simple entablature, capped with a grooved, horizontal band with button details, is approximately 5'-8" tall. This banding is painted navy blue. The building is characterized on all four sides by a rhythm of deeply recessed window bays alternating with concrete pilasters. The two-story tall window bays are 7'-11" wide on the east and west facades, 8'-4" wide on the north and south. They are divided by concrete pilasters, each 1'-8" wide. Geometric banding provides decorative detailing. Simple horizontal lines are incised into the concrete wall near the top and bottom of the window recesses.

The central, taller portion of the building is composed of 15'-8" wide window bays divided by 3'-6" wide pilasters on the east and west facades. The south side consists of a concrete end wall that rises to a gabled parapet with a 12'-wide oversized chimney projection. At the center of the north end of the taller portion of the building, a 47'-6" wide portion projects nearly flush with the two-story portion of the north facade. It has chamfered corners and small, high rectangular windows. (It corresponds to the bridge on the interior, used as a training area to replicate a ship's bridge.)

The west and north sides of the building, which front on Terry Avenue North and Lake Union respectively, provide the primary facades. A 35'-wide, 32'-11"-tall monumental entry assembly is located centrally in the west facade. This two-story entry alcove projects 4' from the west facade and is reached by a flight of granite steps flanked by 4'-wide cheek blocks. A 6'-6"-wide concrete pier on either side of the entry assembly features a large round anchor detail. Two square columns, each 2' wide

and flush with the west face of the piers, are inset to visually frame the two pairs of double entry doors beyond. Four tall narrow windows are located at the second story, directly above the doors.

The north entry is similar to that on the west. The entry assembly is 20'-4" wide and projects slightly from the north facade. Cheek blocks extend from the piers flanking the entry and granite steps rise to a landing to access two pairs of double doors. As at the west entrance, four tall narrow second-story windows are above the doors. Decorative details at both entries include horizontal banding along the top and the bottom of piers and square columns, as well as stars along the check blocks in addition to above the doors and below the windows. The entry doors are flush wood types with a glazed "porthole" window. These are not original doors; records indicate they date from ca. 1990. Original drawings show these doors as hollow steel doors with cast bronze button details, cast bronze medallions with anchor and globe images, and aluminum pulls and trim. However, most likely due to wartime needs at the time of construction, wood doors were substituted.

The secondary south and east facades are largely the same as north and west facades, respectively, but without monumental entries. Two entries are located on the south facade. The third bay (counting from west to east / left to right) serves as an entry, currently with a non-original ramp accessing the entry landing. In the opening is an original pair of wood doors, each leaf having three stacked "porthole" windows. A 12'-5 ½"-wide central bay is flanked by more substantial pilasters than typical and contains an entrance to the boiler room. The non-original boiler room door is a flush metal type with a small square window; original drawings indicate a simple metal door with a larger glazed opening in the upper half. The east facade also has two access points. An overhead door and loading ramp at the fourth and fifth bays (counting south to north / left to right) is a non-original door in an original opening. Just to the right, also in the fifth bay, is a person door accessed by metal stairs that have been attached to the building. A set of double doors is located in the 17th bay, near the north end of the east facade. These doors are like those at the south entry—wood doors with three stacked "porthole" windows. The entrance is recessed, and the entry landing is accessed by concrete steps.

Fenestration is fairly regular. In the two-story portion of the building, each window bay consists of a pair of 8'-tall windows at the first floor, a 4'-tall concrete spandrel panel with geometric detailing, and a pair of 6'-tall windows at the second floor. Original windows were steel, with operable hopper sash at the bottom of each window and operable awning sash at the top of each window. On the east and west sides of the taller central portion of the building, windows are grouped four in each bay and serve as clerestory windows to light the full-height central drill hall at the interior. Each sash is divided vertically into four lights, with similar proportion to the first-story windows. All original windows have been replaced with insulated aluminum windows placed into the original openings. They have stacked lights very similar in proportion to the original windows.

Interior Plan and Features

The building's plan was developed to accommodate its original functions as a Naval Reserve training center. The plan is organized around the open, full-height central space of the drill hall, measuring 132'-7" by 100'-5". The steel trusses originally were fully exposed, with the tallest portion of the room more than 50' in height. A dropped ceiling has been inserted at the top of the clerestory windows, making current ceiling height approximately 28'. The drill hall floor is wood block, and walls are painted plaster. A 10' deep balcony runs around the perimeter of the drill hall at the second floor level, edged with a non-original painted metal pipe rail.

Various rooms and offices are arranged around the perimeter of the building, with doors and openings dotting the walls around the drill hall. Rooms are approximately 21' deep along the east and west walls, and approximately 30' deep along the north and south walls. Original drawings indicate the following spaces, roughly moving clockwise from the west entry:
First floor – main entry foyer, ticket offices (in each of the two entry piers), First Division, Bos'n Mates, electrical and machine shop, club space, Eagle office, enlisted men's library, Petty Officers' Club (northeast corner) with galley, Second Division, carpenter shop, Co. C lockers, offices, Co. D lockers, Co. B lockers, Battalion Headquarters, various storerooms and classrooms,

and boiler room; Second floor – ladies' powder room and restroom; Navy and Marine doctors' offices and exam / waiting rooms, battalion supply storeroom and issue room, battalion office including smaller offices within, First and Second Division offices, officers' lounge and restroom, Ward Room (northeast corner), target range, active duty officer, Sergeant's office, inspector instructor marine office, various Commanding Officers' offices, Headquarter Company office, Battalion Headquarter office and Sergeant Major, communication platoon office, auditorium (south end), staff officers, N.C.R., Unit Signal Officer, Unit Officer, and various classrooms and storerooms. The projection at the far north end of the building housed the chart room at the third level and the bridge at the fourth level.

The main stair from the first to second floor is located immediately south of the main entry, accessed directly off the west foyer. This 8'-wide winding stair features a terrazzo landing and steps, as well as a curved endwall. A secondary stair is located near the northern entry on the east side of the building. Also a winding stair, it is 5' wide with concrete steps. A 6'-wide straight run stair aligns with the entry next to the loading dock toward the southern end of the east side.

Finishes include wood block flooring at the drill hall, terrazzo with inlaid detailing at the west and north entries, polished concrete and linoleum flooring at the balcony and offices, ceramic tile and glass block in the restrooms, and painted plaster walls and ceilings. Interior doors are typically flush wood doors, some with a glazed round "porthole" window, with simple base and trim. The main entrance foyer has additional detailing with crown molding, marble base, and fluting along the inside face of wall openings. Both the west entry and north entry feature a compass detail inset into the terrazzo flooring.

The ward room at the northeast corner of the second story is also a more finely detailed space. It features a fireplace that projects from the wall and has rounded edges. The fireplace is edged by a brick surround, and wood paneling wraps the rounded edges and forms a continuous finish with built-in wood cabinetry. The room has a parquet floor. The target range (or rifle range) retains original steel window guards.

Changes Over Time

Visible changes to the building include replacement of original steel windows with aluminum windows (ca. 1989), replacement of some exterior doors, insertion of a drop ceiling in the drill hall, and acoustical tile ceilings in office spaces. Over the years, some interior alterations have been made to accommodate changing training and office needs.

The following changes have been made to the building according to permit and drawing records from the files of City of Seattle Department of Planning and Development and Seattle Parks and Recreation:

Date	Description
1941	Build Naval Reserve Armory (original permit)
1942	New deck on roof of U.S. Naval Reserve Armory
1950	Exterior painting, roof repairs, and refinishing of wood block floor
1953	Revisions to heating system
1954	Reconstruction of pier
1955	Shower facilities for women Marines
1960	Reroof – new 4-ply built-up roof with gravel surfacing on flat roof, new mineral surfaced split-sheet roofing on sloped roof
1963	Secure ceiling tile and interior painting
1964	Repair roof flashing
1984	Whole center repairs/improvements (Bassetti Norton Metler, Architects) – included new suspended acoustical ceiling and recessed light fixtures in some offices, replacement of original balcony rail with new pipe rail, installation of closers on many existing doors, terrazzo crack repair at west entry, new roofing, exterior concrete restoration and painting, installation of access ramp at southwest corner of building, insertion of new overhead coiling door and prefabricated metal stair assembly at loading area, new sealant and weather stripping at existing windows, pile repair, HVAC / plumbing / electrical upgrades
1992	Paint exterior
2001	Replace fire alarm panel

Date	Description
2001	Demolish existing pier, establish new use as new public park and pier
2001	Construct new pier at existing Naval Reserve station per plans
2006	Structural upgrades and selective new roofing (high roof)

Narrative Statement of Significance

Built on the eve of World War II, on the southwest shore of Seattle's Lake Union, the Naval Reserve Armory is a historically and architecturally significant structure closely associated with the history of the Navy in the Pacific Northwest, with Depression-era public works programs, with military mobilization during World War II, and with the role of the armed services in Seattle in the 20th century. Completed in 1942 using WPA funding, the Armory was a community-based project that the federal government eventually designated as an official National Defense Project at the start of World War II, and which served as an Advanced Naval Training School during the war. It was renovated for use as a Naval Reserve Center during the nation's initial Naval Reserve facilities program following the war and continued to serve as a center of Navy and Marine training and preparedness in Seattle until the last decade of the 20th century. The building meets Criterion A, for its association with the mobilization during World War II and as a signifier of the close relationship between the Seattle community and the armed services in the 20th century; and Criterion C, as an example of an austere Art Deco / PWA Moderne building as designed by William R. Grant and Marcus Priteca. The building's period of significance begins in 1942, the date of completion for the building, and ends in 1945, representing it service during World War II.

Development of Seattle's South Lake Union Area

The South Lake Union neighborhood is located north of the city's Central Business District, and north and east of Belltown. It is bordered by the lake on the north, Interstate 5 on the east, Denny Way on the south, and Highway 99/Aurora Avenue on the west. Early maps and photos from the 1870s depict the area as being primarily residential in character. The topography in the area slopes downward to the north and toward Lake Union. The grade along Westlake Avenue North is lower than other parts of the neighborhood, as it was once the location of a streambed.

The Naval Reserve Armory, at the south end of Lake Union, is the most recent structure at a site with much successive land and water uses stretching back into prehistory. The Duwamish Indians maintained a village at southwest Lake Union for

hundreds of years, if not longer. American settlers arrived at the lake's southwest shoreline in the early 1850s and described the native village on the lakeshore as a place of canoe-carving, fishing, basketry and weaving, gaming and play, food preservation and preparation, and storytelling.

Pioneer settlers Thomas Mercer and David Denny established homesteads and farms on the southwest shore of the lake by the early 1850s and worked to build Seattle's first wagon road, connecting their cabins to "downtown" Seattle and Yesler's steam sawmill and wharf on Elliott Bay. The first sawmill on Lake Union itself was water-powered, opening in 1854 at the lake's Ross Creek outlet, to the northwest. Though the mill was burned during the Treaty War in 1856, other industries soon followed on the lakeshore, including tanneries, cooperages, and brickyards along the southwestern shore of Lake Union. Seattle's first Independence Day celebration was held on the lakeshore on July 4, 1854, at which time Thomas Mercer announced that he re-named the Indian Lake "Lake Union," visualizing a ship canal that would one day unite the eastern lakes with saltwater—a vision that came to reality in 1917 with the construction of the lake Washington Ship Canal.

Western Mill, the steam sawmill at southwest Lake Union on the site of today's Armory, opened in 1882. It was the first in a series of ever-larger mills that would provide the blue-collar extractive resource-based jobs that peopled a neighborhood—first the little town of Roy, and then the Cascade neighborhood. At that time, too, David Denny defied public opinion to lease some of his land to Chinese market gardeners, and China Gardens at south Lake Union was intensively cultivated to provide fruit and vegetables to residents in the urbanizing port city of Seattle.

In 1906, the Seattle Gas Light Company opened a coal gasification plant on Brown's Point, at the north end of the lake. And in 1914, Seattle City Light began construction of the steam plant on the southeast shore of Lake Union, burning coal to make steam to provide electricity to the growing city.

When the Lake Washington Ship Canal finally opened July 4, 1917, it dramatically transformed Lake Union, industrializing and eventually militarizing the lake. The small tanneries and cooperages disappeared or declined and were displaced by homeports for fishing vessel fleets, asphalt plants, an automobile assembly plant, huge sawmills, and boatyards and shipyards. Bill Boeing began to fly his experimental seaplanes in 1916, using a Lake Union boatyard and the skills of local

boatwrights. After 1917, it was not only possible to repair ocean-going ships that could fit through the Chittenden Locks, it was also possible to build such ships from scratch. Lake Union Drydock began building and repairing saltwater vessels of every kind, and a host of boatyards built smaller recreational craft.

The lakeshore became the site of many intersections between rail, highway and water, ringed with railroad spurs, served by vans and trucks. The lake also became the site of intersection between water and air, as a series of seaplane services operated from Lake Union. This working lake, providing blue-collar jobs for thousands, endured through the mobilized defense industrial boom of the 1940s.

The shore was dramatically re-engineered as well. "Bad" logs, wood scrap, and sawdust from Western Mill and its successors—and the occasional derelict boat—were used to fill the wetlands at south Lake Union, obliterating traces of the Duwamish village and eventually extending the shoreline well to the north. The electric streetcar lines on the lake's eastern and western shores were originally built in the 1880s and 1890s on low trestles out over shallow water. Later, fill was added to create Westlake Avenue and extend the shore on the lake's east side. At the lake's northern end, the Seattle, Lakeshore and Eastern Railway was itself built on pilings and later filled in, to create Northlake Way and today's Burke-Gilman Trail. The 1907 sale of shares in the lake itself helped to finance the Alaska-Yukon-Pacific Exposition, and encouraged land-owners to build their docks and moorages far into the lake, extending the shoreline with rock and fill drawn from many sources.

The regrading of Denny Hill, completed in 1930, profoundly transformed the geography at the south end of Lake Union, removing a visual and actual separation of the lake and the South Lake Union neighborhood from downtown Seattle itself. But Seattle drew closer after Denny Hill was removed, and the development of the new regrade brought more warehouses and light manufacturing to inland south Lake Union, enhancing the area as a working-class neighborhood.

Lake Union's civic role was also expressed through military uses. Puget Sound is one of the three great West Coast harbors, and access to the lakes for U.S. Navy and Coast Guard ships was an important argument for the construction and funding of the Lake Washington Ship Canal. The U.S. Coast and Geodetic Survey established a base on Lake Union as soon as the Ship Canal opened a pathway to the sea, and the agencies contracted with shipyards on Lake Washington and Lake Union to

build and repair survey ships. In the early 1920s, the Sand Point Naval Air Station was under construction on the western shore of Lake Washington, and the subject building—a Naval armory and training center—opened at the south end of Lake Union in 1942. During World War II, lake shipyards built for war, and Boeing's plant on the Renton shore of Lake Washington built and tested seaplanes for the U.S. Army Air Corps.

After the war, the South Lake Union industrial base contracted and much of the housing stock in the community deteriorated as the residential population declined. Meanwhile, commercial and manufacturing uses continued to increase, as evident in building permit records and historic photographs. Auto warehouses and retail showrooms became common along Westlake Avenue from the late teens and continued through the post-World War II era. In the early 1960s, the construction of I-5 further defined the identity of the nearby Cascade and Eastlake neighborhoods, linking them with Lake Union as a result. The freeway's Mercer Street access ramps also divided the northeastern part of the South Lake Union neighborhood, placing several blocks of it in what might be considered the Eastlake area.

In a historic urban survey from 1975, the neighborhood was described as "a collection of auto showrooms, small businesses and manufacturing enterprises, and parking lots supplementary to, rather than integral with downtown" (Nyberg and Steinbrueck). Neighborhood industries in recent decades have included older auto repair businesses and retail showrooms near Westlake Avenue, headquarters for general contractors, construction supply distributors, and floral and furniture warehouses. More recent businesses include printing/photography, childcare facilities, and telecom concerns. The northeast portion of the neighborhood, north of Mercer Street, has been redeveloped extensively by the Fred Hutchinson Cancer Research Center and Zymogenetics, located in the former steam plant.

The Building's Construction

The Naval Reserve Armory is located at the south end of Lake Union, at the foot of Terry Avenue North. In 1909, at the time Washington State was selling off Lake Union shares to fund the Alaska-Yukon-Pacific Exposition, the state authorized the use of lumber mill waste and other debris to fill in an area at the southwestern corner of Lake Union. This extended the land

on which first Western Mill and then Brace and Hergert's Mill was constructed, to build a broad peninsula out into the lake. In that same year, Washington State sold a portion of the eastern half of the peninsula to a private owner, and conveyed the rest of the property to the City of Seattle in 1910. By 1913, the City owned the entire property, selling small parcels in 1915 to the Dexter Horton Trust, to the Brace and Hergert Mill in 1917, and to C.W. Stimson in 1934. The south end of Lake Union continued to be an industrial site, including the Kurtzer Flying Service floatplanes, a glass factory, and an asphalt plant.

The outbreak of World War I in 1914 demonstrated that modern war at sea required a federal naval reserve force. Secretary of the Navy Josephus Daniels and his assistant, Franklin D. Roosevelt, launched a campaign in Congress to gain appropriation for such a volunteer force. Washington State's pre-war naval reservists were transferred on July 1, 1918 to the brand-new U.S. Naval Reserve Force. The Seattle Naval Reservists were quartered "just south of the old West Seattle Ferry slip, in the old (Seattle) Yacht Club Building," and later met and trained in "an upstairs room in the waterfront district" on Pier 1. They then moved to the second floor of the Morrison Hotel, and finally to the Canadian National Dock on Lake Union by the early 1930s. The Reservists used USS *Eagle 57* as their training ship, a 1919 steel patrol vessel. Moored at the Canadian National dock, *Eagle* was constantly covered with coal soot from the Seattle City Light steam plant. Reservists successfully petitioned the City of Seattle to move *Eagle* to the cleaner unused moorage at the city dock on the south end of Lake Union, and began to dream of a Naval Reserve Armory to be built on the site. (Naval Reserve Center disestablishment ceremony program.)

Serious agitation for construction of a Naval Reserve Armory on Lake Union began in 1935, when the City of Seattle agreed to convey the necessary land to the U.S. Navy on the condition that construction of an armory was begun within two years. Though the construction was not begun in time due to inadequate interwar funding for the Naval Reserve program, the Seattle Naval Reserve Association organized to negotiate with the City, State, and Navy. The City leased the south Lake Union property to the Association for ten years, for $10. The Association intended to "erect an Armory, and provide and maintain suitable quarters for training for all units of the Naval and Marine Corps Reserve, including Fleet, Volunteers, Communications, Intelligence, Supply Corps, Aviation...classes and such other classes as may be hereafter created." (Facilities File, NRCC Seattle, 1937.)

In 1937, Seattle's *Post-Intelligencer* optimistically reported that the city would soon have "its long sought naval reserve armory," to house units of the Naval Reserve, Fleet Marine Corps Reserve, and the Sea Scouts. At that time, it was estimated that the building would cost less than $75,000 to complete, at least in part because surplus building material from the demolition of parts of Fort Flagler was barged to the site by the Seattle Naval Reserve Association (SNRA). The SNRA had also contracted with Seattle architect William R. Grant to design the facility. In making the 1937 announcement, the local spokesman remarked, "We've been waiting a long time for this armory," but he was destined to wait longer. The U.S. Navy could not afford to finance the Armory's construction, and local citizen groups, including the SNRA, proposed that the Works Progress Administration (WPA) help to fund and staff construction. However, a proposal to the WPA for Armory construction was rejected in April 1938 because the non-labor costs were considered to be too high.

A committee of concerned citizens was formed to carry the project forward, including representatives of the Naval Reserve, the Thirteenth Naval District, the Port of Seattle, and Seattle's Chamber of Commerce. They continued to lobby patiently to arrange financing for the project, organizing the four principal players to coordinate their efforts. Washington State Governor Clarence D. Martin announced that the legislature had passed Senate Bill 350, appropriating $146,250 in state funds toward the project, and Seattle's *Argus* reported that the City of Seattle agreed to donate the site "on the shore of Lake Union at the foot of Valley Street on Westlake Avenue," then valued at about $75,000, to the U.S. Navy. The U.S. Congress authorized the Secretary of the Navy to accept unencumbered title to this "land in the city of Seattle," after "grading and landscaping of the said land and the construction of said armory building are completed" to his satisfaction. But the WPA continued to drag its feet on the project, and the Navy was unwilling to accept responsibility for a potential white elephant. (76th U.S. Congress, Report No. 725, July 5, 1939; *Argus*, September 2, September 23, 1939.)

After the flurry of activity in 1939, the project languished and was soon referred to in the local press as "long projected;" it was feared that the state's appropriation would expire, unused. However, in the fall, U.S. Representative Warren G. Magnuson announced his adoption of the Naval Reserve Armory as a "pet project of mine," and aggressively pursued immediate

action in Washington, DC, including lobbying Washington State's Senator Lewis Schwellenbach. By the summer of 1940, Magnuson was successful—the WPA authorized a grant of $125,750, soon approved as $99,997 by President Franklin Delano Roosevelt (*PI*, August 29, 1939, September 20, 1940; *ST*, July 31, 1940).

Darwin Meisnest, a lieutenant in the U.S. Naval Reserve and chair of the citizens committee dedicated to moving the Armory project forward, acknowledged that "the federal grant was the big problem and now we have that," and further remarked "this is great news. It is another step toward the goal toward which we all have been working. We deeply appreciate the splendid cooperation of Senator Schwellenbach and Congressman Magnuson, whose efforts have resulted in this [WPA] grant being authorized." (*ST*, October 4, 1940.)

Now confident of success, Navy representatives accepted a quit-claim deed on the parcel of 1.42 acres on August 27, 1940, and the project was finally underway. Newly recognized as a "national defense project," ground was broken on October 5, 1940, with Thirteenth Naval District Commandant Vice Admiral Charles S. Freeman's announcement that the Armory would train and serve military reservists but also become "a people's building and will form part of the community life here." Construction began on the new Armory at once, and an additional federal appropriation of $69,983 was later announced, again brokered by Representative Warren G. Magnuson. These funds, as well as $6,399 from Washington State and—incongruously—$14,204 from the University of Washington, were to be used for "inside finishing" and to install street lighting, provide sewers and driveways, and "pay for a more permanent type of construction." Additionally, at this time four acres were cleared for a parking lot. (*PI*, October 6, 1940, October 17, 1941; *ST*, October 16, 1941.)

The December 7, 1941 attack on Pearl Harbor drew the United States into World War II, and construction on the Armory building was accelerated, completed only nineteen months after groundbreaking. On Puget Sound, within flight-distance of Japanese bombers, the Seattle area militarized into the quintessential homefront city overnight. WPA workers were released to the Armory project from other jobs and worked exceptionally long hours; however, it became extremely difficult to get scarce,

prioritized building materials, and a WPA spokesman recalled that it became "necessary to...substitute other types of material in [their] place." (WPA PR 1502, July 1, 1942, Washington State Library.)

As late as the spring of 1942, both the City of Seattle and the WPA funded additional appropriations to complete the project. The WPA proudly announced the $500,000 building's dedication on July 4, 1942, by then indispensable to the burgeoning war effort. The dedication ceremony was heralded with a bugle call, as "ranking Naval, Naval Reserve officers, heads of the Work Projects Administration, state and city officials, members of Congress, American Legion and prominent citizens" gathered at the south shore of Lake Union to dedicate "Uncle Sam's newest Naval Armory." (WPA PR 1502, July 1, 1942, Washington State Library; *PI*, July 5, 1942.) After the invocation, Seattle's Mayor William Devin remarked that "Seattle likes the Navy—and the Navy has been kind to Seattle." Washington State's Governor Arthur B. Langlie praised the close cooperation among military, federal, state, and local stakeholders that had ensured the success of the Armory project. Langlie capped his speech with presentation of the Armory's deed to Vice Admiral Freeman. In the grim summer of 1942, as the United States faced formidable enemies in both theaters of war, the honored guest at the Armory's dedication was Mrs. Peter Barber, who lost three sons in the Japanese attack on the Navy base at Pearl Harbor. The Armory's dedication was solemn and determined. As Vice Admiral Freeman grimly remarked that:

> [T]he Navy has not yet done anything to talk about in this war. But we of the Navy, together with our friends in the Army, intend to go on and fight the war to a successful conclusion...We, in the regular Navy, are very proud of our Reserve. It is a valuable part of our plans for expansion when danger threatens from forces without and within. Anything which contributes to the improvement of training in the Reserve, serves the Army and nation well. (WPA PR 1502, July 1, 1942, Washington State Library.)

The program concluded with the raising of the United States flag over the Armory, and the Puget Sound Navy Yard band playing "The Star-Spangled Banner." (*PI*, July 5, 1942; *ST*, July 2, July 5, 1942; WPA PR 1502, July 1, 1942, Washington State Library.)

Building Occupants and Use

The wartime Armory was pressed into immediate service to train thousands of young recruits for duty in the U.S Navy, under the command of Lieutenant Commander H. Coldwell. During the war, the Navy purchased an additional thirteen lots adjacent to the Armory through condemnation and constructed barracks for trainees. The site hosted an Advanced Naval Training School for Navy range finders, ammunition handlers, welders, electrician's mates, fire controlmen, gunner's mates, and gyro-compass operators. At the height of its use during World War II, the Armory site accommodated 800 trainees and numbered 25 buildings, including a Women Accepted for Volunteer Emergency Service (WAVES) barracks, a chapel, messhalls, recreation hall, docks, a gatehouse, and gun mounts. A journalist noted that the extensive Armory complex was one more piece of evidence that Seattle was "an enthusiastic Navy town" on the wartime home front (*ST*, July 4, 1942).

After the war, the Advanced Naval Training School was decommissioned and the barracks and some wartime buildings were torn down. However, as the hot war transitioned to cold war, steady federal funding was available for the peacetime Naval Reserve, championed by former Secretary of the Navy, then-Secretary of Defense James Vincent Forrestal. Approved as a postwar Naval Reserve Center on August 1, 1946, the Seattle Naval Reserve Armory received funding for renovation. However, the Naval Reserve program was de-emphasized in the 1950s, and funding was provided on a year-by-year, case-by-case basis. Armories of substantial construction like the one at Seattle were the exceptions in the program rather than the rule.

For a time, both the Marine Corps Reserves and the Naval Reserve used the building and the structure was overcrowded, unable to accommodate the local reservists. Seattle architect Paul Thiry was eventually hired to design a garage, a new shop, and a classroom building, later known as Neptune Hall. Construction began on June 26, 1958 on the site cleared of additional wartime buildings, including four additional barracks, a messhall, a shop and several other miscellaneous structures. This new construction work cost more than $440,000.

After 1959, the Armory was used exclusively by U.S. Naval Reservists. Through time, the patrol boat *Eagle 57* was homeported at south Lake Union, as was destroyer escort *Whitehurst,* the submarine USS *Bowfin*, and various patrol craft and

minesweepers. The *Bowfin* remained moored at the Armory until 1971 and became a familiar sight. Through time, thousands of reservists were trained at the Naval Reserve and served on active duty in every conflict from World War II to Operation Desert Storm. (Naval Reserve Center disestablishment ceremony program; *PI*, December 26, 1971.)

As Vice Admiral Freeman had predicted, the Naval Reserve Armory was also a "people's building...part of the community life here." Various commanding officers of the Naval Reserve addressed local Kiwanis and Rotary Clubs, and the Armory itself played host to many local groups, including churches, the Seattle Police Department, the Navy Sea Cadets, the Sea Scouts, Seattle garden clubs, and Masonic drill teams. The Reserve's Construction Battalion (the Seabees) participated in a number of community building projects in Seattle during these decades and also worked on a 1966 project to update and beautify the Armory and its grounds.

During the Vietnam War era, Seattle's Naval Reserve Center served 800 reservists in 30 units, in addition to Coast Guard personnel, Bureau of Customs employees and the Immigration and Naturalization Service. In 1970, the Seattle Naval Reserve unit received the Meritorious Unit Commendation Award for significant contributions to the Naval Torpedo Station, at Keyport, Washington. First to receive this honor in the Thirteenth Naval District, the Seattle reservists had participated in a lengthy international training operation in which they cooperated in training with regular United States and Canadian forces off the Pacific Northwest coast.

In 1976, the Thirteenth Naval District was replaced by the Naval Reserve Readiness Command Region 22, signaling a change to the organization of the Naval Reserve, and Seattle's Armory became a Naval Reserve Readiness Center.

In 1987, discussion about the future of South Lake Union included the possibility of demolishing the Naval Reserve Armory, as Seattle's Board of Park Commissioners considered an array of park alternatives for the site. The two favored proposals each involved negotiations to "move the Navy gently out of the area" (*PI*, May 22, 1987). In 1991, the Seattle City Council passed a resolution calling for the development of a park at south Lake Union, with a maritime heritage center. Three years later, the Center for Wooden Boats, Northwest Seaport, and others advocated the development or a maritime-themed

heritage park at south Lake Union that would include an education center, conference space, and a Native American longhouse. The site would also accommodate historic vessels, including the Lightship *Swiftsure*, the tug *Arthur Foss*, and the schooner *Wawona*. (*PI*, March 17, 1994.)

Supporters of the Seattle Commons proposed development of a 470-acre park stretching from south Lake Union to downtown Seattle, and its proponents advocated clearing the five acres on the southern lake shore, either demolishing or moving the Naval Reserve Armory. As a *PI* reporter put it at the time, "Even if the Commons never happens, city officials have for some time been hungrily eyeing the Naval Reserve property to expand South Lake Union Park" (*PI*, July 29, 1993). During planning for the Seattle Commons, Senator Slade Gorton gained the support of the Senate Armed Services Committee to move the Armory functions from South Lake Union to Fort Lawton, a proposal resisted by Magnolia residents. Friends of Discovery Park spokesman Bob Kildall remarked frankly, "Our bottom line is we don't want the Navy." Despite resistance, the Seattle City Council voted in July 1994 to remove the Armory after its transfer to the City—to accommodate the waterfront park—but Seattle voters rejected the Commons and the Armory remained in place (*PI*, July 15, 1994), a well preserved reflection of the city's close ties to the military, the federal government, and the lake at its center.

In 1998, the disestablishment ceremony of the Naval Reserve Armory took place. Similar to the decommissioning of a ship, the ceremony terminated "the active naval service of Naval Reserve Center, Seattle" (Naval Reserve Center disestablishment ceremony program). The site was no longer needed in a smaller Navy, and the buildings and property were transferred to the City of Seattle. Since then, the Armory has been used as office space for a variety of non-profit organizations as well as for community meeting and event space.

The Original Architects, B. Marcus Priteca and William R. Grant

Original architectural drawings for the Naval Reserve Armory list "B. Marcus Priteca & William R. Grant, Architects Associated" in the title block. The original building permit, on file at the City of Seattle Department of Planning and

Development, also lists both men as architect. The two architects appear to have partnered only on the design of the subject building, as no other joint projects or collaborative activity have been discovered. Seattle city directories for 1939, 1940, and 1941 list Priteca and Grant separately and cite their offices in different locations. The summary of the careers of the two architects indicates that William Grant is less well known than is Priteca for his design work, and that Priteca had a history of working with other firms. Based on their respective roles on other projects it is reasonable to conclude that B. Marcus Priteca brought expertise in large assembly spaces to the Naval Reserve Armory project, and that he was the lead designer. It is notable that neither Priteca nor Grant has been identified with other military projects. Grant was brought into the Amory project during its initial planning stage, in 1937.

B. Marcus Priteca (1889–1971)

Benjamin Marcus Priteca was a prominent Seattle architect, with a career spanning more than 50 years. Born in Glasgow, Scotland, Priteca was raised and educated in Edinburgh. He completed a five-year apprenticeship, beginning at age 14, with Robert McFarlane Cameron, a Director of the Royal College of Arts in Edinburgh. There he began his architectural training and earned his degree in 1909, at age 20. The same year, Priteca and his family left Scotland for Seattle.

After arriving in Seattle, Priteca began working as a draftsman for architect E. W. Houghton. Soon after, Priteca met Alexander Pantages and obtained an exclusive contract as official architect for the Pantages theater empire. From 1910 to 1929, Priteca served in this role, working in branch offices in Oakland, San Francisco, and Los Angeles. He designed more than 150 movie theaters (Ochsner, p. 183). From 1922 to 1929, Priteca lived in Los Angeles.

Priteca favored the use of classical design elements in his theaters, of which the Coliseum (1914–1916; altered, now retail space) is an extant example. Other notable designs include the Seattle Pantages (Palomar) Theater (1913–1915, destroyed), a combined theater and office block; Vancouver Pantages, Vancouver, B. C. (1916–1917, destroyed); Orpheum Theater, Seattle (1926–1927, destroyed); and Paramount Theater Building, Seattle (1927–1928), designed in association with

Rapp & Rapp and Frederick J. Peters. In addition to Classically-inspired designs, Priteca successfully employed the Art Deco style, exemplified in the Hollywood Pantages Theater, Hollywood, California (1929–1930).

In addition to theaters, Priteca designed several synagogues, warehouses, wartime public housing, government buildings, and commercial and residential structures. Specific projects included Congregation Bikur Cholim Synagogue (1912–1915; currently the Langston Hughes Cultural Arts Center, and a designated Seattle landmark) at 17th Avenue South and East Yesler Way, Crystal Natatorium (ca. 1915, demolished) at 2nd Avenue and Lenora, Longacres Racetrack in Renton (1933, demolished), Public Safety Building (1946 with NBBJ and Young & Richardson, demolished) at 604 -3rd Avenue, and Temple de Hirsch Sinai (1959–1960, with Detlie & Peck) at East Pike Street and 16th Avenue.

Priteca was elected to the AIA College of Fellows in 1951. He had a very lengthy career and practiced into the 1960s. He "made a major contribution to Seattle's urban fabric during the first third of the 20th century. He is internationally known for his theaters...which played a major role in the development of this building type in North America." (Ochsner, p. 184.) Priteca died on October 1, 1971, at the age of 82.

William R. Grant (1890–1957)

William R. Grant was born and raised in Detroit and came to Seattle in 1907. By 1917, he was working as an architectural draftsman for the Beezer Brothers. The Beezer Brothers had moved to Seattle from Pittsburgh in 1907 and developed into "an architectural practice that became one of the most extensive regional practices headquartered in Seattle at the time" (Ochsner, p. 144). The firm was best known for its bank buildings and for the structures it designed for the Catholic Church, including the St. Joseph Church Rectory (1919–1921) and O'Dea High School (1923–1924).

In 1924, Grant established his own architectural practice, locating his office in the Seaboard Building at 1506 Westlake Avenue. The 1909 Seaboard Building was a substantial downtown office building, and that location of Grant's office may

indicate a measure of his firm's success. The practice later became William R. Grant & Son, which was succeeded by Grant, Copeland and Chevenak after William Grant's retirement in 1953.

Grant also designed a number of low-scale commercial buildings in the South Lake Union neighborhood in the 1920s, including 513 Dexter Avenue North, 522 Dexter Avenue North, 430 Dexter Ave (1928), 400 Dexter Ave (1930), and a two-story warehouse building at 507 Westlake Avenue North. Another warehouse next door at 503 Westlake Avenue North is credited to the Beezer Brothers, and was built in 1919 when Grant was working in their office. Other known projects include the Fraternal Order of Eagles (later Bagdad Theater) (1927) in Seattle, the Raymond Theater (1928) in Raymond, and Christ Episcopal Church (1914) in the University District. The subject building appears to be the most significant building that Grant designed.

The Building's Architectural Style

Designed beginning in 1937 and constructed in 1940–1942, the Naval Reserve Armory exemplifies aspects of pre-war Art Deco and Moderne styles of architecture. They became fashionable throughout the United States during the 1920s and 1930s, representing a 20th-century movement away from historical styles and toward Modernism. The solidity and straightforward, classical base/shaft/capital facade composition of the subject building also recalls the Starved Classicism or PWA Moderne aspect of the style.

Art Deco and Moderne styles differ in use of ornament and materials and in overall proportions and massing. Art Deco buildings are characterized by verticality and stepped massing; the use of traditional as well as innovative modern materials, such as stone and terra cotta; and richly treated surfaces, such as inlays, castings, polychrome glazes, etc. The Art Deco style can be identified by its ornament, with motifs that include fluting and reeds, horizontal bands, chevrons or zigzags, and various frets. In contrast, the Moderne style emphasizes horizontal forms, simple shapes, and sometimes rounded or curved surfaces. Moderne buildings often appear stripped of ornament, except for stringcourses and other horizontal trim devices. They feature flat roofs,

pipe railings, round windows or corner window glazing, and use of smooth finishes and innovative materials such as glass block and aluminum. (Whiffen, p. 235–241.)

The Naval Reserve Armory exhibits the overall heavy massing, horizontal trim devices, and some rounded or curved edges and surfaces characteristic of Moderne. At the same time, the verticality of the primary west entrance references Art Deco, as does the fluting ornamentation at the west foyer. Additionally, original drawings indicate more elaborately decorated entry doors with aluminum trim and door pulls, although it does not appear they were constructed per plans. Decorative detailing on the building is primarily nautical-themed, such as anchors and compasses. The round "porthole" windows in some exterior and interior doors relate to the nautical theme and are also a common Moderne design detail.

American Art Deco has its origins in European aesthetic movements of the teens and 1920s. However, as the 1930s progressed, luxury and elitism were viewed more critically. "The major American designers of the Great Depression hated Deco...adjudging its romantic backsliding a betrayal and perversion of modernism. What they created, largely in reaction to Deco, was a new machine art: honest, simple and functionally expressive—values basic alike to the house, the school, the streamlined train, the cigarette lighter, the toaster, the saucepan, or grand piano..." This new style became known as Moderne. (Grief, p. 13–16.) The Moderne style is considered an American invention, with its formal properties inspired by such disparate high and low cultural elements as jazz music, kinetic cinema, comic books, production line machinery, air flight, and other everyday life influences.

The influence of the Great Depression helped to bring about the Moderne style, including its variants—Streamline Moderne, Depression Modernism, and Stripped Classicism. Their popularity, in the 1930s, occurred during a restless, worrisome period. To some, the new Moderne forms responded to an emotional need for optimism, coupled with economic needs for simplifications and affordability. The resulting buildings were honest about their materials and construction techniques and codes. Mechanical building components, such as hardware, were exposed and designed for expression. "The objectives of

Depression Modern were efficiency, economy, and right appearance. ...the style was so directly related to the world of commerce." (Grief, p. 31.) Mass-produced elements were typical of Streamline Moderne.

Both Art Deco and Moderne were used for a relatively short period in fashion, product, machine, graphic and interior design, as well as in architectural design. In addition to buildings, there are many examples of Art Deco style hats and posters, and Moderne tableware and radios. In this sense, these styles are associated with innovative ideas about marketing and advertising that emerged in the 1920s, which were accompanied by new methods of mass production of consumer items.

New interior design elements and finish materials were exploited in Moderne buildings. These included new plastics and Bakelite, for example, in door hardware and in wall panels. Other building materials also emerged during the Moderne period–enameled steel paneling, Vitrolux and Thermolux, Thermopane and Vitrolite glass and glass tiles, tempered and laminated glass, glass block, cast aluminum decorative panels, and extruded aluminum window frames.

Nationally known designers of Moderne buildings included Norman Bel Geddes, Raymond Loewy, Russell Wright, Lurelle Guild, Walter Dorwin Teague, and William Lescaux. In Seattle there were many design practitioners who had previously worked with revival and eclectic styles who produced Moderne buildings, including Floyd Naramore, J. Lister Holmes, John Graham, Carl Gould, and others.

In Seattle, the Art Deco and Moderne styles are exemplified by a number of commercial and institutional buildings, of which the following have been granted National Register or local landmark status:

- The Bon Marché
- Asian Art Museum at Volunteer Park
- Olympic and Northern Life Towers
- Nakamura Federal Courthouse
- U.S. Federal Office Building in downtown
- U.S. Marine Hospital / Amazon Complex on Beacon Hill
- Fire Station No. 41 in Magnolia
- Coca-Cola Bottling Company building at 1313 East Columbia Street

Other examples of the Moderne style in Seattle include the Safety Supply building at 5510 East Marginal Way South, the University of Washington Penthouse Theater (1940), and a number of small-scale industrial buildings on Elliott Avenue, in the Interbay area. The style is also evident in the aluminum-clad ferryboat, the M/V Kalakala (1935, National Register-listed).

Conclusion

The Naval Reserve Armory is significantly associated with mobilization for World War II, as well as with the history of the armed services in Seattle and Depression-era public works programs. In good condition and with few exterior alterations, the building appears much as it did when it was completed in 1942 and exemplifies aspects of pre-war Art Deco and Moderne—particularly PWA Moderne—styles of architecture.

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URS Consultants, Science Applications International Corporation, and Shannon & Wilson, Inc. "Draft Final Environmental Baseline Survey Report: Naval Reserve Readiness Center, Seattle, Washington." Prepared for Engineering Field Activity Northwest, Naval Facilities Engineering Command, Contract #N62472-89-D-9295, June 1995.

Washington, D.C. National Archives. Status of Naval Reserve Armories. Record Group 80, Box 22, 15 May 1947.

Washington, D.C. Navy Yard. History Center, Building 57. Command Histories, Naval Reserve Center, Seattle, Washington 1966-1977.

Verbal Boundary Description

Tax Parcel Number: 4088803210

Legal description: Lots 9-13, inclusive, Block 74, Lake Union Shore Lands. Together with any and all rights to the east half of abutting street, being Terry Avenue North as shown on the ALTA/ASCM Land Title Survey of US NAVAL RESERVE CENTER SOUTH LAKE UNION dated Dec. 3, 1998. Recording number 9506309003, Volume 104, Page 116.

Plat name: Lake Union Shorelands **Block**: 74 **Lots**: 9-13

Boundary Justification

The boundary includes the entire parcel on which the building is sited. The building is bounded by Lake Union Park on the west and south sides and by Lake Union on the north and east sides.

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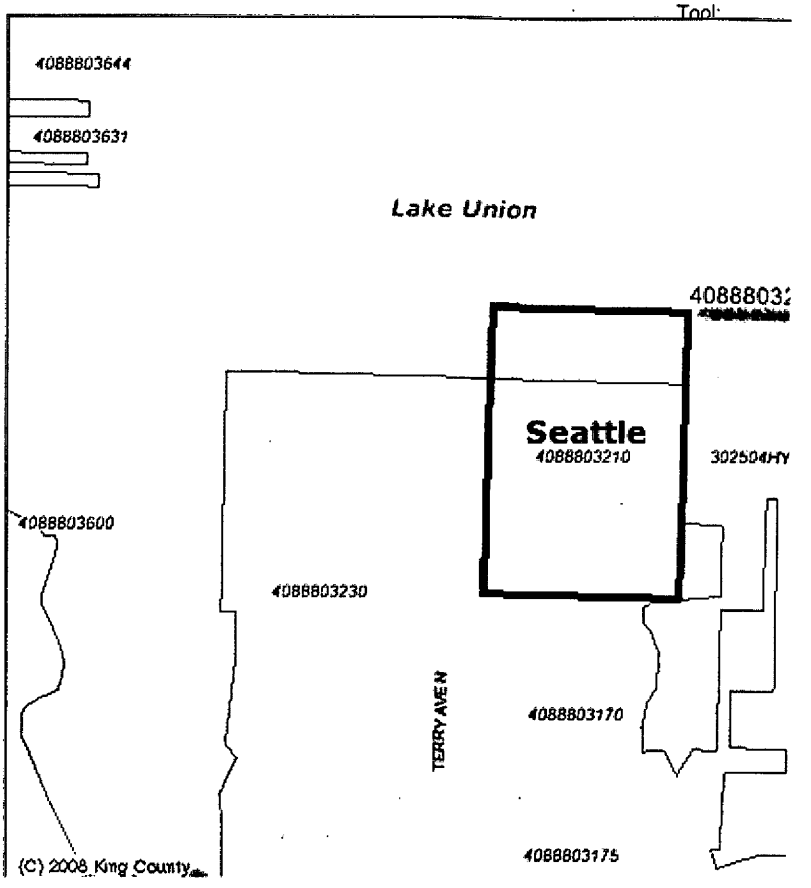
Parcel Viewer

| Intro | Help | Print | Standard Mode | Enhanced Mode | Current Tool:

One Parcel Found:

Parcel Number	Address
4088803210	860 TERRY AVE N

Search Menu



1 Parcels Found:

Record 1

Parcel Number	4088803210
Address	860 TERRY AVE N
Zipcode	98109
Taxpayer	CITY OF SEATTLE THE

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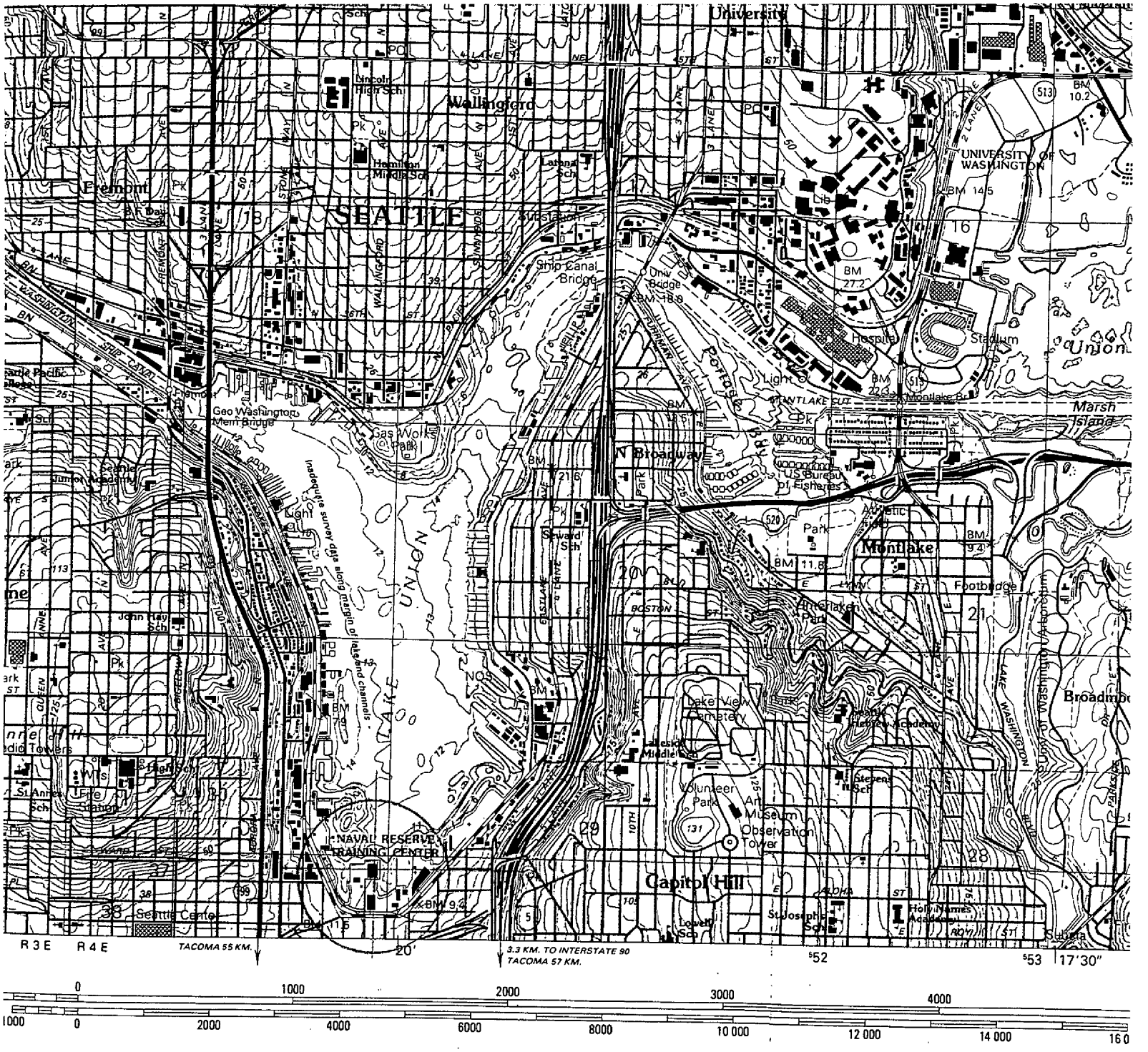


Naval Reserve Armory
King County
Seattle, Wash.

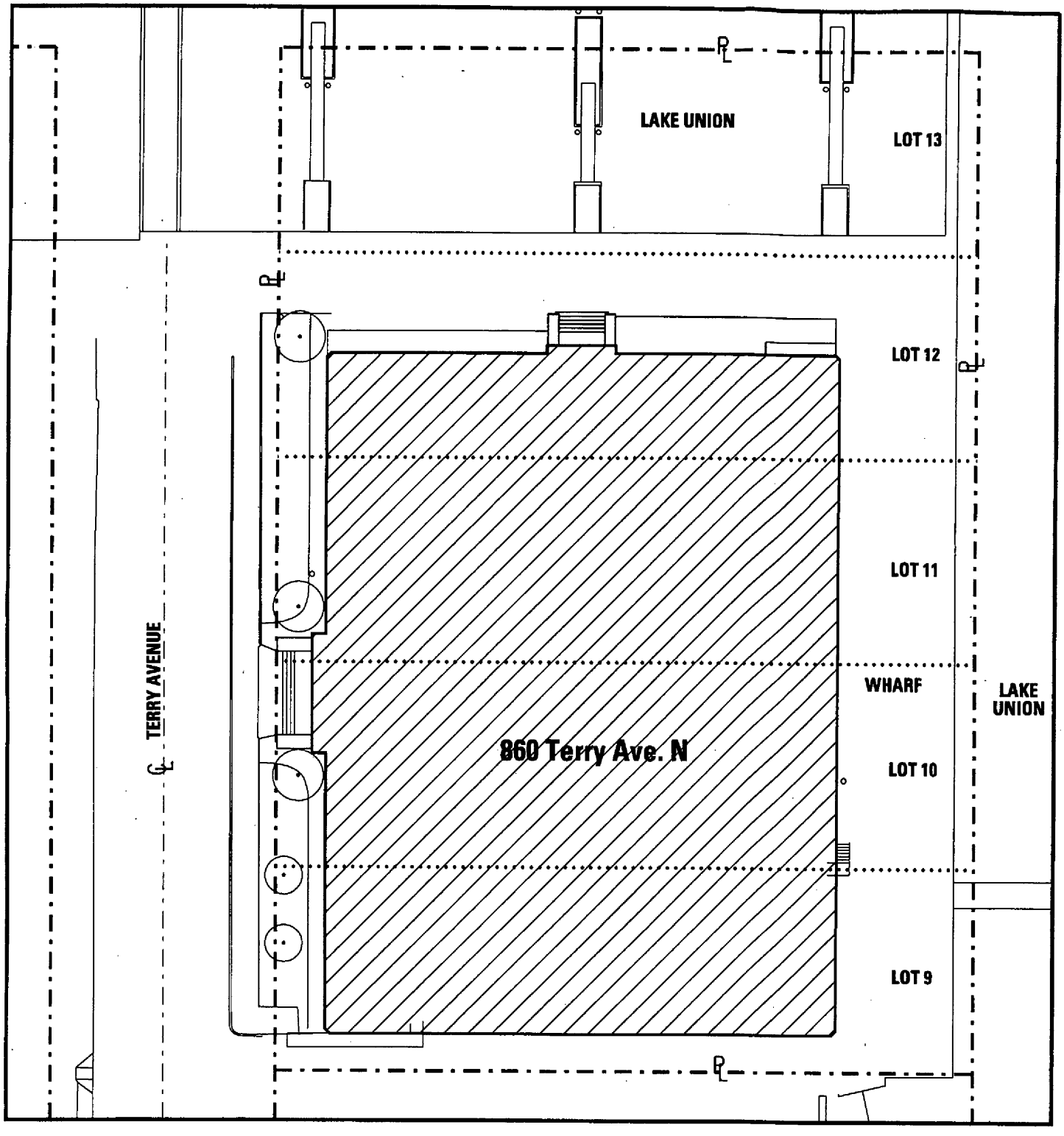
Easting = 549843

Northing = 5275124

HYDROGRAPHIC SURVEY INFORMATION

SURVEY NUMBER	SURVEY DATE	SURVEY SCALE	SURVEY LINE SPACING (NAUT. MILES)
H-2608	1902	1:10,000	.02-.14
H-2609	1902	1:10,000	.06-.25
H-5709	1934-35	1:20,000	.05-.25
H-5710	1936	1:10,000	.10-.10
H-5711	1935	1:10,000	.02-.12
H-5724	1935	1:10,000	.02-.06
H-5846	1935	1:5,000	.01-.07
H-7076	1946	1:1,200	.10-.02
H-9167	1970	1:5,000	.02-.05
H-9742	1978	1:10,000	.03-.10
H-9747	1978	1:5,000	.01-.03

NOS CHART 18446 1:25,000 1978 NOS CHART 18447 1:10,000 1981



EXISTING SITE PLAN

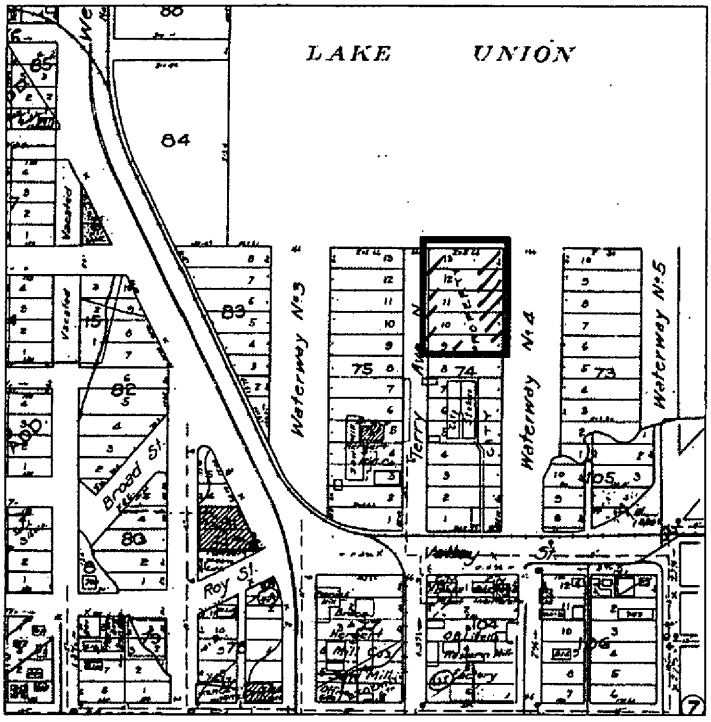
1"=40'-0"

NORTH

LEGAL DESCRIPTION

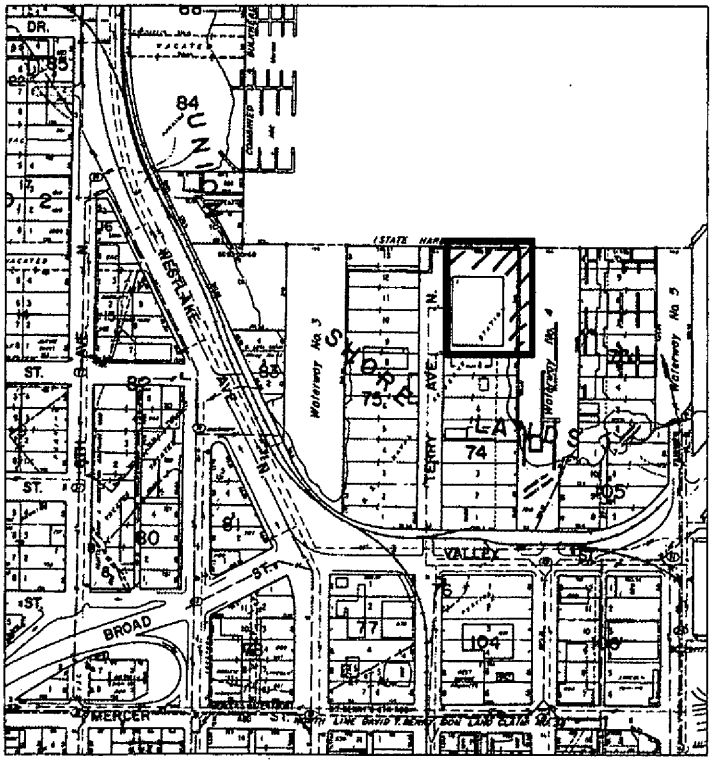
LOTS 9 THROUGH 13, INCLUSIVE, BLOCK 74, ALL IN LAKE UNION SHORE LANDS, TOGETHER WITH ANY AND ALL RIGHTS TO THE EAST HALF OF ABUTTING STREET, BEING TERRY AVENUE NORTH AS SHOWN ON THE ALTA/ACSM LAND TITLE SURVEY OF US NAVAL RESERVE CENTER SOUTH LAKE UNION

0 20' 40' 80' 120'

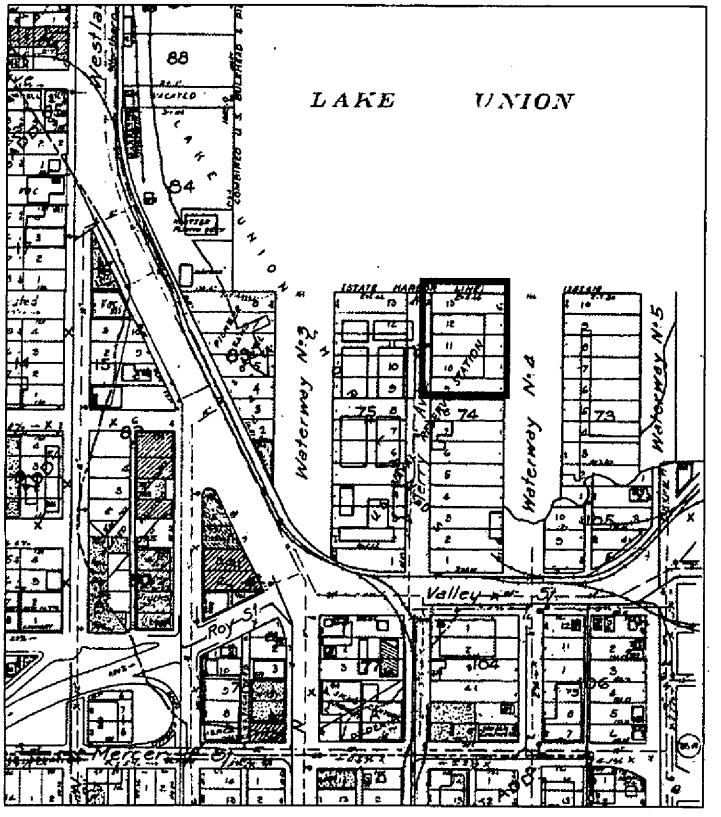


These three map excerpts show a portion of the neighborhood and its development over time. The subject site is outlined in red. (Kroll Map Company.)

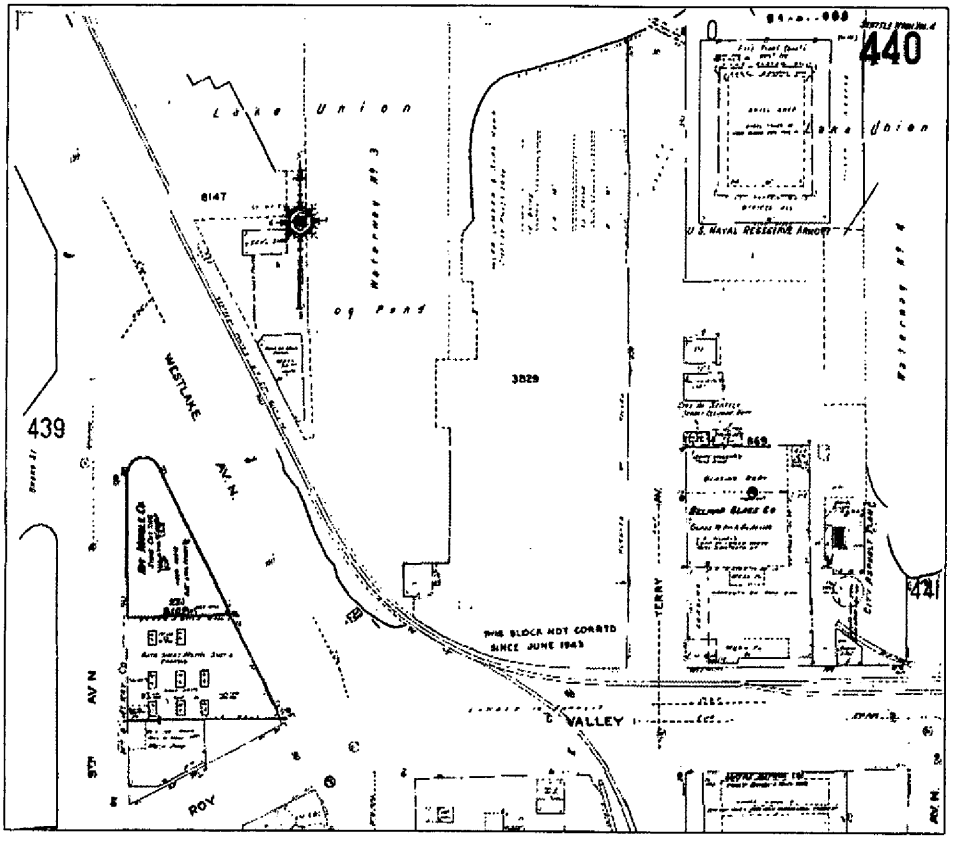
1912–1920

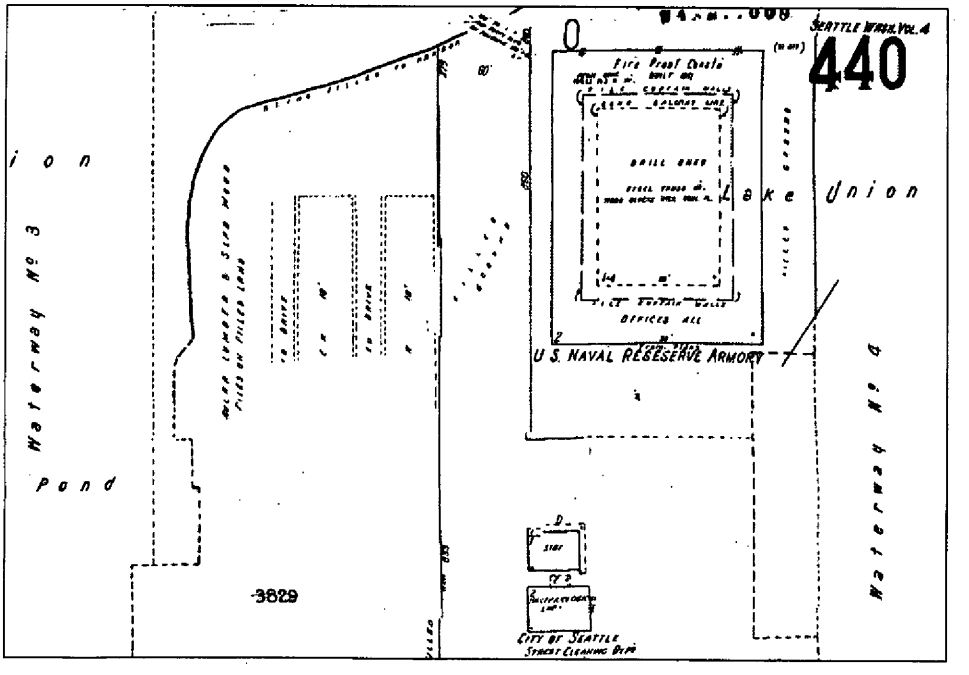


1940–1960

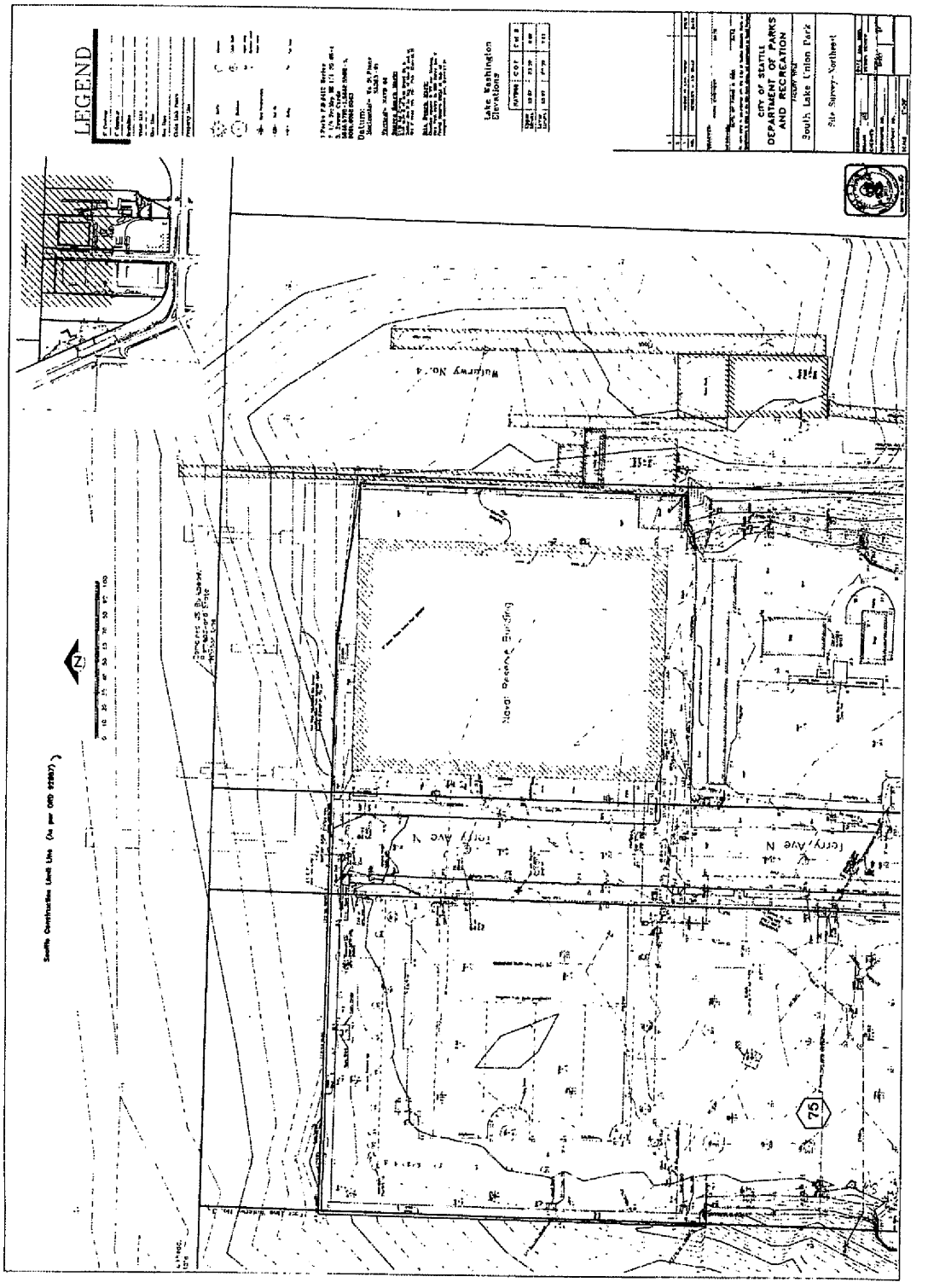

LAKE UNION
Waterway No 2
Waterway No 4
Waterway No 5
Valley St
Roy St
88
84
75
74
73
104

ca. 2000





A Sanborn Map, updated to ca. 1950, shows the Armory and its surroundings at the time. (Sanborn Map Company.)


LEGEND
Lake Washington Elevations
CITY OF SEATTLE
DEPARTMENT OF PARKS AND RECREATION
South Lake Union Park
Site Survey-Northeast
Naval Reserve Building
Terry Ave N
75

A current aerial view of the property, outlined in red, and surrounding area. (Google Maps, September 2008.)

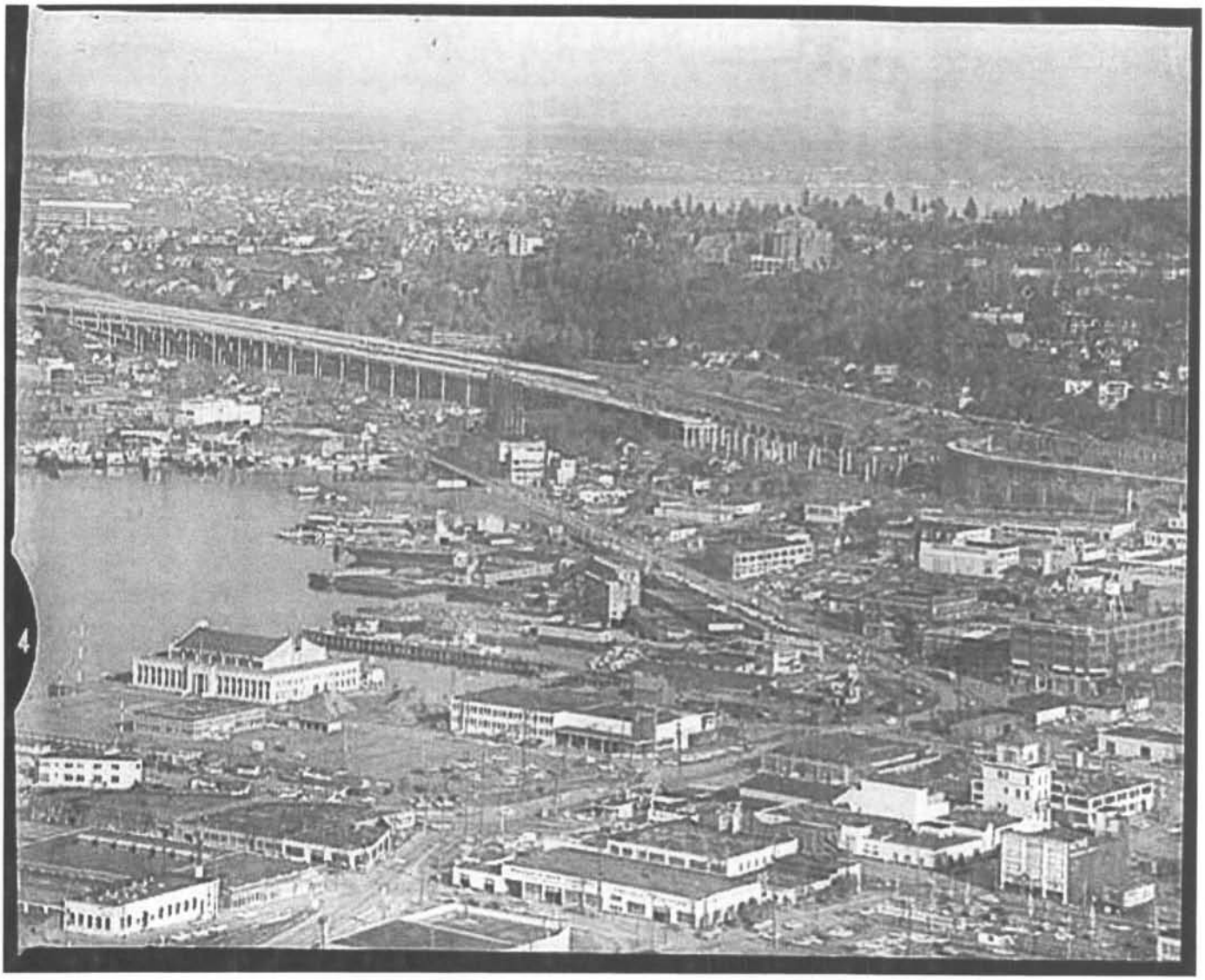
Looking northwest at the Brace & Hergert Mill, ca. 1910, on the future site of the Naval Reserve Armory. (MOHAI, image no. SHS9881.)

This 1932 aerial view looking north over Lake Union also includes the future site of the Armory, at the south end of the lake. (MOHAI, image no. 1983.10.18045.)

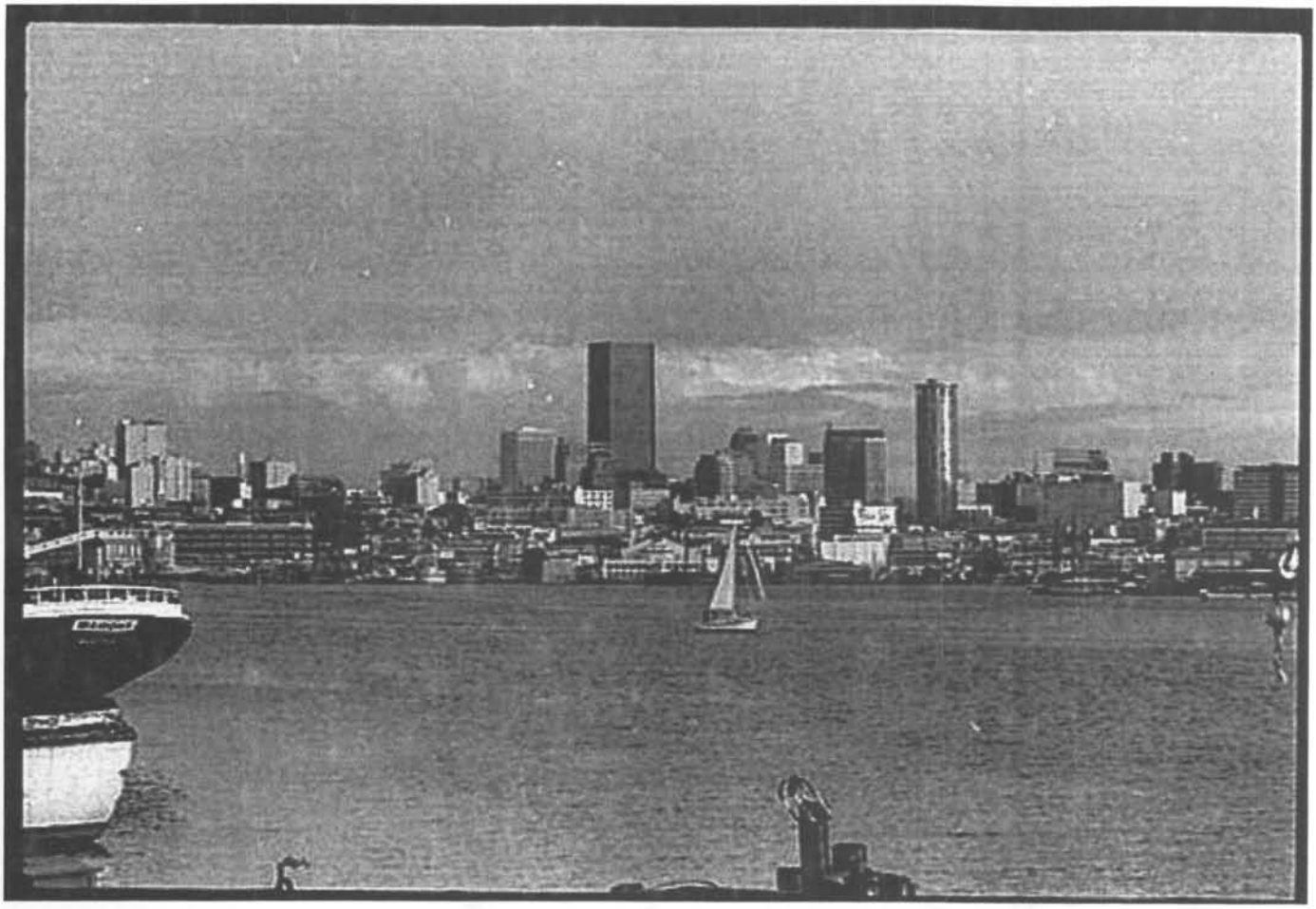
Left: This 1934 view looking east across Lake Union shows the maritime uses on the lake. (MOHAI, image no. 1983.10.17641.3.)

Below: Aerial of South Lake Union in 1934, including the south end of the lake, with the future Armory site just outside this photo to the left. Horlucks Brewing Company is visible in the center of the photo, with Capitol Hill in the distance. (MOHAI, image no. 1983.10.17643.2.)

Aerial of Kurtzer Seaplane Terminal, 1938. This view is looking east and shows the terminal at the north end of Terry Avenue North. Three years later, the Naval Reserve Armory was constructed in this area. (MOHAI, image no. 1983.10.17840.)



A 1962 aerial looking northeast over South Lake Union shows the Naval Reserve Armory at the left side of the frame. It is easily identifiable with its massing, roof form, and siting directly on the lake. (MOHAI, image no. 1986.5.4024.1.)



Looking south across Lake Union, the Armory is visible at the far end of the lake, 1969. (MOHAI, image no. 1986.5.50910.1.)

L SEATTLE POST-INTELLIGENCER—*The Quality Newspaper of the Northwest*

As Seattle Will See New 'Pride of the Navy'

EW HOME FOR NAVAL RESERVE—*Here is the art-'s sketch of the beautiful and much-needed naval re-ve armory that will be erected soon at the south end of Lake Union. Besides a large inside drill floor there will be drill space outside and moorings for boats alongside. W. R. Grant is the architect.*

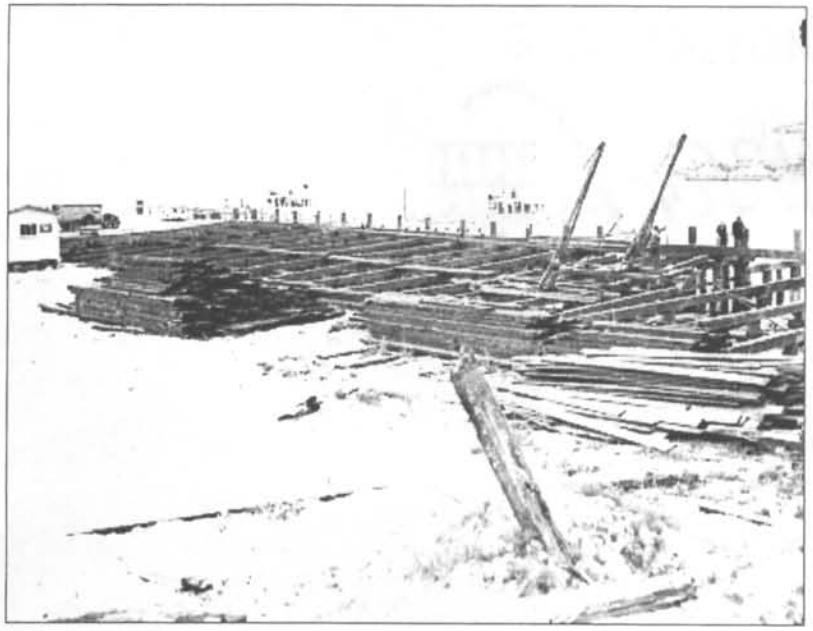
—(Picture by Post-Intelligencer Staff Photographer.)

marine corps reserve committee headed by Lieutenant Commander Darwin Meisnest, U. S. N. R.

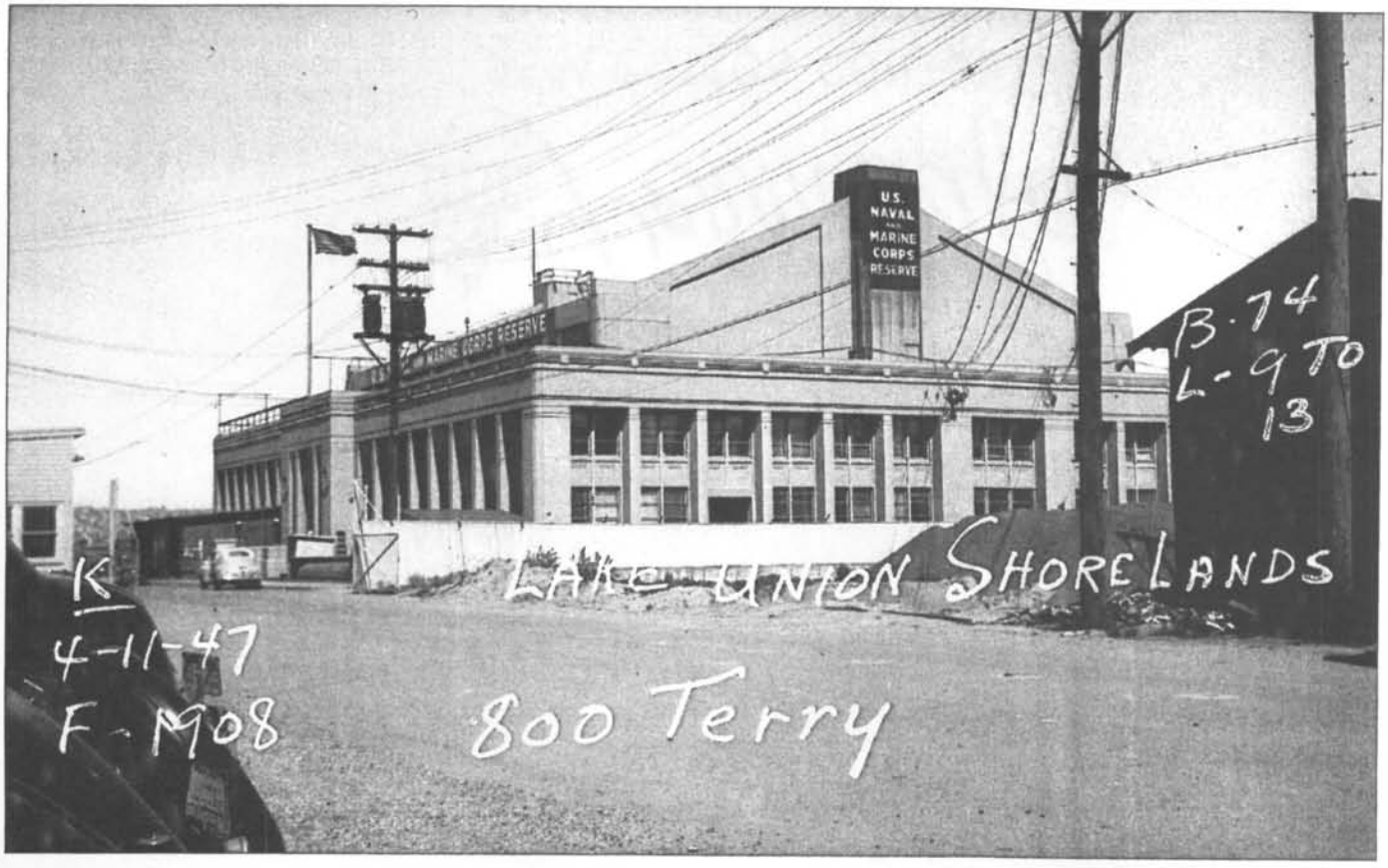
WHERE SEA-GOING FORCES WILL BE TRAINED

O PROVIDE FACILITIES—Here is an architect's drawng of Seattle's new $250,000 naval reserve armory, conruction of which was authorized by President Roosevelt esterday. The building, at the south end of Lake Union, will provide facilities for 2,000 naval and marine corps reservists. The federal government, state and city are cooperating in the undertaking.

Two newspaper clippings from 1937 (top) and 1940 (bottom) note the Armory project. The earlier sketch does not resemble the final design, but by 1940 the building's design had been developed.



Two photos taken in September 1937 show construction of the wharf at the Naval Reserve Armory site. (Seattle Municipal Archives, item nos. 11799 and 11800.)



This 1947 tax record photo, looking northeast, shows a view of the building's south facade and primary west facade. The concrete appears unpainted, except for the decorative frieze band around the parapet edge and the signage on the chimney and along the west facade. (The signs say "U.S. Naval and Marine Corps Reserve.") The edge of a WWII barracks building is visible at the far left of the photo. (Puget Sound Regional Archives.)

A ca. 1950 aerial view looking northwest over the south end of Lake Union and the eastern edge of Queen Anne Hill. The Naval Reserve Armory is prominent in the foreground, with a large ship docked nearby. The barracks were still located west and southwest of the subject building at this time. (MOHAI, image no. 2002.46, Robert H. Miller Collection.)

List of Photographs

The attached photographs of the Naval Reserve Armory in King County, Washington were taken by Sonja Sokol Fürész.

1. General view of building and site, showing west and south façades, looking northeast.
2. Primary west façade, looking northeast.
3. Primary north façade, looking southeast.
4. Secondary east façade, looking southwest.
5. Secondary south façade, looking northeast.
6. Detail view, main entrance at west façade.
7. Detail view, north entrance and bridge at fourth level above.
8. Detail view, original doors at northern entry, east façade.
9. Interior, west entry lobby, looking southwest.
10. Interior, detail at main stair south of west entry lobby, looking northeast.
11. Interior, drill hall, looking southeast.
12. Interior, second-floor perimeter balcony and drill hall, looking northeast.
13. Interior, Ward Room at northeast corner of second floor, looking southwest.

BLDG
10

BLDG
10

EXIT
EXIT