

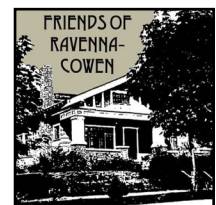
# The Town of Ravenna and its Later Development A short Historical Overview

Seattle Public Library



The Ravenna Commercial District at the former mouth of Ravenna Creek grew from a small settlement in the 1890s, to a thriving commercial and multi-family district, a strong residential neighborhood, and the home of a major regional shopping center.

In this short historical overview we will trace the development of the land from a native American village to the present time.



The first people to inhabit the immediate area were the members of the Duwamish tribe, which included the “hah-choo-AHBSH” or “People of the Large Lake.” A major village of five longhouses called sluwil (little canoe hole) was located to the south at the entry to Union Bay called “hehs-KWEE-kweel” where the Duwamish leader, Lake John Cheshiahud (1820-1909), lived. The natives gathered wapato tubers (*Sagittaria latifolia*) for food, and cattails (*Thpha latifolia*) for weaving mats and utility baskets among other plants. They also fished for salmon with a weir in the creek running down from what is now Green Lake, through the ravine that we know of as Ravenna Park, and emptying into the bay.

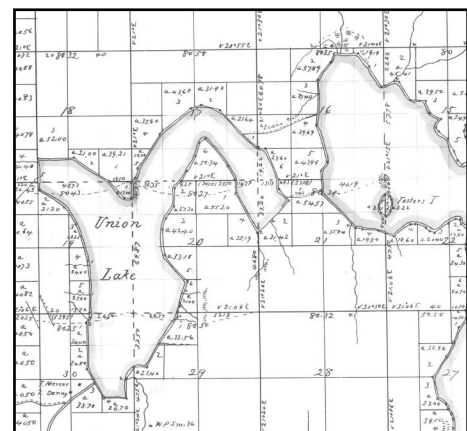
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**Lake John Cheshiahud and Family, ca. 1885**

Where the present Burke Gilman trail leads from the Fremont area to Ravenna and on to Sand Point was a well-used trail.

Washington Territory was established by the United States Congress in 1854. A year later in 1855, Chief Si’ahl (ca. 1786-1890, also known as Chief Seattle or Sealth) was the first of the Duwamish chiefs to sign the treaty of Point Elliot. The treaty ceded 54,000 acres in King County, including the future Ravenna townsite, to the United States Government, and was ratified by the Senate in 1859. Subsequently, the land that had been used in common by the natives, became divided into a number of private property rectangles.



**1856 U.S. Cadastral Survey Map**



**Puget Mill Company, Port Gamble, 1893**

The Port Gamble based Puget Mill Company, founded by Andrew Jackson Pope and Frederic Talbot, filed and obtained title to most of the land along the northwestern side of Lake Washington beginning in 1855, and was granted the railroad a right-of-way deed in 1887, after which they actively began logging off the first-growth timber on their portions

of the northern shores of Lake Washington and inland areas. The company used the railway to transport logs to downtown Seattle where they were transferred by tugs to Port Gamble or Port Ludlow where the major sawmills of the Puget Mill Company were located.

Between 1885 and 1892, the Seattle Lakeshore and Eastern Railway built routes from downtown Seattle and up along the northwestern shore of Lake Washington using Puget Mill Company's right-of-way, to the Bothell Depot completed in 1888, where it branched to three routes: one leading north toward Canada, another east along the North Cascades, and a third leading southeast to Snoqualmie Pass.

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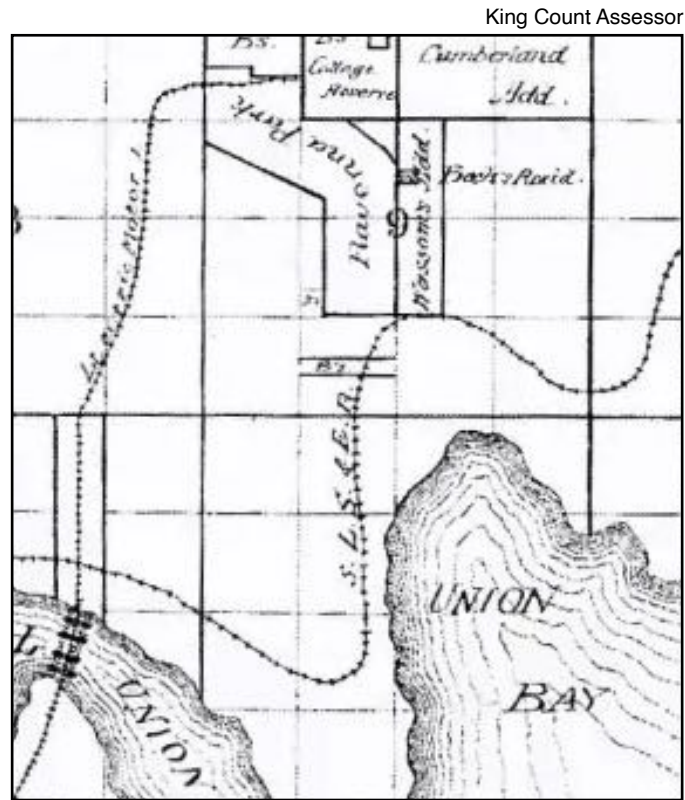


**Seattle Lakeshore and Eastern Railway Locomotive, ca. 1890**



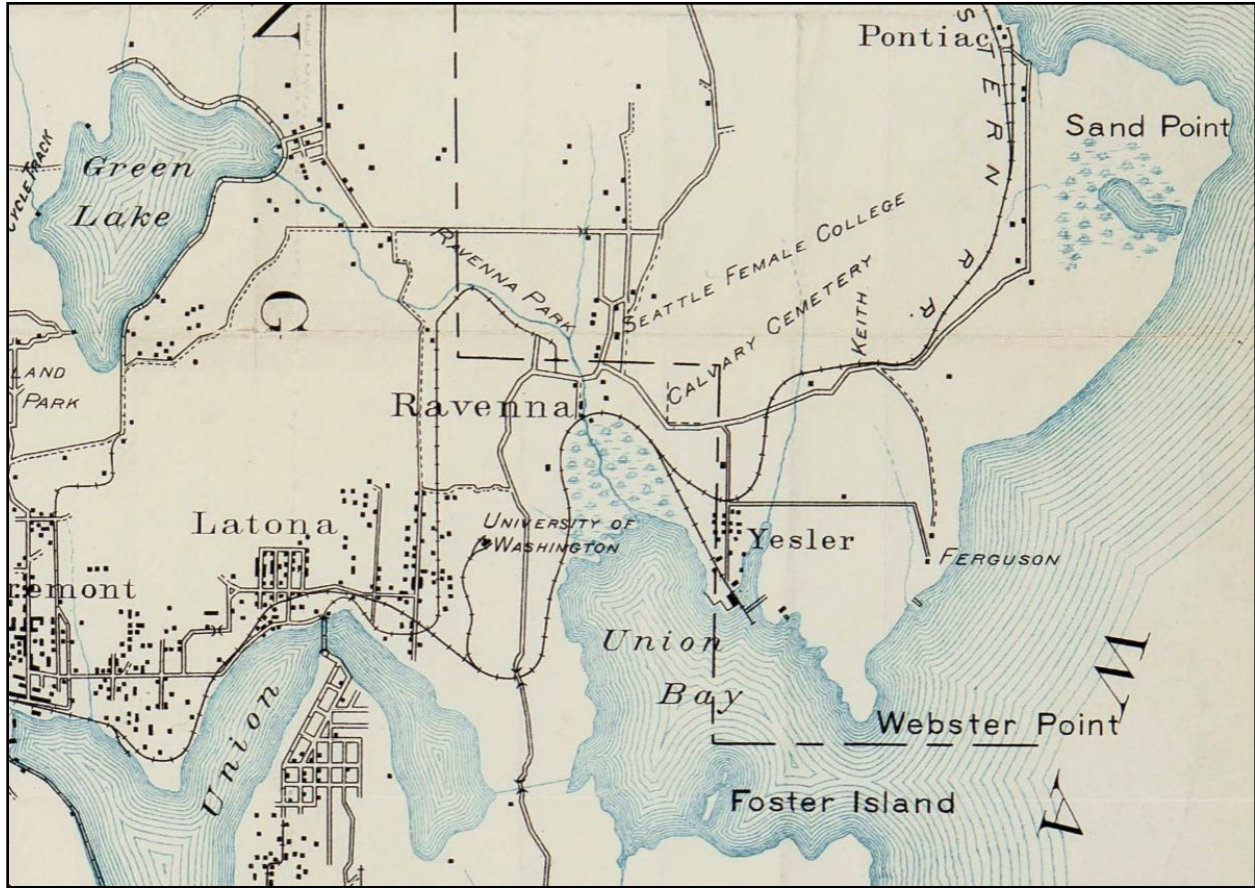
filing the Ravenna Springs Park plat in 1887 and the Ravenna Park Supplemental plat in 1888. The Dorffels named the ravine and creek that was fed by Green Lake after the pine forests of Ravenna, Italy.

Many of the first growth Douglas firs and red cedars were easily accessible from Lake Washington, and had already been harvested. A few amazingly tall evergreen trees remained on the slopes along the ravine as they were more difficult to log. In 1889, William Wirt (1851-1944) and Louise Beck (1851-1928, ne. Coman) purchased the land included in the Ravenna plats from the Dorffels. William was a Presbyterian minister from Kentucky and Louise was from Athens, Georgia, the daughter of a wealthy lawyer. Louise had graduated from the Athens Female College and then studied music in the Northeast.



**Ravenna Plats 1890**

In 1889 the Becks filed a partial re-plat of the Dorffel's Ravenna Springs Park, which created the Wade Addition, covering a few blocks south of what would become NE 65th Street, and the Cumberland Addition immediately east of the Wade Addition. In 1890, the Becks filed another plat, the Wassom's Addition, that covered the area east of the Ravenna Springs Park plat running from Lake Washington north to what would become NE 60th Street and east to the future 27th Avenue NE. The Beck's built their first house here near NE 57th Street and 25th Avenue NE.



This map from 1894 identifies several significant peripheral locations that are relevant to our history, including: The University of Washington's new campus location, the town of Yesler, Calvary Cemetery, and features of the growing settlement of Ravenna.

UofW Special Collections



**Denny Hall, University of Washington**

The University of Washington, originally located in Seattle's downtown area, the present campus was acquired in 1893, and two years later Denny Hall was completed as the university's new home. Over the years the institution expanded over the entire campus area.



**Yesler's Union Bay Mill and Town of Yesler**

The town of Yesler, now the area surrounding the U of W Center for Urban Horticulture, was established in 1888 by the Seattle pioneer Henry Yesler and his nephew, J.D. Lowman. Lowman built the Yesler Coal, Wood, and Lumber Company on the lakefront south of the town. The mill was destroyed by fire in 1885, but was soon rebuilt and continued to operate until the early 1920s. When the water level is low, pilings from the mill are still visible from the Yesler Swamp Trail east of the Center.

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**Calvary Cemetery, ca. 1890**

Unknown

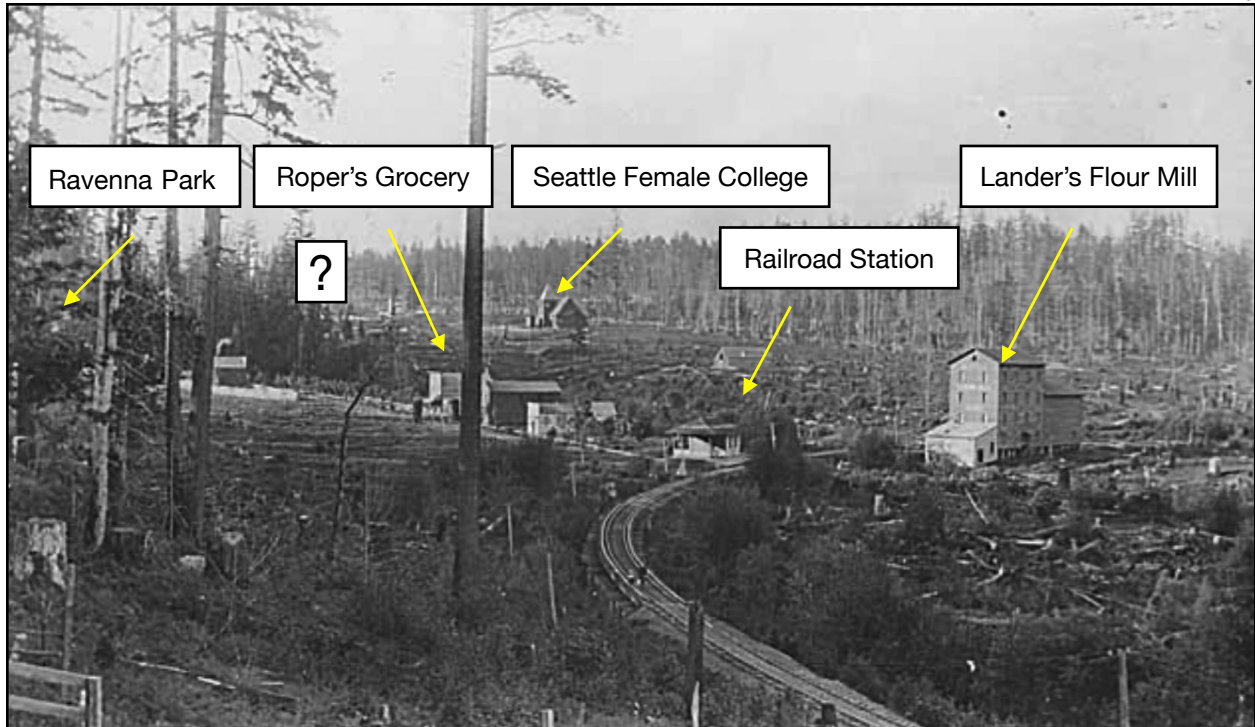


**Calvary Cemetery, Present**

In 1884, Father Emmanuel Demanez, chaplain of Providence Hospital, purchased 40 acres north of Lake Washington's Union Bay from John J. Jordan who had homesteaded the property earlier. It was blessed in 1889, making it ready to accept burials. Originally caskets were shipped to the Ravenna Railroad Station and then to Calvary Cemetery.

Among the approximately 40,000 graves include such notable people as: Lieutenant Governor John A. Cherberg, William Pigott (founder of Pacific Car and Foundry), Dave Beck (President of the Teamster's Union), Albert Rosellini (former Washington State governor), Tubby Graves (former UofW Husky football head coach), Hec Edmunson (UofW Husky former basketball head coach), and Edward Nordoff (founder of the Bon Marche Department Store).

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**Early Development in Ravenna with railroad, ca. 1893**

By the beginning of 1890, there were enough people living in Ravenna area to justify a post office with Lafayette S. Beck, one of William Beck's brothers, as postmaster, as well as a train station serviced by the Lakeshore & Eastern Railway. At that time a flour mill (now the site of the Silver Cloud Inn) was located just south of the station located near the present 4th Ave NE just west of 25th Ave NE.

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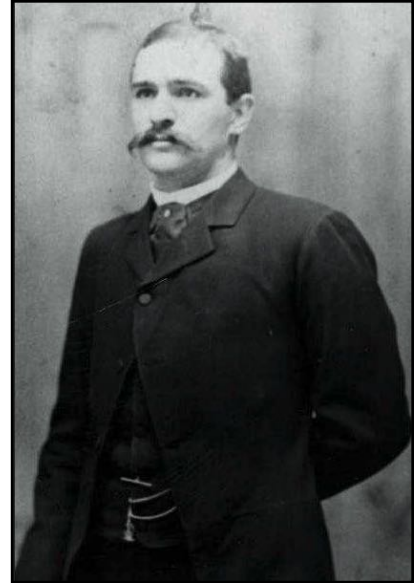


**Seattle Flouring Mills**

The question mark is located was possibly the Beck's first house on what would become NE 25th Street.

The most prominent building in the 1893 view of Ravenna is the Flour Mill. The mill property was purchased from William W. Beck on September 12, 1890, by the partnership of Waters-Blakeley ( J. M. Waters, William M. Blakeley, S. R. Morelock, and J. R. Kirkpatrick; King County Warrantee Deed). The company also purchased significant property to the north of the mill site at the same time. The mill was undoubtedly powered by Ravenna Creek as it emptied into Lake Washington.

Only months later the mill was in the hands of George B. Landers through the purchase of the land by his wife Ella in April, 1891. Landers was a Pennsylvania native and a United States Army veteran who had previously lived in Ashland, Oregon. His familiarity with the Pacific Northwest was due to having been posted by the Army in Port Townsend in 1883. His half-brothers John H. and Augustus M. Landers operated the mill. Landers was undoubtedly counting on eastern Washington grain shipments delivered via the Seattle Lakeshore and Eastern Railway, but the railway was a victim on the 1893 financial panic and the railroad went bankrupt. As a result the mill was subsequently abandoned. George Landers joined Seattle's Novelty Mill Company later that year and his half-brothers found other employment. George, however, soon moved to California with his wife Ella (née. Ella Clarke Roper) and as far as we know, never returned to the Northwest.



**George B. Landers**

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**Seattle Female College**

The second most noticeable building in the 1893 photo is the Seattle Female College Building. Obviously under the influence of Louise in 1890, the Becks established the Seattle Female College (the site now located southwest of the intersection of 28th Avenue NE at the NE 57th Street ) in a large shingle-style building. The first year the college enrolled approximately 40 students, but due to the financial panic of 1893, the school was forced to close by 1895. The building was first used as a rental, then a community and church gathering place, as well as a local landmark, until it was destroyed by fire around 1912.



**Bothell Station, 1899**

Although this is the Bothell depot for the Seattle Lakeshore and Eastern Railway, the Ravenna station was probably very similar in design.

Seattle Public Library



**Roper's Grocery**

Luellen R. Roper purchased the property for his small grocery store from Waters-Blakeley in July of 1892. A Miss C. Roper was a teacher at the Seattle Female College at the same time.



And I believe here it is in 1957, located near the corner of NE Blakeley Street and Ravenna Place. It is unclear when it was demolished.

**Grocery, 1957**



**Streetcar Along the Southern Edge of Ravenna Park, ca 1895**

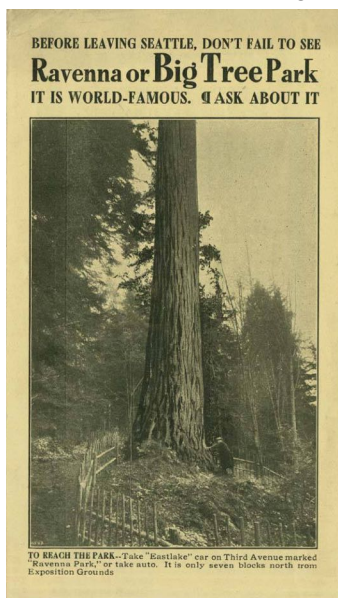
In 1892, the Rainier Power and Electric Company, owned by David T. Denny, extended a streetcar line running north from downtown Seattle through what was then known as the town of Brooklyn (now the University District) and University Avenue turning east along the southern side of what is now Ravenna Park, terminating at what is now 20th Avenue NE.



**William W. Beck at Park Entrance**

The Becks then promoted what would become Ravenna Park as a destination for urban weary city people who could easily take the streetcar from downtown. The Becks fenced the park and began charging a small entry admission charge.

MOHAI



The Becks also constructed paths, planted decorative landscaping, including rhododendrons, and constructed pavilions, picnic shelters, bridges, and other features including a dam at the lower end of the ravine. They also acquired totem poles, and a native American “war canoe,” apparently from British Columbia’s Bella Bella tribe. Over the years the Becks would change the name of the park periodically: Ravenna Park, but also Big Tree park after a few remaining large fir trees that escaped initial logging.

For more on Ravenna Park history, you can find a walking tour of the park on the Friends of Ravenna-Cowen website: <https://www.friendsofravennacowen.org/>



**Ravenna Park Pond, ca. 1908**

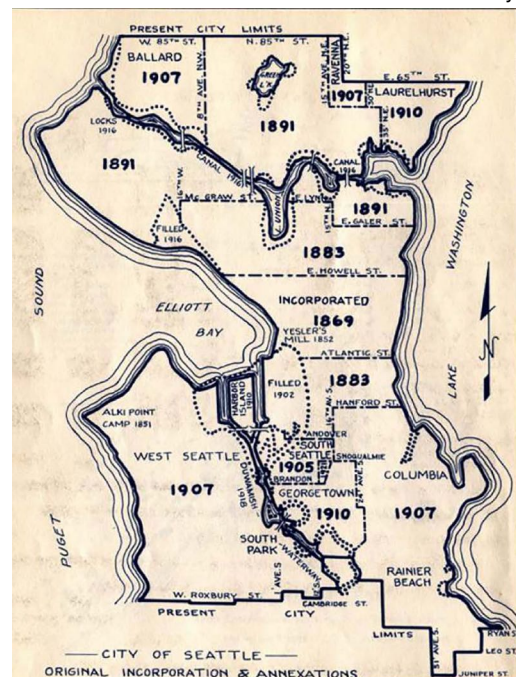
One of the big attractions of the Beck's Park was the large pond at the lower end of the park that was created by building a dam at the southern boundary of the park.

But big changes were coming.

The town of Ravenna was incorporated in 1906, although the following year Seattle annexed seven adjacent areas, including the town of Ravenna, that nearly doubled the size of the city from 35 square miles to 67 square miles. Later in the year, during August 1907, the Seattle City Council passed an ordinance (16791) renaming Ravenna's streets.

In 1903 the City of Seattle's Park Board hired John Charles Olmstead, the stepson of Frederick Law Olmstead, the designer of New York's Central Park, to develop a master plan for city parks and boulevards. One of his proposals was to lower Green Lake seven feet to create a perimeter park and to develop Ravenna Boulevard. Adopting this plan would divert Ravenna Creek into a sewer thus greatly diminishing the flow into Beck's park.

Seattle Public Library



**City of Seattle Annexations to 1910**

By 1908 the Becks were trying to sell the park to the City of Seattle, and many locals supported the purchase.

The City did lower Green Lake in 1911, the same year it acquired the park through condemnation at a much lower price than the Beck's had named.

Seattle Daily Times

**Residents North of University Line Terminus Ask for More Street Car Service.**

Col. Frank Spear, M. F. Johnson, Joseph R. Anderson and J. C. Norton, a committee representing 325 signers living beyond the present terminus of the University street car line, yesterday afternoon presented a petition to General Manager of the Seattle Electric Company asking for an extension of the line, from its present terminus at Ravenna Park to Calvary Cemetery, thence north half a mile to the county road, thence west to intersect some line to the city, probably the Green Lake line.

Mr. Grant set a day when the petition will be heard and hereafter the matter will be fully taken up by the electric company.

The petition sets forth that the company would be able to derive a good revenue from the line at the start from the business to and from the cemetery, the brick yard at Pontiac, the sawmill at Yesler and the Golf and Country Club.

Local residents and land owners had lobbied over the years to extend the streetcar line eastward to the Calvary Cemetery. Seattle Electric negotiated with the Becks for an easement through the southern end of the park and built a trestle spanning the pond area. The line to the cemetery was opened in 1906. This photo was taken after the dam had been breached and the pond drained as a result of the lowering of Green Lake and the stream diversion. Later the line was shifted south and moved to grade along NE 55th Street.

**February 4, 1904**

UofW Special Collections



**Streetcar Trestle Across the Former Pond. Breached Dam in Front**



**Streetcar Terminus, 1937**

Extending the streetcar line eastward to Calvary Cemetery terminating at 35th Avenue NE allowed a commercial district to develop along NE 55th Street, often replacing the few houses that had been built previously. Here we see the turnaround tracks and the Safeway grocery store at the top of the hill.

I think you recognize the current location of the Italian restaurant Mioposto.

Larry E. Johnson



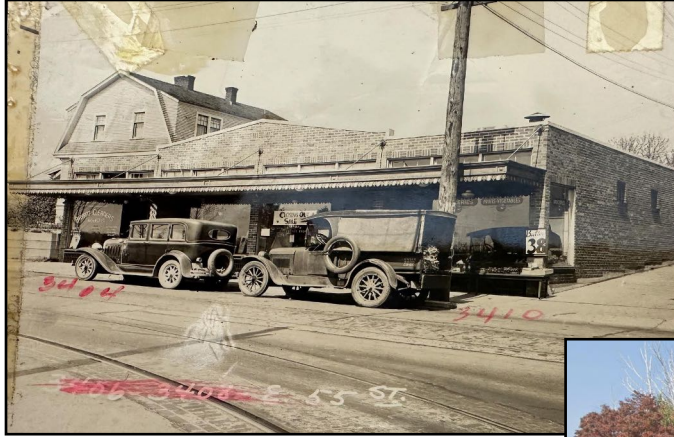
**Intersection Now**

Larry E. Johnson



**Streetcar shadow Entering Cemetery**

You can still see traces of the streetcar track where it turned into the cemetery at the southwest corner of the intersection.



**3404 NE 55th Street, 1937**

There are a few remaining buildings from the 1920s through the 1950s, that are still recognizable as we travel westward along NE 55th Street.

Google Maps



**3404 NE 55th Street, Now**



**5503 33rd Avenue NE, 1937**

Of course a growing community needed fire service and the City of Seattle built a fire station here in 1930. Alexandra and Adam Hedin bought the building at auction in 2012 to use a residential annex for family gatherings.

Google Maps



**5503 33rd Avenue NE, Now**



**2914-18 NE 55th Street, 1937**

Google Maps



**2914-18 NE 55th Street, Now**

This mixed use building looks pretty much like it did when it was built in 1908. It held a small grocery store and restaurant in 1913, with apartments above. In 1934 it housed on the ground floor the Round Up Cafe and a Tavern. It looks practically vacant here in 1937, during the Depression years. Now it is the location of a fine Mexican restaurant among other uses.



**2907 NE 55th Street, 1937**

Between 1916 and 1917 this building housed Mrs's Ward's New Sanitarium for women. It was later converted to apartments.

Google Maps



**2907 NE 55th Street, Now**



**2912 NE 55th Street, 1937**

This small 1928 building now houses the Queen Mary Tea Room. In 1937 the east storefront was used by a barber. In 1946 Donroy's Outdoor Supply was located in the building.

Google Maps



**2912 NE 55th Street, Now**



1937

The Duchess tavern was one of the original occupants of this 1926 commercial building, but tavern only occupied the eastern fifth of the building. Now in the remodeled building it takes up about half of the space, with a new salon in the western half.

Google Maps



2819-27 NE 55th Street, Now



2818 NE 55th Street, 1937

Bell's Drug Store occupied the northwestern corner of NE 55th Street and 29th Avenue NE in 1937. It was one of the many buildings along the street that have been, "modernized."

Google Maps



2818 NE 55th Street, Now



**2724 NE 55th Street, 1937**

However, this tiny building is remarkably unchanged.

Google Maps



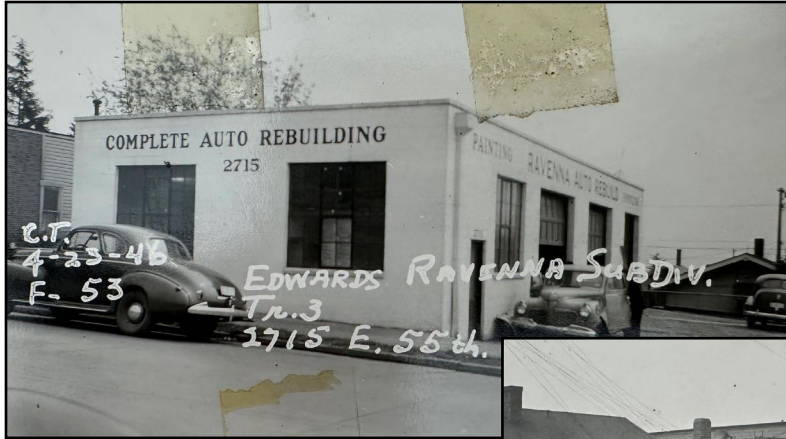
**2819 NE 55th Street, Now**

Google Maps



**Looking west on NE 55th Street from 28th Avenue NE, Now**

For the last several years, Volvo Cars Seattle has dominated the blocks between 28th Avenue NE and 26th Avenue NE.



2715 NE 55th Street, 1937

It seems, however, that this area was predominantly oriented to automobile sales or repair since the 1930s.



2611 NE 55th Street, 1937



2609 NE 55th Street, 1937

There seems to be plenty of places to gas up or get your car serviced here. The building on the left is presently the Ravenna Brewing Co.



2602 NE 55th Street, 1937



NE Corner of NE 55th Street and 25th Avenue NE, 1937

On the corner of NE 55th Street and 25th Avenue NE you had three brands of gasoline you could choose from.



SE Corner of NE 55th Street and 25th Avenue NE, 1937

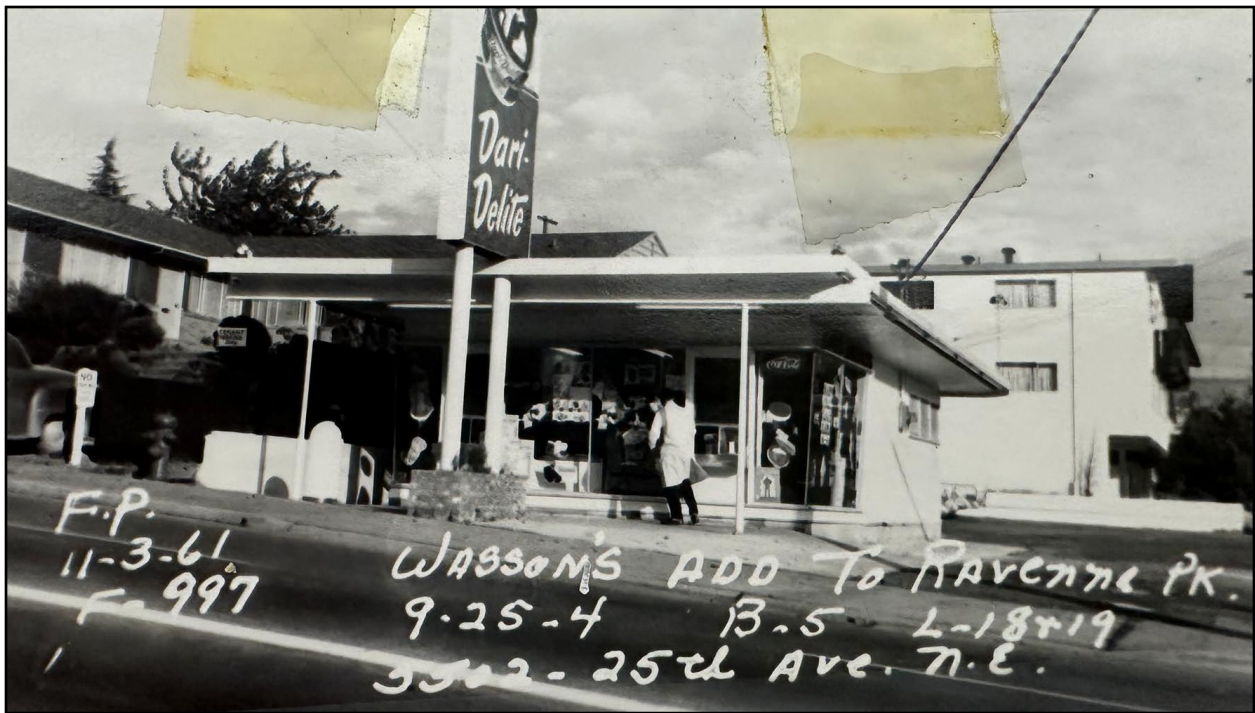


NW Corner of NE 55th Street and 25th Avenue NE, 1937

Remember the building at the upper right of this photo. We'll be getting to it later.



NW Corner of NE 55th Street and 25th Avenue NE, 1955



NE Corner of NE 55th Street and 25th Avenue NE, 1961

But by 1955, the gas stations on the western side of NE 55th Street had been replaced by a laundry, and in 1961 Deri Delite took over the NE corner. Most of you will remember this as the recent location of Kidd Valley. At the moment the property is vacant.



By the early 1900, many of the residential plated lots north of NE 55th Street had been filled with houses.



And after 1908, predominantly with the popular Craftsman bungalows.





and later in the 1920s and 30s, various revival styles including tudors,



Larry E. Johnson, AIA



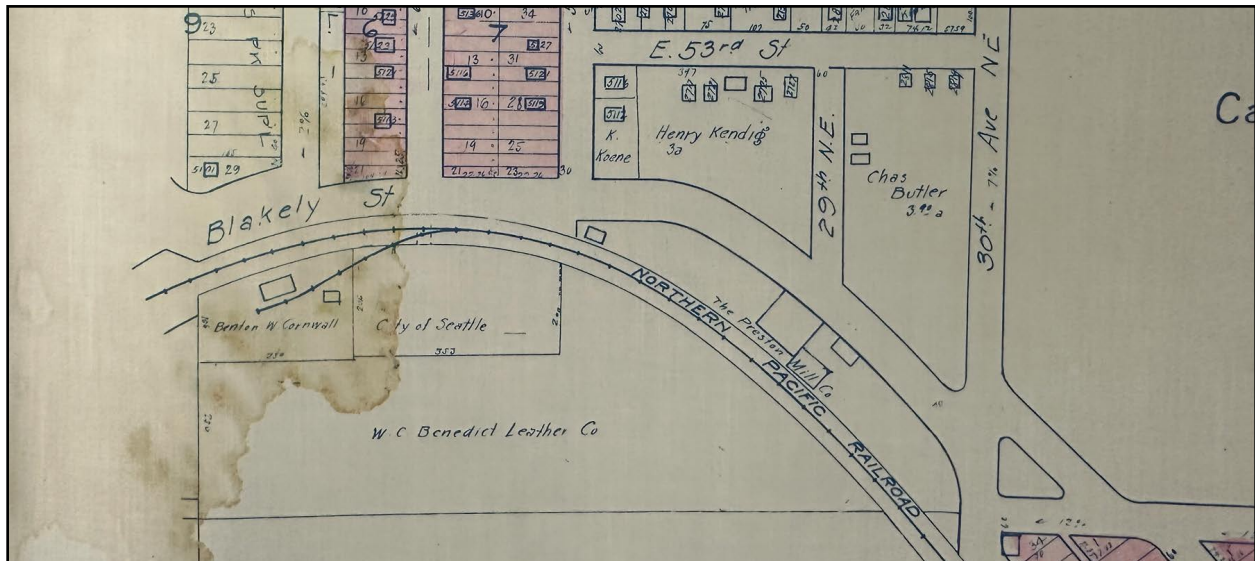
and Dutch Colonials such as the the house on the right. Incidentally, this location at NE 28th Street and about 57th NE, was where I believe the Seattle Female College was once located.



**Steam Engine at NE 35th Street Overpass, 1957**

Before we move forward to the “Big Thing,” we need to take a glimpse at Blakeley Street, the area that was served by the Northern Pacific railroad until the right of way was converted to the Burke Gilman Trail. The train ran until 1957, and was used for many years as a Christmas Express during the winter holidays, running to Snoqualmie and back with Santa aboard.

Puget Sound Regional Archives



**1920s Kroll Map**

This 1920s Kroll map shows Burton W. Cornwall as owning the northwest corner of the area south of the railroad right-of-way, the City owning the adjacent parcel to the east, the W.C. Benedict Leather Company having a seven-acre parcel to the south, and the Preston Mill to the northwest of the right-of-way.

Property of the **W. C. Benedict Leather Co.**, near Ravenna Park. Property consists of about 7½ acres, with complete tannery buildings and small house. Excellent opportunity for parties with capital who are willing to invest in manufacturing leather.

April 25, 1901, p. 11

Unknown

The W.C. Benedict Leather Company operated a leather tannery here between 1899 and 1915. The property is currently occupied by the Nordheim Court UW Student Housing. Tanneries traditionally are associated with chromium pollution, as well as sulfuric acid, sodium chlorate, and arsenic.



**Nordheim Court UW student Housing**

Puget Sound Regional Archives



**Preston Lumber Company on NE Blakeley Street, 1937**

The Preston Lumber & Supply Company operated a lumber yard on the eastern portion of the property on NE Blakeley from at least 1926 to 1938.

Google Maps



**2717 NE Blakeley, Now**



**Goodfellow Lumber and Fuel Company, 1947**

And the Cornwall property was owned by Burton W. Cornwall (1854-1938) who founded the Cornwall and Fisher Fuel Company there in 1905. This building was built on the property in 1947. I believe the Cornwall family must have retained ownership of the property as it became Cornwall Lumber and Fuel In the 1960s.



**Rear of Building, 1948**



**University Silver Cloud Hotel**

The Silver Cloud Hotel replaced the Cornwall lumberyard in 1994.



**Lowering Lake Washington, August 1916**

But by far the most significant change in the neighborhood was when the U.S Corps of Engineers lowered Lake Washington nine feet in 1916, creating the Lake Washington Ship Canal. In Ravenna the marsh area south of the old railroad tracks grew much bigger.

Seattle Daily Times



**Montlake Landfill, July 1980**

UofW Special Collections



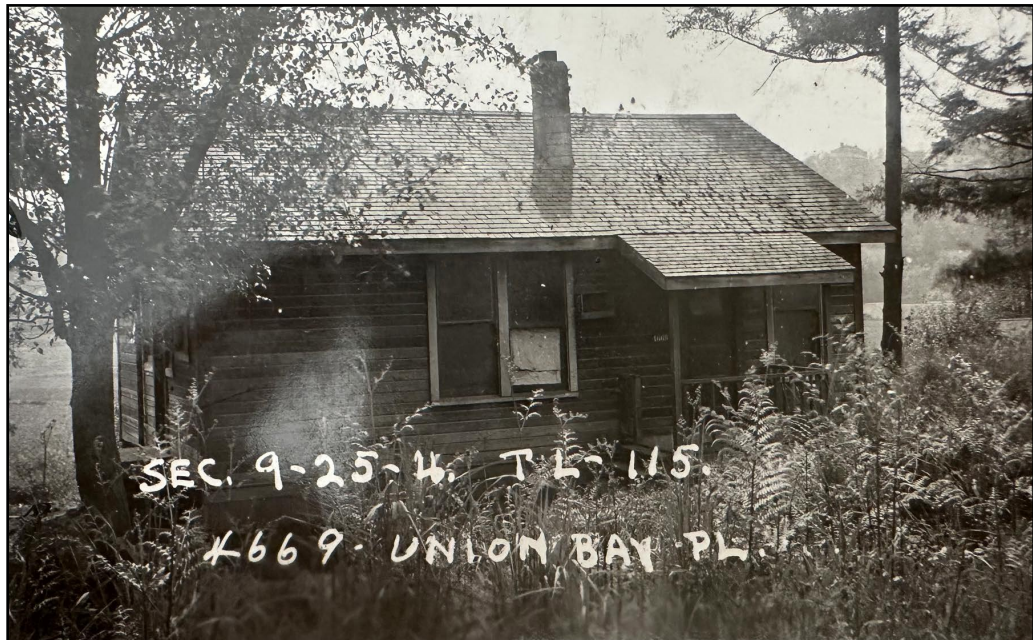
**Methane Vent**

Much of this newly created marshland was adjacent to the University's stadium built in 1920. So what did the University and the City decide to do with this area? They created the City's largest garbage dump. It operated from the mid-1920s to 1966. At first the filled area became a huge parking lot with large steel pipes sticking out of the ground burning off methane. The northern section became a golf driving range. Later the eastern portion became the Union Bay Natural area where a long process created a more natural landscape, with the remnants of Ravenna Creek, a shallow slough, running along its western boundary. Recently the University has developed sports fields adjacent to the parking lot.



**Tamura House and Farm, 1937**

The area north of NE 45th Street became truck farms. Yonezo (1883-1972) and Kugaza Tamura (1895-?) and their four children lived and farmed the land at 4663 Union Bay Place. Serichi (1891-1951) and Akiko (1903-1973?) Yoshinaka and their five children lived in the adjacent property to the west at 4657 Union Bay Place, but relocated to Moses Lake after 1930. Both families leased the land from the Schwabacher Land Company. The Tamura family was relocated to the Minidoka Camp in 1942.



**Retualo House, 1937**

Rupino Retualo, an immigrant from the Philippines, lived and farmed at the adjacent property to the east.



**NE 45th Street Viaduct Under Construction in April, 1939**

In this view of the NE 45th Street Viaduct under construction we can see the farm land to the north (left) of the street in 1939.

Puget Sound Regional Archives



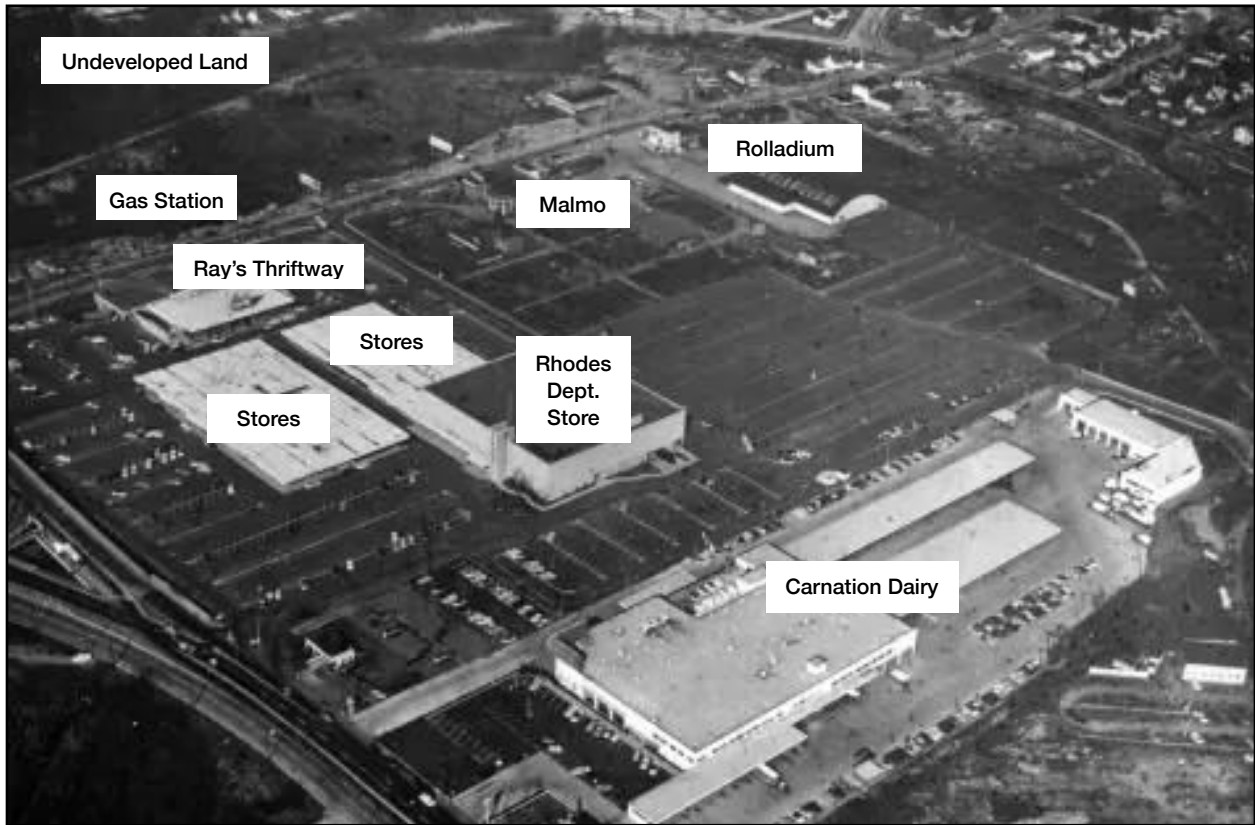
**NW Corner of NE 45th Street. 1939**

Further east along NE 45th Street where the Burgermaster was and FedEx and Wells Fargo are now, was another Gas Station.



**NE 45th Street Viaduct Expansion, 1956**

Here is another photo taken looking eastward when the City widened the viaduct in 1956. The farms had then been replaced by the development of University Village starting in 1955. The white building at the upper left was the Carnation Dairy Building, now the QFC Grocery Store.



**Aerial of University Village and Surrounding Area, ca. 1956**

University Village was originally developed by Continental Inc, and completed in 1956. The company, now Homestreet Bank, was also instrumental in the development of the Northgate Mall in North Seattle, Westwood mall in West Seattle, and Aurora Village in Shoreline. We will focus on the development of University Village from the 1959s to the 1990s, but first we should look at some early adjacent developments.

Puget Sound Regional Archives



**Rolladium, 1954**

O.G. Murphy and Ivar Bergguist, both general contractors, built this skating rink just north of what became University Village in 1952.



**Rolladium Interior. ca. 1954**

The 26,000 square foot building featured newly developed glue-laminated curved beams and neon lighting. A 1924 Wurlitzer was suspended from the center of the ceiling. Although originally poplar, it closed in 1958.

Puget Sound Regional Archives



**Village Lanes, 1968**

The building was then converted to a 32-lane bowling alley named Village Lanes.

Courtesy Bill Ford



**Village Lanes Interior**



**Office Depot, ca. 1996**

The bowling alley unfortunately closed 1995, and was replaced by this building. It was recently demolished.

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**Malmo Gardens, ca. 1955**

Charles Malmo, an Norwegian Immigrant, founded Malmo and Company in 1893. In 1937, his son, Clark Malmo purchased 30 acres on the present site of University Village. Among the features of the nursery building at 4700 NE 25th Street, was this formal gardens modeled after Hampton Court Palace in London. Remember this image of the building for a few minutes.



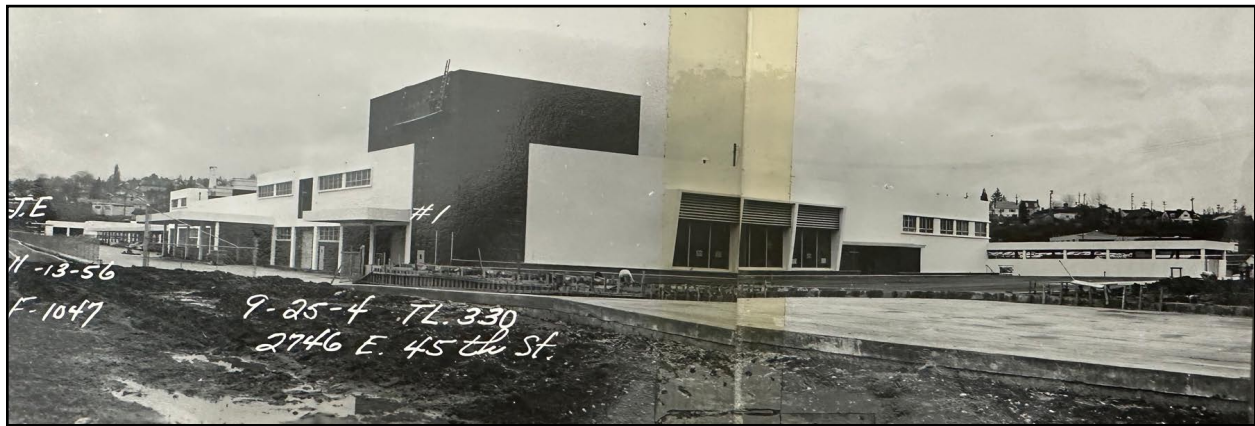


**Anhalt's Shur Gro Nursery, 1957**

Even the apartment developer, Frederick Anhalt, got into the nursery action on the property immediately to the north.

Unknown

We should also mention the Carnation Dairy.



**Carnation Dairy, 1956**

Seattle Vintage



Carnations Farms operated a large dairy plant at the eastern edge of University Village between 1956 and 1991, when QFC purchased the 8.8 acre site. Many people remember touring the plant during grade-school field trips and getting orange and vanilla Dixie Cups before leaving. The "contented cow" and her calf were a local landmark subject to pranks for many years.

Now returning to the shopping center's anchor stores. Rhodes Department Stores was founded in 1907, in Seattle's Central Business District in the Arcade Building. The store grew over the years and by the 1940s was modeled after Philadelphia's Wanamaker's with its own Aeolian pipe organ to entertain shoppers and diners. The company expanded in the 1950s and 1960s, by opening suburban branches at University Village, Crossroads Mall, and Lake Forest Park.

In 1967 the company was sold to the Pay-N-Save Corporation and the downtown store was closed and the suburban stores were rebranded as Lamonts. The building later housed the Barnes and Noble Bookstore, and now a variety of stores.

Puget Sound Regional Archives



**Rhodes Department Store, 1956**

Seattle Vintage



**Lamonts, ca. 1970**

Seattle Daily Times



**Barnes & Noble, 2011**

Puget Sound Regional Archives

The first anchor grocery store at University Village was Ray's Thriftway. The Thriftway Company merged with QFC in 1963.

Puget Sound Regional Archives



**Ray's Thriftway, 1956**

In this late 1950s view of the Village we can see Ray's and Rhodes, but also G.O. Guy Drugs, and NBC Bank. The Carnation plant is on the far right.

Seattle Public Library



**University Village, ca 1958**

In these views we also see Woolworths, Ernst Hardware, and Seattle Trust and Savings Bank in the upper photo and NBC Bank, Lundquist-Lilly, Fuller Paints and Clarks Village Chef in the lower photo.

Puget Sound Regional Archives



**University Village, ca 1956, viewing northeast**

Puget Sound Regional



**University Village, ca 1956, viewing northwest**

Seattle Vintage



**Clark's Village Chef Interior**

Walter F. Clark developed and owned 53 restaurants in Seattle from the 1930s until 1970, when Cambell's Soup Company bought the chain.

In this 1962 aerial we see a couple of additions. The Pay-N-Save Corporation Purchased Ernst Hardware, an old Seattle chain in 1960, and Malmo Nursery two years later. Ernst built a new store to the east of the nursery that you can see in the next photo. The A&P store operated in the Village into the 1980s. Pay-n-Save built their drug store to the right of the A&P. The grocery was later converted to the Ram Restaurant that operated for several years in this location.

City of Seattle Municipal Archives



**University Village Aerial, 1962**

Puget Sound Regional Archives



**Malmo Nursery, 1963**

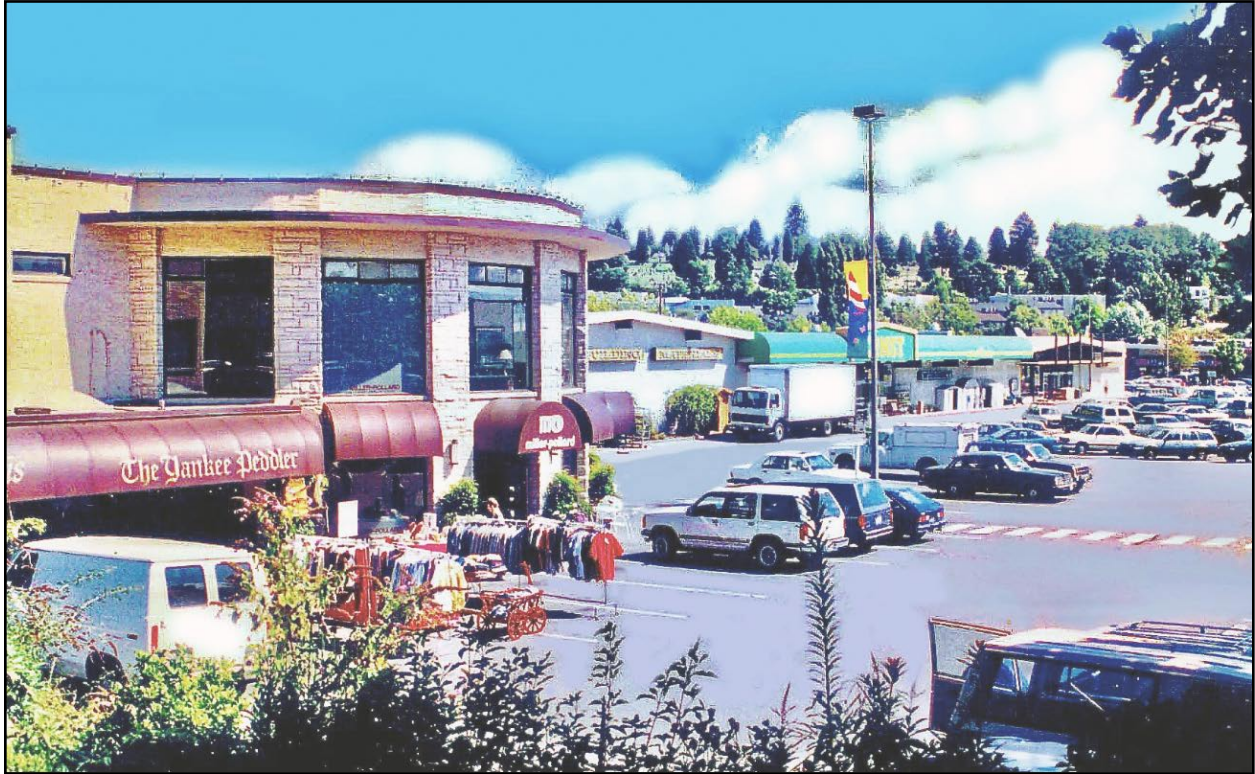
Seattle Vintage



**A&P at University Village, ca. 1960**

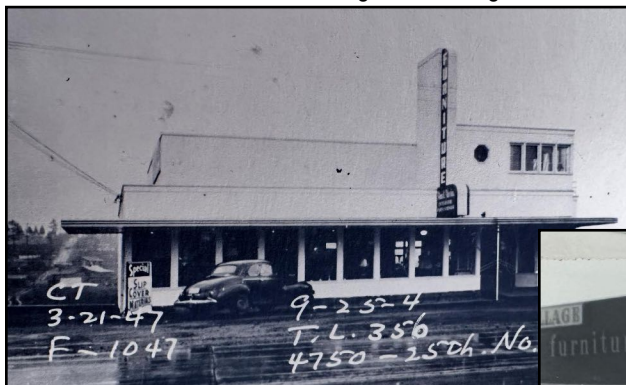
In the 1970s and 1980s Ernst/Malmo anchored the northern portion of University Village. Do you remember the original photo of Malmo Nursery with its formal garden, the building on the left is the same building converted to retail. The formal garden is now a parking lot. Millard Pollard, a furniture store, and the trendy clothing store, the Yankee Peddler, occupied the building.

Seattle Vintage



**Ernst Hardware/Malmo Nursery, ca. 1980**

Puget Sound Regional Archives



**Furniture Store, 1947**

Millard Pollard wasn't the first furniture store here as these photos from 25th Avenue NE show.

Puget Sound Regional Archives



**Village Furniture, 1966**

This early 1980s photo shows University Village before QFC Chairman Stuart Sloan and his partner Matt Griffin purchased the property in 1993 and began its transformation into regional upscale mall it is today. as we mentioned previously, QFC moved to the Carnation Dairy Site in 1991. In 1996, Pay-N-Save Corporation became bankrupt, and all Lamonts, Pay-N-Save, and Ernst/Malmo stores were shuttered.

Seattle Vintage



**University Village From NE 45th Street Viaduct, ca. 1985**

We have also seen a lot of recent development on the western side of 25th Avenue NE. The Travel Lodge located at 4323 25th Avenue NE, was constructed in 1962, becoming a landmark across from the village

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**Travel Lodge, ca. 1980**



Blockbuster video was located to the south of the Travel Lodge, and Queen City Savings and a Shell Station were located to the north of the motel. All were demolished for recent development.

**Blockbuster Video, ca. 1975**



**Queen City Savings and Loan, ca. 1975**



**Shell Station, ca. 1963**



**Petesa Pete, ca. 1975**

Further north we had Petesa Pete, the Acorn School, and the corner gas station among a few other commercial and residential properties. These properties also have been redeveloped.

Puget Sound Regional Archives

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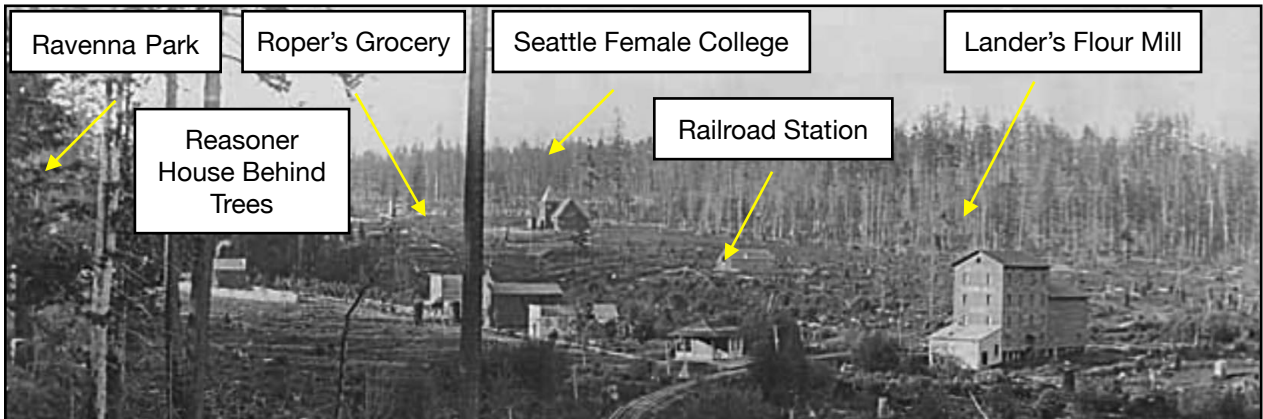
**Acorn School, ca. 1975**



**Corner Gas Station, ca. 1975**

So—revisiting this 1890s photo: the grocery, the college building, the station, and the mill are gone. Is there anything left that we can see today? Obviously the railroad right-of-way is still there, although it is now the Burke Gilman trail. Ravenna Park is still there as well, although the great 300 foot tall old-growth fir trees are long gone. The stream through the park has been drastically reduced and the water diverted into an underground pipe after it leaves the park emerging into the slough at near the playfield.

Seattle Public Library



We do have at least one remnant from the early days of the town of Ravenna. It was built for John Stout Reasoner (1799-1892) and his wife Tryphena Northway Reasoner (1814-1905), obviously before 1892. Reasoner was ordained as a Presbyterian Minister in 1832, and traveled by wagon train to Oregon between 1851 and 1852. He arrived in Seattle in time to be counted in the 1890 Territorial Census.

Puget Sound Regional Archives



**5527 25th Avenue NE, 1937**

Kathleen L., Ancestry .com



**Reasoner Family**

Larry E. Johnson



**5527 25th Avenue NE, Now**

Seattle Public Library, Margaret Conn



**Reasoner Home, 1893**

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Prepared by Friends of Ravenna-Cowen

