The White Garage
(Downtown Mini Storage)

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The City of Seattle
Landmarks Preservation Board
Mailing Address: PO Box 94649 Seattle WA 98124-4649
Street Address: 700 5th Ave Suite 1700

Name _White Garage_____ Year Built __1928_____
(Common, present or historic)

Street and Number 1915 3rd Avenue_____
Assessor's File No. 197720-1055_____
Legal Description Lot 7, Block 46 of A.A. Denny's 6th addition to the City of Seattle, according to plat thereof recorded in Volume 1 of Plats, Page 99, Records of King County, Washington; Except the northeasterly 12 feet thereof condemned in King County Superior Court Case No. 52280 for widening Third Avenue, as provided by Ordinance No. 13776 of the City of Seattle, in King County, Washington._____
Plat Name: Denny's 6th Addition_____ Block _46_____ Lot _7_____

Present Owner:_Lorin Christean, Downtown Mini Warehouse LLC_____
Present Use: _Storage/warehouse_____
Address: _1915 3rd Avenue_____
Original Owner:_William E. Grimshaw_____
Original Use:_Parking garage_____
Architect:__Henry W. Bittman_____
Builder:_unknown_____

v

1   Architectural Description

1.1   Location

The White Garage stands at 1915 3rd Avenue, immediately north of Seattle's downtown commercial district, on the south edge of Belltown (Figures 1 and 2). The building is located on the west side of 3rd Avenue between Stewart and Virginia Streets, and stands between Bergman Luggage (Donohoe Garage, also spelled in various records as "Donahue," "Donahoe," "Donohoe," and "Donohue") and the Kelley-Gorham Building (Haddon Hall Apartments). This building was constructed on ground that was leveled during the regrade of Denny Hill (Figures 3–8). Land to the west slopes downward toward Elliott Bay and rises slightly toward the east.

The Belltown neighborhood contains a diverse mixture of historical low- and mid-rise structures and modern high rises. There are numerous historic buildings on surrounding blocks, including a variety of commercial and residential buildings. Between Stewart and Virginia Streets, 3rd Avenue consists of a blend of retail, restaurant, parking, and commercial properties, several of which have residential units on upper floors (Figures 9–11). The Donohoe Garage (1907 3rd Avenue) (Figure 12) and the Kelley-Gorham Building (1921 3rd Avenue) (Figure 13) flank the White Garage, and the west side of the block is completed with the Heiden Building (1929 3rd Avenue) (Figure 14) and an unnamed two-level parking garage (1931 3rd Avenue) (Figure 15). The east side of 3rd Avenue (south to north) consists of the Securities Building (1904 3rd Avenue) (Figure 16), the Securities Building Parking Garage (1934 3rd Avenue) (Figure 17) and the Securities Public Market (301 Virginia Street) (Figure 18). Prominent and significant buildings on surrounding blocks include the Moore Theatre (1932 2nd Avenue) (Figure 19), the Terminal Sales Building Annex (1931 2nd Avenue) (Figure 20), The New Washington Hotel (1902 2nd Avenue) (Figure 21), the Calhoun Hotel (2000 2nd Avenue) (Figure 22), and the Bon Marche (300 Pine Street) (Figure 23).

1.2   Exterior

The building is a two-part vertical block standing six stories in height (Figures 24–32). The east-facing main façade stands flush with the sidewalk and is clad with terra cotta with ornamentation above a ground-level commercial front, above the second floor windows, and on a parapet above the sixth floor windows. Further ornamentation delineates floor levels between windows (Figures 33–37). The building stands on a poured concrete foundation and is constructed with reinforced concrete floors, walls, and beams to provide solid support and fireproof construction. Some wall spaces are infilled with clay tile, concrete block, or brick.

The east (main) façade is clad in terra cotta. The geometry of the building is expressed by a base and shaft with three vertical bays featuring a tripartite window configuration (Figure 38 and 39). Horizontal recessed spandrels decorated with fluted patterns and small medallions divide the upper three floors. A wide horizontal band of terra cotta ornamentation distinguishes the base from the shaft, and a broad ornamental cap highlights the ground floor. Flanking the second-story windows are raised piers that are capped by a foliated frieze with finials extending beyond the top of the windows. Shoulder arched window heads raise the eye up to the sixth floor, and the shaft culminates in an ornamental parapet cap featuring a scalloped edge and raised central scalloped pediment. The street-front façade features a modified aluminum storefront system with recessed central opening that serves as the primary entrance (Figures 40 and 41). A neon "Belltown Self Storage" marquee rises above the main entrance.

The north and south side walls of the building are ordinary painted brick masonry. The north wall directly abuts the six-story Kelley-Gorham building; only a few feet of the upper wall is visible from the street. The third through sixth stories of the south wall are visible above the Donohoe Garage building, and have a large number of infilled window openings that formerly contained steel sash.

The full west elevation is visible from the alley. The west side of the building was built with reinforced concrete with five columns of punched openings. A staircase at the southwest corner of the building has large openings on each landing that are protected by metal scrim. The north and south columns of window openings on the main body of the elevation are infilled with concrete masonry unit (CMU) block, and several of the southern window openings have been partially framed out for ventilation. The two central columns of window openings are covered with plywood or sheet metal; some of the original steel sash windows still exist behind these covers, but interior access to determine the number of windows and their condition was limited due to rental of storage units in these areas (Figure 42).

1.3   Interior Plan and Features

The ground floor level currently contains an office in the southeast corner for the mini storage business and parking for building tenants (Figures 43–45). The basement and five upper stories as well as a mezzanine level on the back of the building between the ground level and second floor have all been partitioned into a large number of storage units (Figures 46–51). A modern freight elevator (replacements for the original car elevators) stands near the center of the rear wall (Figures 52 and 53), and a pedestrian elevator and staircase (both later additions) are located near the northeast corner of the building. The primary staircase is located at the southwest corner of the building, with openings on the west landings overlooking the alley and protected by metal scrim (Figures 54–56). Interior doors are modern roll-down or swing doors, and exposed mechanical equipment and structural beams are located overhead. All finishes are utilitarian in nature. The original reinforced concrete structure of the building is visible, but all other original interior architectural features that may have once existed were removed or covered during subsequent alterations.

1.4   Changes to the Building

The building has undergone two major renovations that have either removed or covered up all interior elements connected with the buildings original use. The renovations took place in 1951 and in 1978. Changes to the original structure include removal of the two automobile elevators and removal of the automobile turntable. The sidewalk-level façade has been altered several times, including replacement of the building entrances, removal of the original canopy and gates, renovation and addition of the ground floor storefront, and the addition of a large vertical neon marquee sign. The interior has been stripped of historical architectural details and partitioned into storage units; however, access to confirm the extent of this alteration around the full perimeter of the building interior is limited due to the installation of storage units. A pedestrian elevator and second stairway have been added to the northeast corner of the building. The original windows of the building have nearly all been removed and replaced, with the exception of a few steel sash windows on the west (alley) façade that have been covered rather than removed. The upper floor level windows are modern aluminum windows that are not like the original fixed and pivoting sash style. The second and third floor level windows appear to be a modern product but similar in style to the original sash. The storefront windows appear to have been repeatedly remodeled and do not include any historic building fabric. Windows on back and sides of building are filled in with concrete block. Access to confirm the extent of the window replacement is constrained as interior plywood storage units cover the entirety of the front and the rear elevation.

2 Statement of Significance:

2.1 Historical Context:

2.1.1 Belltown

Seattle's commercial core developed around Yesler Way and 1st Avenue (what is now called Pioneer Square) in the mid- to late nineteenth century, but began spreading north along 1st Avenue toward the end of the century. In the 1860s, William Bell platted his land holdings, naming Virginia, Olive, Bell, and Stewart Streets for family members. The hilly topography of this area and the condition of the roads reaching the new plat limited development of Belltown for some time, but development continued to spread north from Pioneer Square. By the mid-1870s, a regrade of 1st Avenue was undertaken: first to Pine Street and then north to Belltown, with plank sidewalks built along the length of the road. William Bell built his home and a large hotel at 1st and Battery, and the rest of the plat developed in a scattered way, with a variety of simple frame homes and lodging houses, barns, and outbuildings, along with a few small orchards and even a baseball diamond near the hotel (Sheridan 2007:1–4).

Development continued to increase with improvements in transportation and a growing population in the 1890s and early years of the twentieth century. The first electric streetcar reached Belltown in 1889, connecting James Street to Denny Way along 2nd Avenue. Arthur Denny began construction of a new hotel in 1888 at 3rd Avenue and Stewart, at the top of Denny Hill (Figure 3), although the economic crash of 1893 stopped construction until it was taken up again by James A. Moore and completed in 1903 as the Washington Hotel (Figure 4). The Klondike Gold Rush in 1897 led directly to a leap in Seattle's population and development along the waterfront, with hotels and businesses catering to prospectors on their way to the Yukon Territory (Sheridan 2007:4–5).

Development pressures in Belltown and a decreasing supply of land led City Engineer Reginald H. Thompson to begin looking at the steep slope of Denny Hill, which was located north of Pine Street between 2nd and 5th Avenues as a potential area for a regrade. Between 1898 and 1930, three phases of regrade took place, removing as much as 107 feet of elevation as sediment was sluiced down to the waterfront and used to fill in Western and Railroad Avenues. This regrade created easier access to land north of downtown and commercial development immediately spread to the north (Figures 5 and 6). The Washington Hotel, which towered over the regrade for several years before owner James Moore gave in, was demolished and rebuilt in 1906 as the New Washington Hotel at 2nd Avenue and Stewart Street, and other businesses were soon built on surrounding blocks. Zoning was introduced to the city in 1923; Belltown was zoned for commercial development alongside downtown, but construction of apartments was also allowed. Extensive development of the blocks within the regrade took place in the 1920s, but slowed in the 1930s and 1940s with the Great Depression and World War II (Sheridan 2007:6–7, 10).

Relatively undeveloped parcels in close proximity to downtown were rapidly snatched up by industries undergoing rapid growth in the early twentieth century. The regrade of Denny Hill took place at the same time that the automobile was gaining popularity, and the proximity of this less-developed land to the downtown commercial district was an attractive combination for automobile-related businesses such as parking garages and service and sales facilities (Sheridan 2007:11).

2.1.2 Automobile Revolution and the Parking Garage

The first automobile arrived in Seattle in 1900 and quickly became a sensation. As cars became more prominent over the following decades, greater quantities of them flooded the streets and the need for parking rose significantly. This became a lucrative enterprise downtown, especially in areas wealthy Seattleites visited for

entertainment and shopping. Many garages were built in the 1910s and 1920s, including the White Garage, which is one of several examples of early parking garages in the neighborhood. The Donohoe Garage, built next door on the corner of 3rd Avenue and Stewart Streets in 1921 (now known as the Bergman Luggage building), was one of the first commercial garages in the neighborhood (Department of Neighborhoods, n.d.:18, 28–29; Warren 2001:119)

By the 1910s, the commercial core had already begun a gradual shift northward, with retail stores first clustering along 2nd Avenue north of Yesler Way, and later shifting inland toward 3rd, 4th, and 5th Avenues and north toward Pike and Pine Streets. Frederick and Nelson, a high-end department store, was originally located at 2nd Avenue and Madison Street, but in 1914, the owners purchased an entire city block at 5th Avenue and Pine Street, constructing a five-story retail palace that opened in 1919. The relocation of this prominent business precipitated a shift of retail stores from 2nd Avenue to the vicinity of Pike and Pine Streets near 3rd Avenue. The Bon Marche, already located nearby at 2nd Avenue and Pike Street, followed suit in 1929 with the completion of a six-story department store that encompassed an entire city block at 3rd Avenue and Pine Street (Figure 7). Several other large stores were built in the vicinity of 3rd Avenue and Pike Street, including the Kress Store (1924), J.C. Penney (ca. 1930), and the F.W. Woolworth Company (1940) (Department of Neighborhoods n.d.:10, 15, 24).

The construction of these large, one-stop department stores and other retailers drew customers who preferred convenient parking, and automobile garages were constructed on nearby blocks. The recently regraded blocks immediately north of the new retail core were a prime area for development, and many parking garages and repair shops were built to take advantage of the increasing numbers of automobile-owning customers. Many of the first garages were one- or two-story buildings built with milled lumber, but larger parking and service garages constructed later often featured fireproof construction (Department of Neighborhoods n.d.:28–29; Sanborn Fire Insurance Company 1951)(Figure 8).

2.1.3   1915 3rd Avenue

The White Garage was designed by Architect Henry Bittman for owner William E. Grimshaw in 1928 and was in use by the following year. In 1951, the garage was converted into the Bon Marche Budget House, a furniture store, and in 1978 the building was converted into a mini storage facility, a use it retains today.

2.1.3.1   *White Garage*

The building was designed as one of the first large fireproof automobile garages in Seattle and was built on regraded land that was once at the core of Denny Hill. A building permit for the White Garage was issued in July 1928 for $100,000 to William E. Grimshaw, Securities Building (*Seattle Times* [ST] 6 July 1928:32). At the time it was built, it was one of the tallest parking garages in the city, although the Fox Garage, built earlier in 1925 at 6th Avenue and Olive Way (also of fireproof construction), was taller by one story and had a significantly larger footprint (Sherrard 2010). The White Garage had parking capacity for 210 cars and was built primarily of concrete with a fireproof terra cotta ornamental façade (Sanborn 1951)(Figures 57 through 61). To conserve space on the tight urban footprint, the building was serviced by two automobile elevators and a car turntable designed to reorient automobiles in tight spaces. A 1929 advertisement for Kelly Springfield tires shows that they were sold at several garages in Seattle, including the White Garage (ST 28 May 1929:22). The building owner, William Grimshaw, was a real estate investor who had offices across the street in the Securities Building; Grimshaw owned the garage until his death in 1950 (ST 8 May 1950:12).

2.1.3.2 Bon Marche Budget House

Following Grimshaw's death, the White Garage was passed on to his wife, then was sold and converted into a discount home furnishings store (ST 8 May 1950:12). The Bon Marche Budget House opened in 1951, advertising "new and used home furnishings and appliances" at budget prices (ST 16 September 1951:17).

The exterior of the building underwent modifications to the sidewalk-level façade, including removal of the decorative railings and installation of retail storefronts, but the rest of the façade remained largely unchanged. The interior, however, needed to undergo extensive redecorating to be outfitted as a retail store. The architectural firm, John Graham and Company, designed the interior modifications. Further modifications were made in 1957–1958 by Ibsen A. Nelsen and Russell B. Sabin of Nelsen and Sabin, Architects, with the addition of a north egress stair with an exit on the north end of the storefront (City of Seattle Department of Construction and Inspections 2017).

With the construction of the new Southcenter Mall in 1968, the operators of the Budget House decided to move the store to the suburbs. An advertisement in the Seattle Times showed that the Budget House was holding a clearance sale in preparation for their August 1 moving deadline (ST 28 July 1968:22).

2.1.3.3 Mini Storage

Little activity occurred at this address for the next decade, but in 1978, Herbert R. Wudy, the property owner, sold the building to Thomas J. Layne of Seattle for $515,000 (ST 21 May 1978:K6). Shortly afterward, Layne hired the firm of Jean Fraley Architects (currently known as Jackson Main Architecture) and Ahmed M. Jaddi of Millegan Anderson Jaddi, Inc., Consulting Engineers to convert the building into a mini storage facility. The new design for the building called for removing the center bay of the ground-level storefront and replacing it with a coiling door. The first level of the building was returned to use as a parking area, and the southeast corner of the building was outfitted as an office for the storage facility. Additional concrete and steel beams were installed to carry the additional deadload of a storage facility, and a mezzanine level was installed at the back of the building. The car turntable was removed at this time, the car elevators were replaced with standard freight elevators, and a third elevator was added near the northeast corner of the building. Some window openings on the north, south, and alley elevations were infilled with concrete. Roofing material was also replaced at this time. In subsequent years, plans have been developed for installation of apartments on the east side of the building and a rooftop penthouse, but have not been implemented. The building continues to be used as a storage facility (City of Seattle Department of Construction and Inspections 2017).

2.2 Architectural Style

This building can best be described by its form and material, rather than a specific architectural style. The form of the building is a two-part vertical block, a common form chosen for buildings on small urban lots in the early twentieth century. The exterior of the building is clad with terra cotta, a material commonly chosen for its fireproof character and decorative potential. Some elements within the terra cotta façade show the influence of period revival styles such as Tudor Revival and Spanish Eclectic but do not exemplify either style.

2.2.1 Two-Part Vertical Block

The two-part vertical block is defined by a one- to two-story lower zone and a prominent, vertically-oriented upper zone of at least four stories. Verticality in the upper zone is typically emphasized through the use of engaged columns, pilasters or otherwise uninterrupted wall surfaces rising between windows. This building type served a variety of functions, including banks, office buildings and movie theaters, but were also a popular choice of form for center-city automobile parking structures in the 1920s in Seattle and throughout the United

States. Parking garages of this period were generally designed to blend in with the office buildings that surrounded them and used similar façade treatments (Longstreth 2000:82–85).

2.2.2 Terra Cotta

Terra Cotta as a building cladding came into prominence soon after the turn of the century. As steel and concrete replaced wood as a primary construction material in urban centers, designers began to search for materials that were lightweight, durable, and largely fire resistant. In addition to these characteristics, terra cotta was preferred by many architects due to its malleability and ability to prominently feature an endless array of exterior ornamental features. By the time of the White Garage's construction there were a number of local clay and brick companies in and around Seattle that made the material both affordable and available (Smith 1986:1–5).

Terra Cotta was a preferred facade material for Henry Bittman and his firm, featuring prominently on many buildings he designed in the 1920s, including the United Shopping tower (currently known as Olympic Tower) and King County courthouse. Bittman also constructed several brick buildings with terra cotta ornamentation during this decade.

2.2.3 Eclectic Styles/Period Revival

The terra cotta façade displays elements of period revival styles, including shields, knights' heads, and pinnacles, which are most often seen in the various forms of the Tudor Revival style and occasionally in other period revival styles such as the Spanish Eclectic style. These features are applied as decorative elements on the façade, but the form of the building is defined by function rather than architectural style.

2.3 Parking Garage Design

Parking garages in the 1920s were designed to fit in with surrounding commercial buildings and fit on the same small footprint as the neighboring buildings. This required smaller garages to rely on elevators to move automobiles form one floor to the next, rather than ramps, which took up more space than elevators in the form used at the time, rather than the now-common design. Otis safety elevators were commonly used in these garages, as they were designed to move large, heavy objects. Installation of two elevators allowed multiple vehicles to be moved at the same time and provided redundancy in case of mechanical difficulties (of automobile or elevator) that prevented use of one elevator. Turntables were often incorporated into garage design to allow cars to be turned in tight spaces, allowing more efficient use of parking within the buildings.

These garages often served multiple purposes: to provide storage space for automobiles as well as maintenance facilities, and the buildings often had advertising space to showcase automobiles and automotive parts for sale. The development of the D'Humy ramp system in 1918 revolutionized parking garage design. This system split the garage plan in half and staggered floors to reduce the height and length of ramps, thereby increasing parking spaces and eliminating the need for elevators (and garage attendants to operate the elevators). This system and other ramp designs were the subject of much debate among garage designers in the 1920s, but by the end of the decade, garages that relied solely on elevators rather than ramps or a combination of the two were commonly built only in dense urban environments (McDonald 2007:21, 25–33).

Seattle parking garages from the same period are listed in Table 1. This list is not comprehensive.

Table 1. Seattle Parking Garages from the 1910s and 1920s

Building Name	Address	Date of Construction	Status	Source	Figures*
Grand Central Garage	719 4th Avenue	1919	Current land use application to demolish building and build 100-story structure. Based on permit records, the application has not been active since June 2016.	City of Seattle Department of Construction and Inspections 2015b; City of Seattle Department of Neighborhoods 2015	Figure 62
Donohoe Garage	1907 3rd Avenue	1921	Extant, altered interior	City of Seattle Department of Neighborhoods 2015	Figure 63
Campbell Building Garage	807 4th Avenue	1923	Extant	City of Seattle 2015	Figure 64
Bressi Garage	226–232 1st Avenue North	1923	Extant	City of Seattle Department of Neighborhoods 2015	Figure 65
Fox Garage	600 Olive Way	1925	Extant, Altered: window and all exterior ornamentation, including parapet removed 2012	City of Seattle Department of Neighborhoods 2015; ST 28 May 1929:22; Sherrard 2010	Figure 66.
Northwest Building Company Garage	1915 2nd Avenue	1926	Demolished (2012)	City of Seattle Department of Construction and Inspections 2015b; City of Seattle Department of Neighborhoods 2015	Figure 67

*See Section 4: Plans, Maps and Other Figures

3   Original Designer

The White Garage was designed in 1928 by Henry Bittman, architect and engineer for property owner William E. Grimshaw. The builder has not been identified.

3.1   Henry W. Bittman, Architect

Henry Bittman was born in New York in 1882, the son of John Bittman, an interior designer. Henry Bittman studied at Cooper Union for a short time before moving to Chicago in 1902, where he worked for the firm of Holabird and Roach, then Strauss Bascule Bridge Company. Bittman moved to Seattle in 1906, working for a year with architect William Kingsley before starting his own structural engineering practice in 1908. Bittman's early work in Seattle focused on designing steel structural elements for buildings in Seattle's rapidly growing commercial and industrial districts (Anderson 2016:2-3; Provost 1994:35–40).

Although his education and early career focused on engineering, Bittman's strong design sensibility drew him increasingly to architecture; an early foray into this field yielded a design for his own home in 1914. The house was designed in the Tudor Revival style with a vaulted ceiling in a living room featuring murals by artist Fokko Tadama (Keeley 2015; Provost 1994:192–197).

Bittman quickly became known in the Seattle development world for his design sensibility and savvy business knowledge, allowing him to quickly gain the trust of clients as well as acquire a talented staff. By 1923, Bittman was licensed as an architect in Washington State and had a thriving practice focused on designing large commercial buildings in rapid-growth areas at the north end of downtown Seattle. Although many of his firm's largest commissions were for commercial buildings, they took on a wide variety of contracts, ranging from hotels and apartment buildings to civic buildings and theaters (Table 2). His work from this period is rigorously defined by the rectangular urban block. Many of these buildings were designed around the basic form of a two- or three-part vertical block, with façades divided into distinct lower and upper zones, with the upper zone characterized by vertical design elements connecting the upper floors. These buildings are anchored by a strong, weighted base with large storefront openings to the street side transitioning to a rigid verticality that reaches

up, ending in a detailed cornice. Some designs, including the Kreielsheimer Place (formerly Eagles Auditorium), the Olympic Tower (formerly United Shopping Tower) and the King County Courthouse (formerly City-County Building) addition included a third distinct zone of one to three stories at the top of the building delineated by a frieze or other horizontal design element. His designs from this period often show the influence of the Chicago Style, with applied ornamentation and Chicago-style windows (a picture window flanked by two smaller operating windows). Bittman's designs for the Olympic Tower (formerly United Shopping Tower), the Terminal Sales Building and the King County Courthouse (formerly City-County Building) are commonly acknowledged to be among his best works and are frequently cited as the most prominent examples of his work (Michelson 2015; Provost, 1994:192–197).

Table 2. Selected buildings designed by Henry Bittman

Name	Address	Date of Construction	Notes	Status	Source	Figures*
Bittman, Henry W and L. Jessie, House	4625 Eastern Avenue N	1914–1915	Architect's home	Extant	Michelson 2015	Figure 68
King County Courthouse	516 3rd Avenue	1914–1916 (original construction), 1929–1931 (addition)	Designed 6-story addition with John L. McCauley	Extant; King County Landmark	Michelson 2015	Figure 69
Decatur Building	1521 6th Avenue	1921–1922		Extant; City Landmark (1984)	Gordon 1984; King County Department of Assessments 2017; Michelson 2015; ST 1 August 1976:B11	Figure 70
Terminal Sales Building	1932 1st Ave	1923–1925	Jacobethan revival	Extant; City Landmark (1987)	Gordon 1987; Michelson 2015	Figure 71
Fraternal Order of Eagles (FOE), Aerie #1, First Building	1416 7th Ave	1924	Terra Cotta – 7 stories	Extant; City Landmark (1984)	Michelson 2015; Miller-Wolfe 1984	Figure 72
Davenport Apartments	420 Vine Street	1924	Bittman purchased property and designed building. 3 stories, light colored brick with terra cotta trim, 42 apartments, basement garage.	Extant	City of Seattle Department of Neighborhoods 2015; ST 21 November 1924:14.	Figure 73
Tyee Building/Centennial Building	410 Stewart	1925, 1940	2 stories, also converted basement into garage 1940	Extant	City of Seattle Department of Neighborhoods 2015; Michelson 2015; ST 7 July 1940:25.	Figure 74
The Stockbridge (Apartments)	1330 Boren Avenue	1925	One of largest apartment buildings constructed at that time	Extant	ST 27 September 1925:18.	Figure 75
Mann Building/ Embassy Theatre	1411 3rd Avenue	1925–1926	Terra cotta, gothic revival; 2 stories	Extant; City Landmark (1983)	Gordon 1985; Michelson 2015; ST 16 September 1926:15.	Figure 76
Troy Laundry Building	307 Fairview Avenue N	1927	Designed western (1944) and northern (1946) additions	Extant; City Landmark (1996), altered	City of Seattle Legislative Information Service 1996; Michelson 2015.	Figure 77
Robbins Building	4538 University Way	1927		Extant	City of Seattle Department of Neighborhoods 201	Figure 78

Table 2. Selected buildings designed by Henry Bittman

Name	Address	Date of Construction	Notes	Status	Source	Figures*
Volker, William, Building/Lenora Square Building	1000 Lenora Street	1928		Extant; altered 1981, 2008	Michelson 2015; ST 22 February 1981:F4	Figure 79
Music Box Theatre	1414 5th Avenue	1928		Demolished (1987)	Michelson 2015; Provost 1994:195	Figure 80
Security Public Market	301 Virginia Street	1929		Extant, altered ca.1960	*Washington State Architect* 1929e:16.	Figures 81 and 82
Fashioncraft Building	2022 Boren Avenue	1928–1929		Extant; City Landmark (2012)	Gordon 2012; Michelson 2015.	Figure 83
Seattle Recreation Building/ Von Herberg Kelly Building		1928–1930	4 stories	Demolished	Michelson 2015; Provost 1994:195	
United Shopping Tower/Olympic Tower	217 Pine Street	1928–1931, 1939	13 stories	Extant; Seattle Landmark (1986)	Gordon 1986; Michelson 2015; ST 5 November 1939:28	Figure 84
Butler Hotel/Garage	2nd and James	1889/1890, 1933 (conversion)	Upper stories demolished, lower 2 floors converted to garage (later expanded)	Extant, altered	ST 31 December 1933:1.	Figure 85
Ernst Hardware/Louisa C. Frye Building (alteration)	1500 6th Avenue	1939	Building alteration for Ernst Hardware headquarters store	Extant, altered	ST 9 January 1939:26	Figure 86
Queen Anne Columbarium /Arthur A. Wright & Son Columbarium	520 W Raye Street	1940		Extant	City of Seattle Department of Neighborhoods 2015; ST 3 May 1940:20	Figure 87
Ernst Hardware (Tweedy and Popp Hardware)	1916 N 45th Street	1916/1941 remodel	Designed 1941 remodel of store	Extant	City of Seattle Department of Neighborhoods 2015	Figure 88
General Motors Store (Truck and Coach Division)	Block bounded by 5th and 6th Ave S, Lane Street and Weller Street	1947		Demolished (now Uwajimaya Village)	ST 28 December 1947:20.	
Hancock Building	110 Union Street	1910, 1948 (remodel)		Extant; Bittman contracted for remodel of building	City of Seattle Department of Neighborhoods 2015; ST 2 December 1948:8	Figure 89
Harborview County Hospital (addition)		1953–1954		Extant; Portion of building landmarked in 2009	Gordon 2009; ST 18 November 1953:40	Figure 90
Addressograph Multigraph Agency Building	405 Fairview Avenue	1953–1954	Designed by firm of Bittman, Adams and Sanders	Demolished	City of Seattle Department of Neighborhoods 2015; Michelson 2015	Figure 91

*See Section 4: Plans, Maps and Other Figures

The economic downturn of the 1930s significantly slowed construction in Seattle and throughout the country. Although the large contracts for multiple-story commercial buildings stopped, Bittman managed to keep his practice operating by taking smaller contracts for one- to two-story buildings, accepting several remodeling jobs and, like many architects at the time, pursuing the occasional government contract, including designing a Public Works Adminstration–funded city hall for the city of Fairbanks, Alaska in 1934 (McKee 2017; Provost 1994:192–197). Bittman served as one of nine engineers and architects on a Seattle Chamber of Commerce postwar planning panel, which was set up to assist businesses in returning to peacetime activities (ST 21 October 1943:2).

Bittman's designs evolved throughout his career, following popular trends in architectural styles. His later buildings were more streamlined and less ornamented, following design trends into the Streamline Moderne and International styles in the later 1930s and into the 1950s. These characteristics are visible in his firm's designs for the Addressograph Multigraph Agency Building (1953) and the Harborview Hospital addition (1953). Bittman died on November 16, 1953, having contributed to building the fabric of the city (Michelson 2015; Provost 1994:192–197).

3.2   William Grimshaw, Owner

Financier and real estate developer William E. Grimshaw got his start in real estate development as a dealer in building materials in the 1910s. Grimshaw was born in Minnesota, earned his mechanical engineering degree from the University of Minnesota, and moved to Seattle in 1906. Grimshaw was part owner of the Caine-Grimshaw Company, which operated out of a warehouse on Railroad Avenue (this building burned in a dramatic fire in 1911). He later expanded his business holdings to land in the vicinity of the Denny regrade, purchasing property between 3rd and 5th Avenues and nearby in the downtown commercial district, building several commercial buildings on these properties. In the 1920s, Grimshaw was president of the Permanent Building Company with offices in the Securities Building on 3rd Avenue, but continued operating his parking garage, constructing additional buildings and maintaining other businesses throughout Belltown and downtown. This work included construction of a store and loft building to be known as the Hanford Building, located on the west side of 2nd Avenue between Pike and Pine Streets, as well purchase of a 99-year lease for a parcel at 2023-2027 5th Avenue. A 1938 article in the *Seattle Times* identifies Grimshaw as "a garage operator" who spoke against the proposed installation of parking meters in downtown Seattle. Grimshaw died in May 1950, leaving numerous commercial properties to his wife, Harriet E. Agnew Grimshaw (ST 25 April 1911:5, 7 May 1922:13, 23 October 1927:30; 14 July 1929:32; 10 May 1938:9; 8 May 1950:12; 23 January 1951:9).

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4.1   Newspapers and Periodicals

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1953   "Henry Bittman, Seattle, Steel Designer, Dies." December 19.

Seattle Post-Intelligencer
1953   "Henry Bittman, Architect, Taken By Death." November 18. Page 13.

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1911   "Broken Ladder From Which Five City Firemen Fell." April 25. Page 5.
1922   "Real Estate Activity Continues." May 7. Page 13.
1924   "Will Invest $160,000." November 21. 14.
1925   "$350,000 Apartment Nearing Completion." September 27. 18.
1926   "Embassy Theatre to Open Tomorrow Afternoon." September 16. 15.
1927   "Buys Third Avenue Lot for Building." October 23. Page 30.
1928   "Building Permits." July 6. Page 32.
1928   "Hamrick's Music Box to Open Tomorrow." August 1. Page 12.
1929   "Going Away Over the Holiday?" Advertisement. May 28. 22.
1929   "$449,000 Property Deal is Completed." July 14. Page 32.
1933   "Butler Hotel, Old Landmark of Seattle, Will Be Razed." December 1. 1.
1938   "Autoists Praise and Hit Meters." May 10. Page 9.
1939   "Insurance Firm Enlarges Space." November 5. Page 28.
1939   "Ernst Hardware Firm to Expand." January 8. 26.
1940   "Impressive Queen Anne Columbarium to Be Dedicated Sunday." May 3. Page 20.
1940   "Garage Planned at Fourth and Stewart." July 7. Page 25.
1943   "290 Business Men Placed On Postwar Planning Panel." October 21. 2.
1947   "G.M. to Build $350,000 Store." December 28. 20.

1948   "Apparel Firms to Occupy Building at 1st and Union." December 2. 8

1950   "William E. Grimshaw, Seattle Real-Estate Man, Dies at 69." May 8. Page 12.

1951a   "Grimshaw Estate Willed to Wife." January 23. Page 9.

1951b   "Our New Budget House." Advertisement. September 16. Page 17.

1953   "New Grocery to Open." December 1. Page 30.

1953   "Henry Bittman Rites to Be Tomorrow." November 18. Page 40.

1954   "Harborview County Hospital's New Wing is Unfinished But Already Is a Busy Center." October 10. Page 18.

1968   "We Are Moving Our Budget House." Advertisement. July 28. 22.

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1981   "Revamp: 1920 Building to Get New Look as Design Center." February 22. Page F4.

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1929a   "County-City Building." Volume IX, No. 7. June. Page 7.

1929b   "Shopping Tower." Volume IX, No. 7. June. Page 9.

1929c   "The Shopping Tower, Seattle." Volume IX, No. 8. July. Page 12.

1929d   "Seattle Building." Volume IX, No. 9. August. Page 6.

1929e   "Seattle's New Security Public Market." Volume IX, No. 10. September. Page 16.

5 Plans, Maps and other Figures

5.1 Maps
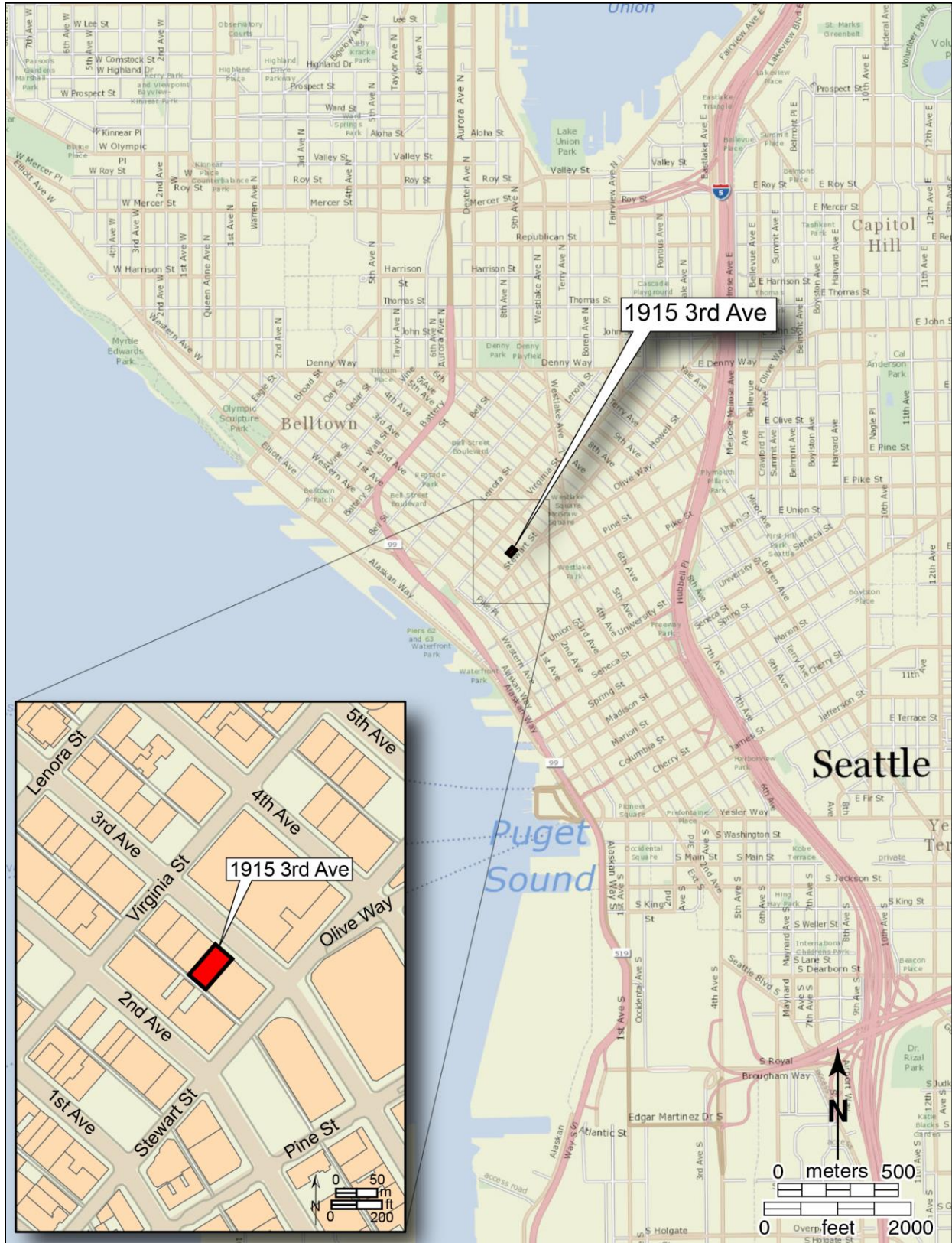
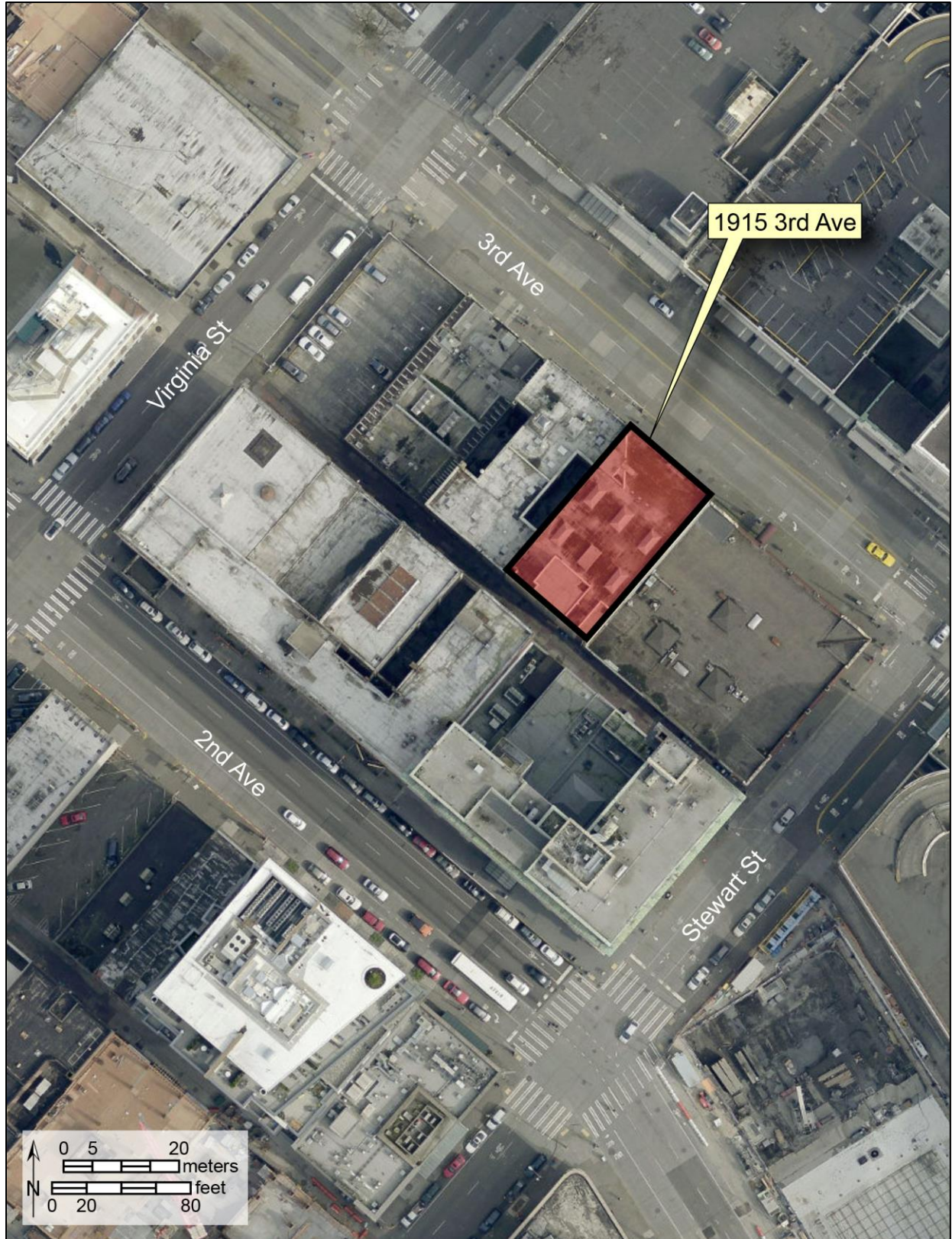Figure 1. Location of 1915 3rd Avenue.

Figure 2. 1915 3rd Avenue and surrounding buildings and streets.

5.2   Historic Maps

Figure 3. 1891 view of Denny Hill prior to the regrade. Note the location of Hotel Denny—this was located where the White Garage stands today.
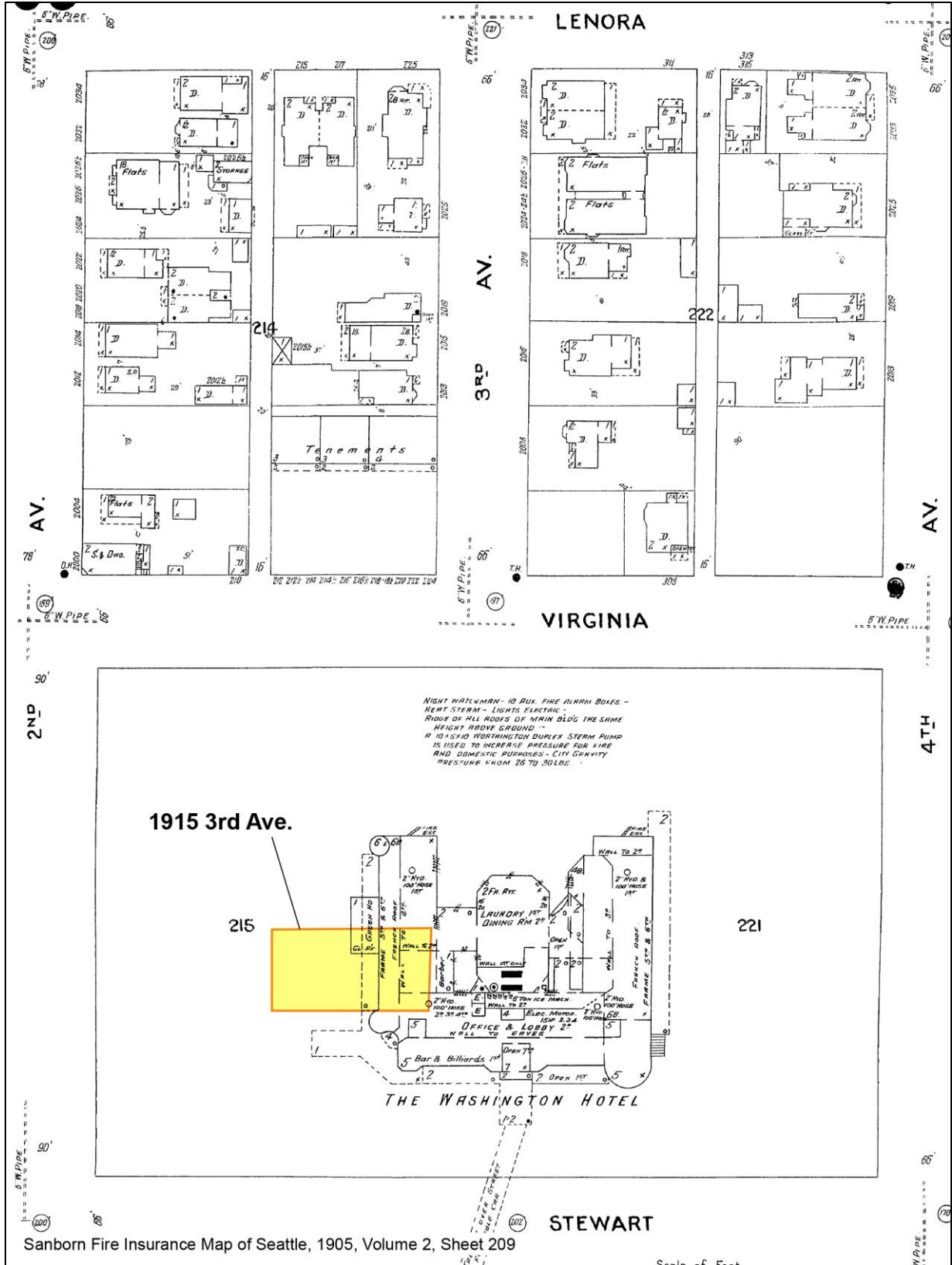
Figure 4. 1905 Sanborn Fire Insurance map showing the Washington Hotel (formerly the Hotel Denny) prior to the regrade.
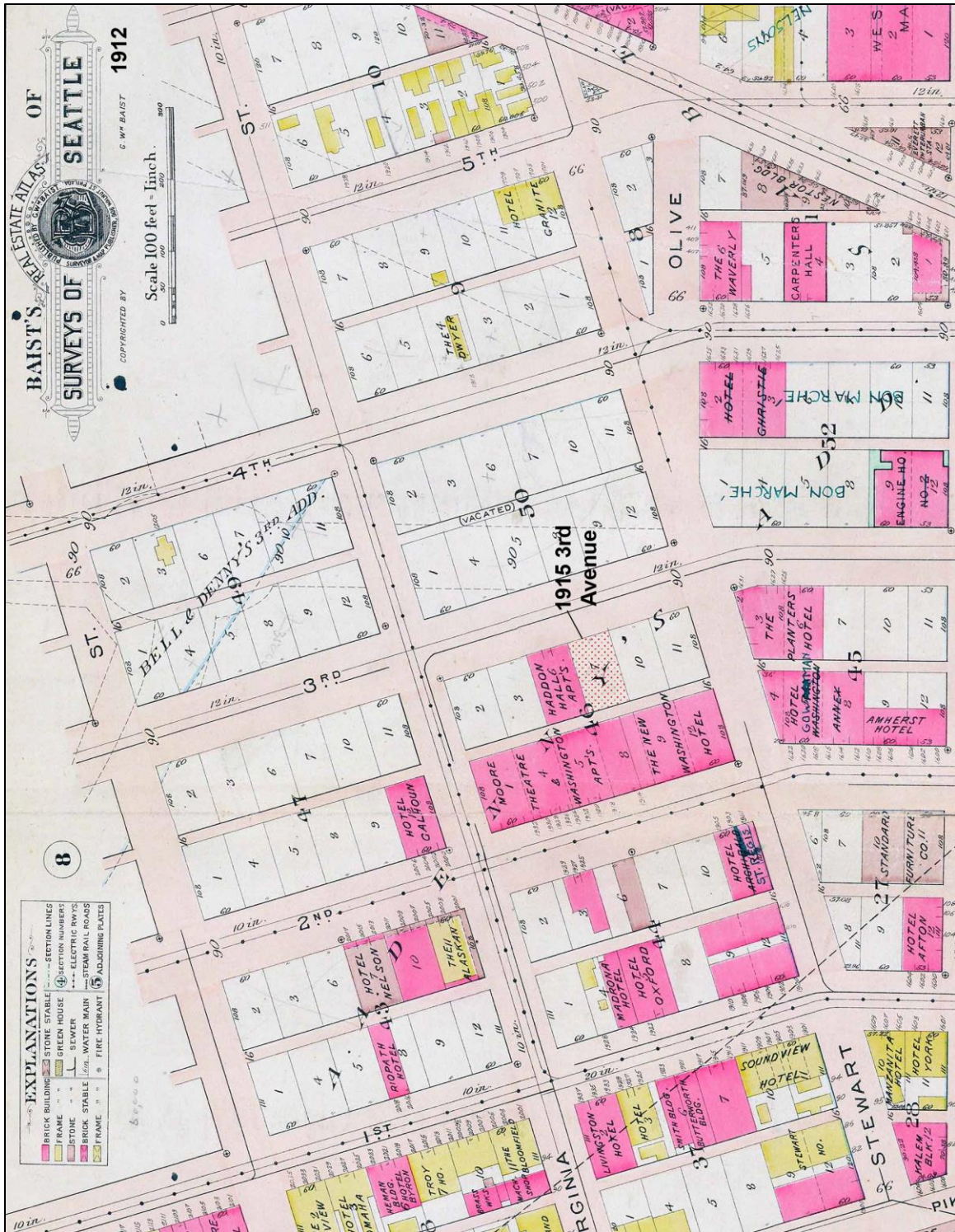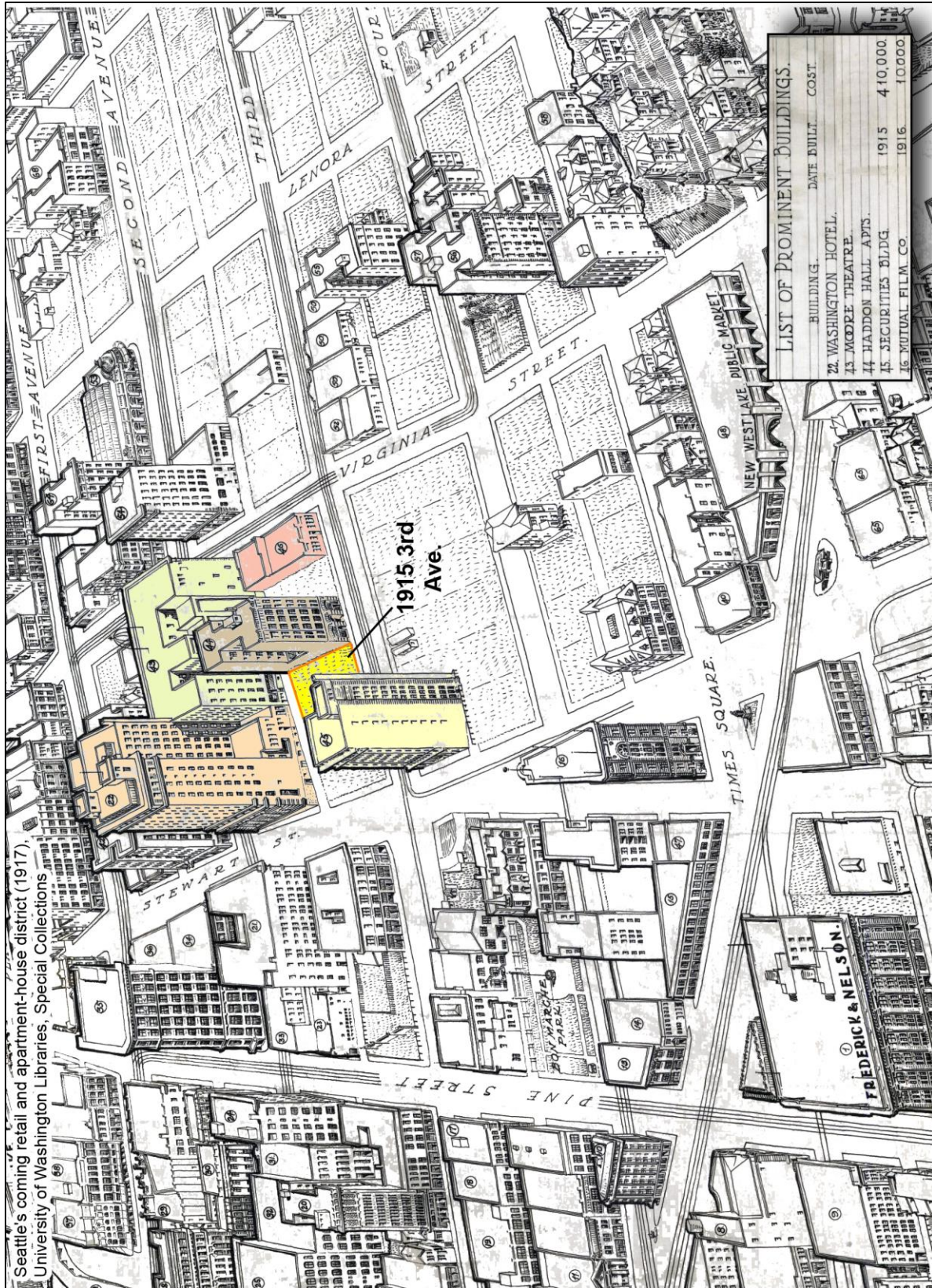
Figure 5. 1912 map showing the regrade in progress (undeveloped blocks) and the development that quickly took place on recently regraded blocks. Note that development had already begun on the block between 2nd and 3rd Avenues and Virginia and Steward Streets.

Figure 6. 1917 bird's-eye-image showing the Denny regrade a few years later showing increased development, including the Securities Building.
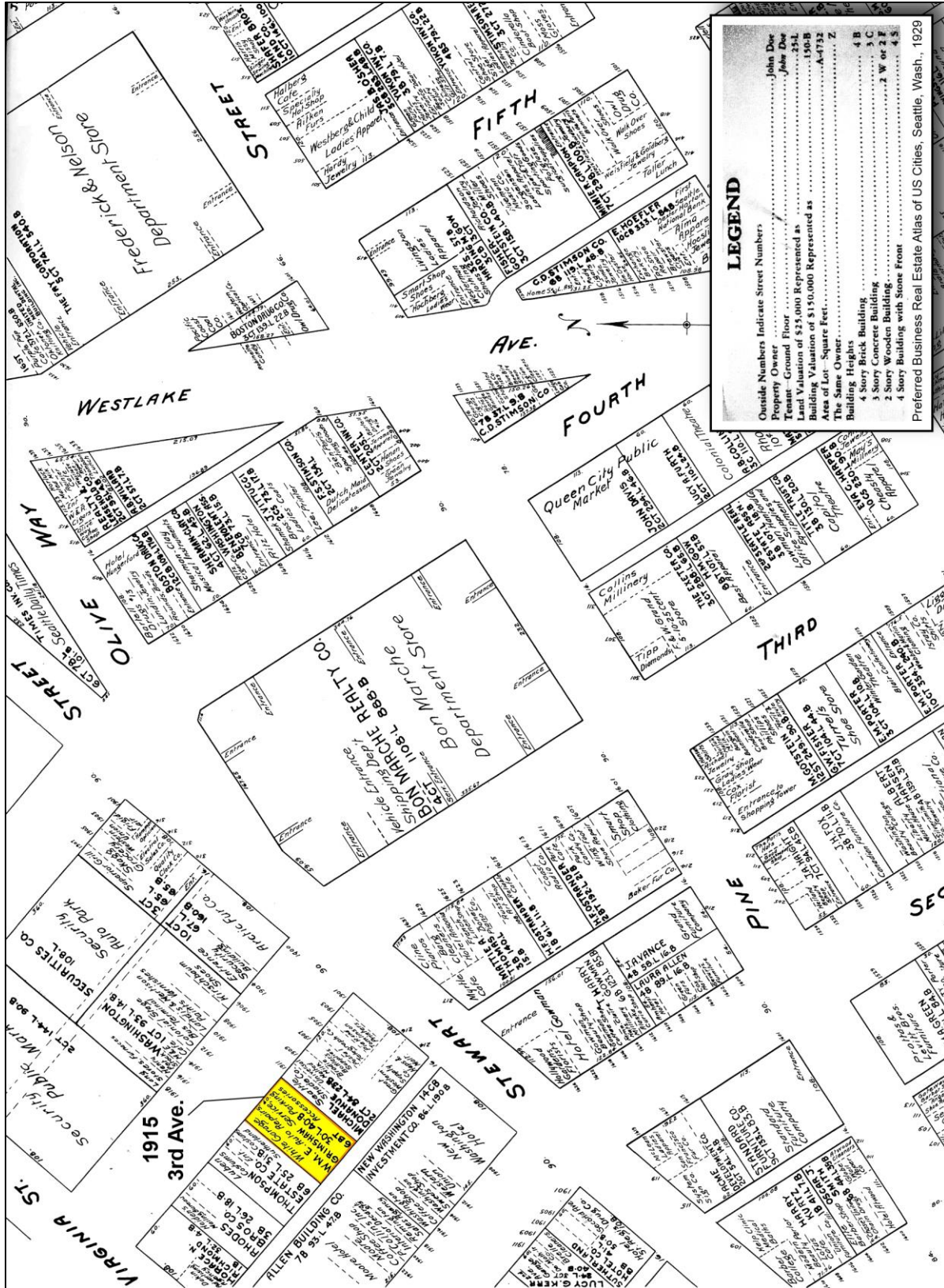
Figure 7. 1929 map showing a portion of the new retail district, including the Bon Marche and the recently-built White Garage.
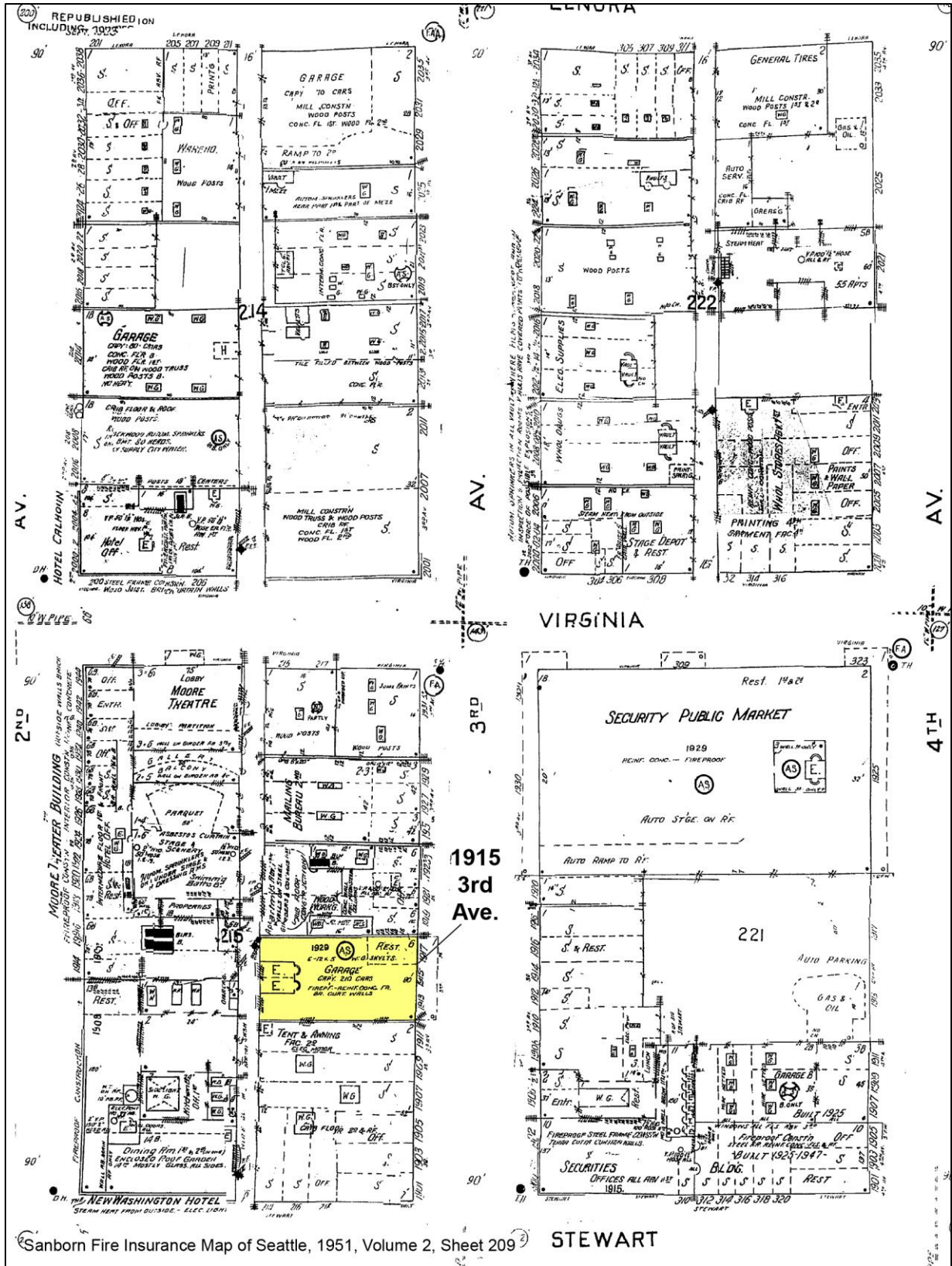
Figure 8. 1951 map showing the extent of development in the surrounding blocks, including several garages.

5.3 Neighborhood context photos

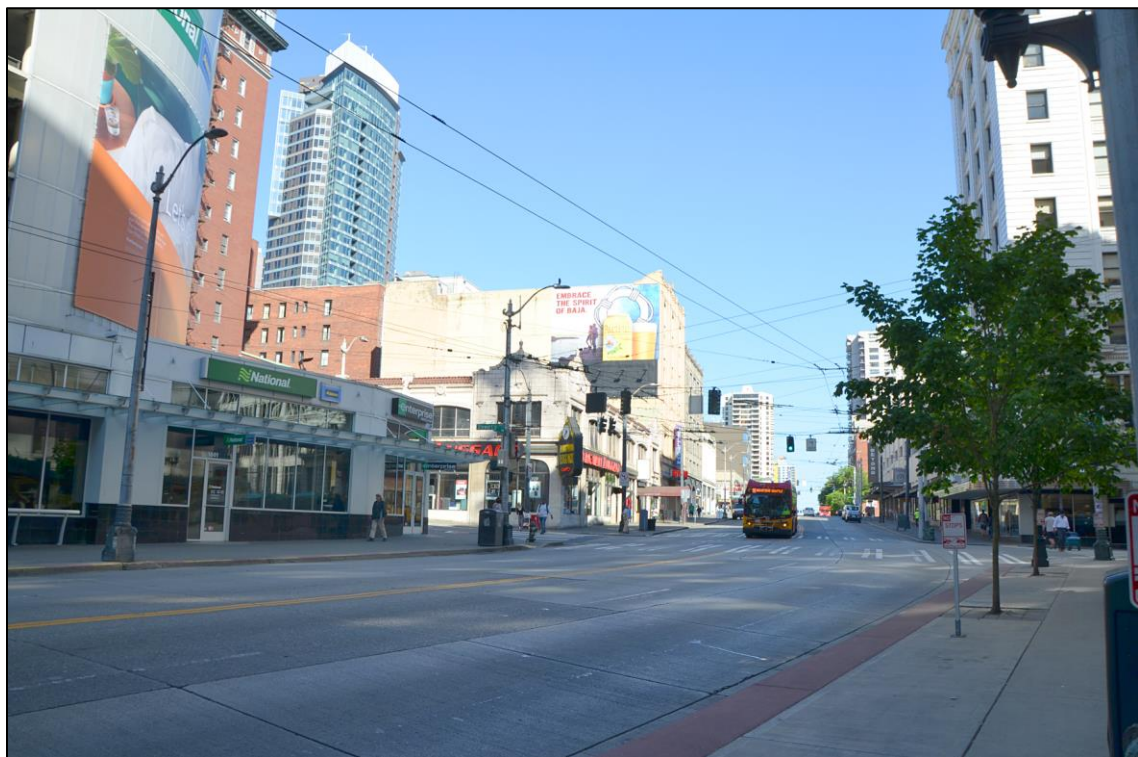Figure 9. West side of Third Avenue between Virginia and Stewart Streets, view to the south.

Figure 10. Third Avenue, looking north near Stewart Street.

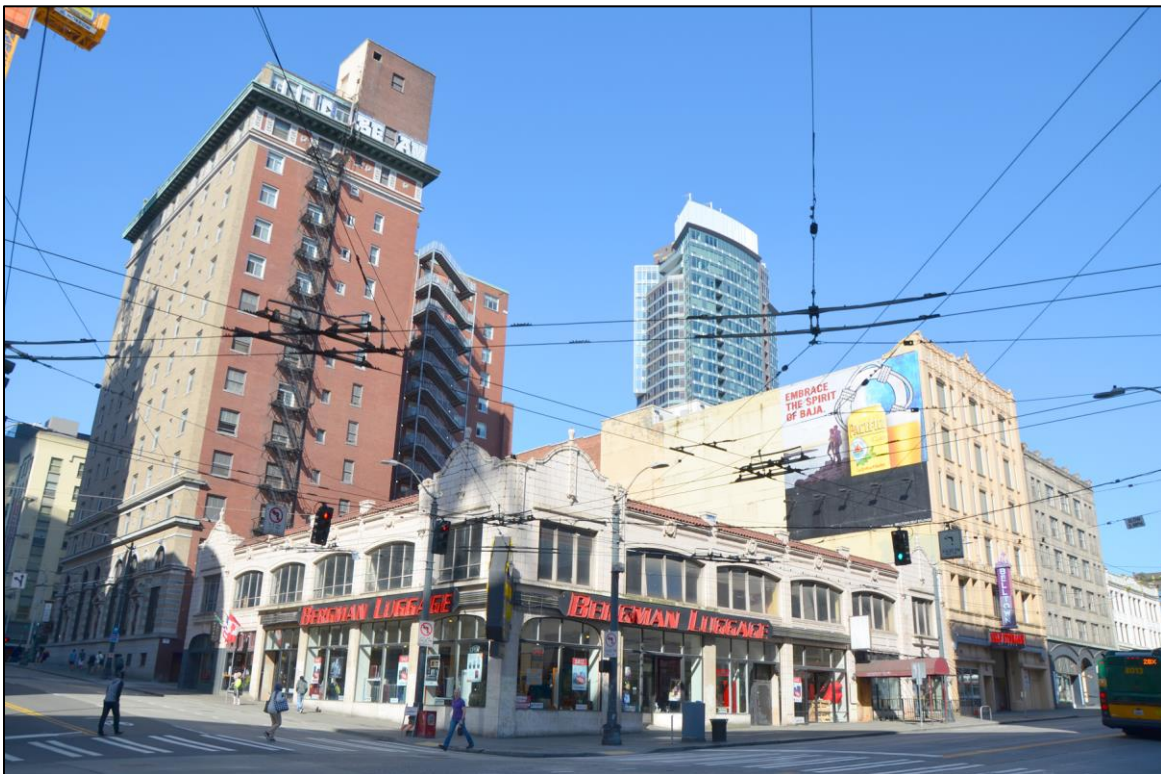Figure 11. View north down alley between 3rd Avenue and 2nd Avenue.

Figure 12. Donohoe Garage with New Washington Hotel (left) and White Garage (right).

Figure 13. Kelley-Gorham Building; White Garage on left.
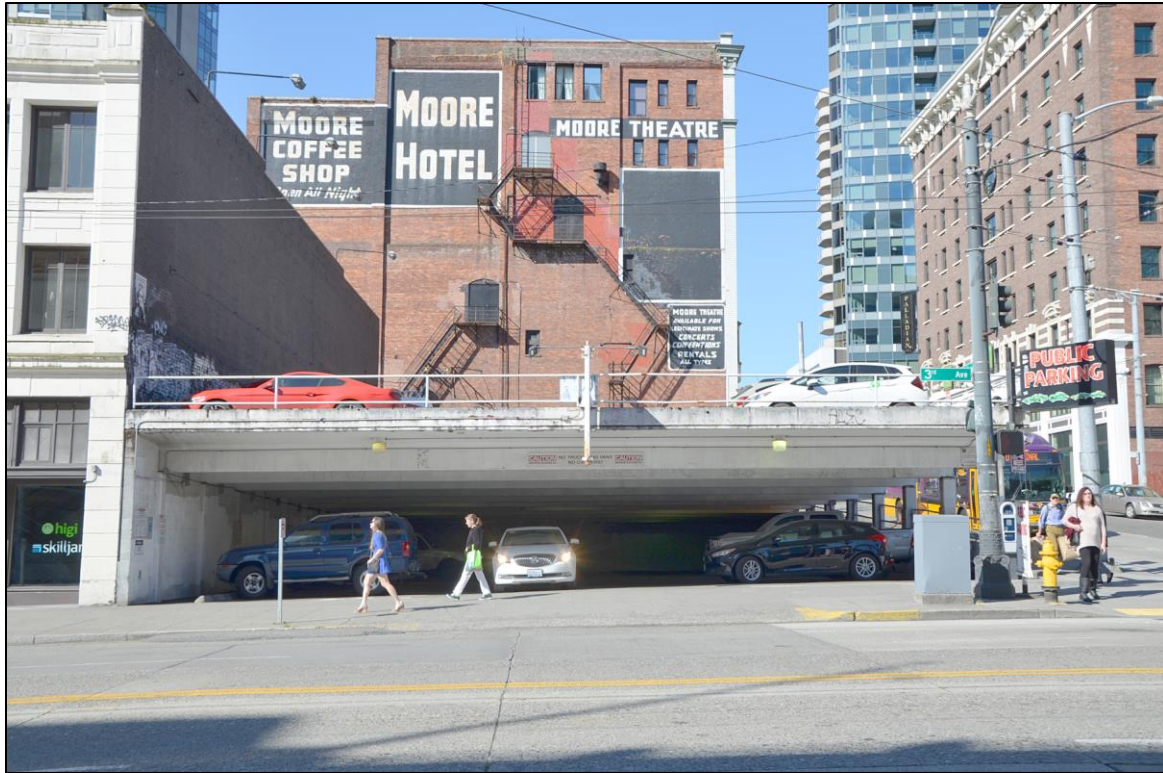

Figure 14. Heiden Building

Figure 15. Parking garage at 3rd Avenue and Virginia Street.

Figure 16. Securities Building, viewed from roof of White Garage.

Figure 17. Securities Building Parking Garage.

Figure 18. Securities Public Market.

Figure 19. The Moore Theatre.

Figure 20. Terminal Sales Building Annex.

Figure 21. New Washington Hotel (Josephinum).

Figure 22. Calhoun Hotel (City of Seattle Department of Neighborhoods 2015).

Figure 23. Bon Marche, viewed from roof of White Garage.

5.4 Building Photos

Figure 24. 1915 3rd Avenue and surrounding buildings on west side of 3rd Avenue.

Figure 25. Main (east) façade of 1915 3rd Avenue.

Figure 26. 1915 3rd Avenue, view south.

Figure 27. Rear (west) elevation of building, viewed from the alley between 2nd and 3rd Avenues.

Figure 28. Infilled and covered windows on alley elevation.

Figure 29. Loading door and exterior of mezzanine level, viewed from alley.

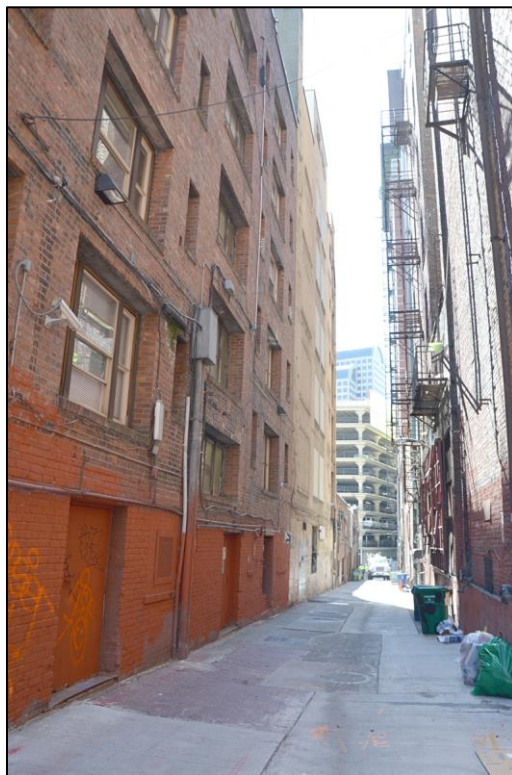Figure 30. West elevation, view to south.

Figure 31. View south down alley showing surrounding buildings.

Figure 32. Covered skylights on roof; view to northeast.
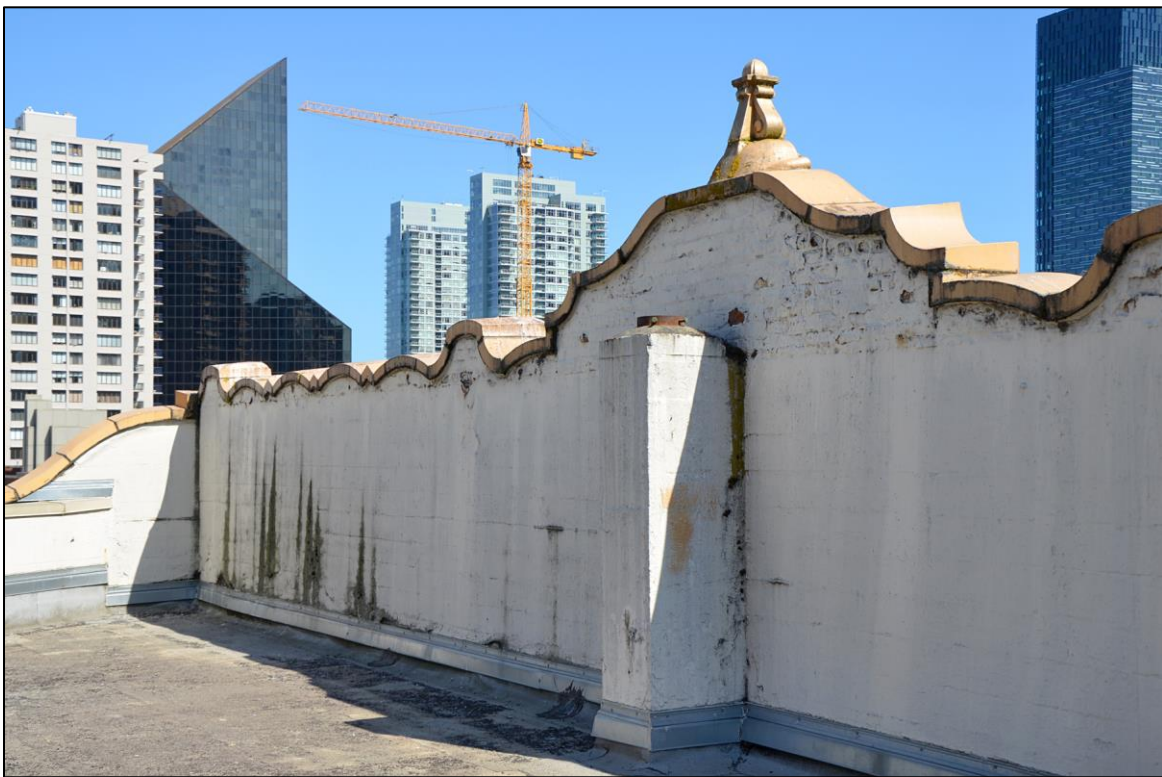

Figure 33. East parapet, view north from roof.

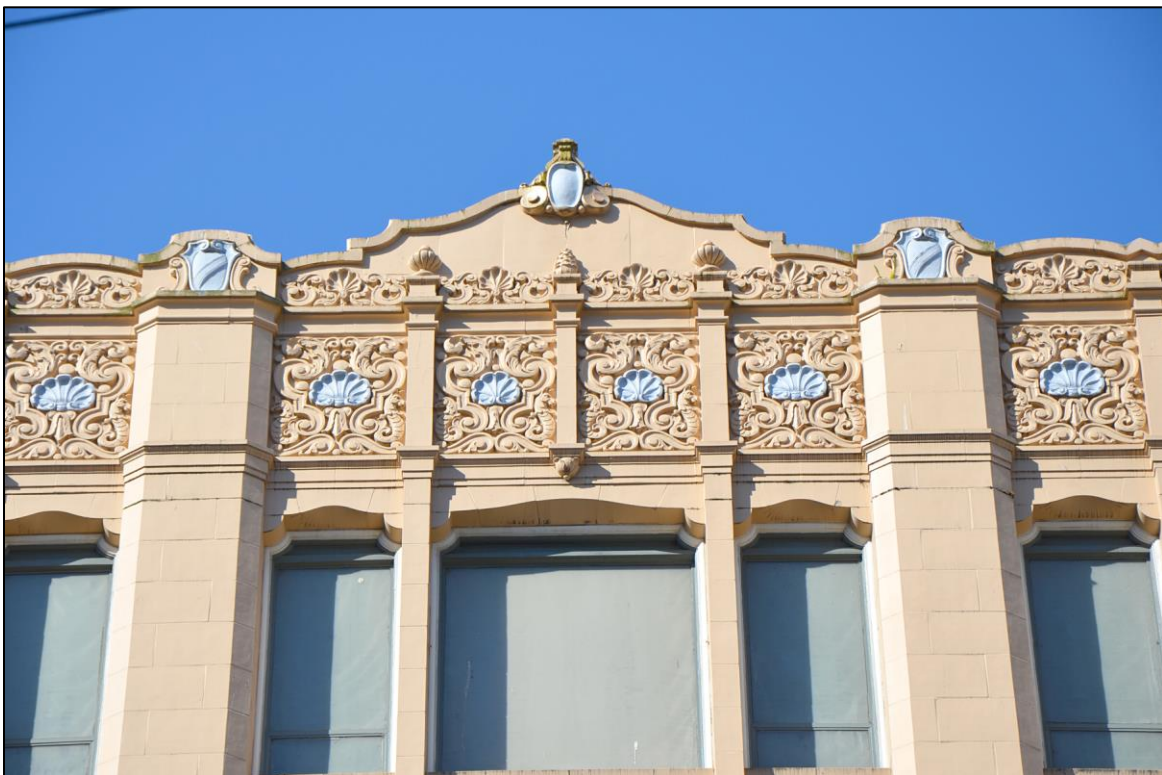Figure 34. Detail of terra cotta above sixth floor.

Figure 35. Detail of terra cotta on parapet.

Figure 36. Detail of terra cotta and windows at third floor.

Figure 37. Detail of terra cotta above storefront.

Figure 38. Detail of terra cotta and windows on 4th floor.

Figure 39. Second floor window details.

Figure 40. Storefront/office at southeast corner of building.

Figure 41. Stairway door at northeast corner of building.

Figure 42. Steel sash on west (alley) façade, viewed from interior.

Figure 43. Ground level interior, view of parking area and garage entrance.

Figure 44. Office area on ground level, southeast corner of building.

Figure 45. Freight elevator at former location of car elevators, ground level.

Figure 46. Reinforced concrete construction is visible in some areas between storage units.

Figure 47. Typical view of interior, showing storage units.

Figure 48. Loading bay on Mezzanine level (west side of building).

Figure 49. Typical view of storage units.

Figure 50. Interior of storage unit on west side of building, showing steel sash that are covered on the exterior.

Figure 51. Reinforced concrete construction visible above storage units.

Figure 52. Former location of car elevators.

Figure 53. Freight elevator at former location of car elevators.

Figure 54. Stairwell at southwest corner of building, showing opening in exterior wall.
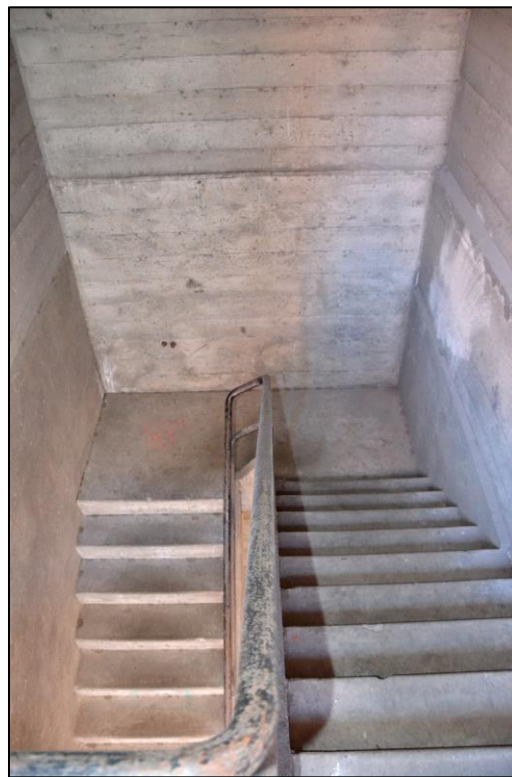

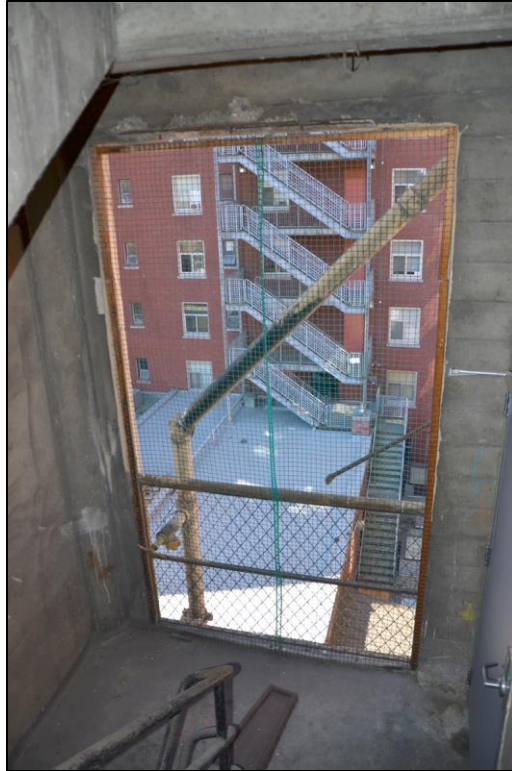Figure 55. Reinforced concrete construction in southwest stairwell.

Figure 56. Opening in exterior wall at southwest stairwell, showing view to the west across alley.

5.5   Historic images of building

Figure 57. White Garage in 1930s. Note storefront windows to either side of garage entrance and canopy over sidewalk. Sign on the north and south ends of the building (at sidewalk level) advertise the convenience of the building and its fireproof construction. Note also the Chicago-style tripartite windows (King County Assessor 1938-1978).

Figure 58. White Garage and Kelley-Gorham Building in 1930s (King County Assessor 1938-1978).

Figure 59. 1930s image showing south elevation of White Garage behind the Donohoe Garage (seen here as Doner Piano, Postal Telegraph and Puget Sound Tent and Duck Co.). Note steel sash next to beer advertisement: these have been removed and the openings have been infilled (King County Assessor 1938-1978).

Figure 60. 1952 image of the new Bone Marche Budget House, following the renovation of the garage. Note new storefront and new canopy over sidewalk (King County Assessor 1938-1978).

Figure 61. 1962 image showing 1915 3rd Avenue as the Bon Marche Budget House (note advertisement on south side of building) (King County Assessor 1938-1978).

5.6 Parking Garages

Figure 62. Grand Central Garage (image courtesy of the City of Seattle Department of Neighborhoods).
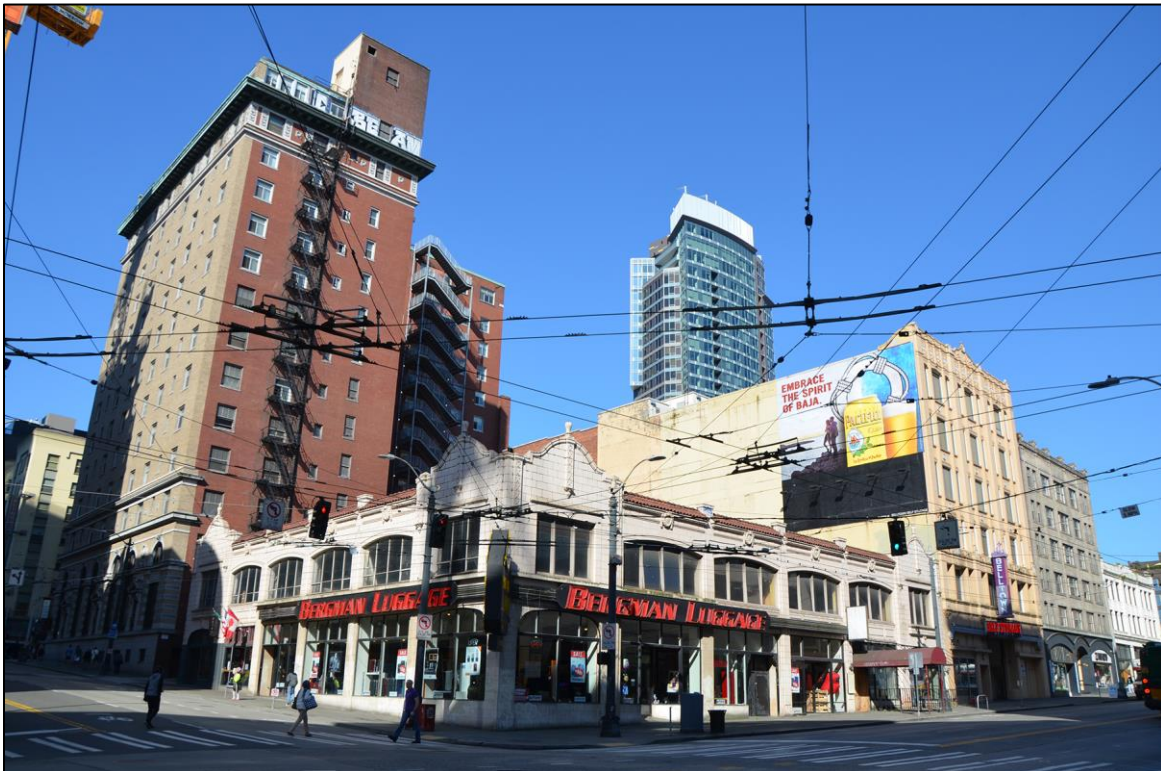

Figure 63. Donohoe Garage (now Bergman Luggage); White Garage can be seen on the right side of the photograph.

Figure 64. Campbell Building Garage (image courtesy of the City of Seattle Department of Neighborhoods).

Figure 65. Bressi Garage.

Figure 66. Fox Garage, following removal of parapet and exterior ornamentation in 2012 (image courtesy of King County Department of Assessments).

Figure 67. Northwest Building Company Garage, demolished in 2012 (image courtesy of the City of Seattle Department of Neighborhoods).

5.7 Henry Bittman Buildings

Figure 68. Bittman House (image courtesy of King County Department of Assessments).

Figure 69. King County Courthouse in 1949, showing the addition designed by Bittman in 1931 (Image No. 9347, Seattle Municipal Archives).

Figure 70. Decatur Building (image courtesy of Joe Mable, Wikimedia Commons).

Figure 71. Terminal Sales Building (image courtesy of Joe Mable, Wikimedia Commons).

Figure 72. Eagles Hall and Senator Apartment Hotel, ca. 1939 (image courtesy of the Seattle Municipal Archives, Wikimedia Commons).

Figure 73. Davenport Apartments (image courtesy of the City of Seattle Department of Neighborhoods).

Figure 74. Tyee/Centennial Building (image courtesy of Joe Mabel, Wikimedia Commons).

Figure 75. The Stockbridge Apartments (image courtesy of the Stockbridge Apartments).

Figure 76. The Mann Building (image courtesy of Joe Mabel, Wikimedia Commons).

Figure 77. Troy Laundry, prior to construction of office tower (image courtesy of City of Seattle Department of Neighborhoods).

Figure 78. The Robbins Building (image courtesy of Joe Mabel, Wikimedia Commons).

Figure 79. Volker Building, now Cornish College of the Arts Main Campus Center (image courtesy of Joe Mabel, Wikimedia Commons).
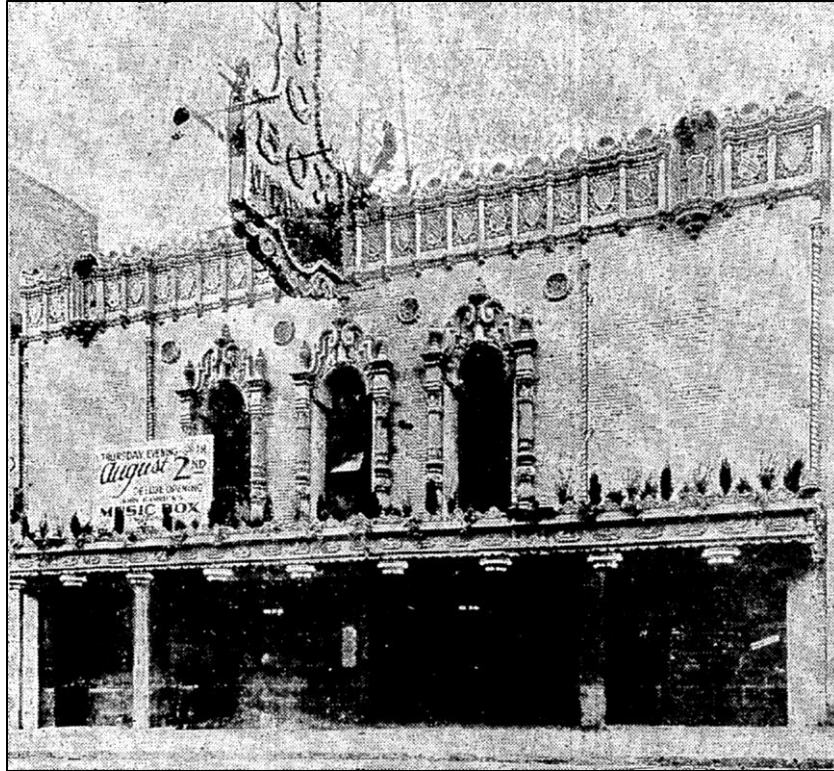
Figure 80. Music Box Theater in 1928 (ST August 1, 1928:12).

Figure 81. Public Securities Market in the 1930s. This building is located across the street from 1915 3rd Avenue.
(King County Department of Assessments 1938-1978)

Figure 82. Public Securities Market in 1962, following the construction of a large parking garage addition (King County Department of Assessments 1938-1978).

Figure 83. Fashioncraft Building.

Figure 84. Olympic Tower (Image courtesy of Joe Mabel, Wikimedia Commons).

Figure 85. Butler Hotel Garage in 1961 (Image No. 69212, Seattle Municipal Archives).

Figure 86. Ernst Hardware headquarters building after several major alterations (image courtesy of King County Department of Assessments).

Figure 87. Queen Anne Columbarium (image courtesy of City of Seattle Department of Neighborhoods).

Figure 88. Ernst Hardware building on North 45th Street (image courtesy of King County Department of Assessments).

Figure 89. Hancock Building, remodeled by Bittman in 1948 (image courtesy of King County Department of Assessments).

Figure 90. 1953 addition to Harborview County Hospital designed by Bittman (ST October 10, 1954:18).

Figure 91. Addressograph Multigraph Agency Building (now demolished) (image courtesy of City of Seattle Department of Neighborhoods).
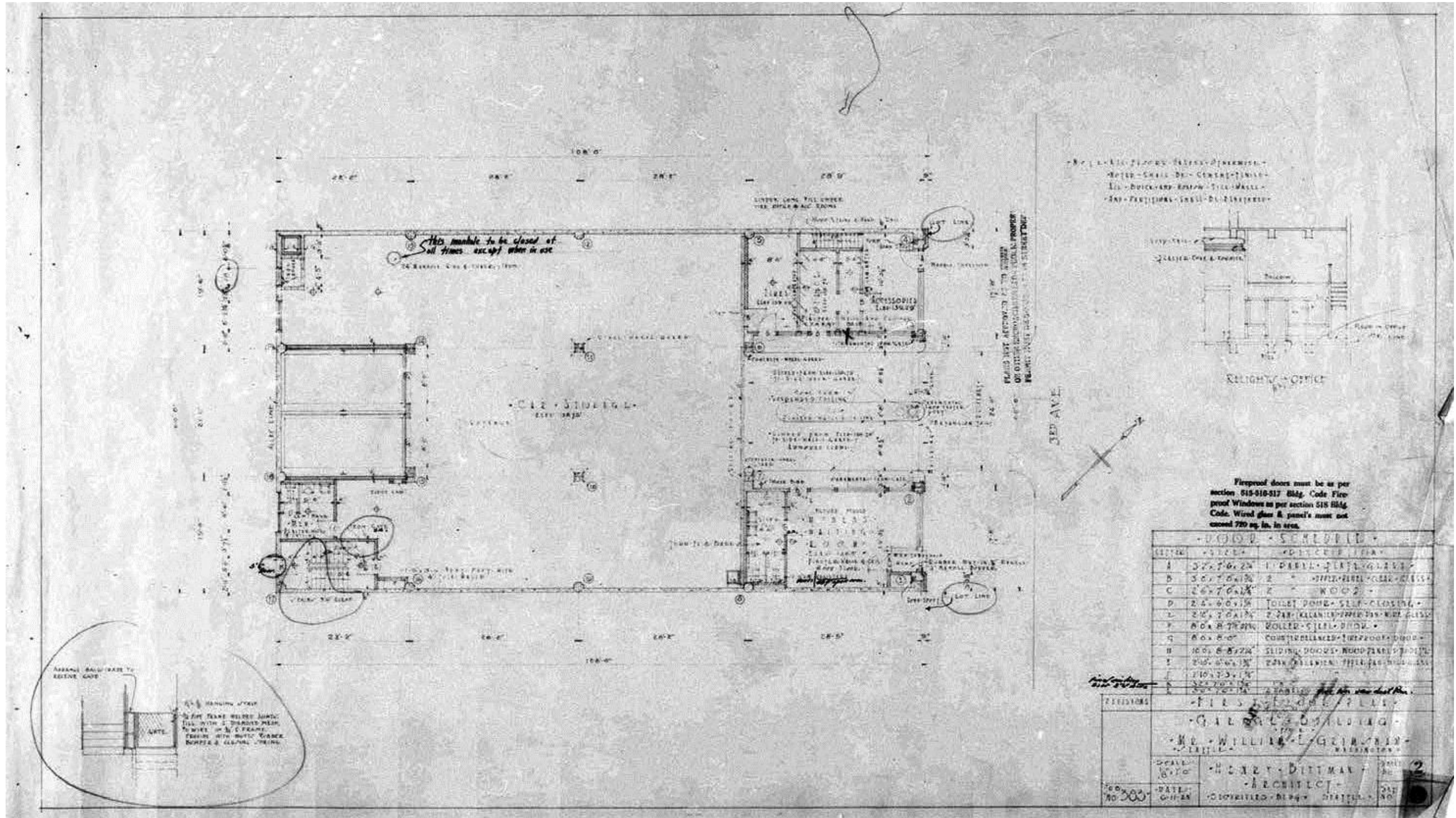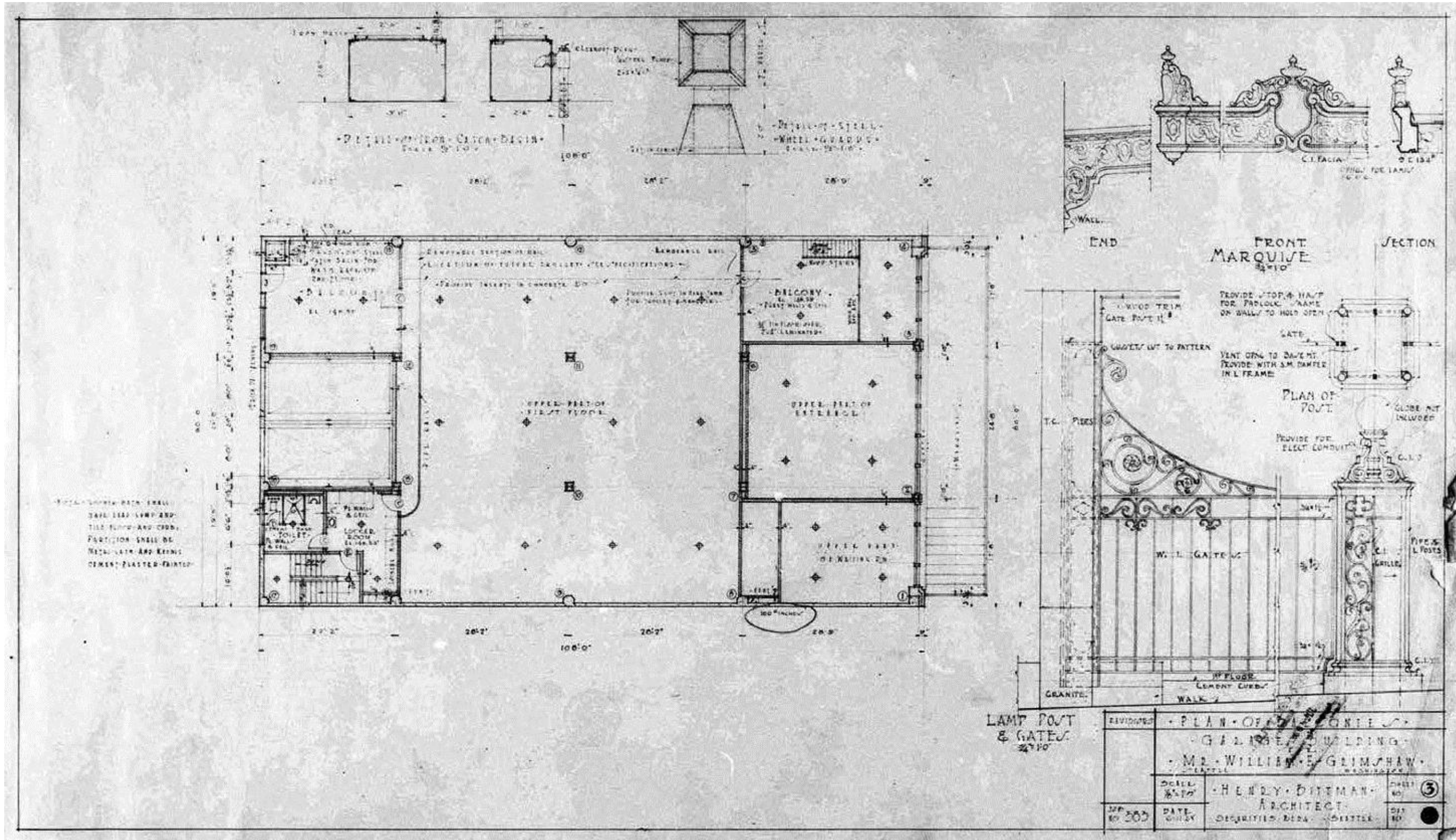
5.8   Historic Plans

The following plans were prepared by Henry Bittman, Architect for Wiliam E. Grimshaw for the parking garage at 1915 3rd Avenue (City of Seattle Department of Construction and Inspections 2017).
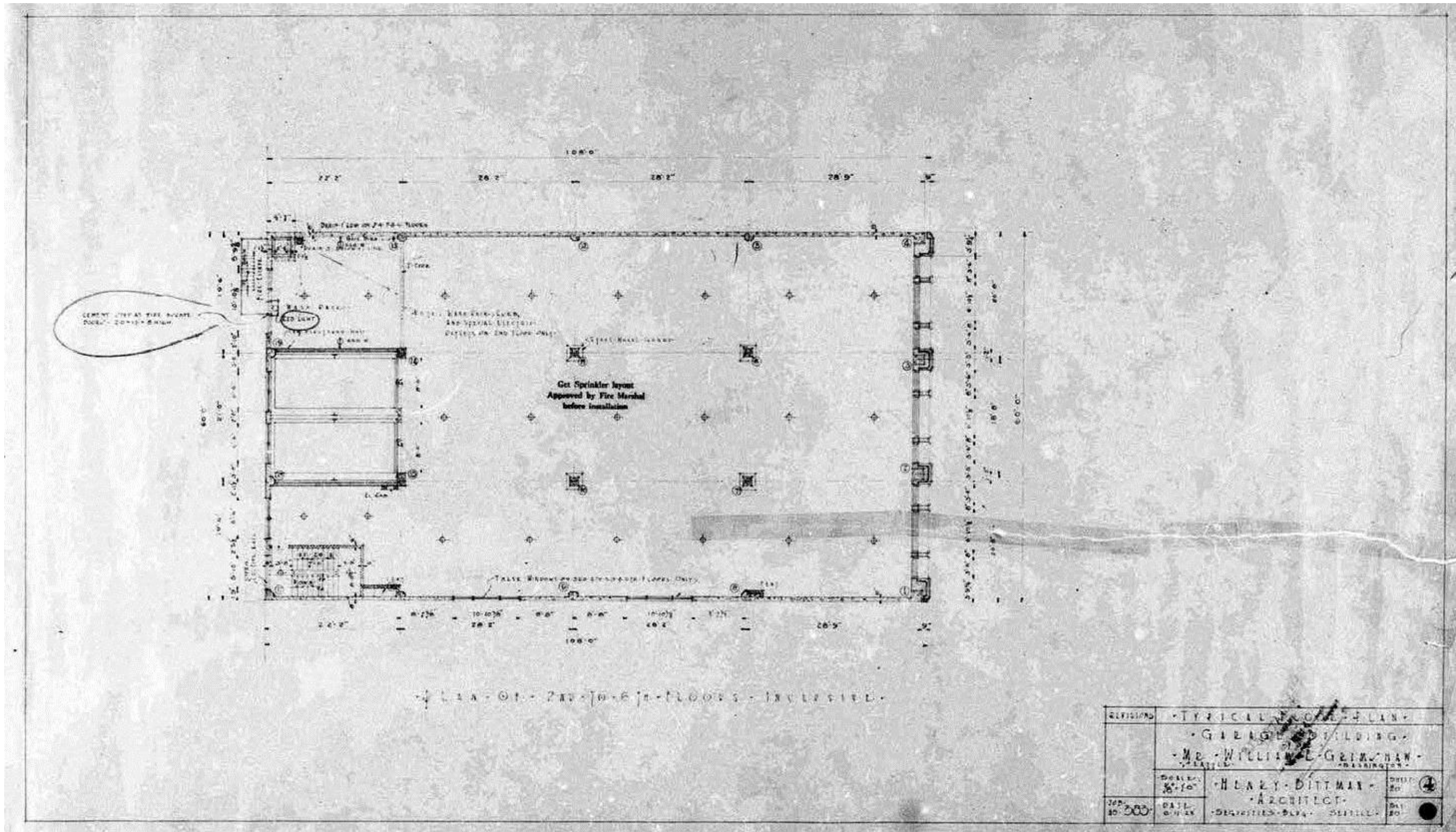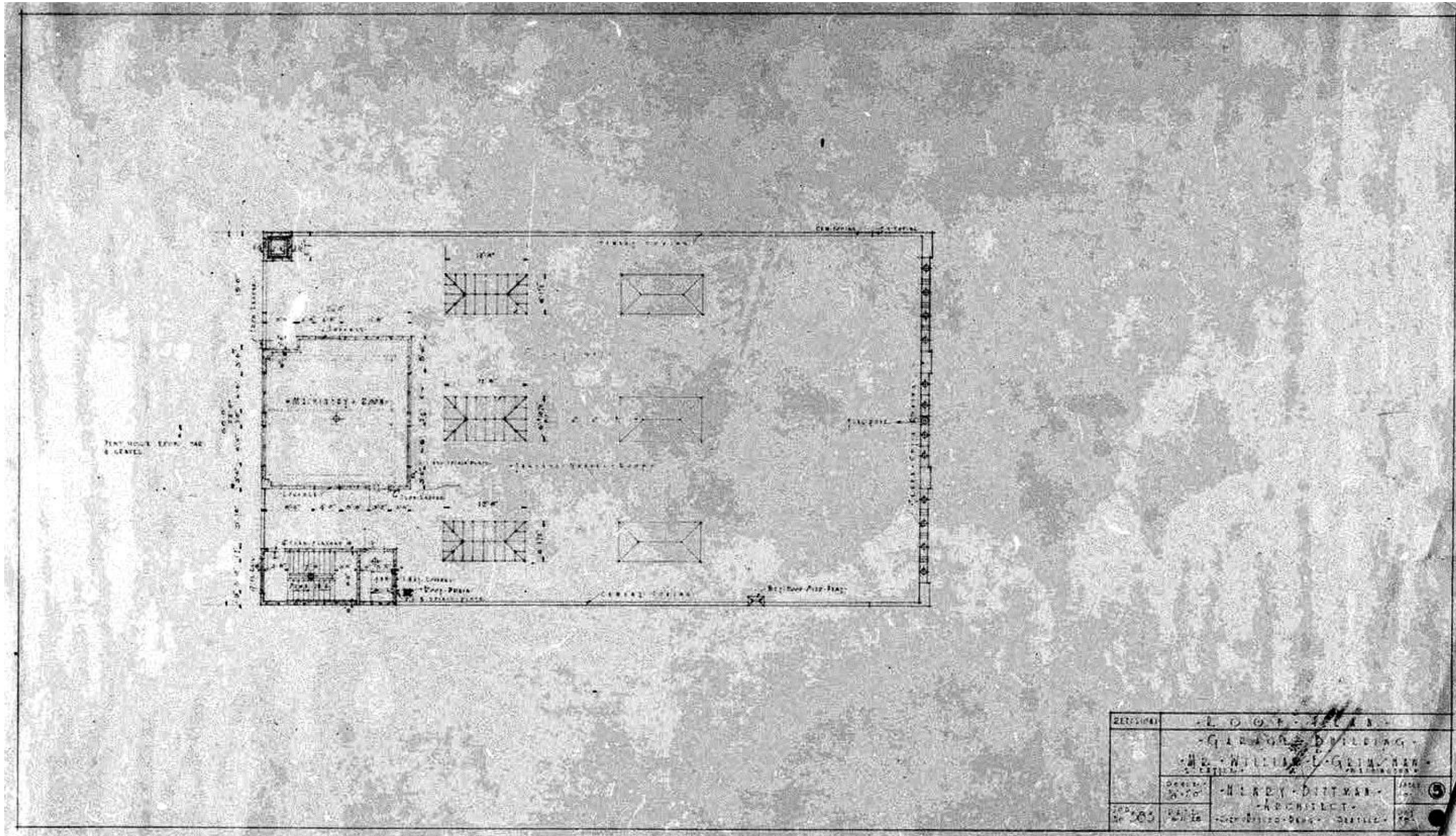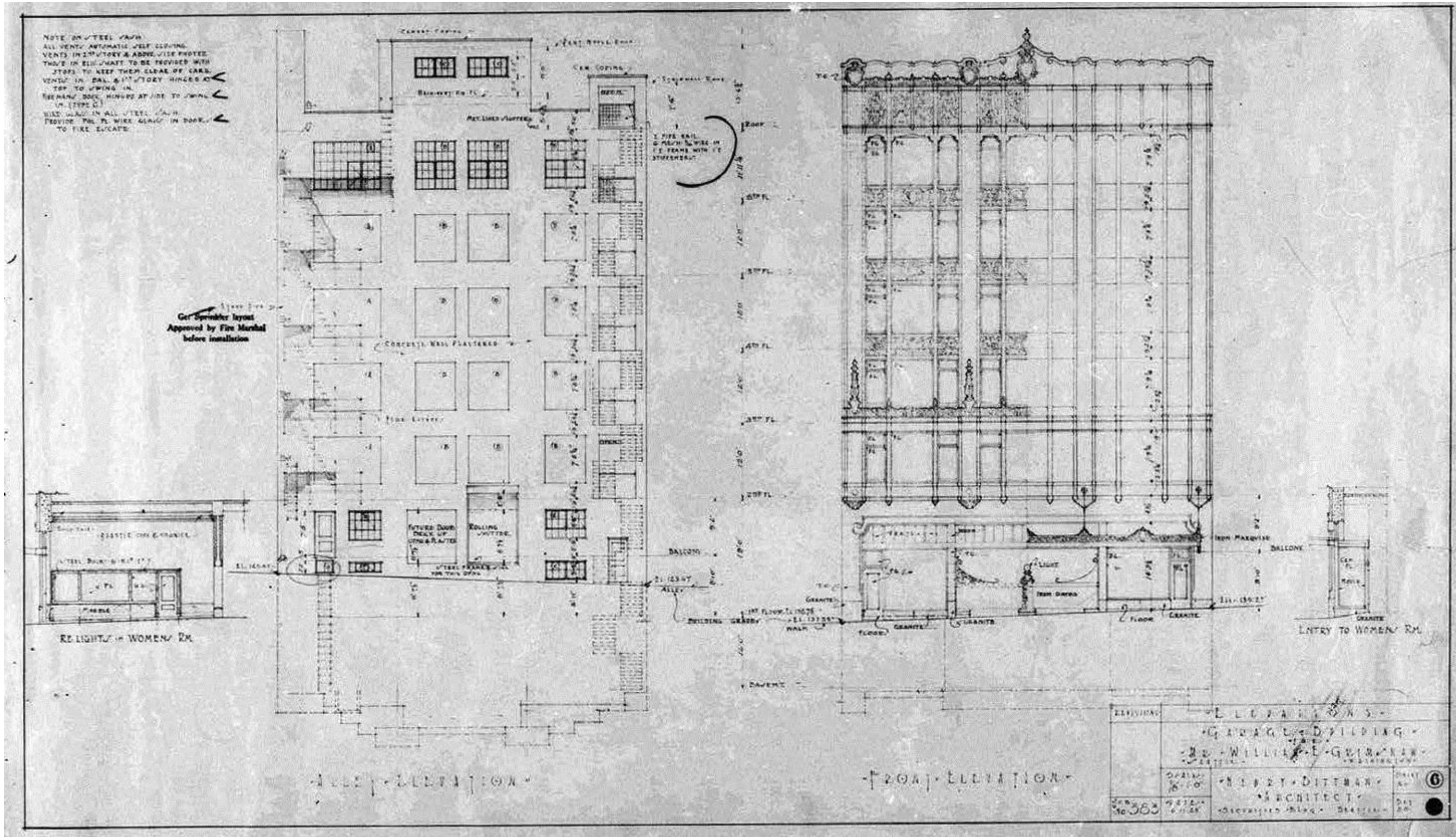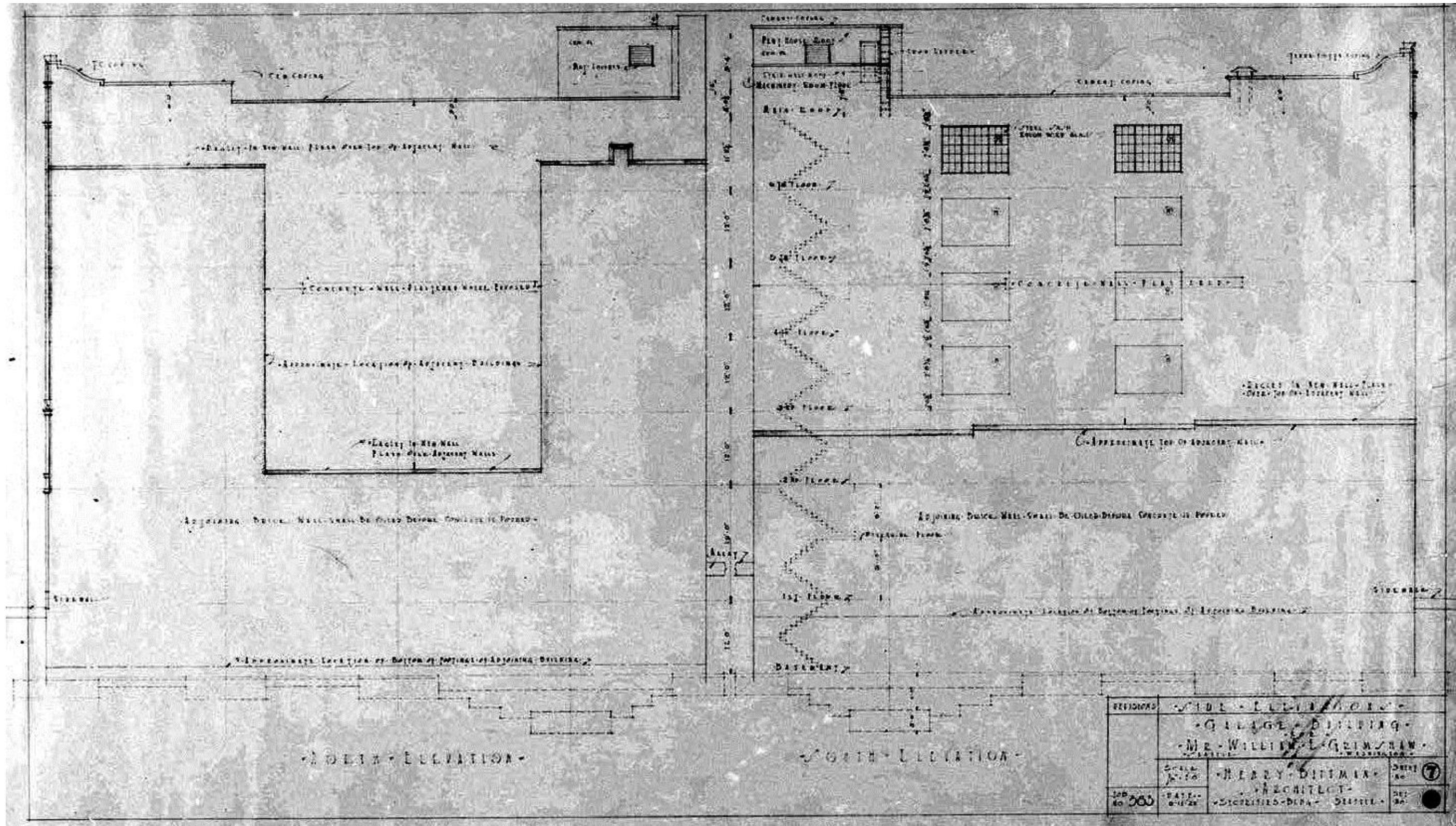
68

Get Sprinkler layout
Approved by Fire Marshal
before installation

·CROSS·SECTION·

·LONGITUDINAL·SECTION·
·LOOKING·NORTH·

PLAN AT AA

PART ELEVATION OF ATTIC

SECTION

ATTIC.

3RD STORY (TYPICAL)

2ND STORY.

1ST STORY PLANS OF PIERS

6   Site Plan

3RD AVENUE

VEHICLE
ACCESS

SIDEWALK   59'-1"   SIDEWALK

VIRGINIA STREET

STEWART STREET

ADJACENT
BUILDING

SITE PLAN DATA:

ADDRESS:
1915 3RD AVENUE
SEATTLE, WA 9101

OWNER:
DOWN TOWN MINI
WAREHOUSE

LEGAL DESCRIPTION:
DENNYS AA 6TH ADD LESS
ST. TGW 2065 SQ. F.T OF
DEVELOPMENT RIGHTS
TRANSFERRED

ASSESSOR PARCEL #:
197720-1055

ADJACENT
BUILDING

EXISTING
PARKING
STRUCTURE

EXISTING
BUILDING

109'-10"

109'-10"

ALLEY

16'-0"

1   SITE PLAN
SCALE 1" = 30'-0"

N