



820 John Street

Seattle Landmarks Preservation Board

October 6, 2017

820 John Street
Seattle Landmark Nomination

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I. INTRODUCTION

This report was written at the request of the current owner of the property, 9th & John LLC, in order to ascertain its historic nature prior to a proposed major alteration to the property.

This report was written and researched by David Peterson. Unless noted otherwise, all images are by the author and date from September 2017, with some images from October 2016, as noted.

Sources used in this report include:

- Some drawings and permits from the Seattle Department of Construction and Inspections (SDCI) microfilm library, including the original building permit.
- Newspaper, book, city directories, and maps referencing the property (see bibliography).
- Author's on-site photographs and building inspection.
- Historic photographs of the subject property to assess changes to the exterior to the building.
- King County current and historic tax records; the former accessed online, and the latter obtained from the Puget Sound Regional Archives at Bellevue Community College.

II. BUILDING INFORMATION

Name (historic/current):

Year Built: 1954

Street & Number: 820 John Street

Assessor's File No.: 199120-1365

Original Owner: Guy Stevens and Richard Lea

Present Owner: 9th & John, LLC
Contact: Rich Reel (rhreel@aol.com)
1938 Fairview Avenue East, Suite 300
Seattle WA 98102

Original Use: Offices and showroom

Present Use: Offices

Original Designer: Kenneth St. Clair Ripley

Original Builder: E. F. Shuck Construction Company

Plat/Block/Lot: Plat: Denny's DT Park Add / Block: 87 / Lot: 5-6

Legal Description: The East 70 feet of Lots 5 and 6, Block 87, D.T. Denny's Park Addition to North Seattle, According to the Plat thereof recorded in Volume 2 of Plats, Page 46, in King County, Washington.

III. ARCHITECTURAL DESCRIPTION

A. Site and Neighborhood context

The subject site is located in the South Lake Union neighborhood, directly north across the street from the northeast corner of Denny Park. The parcel measures approximately 70 by 120 feet, oriented north-south, and is situated at the corner of John Street and 9th Avenue North. There is no alley. The site slopes gently from southwest corner to northeast corner approximately six feet. The subject building occupies the southern two-thirds of the parcel, while the northern third is occupied by surface parking, accessed from 9th Avenue North. ***[See Figs. 1-2 for area maps and aerial photos]***

The neighborhood has been undergoing rapid development in the past two decades, particularly after increases in allowable density and building heights. The area until recently was characterized by one-and-two story early-and-mid-20th century light industrial and commercial buildings, and parking lots, at the edge of downtown. Today, the surrounding blocks are being developed into a highly active mixed-use neighborhood, with new residential, commercial, and office buildings (the latter largely occupied by high-tech and biotech companies), increasingly more connected to the “traditional” downtown to the southeast. Under city land use zoning, the subject site is located in the SM-SLU 175/85-280 Zone, and is within the South Lake Union Urban Center overlay district.

Designated Seattle historic landmarks within a quarter mile radius of the subject site include:

- 777 Thomas (1931, George W. Stoddard), at 8th Avenue North and Thomas Street;
- Pioneer Sand and Gravel (1927, Austin Company), at 9th Avenue North and Harrison Street;
- E. J. Towle/West Earth Company street clock (1915) at 406 Dexter Avenue North;
- Firestone Auto Supply and Service (1929, Austin Company) at Westlake Avenue North and Harrison Street;
- Terry Avenue Building (1915, James H. Schack) at 320 Terry Avenue North;
- Seattle First National Bank (1950, John W. Maloney, after a prototype by J. Lister Holmes) at 6th Avenue North and Denny Way;
- Seattle Times building (1930-31, Robert C. Reamer) at Boren Avenue North and John Street;
- Troy Laundry (1927, Victor Voorhees) at Boren Avenue North and Thomas Street.

B. Building description

The subject building was constructed in 1954, described in building permits and in architectural drawings as an “Addition” to the adjacent building to the west (818 John Street, built in 1951), which was developed by the same owners and designed by the same architect as the subject building. The first building, 818 John Street, is a one-story Modern-style commercial structure, L-shaped in plan, measuring 50 by 96 feet overall, with masonry and block exterior walls and a flat roof, and much less fenestration than the subject building. The buildings are not connected on the interior. However, because the subject building was categorized as an addition to 818 John Street—even though the property is today on a separate tax parcel—building permits historically were combined for the two parcels and so confuse the assignment of permits to buildings. ***[See Figs. 3-39 for historic and current images of the subject building]***

The subject building is two stories with no basement, and measures approximately 70 by 71 feet in plan, with a projecting exterior fire stair at the northeast building corner measuring

approximately 7 by 15 feet, for a total of 9,520 gross square feet in area. The building structure features curtain wall construction on the north, south, and east elevations, and a concrete block party wall on along the west lot line, on a concrete foundation. Interior supports are a system of two inch diameter steel posts and steel beams (sometimes boxed on the interior), supporting wood purlins.

The two street-facing elevations are heavily glazed, and divided into ten structural bays along the south (facing John Street) and eleven bays along the east (facing 9th Avenue North). All of the bays on both elevations are glazed, except for the westernmost and northernmost bays, which serve as entry and vertical circulation. Original aluminum sash windows are separated horizontally at the second floor by aluminum spandrel panels, and the first floor fenestration is supported by a continuous Roman brick veneer bulkhead (now painted, a non-original condition). Windows follow a repeating grid of six panes, with four larger fixed panes over two smaller operable panes. On the first floor, the operable panes open inward or hopper-style, while on the second floor they open outward or awning-style. The glazing on the street-facing elevations is rose-tinted; it is unclear whether the tinting is original.

The roof is flat, featuring a parapet with a thin profile in elevation overhanging the sidewalk approximately two feet.

The south elevation, facing Denny Park and John Street, features the two recessed main entries to the building—one on the left in the first bay at the property line, giving access to a small stairwell vestibule leading to the second floor offices, and one near the center of the elevation in the sixth bay, giving access to the first floor offices. The recessed entry at the first bay features a brick planter and glazed double doors with sidelights and transom, with vertically oriented metal panel cladding above it at the second floor. (The metal panel cladding at the second floor appears to be a non-original replacement for a similar vertically-oriented panel which was original at that location and visible in the 1955 tax assessor photograph). The recessed entry at the sixth bay features double doors, with no planter, sidelights, or transom.

The north elevation, facing a parking area on the site, features a concrete block bulkhead and curtain wall with aluminum sash window system at the first floor which match the four-over-two window configuration of the south elevation. A rear access door is located at the tenth bay at the first floor. The second floor of this elevation overhangs approximately four feet, and follows an irregular window pattern, with windows comprised of fractional components of the standard four-over-two window on the other elevations—including six-over-three, single pane, and windows with no operable function at all.

At the far left or eastern side of the north elevation is the projecting open fire stair, enclosed in concrete block, with an original railing at the second floor and with a non-original chain link fence and gate at the first floor. The stair tower also supports heating and cooling equipment, mid-level on the west side.

The west elevation of the building is a party wall condition and is not visible.

Interiors have been updated as tenants have changed over the years; usually with one tenant per floor. Current interiors are contemporary, with a mix of open plan and enclosed offices, carpet flooring and drop ceilings. Portions of the second floor, at the storage room and kitchen areas, appear to retain original features, including asphalt tile flooring, adhered acoustical tile ceilings, and rubber baseboards.

At present, the first floor of the building is unoccupied, and in 2017 has been wrapped in plywood (over the existing windows) to prevent unauthorized entry to the first floor. The second floor remains occupied by a tenant, Bykonen Carter Quinn Structural Engineers (formerly Perbix Bykonen). ***[See Figs. 11-25 and 28-39 for images of the subject building in 2016 prior to being wrapped in plywood]***

C. Summary of primary alterations

Below are known permitted significant alterations to the property, not including mechanical and electrical permits.

<u>Permit</u>	<u>Year</u>	<u>Cost</u>	<u>Comments</u>
427600	1954	\$40,000	Construct new store bldg.
432665	1954	\$2,000	Install partitions
434416	1955	\$250	Install partitions
537868	1970	\$3,000	Alter 2 nd floor (Cuykendall & Iles, Arch.)
559798	1975	\$1,000	Alter 1 st floor office space

The 1955 tax assessor photograph provides the primary information for observed alterations to the building. Observed primary alterations include:

- Non-original vertically-oriented metal panel above recessed entry at first bay, south elevation. (Unknown date; current material does not match that visible in 1955 tax assessor photo).
- Painted brick bulkheads on south and east elevations; original was unpainted brick. (Date unknown).
- Addition of chain link fencing at first floor of open fire stair, northeast building corner.

III. HISTORICAL CONTEXT

A. The development of the South Lake Union neighborhood

The subject building is located in what is today called the South Lake Union neighborhood, as it merges into the Lower Queen Anne neighborhood to the west, the Cascade neighborhood to the east, and the Denny Regrade neighborhood to the south. The 2005 South Lake Union Historic Survey and Inventory for the Department of Neighborhoods considers the South Lake Union area to be generally the area bounded by Fairview Avenue to the east, Aurora Avenue to the west, Mercer Street to the north, and Denny Way to the south. The older Cascade neighborhood is considered to generally be the area east of Fairview Avenue, traditionally having a closer relationship with Capitol Hill until the construction of the Interstate 5 corridor in the 1950s and 1960s. The Department of Neighborhoods 2003/2004 Cascade Historic Survey defined the boundaries of Cascade as the blocks east of Fairview Avenue to Interstate 5, and from Roy Street to Denny Street. Both areas

share common and overlapping histories due to topography and land use patterns over the decades.¹ [***See Figs. 40-52 for historic maps and images of the neighborhood***]

The South Lake Union and Cascade areas were originally part of the pioneer land claims of the David T. Denny and Pontius families.² Denny's property extended from the south end of Lake Union westward to Elliott Bay, from Mercer Street to Denny Way. In David Denny's time, his land was nestled in a valley between Denny Hill to the south and Queen Anne Hill to the north. Prior to the Denny settlement, the area was noted for a large meadow and several Duwamish encampments, particularly where a small stream (today the course of Westlake Avenue) met the shore of Lake Union. The Denny's modest home was located at 8th and Republican.³ In the 1860s, a north-south military road was cut through the area, following an Indian trail (today's Dexter Avenue). David Denny subdivided his land into 500 building lots in 1872, but the area was relatively slow to develop, compared to the Belltown area to the south.⁴

Denny Park, across the street from the subject site, was originally six acres at the northern flank of Denny Hill, which was donated by David Denny in 1864 for use as a city cemetery. In 1883, the few burials were relocated, and it was rededicated as a public park, and retains the title of Seattle's oldest park.⁵ The blocks around it were well developed with single-family homes and small multifamily buildings by the 1880s and 1890s, as evidenced by Sanborn fire insurance maps from that period.

Other early developers were Rezin and Margaret J. Pontius, who moved to Seattle from Ohio in 1865, and owned large tracts in the Cascade neighborhood along the west slope of the Capitol Hill.⁶ The Pontius farm, and later the elaborate Pontius family Queen Anne style mansion, was located approximately six blocks east of the subject site at John Street and Minor Avenue from 1890 until its demolition in 1930.⁷

The South Lake Union area owes most of its character to transportation systems that developed around Lake Union and early rail corridors. Coal from Issaquah and lumber extracted from the lands around Lake Washington and Lake Sammamish were transported to Lake Union—and then overland to Elliott Bay—through a combination of boats, portage, and later, rail. A large sawmill was established at the foot of Lake Union in 1882, which was purchased by Denny shortly thereafter. From the 1880s to 1900, several industries developed in the area, including additional mills, several brickyards, and a furniture company. Also in the 1880s, horse-drawn streetcars were established in the vicinity, to connect the area to downtown via Westlake Avenue. In 1883, the area had developed enough to be annexed by the City of Seattle. The area developed single family houses, churches, a few apartment buildings, and a school as the residential population grew—mostly workers for the nearby industries, through the turn of the century. A prominent structure was the Cascade School, at the northwest corner of Yale Avenue and Thomas Street. This large brick and stone structure was

¹ This section is derived from Thomas Street History Services, "Context Statement: 2003 Cascade Historic Survey Buildings, Objects, and Artifacts," (2003, revised January 12, 2004); and "Context Statement: South Lake Union Historic Survey and Inventory" (2005). Both were prepared for the Historic Preservation Program, Department of Neighborhoods, City of Seattle. In 2014, an update to these surveys was prepared by Katheryn Krafft and Jennifer Meisner.

² South of Denny Way was the pioneer claim of the William and Sarah Bell family, which extended from Elliott Bay westward towards today's Interstate 5, and included the Denny Hill and Belltown areas.

³ The house was demolished during a 1911 regrade of the area.

⁴ Historylink.org, "Seattle Neighborhoods: Queen Anne – A Thumbnail History," Essay 3414, by David Wilma, 28 June 2001.

⁵ HistoryLink.org, "Seattle establishes its first public park, Denny Park, on site of the city's first municipal cemetery on July 10, 1883," Essay #7287, by Walt Crowley, March 23, 2005.

⁶ The spelling of Rezin's name varies widely in the literature; and "Rezin" may not be correct.

⁷ HistoryLink.org, "Seattle Neighborhoods: Capitol Hill—Thumbnail History," Essay 3188, by Paul Dorpat, May 7, 2001; and "Lake Union Walking Tour," p.8, Essay 8166 (PDF format), by Paula Becker, July 27, 2007.

a major presence in the neighborhood from 1894 until it was demolished in 1955, after earthquake damage. The neighborhood was particularly noted for a wide variety of immigrant working-class ethnic groups. As a reflection of these various ethnicities, the area was dotted with a number of small but architecturally varied churches serving Russian, Balkan, Swedish, Norwegian, and Greek communities, as well as others.⁸

In 1909, an extension of a rail spur and associated freight depot at Terry and Thomas Streets, connecting south Lake Union businesses to the Northern Pacific Railway, facilitated the continuing growth of industries in the south Lake Union area. The 1917 opening of the Ballard Locks and the Lake Washington Ship Canal (connecting Puget Sound to Lake Washington via Lake Union) spurred further growth. Over time, maritime industries developed, such as ship-related building and repair, particularly in response to the U.S. entry into World War I and World War II. The large Naval Reserve Armory was established at the southwestern shore of the lake in the early 1940s.

Transportation-related companies established in the area as well. From 1913 to 1932 the first Ford assembly plant west of the Mississippi River operated at the south shore of Lake Union, in what is today's Shurgard Storage headquarters at 700 Fairview Avenue. Kenworth Trucks, a major nationwide truck manufacturing company, was founded in 1923 in the Cascade neighborhood. It was located first at 506 Mercer Street, then at 1263 Mercer Street until 1946, when it moved to a location south of downtown.⁹

One of the most dramatic impacts to the immediate area around the subject site was the second phase of the Denny Hill regrades, which occurred in two parts during 1906-11 and 1929-31, resulting in the flattening of the existing Denny Hill, a large hummock centered around 4th Avenue and Lenora Street. West-to-east regrading of the hill at 1st Avenue in Belltown had begun in 1899 but the entire project would take decades to complete. Between 1906 and 1911, the blocks between 2nd and 5th Avenues in Belltown were regraded, but further work was stalled for another eighteen years, with a huge dirt cliff remaining along the east side of 5th Avenue. The 1929-31 regrade work—which included the subject site—covered the approximately 20 blocks from Denny Way to Harrison Street, and 5th to 9th Avenues, as well as a half-block on either side Dexter Avenue up to Mercer Street. The 1929-31 regrades wiped out the existing late 19th and early 20th century Denny Hill neighborhood which had developed in the half-mile radius around Denny Park, which had begun to decline after 1911 as the uncompleted but expected regrading dragged on over the decades, isolating the area physically, and making these blocks less attractive for investment in the near term than booming neighborhoods elsewhere.¹⁰ Although buildings were moved by their owners where possible prior to the work, most were demolished. However, businesses along Westlake Avenue, just a few blocks to the east, were unaffected and remained a vibrant commercial corridor connecting downtown with neighborhoods north of Lake Union.

Between 1911 and 1930, Denny Park was left ungraded, rising abruptly 60 feet above the surrounding streets, with dirt cliffs along 9th Avenue. John Street adjacent to the subject site at this time did not even extend west of 9th Avenue due to the grade. In 1930, the park was leveled and replanted with trees and vegetation; the present topography of the subject parcel was established at that time. The large wood-frame Denny School (1884, Stephen Meany, with 1891 addition by John Parkinson), which had occupied a city block on Battery Street between 5th and 6th Avenues, was demolished as part of the regrade work, but the cupola was retained as a gazebo in Denny Park near the subject site at least until the 1940s.

⁸ "Seattle Neighborhoods: Cascade and South Lake Union," HistoryLink.org essay #3178, by Louis Fiset, April 9, 2001.

⁹ Historylink.org, "Kenworth Motor Truck Corporation incorporates in Seattle in January 1923," Essay 3192, by David Wilma, 10 April 2001.

¹⁰ Klingle, pp.111-116, 182-185; Williams, pp.121-22.

The regrades were intended to draw new development to the neighborhood. After regrading, the city installed modern streets, sidewalks, underground utilities, and power and light poles, but the area grew slowly. To complicate matters, the vicinity was further isolated in the early 1930s, when Highway 99/Aurora Avenue was constructed in a below-grade right of way at the western edge of the neighborhood, cutting the South Lake Union area off from the Queen Anne neighborhood to the west. Between about 1930 to 1960 entire blocks of vacant lots were common.

By 1951, the Sanborn fire insurance map shows evidence that low-scale light industrial service and sales buildings, small office buildings, sales and warehouse buildings, automobile-related buildings, and construction-related buildings had begun to fill in the neighborhood.

In the postwar period of the 1950s and 1960s, many of these low-scale buildings were designed in the Modern style, appearing more up-to-date than the historical period revival styles of the 1920s and 1930s. Two early, large, and prominent Modern-style buildings in the vicinity were the Seattle Parks Department Headquarters (Young Richardson & Carleton, 1948-50), constructed within Denny Park, a half-block from the subject site, and the United Parcel Service sorting building (J. Lister Holmes, 1950-51, demolished), one block north from the subject site at 8th Avenue North and Thomas Street. Holmes' own architecture office during the latter part of his career was located a block from the subject site, on 8th Avenue North near John Street, and was an example of the kind of small scale Modern office building typical of the neighborhood. **[See Figs. 53-56]**

In 1954, the subject building was constructed, during this period.

In 1957, the entire South Lake Union area was rezoned for manufacturing, which barred new residential buildings to be constructed. In the late 1950s and the early 1960s, the construction of the Interstate 5 highway dramatically altered the relationship of the Cascade neighborhood to the lower flank of Capitol Hill to the east, and the creation of the Mercer Street interstate highway on-ramp just south of Lake Union altered the relationship of the neighborhood to the southeast shore of Lake Union. Together, these events isolated the South Lake Union area generally, keeping the character of the area low-rise, light industrial, and with very little new development. In response to the increasingly automobile-oriented culture of the period, some parcels in the area were cleared and developed in the 1960s through 1980s as surface parking lots.

In the early 1990s, a proposal for a huge, Olmsted-like park called Seattle Commons was proposed for an area a few blocks northeast of the site—approximately from Ninth Avenue to Terry Avenue, and from Denny Way to Lake Union, connected to downtown via Westlake Avenue. The project would have involved demolition of multiple blocks and closure of rights of way. The idea, which captured the imagination of the public and elected officials alike, ultimately failed at the voting booth, but it directed attention to the then-seemingly-underutilized South Lake Union area.

Since that time, increased development has occurred along the Westlake corridor, between Denny Way and Mercer Street, and at the foot of Lake Union. Westlake, Terry, and Boren Avenues have been the focus of carefully planned mixed-use residential and office development, attracting new technology-based industries and an increasingly dense population base. In 2006, officials broke ground for a new streetcar to connect South Lake Union to the downtown core, via Westlake Avenue. New mixed-use and residential development has also occurred along Denny Way. Additionally, in 2010 the new 12-acre South Lake Union Park opened at the foot of Lake Union, adjacent to the Center for Wooden Boats and the new Museum of History and Industry location in the refurbished Naval Reserve Armory. In 2017, five blocks east of the subject site, construction began at John Street and Minor Avenue on the first major electrical substation in over thirty years by Seattle City Light, in order to provide increased capacity to the South Lake Union and parts of downtown.

B. The development of the subject building, building owners, and occupants

Historic Sanborn fire insurance maps indicate that the subject site was originally developed by the early 1890s with two wood frame single-family homes, and outbuildings, typical of the development pattern of the blocks surrounding Denny Park. By 1905, the 9th Avenue and John Street rights of way on the east side of the property had been regraded as part of the greater Denny Hill regrading activity, which left the subject site and Denny Park some 60 feet above 9th Avenue. Because of this, John Street did not continue west of 9th Avenue, but instead stopped at the dirt cliff. By about 1930 or 1931, the entire block, including John Street and the houses on the subject site, were regraded to the current topography, all buildings demolished or removed, and Denny Park replanted with trees. The site then remained vacant and undeveloped until the early 1950s.

By 1950, the property at 818 and 820 John Street was purchased by Guy Stevens and Richard Lea, who appear to have intended to develop the property as an investment. In 1951, they constructed a one-story Modern style commercial building at 818 John (adjacent to the subject building), and leased it to the Skil Corporation, an electric tool and saw manufacturer, which they occupied until 1964. That structure, which is still intact, measures approximately 50 by 96 feet overall, and is situated adjacent to the alley. The original plans featured an office and showroom area at the front, and a large warehouse area at the rear. The building structure is a concrete frame over a concrete foundation, with masonry and block exterior walls. The original architectural drawings on file show 8 inch steel columns within the concrete frame piers, supporting the floors with steel beams. There is no basement. The roof is flat at the southern half of the building, with a low parapet. The architect of the building was Kenneth S. Ripley.

In 1954, Lea and Stevens hired Ripley again to design the subject building, 820 John Street, which was described on architectural drawings and building permits a two-story “addition” to the 818 John Street building.

Like 818 John Street, the subject building was constructed as a speculative office building and appears to have always been occupied by commercial tenants. The original tenant was the Singer Sewing Machine company, which used the structure as their local office, warehouse, and showroom. Singer occupied the building until about 1964. Beginning around 1959, there were additional tenants sharing the building (likely on the second floor), including the St. Paul Fire & Marine Insurance Company; the Kimble Glass Company, a manufacturer of block and structural glass; Libbey Glass, a division of Owens-Corning and wholesale glassware manufacturer; and Owens-Illinois, a wholesale glassware company. The glass companies remained through the mid-1960s.

By the late 1960s, the building began to be occupied by professional service firms. A longtime tenant was Benjamin S. Notkin and Associates, mechanical engineers, which leased space from about 1965 to about 1985. Through the 1970s and 1980s, tenants included Evergreen Safety Council organization, the Defensive Driving Course School, Executone, the American Society of Safety Engineers, and a real estate investment office. By the 1990s, the tenants were engineers and design firms. Occupants after 2000 were the American Lung Association, and Perbix Bykonen structural engineers.

Guy Stevens and Richard Lea, original owners

The original owners of the property, Guy Stevens and Richard Lea, appear to have dabbled in development projects as investments, in addition to their primary occupations. Guy Stevens was

president of a long-time real estate company, and Richard Lea was a long-time printer. Over the years, Lea had other development projects using Kenneth Ripley as architect.

Little information was found regarding Stevens. Federal census records state that he was born in Washington State around 1904. He established his Seattle real estate firm, Guy E. Stevens & Company, in the 1930s, and had offices located in the Securities Building for many years. Advertisements in the Seattle Times suggest that his firm handled countless transactions over the decades, primarily single family homes but also commercial buildings, all over the city. His wife Helen and their son lived at 2334 West Plymouth Street in the Magnolia neighborhood. Stevens died in 1973 in Palm Springs, California, at about age 69.¹¹

Richard Lea was born in Tumwater, Washington, in 1909 and graduated from the University of Washington in 1930 with a bachelor of arts degree.¹² He opened the Sterling Engraving Company in downtown Seattle with his brother shortly thereafter. During World War II, he served in the Navy, then returned to Seattle to resume work with his brother. Around 1950, he purchased Craftsman Press from its founder, Henry Salo, and served as its president. In 1955, Lea was elected to the national board of the Printing Industry of America.¹³ In 1956, Lea installed the first heat-set web printing press in the region, a modern technology which prints text and images onto continuous rolls of paper which are then folded and cut, rather than printing by pressing raised impressions of type and engravings against separate sheets of paper. In 1956, Lea's Craftsman Press purchased Lowman & Hanford, a long-time Seattle printing company which had operated since the 1880s and specialized in printing, engraving, blueprinting, and lithography.¹⁴ Finally, in 1969, Lea purchased Metropolitan Press, making Craftsman Press one of the region's largest printing houses. Lea and his wife Ruth lived at 230 40th Avenue North, but in retirement spent their time on Lopez Island.¹⁵ He was longtime member of the Seattle Rotary Club, and active in the United Way and the Seattle Art Museum. Lea died in 1997 at age 88.

The subject property appears to have stayed in the Stevens family over the decades; in 1994, then-owner David Stevens (Guy Stevens's son) sold the property to One West Commons Partners, at a time when much of the neighborhood was being considered for a huge Olmsted-style park south of Lake Union, dubbed the Seattle Commons. In 2016, the property was sold to 9th & John LLC, the current owners.

C. The architect, Kenneth St. Clair Ripley

Original drawings are on file for the building, indicating that the architect was Kenneth St. Clair Ripley. He was also the architect of the adjacent building to the west, at 818 John Street. [**See Figs. 57-72 for works by Ripley**]

Little biographical information was available for Ripley. He was born in 1910 and raised in Seattle.¹⁶ His father was a building contractor who worked in Seattle during the economic expansion of the 1920s and decline of the 1930s. Kenneth resided with his parents and two siblings at 2447 4th Avenue West, and attended Queen Anne High School, graduating in 1928. He received his Bachelor of Architecture degree from the University of Washington in 1934, and worked in Boise, Idaho, after college until 1936. He moved back to Seattle in 1936, marrying his

¹¹ "Guy E. Stevens dies in Calif.," Seattle Times, February 11, 1973, p. D7.

¹² Beers, Carole, "Richard Lea Sr., 88; leader in local printing technology," Seattle Times, April 14, 1997, p. B6.

¹³ "Printing group elects Seattleite," Seattle Times, October 18, 1955, p. 11.

¹⁴ "Craftsman buys Seattle printing firm," Seattle Times, March 3, 1956, p. 8.

¹⁵ 1955 Polk's Seattle Directory.

¹⁶ Primary information from Rash, David A., "Kenneth St. Clair Ripley," in Ochsner, p. 471; and Michelson, Alan, PCAD, "Kenneth Ripley," www.pcad.org.

wife Beulah that year. Ripley worked for architect William Aitken through 1936, then established his own practice.

It is not clear what work Ripley had during the late 1930s and through the 1940s; the earliest works by Ripley that could be identified for this report appear in the early 1950s.

According to numerous newspaper articles, several projects by Ripley were one-or-two story speculative professional office or medical buildings, or neighborhood shopping centers, or sometimes warehouses. Projects were generally located in the rapidly expanding post-war Seattle suburbs such as Burien or Lake City, and often for the same developers. In Seattle, his jobs seemed to be focused in Lower Queen Anne, or the Regrade/Cascade neighborhoods south of Lake Union. Available renderings of designs or proposed designs indicate that Ripley preferred Modern designs for these often flat-roofed low-scale structures, frequently employing a glass-and-panel curtain wall exterior cladding system. In the 1950s and 1960s, Ripley's office was located at 915 East Pine Street.

The following are selected projects by Ripley identified for this report, from Seattle Times news accounts or announcements:

- Hurley Engineering Company office building in Seattle (1950-51).¹⁷
- National Public Service Insurance Company (1952, significantly altered) at 2124 4th Avenue in Belltown. Originally a curtain-wall structure, this building was completely renovated and re-clad with brick in 1981.¹⁸
- International Brotherhood of Electrical Workers, Local No. 77 Union Hall in Seattle (1952-53, destroyed).¹⁹
- Foodland Shopping Center (1954, altered) at Pacific Highway South and South 154th Street, valued at over \$1 million.²⁰
- Sperry Gyroscope Company office building (1955, destroyed) at the northwest corner of 3rd Avenue West and West Harrison Street.²¹
- Dohrmann Hotel Supply Company (1956, altered) filling the block bounded by West Howe and Newton Streets, and 14th and 15th Avenues West in the Interbay neighborhood. The structure included areas for light manufacturing, warehousing, offices, and showrooms. Today the concrete and block building is occupied by Magnolia Self Storage.²²
- Local office and warehouse for the Eugene Dietzgen Company (1956) at 620 Michigan Street, a national architects' and engineers' supplies firm.²³
- Radford & Radford building (1956).²⁴
- Pinehurst Drug Company (1956) at 15th Avenue Northeast and East 117th Street, constructed as an addition to existing medical offices.²⁵
- John Hancock Mutual Life Insurance Company (1958, demolished) at 4th Avenue North

¹⁷ Ochsner, p. 471.

¹⁸ "Insurance company to start work on building," Seattle Times, May 6, 1951, p. 19; and "Insurance firm to dedicate new building, hold open house," Seattle Times, July 6, 1952, p. 27; and "NPS Building to get a new look," Seattle Times, May 24, 1981, p. E9.

¹⁹ Ochsner, p. 471.

²⁰ "\$1,000,000 shopping center," Seattle Times, April 25, 1954, p. 37.

²¹ "New office for gyroscope firm," Seattle Times, August 21, 1955, p. 23.

²² "Hotel supply company in new building," Seattle Times, August 26, 1956, p. 23.

²³ "Office, warehouse nearing completion," Seattle Times, November 4, 1956, p. 4.

²⁴ Michelson, Alan. PCAD, "Kenneth Ripley," www.pcad.org.

²⁵ "New drugstore on 15th NE finished," Seattle Times, October 28, 1956, p. 28.

and Roy Street.²⁶

- Outside Seattle, Ripley designed the Metropolitan Life Insurance Building (1958, altered) in Olympia, Washington.²⁷
- Burien Medical and Dental Center (1957-60, altered) at 14311 Ambaum Road; three buildings with offices for 34 doctors and dentists, and parking reportedly for 200 vehicles, built over a period of three years.²⁸
- Apartment building at 4728 Beacon Avenue South (1960).²⁹
- Ernie Rose Sports Equipment Store (1962, demolished c. 2012), later occupied by a boating store, at Fairview and Valley at the south end of Lake Union.³⁰
- Parts Exchange Company building at 14th Avenue and East Union (1963, altered), today occupied by a restaurant and a bar.³¹
- Public bathrooms at the Don Armeni Boat Ramp, for the Seattle Parks Department (1967).³²

News accounts of projects listing Ripley as the architect disappear from the Seattle Times by the late 1960s, when he presumably retired. Ripley died at his Mercer Island home in 1997.

D. The builder, E. F. Shuck Construction Company

According to notes on the building permit, the building was constructed by the E. F. Shuck Construction Company.³³ According to the 1961 Seattle city directory, at the time of the subject building's construction the president of the company was Eugene F. Shuck, Jr., with Eugene F. Shuck Sr. as the vice president. The firm was located in the Cobb Building at 1305 4th Avenue downtown, with a branch office at 535 Pontius Avenue North, a few blocks from the subject site. ***[See Figs. 73-74 for buildings constructed by E. F. Shuck]***

The firm was incorporated in 1949.³⁴ Their earliest project found for this report was the construction of a grocery store and other improvements to the Mercer Island Shopping Center, in 1950.³⁵ Other projects later in the 1950s included site improvements to Nathan Eckstein Junior High School (1953); the Kappa Delta Sorority House at 4524 17th Avenue NE (Bain & Overturf, 1955); a 15,000 square foot medical clinic at Spring Street and Summit Avenue (George Bolotin, 1956); the Alpha Chi Omega sorority house at 4545 17th Avenue NE (John Graham, 1956), a project valued at \$235,000; a National Bank of Commerce branch at University Village (Young, Richardson, Carleton & Detlie, 1956); and the Joshua Green-Dwight Merrill Maritime Wing addition to the Museum of History and Industry (Naramore, Bain, Brady & Johanson, designed

²⁶ "District office," Seattle Times, August 24, 1958, p. 24.

²⁷ Houser, p. 4.

²⁸ "Open house today at medical center," Seattle Times, January 6, 1957, p. 37; "Construction of new hospital in Burien to begin soon," Seattle Times, February 10, 1957, p. 29; and "Third building completed in medical, dental center," Seattle Times, January 17, 1960, p. 21.

²⁹ "Apartments will hold open house," Seattle Times, May 15, 1960, p. 35.

³⁰ "Under construction," Seattle Times, April 1, 1962, p. 34.

³¹ "Auto parts firm will build," Seattle Times, March 10, 1963, p. 36.

³² "New Roxhill field plans gain approval," Seattle Times, January 12, 1967, p. 8.

³³ "New mortuary for Bonney-Watson," Seattle Times, May 14, 1961, p. 26. The firm name was often misspelled as "Schuck" or "Schuch" or "Shuch."

³⁴ "Incorporations," Seattle Times, July 5, 1949, p. 28.

³⁵ "New store," Seattle Times, August 27, 1950, p. 49.

1958, constructed 1962); and a tilt-up concrete and heavy timber warehouse/office building at 5601 First Avenue South, for the L. H. Butcher Company (Bain & Overturf, 1958).³⁶

According to news accounts, Shuck constructed buildings by numerous Seattle architectural firms, including a warehouse by Arnold Gangnes, a drug store by Bittman & Sanders, a recreation center and bowling alley in north Seattle by Alfred Croonquist, and others.³⁷ Newspaper accounts of the firm cease after about 1961; no additional information could be found for this report.

E. Modern architecture in Seattle

Modernism in architecture broadly refers to a design approach in the 20th century which rejected traditional historical references and forms in architecture, particularly following the historical eclecticism of the 19th and early 20th centuries, and instead embraced the new technologies and materials that were developing through industrialization. Ongoing advances in steel, glass, plastics, and composite materials offered new possibilities in structural design and architectural forms, which fostered optimistic and forward-thinking experimentation and new ideas about designing buildings and cities. Typically, Modern designs pursue such themes as rationalism and functionalism, clear expression of structure, flexibility of interior space, avoidance of ornament, and simplicity and clarity of form.

The movement had its roots in the work of European architects and educators such as Le Corbusier, Walter Gropius, and Ludwig Mies van der Rohe as early as the 1900s to the 1920s, which rejected historical precedents, and was deeply theory-based. Their design philosophy was dubbed “the International Style,” which was coined in 1932 by architect Philip Johnson and art historian Henry Russell Hitchcock, for a Museum of Modern Art exhibition in New York on contemporary movements in architectural design.

Later, Modern architecture would broaden to include a more flexible and less rigidly intellectual application of the basic Modernist ideals to a wider variety of materials, building forms, and various architects’ artistic interpretations. Other expressions of Modernism in the mid-20th century would develop, often using traditional materials in new ways, or utilizing innovative building systems, as a starting point for a Modernist design ethos—including concrete, ferro-cement, curtain wall systems, and many others. Eventually, sub-groups of Modern style buildings became identifiable based on these material or visual characteristics. (The Washington State Department of Archaeology and Historic Preservation website’s “architectural styleguide,” for example, today lists several sub-category styles of the Modern Movement, including Brutalist buildings, Curtain Wall buildings, Miesian buildings, New Formalist buildings, Slick Skin or Corporate Modern buildings, Wrightian buildings, and others).

Modern architecture proved to be popular for commercial architecture applications. After World War II, American architects were heavily influenced by the Modern movement, and as they entered the postwar urban building boom, the sheer number of buildings built in the 1950s and 1960s sometimes resulted in average designs driven by a “pragmatic utilitarianism” rather than the more nuanced designs.³⁸ By the mid-20th century, some nationally prominent architects such as Seattle native Minoru Yamasaki began in the late 1950s and 1960s to question the severity and blandness of

³⁶ “7 schools,” Seattle Times, November 21, 1953; “Construction of clinic begins,” Seattle Times, July 22, 1956; “Sorority buys site,” Seattle Times, August 12, 1956; “Bank to open,” Seattle Times, October 14, 1956; “Contract awarded,” Seattle Times, July 31, 1958; and “Contract let,” Seattle Times, November 2, 1958, p. 43.

³⁷ “Under construction,” Seattle Times, September 20, 1959; “June opening planned,” Seattle Times, April 10, 1960; and “Recreation center,” April 23, 1961, p. 32.

³⁸ Roth, *A Concise History of American Architecture*, pp. 274-277.

some of Modern architecture, and attempted to introduce more decorative forms in their use of modern materials.³⁹

In Seattle, Modernism had been growing in popularity among architects since the 1930s and 1940s, with designers and educators such as J. Lister Holmes, Paul Kirk, Paul Thiry, and Lionel Pries at the forefront, and with traditional “period revival” designs falling out of fashion. During the 1940s, the University of Washington Department of Architecture began to move from a Beaux-Arts-based teaching model to one based on modernist tenets. In 1953, a national AIA convention held in Seattle helped to put a spotlight on a growing body of Modern and contemporary architecture developing in the region, as well as the booming development of suburbs throughout the 1950s and 1960s.⁴⁰ Seattle architects were developing their own regional interpretation of Modernism, later sometimes called Northwest Contemporary, which was particularly evident in residential structures.

F. Curtain wall buildings

“Curtain wall” refers to a exterior wall sheathing technique which employs a prefabricated system of non-load-bearing panels made of various materials, and glazing, attached to a structural skeleton.⁴¹ Because the technique became so popular in the mid-20th century, and because it results in a very identifiable appearance when applied to most or all of a building’s facade, the term is also used to describe a particular interpretation of Modern architecture. **[See Figs. 75-84 for examples of curtain wall buildings]**

The technology that makes curtain walls possible was developed in the early 1900s, and was first used in 1909 on the Boley Building in Kansas City, Missouri, which featured an all-glass exterior wall. However, advancements in building technology during and after World War II (for example, in glazing, sealants, composite materials, fire protection, insulation, and others), and changes in building codes in major U.S. cities, resulted in the increased popularity of curtain walls nationwide.⁴² In 1948, the twelve-story Equitable Savings & Loan building by architect Pietro Belluschi was completed in Portland, Oregon, representing the first large-scale use of a curtain wall system. However, while the most dramatic applications of the system were found in skyscrapers, curtain walls were often used entirely, or in part, on smaller commercial and institutional buildings. The modular construction method made it economical and popular, and curtain walls were widespread by the early 1950s, often found in office buildings, schools, and industrial buildings.

Structurally, curtain walls consist of a repeating grid of vertical aluminum or steel mullions and horizontal rails attached to a building’s frame. The mullions and rails support spandrel panels of glass or other materials, which form the building sheathing. Glass panels formed window bands, while opaque panels were used to hide floors and ceilings. The systems are often configured so mullions or rails project beyond the plane of the panels, emphasizing the repetitive grid of the curtain wall.

The opaque panels could be made of heat-strengthened glass, metal, porcelain enamel, precast concrete, “marblecrete,” tile, masonite, plywood, and others. Early spandrel panels were made of heat-strengthened opaque glass fused with colored ceramic. The Pittsburgh Plate Glass Company manufactured the glass panels under the trade name “Spandrelite,” and offered eight

³⁹ One of Yamasaki’s designs in Seattle, the Pacific Science Center (1962, originally built as the United States Science Pavilion for the Century 21 Exposition), is an example of his attempts to introduce more decorative forms with modern materials and construction methods.

⁴⁰ Ochsner, *Shaping Seattle Architecture*, pp. xxxiii-xxxiv.

⁴¹ This section derived from Houser, Michael, “Curtain Wall 1948-1965,” Architectural Style Guides, Washington State Department of Archaeology and Historic Preservation, www.dahp.wa.gov.

⁴² Davison, p. 82.

standard colors. The Libbey-Owens-Ford Corporation sold sixteen colors options under the “Vitrolux” brand, including greens, blues, yellows, and reds. Custom colors were also available, including turquoise and pink.

An important local producer of curtain wall components was Fentron Industries, with headquarters in Ballard. The firm was founded in 1933 by brothers William and Herbert Shiessl, with their brother-in-law, Eric J. Miller. Originally a steel manufacturer which expanded with wartime contracts, the company by 1947 produced primarily extruded aluminum window frames, curtain wall, and window wall products, with the ability to apply multiple colors. By 1957, the company had branches in Denver, San Francisco, Hollywood, New York, Oklahoma City, Hawaii, and Canada.⁴³ Fentron appears to have supplied wall components for the subject building, according to notes on the drawing set.

In Seattle, the first application of the system on a large building was the ten-story Logan Building (1959, Mandeville & Berge, with the curtain wall components supplied by Fentron), closely followed a few months later by the seventeen-story Norton Building (1959, Bindon & Wright, with Skidmore Owings & Merrill; a designated Seattle landmark). The earliest existing curtain wall building in Seattle of any size found for this report is the Bardahl Oil office building (1952) in Ballard, although there may be other earlier curtain wall buildings in Seattle or the greater Seattle area.

⁴³ Squire, Clark. “Window frames of aluminum in color,” Seattle Times, September 15, 1957, pp. 17-19.

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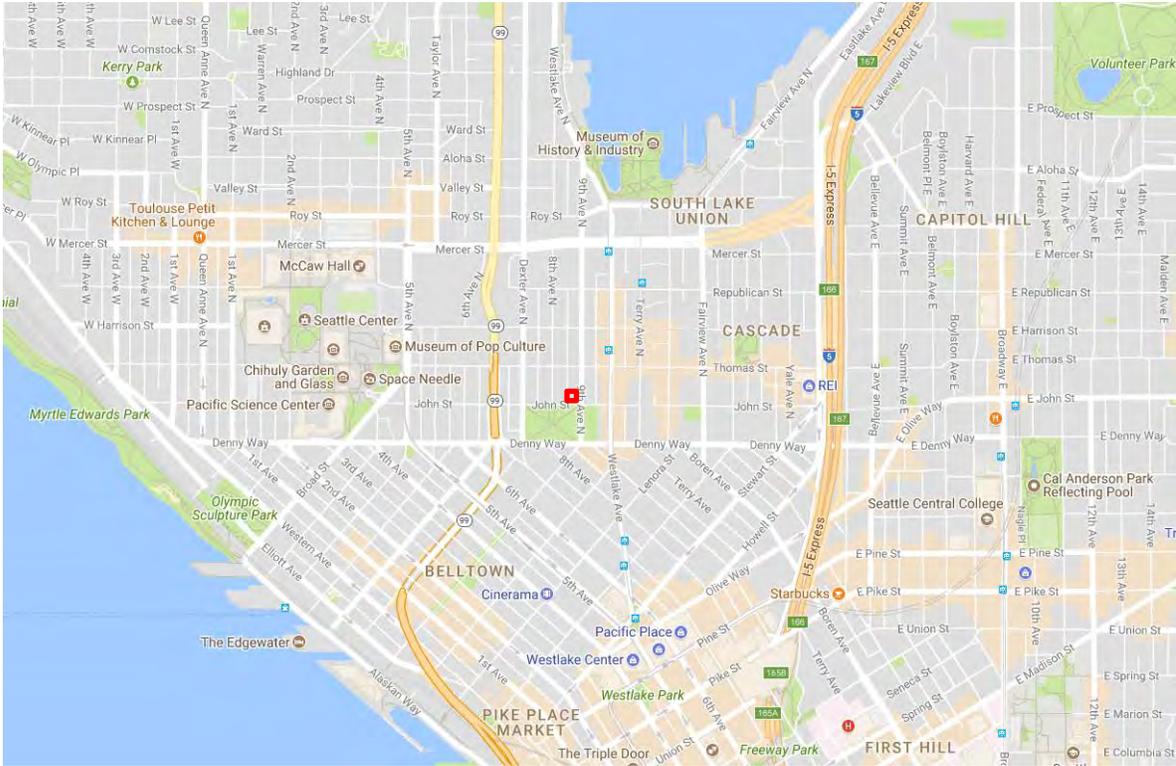
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Note

The abbreviations below are used in source citations for the following figures and images:

DAHP	Washington State Department of Archaeology and Historic Preservation
DON	Department of Neighborhoods, Seattle Historic Building Inventory
MOHAI	Seattle Museum of History and Industry
PSRA	Puget Sound Regional Archives
SDCI	Seattle Department of Construction and Inspections, microfilm library
SMA	Seattle Municipal Archives
UWSC	University of Washington (Library) Special Collections



**Fig. 1 – Map of the neighborhood in 2017.
North is up. Subject site indicated by red box. (Google Maps)**



**Fig. 2 – Aerial photo showing subject site. Parcel indicated by red dotted line. North is up.
(King County Assessor)**



Fig. 3 – 1955 tax assessor photo



Fig. 4 – Context: View westward on John Street. Subject building indicated by arrow.

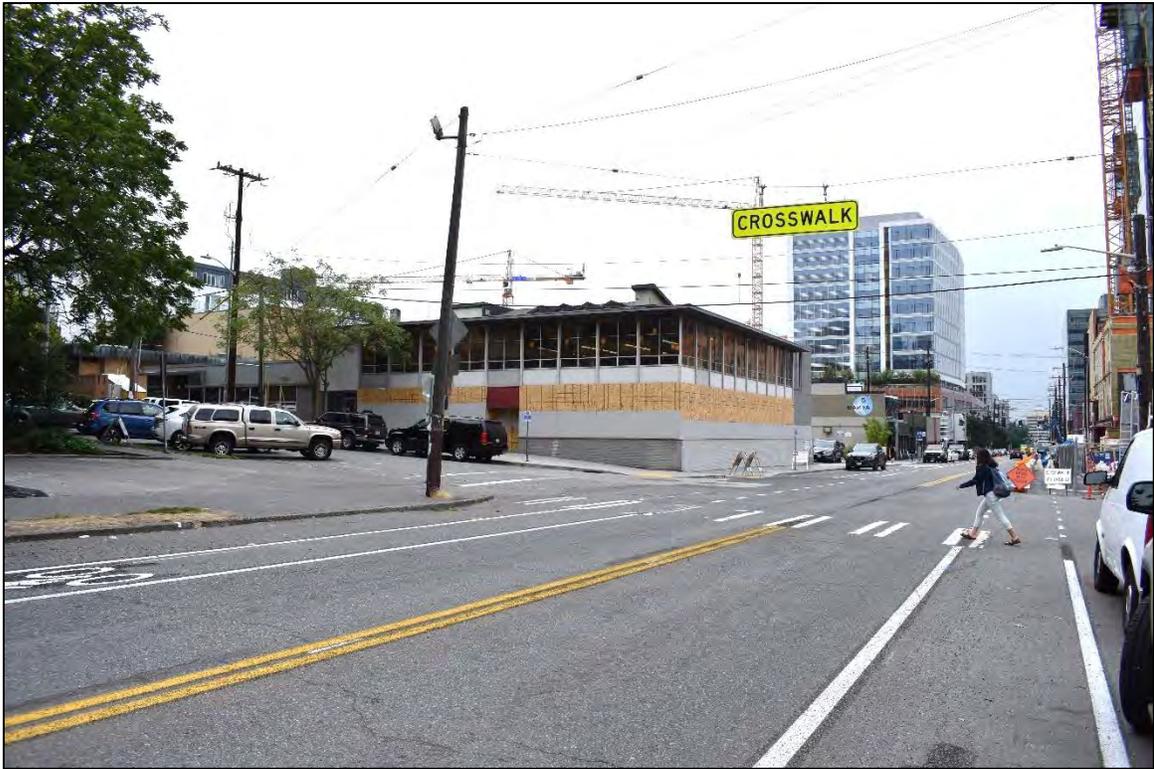


Fig. 5 – Context: View northward on 9th Avenue North



Fig. 6 – Context: 818 John Street (Kenneth Ripley, 1951)



Fig. 7 – South elevation



Fig. 8 – South and east elevations



Fig. 9 – Detail, south elevation



Fig. 10 – North elevation

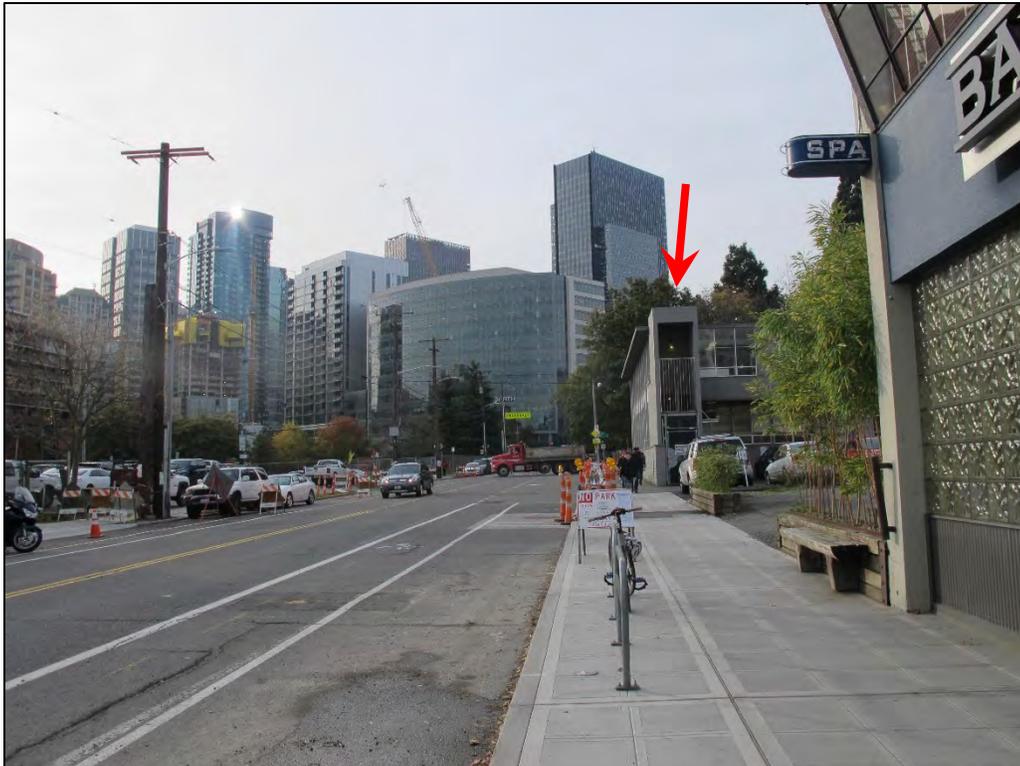


Fig. 11 – (2016) Context: View southward on 9th Avenue North towards site. Subject building indicated by arrow.



Fig. 12 – (2016) Context: View westward on John Street towards site. Subject building indicated by arrow.



Fig. 13 – (2016) Context: View northward on 9th Avenue North towards site. Subject building indicated by arrow.



Fig. 14 – (2016) Context: View from Denny Park, subject building indicated by arrow.



Fig. 15 – (2016) View of building from the southeast



Fig. 16 – (2016) South elevation, facing John Street



Fig. 17 – (2016) East elevation, facing 9th Avenue North



Fig. 18 – (2016) View of building from the northeast; subject building is between two arrows.



Fig. 19 – (2016) Details, south elevation



Fig. 20 – (2016) Stair tower at northeast building corner



Fig. 21 – (2016) North elevation, east part



Fig. 22 – (2016) North elevation, west part



Fig. 23 – (2016) North elevation, looking west



Fig. 24 – (2016) North elevation

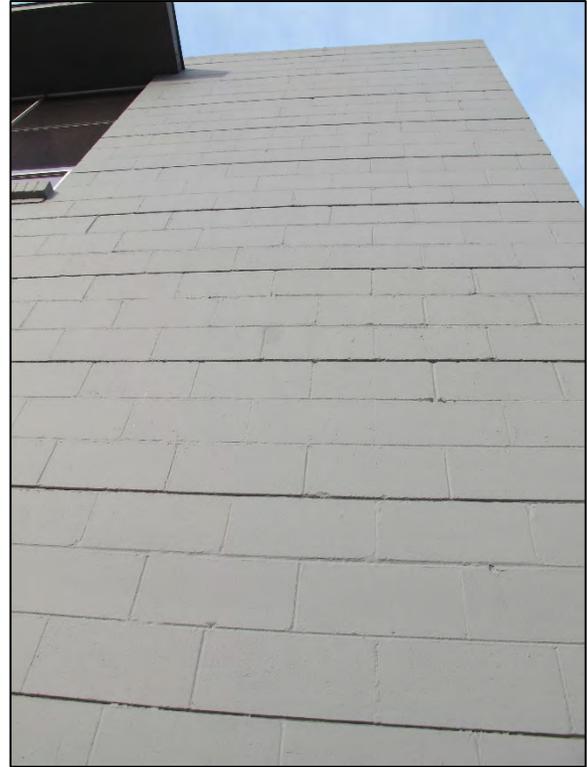


Fig. 25 – (2016) Exterior wall details



Fig. 26 – Interior, first floor



Fig. 27 – Interior, first floor



Fig. 28 – (2016) Interior, first floor



Fig. 29 – (2016) Interior, first floor



Fig. 30 – (2016) Interior, first floor



Fig. 31 – (2016) Stair vestibule to second floor

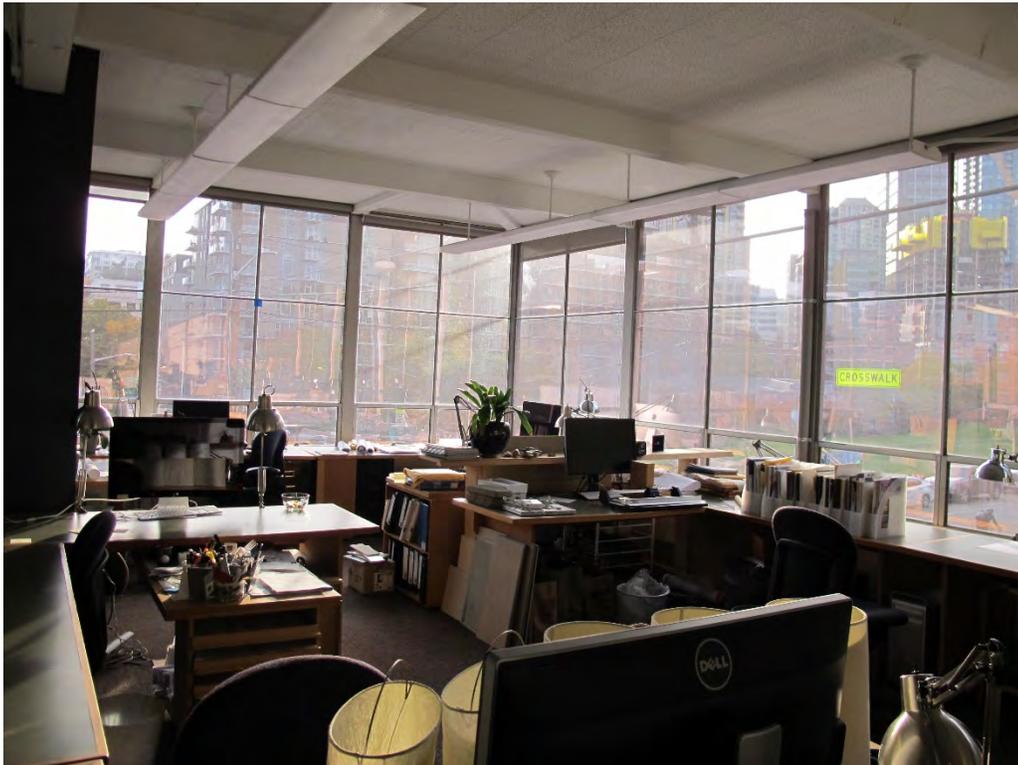


Fig. 32 – (2016) Interior, second floor



Fig. 33 – (2016) Interior, second floor



Fig. 34 – (2016) Interior, second floor



Fig. 35 – (2016) Interior, second floor



Fig. 36 – (2016) Interior, second floor



Fig. 37 – (2016) Interior, second floor kitchen.



Fig. 38 – (2016) Interior, second floor storage room, showing original finishes.



Fig. 39 – (2016) Interior, second floor, showing roof structure and concrete block wall

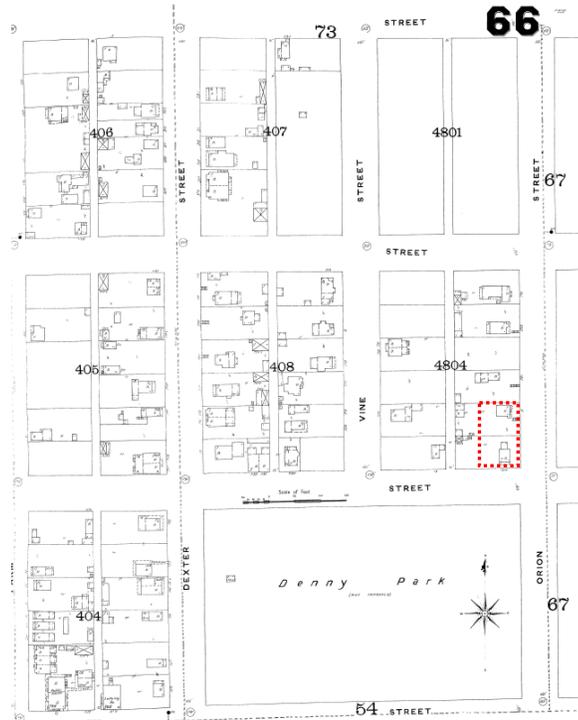


Fig. 40 – 1893 Sanborn map. Subject site indicated by red box.

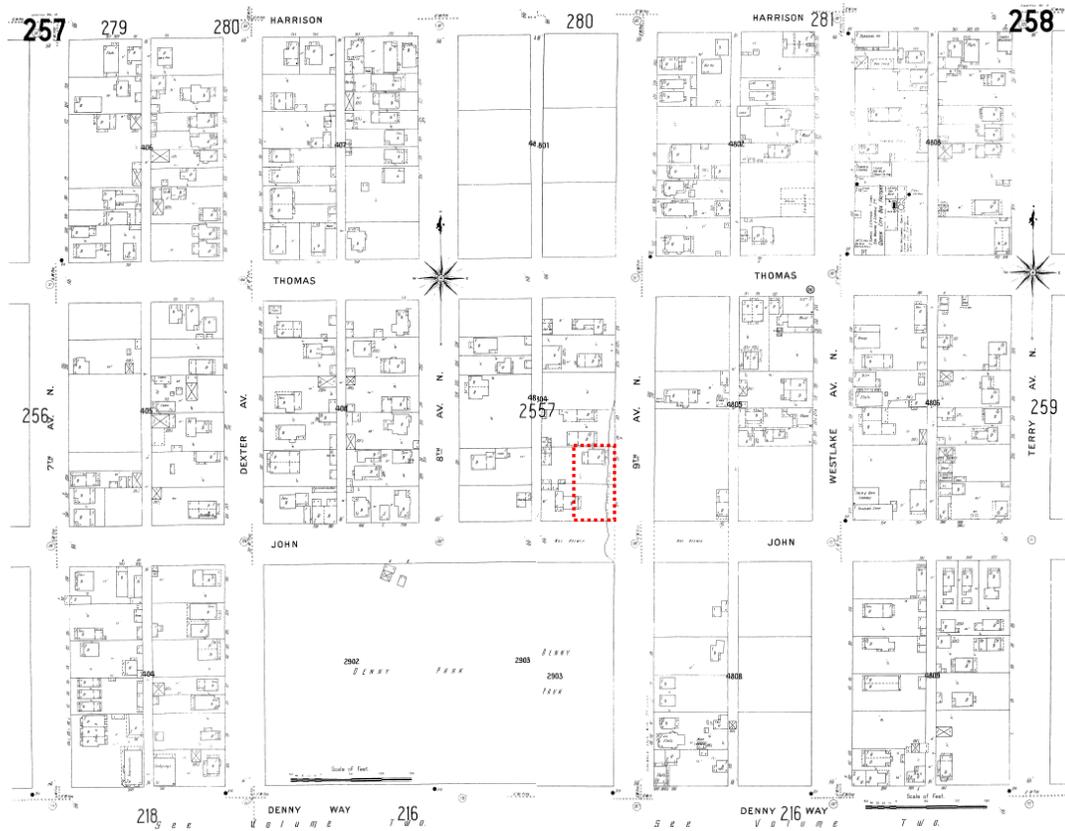


Fig. 41 – 1905 Sanborn map. Subject site indicated by red box.

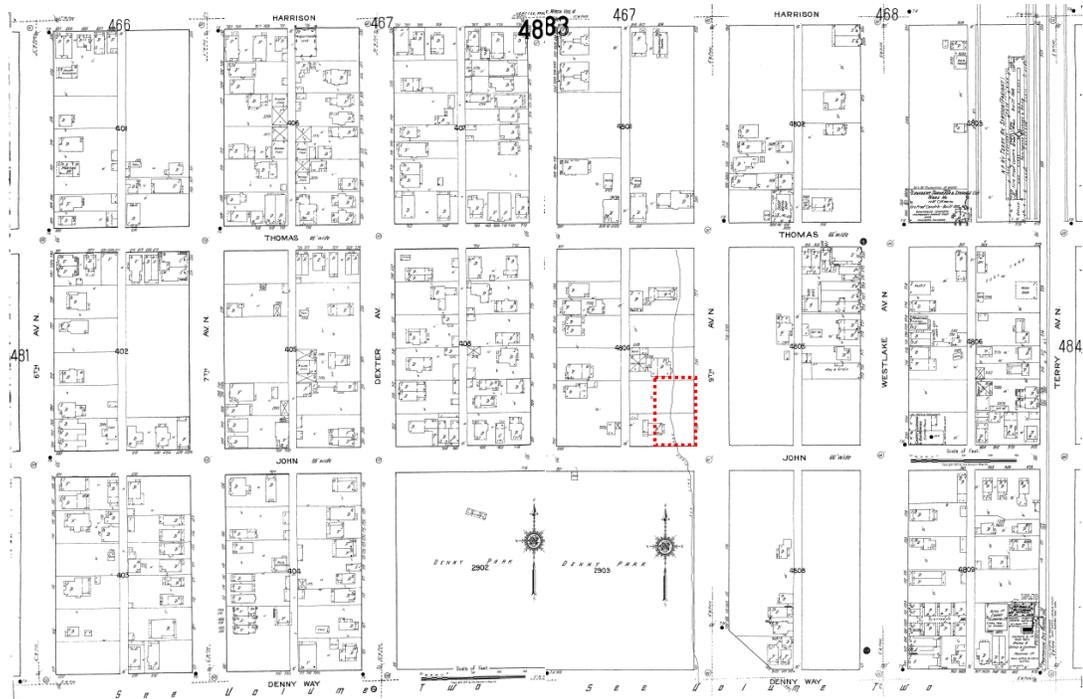


Fig. 42 – 1917 Sanborn map . Subject site indicated by red box.

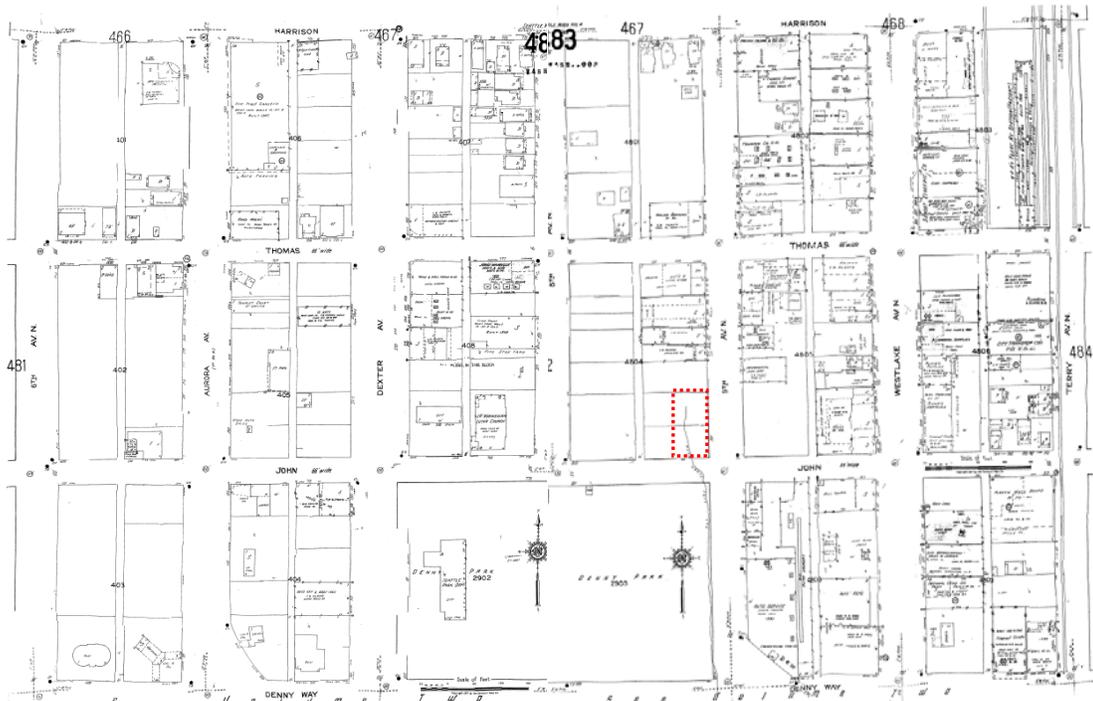


Fig. 43 – 1951 Sanborn map.

Subject site indicated by red box. Between the 1917 map and the map above, the neighborhood had been demolished/removed, regraded, and rebuilt, including Denny Park. The map above shows the changed character of the neighborhood, from residential structures with yards to now commercial and light industrial buildings filling the lots. The subject building is not shown, as it would not be built until 1954.



Fig. 44 – Denny Park in 1904. (SMA 28967)



Fig. 45 – Denny Park in 1909. (SMA 28963)



Fig. 46 – (Left) Map of the second phase of the Denny Hill regrades. Subject site indicated by red box. (SMA). (Right) Workers at 5th & Blanchard, approximately one half mile south of the subject site. The cupola of the Denny School is visible in the distance, at right. (Paul Dorpat)



Fig. 47 – View south towards northernmost lobe of Denny Hill in 1928, to be regraded 1929-1931. Subject site and late 19th century house which occupied it prior to regrading indicated by red arrow. 8th Avenue North visible at center of photo. (SMA 77288)



Fig. 48 – Denny Regrade (c. 1928), looking north. The Denny School (left arrow) has had its cupola removed during the demolition process. The subject site is near the right arrow. (UW SEA #1518)



Fig. 49 – (Left) North from 9th Avenue and Denny, 1929.

Denny Park has yet to be flattened and is directly behind the billboards. The buildings at left distance will soon be removed/demolished; subject site indicated by red arrow. (Right) The cupola of the demolished Denny School was saved and relocated to function as a garden folly in Denny Park. View of the cupola in Denny Park in 1940 (SMA #28965).



Fig. 50 – View west on John Street, with 9th Avenue ahead running left to right, in 1930. Subject site indicated by arrow; the c.1890 house on the site in the previous picture has been demolished. The John Street right of way that the camera sits upon will soon plow through the hill ahead; the area to the left is the soon-to-be-graded Denny Park. (SMA #4014).



Fig. 51 – 1929 aerial view (and detail) of Denny Park and surrounding houses, to be regraded the following year; subject site indicated by arrow in detail below. (Paul Dorpat)



**Fig. 52 – View of Denny Park and regrade c.1952.
North is right. Arrow indicates subject property. The 818 John Street building is visible, but the
subject building (820 John Street) has not yet been built. The Modern style Seattle Parks
Department building is visible in Denny Park at center. (SMA #76153, mis-dated as 1970).**



Fig. 53 – 1962, view of World's Fair and Denny Regrade in foreground. Site indicated by arrow.
(SMA 165656)

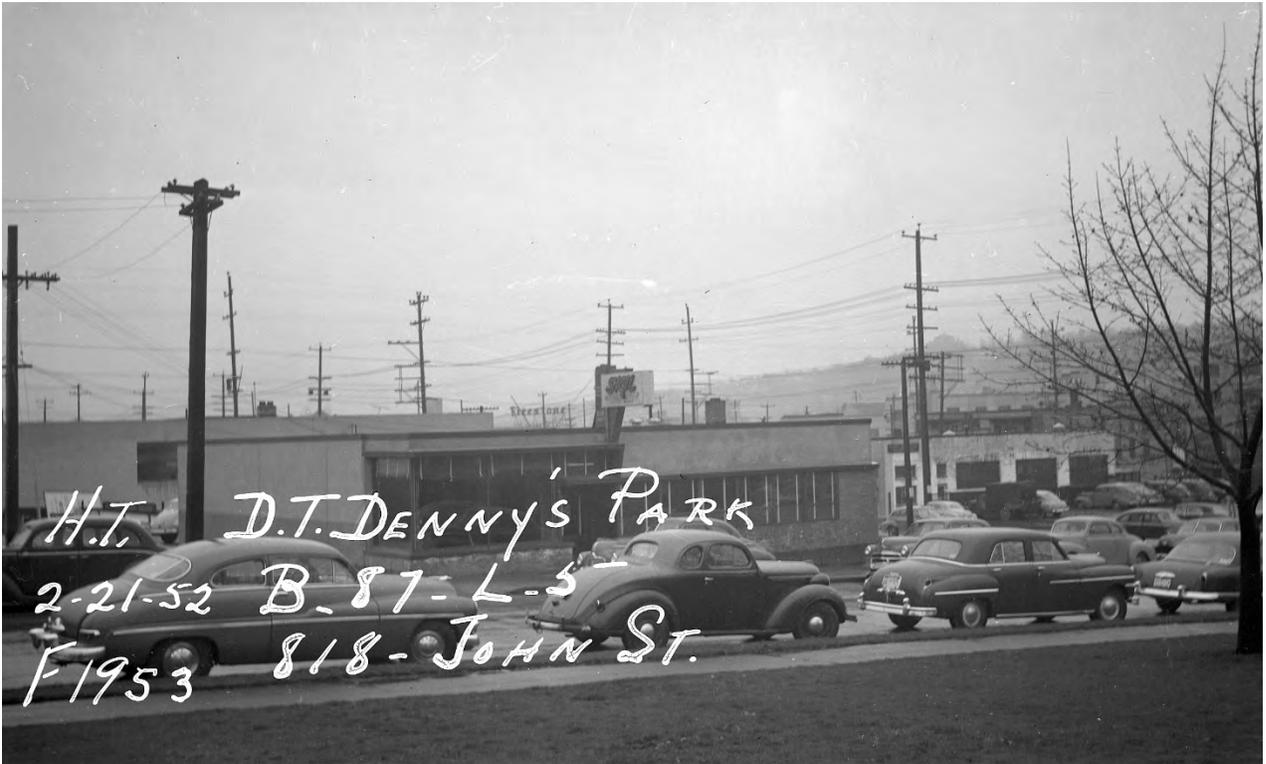


Fig. 54 – South Lake Union context: 818 John Street, (Kenneth Ripley, 1951)
(building adjacent to the subject site) (PSRA)



Fig. 55 – South Lake Union context: Seattle Parks Department Headquarters in Denny Park
(Young Richardson & Carleton, 1948-1950) (MOHAI DMA1223)



Fig. 56 – South Lake Union context: United Parcel Service sorting facility (J. Lister Holmes, 1950-51, demolished) (MOHAI DMA)



Fig. 57 – South Lake Union context: Office of architect J. Lister Holmes, 8th Avenue North at John and Thomas Streets (J. Lister Holmes, 1954, demolished). The building to the right (demolished) was occupied by a radiator company. (DON)



Fig. 58 – (Two images) National Public Service Insurance Company at 2124 4th Avenue (Kenneth Ripley, 1952, altered), showing the building when completed (top) and today (bottom). The building was re-clad in the 1980s. (Upper image, PSRA)

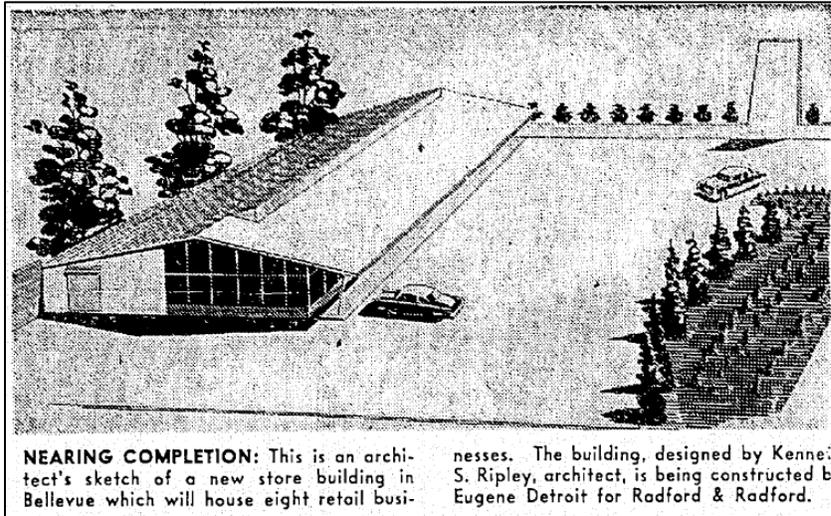


Fig. 59 – Proposed shopping center in Bellevue (Kenneth Ripley, 1954). (Seattle Times, 12/19/54)

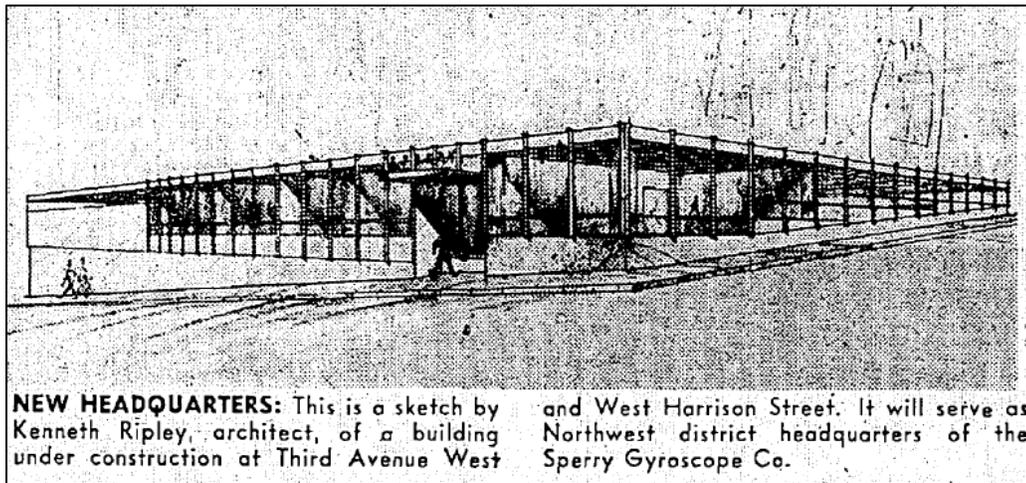


Fig. 60 – Sperry Gyroscope Company (Kenneth Ripley, 1955, demolished). (Seattle Times, 8/21/55)

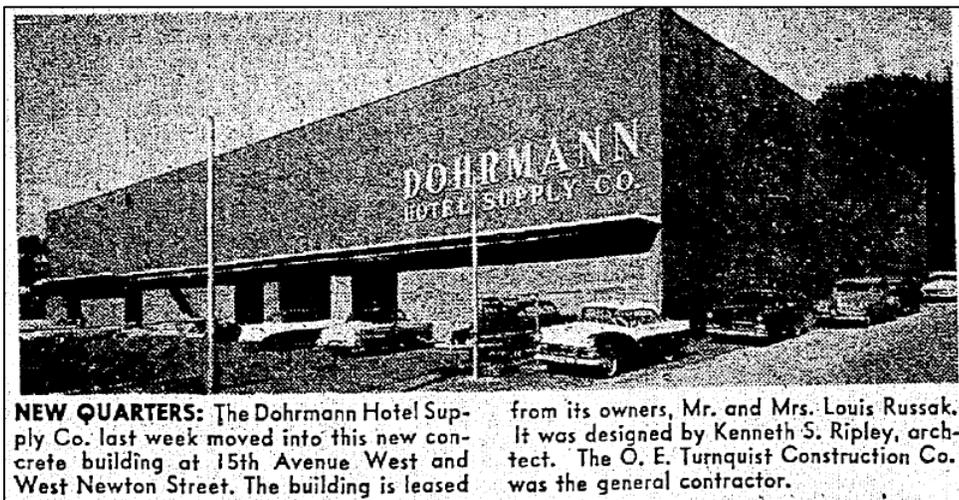


Fig. 61 – Dohrmann Hotel Supply Company (Kenneth Ripley, 1956, altered), now Magnolia Self Storage. (Seattle Times, 8/26/56)



Fig. 62 – (Two images above): Pinehurst Drugstore (Kenneth Ripley, 1956, altered) as designed and as built. (PSRA and King County Assessor)



Fig. 63 – Eugene Dietzgen Company offices at 620 Michigan Street (Kenneth Ripley, 1956). (PSRA)



Fig. 64 – Burien Medical-Dental Building (Kenneth Ripley, 1957). (PSRA)

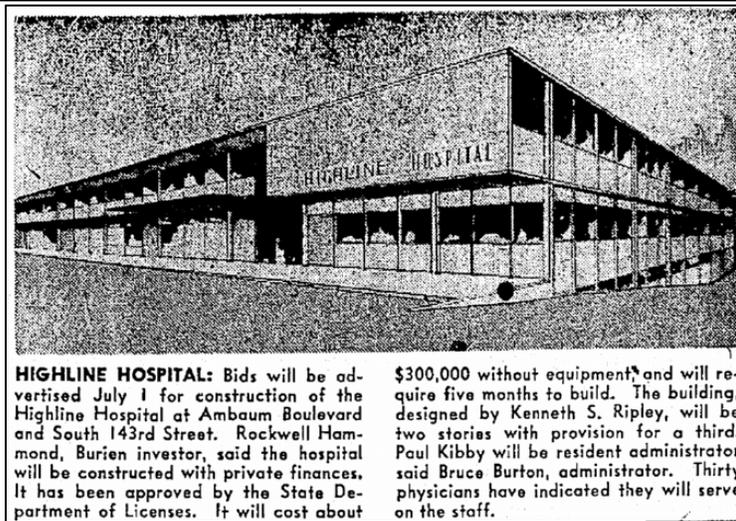
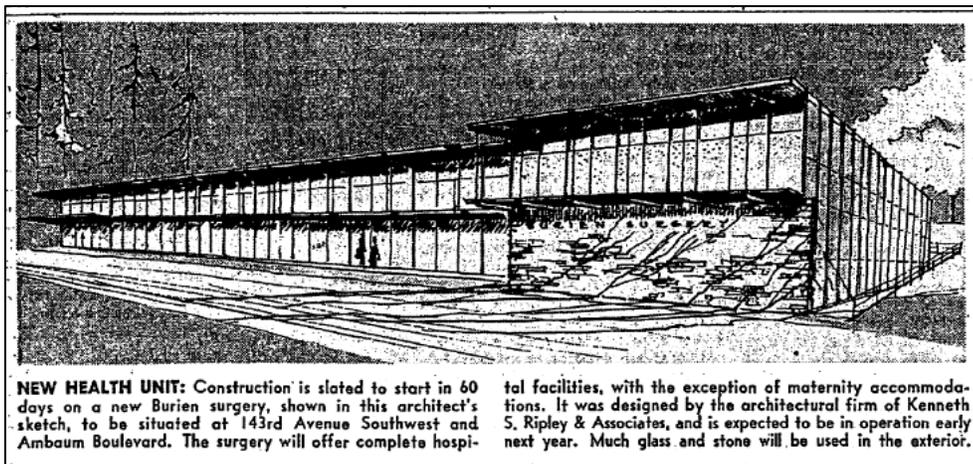


Fig. 65 – (Two images above): Proposed Burien Hospital (Kenneth Ripley, 1957, unbuilt?), showing early and later versions. (Seattle Times, 2/10/57)



Fig. 66 – (Two images above): John Hancock Life Insurance Company at Fourth and Roy (Kenneth Ripley, 1958, demolished). (PSRA and King County Assessor)



Fig. 67 – Metropolitan Life Insurance Company, 1006 4th Avenue, Olympia, Washington (Kenneth Ripley, 1958, altered). (DAHP)



Fig. 68 – (Two images above): 4543 California Avenue (Kenneth Ripley, 1958). (PSRA and King County Assessor)



Fig. 69 – 4728 Beacon Avenue apartments (Kenneth Ripley, 1960).
(Google Maps Streetview)

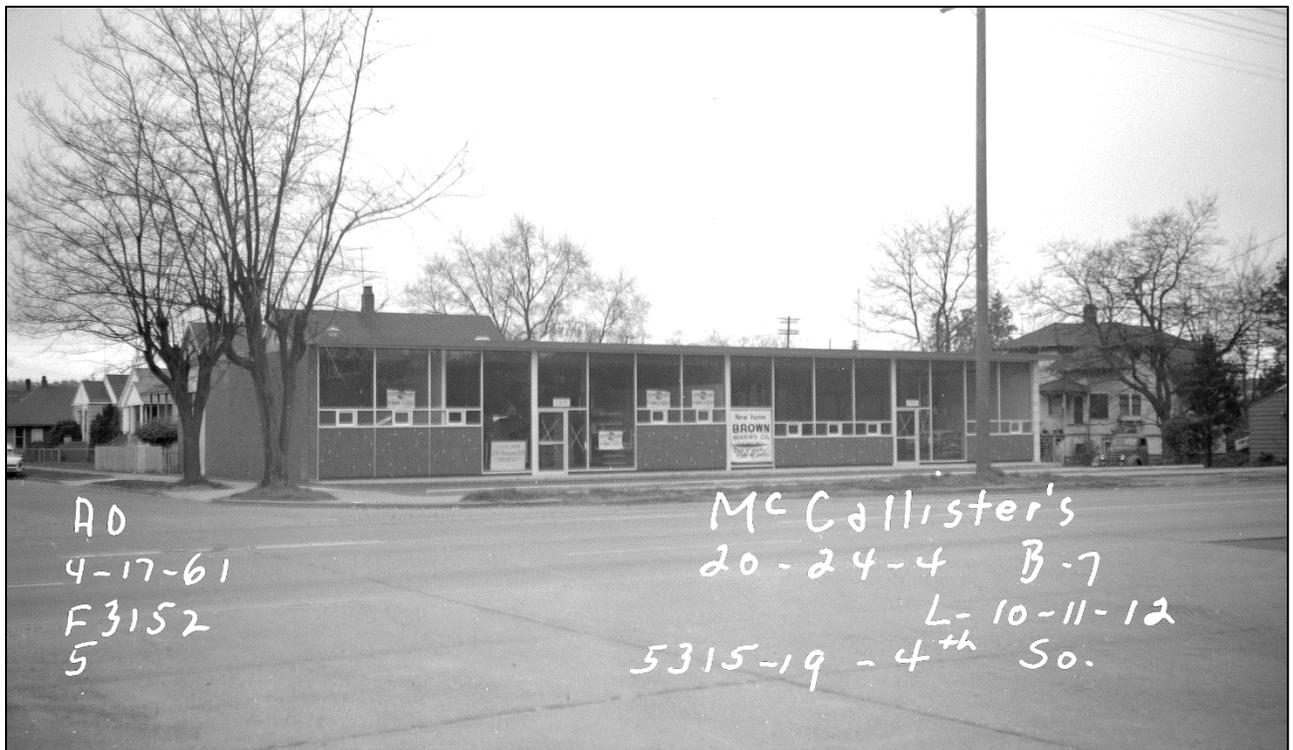


Fig. 70 – Office building at Fourth Avenue S. and S. Brandon Street (Kenneth Ripley, 1961).
(PSRA)

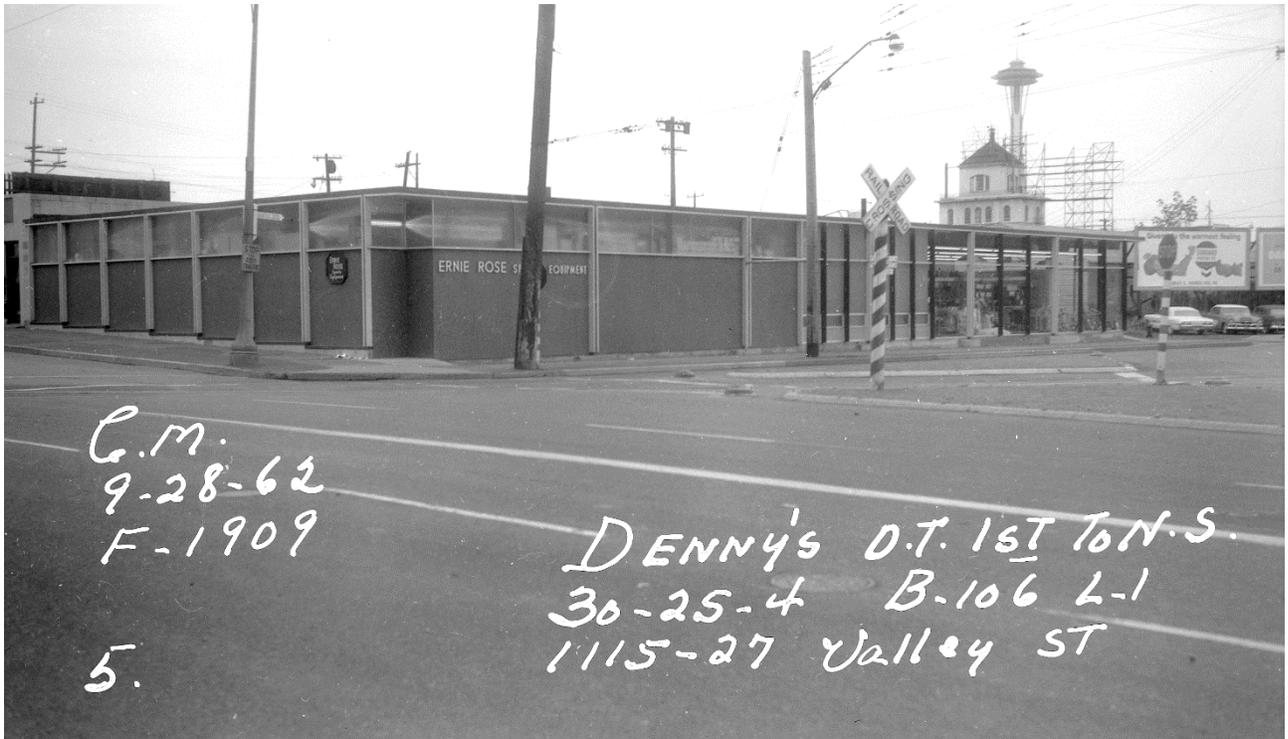


Fig. 71 – Ernie Rose Sports Equipment Store at Valley and Fairview, later occupied by a boating store (Kenneth Ripley, 1962, demolished). (PSRA)

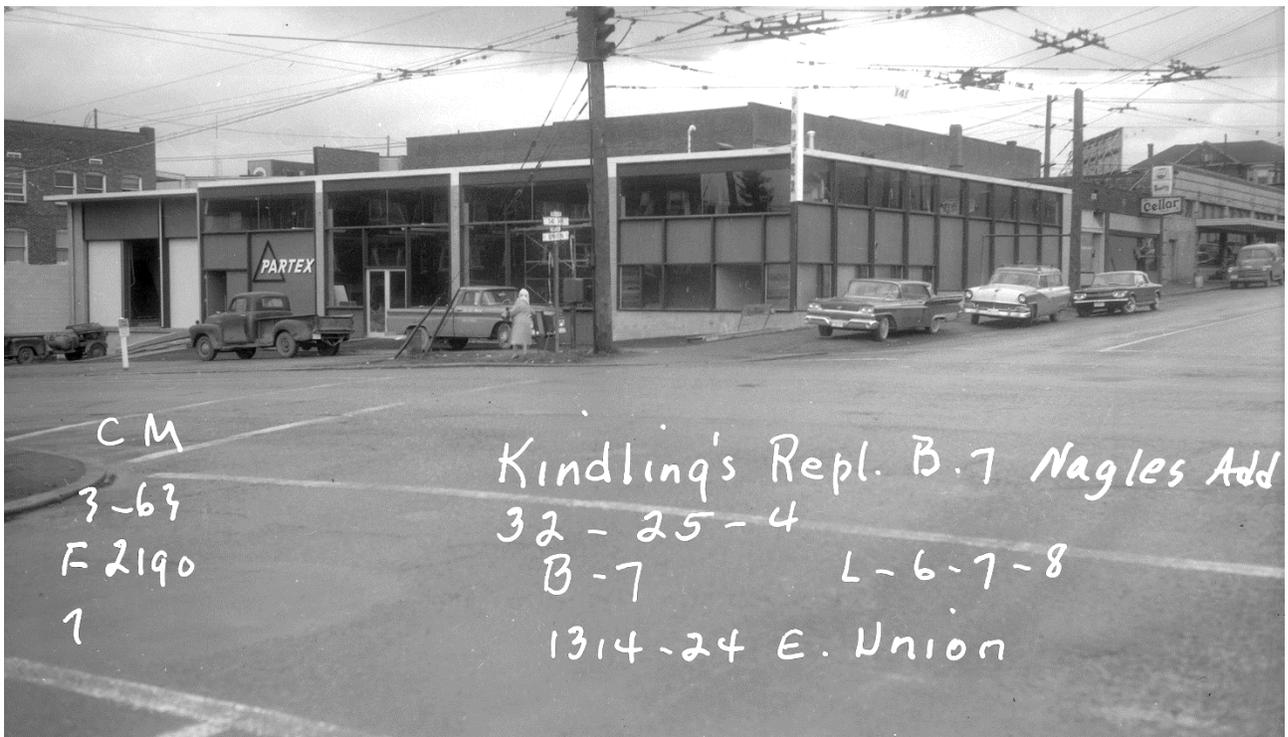


Fig. 72 – Parts Exchange auto parts store, at 14th and Union (Kenneth Ripley, 1963, altered), today occupied by a restaurant and a bar. (PSRA).



Fig. 73 – E. F. Shuck Construction Company: L. H. Butcher Company building, 5601 First Avenue South (Bain & Overturf, 1958). Constructed by the E. F. Shuck Construction Company, as was the subject building. Originally a chemical wholesaler, it is now occupied by the Essential Bread Company. (PSRA)



Fig. 74 – E. F. Shuck Construction Company: Bonney-Watson Funeral Home (Bain & Overturf, 1962). Constructed by the E. F. Shuck Company, as was the subject building. (PSRA)



Fig. 75 – Curtain Wall: Commonwealth (Equitable) Building, Portland, Oregon (1948, Pietro Belluschi)



Fig. 76 – Curtain Wall: Bardahl Manufacturing Company, Ballard (1952) (DAHP)



**Fig. 77 – Curtain Wall: Office building at 501 2nd Avenue West, Queen Anne (1955)
(King County Tax Assessor)**



**Fig. 78 – Curtain Wall: First Lutheran Church school, (Durham Anderson & Freed, 1957)
at 4105 California Avenue Southwest**



Fig. 79 – Curtain Wall: Logan Building (1959, Mandeville & Berge)



**Fig. 80 – Curtain Wall: Norton Building (1959, Bindon & Wright, with Skidmore Owings & Merrill).
The Norton Building is a designated Seattle landmark. (MOHAI DMA0075)**



**Fig. 81 – Curtain Wall: Office building at 12733 Lake City Way (1960)
(King County Tax Assessor)**



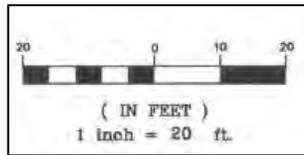
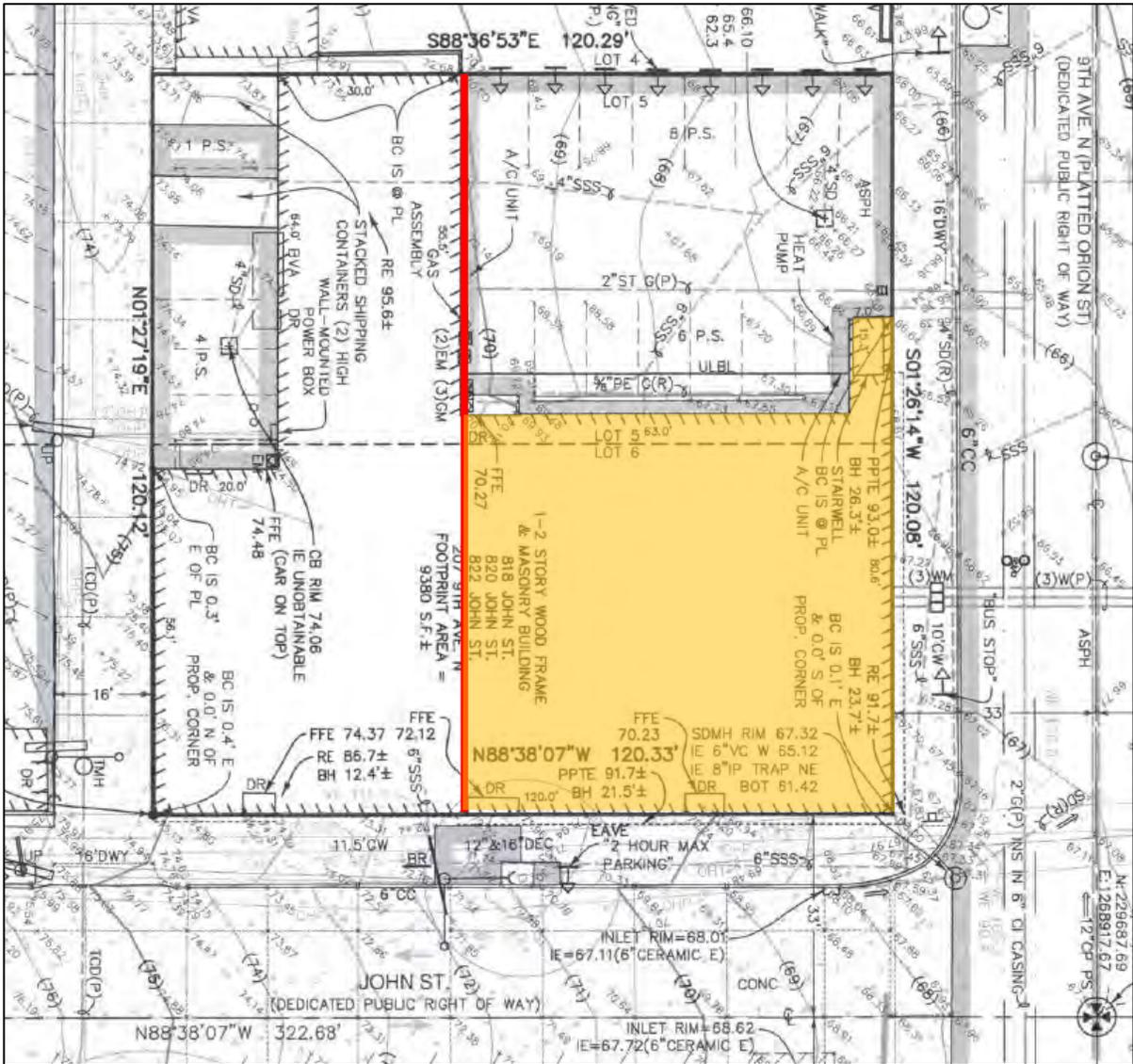
**Fig. 82 – Curtain Wall: Office building at 400 West Harrison Street, Queen Anne (1962)
(King County Tax Assessor)**



**Fig. 83 – Curtain Wall: Washington State Ferries building at 6000 6th Avenue South (1963)
(King County Tax Assessor)**



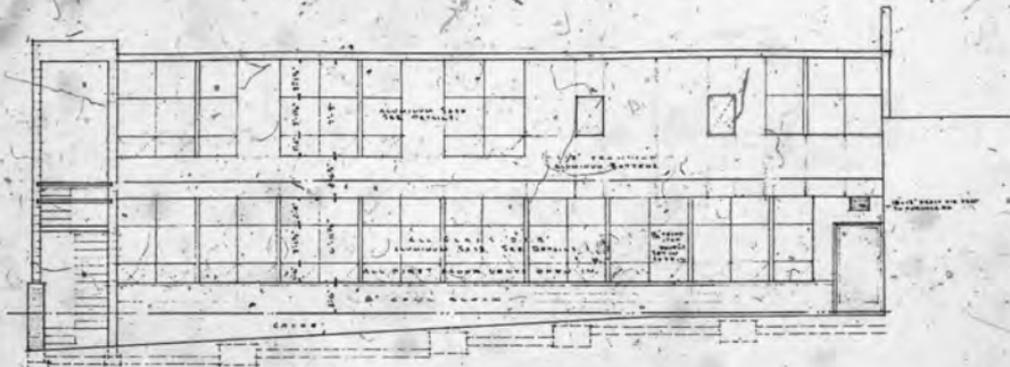
**Fig. 84 – Curtain Wall: Salvation Army at 1101 East Pike (1964)
(DON)**



SITE PLAN

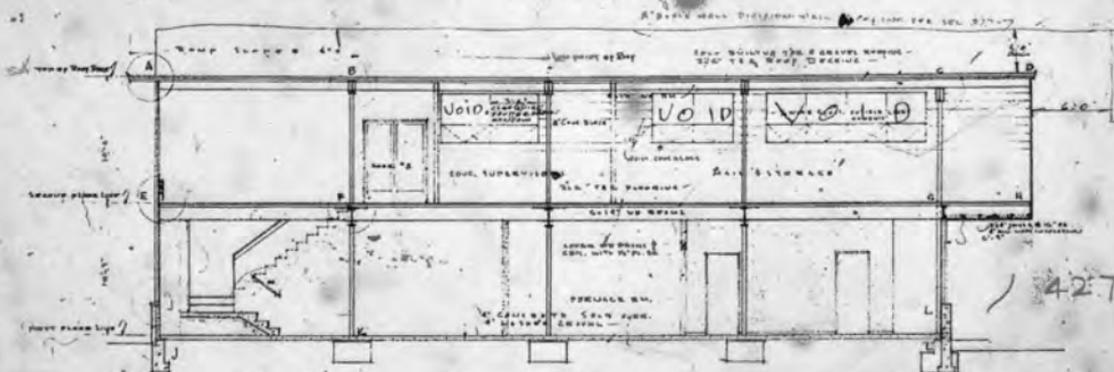
Western boundary of subject parcel (70 x 120 feet) indicated by red line, building footprint indicated by colored shading.

(Detail of "Topographic & boundary survey, Pillar Properties, 818 & 820 John St." by Bush Roed & Hitchings, Inc., Land Surveyors and Civil Engineers, 2009 Minor Avenue East, Seattle WA 98102, stamped 8/24/16)



REAR (NORTH) ELEVATION.

SCALE 1/4" = 1'-0"

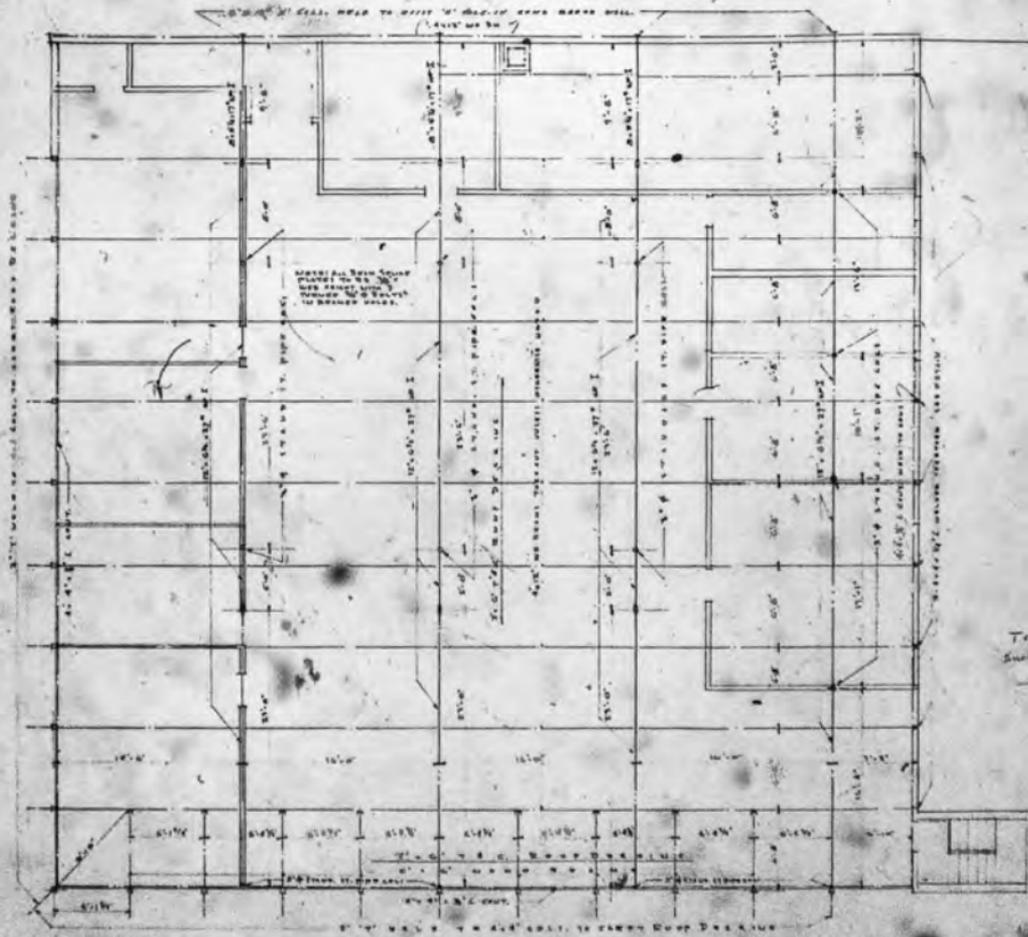


LONGITUDINAL SECTION

SCALE 1/4" = 1'-0"

ADDITION TO A BUILDING W.P. 500 BY T. L. F. M. & S. C. H. A. R. D. L. E. A.
 RELEVANT CITY, LARCH HEIGHTS, E. 14th STREET, 22 1/2' W. CORNER ST. 100 00 35 123. MAR 10 1935 REG. 7289





Total Surface 20000 sq. ft.
 Includes ceiling

427600

SETTING (ROOM) FRAMING - SECOND FLOOR - SCALE 1/8" = 1'-0"



FOR ADDITIONAL INFORMATION, BUY BLUEPRINTS FROM ARCHITECTS & ENGINEERS
 ARCHITECTS & ENGINEERS, 100 WALL STREET, NEW YORK, N. Y.

