

The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94640 Seattle WA 98124-6640
Street Address: 700 5th Ave Suite 1700

Name Bucca De Beppo / Ducati Seattle Year Built 1922
(Common, present or historic)

Street and Number 701 9th Avenue N

Assessor's File No. See Property Data Sheet

Legal Description See Property Data Sheet

Plat Name: _____ Block _____ Lot _____

Present Owner: See Property Data Sheet Present Use: _____

Address: _____

Original Owner: _____

Original Use: _____

Architect: _____

Builder: _____

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1. Property Data

Common / Present Building Name: Buca Di Beppo / Ducatti Seattle

Historic Name: Mack Truck Sales and Service Facility

Original Construction Date: 1922

Address: 701 9th Avenue N, Seattle, WA 98109

Assessor's Parcel Numbers: 408880-3435 and 408880-3440

Legal Descriptions:

Lake Union Shore Lands Addition Lot 1 Lying East of Alley
and

Lake Union Shore Lands Addition Lots 2 through 4 & 18.28 Feet of Lot 5 All Lying East
of Alley TGW Portion Vacated Street Adjustment.

Lake Union Shorelands Volume 902, Page 311.

Current Owner: WT 701 Holdings, LLC
720 Olive Way, Suite 1020
Seattle, WA 98101

Current Use: Restaurant Retail

Original Use: Mack Truck sales office and truck service area

Architect: Unknown – possibly Henry Bittman

Builder: Unknown

2. Architectural Description

Site and Urban Context

The subject building is located in the South Lake Union neighborhood at the corner of 9th Avenue N and Roy Street. The building site and the building measure approximately 250 by 117 feet, oriented north-south along 9th Avenue. There is an alley located at the rear or west side of the building site. The Puget Sound Power and Light Building (a Seattle Landmark) is to the west of the subject building across the alley. To the north on 9th Avenue are three low-rise light industrial buildings. Four low-rise light industrial and retail buildings are located to the east across 9th Avenue. The site across Roy Street to the south is currently under development. A new six-story building is currently under construction on the site to the south-east, which will house the Paul Allen Institute for Brain Science. Sites to the south across Mercer Street have recently been redeveloped as commercial office and institutional buildings. Mercer Street itself and the adjacent right-of-ways are currently being upgraded and improved to better handle increased traffic through the redeveloping South Lake Union area.

Building Description

The subject building is a one-story structure originally built in 1922 as a sales office and service facility for a Mack Truck dealership. The building structure consists of load-bearing masonry walls at the perimeter on a concrete foundation. The roof is supported by an interior system of posts and beams. The low-slope roof is concealed behind the perimeter masonry walls. There is no basement.

The building has two primary facades, on Roy Street to the south and on 9th Avenue to the east. The Roy Street facade has six structural bays separated by brick piers, and

the 9th Avenue facade has twelve bays, also separated by brick piers. Both primary facades have a continuous brick parapet, and there are decorative semicircular masonry elements which protrude above the parapet and correspond vertically to each brick pier and structural bay. Historic photographs show that the brick parapet originally had painted signage in large lettering that advertised the Mack truck dealership.

At the south facade, the openings between brick piers originally included large commercial display windows with transoms and divided lights, which corresponded to the truck sales office. At the east facade the area between the brick piers included large commercial display windows with transoms and divided lights at the southern two bays, and large wood-sash garage doors with divided lights at the remaining ten bays, which housed the truck service facility. The alley facade to the west and the north facade included a regular pattern of large paired punched double-hung windows with low masonry arches above, set into the undecorated brick walls.

The building was designed with two internal sections for use as the Mack Truck Sales and Service facility. The southern portion of the building, approximately one-third of the total building, originally contained the truck showroom, sales and managerial offices, and a parts store room. The northern two-thirds of the building was originally used as a large truck service shop, accessed from 9th Avenue through the original wood sash garage doors (which are no longer existent). The service area also contained space along the alley side of the facility for temporary storage of trucks. The truck service shop had a lowered pit at the central three bays of the service area. The pit was used by mechanics to access trucks from below for service. The truck service area received daylight from a row of raised roof monitors with windows on the vertical sides.

Exterior Alterations and Current Exterior Condition

The building exterior has been repeatedly altered as tenants changed over the decades. Most significantly, all of the original windows, entrances, and the wood-sash garage doors no longer exist. In addition, the majority of the openings between brick piers have been in-filled with stucco-clad walls and smaller contemporary windows and clear anodized aluminum storefronts. The original painted signage on the brick parapet is also no longer existing. The only currently remaining elements of the original building exterior are the brick piers and the brick parapet.

The appearance of the building at the present time dates in large account to alterations made in the mid-1990s, when the building exterior was significantly remodeled to accommodate the Buca deBeppo Italian restaurant at the south end of the building, and a Ducati motorcycle sales and service dealership at the north end. The original wood-sash garage doors and windows that had remained at the north end of the building were removed sometime prior to 2014 by the previous building ownership.

The current condition of the building exterior is as follows:

At the south elevation (Roy Street) the six openings between the brick piers have been in-filled with opaque walls with painted stucco cladding and either one or two small punched windows in each bay. The brick soldier courses above the openings between piers have been covered over with what appears to be stucco. At the south-east corner of the building a recessed entry with a 45° wall made of aluminum storefront has been inserted into the bay. This remodeled recessed corner serves as the entrance to the Buca De Beppo restaurant.

At the east elevation (9th Avenue), the recessed restaurant entry with aluminum storefront continues in the southern bay. Going northward, the next three bays have been in-filled with

stucco-clad walls and there two small punched windows in only one of these three bays; the other two bays have no windows at all. The next two bays serve as the retail entrance to the Ducati motorcycle dealership, and have been in-filled with contemporary aluminum storefront. Three of the remaining six bays on the north half of the east elevation have been filled with plain plywood, while two bays are wide open and provide entry and exit to an open air parking garage. The final twelfth bay at the north end of the east elevation is in-filled with a recessed wall with non-original high-set windows, and a low clearance overhead garage door of contemporary origin.

The combined alterations to the primary south and east facades have fundamentally altered the character and appearance of the building. Originally, the two primary building façades exhibited a strong pattern of structural bays defined by brick piers and interspersed with large commercial glass windows or divided light garage doors. At present, all of the original fenestration between the brick piers has been lost, and replaced with the large areas of opaque wall infill with small aluminum framed windows that are randomly placed, resulting in primary facades that lack their original coherence and order.

At the north facade, seven of the twelve original punched windows were removed and in-filled with masonry to accommodate the construction of an adjacent party-wall building that immediately abuts the subject building to the north. At the alley facade, all of the twenty-four original windows have been removed, and nineteen of the alley window openings have been permanently closed up with concrete masonry unit (CMU) infill. Two of the alley windows were opened up and combined to provide a vehicle entry and exit from the alley to the parking garage. As a result of these changes, the original utilitarian rhythm of the large punched windows no longer exists.

Interior Alterations

The interior of the building has been very significantly altered at the south portion, where the restaurant was installed in the mid-1990s, and all finishes in this area are contemporary.

The motorcycle dealership retains a few original interior features, including roof monitor skylights and visible post and beam structure, however the majority of the finishes in this area are also contemporary.

The interior of the north end of the building is currently used as an open covered parking garage for automobiles and motorcycles. Steel bracing from a relatively recent seismic retrofit is visible along the east elevation at one bay. At the northeastern-most corner of the interior of the building is a small enclosed mezzanine of unknown but contemporary date, enclosing a small office space above and a single garage space below.

Summary of Alterations

The Buca Di Beppo / Ducati Seattle building has been significantly altered over several decades. Its original facade features such as the large divided light commercial display windows with transoms and the wood sash divided light garage doors are no longer existent. The original fenestration has been replaced in an ad-hoc manner with a fairly random combination of opaque stucco in-fill walls, opaque plywood in-fill walls, small aluminum framed punched windows, and aluminum storefronts. The exterior masonry is somewhat intact, although soldier coursing on the primary facades have been covered with stucco, and the regular pattern of masonry openings on the secondary facades has been lost as windows were covered up, filled in with masonry, or combined into a large vehicle opening. The cumulative result of these alterations is that the building's primary and secondary facades do not exhibit the coherence and architectural character of the original building.

3. Historical Context

Development of the South Lake Union Neighborhood

The South Lake Union Neighborhood is an area bounded by Lake Union to the north, Aurora Avenue to the west, Denny Way to the south, and Interstate 5 to the east. Like all of Seattle, the area south of Lake Union was inhabited by the Duwamish people and other native cultures for centuries. Euro-American settlement of the area began officially in 1853, with a land claim by Boren Denny, who arrived in Seattle with the Denny Party in 1851. The Dennys established homesteads, farms, and rudimentary roads in the area during the 1850s and 1860s. Industrial activity also began during the 1860s, with tanneries, cooperages, and brick yards. The 1880 census includes the “Lake Union Precinct”, which had 60 dwellings, a large industrial sawmill, and an elementary school.

By the mid 1880s there were additional manufacturing businesses in the area, including door, sash, and shutter fabricators, furniture and mattress manufacturing companies, a box factory, wood working shops, feed and grain stores, and two commercial breweries. In the 1890s, street car lines were built through South Lake Union, and more residential buildings were constructed, including single family homes, workman’s cottages, and multi-family flats.

In the early 1900s, a number of horse stables, liverys, wagon works, and other transport-related buildings were constructed in the area. Then, in 1913, the Ford Motor Company built a Model T factory at 700 Fairview Avenue, which began the era of automotive business in South Lake Union, which expanded after World War I ended in 1918. In addition to manufacturing, the area supported auto repair shops, tire shops, body shops, and fueling stations. In addition, a number of architect-designed auto sales and showroom facilities were built along Westlake Avenue in the mid to late 1920s. Some of these had

elaborate and highly decorated terra cotta facades, which exemplified the best commercial and retail architectural design of this era.

Highway 99 / Aurora Avenue was constructed between 1930 and 1935, which effectively cut off South Lake Union from Queen Anne Hill to the west. This led to further industrialization of the area, and by 1947 the entire area was rezoned for industrial, manufacturing and commercial uses, with no new residential buildings permitted. In the post World War II era automobile related facilities began to relocate away from South Lake Union to more suburban areas to the north and south of downtown Seattle. However, industrial, light industrial, manufacturing and commercial uses remained very active in South Lake Union throughout the 1950s, 60s, 70s, and 80s.

In the mid 1990s, an urban redevelopment plan called the Seattle Commons was proposed, which would have created a major urban park with the demolition of buildings and right-of-ways on the blocks from 9th Avenue to Terry Avenue, and from Denny Way to Lake Union. The Seattle Commons redevelopment proposal was contentiously debated, and was ultimately rejected by voters in 1999. Nevertheless, The commercial uses in the area have changed significantly during the last decade, since 2003 to the present. In 2011 and 2013, the Seattle City Council passed rezoning changes in the South Lake Union area, which increased allowable building heights to allow greater population density for both residential and commercial office uses. Within the last few years the majority of the properties on the Westlake and Mercer corridors have now been redeveloped with contemporary mid-rise buildings that house offices for internet technology companies, bio-technology laboratories, and supporting retail and services, as well as mid-rise and high-rise multi-family housing.

Building Use History

The subject building was constructed in 1922 for the Mack International Motor Truck Corporation as a truck sales and service facility. The Mack Truck facility had a sales and showroom to the south, and a large truck service shop and truck storage area to the north, as described in the *Building Description* section above. The Mack Truck sales and service facility operated in the building until 1954, when the company's Seattle operations moved to south Seattle. Subsequent tenants in the building include the Truck Welding and Equipment Company, Jules Auto Glass, Frank Kenny Volvo Sales and Service, and currently the Bucca Di Beppo restaurant, and Ducati Seattle motorcycle sales.

Vehicle Showroom and Service Facilities in South Lake Union

There are a number of known examples of dedicated vehicle showroom and service facilities dating from 1913 to the 1930s in the South Lake Union Neighborhood. The attachments following this text include a map locating these facilities followed by individual photographs and brief descriptions of the buildings.

Architect

All available written records and sources about the 1922 Mack Truck Sales and Service Building state that the original architect is unknown. However, there are two drawing sheets for the building on file at the Seattle Department of Planning and Development microfilm library that appear to be original construction drawings for the building, showing a date of 1921. The microfilm scans of these two drawing sheets are in very poor condition and the hand written text on most areas of the drawings is nearly or completely illegible. The title block on building elevation drawing sheet is completely illegible, but the title block on the building plan drawing sheet is partially legible and it appears to show

that the architect and engineer for the building was Henry Bittman. It should be noted that there are no other known sources that have attributed the building to Bittman, and therefore it has not confirmed that Bittman was the architect of the Mack Truck Sales and Service Building, which was designed in 1921 and built in 1922.

Henry Bittman (1882-1953) was trained as an engineer and worked in New York and Chicago prior to relocating in Seattle in 1906. Bittman set up a structural engineering practice in Seattle in 1908 and was licensed as an architect in Washington State in 1923. Bittman developed a successful architecture and engineering practice and designed many well-known commercial and civic buildings in Seattle and in other cities in western Washington. Many of Bittman's most well known buildings appear to be influenced by the Chicago School and exhibited structural engineering that was innovative for its time.

Bittman's most exceptional designs were tall buildings of multiple stories, with facades that exhibit strong vertical lines which accentuate the height of the building. Bittman's recognized masterpieces are his two Seattle skyscrapers, the Terminal Sales Building (Seattle, Landmark, 1923) and the United Shopping Tower (Olympic Tower; Seattle, Landmark, 1928-31), and his Eagles Temple (Seattle Landmark, 1924-25), now known as the ACT Theater in downtown Seattle. (Shaping Seattle Architecture, 2014; Jeffrey Ochsner, ed. p 229.).

Bibliography of Sources

- Seattle Department of Planning and Development Microfilm Library
- King County Assessor's Office website and records
- Puget Sound Regional Archives, historic tax assessor records and photographs
- Seattle Department of Neighborhoods, Historical Sites Database
- Sanborn Maps, various dates
- Historic Seattle Times searchable database
- *International Directory of Company Histories*, Vol. 61, St. James Press, 2004
- *Shaping Seattle Architecture, a Historical Guide to the Architects*, Second Edition, Jeffrey K. Ochsner, Editor, University of Washington Press, 2014
- *2014 Historic Resources Survey Report: South Lake Union & Cascade Neighborhoods*, Seattle, Washington, Kathryn H. Krafft.

Preparer and Reviewer Page

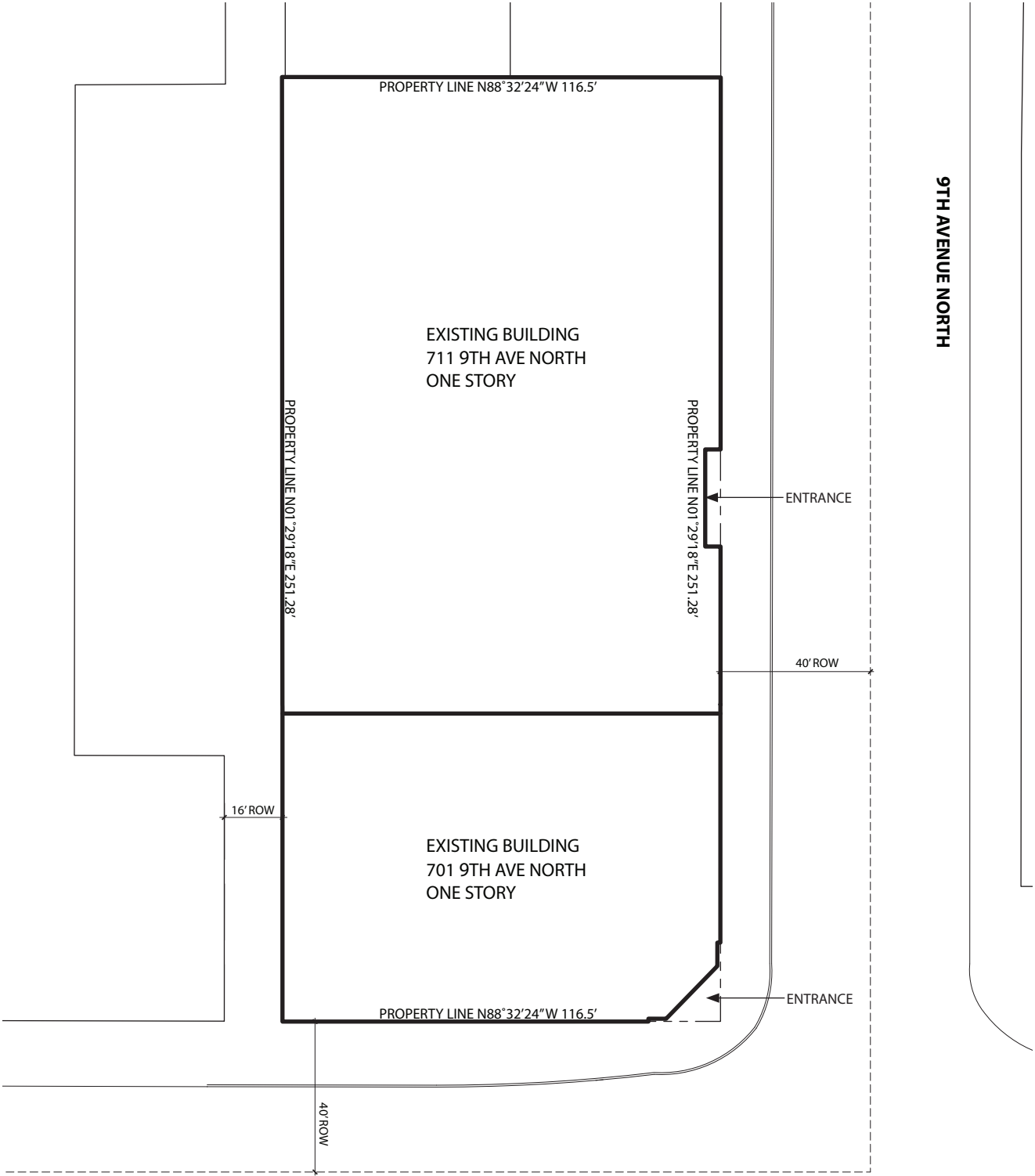
Submitted by: WT Holdings, LLC

Prepared by: Matthew Aalfs, AIA,
Weinstein AU
2200 Western Avenue, Suite 301, Seattle, WA 98121
(206) 443-8606

Date: September 18, 2015

Reviewed: _____ Date: _____

SITE PLAN

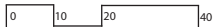


9TH AVENUE NORTH

EXISTING BUILDING
711 9TH AVE NORTH
ONE STORY

EXISTING BUILDING
701 9TH AVE NORTH
ONE STORY

ROY STREET



ADDRESS: 701 9TH AVE NORTH
SEATTLE, WA 98109

711 9TH AVE NORTH
SEATTLE, WA 98109

LEGAL DESCRIPTION: Lake Union Shore Lands Addition Lot 1 Lying East of Alley and Lake Union Shore Lands Addition Lots 2 though 4 & 18.28 Feet of Lot 5 All Lying East of Alley TGW Portion Vacated Street Adjustment.

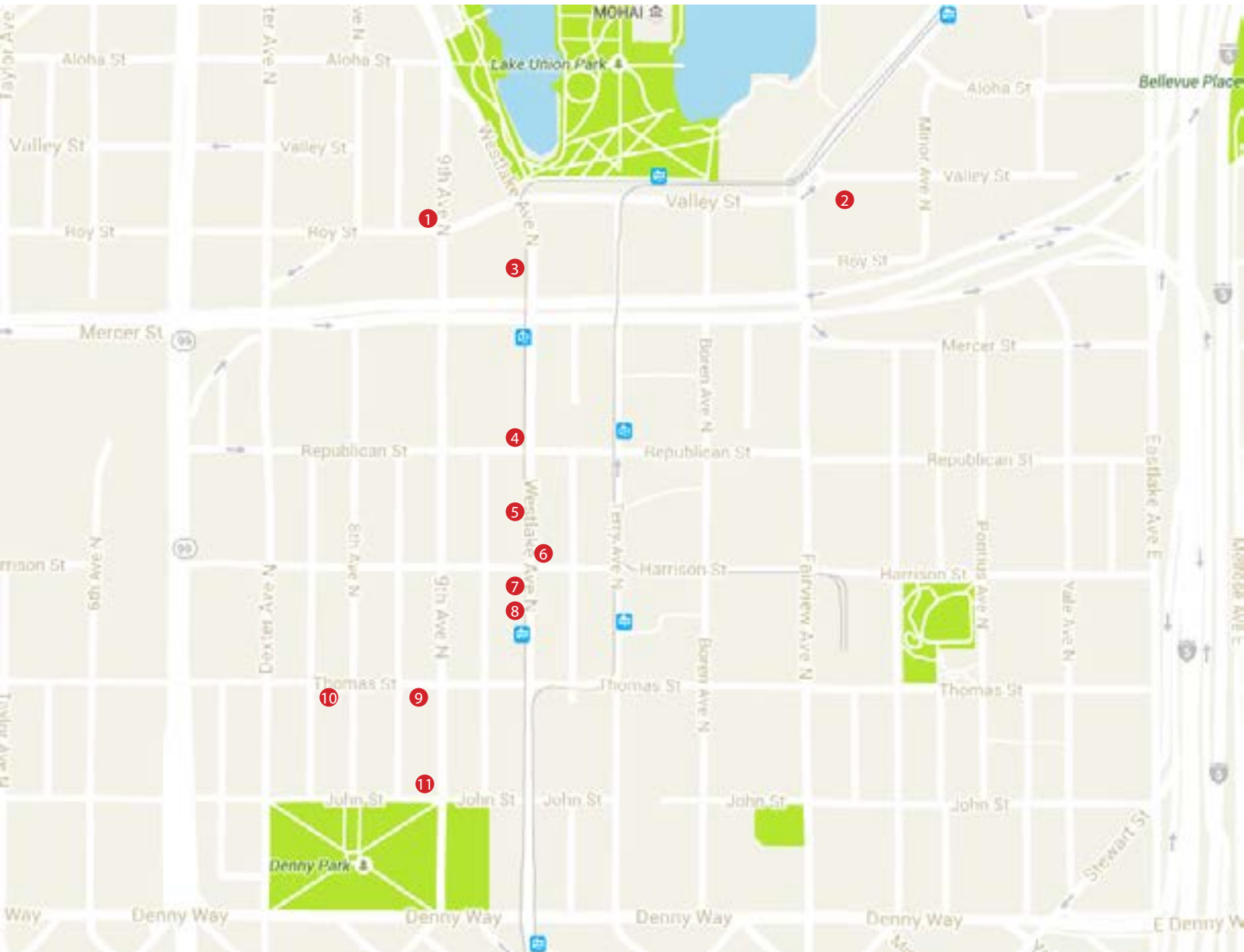
PARCEL NUMBER: 4088803435
4088803440

LOT SIZE: 6660 SF
23,195 SF

BUILDING AREA: 251.28' X 116.5' = 29,307 SF

LOT COVERAGE: 100%

MAP OF SOUTH LAKE UNION NEIGHBORHOOD'S AUTOMOTIVE SHOWROOMS FROM THE 1920'S - 1950's



1. 701 9TH AVE N. - MACK INTERNATIONAL MOTOR TRUCK COMPANY
2. 700 FAIRVIEW AVE N. - FORD MOTOR COMPANY ASSEMBLY PLANT
3. 601 WESTLAKE AVE N. - WILLIAM O. MCKAY FORD-LINCOLN AUTOMOBILE AND FORDSON TRACTOR DEALERSHIP (601-615 WESTLAKE AVE N.)
4. 503 WESTLAKE AVE N. - EBERHARTER GARAGE
5. 415 WESTLAKE AVE N.
6. 400 WESTLAKE AVE N. - FIRESTONE COMPLETE AUTO CARE
7. 333 WESTLAKE AVE N. - DURANT-STAR CO./DUNN MOTORS SHOWROOM
8. 325 WESTLAKE AVE N. - NASH MOTORS CO. SHOWROOM
9. 227 9TH AVE N.
10. 777 THOMAS STREET
11. 201 WESTLAKE AVE N. - ELDRIGE BUICK CO. SHOWROOM



1. 701 9TH AVE N. - MACK INTERNATIONAL MOTOR TRUCK COMPANY

- 1922
- SOUTH LAKE UNION



2. 700 FAIRVIEW AVE N. - FORD ASSEMBLY PLANT

- 1913
- SOUTH LAKE UNION
- Ford Assembly Plant
- Five-story, reinforced-concrete building



3. 601 WESTLAKE AVE N. - WILLIAM O. MCKAY FORD-LINCOLN AUTOMOBILE AND FORDSON TRACTOR DEALERSHIP

- 1922
- SOUTH LAKE UNION
- Vulcan Real Estate preserved and stored 2,760 individual pieces of terra cotta to integrate into the new building's facade.
- 966 individual pieces of terra cotta to incorporate into the new structure's facade.





4. 503 WESTLAKE AVE N. - EBERHARTER GARAGE

- 1919
- SOUTH LAKE UNION
- Originally constructed as an automobile garage, the it was used to house light industrial uses until 1970, at which time it became an antique furniture store.



5. 415 WESTLAKE AVE N.

- 1947
- SOUTH LAKE UNION
- Orignially housed Unique Merchandise Wholesalers
- 1957, Volkswagen Washington, Inc. established an automobile dealership in the building
- Metro Motors, Inc (the dealership) remined in the building until 1963



6. 400 WESTLAKE AVE N. - FIRESTONE COMPLETE AUTO CARE

- 1929
- SOUTH LAKE UNION
- Art Deco style building that is associated with the 1920s era auto-row development in South Lake Union.
- Designed by the Austin Company and built for Firestone Tire & Rubber Co.
- Remodeled in 1937 and 1943 based on documents prepared by Seattle architect Victor W. Voorhees.



7. 333 WESTLAKE AVE N. - DURANT-STAR CO./DUNN MOTORS SHOWROOM

- 1928
- SOUTH LAKE UNION
- The subject building is directly associated with 1920s era auto-row developmental history of Westlake Avenue. It was originally constructed as the factory branch offices of Westlake Durant-Star Co. the showroom for Dunn Motors, Inc. a dealership of Durant-Star automobiles. pared by Seattle architect Victor W. Voorhees.



8. 325 WESTLAKE AVE N. - NASH MOTORS CO. SHOWROOM

- 1927
- SOUTH LAKE UNION
- common name "Made Art"
- Built for Green Nash Corporation as a used car showroom
- Building designed by Victor Voorhees
- Nash Motors Co. relocated, and Durant Motos used the building (they owned the building next door)



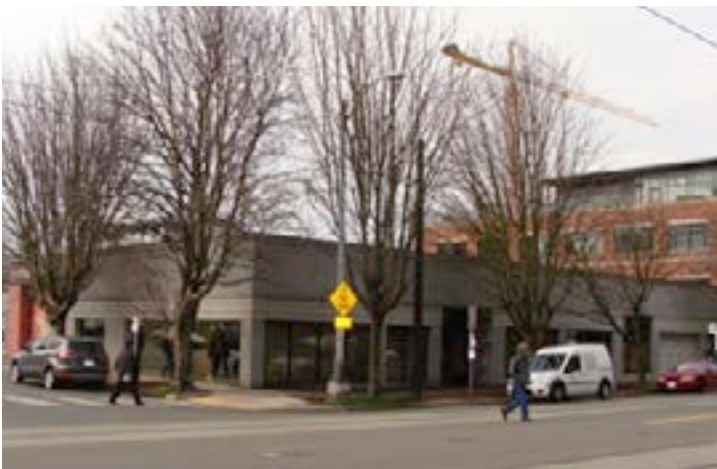
9. 227 9TH AVE N.

- 1931
- SOUTH LAKE UNION
- common name: Builder's Hardware Supply Co.
- Art Deco



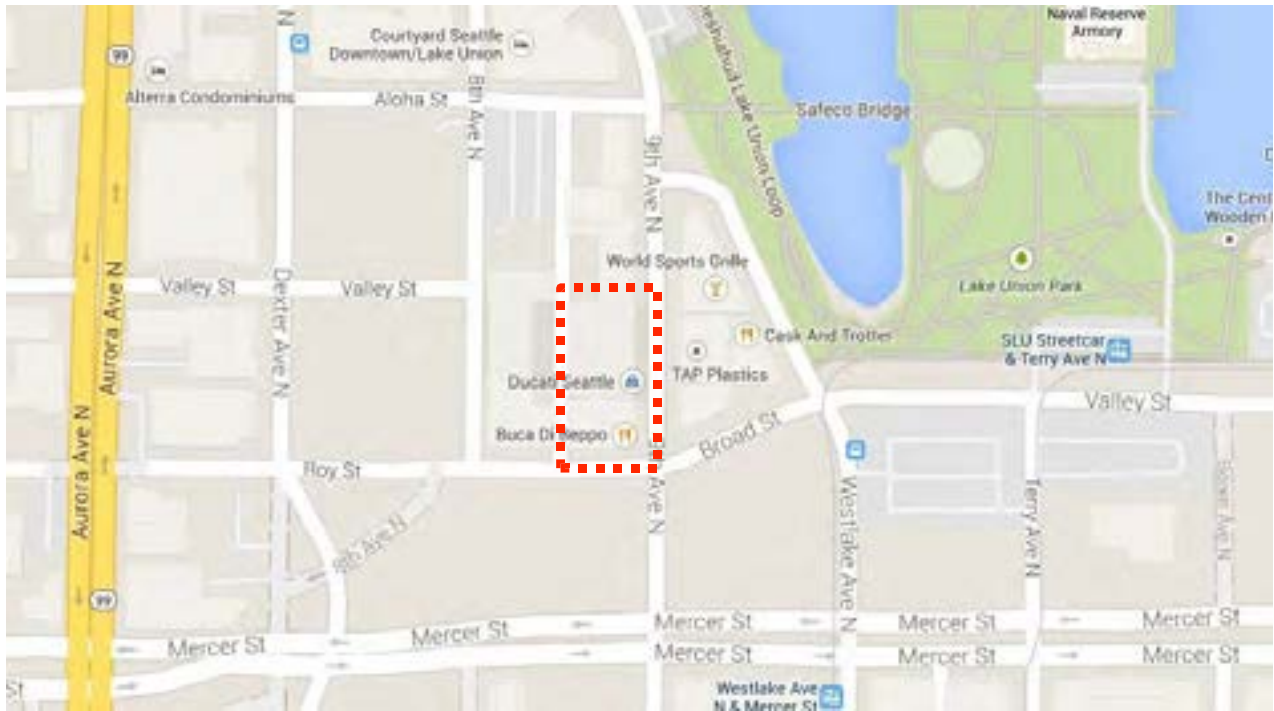
10. 777 THOMAS STREET

- 1931
- SOUTH LAKE UNION
- Used as an automobile repair garage, designed in a simple Art Deco style (Zig-Zag).
- In the past, the building had been used primarily as a warehouse/office for Johns-Manville building products; then as a plastics injection molding factory for the Korry Manufacturing Company; then as an automobile service garage.
- Today the building is used as a service and repair shop for luxury European automobiles.



11. 201 WESTLAKE AVE N. - ELDRIGE BUICK CO. SHOWROOM

- 1923
- SOUTH LAKE UNION
- common name, "Former Morning Star Academy"
- Originally housed several auto repair and tire shops (Polk 1925) including: F.A. Cotter, Young & Miller auto accessories and supplies; Triangle Tire Co., Eldridge Buick Co. (Polk 1930), Westlake Auto Wrecking (Polk 1935) and Dulmage Motor Sales, Inc. (Polk 1937).
- Also associated with subsequent era of construction-related wholesale businesses and warehouses that were concentrated in the South Lake Union area.
- The property has been extensively altered and no longer exhibits any historic building fabric or features.



Subject parcel at red box. North is up. (Google Maps, 2015)



Subject parcel at red box. North is up. (Google Maps, 2015)



1937 tax assessor photograph showing east and north elevations. North elevation is only partly visible now because an adjacent building was constructed after this photo.



1956 photograph of the south elevation. (Seattle Municipal Archives photo 53811)



1962 photograph showing a partial south elevation. (Seattle Municipal Archives photo 71220)



South-east building corner, July 2015



Intersection of 9th Avenue North and Roy Street, looking north-east, July 2015



East across Roy Street, July 2015



Puget Sound Power and Light building across alley to the west, July 2015



The Paul Allen Institute for Brain Science, under construction across 9th Avenue and Roy Street to the south-east, July 2015



South Elevation, July 2015



Partial North Elevation - Corner at Roy to Ducati window wall, July 2015



Partial North Elevation - Ducati window wall to alley, July 2015



North-west corner at the alley, July 2015



South-west corner at the alley, July 2015



Alley, July 2015



Alley facade detail, July 2015



Alley, July 2015



Facade Detail, July 2015



Facade Detail, July 2015



Restaurant Entrance, July 2015



Restaurant Interior, July 2015



Restaurant Interior, July 2015



Restaurant Interior, July 2015



Restaurant Interior, July 2015



Ducati Seattle Interior, July 2015



Ducati Seattle Interior, July 2015



Ducati Seattle Interior, July 2015



Ducati Seattle Interior, July 2015



Garage Interior, July 2015



Garage Interior, July 2015



Garage Interior, July 2015

"Mack in New Home," The Seattle Times, April 20, 1922.

MACK IN NEW HOME

HAS FACILITIES FOR BEST OF SERVICE.

Largest Exclusive Motor Truck Distributing Organization in United States.

Motor truck owners and others who have inspected the new home of Mack trucks in Seattle, located at Ninth Avenue North and Roy Street near Westlake, have commented particularly upon the arrangement and service facilities. There are six entrances direct from the street to the service department. Each of these are wide

FRANKLIN SETS UP NEW RECORD

SYRACUSE, N. Y., Saturday, April 29.—Shipments from the factory of the Franklin Automobile Company during the first twenty days of April were not only greater than those for last year, but also set up a mark that has not been reached before during the same period in the history of the Franklin car, running back twenty years. Even the 1920 record for the period was shattered,—and 1920 was the peak year for both the company and the industry.

enough to accommodate two trucks side by side. The plan does away with the customary single door ar-

angement which permits of accommodating only one vehicle.

The customers drive alongside the building and make known their needs to the service superintendent. If something more serious than a minor adjustment requires attention, he is assigned an entrance and drives in. The repair crew takes him in charge at once and makes the repair immediately. If the job does not require immediate attention or is of a more serious nature, the customer leaves his truck, which is stationed in a "time" stall. The equipment of this department contains the most modern appliances and every facility has been provided for prompt work.

The new Mack Building, which is of brick and concrete, is 118 feet by 250 feet and has a floor space of 29,000 square feet. The floor of the structure is divided to provide sales rooms for the new and used truck departments. The general offices are in the rear of the salesrooms. The convenience of customers has been kept in mind in the arrangement of offices just as in the service department. It is the intention to maintain at all times interesting displays of Mack trucks. The chassis with working parts exposed and electrically operated will be one of the features. The parts boards and tables on which are shown many component parts also will prove attractive.

Mack trucks have been marketed in Seattle for ten years and are one of the oldest and best known types of highway transportation. There are about 650 Mack trucks in use in the territory supplied by the Seattle house, which includes the state of Washington, British Columbia and Alaska. The organization engaged in distributing the Mack is one of the strongest and most influential in the state. It includes such prominent firms as the American Automobile Company of Tacoma, Blackwell Motor Company, Spokane, Rovig Lumber Company, Yakima; Hess Motor Company, Bellingham; Wenatchee Produce Company, Wenatchee, and the Canadian Fairbanks-Morse Company in Vancouver. These distributors have a number of sub-dealers under them and provide ample sales and service facilities easily accessible to all present and prospective owners.

"We desire it to be understood thoroughly by all customers that the New Mack home is a tribute to their investment," stated C. C. Eichelberger, the Seattle manager of the Mack-International Motor Truck Corporation. "The new building represents our company's confidence in this part of the country. We are going ahead along the lines of progress because we believe in the great Northwest. Territorially ours is the largest exclusive motor truck distributing organization in the United States. We are a part of every community and its interests always are our interests.

Big Replacement Stock.

"As indicative of the importance of this company to Seattle and the tributary territory we take pride in pointing to the fact that the total assets of our organization centered in Seattle are approximately \$350,000. Our parts stock alone will inventory more than \$100,000. This always is available to Mack owners. Our distributors and dealers likewise maintain parts stations so that no matter where a Mack truck may be, it cannot be more than a few hours distant from replacement facilities.

"Mack trucks are manufactured in their entirety by a single organization which maintains three huge factories. The financial statement issued by the manufacturers covering their operations for the year 1921 showed they were one of the very few producers in the whole country to make a net profit on their operations. Although this profit was much smaller than for any previous year, the showing was regarded as wonderful as compared to others, thus indicating the financial stamina.

"Although Mack truck chassis originate in the East all bodies are



The Stromberg Gas Filter

ALL This buret the re The Filter move It cost of ha clean

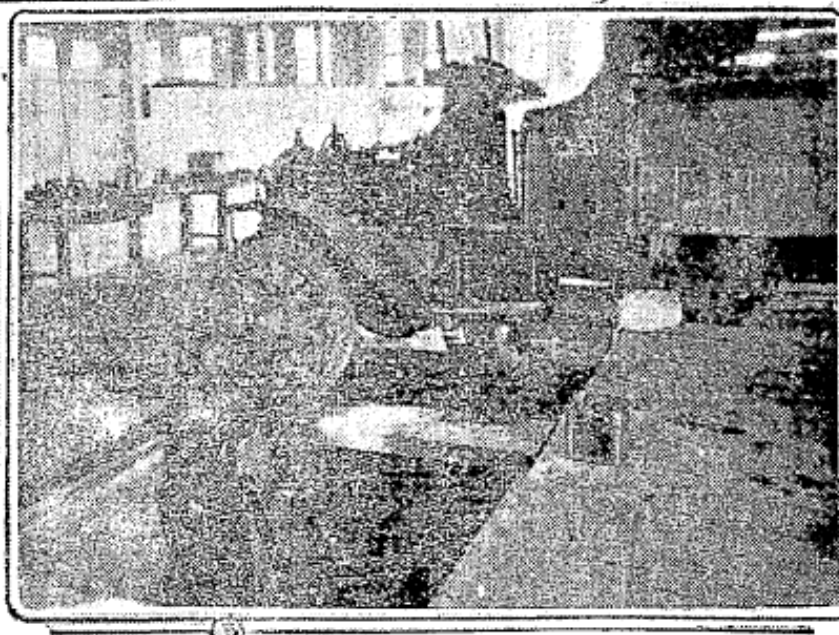
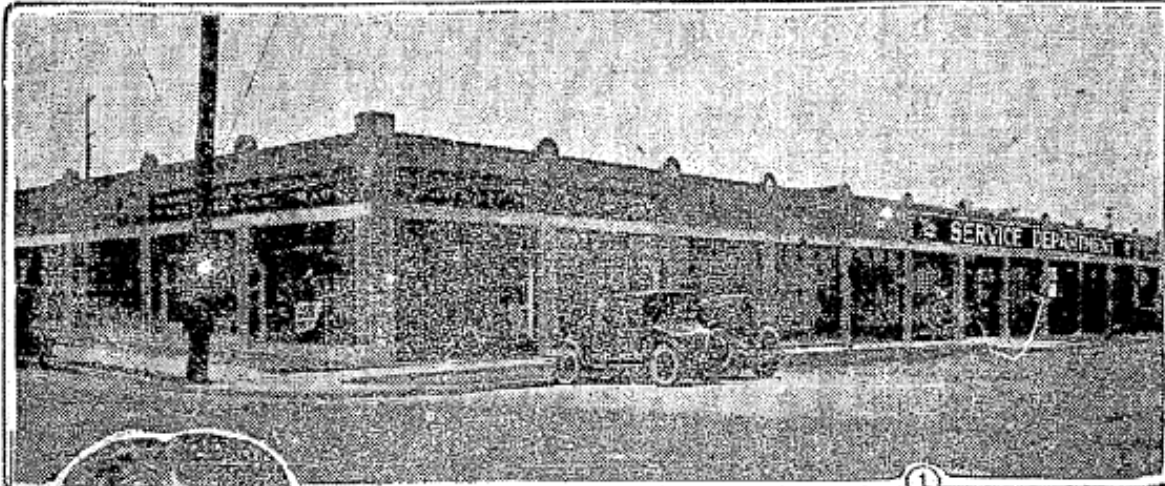
"Although Mack truck chassis originate in the East; all bodies are supplied and sundries are purchased in Seattle. Those with whom we do business say our accounts are among the largest in the state. At this time we have about thirty employees and our payroll is approximately \$100,000. It is because we feel we must do as much by Seattle as Seattle does by us that we have gone ahead and put up a new building at a time which is said by many to be a doubtful move. Our company, however, has no doubts and we feel that by assuming these additional obligations we are doing our part to encourage industrial enterprise.

"We expect to grow and prosper as Seattle progresses and our arrangements are such that in the future if our new accommodations should prove to be too limited to meet the requirements we can increase them as much as may be necessary."



"Mack in New Home," The Seattle Times, April 20, 1922.

NEW MACK BUILDING MODEL OF KIND IN SEATTLE



Big Plant Represents Latest Ideas in Service.

The big new plant at Ninth Avenue and Roy Street into which the Mack-International Motor Truck Corporation has just moved. The new building is said to be a model truck sales and service establishment and represents the latest ideas in service and equipment. 1—A view of the building. 2—Mr. C. C. Elchelberger, manager. 3—Part of the long pit in the shop that enables workmen to get at the underside of trucks and work erect instead of lying on their backs.



SEATTLE DEPARTMENT OF NEIGHBORHOODS

Strengthening Seattle by actively engaging all communities
Bernie Agor Matsuno, Director

Seattle Historical Sites

[New Search](#)

Summary for this site is under review and the displayed data may not be fully up to date. If you need additional info, please call (206)684-0464

Historic Name: Mack International Motor Truck Company

Common Name: Buca di Beppo/Ducati Seattle

Style: [Vernacular](#)

Neighborhood: [South Lake Union](#)

Built By:

Year Built: [1922](#)

Significance

This building was constructed in 1922 for the Mack International Motor Truck Corporation and is directly associated with an important era of development in the South Lake Union area related to automobile manufacturing and auto-oriented businesses. Later auto-related uses in the building include Jules' Auto Glass (Seattle Times Archives, 1962) and Frank Kenney's Sports Import Classics (Seattle Times Archives, 1979).

During the immediate post World War I era, industrial land use patterns began to change as the South Lake Union area attracted commercial business, particularly automobile showrooms and auto-related products or maintenance. While most of Seattle's earliest auto showrooms and auto-related businesses had been located in the Pike-Pine corridor, the presence of the Ford Motor Assembly Plant and Showroom (1913), the central location of the district and still undeveloped land in the neighborhood appears to have caused a shift. By the mid-1920s, a string of automobile related businesses, several housed in architect-designed and elaborately decorated terracotta buildings, had been erected along Westlake Avenue. Chief among these was William O. McKay Ford Sales and Service Building completed in 1925. Adjoining this building was the Ford Auto Sales and Garage Building. Other distinctive buildings that are known to have been associated with this theme and located along Westlake Avenue N. are the Durant Motor Co. Building (1928), the Firestone Tire Building (1929), a building constructed for O. M. Gaudy Company Auto Dealer (1925) and a former Buick auto showroom (1925). Manufacturing facilities of Kenworth Motor Truck Co., were also located in the district at 1275 Mercer St. Elsewhere in the district were numerous other garages and auto-related businesses established during this era that have yet to be fully documented. Of note also are several distinctive small warehouses and combination showroom/warehouse facilities that were designed by recognized architects and constructed in the neighborhood during this era. Often utilitarian in character, they are a representative property type that is characteristic of the changing land use patterns in South Lake Union during this era.

This building has retained strong integrity in the northern portion, displaying original folding wood garage doors in three bays on the east facade and painted wall signage from its use as a Mack Truck showroom and repair shop on the rear (west) facade. This portion of the building now houses parking and a Ducati Motorcycle showroom and a parking garage. The southern portion, at the corner of 9th Avenue North and Roy Street, has been altered considerably, likely for its new use as a restaurant. Original plate glass windows in each bay have been changed out to smaller-scale windows with modern sash and stucco-clad infill walls. These changes to the southern portion of the building have diminished the building's overall integrity.

Bibliographical References:

Washington State Dept. of Archaeology and Historic Preservation Historic Property Inventory Report, 2007.

King County Property Record Card(1937-1972), Washington State Archives

Sanborn Fire Insurance Maps, Seattle, WA, Volume 4 1917-June 1950, sheet 439.

Seattle Times Historical Archive, April 13, 1962, p. 64.

Seattle Times Historical Archive, June 8, 1979, p. 64.

Appearance

This one story commercial building sits on a corner lot. It features a rectangular plan, brick cladding with stucco infill walls between several of the bays, and a poured concrete foundation. The corner entry is recessed and angled with wood frame plate glass windows with transoms and a glazed wood frame pedestrian entry door. This recessed area is supported by a square brick pillar with a large, animated neon sign projecting above it at the corner of the building. The concrete building base on the south facade fronting Roy Street steps up the gentle incline at each bay, starting at the corner and heading west. Each bay on this long facade features a single or pair of new metal frame windows shaded by a fabric awning. Stucco clad infill walls surround the new windows in each bay. This treatment is repeated in the first bay to the east of the corner entry on the east elevation. The second bay on the east elevation has a solid stucco infill wall with no openings, and the third bay has two pedestrian service doors and stucco infill. These bays are associated with the restaurant use. Moving to the north along the east facade are 2 bays featuring aluminum frame storefronts related to the Ducati dealership. The remaining, northernmost bays are related to a parking use; two of them are completely open, and three retain their original wood folding garage doors with either 4 or 8 lights above and panels below. The bays are separated by brick pillars with concrete bases. The alley facade to the west features an historic painted wall sign for the Mack Truck Corporation. Five original arched openings have been filled with brick along this facade.

Detail for this site is under review and the displayed data may not be fully up to date. If you need additional info, please call (206)684-0464

Status:

Classification: Building
Cladding(s): Brick, Stucco
Roof Type(s): Flat with Parapet
Building Type: Commercial/Trade - Business
Structural System: Mixed
Unit Theme(s): Architecture/Landscape Architecture

District Status:
Foundation(s): Concrete - Poured
Roof Material(s): Unknown
Plan: Rectangular
No. of Stories: one

Integrity

Changes to Plan: Intact
Changes to Windows: Extensive
Changes to Original Cladding: Moderate
Storefront: Extensive

Major Bibliographic References

Photo collection for this site is under review and the displayed data may not be fully up to date. If you need additional info, please call (206)684-0464



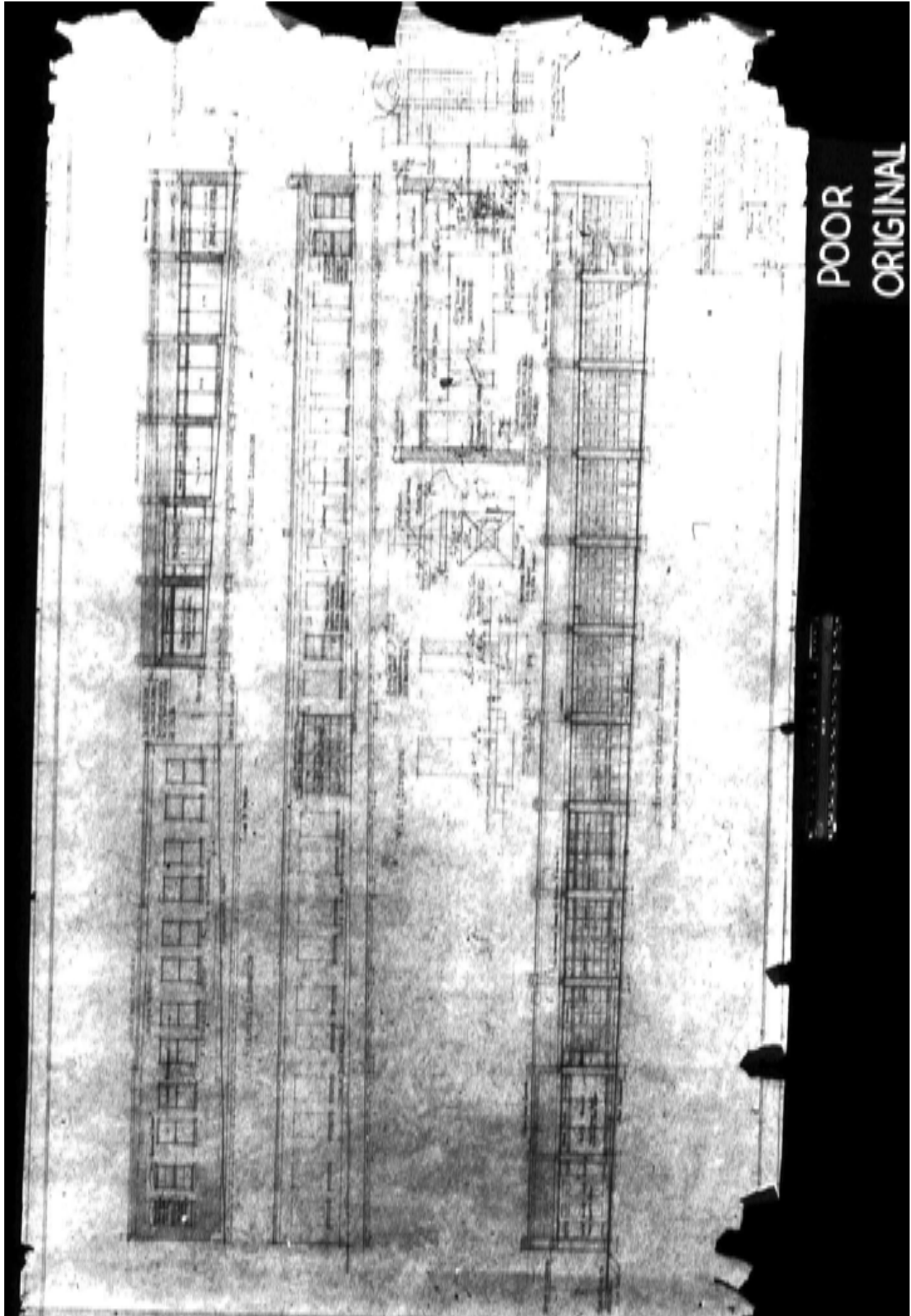
Photo taken May 01, 2014

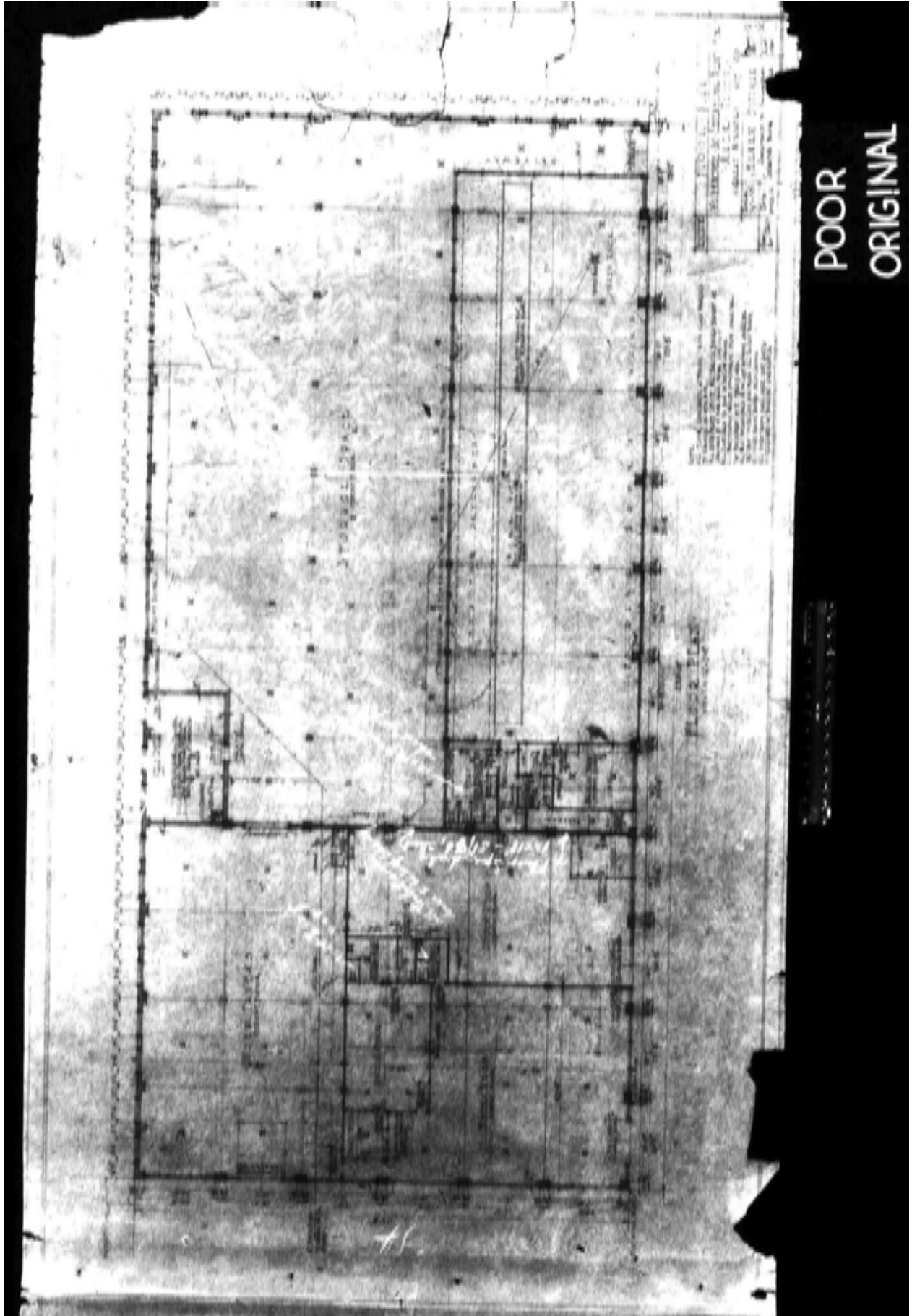


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