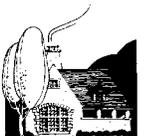


# Bucca di Beppo/Ducati

Supplemental Report  
701 Ninth Avenue North, Seattle, WA  
November 2015

Prepared by:  
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# Bucca di Beppo/Ducati building Supplemental Report to the Landmark Nomination Report

NOVEMBER 2015

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## 1. INTRODUCTION

This report augments information provided in a Landmark Nomination Application prepared by Weinstein A+U for the Bucca di Beppo/Ducati Building, originally known as the Warehouse and Assembly Plant for Mack Trucks, located at 701 Ninth Avenue North, in Seattle's South Lake Union neighborhood. This report provides supplemental information not included in the nomination. The Johnson Partnership prepared this report at the request of Talon Private Capitol LLC.

### 1.1 BACKGROUND

The City of Seattle's Department of Planning and Development (DPD), through a 1995 agreement with the Department of Neighborhoods, requires a review of "potentially eligible landmarks" for commercial projects over 4,000 square feet in area. As any proposed redevelopment of the subject building described within this report will require a permit from DPD, the property owner is providing the following report to the staff of the Seattle Landmarks Preservation Board (LPB) to resolve the property's status.

### 1.2 METHODOLOGY

Research and development of this report were completed in November 2015, by Larry E. Johnson, AIA, principal, and Ellen F. C. Mirro of The Johnson Partnership, 1212 N.E. 65<sup>th</sup> Street, Seattle, WA. Research was undertaken at the University of Washington Special Collections Library, the Seattle Public Library, the Museum of History and Industry, the Seattle Times Digital Archives, Seattle's Department of Planning and Development, and Internet sites.

## 2. PROPERTY DATA

**Historic/Common Building Names:** Warehouse and Assembly Plant for Mack Trucks / Bucca di Beppo/Ducati Building

**Address:** 701 Ninth Avenue North, Seattle, WA

**Location:** South Lake Union neighborhood

**Assessor's File Number:** 408880-3435, 408880-3440

**Legal Description:** Lake Union Shore Lands Addition Lot 1, lying east of Alley and Lake Union Shore Lands Addition Lots 2-4 and 18.25 feet of Lot 5, all lying east of alley together with portion of vacated street adjustment. Recorded in Volume 902, page 311.

**Date of Construction:** 1922

**Original Use/Present Use:** Truck sales, repair, and offices/Restaurant and motorcycle sales and parking garage

**Original Owner & Contractor:** Great Northern Construction Co.

**Present Owner:** WT 701 Holdings, LLC

**Original Designers:** Henry Bittman

**Other Designers:** Earl L. Roberts

### 3. Architectural Description

#### 3.1 Documented Building Alterations

The subject building was constructed in 1922 with Henry Bittman as architect, and underwent a major remodel in 1947 with Earl L. Roberts as architect. The 1947 remodel consisted of new concrete slabs at the floor level, and a major reconfiguration of interior space, locating an office in the southeastern corner of the building, opening up the display space to the truck storage area, and enlarging the machine shop. In addition to the alterations described in the September 2015 report, other recorded permits are as follows:

**Recorded Building Permits and documented alterations:**

<b>Date</b>	<b>Designer</b>	<b>Description</b>	<b>Permit #</b>
1922	H. Bittman	Build	NA
1934	NA	Alteration per plan	NA
1947	E. Roberts	Alterations to Mack Truck Building	209083
1954	NA	Alter building exterior	427085
1958	NA	Install craneway	468237
1966	Peterson & Adam	Remodel building for Truck Welding and Equipment Co.	519495
1967	NA	Alter portion of building	52278x
1979	NA	Alter building exterior, occupy as car display, car storage and repair garage	580881
1996	Kramer & Sons	Alter and change use to restaurant	9601001& 9602673
1998	M. H. Murphy	Change use from auto sales to restaurant and occupy per plan	9804397
1999	S. Kaplan	Construct mezzanine, change use from restaurant to auto sales and occupy per plan	9901644

## 4. Significance

### 4.1 HISTORICAL CONTEXT

#### 4.1.1 Historical Neighborhood Context

The subject building is located in Seattle's South Lake Union neighborhood, here defined for this report by Fairview Avenue N to the east, Denny Way to the south, Lake Union to the north, and Aurora Avenue (SR 99) to the west. The neighborhood is often associated with the Cascade neighborhood to the east and the northern portion of Denny Triangle neighborhood to the south, with the general collective area often grouped as South Lake Union. This more general area's historical context is described below. *See figure 1.*

The area once lay in a marsh, or under water, at the southern end of Lake Union. The lake was called *meman hartshu* by the Duwamish tribe, who had a traditional summer camp on a meadow on Denny Hill near the present Seattle Center.<sup>1</sup> The residence of Tsetseguis and his family occupied the area during the time that Denny's sawmill was operating, and was called "trail to the beach" or more literally "the foot at the end of the beach" by the native people.<sup>2</sup>

The first industrial use of the area was a narrow-gauge railroad built by the Seattle Coal and Transportation Company in 1872. The rail was supported on trestles that extended from the southern end of Lake Union to the Elliott Bay waterfront along what is now Westlake Avenue.<sup>3</sup> From mines in Newcastle, coal was barged across Lake Washington, transported over the Montlake isthmus, and loaded on barges for transport to the loading dock on South Lake Union that is now the site of the Center for Wooden Boats. This railway line was abandoned in 1877 when a new railway south of town was built.<sup>4</sup> David Denny built his Western Mill sawmill at the southwestern corner of the lake in 1882.<sup>5</sup> The mill would later become Western Mill Company and eventually the Brace Hergert Mill. *See figure 2.*

From the 1890s through the early 1900s, the general area was predominantly residential, mainly composed of immigrant worker housing. The Cascade School (1894, John Parkinson, destroyed 1955) was built in 1894 at the intersection of Pontius Street and Harrison Avenue, with several churches of various ethnic groups scattered through the greater neighborhood.<sup>6</sup> The largest commercial enterprise in the immediate area was the North Pacific Brewery (1889, later Hemrich Brothers Brewing Company), located between Lincoln (now Pontius) and Ward (now Yale) Streets, and Mercer and Republican Avenues.<sup>7</sup> *See figure 3.*

The development of streetcar lines by competitive companies spurred residential and commercial neighborhood growth in the late 1880s and 1890s. Seattle businessman L. H. Griffith purchased the former Seattle Coal and Transportation right-of-way for his Seattle Electric Railway and Power Company, and in 1889 built a street railway extending along the western side of Lake Union over a bridge at the northern end of the lake to the town of Fremont.<sup>8</sup> In 1893, expecting to serve the new state university and the commercial area supporting it, David Denny ran the northern extension of his Rainier Power and Railway Company streetcar line along Howell Street, up Pontius and Howard (now Yale) avenues, along the eastern side of Lake Union along what is now Eastlake. From there the line ran

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<sup>1</sup> Louis Fiset, "Seattle Neighborhoods: Cascade and South Lake Union—Thumbnail History," p. 1. HistoryLink.org, posted April 9, 2003, [http://www.historylink.org/essays/output.cfm?file\\_id=3178](http://www.historylink.org/essays/output.cfm?file_id=3178), accessed January 20, 2006.

<sup>2</sup> Coll Thrush, *Native Seattle: Histories from the Crossing Over Place*. William Cronan, ed. (Seattle, WA: University of Washington Press, 2007), p. 225.

<sup>3</sup> Fiset, 2003, p. 1.

<sup>4</sup> *Ibid.*

<sup>5</sup> Walt Crowley, "South Lake Union: The Evolution of a Dream," HistoryLink.org essay 4250, posted June 8, 2003, p. 1. [http://www.historylink.org/essays/output.cfm?file\\_id=4250](http://www.historylink.org/essays/output.cfm?file_id=4250) (accessed Jan. 20, 2006).

<sup>6</sup> Fiset, 2003, p. 2.

<sup>7</sup> Sanborn Map Co., *Insurance Map of Seattle, Washington* (New York: Sanborn Perris Map Co. Limited, 1893), Volume 2, pp. 68 and 75.

<sup>8</sup> Leslie Blanchard, *The Street Railway Era in Seattle: A Chronicle of Six Decades* (Forty Fort, PA: Harold E. Cox, 1968), pp. 10-11.

over a trestle he built at Latona, and through the settlement of Brooklyn northward to William and Louise Beck's private Ravenna Park.<sup>9</sup>

As the neighborhood grew, the Cascade School was expanded in 1898 with northern and southern wings (Saunders & Lawton), and the brewery became the Hemrich Brothers Brewing Company with a major brew house expansion (1903-04, Theobald Buchinger, destroyed). Residential development in the area remained the predominant use, although housing grew denser as blocks were developed.<sup>10</sup> Westlake was paved for wagon and auto traffic in 1906, and extended northward from Pike Street to Lake Union.<sup>11</sup> The Westlake Avenue and Pike Street intersection was the location of the first interurban depot, running between Seattle and Everett. The Seattle Electric Company, owned by the Stone and Webster cartel, bought the line in 1909, and made various improvements to this and their consolidated system of electric street railways.<sup>12</sup> The Ford Motor Company constructed a five-story assembly plant (1913, John Graham Sr., City of Seattle Landmark), at the south end of Lake Washington in 1913. The immediate site area was located in the water between the shore and the railway trestle along the western shore of Lake Union. By 1916, the area was used as a garbage dump.<sup>13</sup>

Several churches were built in the neighborhood, catering to the various nationalities of its mainly immigrant population, including Scandinavians, Greeks, and Russians. A Norwegian Methodist Episcopal church was built on the northeastern corner of the intersection of John Street and Howard (now Yale) Avenue prior to 1893.<sup>14</sup> In 1912, Immanuel Lutheran Church (Watson Vernon) was built on the northwestern corner of Thomas Street and Pontius Avenue, and in 1921, St. Demetrios Church (destroyed), serving the Russian and Greek communities, was completed on the corner of Yale Avenue N and N Thomas Street.<sup>15</sup> The Russian Orthodox contingent eventually broke off and built St. Spiridon Orthodox Cathedral (City of Seattle Landmark, 1976) at the southeastern corner of Harrison Street and Yale Avenue between 1938 and 1941.<sup>16</sup> The Bethany Lutheran Free Church (destroyed, ca. 1980) was built at the southeastern corner of John Street and Fairview Avenue in the early 1920s.

A number of apartment buildings were constructed throughout the neighborhood between 1900 and the 1920s, including the Jensen Block (1906, City of Seattle Landmark), the Grandview Apartments (1907, Henderson Ryan), the Hollister Apartments (ca. 1910), Carolina Court (1915, John A. Creutzer), all on the western side of Eastlake; the Brewster (1916, Warren H. Milner) at the southeastern corner of Minor Avenue and John Street; and the Carlton (1926, Emil Guenther with Charles Saunders) at the northwestern corner of Mercer Street and Pontius Avenue, among others.

By the early 1920s, the Great Northern Railway built railroad tracks along Terry Avenue, serving the growing industrial warehouse district north of the Central Business District. The tracks also looped around Lake Union, serving the water-dependent industries along the shoreline made possible by the construction of the Hiram M. Chittenden Locks and the Lake Washington Ship Canal constructed between 1911 and 1917. The small freight depot located on Terry Avenue North between Harrison and Thomas Streets was a far cry from the massive central station called for at South Lake Union in Virgil G. Bogue's "Plan of Seattle," prepared in 1911 for the Municipal Plans Commission.<sup>17</sup> **See figures 4-7.**

In 1928, work commenced on the second and final Denny regrade, which focused on a trapezoidal area bounded by Virginia Street to the south, Fifth Avenue to the east, Thomas Street to the north, and Westlake Avenue to the west, resulting in the lowering of the grade throughout that area, as well as

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<sup>9</sup> Blanchard, p. 38.

<sup>10</sup> Sanborn Map Co., *Insurance Map of Seattle, Washington* (New York: Sanborn Perris Map Co. Limited, 1904-05), volume 3, pp. 259, 260, 282, 283.

<sup>11</sup> Fiset, 2003, p. 1.

<sup>12</sup> Blanchard, 1968, p. 48.

<sup>13</sup> Robert Weaver, email communication with Ellen Mirro, November 12, 2015.

<sup>14</sup> Sanborn Map Co., 1904-05.

<sup>15</sup> David Wilma, "St. Spiridon Orthodox Church in Seattle holds first service on September 18, 1895," HistoryLink.org essay 3608, posted October 12, 2001, [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=3608](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=3608), (accessed September 30, 2010).

<sup>16</sup> Ibid.

<sup>17</sup> Virgil G. Bogue, "Plan of Seattle," Report of the Municipal Plans Commission (Seattle, WA: Lowman & Hanford Co, 1911), pp. 78-83, 128-129.

Denny Park, which had for years loomed over the surrounding commercial district.<sup>18</sup> *See figure 8.*

After the 1920s, the South Lake Union area slowly evolved into a mixed residential and commercial district. Several commercial laundries were located in the greater neighborhood, including the Metropolitan Laundry Building (1917, later called the New Richmond Laundry, City of Seattle Landmark), built in 1917 at Pontius Avenue N and Thomas Street; the Supply Laundry (City of Seattle Landmark), initially completed between 1908 and 1912, at Yale Avenue North and Republican Street; and the Troy Laundry Building (V. W. Voorhees, with additions by Henry Bittman, City of Seattle Landmark), built in 1927 at the northwestern intersection of Fairview Avenue and Republican Street.<sup>19</sup> *See figures 9-10.*

In the mid- to late 1920s, Puget Sound Traction, Light & Power Company was converting their interurban lines to bus service and created a bus garage and repair facility for their North Coast Lines on the former site of the former Pontius mansion at Pontius Avenue N and Denny Way.<sup>20</sup>

Between the mid-1920s and the beginning of World War II, several other major commercial business operations were located in the neighborhood. In 1930 the Seattle Times relocated to a new site at the northeastern corner of the intersection of John Street and Fairview Avenue N, into an Art Moderne building (1930, Robert Reamer, City of Seattle Landmark).<sup>21</sup> George Horluck built a large brewery at Westlake and Mercer in 1933, responding to the end of prohibition.

The Aurora Speedway was constructed in the early 1930s, east of Dexter Avenue, with the George Washington Memorial Bridge crossing high above the Lake Washington Ship Canal near Lake Union's northern end.

Between 1941 and 1942, the United States Navy built the Naval Reserve Armory (1942, William R. Grant w/ B. Marcus Priteca, City of Seattle Landmark) as an advanced training facility on the site of the Brace Hergert Mill, using funds provided by the Works Progress Administration.

Fairview Avenue N continued to be the primary commercial street of the neighborhood. The Washington State Game Department built their new International-style headquarters (James C. Gardiner and Associates) on Fairview Avenue N near Mercer Street in 1948.

In many ways the neighborhood lost its center in 1949, when a major earthquake severely damaged the Cascade School. The school district closed the school and demolished the building in 1955, replacing it with the district warehouse, while retaining the old playground between Pontius and Minor streets as a city park. Further residential development within the neighborhood was officially discouraged in 1957, when the city's new zoning ordinance eliminated new residential uses in the Cascade neighborhood.

By the 1960s, Interstate 5 severed South Lake Union from Capitol Hill. In 1964, PEMCO built the first tower of its Eastlake Avenue office complex, with further construction continuing through 1983. REI built its new flagship store (Mithun Partners) in 1994 on an entire block on the western side of Eastlake Avenue between John and Thomas streets.

The area remained fairly stable until property values increased as result of major land acquisition stimulated in the 1990s by the "Commons" proposal and redevelopment of these properties by major area developers. A new streetcar line running down Westlake Avenue now connects the South Lake Union, Cascade, and Westlake neighborhoods with the Central Business District.

*Note: for additional information, refer to "2003 Cascade Historic Survey, Buildings, Objects & Artifacts, Context Statement," prepared by Karin Link, Thomas Street History Services. The context statement is available online at:*

<http://www.cityofseattle.net/neighborhoods/preservation/ContextCascade04.pdf>

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<sup>18</sup> Myra L. Phelps, *Public Works in Seattle: A Narrative History of the Engineering Department, 1875-1995* (Seattle, WA: Seattle Engineering Department, 1978), pp. 29-31.

<sup>19</sup> Karin Link, "2003 Cascade Historic Survey: Buildings, Objects & Artifacts, Context Statement," pp. 13-14. <http://www.cityofseattle.net/neighborhoods/preservation/ContextCascade04.pdf> (accessed September 30, 2010).

<sup>20</sup> Sanborn Map Co., *Insurance Map of Seattle, Washington* (New York: Sanborn Perris Map Co. Limited, 1917-1950), Volume 4, pp. 469, 470, 484, 485.

<sup>21</sup> Link, p. 18.

#### 4.1.2 Development of Trucking in the Northwest

Commercial transportation touches upon every aspect of our culture and economy. Prior to the late 1890s, the developing Pacific Northwest relied on railroads and water transport for long-distance hauling of materials and people, with shorter-distance hauling accommodated by wagons and carriages pulled by dray animals like horses, mules, and oxen. Trucks of all classes allowed for more efficient transport of goods, as well as extraction of natural resources.

Early development of trucks included experiments with both steam and electric power. Karl Benz is thought to have designed and built the first truck using an internal combustion engine in 1895 in Germany.<sup>22</sup> During the same year, Netphener Company modified some of Benz's trucks to accommodate human riders, creating the first motorbus company. Gottlieb Daimler designed another internal combustion truck in 1896, followed soon by other companies including Peugeot, Renault, and Bussing. The first truck built in the United States was built by the Autocar Company in 1899, and was available with either five or eight horsepower engines.<sup>23</sup>

The popularity of trucks grew tremendously in the early twentieth century, with approximately 700 heavy trucks in built in the United States in 1904, and 30,000 in 1911.<sup>24</sup> Truck manufacturing grew rapidly during World War I, with several thousand units completed to support the war effort. Post-war technological advances included pneumatic tires replacing solid tires, electric starters, power brakes, four-, six-, and eight-cylinder engines, closed cabs, and electric lighting. The first modern semi-trailer rigs appeared in the early 1920s.

In the early twentieth century, two types of trucks were widely adopted in the Pacific Northwest: trucks used in logging operations and short-haul trucks used for local delivery and pickup services.

Prior to the use of trucks, the logging industry relied on water transportation via booms to move logs to mills located along the shoreline. Mules or oxen were used to haul logs to the shoreline ramps where booms were formed. As logging moved inland in the 1890s, steam-powered winches dubbed "steam donkeys" were used to drag logs to specially built rail lines. The introduction of trucks enabled loggers to move logs more efficiently to rail lines, and later eliminated the narrow-gauge rail lines, moving the logs directly to mills. Often trucks used plank roads or fore-and-aft pole roads. Later special logging trucks fitted with cranes or booms eventually replaced steam donkeys.<sup>25</sup>

Short-haul light- to medium trucks were quickly adopted for in-city commercial delivery. Around 1913 James E. Casey and his partner Claude Ryan used light trucks to transform a local Seattle delivery service into a national chain focusing on package delivery for retail stores. For two years the company's largest client was the United States Post Office, with branches located around Seattle, for which they delivered all special delivery mail arriving in Seattle. The company also developed consolidated delivery, with packages addressed to a certain neighborhood combined onto one delivery vehicle. By 1918, three of Seattle's largest department stores had become regular customers. The company made its first expansion into Oakland, California in 1919, changing its name from Merchants Parcel Service, to its present name, United Parcel Service (UPS). In 1922, UPS acquired a company in Los Angeles with an innovative practice known as "common carrier" service, which included automatic daily pickup calls, acceptance of checks made out to shipper in payment of C.O.D.s, additional delivery attempts, automatic return of un-deliverables, and weekly streamlined

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<sup>22</sup> karlbenz.com, "Karl Benz," <http://www.karlbenz.com> (accessed November 23, 2015), p. 1.

<sup>23</sup> Autotruck.com, "America's First Truck," <http://www.autocartruck.com/about#history> (accessed November 23, 2015), p.1.

<sup>24</sup> Rollin W. Hutchinson Jr., "Motor Trucks—The New Freighters," *The World's Work: A History of Our Time*, ed. by Walter Hines Page and Arthur Wilson Page, Volume 23, (Garden City New York: Doubleday Page & Company, 1912) p.268,

<sup>25</sup> University of Washington, Washington State University, C. Larry Mason, Kenneth L. Casavant, Bruce R. Lippke, Diem K. Nguyen, and Eric Jessup, "The Washington Log Trucking Industry: Costs and Safety Analysis: Report to the Washington State Legislature," pp. 1-4, <http://sref.info/resources/publications/the-washington-log-trucking-industry-costs-and-safety-analysis-report-to-the-washington-state-legislature> (accessed November 20, 2015).

billing. By 1927, UPS offered retail delivery service to include all the major cities on the U.S. Pacific coast.<sup>26</sup> **See figure 11.**

Another early freight delivery innovation was the establishment of the Auto Freight Depot, Inc. in 1918. The cooperative business originally comprised seventeen individual lines operating out of Seattle in various directions, allowing a service radius of eighty miles. Freight deliveries were consolidated and trucked to outlying towns via trucks as an alternative to rail, steamboat, or wagon delivery.<sup>27</sup>

The Pacific Northwest is also associated with truck manufacturing as the headquarters of one of the nation's largest truck manufacturing companies, PACCAR, manufacturer of Kenworth and Peterbilt trucks. Kenworth Trucks was formed by the partnership of H. W. Kent and E. K. Worthington in 1917, when they purchased the bankrupt Gerlinger truck factory located at Fairview Avenue and Valley Street. The company rolled out its first Kenworth truck in 1923 from its new factory located at 506 Mercer Street. In 1924 the company sold eighty trucks, and by 1925 Kenworth was producing two trucks per week, many customized for individual buyers. The company moved again in 1929, to a 30,000-square-foot factory at 1263 Mercer Street, although the Great Depression of the 1930s slowed production. The firm also began to specialize in producing fire trucks, utilizing their ability to customize units for the special requirements of each customer. In 1933, Kenworth installed the first diesel engines as standard equipment in their heavy trucks. They also introduced the sleeper cab to address long-haul deliveries. During World War II, Kenworth furnished M-1 wrecking trucks to the allied forces. The company also produced components for the B-17 "Flying Fortress" and the B-29 "Super Fortress" aircraft. Pacific Car and Foundry (PACCAR), headed by Paul Pigott, acquired Kenworth in 1944, and the company relocated to Renton shortly thereafter. In 1958 PACCAR purchased Peterbilt, a Tacoma truck manufacturer originally founded by T. A. Peterman in 1938 when he purchased the bankrupt Fageol truck plant in Oakland, California to produce specialty logging trucks. **See figure 12.**

Other buildings in Seattle constructed for truck sales and service include the Kelly-Springfield Motor Company Building (1917, Julian F. Everett, City of Seattle Landmark) and White Motor Company Building (1917-18, Julian F. Everett with William R. Kelley, City of Seattle Landmark) on Capitol Hill. White Trucks were manufactured in Cleveland Ohio, and Kelly Springfield trucks were manufactured in Springfield Ohio. **See figures 13-14.**

Presently, PACCAR in Renton, and other North American and European truck manufacturing companies produce a variety of light-, medium-, and heavy-duty trucks, as well as specialty construction trucks including cement trucks, dump trucks, drilling rigs, cranes, fire engines, refuse haulers, street cleaners, wreckers, and many others.

## 4.2 ASSOCIATED INDIVIDUALS OR GROUPS

### 4.2.1 Other Associated Company: Mack Truck<sup>28</sup>

The subject building was built in 1922 as a showroom and assembly facility for Mack Trucks Inc. The company operated within the building until 1942.

John M. Mack and his brother August F. Mack opened a bus manufacturing plant in 1900. Both brothers had previously owned the Fallesen & Berry carriage and wagon building plant in Brooklyn, New York. The new company experimented with both steam powered and electric

<sup>26</sup> United Parcel Service, "Company History, 1907-1929," pp. 1-2, <https://www.ups.com/content/corp/about/history/1929.html> (accessed November 20, 2015).

<sup>27</sup> *Power Wagon*, "Motor Trucking Lines Build \$150, Freight Terminal, \$400,000 Hauling Business in Year," (Chicago, IL: Power Wagon Publishing Company, September 1921), p. 10.

<sup>28</sup> The information in this section is primarily drawn from a timeline produced by the Mack Heritage Center unless otherwise noted. <http://www.macktrucks.com/about-mack/customer-center/mack-heritage-center> (accessed November 16, 2015).

vehicles, manufacturing its first successful product, a forty-horsepower, twenty-passenger bus, purchased by concessionaire Isaac Harris for use in Brooklyn's Prospect Park. The company produced buses until 1960. Mack also manufactured some of Seattle's first buses to serve areas not on trolley lines, manufacturing was done in Brooklyn New York. **See figure 15.**

The brothers incorporated the Mack Brothers Company, the forerunner of the present Mack Trucks, Inc., in 1902 in Brooklyn New York. The company began manufacturing trucks under the name "Manhattan," but dropped it in 1910.

In 1911, the Mack Brothers Truck Company merged with the Saurer Truck Company of Plainfield, New Jersey, forming the International Truck Company. The holding company manufactured and sold trucks using the Saurer name until 1918. Also in 1911, the company produced its first fire engine, and manufactured fire-fighting apparatus until 1990. The following year, the company acquired the Hewitt Motor Company, a New York-based builder of motor trucks, phasing out their name in 1914. In 1915, the company's name was changed to the International Motor Truck Company.

In 1914, the company introduced the Mack AB, their first standardized high-volume medium-duty series, with either a chain drive or worm drive. The company later replaced the worm drive with a dual reduction drive. This model was manufactured continuously through 1937, with over 55,000 units built.

The AC series was introduced in 1916, with a chain drive rear axle. The series was manufactured through 1939, with 40,299 units built.

During World War I, Mack delivered approximately 45,000 AC model trucks of 3.5-, 5.5-, and 7.5-ton capacity to the United States government, and over 2,000 units to Great Britain.

Between 1918 and 1922 the company introduced air and oil cleaners, power brakes, rubber chassis isolators, and, in the model AB, drive shafts instead of chain drives.

In 1922, the title of the parent company was changed from International Motor Truck Company to Mack Trucks Inc. This change reflected a need to lessen misidentification of Mack products with those of major competitor the International Harvester Company. The International Motor Truck Company remained a manufacturing subsidiary of Mack Trucks Inc. until 1936, and kept its headquarters in New York. **See figures 16-19.**

The Mack BJ and BB models, the first in the early "B Series" were introduced in 1927 in response to the demand for larger capacity, higher-speed haulage. More than 15,000 units were built through 1941.

In 1932, Mack's chief engineer carved an image of a bulldog, which became the corporate symbol and the hood ornament on all Mack trucks.

The Mack "E Series," a streamlined medium duty truck, was introduced in 1936. This model was available in both conventional and cab-over-engine configurations. More than 78,000 units were produced through 1951.

Between 1936 and 1938, Mack Trucks sold a series of trucks manufactured by the REO Motor Company of Lansing, Michigan, under the name "Mack Junior." Between 1938 and 1944, Mack produced and sold three-quarter-ton trucks under the model name "ED." **See figures 17-19.**

The "L Series" of heavy-duty trucks was introduced in 1940, continuing until 1952. Certain models in this series combined lighter aluminum components with more powerful engines to satisfy the long-distant long distance hauling needs of West Coast operators. Approximately 35,000 "L Series" units were produced.

During World War II, Mack built heavy-duty trucks to support Allied forces, producing 35,096 units, including prime movers, personnel carriers, fire trucks, wrecker trucks, trailers, buses, and tank transporters, with the combat-oriented "N Series" making up 26,965 of the total. Mack also

produced 2,600 power trains for tanks. Mack's Allentown, Pennsylvania, bus plant also built Vultee PBY Catalina flying boats, as well as components for BT-13 Valiant Trainers and B-24 Liberator Bombers.<sup>29</sup>

During the 1950s Mack brought three new models into production. The "G Series" featured a lightweight all-aluminum cab with the ability to haul heavy payloads. The "H Series," sometimes called "cherry pickers" due to their very high cabs, were designed with a short bumper-to-back cab dimension to accommodate thirty-five-foot trailers within forty-five-foot overall legal limits. The "B Series" was introduced in 1953, and is considered one of Mack's most successful products, with 127,786 units manufactured through 1966. Also in 1953, Mack began manufacturing Thermodyne open chamber direct-injection diesel engines. During this time the main Mack sales organization that handled branch sales operations was renamed the Mack Motor Truck Corporation. In 1956, Mack also changed its manufacturing and sales subsidiaries to Mack Trucks Inc.

Mack's "F" model, an all-steel sleeper and non-sleeper cab-over-engine trucks, was introduced in 1962. The 1960s also saw the introduction of the "R," "U," and "DM" models.

During the 1970s, Mack constructed the Mack World Headquarters in Allentown, Pennsylvania. The popular premium Cruise-liner cab-over was brought into production in 1975. The series lasted until 1983. Mack's conventionally configured Super-liner was introduced in 1977, with its production ceasing in 1993. Also in the 1970s, the MC/MR series, a low-cab-forward truck line or refuse, construction, and urban delivery vehicles, was introduced.

In early 1979, as part of its attempts to expand into the American market, Renault bought a twenty percent minority stake in Mack Trucks, with the aim to make use of Mack's network of 300 dealerships to distribute light trucks.<sup>30</sup>

In 1982 Mack introduced its "MH Ultra-liner" model featuring an all-fiberglass, metal cage reinforced cab.

In 1983, after Mack conducted an IPO and issued 15.7 million shares of common stock, Renault increased its stake in Mack Trucks to 44.6 percent. In 1987, it transferred the ownership of a forty-two percent stake to Renault Véhicules Industriels (RVI). By 1988, however, Mack was facing losses exceeding \$180 million dollars for the second consecutive year and feared that banks would force the company into bankruptcy. RVI offered to buy the remaining 55.4 percent of Mack's shares. By 1990, RVI had gained control of 93.1% of Mack's stock, making Mack Trucks a subsidiary.<sup>31</sup>

In 1988, Mack introduced the "E-7" series of twelve-liter engines, with horsepower ratings ranging from 250 to 454. The same year the company introduced the "CH Series" for highway applications.

On December 18, 2000 AB Volvo acquired Renault and its subsidiary Mack Trucks, Inc. The same year, Mack introduced the "Granite" series of construction trucks.

In 2006, Mack renewed its product line to incorporate the new "MP" engine line to accommodate new environmental regulations. New models included the Pinnacle highway tractor, a redesigned Granite vocational truck, and the Terra Pro cab-over line.

In 2009 Mack moved its corporate headquarters to the Volvo Group campus in Greensboro, North Carolina. Presently nearly all Mack Truck manufacturing is consolidated at the Macungie, Pennsylvania plant, with additional assembly plants in Pennsylvania, Maryland, Australia, and Venezuela, employing approximately 5,000 employees.

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<sup>29</sup> Merton J. Peck and Frederic M. Scherer, *The Weapons Acquisition Process: An Economic Analysis*, (Cambridge, MA: Harvard Business School, 1962), p. 619.

<sup>30</sup> Dan Shope, "Renault's Buyout Of Mack Puts Bite Back In The Bulldog," pp. 1-2, *The Morning Call*, [http://articles.mcall.com/1990-10-02/business/2778115\\_1\\_mack-s-shares-renault-vehicules-industriels-mack-s-stock](http://articles.mcall.com/1990-10-02/business/2778115_1_mack-s-shares-renault-vehicules-industriels-mack-s-stock) (accessed November 17, 2015).

<sup>31</sup> Shope, p. 2.

#### 4.2.2 Other Associated Company: The Bagley-Mercer Company

The Bagley-Mercer Company owned the building from at least 1940 until at least 1954, including during the 1947 remodel. The Bagley-Mercer Company was a corporation listed by the Secretary of State in 1918. Clarence Booth Bagley and his wife Alice, the daughter of Thomas Mercer, formed the Bagley-Mercer Company, likely as an estate-planning entity. Clarence and Alice had five children, one son and four daughters. It is likely that their children, Cecil Clarence Bagley (1888-1971), Rena (1868-1946), Myrta Bagley Jenner (1871-1964), Mrs. Alice Hammons (1879-1975), or Mrs. Ethel Allen (1877-1964), benefited from the company, although it is not clear what level of involvement they had in it. Cecil Bagley was a colonel in the National Guard, and later a civil engineer with the City of Seattle.<sup>32</sup> The extent of other business they may have done is unknown.

### 4.3 HISTORICAL ARCHITECTURAL CONTEXT

#### 4.3.1: Architectural Stylistic Context

The subject building was designed as a one-story eclectic automobile showroom and assembly facility.<sup>33</sup>

Prior to the early 1900s, auto dealerships had no distinct typology, as they were usually associated with other transportation-related sales including livery stables, blacksmiths, or bicycle shops. Between 1910 and 1920, automobile manufacturers began to influence the design of dealer showrooms. Manufacturers encouraged dealers to build grander, even palatial, buildings on par with downtown banks and hotel buildings. These showrooms became corporate status symbols and virtual sales palaces, where affluent potential buyers were entertained with subtle salesmanship.<sup>34</sup> These buildings, built just before and during the 1920s, were often two- or three-story buildings flush with their street-front property lines, featuring large plate glass windows that allowed better views of the automobiles inside.<sup>35</sup> The exterior façades were patterned similar to other contemporary commercial buildings. The buildings were often constructed of reinforced concrete for fire safety and to accommodate heavy loads of vehicles that were often serviced on upper floors above the showroom.<sup>36</sup> Brick masonry, cast stone, and terra cotta were used on the exterior, the latter two often highly ornamented with eclectic compositions of Classical detailing.

The Pacific McKay and Ford McKay Buildings, previously located on Mercer Street (and relocated due to the Mercer Street reconstruction project), were designed by architect Warren H. Milner and are probably the best examples of 1920s dealerships in Seattle. These new dealership buildings were often clustered, creating “auto rows,” often near wealthy residential areas. The first auto row in Seattle was on Capitol Hill’s Broadway Avenue, but others developed along Westlake Avenue, Mercer Street, and Pine Street.<sup>37</sup> *See figure 20.*

The Great Depression had a severe impact on automobile manufacturers and their dealerships, with many leaving the business, and others drastically cutting back operations.<sup>38</sup> In the early 1940s automobile manufacturing capacity was redirected to the war effort.<sup>39</sup> Post-war prosperity and new highway construction brought increased automobile production and expansion of dealerships.<sup>40</sup> As

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<sup>32</sup> *Seattle Times*, “Col. Cecil C. Bagley, 82, of Pioneer Family, Dies,” January 19, 1971, p. 43.

<sup>33</sup> R. L. Polk Company, *Polk’s Seattle City Directory*, 1968.

<sup>34</sup> Ezra Abraham, “The Evolution of Seattle’s Early Automobile Showrooms on Capitol Hill,” In *Preservation of the Vernacular Environment III*, edited by Gail Lee Dubrow, Neile Graham, and Amy Scarfone (Seattle, WA: University of Washington, College of Architecture and Urban Planning, Preservation Planning & Design Program Working Papers, Vol. III, Winter 1999), pp. 111-123.

<sup>35</sup> Abraham, pp. 111-123.

<sup>36</sup> *Ibid.*

<sup>37</sup> *Ibid.*

<sup>38</sup> *Ibid.*

<sup>39</sup> *Ibid.*

<sup>40</sup> *Ibid.*

automobiles became streamlined, so did the buildings that housed them. The former S.L. Savidge dealership (now the Washington Talking Book and Braille Library) designed by Naramore, Bain, Brady, and Johanson and built in 1948, is undoubtedly the finest example of an Art Deco automotive showroom in Seattle. *See figure 21.*

As the cult of the automobile evolved in the 1940s and 1950s, allowing for the expansion of suburbia, automobile dealers were encouraged to leave the decaying city cores for outlying areas with less expensive land that allowed for large car lots and sprawling one-story showrooms and service centers.<sup>41</sup> Early expansion areas included Ballard, Roosevelt Way, and Lake City, but soon dealerships were located to the eastside in Bellevue, to the north in Lynnwood, and south as far as Auburn.<sup>42</sup> Architectural style for these new low-rise buildings included Streamline Moderne or boxy International Style knockoffs, and over time came to resemble futuristic “George Jetson”-style spaceports, also known as “Googie” style.

#### 4.3.2 Building Architect: Henry W. Bittman (1882-1953)

Henry Weiss Bittman was born in Brooklyn, New York on July 15, 1882, the son of John Bittman (1850-1909), an interior decorator, and Dina Weiss Bittman.<sup>43</sup> It is unclear where Henry obtained his early training, but in 1900 when he was just seventeen, Bittman listed his occupation as architect.<sup>44</sup>

In 1905 Bittman attended two structural engineering classes at the Armour Institute in Chicago, Illinois, and briefly practiced structural engineering and taught drafting before moving to Seattle in 1906.<sup>45</sup> There he formed a brief partnership with architect William Kingsley (1857-1915), before starting his own consulting engineering practice in 1908.<sup>46</sup> Stoddard married (Lena) Jessie Saunders (1885-1965) on January 28, 1908, in Vancouver, B.C.<sup>47</sup> By 1910, the couple was living in Kennydale, WA, with Bittman working as a structural engineer.<sup>48</sup> In 1914, Bittman designed an English Tudor home (4625 Eastern Avenue) in the Wallingford neighborhood, where the couple lived for the rest of their lives. Jessie used the home a base for an extensive social life.<sup>49</sup>

Bittman worked as a consulting structural engineer specializing in steel frame construction. In 1914 he was the structural engineer for architect Henderson Ryan’s Blaine Building (demolished) containing the Liberty Theater.<sup>50</sup> Bittman was consulting engineer for Bebb & Gould on the original

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<sup>41</sup> Ibid.

<sup>42</sup> Ibid.

<sup>43</sup> United States Selective Service System, World War I Draft Registration Card, “Henry Bittman, September 12, 1918. United States Census Bureau, “Twelfth Census of the United States, 1900,” New York State, Kings, City of New York, Brooklyn, B, Sht. 1.

<sup>44</sup> United States Census Bureau, “Twelfth Census of the United States, 1900,” New York State, Kings, City of New York, Brooklyn, B, Sht. 1. City Directory, Brooklyn Borough, 1902, p. 8. Although some biographers claim that Bittman attended or graduated from Cooper Union, the college does not have any records of Henry W. Bittman graduating. Cooper Union does have records of Henry H. Bittman (1855-) graduating from the college in 1877, with a five-year Scientific Course from the College’s night school. Henry H. Bittman was the brother of John Bittman, Henry W. Bittman’s father. Henry H. Bittman listed his occupation in the 1898 Brooklyn City Directory as structural engineer. Henry H. Bittman’s son, Walter H. Bittman (1885-1970), also attended Cooper Union’s night school, graduating in 1906 with a Bachelor of Science degree (he later became a dentist and physician). (Mitsuko Brooks, Cooper Union Archive Assistant, e-mail communication with Larry E. Johnson, October 28, 2013.)

<sup>45</sup> Ralph Pugh, Assistant University Archivist and Adjunct Instructor, Illinois Institute of Technology, e-mail communication with Larry E. Johnson, October 29, 2013. *Chicago Daily Tribune*, “Young Men—to Learn Structural Drafting,” June 21, 1905.

<sup>46</sup> Catherine Provost, “Henry W. Bittman,” in *Shaping Seattle Architecture*, Jeffrey Karl Ochsner, ed. (Seattle, WA: University of Washington Press, 1994), p. 192.

<sup>47</sup> British Columbia, Canada, Marriage Index, 1872-1935.

<sup>48</sup> United States, Bureau of the Census, “Thirteenth Census of the United States, 1910,” Washington State, King County, Kennydale, Sht. 12A.

<sup>49</sup> Provost, pp. 192-193. Washington State Archives, King County Assessor Real Property Records, Record Group KG3117/1-4. A general search in the *Seattle Times*’ historical archives revealed numerous citations for Mrs. Henry Bittman.

<sup>50</sup> Provost, p. 192. Puget Sound Organ Society, “Liberty Theater,” pp. 1-6, <http://www.pstos.org/instruments/wa/seattle/liberty.htm> (accessed April 7, 2010).

University of Washington stadium. He was a representative of the Alaska Powder Company, an explosive manufacturing company based in Everett, from 1914 to 1919, after which he practiced solely as a structural engineer, with offices in the Securities Building.<sup>51</sup> He obtained his Washington State architectural license on June 12, 1920.<sup>52</sup>

Bittman's architectural practice thrived; over the years, Bittman's firm attracted several talented architects and designers over the years. Harold Wallace Adams (1885-1954), who previously worked for John Graham Sr. on the Frederick and Nelson department Store project, joined the firm in 1924.<sup>53</sup> Paul Thiry (1904-1993) and Paul H. Kirk (1914-1995) both worked briefly for Bittman early in their careers.<sup>54</sup>

Bittman's prolific firm was responsible for the design of several dozen projects throughout the Northwest. The firm's projects ranged from commercial store-and-loft blocks, apartment buildings, hotels, civic buildings, and theaters. Some notable projects initiated prior to the Great Depression are as follows:

- The Decatur Building (1921-22, 1521 Sixth Avenue, City of Seattle Landmark-1985) – The building is a four-story mid-block Renaissance Revival building clad with white terra cotta. The street level base is rusticated with arched storefront, while the upper office floors have tripartite windows between gigantic-scale rectangular pilasters. **See figure 22.**
- Terminal Sales Building 1923-25, 1932 First Avenue, City of Seattle Landmark-1989) – The eleven-story reinforced concrete office tower has applied Jacobean Revival ornamentation. The building features a two-story white terra cotta base supporting vertical structural bays clad in brick. White terra cotta spandrels separate glazed openings of industrial sash windows with central awnings. The upper two stories are stepped back on the north and south one bay, and crowned with a white terra cotta parapet.
- Fraternal Order of Eagles (1924, 1416 Seventh Avenue, now ACT Theater, altered, City of Seattle Landmark-1985) – The seven-story white terra cotta-clad Renaissance Revival building was built with street-level retail storefronts with arched second floor/mezzanine windows, gigantic-scale rectangular pilasters supporting a seventh floor crown and heavy decorative cornice. The building had several interior assembly rooms and a large assembly room/ballroom seating 3,000. **See figure 23.**
- Mann Building (1925-26, 1411 Third Avenue, altered, City of Seattle Landmark-1990) – The building is a two-story white terra cotta eclectic building with a mixture of Gothic and Renaissance Revival-style ornamentation. The lower floor has arched storefront openings and the upper floors are tripartite. **See figure 24.**
- Monte Cristo Hotel (1925; 1507 Wall Street, Everett; with A. H. Albertson, National Historic Register #76001907) – The five-story hotel building was clad with brick masonry with cast-stone corner quoins and vaguely Georgian Revival-style ornamentation. **See figure 25.**
- Tyee Building (1925, now Centennial Building, 410 Stewart Street) – A two-story reinforced concrete building with street-level retail and second floor offices. The exterior is clad with white terra cotta with a decorative parapet frieze. The second floor windows are tripartite with operable outer windows, typical of most store-and-loft buildings.

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<sup>51</sup> Provost, p. 192. R. L. Polk Co., *Polk's Seattle City Directory*, 1915, p. 402. R. L. Polk Co., *Polk's Seattle City Directory*, 1918, p. 420.

<sup>52</sup> Michael Houser, Department of Archaeology and Historic Preservation, e-mail communication with Larry E. Johnson, October 29, 2013.

<sup>53</sup> Pacific Coast Architecture Database, "Adams, Harold," p. 1, <https://digital.lib.washington.edu/architect/architects/2153> (accessed October 29, 2013).

<sup>54</sup> Marga Rose Hancock, "Thiry, Paul (1904-1993)," History Link .org essay 9383, April 10, 2010, p. 2, [http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=9383](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=9383) (accessed October 29, 2013). David A. Rash, "Paul Hayden Kirk," in *Shaping Seattle Architecture*, Jeffrey Karl Ochsner, ed. (Seattle, WA: University of Washington Press, 1994), p. 252.

- Troy Laundry (1927, 307 Fairview Avenue N, City of Seattle Landmark-1996) – The two-story brick masonry-clad building is utilitarian with minimal white terra cotta Renaissance Revival-style ornamentation at the main entrance and at parapet level. The building’s windows are glazed with industrial steel-sash windows.
- Music Box Theater (1927-28, 1414 Fifth Avenue, demolished 1987) – The Spanish Baroque Revival theater building was designed for theater promoter John Hamrick and resembled the larger Sherwood A. Ford’s Fox Theater (1929, demolished) on Seventh Avenue.
- Volker Building (1928, 2101 Ninth Avenue, now Cornish College of the Arts, NHR #83004236) – This brick-clad five-story building was designed for Missouri-based businessman and philanthropist William Volker to house the Seattle branch of his business. It was designed as an Art Deco industrial building, with industrial steel-sash windows. *See figure 26.*
- Von Herberg Building (1928-30, 1520 Sixth Avenue, demolished-ca. 1952) – The four-story building designed for theater promoter John G. von Herberg (born Peter Coyle) was located diagonally across the street from the new Frederick & Nelson department store. The building featured elaborate applied terra cotta Baroque spandrel and parapet ornamentation. The upper floors were leased to the Seattle Recreation Company and included billiard rooms and bowling alleys.
- United Shopping Tower (1928-31, 217 Pine Street, now Olympic Tower, City of Seattle Landmark-1987) – This twelve-story terra cotta-clad retail tower was designed in the Art Deco style with its tower stepped back from its two-story base. *See figure 27.*
- King County Courthouse Addition (1929-31, 516 Third Avenue) – Bittman’s firm sympathetically added six additional stories to architect August W. Gould’s King County Courthouse building, originally built in 1916.

Bittman’s firm suffered from lack of projects during the Depression, and never regained its former strength in the post-World War II era. One of the firm’s last major commissions consisted of acting as the associate architect and resident engineer for the new Seattle Post-Intelligencer Building (1947, 521 Wall Street, with Lockwood & Greene, altered, now City University). By the 1930s and 1940s, Bittman’s firm had shifted away from historical eclecticism to popular designs in the Moderne and International Styles.

Bittman continued his practice until his death in Seattle in 1953.<sup>55</sup> At that time the firm was succeeded by the firm of Bittman, Adams and Sanders, comprising Harold W. Adams, Bittman’s nephew Herbert J. Bittman (1926-), and Dean Harris Sanders (1914-1987).<sup>56</sup> Adams passed away in 1954 and the firm was renamed Bittman and Sanders. David Hasson (1938-) became a partner in 1970, and the firm was renamed Bittman, Sanders, Hasson & Associates.<sup>57</sup> Hasson left the firm around 1980, and the firm’s name reverted to Bittman and Sanders. Dean Sanders retired in 1982, ending the company.<sup>58</sup>

#### 4.3.3 Building Contractor and Financier: Great Northern Construction Company

The Great Northern Construction Company was a contracting and finance business run by Arthur Gerbel and J. J. Frantz from 1920 through 1927.

Arthur Gerbel immigrated to America in 1892 from Vienna, and arrived in Seattle in 1900. Before becoming involved in the Great Northern Construction Company, Arthur Gerbel worked as a secretary for and then president of the Elliott Bay Lumber Company.<sup>59</sup>

<sup>55</sup> *Seattle Times*, “Henry Bittman Rites to Be Tomorrow,” November 18, 1953, p. 40.

<sup>56</sup> *Seattle Times*, “Insurance Firm Builds New Office,” February 21, 1954, p. 47.

<sup>57</sup> *Seattle Times*, “David Hasson,” January 18, 1970, p. 61.

<sup>58</sup> *Seattle Times*, “Realtors, engineers, others honored,” October 17, 1982, p. 58.

<sup>59</sup> *Seattle Times*, “Election Bets Made at City Hall,” October 18, 1908 p. 9.

J. J. Frantz was born in Ohio in 1883, and by 1910 was working as a building contractor in Seattle.<sup>60</sup> Frantz worked with his father, J. S. Frantz, as a contractor and developer and was a member of the Master Builders Association.<sup>61</sup>

The earliest record of the Great Northern Construction Company is in 1920, when it was hired by Arnold Zbinden & Sons as contractor for a two-story “modern automobile building and garage” at the corner of Fourth Avenue and Vine Street designed by R. H. Rowe, architect.<sup>62</sup> The next advertised contract won by the Great Northern Construction Company was in 1921, the Seattle Moose Lodge, a three-story terra cotta-clad reinforced concrete building located at Eighth Avenue and University Street designed by J. C. McCauley.<sup>63</sup> In 1922, the Great Northern Construction Company was advertising as general contractors and building financiers. Company offices were located in the New York Building, and they were members of the Associated General Contractors of America.<sup>64</sup> In 1922, the company constructed the Keystone Apartments located at Terry Avenue and Pike Street for the Keystone Investment Company.<sup>65</sup>

1923 saw the construction of some of the company’s most renowned buildings: the Broderick Building and the Medical Dental Building. They constructed the Broderick Building in approximately three months.<sup>66</sup> The Great Northern Construction Company owned the site of the Medical Dental Building, obtained the building permit, and financed the sixteen-story building designed by John Creutzer.<sup>67</sup> In 1923 the Great Northern Construction Company undertook the financing and construction of the Humphrey Apartment building in Belltown, designed by Warren H. Milner, to be managed by Henry Broderick Inc.<sup>68</sup> Another building under construction by Great Northern in 1923 was a department store for Mrs. N. M. Carman, designed by Lawton and Moldenhour at Fifth Avenue and Pine Street.<sup>69</sup> *See figures 28-31.*

J. J. Frantz died in 1925.<sup>70</sup> In 1927 the Great Northern Construction Company became insolvent, and went out of business when the Peoples Savings Bank denied second mortgage bonds for an apartment building under construction.<sup>71</sup>

By the 1930s, Arthur Gerbel was the administrator for the Medical Dental Building, and later the manager for the Fourth Avenue and Pike Street building. Gerbel died in 1941.<sup>72</sup>

There appears to be no connection between the Great Northern Railway Company and the Great Northern Construction Company.

#### 4.3.3 Architect for 1947 remodel: Earl L. Roberts

The architect of the subject building’s 1947 remodel was Earl A. Roberts. Roberts was born in Oregon in 1887, and moved to Seattle in 1916. In 1921 he opened his own architectural practice. By 1926 Roberts had an office in the Burke Building in Seattle, and later in the Lloyd Building.<sup>73</sup> The Garage

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<sup>60</sup> United States Census Bureau, “Thirteenth Census of the United States: 1910 Population,” Enumeration district 198, ward 12, sheet 19A.

<sup>61</sup> *Seattle Times*, “Father Alleges Son Mortgaged His Home,” September 26, 1910, p.5, and “Committee to take Up Building Depreciation,” December 3, 1911, p. 5.

<sup>62</sup> *Seattle Times*, “Modern Garage to Cost \$75,000,” March 21, 1920, p. 22.

<sup>63</sup> *Seattle Times*, “Moose Let Contract,” July 31, 1921, p. 24.

<sup>64</sup> *Seattle Times*, advertisement, July 16, 1922, p. 78 and October 29, 1922, p. 44.

<sup>65</sup> *Seattle Times*, “Big Structures Now nearing Completion,” October 29, 1922, p. 44.

<sup>66</sup> *Seattle Times*, “Complete in 90 Days,” April 8, 1923, p. 18.

<sup>67</sup> *Seattle Times*, “High Building Planned,” July 27<sup>th</sup>, 1923, p. 16 and “Big Building Going Up In Near Future,” September 26, 1923, p.1, and “Sky Scraper To Cost Two Million; New Building Will Be Sixteen Stories High,” September 30, 1923, p.5, and “Building Plans Ready,” January 6, 1924, p. 13.

<sup>68</sup> *Seattle Times*, “Another \$220,000 Building Permit,” advertisement, April 16, 1923, p. 2.

<sup>69</sup> *Seattle Times*, “Store Building Will Cost More Than \$200,000,” February 18, 1923, p. 19.

<sup>70</sup> Ancestry.com, *Washington Deaths, 1883-1960*, online database. Provo, UT: Ancestry.com Operations Inc, 2008.

<sup>71</sup> *Seattle Times*, “King County Decision Affirmed,” June 14, 1927, p. 3.

<sup>72</sup> *Seattle Times*, “Modern Offices In Fourth and Pike Building,” January 14, 1934, p. 11, and “Arthur Gerbel, Sr., Dies After heart Attack,” May 30, 1941, p. 13.

<sup>73</sup> Polk’s Seattle City Directory, 1922, 1928, and 1939.

Building for George L. Seibert (also known as the Lenora Building) represents one of Roberts' earliest Seattle projects, and one of the simplest and most utilitarian. Later buildings show more detail and exhibit more complex programs. For example, the University Manor Apartments in the University District has a cast stone base, with cast stone faces ornamenting the bases of cast stone pilasters and cast stone spandrels alternating every two bays with brick over the upper seven stories of the building. The Commodore Apartments, the Duchess Apartments, and the Malloy Apartments, also located in the University District, are all clad in brick with well-executed cast stone or terra cotta detailing. All Roberts' University District buildings were detailed in Collegiate Gothic, following the suggestion made in 1920 by Henry Suzzallo, then University of Washington President, urging the use of Tudor Gothic or University Gothic style in new construction in the University District. George L. Seibert also commissioned the Murray Marsh/Cosmopolitan Motors Building, located across Lenora Street from the Lenora Building. This building also included a commercial automobile garage, in this case located within the basement, as well as automobile retail on the first floor and second floor offices. The Murray Marsh/Cosmopolitan Motors Building features a polychrome terra cotta façade with arched windows.

Seattle buildings presently attributed to Roberts include:<sup>74</sup>

- Stanford Apartments (Smart Apartments) (1304 NE 42<sup>nd</sup> Street, 1924)—a three-story brick apartment building in the University District.
- University Manor Apartments (1305 NE 43<sup>rd</sup> Street, 1926)—an eight-story Collegiate Gothic apartment building in the University District. *See figure 32.*
- Malloy Apartments (4337 15th Avenue NE, 1928)—an eight-story Collegiate Gothic apartment building in the University District. *See figure 33.*
- Commodore Apartments (4005 15th Avenue NE, ca. 1927)—Collegiate Gothic apartment building in the University District. *See figure 34.*
- Duchess Apartments (4005 15th Avenue NE, ca. 1927)—Collegiate Gothic apartment building in the University District. *See figure 34.*
- Marianne Manor (1825 Nagle Place, 1936)—a two-story commercial storefront in Capitol Hill's Broadway district.

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<sup>74</sup> Department of Neighborhoods, "Historical Resource Survey, Database of Historic Properties."

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## APPENDIX 1

### FIGURES



Figure 1. Map of Seattle, 1889 (contours at 20' intervals)

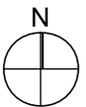




Figure 2. Brace Hergert Mill, 1910

uncredited in *Seattle and the Orient*, p.71

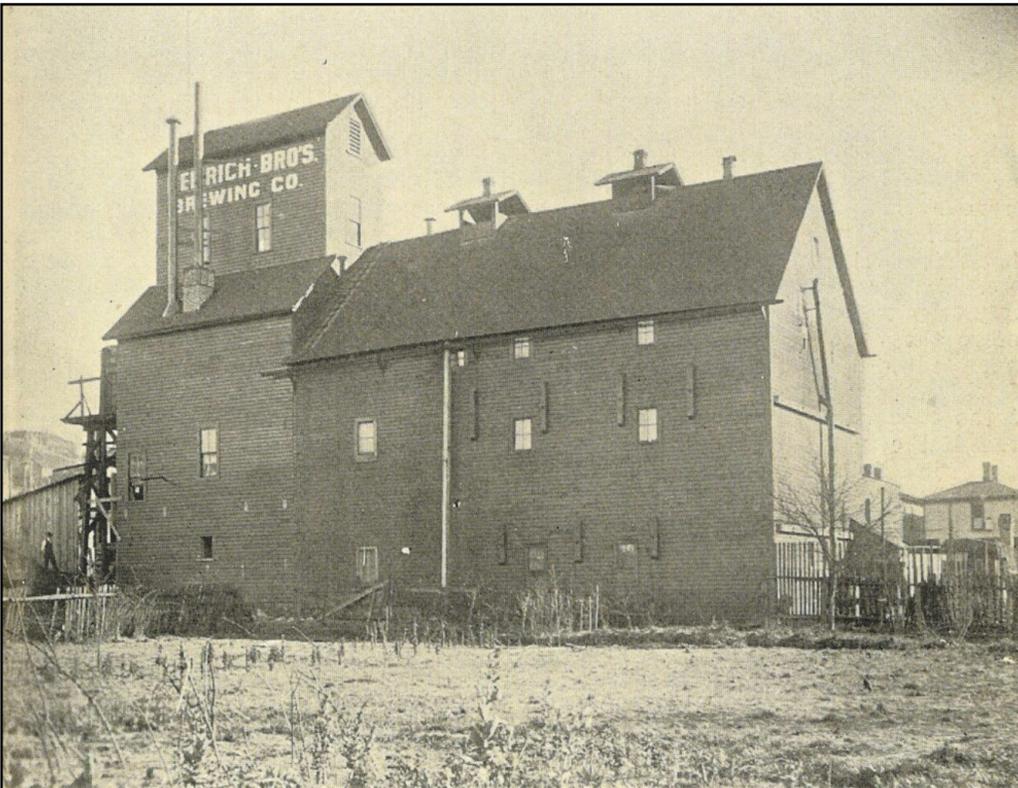


Figure 3. Hemrich Brothers Brewing, 1900

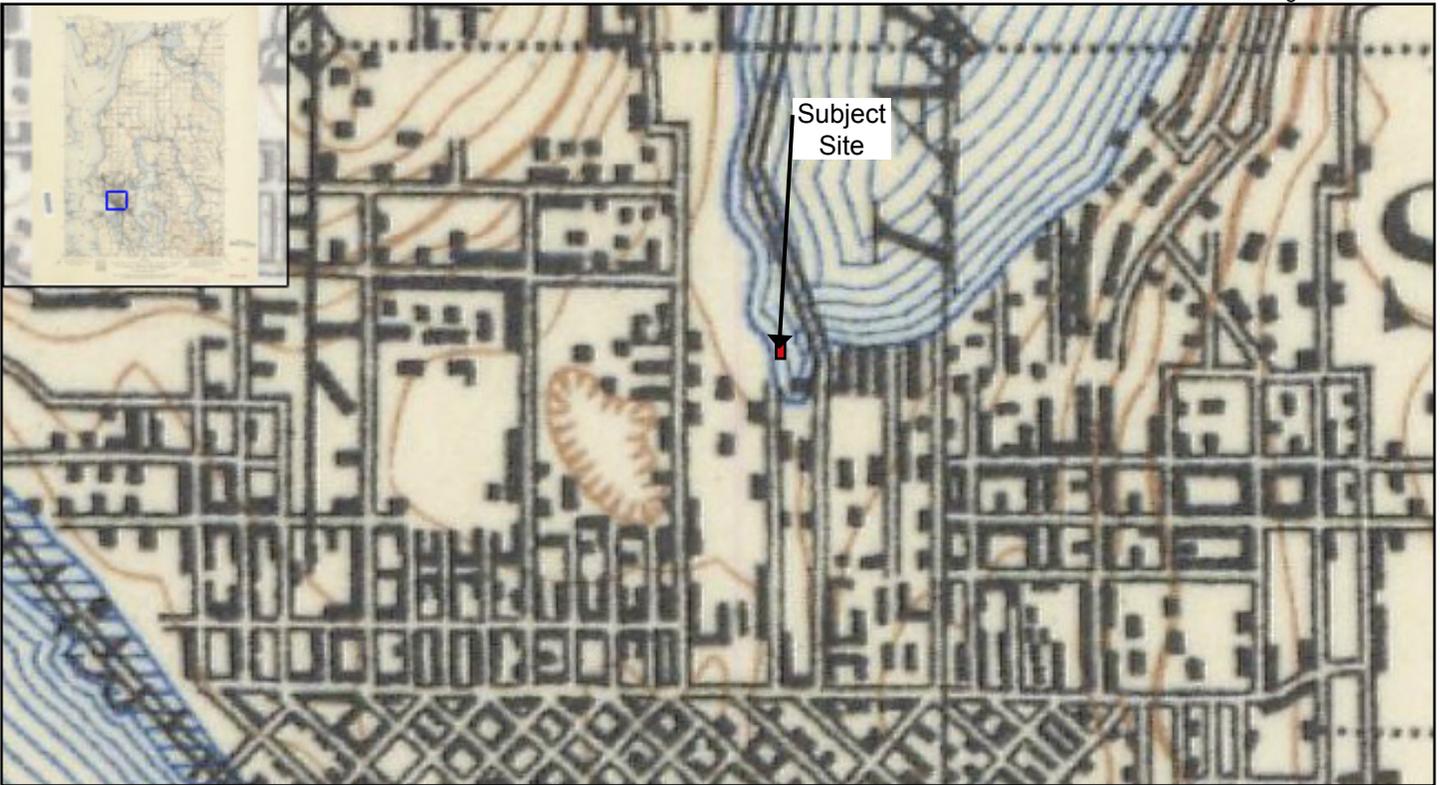


Figure 4. 1895 topographical map

Paul Dorpat

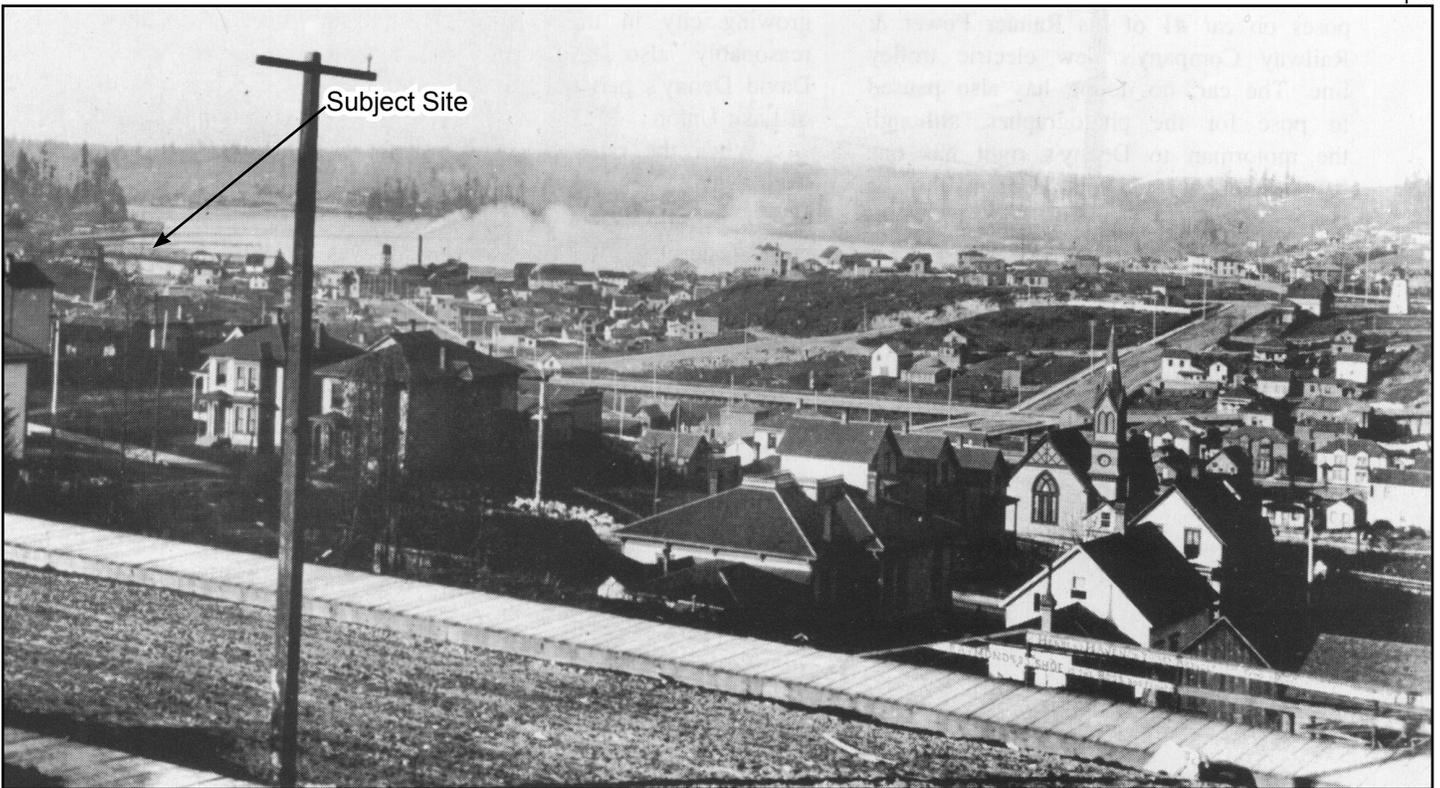


Figure 5. Viewing northeast from Denny Hill, 1891



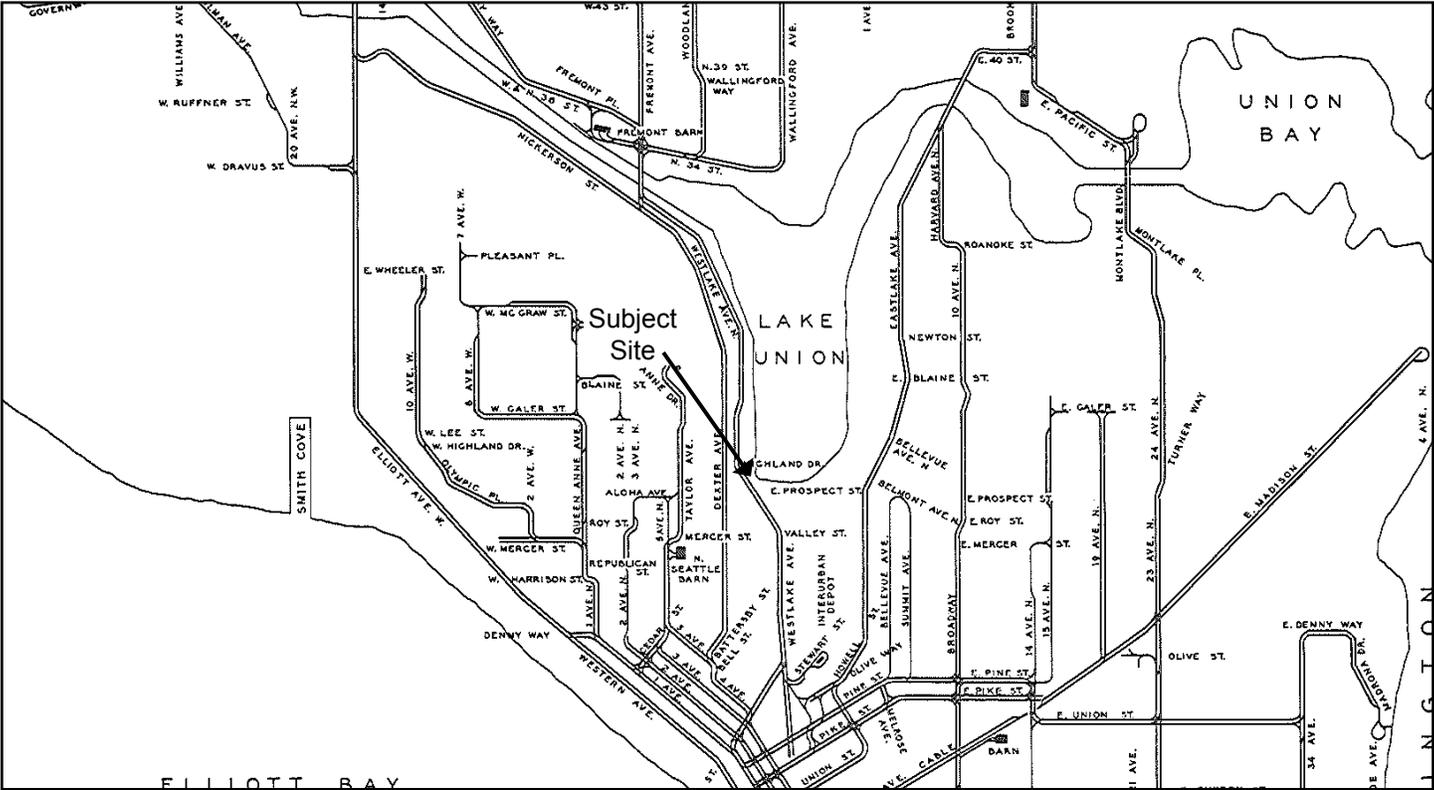


Figure 8. 1933 Streetcar map, detail



Figure 9. Viewing north from Medical & Dental Building, May 7, 1928

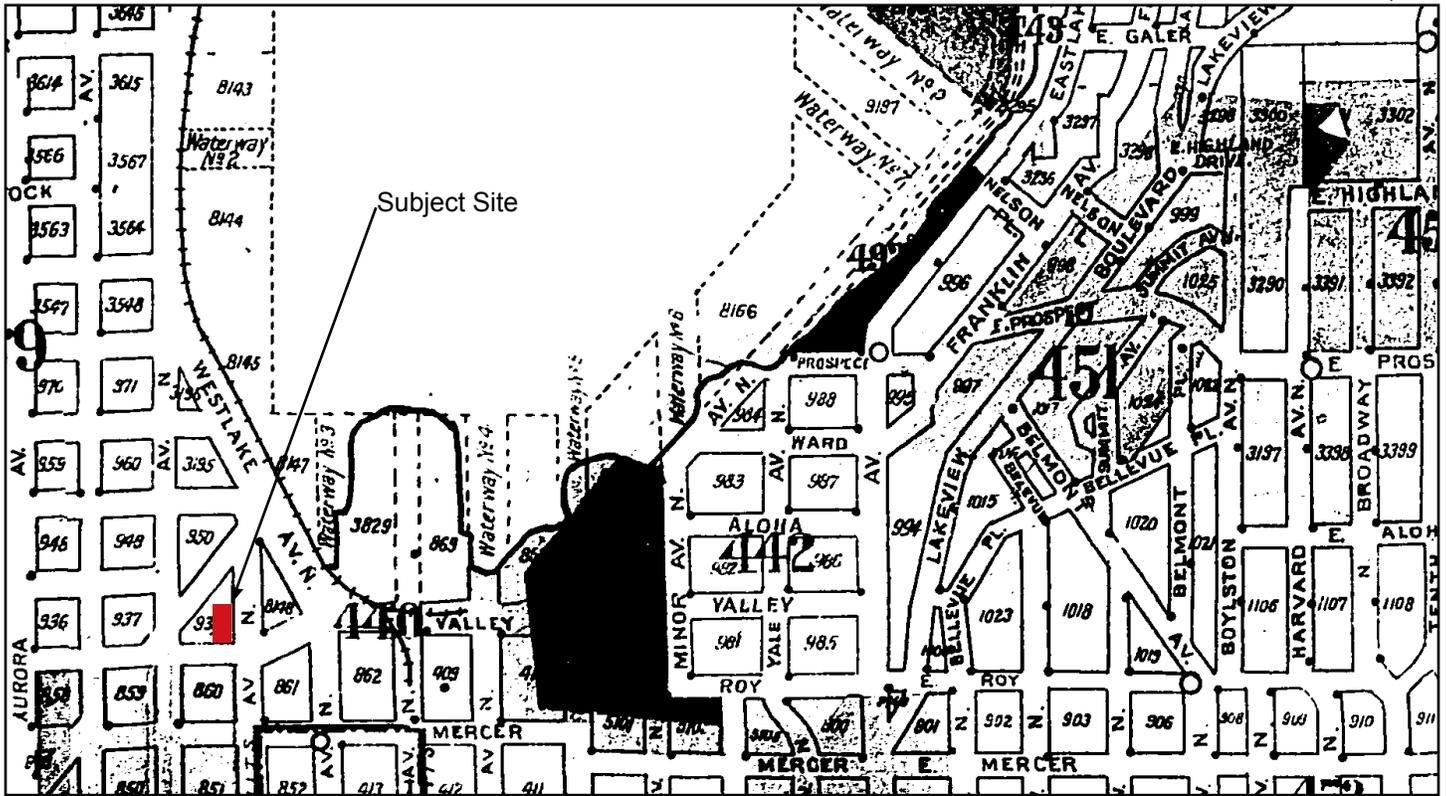


Figure 10. 1950 Sanborn Map



Figure 11. Merchants Parcel Delivery Fleet in Seattle, 1916



Figure 12. Kenworth Motor Co. factory, South Lake Union, Seattle, WA

Puget Sound Regional Archives



Figure 13. White Company Building, 1937



Figure 14. Kelly-Springfield Motor Company, Capitol Hill Seattle

MOHAI



Figure 15. Mack Truck Co. City Buses, Seattle, 1928



Figure 16. Mack Logging Truck, ca. 1925

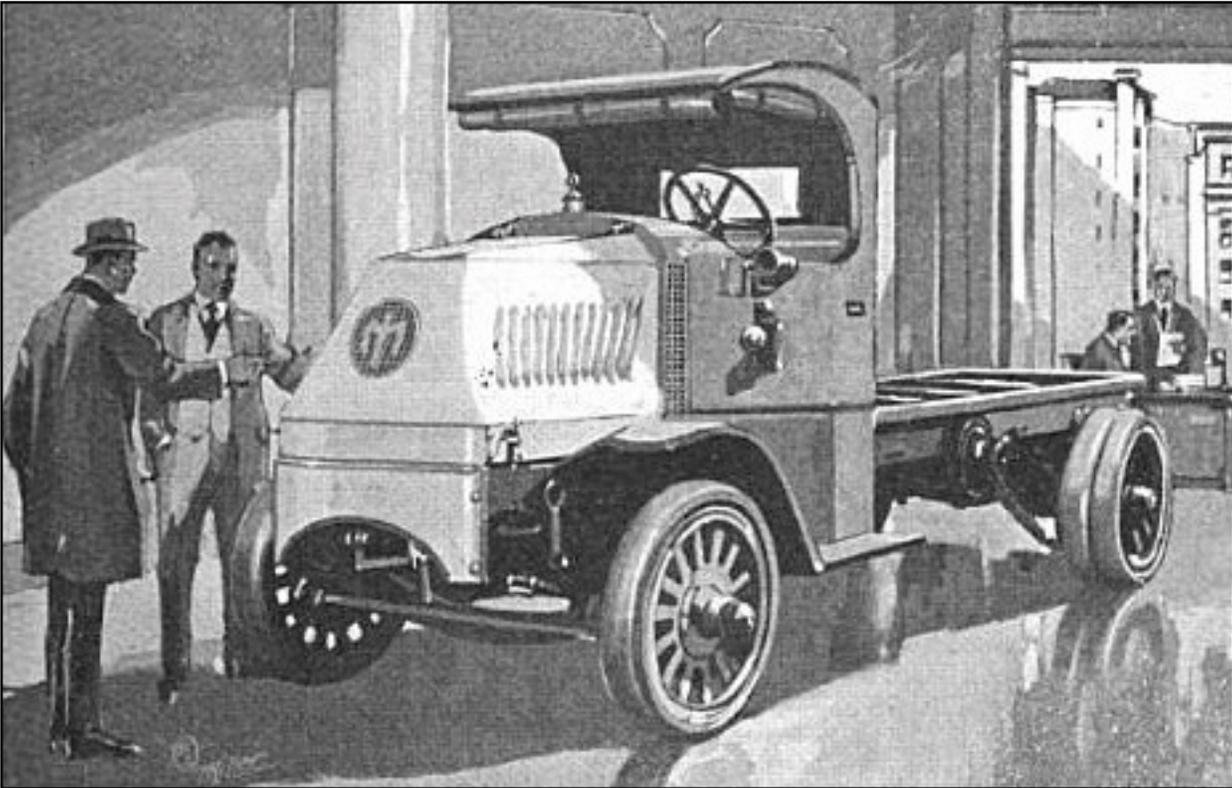


Figure 17. Mack Truck Advertisement, 1921



Figure 18. Mack Logging Truck, 1941

UW Digital Collections



Figure 19. Logging Crew with Mack Truck, nd.



Figure 20. Former Pacific McKay Building (1925, Thomas & Grainger) & McKay Ford-Lincoln Automobile Dealership (1922, Warren H. Milner & Co.), now the Allen Institute for Brain Science

The Johnson Partnership 2007



Figure 21. Former S.L. Savidge dealership (1948, NBBJ), now the Washington Talking Book Library



Figure 22. The Decatur Building, 1521 Sixth Avenue (1921-22, Henry W. Bittman, City of Seattle Landmark)



Figure 23. Fraternal Order of Eagles, 1416 Seventh Avenue, now ACT Theater (1924, Henry W. Bittman, altered, City of Seattle Landmark)



Figure 24. Mann Building, 1411 Third Avenue (1925-26, Henry W. Bittman altered, City of Seattle Landmark)

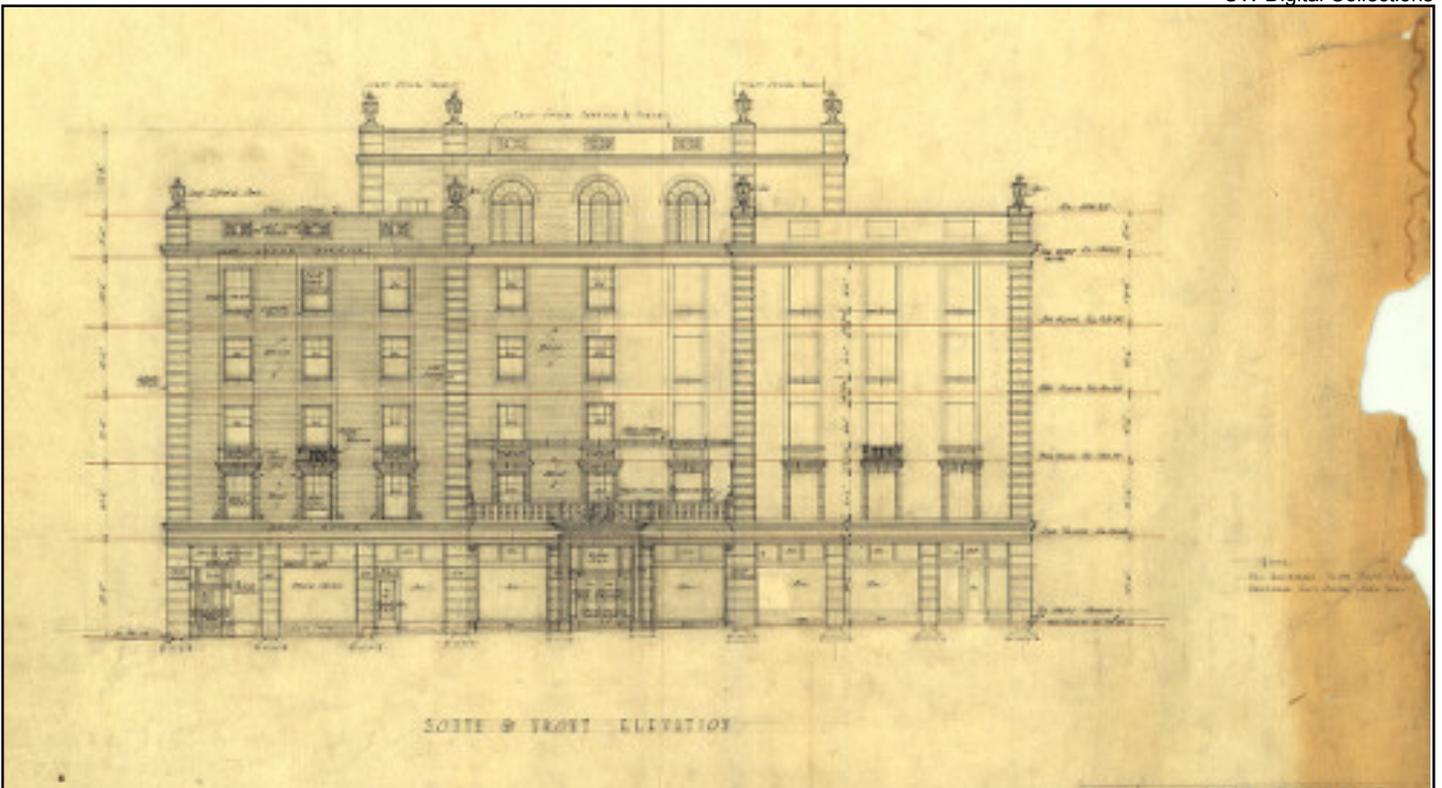


Figure 25. Monte Cristo Hotel, 1507 Wall Street, Everett (1925, Henry W. Bittman with A. H. Albertson, National Heritage Register)



Figure 26. Volker Building, 2101 Ninth Avenue, now Cornish College of the Arts (1928, Henry W. Bittman, National Heritage Register)



Figure 27. United Shopping Tower, 217 Pine Street, now Olympic Tower (1928-31, Henry W. Bittman, City of Seattle Landmark)



Figure 28. The Broderick Building (1923, Great Northern Construction Co., contractor)

Paul Dorpat



Figure 29. The Medical Dental Building (1923 John Creutzer, architect, Great Northern Construction Co, builder and financier)



Figure 30. Humphrey Apartment Building, designed by Warren H. Milner, in Belltown in 1923, Great Northern Construction Co., Builder

Google Streetview

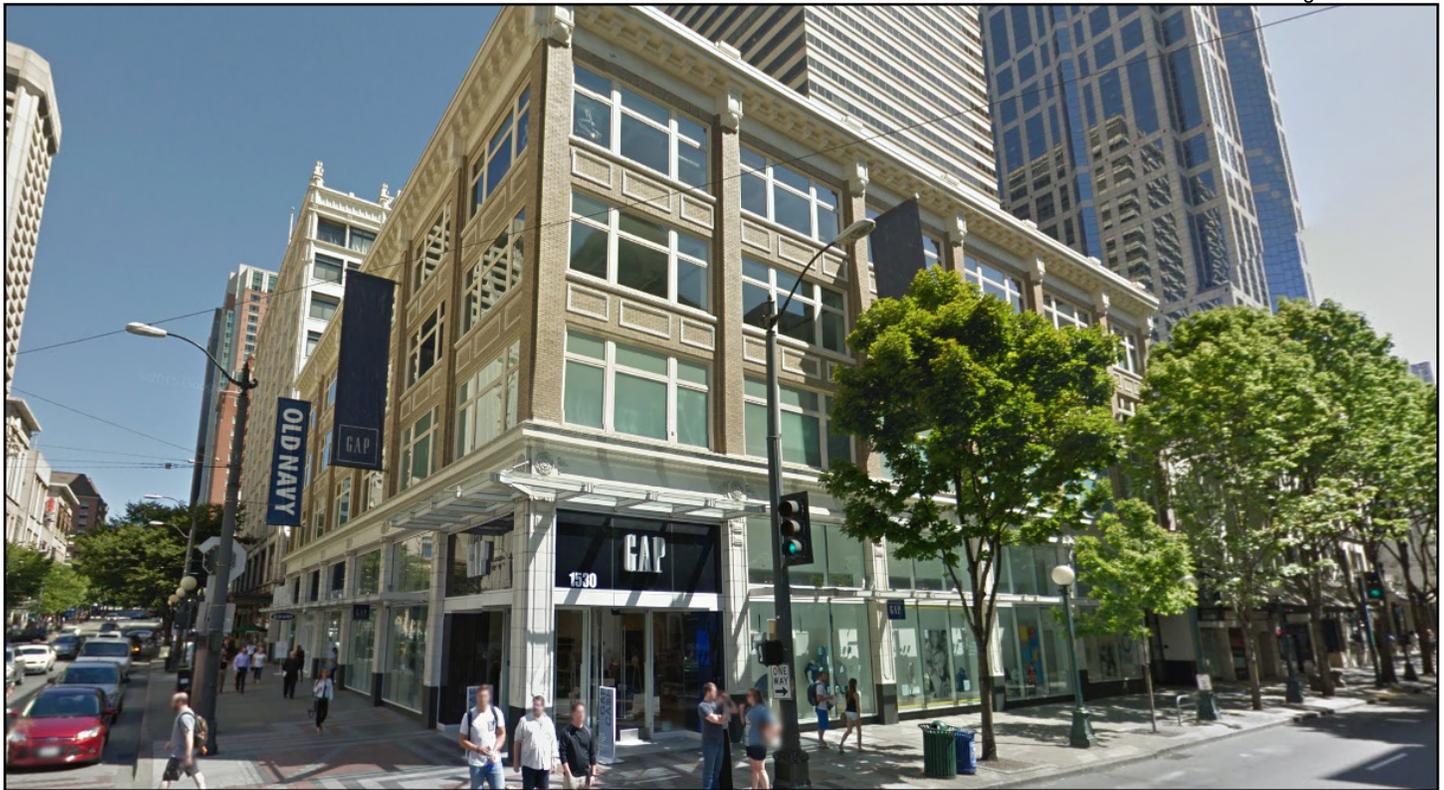


Figure 31. Former department store for Mrs. N. M. Carman designed by Lawton and Moldenhour at Fifth and Pine, built by Great Northern Construction Co., 1923. (altered)



Figure 32. University Manor Apartments (1926, Earl Roberts)



Figure 33. Malloy Apartments (1928, Earl Roberts)



Figure 34. Commodore and Duchess Apartments (1927, Earl Roberts)