



The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 91649 Seattle WA 98124-1649
Street Address: 700 5th Ave Suite 1700

Landmark NOMINATION Application

Name: **Williams & Company potato chip factory**

Year Built: **1931-32**

Street and Number: 1405 Elliott Avenue W., Seattle WA 98119

Assessor's File No. 766620-1770

Legal Description: Lot 8, Block 141, Seattle Tidelands, in King County, Washington, as shown on the official maps on file in the Office of the Commissioner of Public Lands at Olympia, Washington; except right of way conveyed to the Seattle Lake Shore and Eastern Railway Company by deed recorded May 16, 1896, under recording number 148603.

Plat Name: Seattle Tide Lands **Block:** 141 **Lot:** 8

Present Use: Vacant

Present Owner: Elliott Way Partners LLC
3450 South 344th Way, Suite 115
Federal Way WA 98001
Contact: Patty Nelson (nelson@highmark-llc.com)
Ph: (253) 874-3939

Original Owner: Williams & Company, Inc.

Original Use: Potato chip and horseradish manufacturing facility

Architect: **George Wellington Stoddard**

Builder: A. S. Hansen

Submitted by: David Peterson Historic Resource Consulting **Date:** June 5, 2019
301 Union Street #115
Seattle WA 98111
(206) 376-7761 / david@dphrc.com

Reviewed by: _____ **Date:** _____
(Historic Preservation Officer)



Williams & Company potato chip factory

1405 Elliott Avenue West

Seattle Landmarks Preservation Board

July 27, 2018; updated June 2019

Williams & Company potato chip factory
Seattle Landmark Nomination

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I. INTRODUCTION

This report was written at the request of Elliott Way Partners LLC, the owner of the property, in order to ascertain its historic nature prior to a proposed redevelopment.

This report was written and researched by David Peterson. Unless noted otherwise, all images are by the author and date from April 2018 (some updated images are from May 2019). Sources used in this report include:

- Copies of the incomplete original drawing set, and some historic building permits (not including the original building permit), as well as title abstracts reflecting property ownership over time, are on file at the Seattle Department of Construction and Inspections (SDCI) microfilm library.
- Newspaper, book, city directories, and maps referencing the property (see bibliography).
- Author's on-site photographs and building inspection.
- Historic photographs of the subject property to assess changes to the exterior to the building, including 1937 King County tax assessor photos.
- King County current and historic tax records; the former accessed online, and the latter obtained from the Puget Sound Regional Archives at Bellevue College in Bellevue, Washington.

II. BUILDING INFORMATION

Name (historic/current): Williams & Company potato chip factory
Year Built: 1931-32
Street & Number: 1405 Elliott Avenue West
Assessor's File No.: 766620-1770
Original Owner: Williams & Company, Inc.
Present Owner: Elliott Way Partners LLC
3450 South 344th Way, Suite 115
Federal Way WA 98001
Contact: Patty Nelson (nelson@highmark-llc.com)
Ph: (253) 874-3939

Original Use: Potato chip and horseradish manufacturing plant
Present Use: Vacant
Original Designer: George Wellington Stoddard
Original Builder: A. S. Hansen
Plat/Block/Lot: Plat: Seattle Tide Lands / Block: 141 / Lot: 8
Legal Description: Lot 8, Block 141, Seattle Tideland, in King County, Washington, as shown on the official maps on file in the Office of the Commissioner of Public Lands at Olympia, Washington; except right of way conveyed to the Seattle Lake Shore and Eastern Railway Company by deed recorded May 16, 1896, under recording number 148603.

III. ARCHITECTURAL DESCRIPTION

A. Neighborhood context

The subject property is located at the northwest corner of Elliott Avenue West and the West Lee Street right of way, near Smith Cove at the western foot of Queen Anne Hill. [For purposes of this report, Elliott Avenue will be considered oriented north-south; the building front, facing Elliott Avenue, will be called the east elevation]. *[See Figs. 1 - 3 for current maps and images of the subject site]*

The immediate neighborhood is characterized by numerous light industrial and heavy industrial buildings lining Elliott Avenue, dating to about 1930-1970, representing many types of construction (wood frame, steel frame, brick or concrete unit masonry, poured in place concrete, precast concrete, etc.). Larger parcels and larger industrial buildings tend to be located on the west or water side of the thoroughfare, which is adjacent to a major railroad corridor.

Elliott Avenue at this location is a busy and noisy major arterial connecting downtown to Magnolia, Interbay, Ballard and points beyond via 15th Avenue NW. The steep western slope of Queen Anne Hill allows only a few locations for major street intersections along Elliott Avenue in the vicinity, such that the road functions essentially as a throughway from Belltown to the Ballard Bridge. Across the street from the subject site the slope is protected by a city-owned greenbelt, and properties on the east or hill side of Elliott Avenue are only one block deep. Many of these structures cater to automobile traffic (such as fast food chain restaurants, or small retail establishments). A few blocks north of the subject site is the Magnolia Bridge, providing access to the Magnolia neighborhood and the Port of Seattle Smith Cove Piers 90 and 91.

To the north of the subject parcel, sharing a property line, is the 1419 Elliott Avenue Building, a four-story warehouse currently occupied by a brewery and a distillery. The 43,000 square foot precast-concrete and masonry building was constructed in 1979.

To the south of the subject property, across the West Lee Street right of way, is a large, 560-foot long vacant lot owned by Puget Sound Energy. Since about 1959, the property was occupied by the Ace Tank & Equipment Company, in two large industrial buildings dating to the 1930s or 1940s, which were demolished around 2017. Originally, the location was the site of a coal gas plant, developed and operated by Citizen's Light and Power Company from 1904 to 1927, and later owned by the Seattle Gas Company.

To the west, beyond the train tracks, is a multi-building corporate campus with structures dating to the 2000s fronting Elliott Bay. The site was originally waterfront (the shore reached the railroad tracks behind the subject site), but the land here was filled in during the late 1960s. Just south of this campus is the massive Terminal 86 grain elevator and pier, completed in 1970, and owned by the Port of Seattle.

There are no designated Seattle landmarks along Elliott Avenue W. or the waterfront within a quarter mile radius of the subject site. However, the westernmost edge of Kinnear Park (established 1904), a Seattle landmark, is located one quarter mile to the southeast, separated from the Elliott Avenue by a steep and heavily vegetated slope.

B. Site and Building description

The subject parcel is rectangular in plan, measuring approximately 100 by 157 feet, oriented east-west, with the front of the property facing east. [For purposes of this report, Elliott Avenue will be considered oriented north-south; the building front, facing Elliott Avenue, will be called the east elevation]. West Lee Street (historically called Laramie Street) at this location dead-ends at the railroad and has been vacated, appearing as an asphalt and gravel surface parking lot adjacent to the site, rather than a right of way. At the rear of the parcel is a railroad corridor in the Alaskan Way West right of way (originally known as Railroad Avenue). *[See Figs. 4 - 51 for current photos of the subject building]*

Exterior

The subject building was designed and constructed in 1931-32 as a two-story potato chip and horseradish processing factory, with a 1940 two-story addition at the northwest building corner. The building was renovated in 1992 to adapt the building to multiple tenants.

The subject building is situated against the east property line (Elliott Avenue West) and largely fills the parcel, with an approximately 22 foot setback from the rear property line. The building footprint is roughly rectangular in plan, measuring approximately 98 by 135 feet overall, with a 23 by 34 foot notch in the northeast corner which corresponds to a loading dock. The site grade drops approximately 4 feet from front to back, and the subject building's first floor is raised approximately 5 feet above sidewalk grade. For this reason, the east elevation or front of the building appears as one story with narrow basement windows visible, but the south and west elevations are two stories above grade. The visible portion of the north elevation, at the northeast property corner, is one story. The rest of the north elevation is against the property line and not visible due to the adjacent building, also constructed to the property line.

The original 1931-32 portion of the building is constructed of board-formed cast-in-place concrete on a concrete foundation. Concrete piers with drop panels and pyramidal capitals support the flat slab concrete intermediary floor, and a post and beam system at the upper floor supports the flat built-up roof and parapet. The concrete exterior is finished with painted cementitious stucco. The building is organized into seven slightly unequal structural bays east to west, and five slightly unequal structural bays from north to south; however, in some cases, the exterior window bays do not clearly correspond to this organization.

The subject building massing is expressed as two elements—a small but ornate one-story office component at the front, serving as the face of the building to the public; and a much larger, two-story factory component at the rear, with little architectural detailing and large window openings.

Almost all windows are non-original, installed around 1992. These are typically aluminum frames with double-paned glazing divided by aluminum muntins into a simple grid of equal fixed lights (such as 3 by 3 at the front elevation; or 4 by 2, 4 by 4, or 4 by 5 at the south elevation). Some panes are operable, depending on location. Original windows with industrial sash remain at two windows on the north elevation upper floor, facing the loading dock, at the current front desk area; and at the east-facing three tower windows, which feature reeded glass.

Stylistically, the building is Art Deco, with all of the architectural ornamentation occurring at the front office component of the building, where it would be visible from the street. Much of the Art Deco ornamentation was accomplished through the use of formwork to incise bands or patterns into the wet concrete during construction.

The primary architectural element on the main elevation is an off-center entry tower, stepped and battered at the corners to emphasize vertical lines. The tower also features three narrow, vertical windows which appear to be original industrial fixed sash with reeded glass. The windows are separated by four projecting, continuous concrete fins, which extend above the top of the tower for vertical emphasis. Flanking the triple window are two large, vertically-oriented rectangular panels incised into the concrete, featuring a three-stemmed plant or floral motif. Below the triple windows is the main building entry with non-original door, recessed slightly with angled concrete walls and protected by a simple projecting concrete canopy slab.

In contrast to the vertical entry tower, the rest of the front office building is a low block, with horizontal incised ornamentation along the front elevation and wrapping one bay of the south and north elevations. This incised ornament includes widely-spaced horizontal reveals at the basement level; a band of closely-spaced horizontal reveals at the parapet level; and small incised squares with four-pointed star or floral motifs clustered in threes above the windows, along the parapet band. Vertical frets decorate the top of the parapet in the bays closest to the tower, but these are partly hidden by a contemporary sheet metal parapet cap.

The front elevation below the parapet appears as six window bays, with horizontally-oriented windows separated by vertically-grooved wall piers. The two window bays flanking the entry tower project 4 feet forward from the main body of the building, while the far right bay (the loading dock) is recessed 34 feet from the main body of the building. The windows on the front elevation are protected by a nearly continuous, projecting, wrapping standing-seam metal pent roof, with corrugated metal soffit. The front elevation also includes narrow basement windows at each window bay, mostly hidden by foundation plantings.

The far right portion of the front elevation corresponds to the former Elliott Avenue loading dock constructed as part of the 1940 addition. Today separated from the sidewalk by a chain link fence, the dock retains a roll-up garage door flanked by vertically fluted concrete piers and horizontally-banded parapet, in the same style

as the original 1931-32 construction. To the left of the loading dock bay, on the north elevation, are the two remaining original industrial sash windows.

Behind the office block is the larger factory component of the building mass, its two stories exposed and above grade at the west and south elevations. At the upper level, large window openings light the interior space, wrapping both elevations. On the south elevation lower floor, five new window/door openings were cut into the concrete in 1992, in order to subdivide the basement level to individual tenants. These replaced or were adjacent to the smaller punched-window openings visible in the 1937 tax assessor photos (one remaining has been infilled with glass block). Above each of these entrances are individual metal pent roofs matching those on the front elevation, to provide weather protection.

On the west elevation, a chain link fence and canopy encloses a rear yard for storage at grade. At the lower level far right bays, two window openings have been sealed, one with plywood, and one with glass block. On the west elevation upper level, the far left bays are identifiable as the 1940 addition due to the concrete wearing at a different rate than the original 1931-32 concrete visible in the right bays. (The 1940 addition was two stories; the lower level is obscured by the chain link fencing).

Interior

The building is currently vacant. The main entrance on Elliott Avenue leads to a tall, narrow, flat-ceiling vestibule in the entry tower. Concrete steps wrap the far corner and ascend approximately five vertical feet to the main level former reception area. The vestibule is lit by the three high, vertically oriented windows at the eastern elevation; opposite these are three similar, high, vertically oriented lights which step up the wall adjacent to the stairs. The glazing in these windows is non-original reeded acrylic. The interior side of the main entry door concrete header and jambs, and the concrete header and jambs of the doorway at the top of the stairs, feature additional incised horizontal and vertical band decorations similar to those found on the exterior of the building.

At the top of the stairs is a former reception area, occupying the northeast building corner. Ceiling height at the upper floor is 12 feet. Tax records indicate that original finishes were painted concrete or plaster walls, concrete or tile floors, and fir trim. Today, some of these finishes appear to remain, interspersed with contemporary painted gypsum drywall partition walls and rubber tile flooring installed in recent decades.

At the southeastern building corner of the upper floor is the room which had originally been built as the Williams & Company executive office. Some original Art Deco finishes and features appear to remain intact, including a cast stone fireplace with decorative vertical incised reveals. Against the east interior wall is ornate wood casing, currently painted black and gold, which appears to have functioned as a radiator cover and perhaps shelving unit.

Upper level rooms at the rear of the building are primarily wide-open spaces. Ceilings and building structure are generally exposed.

Lower level interiors at the north half of the building are accessed by several internal stairs. Roll-up doors here provide access to the fenced space on the rear elevation. The northwest portion of the building was added in 1940; at the lower level, the structure supporting the concrete slab floor overhead is distinguishable by reinforced concrete beams. In the rest of the lower level, constructed in 1931-32, the floor is supported by concrete piers with drop panels and pyramidal caps (visible in the former commercial tenant spaces).

The southern half of the lower floor consists of former commercial tenant spaces accessed from the south elevation. Connected by an internal corridor, these spaces were built out over time to suit tenants. Interior finishes date to the 1992 renovation, or more recent alterations.

C. Summary of primary alterations

Only permits related to mechanical work were available for the property; no historical building permits were on file. Due to the nature of the food processing occupancy of the building, many of the mechanical permits over the decades were related to boilers, hoods, furnaces, tanks, or similar equipment.

Historic photographs provide additional information regarding alterations to the building. Observed primary alterations include:

- Almost all of the original windows have been replaced with contemporary double-paned energy efficient windows. Original windows with industrial sash remain at two windows on the north elevation upper floor at the current front desk area, and at the east-facing three tower windows with reeded glass. (Recent decades, likely 1992)
- At the south elevation lower floor (facing West Lee Street), new openings were cut to create five doorways giving access to tenant spaces. (Date unknown but likely 1992).
- Contemporary standing-seam metal projecting pent roofs over windows added to upper floor at parts of north, east, and south elevations; and added to lower level entrances at south elevation. (After 2002).
- Non-original chain link fencing added at lower level of west or rear elevation.
- Many interior partition walls altered to suit tenants over time.

III. HISTORICAL CONTEXT

A. The development of the Interbay/Smith Cove neighborhood

The subject site is located on Elliott Avenue West near Smith Cove, in the southern portion of the Interbay neighborhood, a historically industrial area in the flat lands between the hills of the Queen Anne and Magnolia neighborhoods. The Interbay neighborhood extends as far north as Salmon Bay and the Fisherman's Terminal. *[See Figs. 52 - 86 for historic maps and photos of the neighborhood]*

In the 19th century, the area was marked by tide flats and salt marshes, extending over a half-mile north of today's Magnolia Bridge. The area was used by Native Americans as hunting and fishing grounds.¹ After the arrival of the Denny party in 1851, heralding Euro-American settlement of the area, Dr. Henry A. Smith (1830-1915) of Wooster, Ohio, staked a 160 acre claim in 1853 along the shores of the cove which was to be named after him, recognizing the potential for a tidewater terminus for a rumored transcontinental railroad in the future.² Smith's settlement was near today's Dravus Street, and to connect to Seattle, he cut a three-mile trail overland through the woods as an alternative to a canoe route. Smith established a medical practice, and was for a time the only physician in Seattle besides David "Doc" Maynard. He also served as King County's first school superintendent and was a territorial legislator for several terms. Smith also owned and attempted to farm land near the mouth of the Snohomish River. By the late 1870s, Smith owned almost 1,000 acres at the foot of Queen Anne Hill, the source of his wealth in later years.³ The Smith Cove location attracted other early settlers, who made a living farming and logging.⁴

In the 1880s, a small railroad was in fact constructed near Smith's property. Seattle businessmen organized the local Seattle, Lake Shore & Eastern Railway to reach coal fields in Issaquah and Newcastle, and routed the line on a trestle from downtown through Smith Cove and Interbay, along the north side of Lake Union, to the north end of Lake Washington.

A few years later, in 1892, the Great Northern Railway came to Seattle via Interbay and Smith Cove. It was the second railway, after the Northern Pacific, to connect the city to the major cities of the Midwest and East, and was seen as critical for the economic development of the city. Unlike their rival Northern Pacific Railway which came into the Seattle port from the south, the Great Northern route came from the north, via Everett, down the shore of Puget Sound, through Ballard and across Salmon Bay, then through Interbay to Seattle. The Great Northern's first depot was at Smith Cove, until moving to Railroad Avenue downtown. To avoid the congestion of the central waterfront docklands, the railway purchased hundreds of acres in Interbay and Smith Cove, built Piers 38 and 39 with warehouses and rail-to-ship loading facilities, and established a large rail yard and roundhouse above the tide flats by 1903.⁵ By 1905, the Great Northern operated two cargo and passenger ships from these piers—the SS Minnesota and the SS Dakota, constructed in 1903 in Connecticut shipyards—which were, at the time, among the largest oceangoing ships in the world. These ships traded with Asian ports, particularly China and the Philippines, and were closely associated with the silk trade with Japan.⁶

In the 1890s, residential development began to fill in the hillsides above Interbay (particularly in the vicinity of today's Dravus Street), and the area received a post office in 1891, which was officially called Interbay in 1894. The Smith Cove area was particularly associated with Finnish and Slavic immigrants, who established a

¹ This section primarily derived from Wilma, David, "Seattle Neighborhoods: Interbay—Thumbnail History," HistoryLink.org Essay 3418, July 2, 2001.

² Oldham et al., p. 32; see also Bagley, pp. 846-850.

³ Rochester, Junius, "Smith, Henry A. (1830-1915)," HistoryLink.org Essay 2965, February 5, 2001.

⁴ Wilma, David, "Seattle Neighborhoods: Interbay—Thumbnail History," HistoryLink.org Essay 3418, July 2, 2001.

⁵ Dorpat, Paul. "Citizens Light & Power Co.," Seattle Times, Pacific Magazine, April 7, 1996; also at www.pauldorpat.com.

⁶ Oldham et al., p. 16; and Dorpat, Paul, "Smith Cove and Hill's too," Seattle Times, Pacific Magazine, April 17, 1983; also at www.pauldorpat.com. Related information about the Great Northern piers at McClary, Daryl C., "Fire destroys Great Northern Railway's grain and ore terminal at Smith Cove in Seattle on November 6, 1925," HistoryLink essay 10653, November 4, 2013, www.historylink.org. The SS Dakota sank off the coast of Japan in 1907; the SS Minnesota operated until it was sold in 1917, and was finally scrapped in 1923. The silk trade would eventually collapse during wartime and after the 1940 invention of nylon.

community there and worked in the nearby waterside industries.⁷ At the top of the hillside southeast of the subject site, with little connection to the waterfront below, exclusive view residences and hotels were beginning to be constructed around Kinneer Park which had been established in 1887. Below the steep hill slope, warehouses and industries such as lumber mills and fish processing—often built on piles over the water and tideflats—were established to take advantage of the waterfront and adjacent transportation corridor. A notable complex was the Portland Cordage Company, located on the west side of 15th Avenue, established around 1900. One of their buildings, a rope walk, was a long, narrow industrial shed used for the manufacture of rope, which stretched two blocks from Garfield to Boston Streets, with prominent signage painted on the side.

In 1911, after a four-year political effort, the Port of Seattle was created to instill order along the waterfront and establish municipally-owned port facilities, partly in anticipation of increased shipping with the opening of the Panama Canal (which would occur in 1914). However, most of the main central waterfront downtown was dominated by uncooperative private piers and warehouses, and powerful railroad interests. Because of this, some of the Port's earliest successes were in establishing a new terminal and piers on underdeveloped land at Smith Cove and a fisherman's terminal at Salmon Bay. At Smith Cove, to the west of the two existing Great Northern piers, the Port constructed the huge Piers A and B in 1913 and 1920 using a technique whereby bulkheads were constructed and then center-filled with dredged soil and rock (in contrast to a traditional pier on wooden pilings). At 2,530 feet long and 310 feet wide, Pier A was the largest pier of this type when constructed. The even larger Pier B featured two warehouses, gantry cranes, and waiting rooms for passengers bound for Asian ports. Later, these piers were known as Piers 40 and 41; still later, as 90 and 91.⁸

In 1912, Elliott Avenue and the parallel Railroad Avenue west of it (today's Alaskan Way) at this time were railroads on trestles over the tideflats, and the subject site was over water, as evidenced by the Baist map of that year.

In 1917, the construction of the Lake Washington Ship Canal (connecting Lake Washington to Salmon Bay via Lake Union) and the Chittenden Locks were completed, which lowered the level of Lake Washington and raised the level of Salmon Bay, also making the latter freshwater, rather than saltwater. The dredging material was used to help fill in the tideflats at Smith Cove.⁹ Remnants of the tideflats continued through the 1930s, however, as evidenced by historical photographs. Since the 1910s, complicated trestles had provided a vehicular connection between Magnolia and Queen Anne Hill over the tideflats and railyards of Interbay, but in 1930 a new concrete and steel bridge was opened at Garfield Street, a few blocks north of the subject site. Elliott Avenue between downtown and Interbay was filled, and then finally paved, between about 1920 and 1930, with streetcar tracks down the middle.

By at least 1931, the subject site had been filled in, apparently using contaminated fill.¹⁰ In 1931-32, the subject building was constructed. At the time, the waterfront came directly up to the railroad tracks behind the subject parcel, with the Great Northern piers across the water beyond. In the immediate vicinity of the subject site, the few existing structures dominating the intersection were two heavy industrial businesses which had been there since the early 1900s (but which are no longer extant). To the south, across today's West Lee Street (originally called Laramie Street), was the remnant of the Citizens Light and Power Company Bay Station coal gas plant, built in 1902, which manufacturing gas by burning coal.¹¹ Later owners were the Seattle Lighting Company in 1904, and the Seattle Gas Company in 1930. It ceased operations in 1927.¹² To the east of the coal gas plant, kitty corner from the subject site, was the Niedergesaess & Sons (N&S) Electric Company, which had been established in 1902. After 1906, the business included a foundry, and produced engines and electric dynamos.¹³

⁷ Wilma, David, "Seattle Neighborhoods: Interbay—Thumbnail History," HistoryLink.org Essay 3418, July 2, 2001.

⁸ Oldham et al., pp. 22-25; 32-33.

⁹ Wilma, David, "Seattle Neighborhoods: Interbay—Thumbnail History," HistoryLink.org Essay 3418, July 2, 2001.

¹⁰ Cook, Dave, LG, CPG. "Fill History at Elliott Commons Property," June 6, 2019.

¹¹ Dorpat, Paul. "Now & Then—Smith Cove Gas," HistoryLink.org essay 3026, March 3, 2001, www.historylink.org.

¹² The Seattle Gas Company occupied the site until 1945; later occupants included Connoisseur Wineries, which produced wine and distilled liquors on site during the 1950s; and Ace Tank & Welding during the 1960s and 1970s.

¹³ Dorpat, Paul, "Foundry on Elliott," Pacific Magazine, Seattle Times, January 12, 1992. The buildings appear, with additions, on the 1950 Sanborn Fire Insurance map of that year, and according to Dorpat, portions of the foundry complex

As the 1930s wore on, during the Depression era, the north end of Smith Cove was the site of one of four “Hoovervilles,” in Seattle, which persisted for almost a decade. The shantytowns consisted primarily of out-of-work homeless men.¹⁴

In 1934, the terminal area along the waterfront was the site of a three-month-long labor strike, called the “Battle of Smith Cove,” which was part of a larger event known as the 1934 West Coast Waterfront Strike that was one of the most significant labor clashes in American history. At the height of the conflict, thousands of strikers halted Great Northern trains at the Smith Cove piers, while eighteen ships waited offshore to offload their cargo, impacting the local economy. Hundreds of police and deputies attempted to protect scab dockworkers, and charged the strikers with clubs, tear gas, and gunfire. Similar events unfolded at nearly every major west coast port in the United States during this period.¹⁵

Several buildings in the immediate vicinity of the subject building were constructed within a few years of it. They included at least one Art Deco building—the Cove Mid-City Market—a shopping center built in 1931 on Elliott Avenue at Galer Street, two blocks north of the subject site. It is today Builder’s Hardware Supply, and although it was long ago altered, a small two-story Art Deco remnant remains at the north end. Other nearby buildings were built with Moderne details, which was an architectural style that developed in part from the Art Deco style, and became popular during the Depression years of the 1930s and early 1940s. These include the American Cracker Company (1939, altered) at 1465 Elliott Avenue West; a machine shop (1941) at 1425 Elliott Avenue West; Western Pacific Chemical Laboratories (1940), at 1436 Elliott Avenue West; and a veterinary hospital (1941, altered) at 1408 Elliott Avenue West.

By 1939, the local economy had begun to improve with the onset of war in Europe. In 1941, the US Navy took over the huge Piers 40 and 41, renamed them 90 and 91, and removed the remaining parts of the Hooverville, as well as unneeded buildings and industrial structures, to construct an enlarged terminal for a supply depot and recruiting station.¹⁶ Purchasing additional land as far north as Dravus Street, the Navy constructed dozens of buildings, including an oil processing and storage facility, warehouses, barracks, administrative buildings, recreation buildings and fields, mess halls, and other such structures. On the southeast base of Magnolia Hill across Smith Cove, the Navy built in 1944 a structure known as the Admiral’s House, a designated Seattle landmark.¹⁷ In the late 1940s through the 1950s, during World War II and the Korean War, activity increased at the Smith Cove piers as they became the port of embarkation for troops headed to the Pacific.¹⁸

In the late 1960s, the Port of Seattle received approval to begin to develop 25 acres for the massive Terminal 86 grain elevator and wharf, despite objections from residents of Queen Anne Hill that the structure would obstruct their views. Initial work included dredging, berming, and filling in the remaining triangle of waterfront between the old Great Northern docks and Elliott Avenue, and was completed in 1969.¹⁹ The terminal was completed in 1970.

In 1976, the Port of Seattle re-acquired the 198-acre facility at Piers 90 and 91 from the US Navy and subsequently developed it to cold storage for seafood, apples, and other exports to Japan and other Asian markets.²⁰ In the decades following, the port installed a 152-acre facility for automobile imports and exports through the Smith Cove terminal. North of the cove, the City of Seattle installed park areas and a golf course on top of former dump and fill areas.²¹

remained intact until at least the early 1990s. The company later became Wilson Machine Works, located two blocks south of the original site.

¹⁴ Oldham et al., p. 43.

¹⁵ Oldham et al., pp. 46-50.

¹⁶ Oldham et al., p. 52.

¹⁷ Sheridan, p. 6.

¹⁸ Wilma, David, “Seattle Neighborhoods: Interbay—Thumbnail History,” HistoryLink.org Essay 3418, July 2, 2001.

¹⁹ “\$13 million grain terminal given approval by Port,” Seattle Times, October 11, 1967, p. 25; and Wells, Jay, “Port Sells Duwamish land to Kaiser,” Seattle Times, January 29, 1969, p. 50.

²⁰ Oldham et al., pp. 81-82.

²¹ Wilma, David, “Seattle Neighborhoods: Interbay—Thumbnail History,” HistoryLink.org Essay 3418, July 2, 2001.

In the early 2000s, the north portion of the Terminal 86 landfill, across the railroad corridor from the subject site, was sold by the Port of Seattle and developed as the headquarter campus for Immunex, and later Amgen, both biopharmaceutical companies. Today it is the headquarters of Expedia, a travel-related tech company. In 2009, Pier 91 was renovated to accommodate a two-berth ship terminal for huge cruise ships, reflecting an increase in the number of cruises departing from Seattle.²²

In 2017, the existing industrial buildings on the large parcel to the south across Lee Street from the subject site were demolished. The property, which had been the site of an aforementioned coal gas plant and other industrial uses for decades, was found by recent studies to be highly contaminated with petroleum compounds and heavy metals, and is currently being studied for cleanup and remediation.²³ The subject site has also been found to be contaminated with these compounds.²⁴

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

The subject building was constructed in 1931-32 for Williams & Company, a Portland, Oregon-based potato chip and horseradish manufacturer, for use as a food production plant. The subject building was the company's second location in Seattle. Between 1919 and 1932, the Williams & Company Seattle factory was located at 80-84 Bell Street (a building no longer extant, between First and Western Avenues). By the late 1920s, the business was expanding and outgrowing their Bell Street space.²⁵ *[See Figs. 87 - 104 for early images of the subject building, and images related to Williams & Company]*

Title abstracts indicate that the subject property was owned by the estate of Ann Forrest Fuske in the 1920s, but no additional information could be found about that person. In 1928, Williams & Company purchased the property, and hired Seattle architect George Wellington Stoddard to design the subject facility.²⁶ Unlike the Bell Street location, the subject site had the advantage of being situated next to a railroad corridor for delivery of supplies.

Construction began in October 1931, for the original two-story building which measured only 77 by 135 feet in plan, corresponding roughly to the southern two-thirds of the current building.²⁷ The factory produced potato chips (also known as "Saratoga chips") and bottled horseradish. The reinforced concrete building was completed in May 1932 at an estimated cost of \$25,000, and was described as a "daylight factory" in news accounts of the opening, which referred to the concrete frame and large industrial sash windows lighting the main floor.

The factory was designed by Stoddard in the Art Deco style, one of three concrete Art Deco structures that he designed in 1931, all utilizing formwork to create decorative effects.²⁸ Stoddard specified decorative lines or patterns to be cast into in the wet concrete, although some were not followed exactly as indicated in the architectural drawings, likely indicating changes made on site during the construction process.

The interior main floor featured production areas, general and private offices, dressing rooms and lockers for employees. The executive corner office included a fireplace and custom wood cases which served as radiator covers and possibly as shelving.²⁹ Some windows reportedly featured vitrolite and colored art glass, but it is not clear where they would have been, or if they were actually installed.³⁰

²² Oldham et al., p. 107.

²³ Sykes, Ted W., Earth Solutions NW LLC. "Phase II Environmental Site Assessment, Elliott Commons, 1405 Elliott Avenue West," (ES-4460.01), August 4, 2016; and Rork, John/Puget Sound Energy, letter to Landmarks Preservation Board, May 9, 2019.

²⁴ Cook, Dave, LG, CPG. "Fill History at Elliott Commons Property," June 6, 2019.

²⁵ Stewart, Betty, "Chipping dollars from potatoes—Our payroll makers No. 174," Seattle Times, June 16, 1930, p. 9.

²⁶ Ownership/sales history from title abstracts, Seattle Department of Construction and Inspections Microfilm Library.

²⁷ "Contract is let for big factory at Lee, Elliott," Seattle Times, October 18, 1931, p. 27.

²⁸ The other 1931 buildings were an automobile garage at 777 Thomas Street (a Seattle landmark), and the second Metropolitan Printing Press building at 2603 Third Avenue, now a Rite Aid drugstore.

²⁹ Stoddard also included a large fireplace in the 777 Thomas garage main office.

³⁰ "Modern plan on Elliott Ave. is of novel construction," Seattle Times, May 20, 1932, p. 12. Stoddard did install stained glass windows above the main entry at the second Metropolitan Printing Press building; the windows are still intact.

Potato chip production occupied the main floor, with potatoes mechanically washed, peeled, buffed, thinly sliced, and centrifugally dried at the rear part of the building. Then, workers deep-fried wire baskets of chips by hand in kettles, then drained and cooled the chips in adjacent areas. In an adjoining room, cooled chips were packaged in waxed paper sacks. Packing and order-filling occupied the center of the main floor, convenient to the shipping platform on the north side of the building. A small elevator was located near the center of the production floor. Processing horseradish occurred in a separate area of the building, due to the strong smell of the ingredients. The basement was used for storage, including raw ingredients such as potatoes, oil, salt, vinegar, mustard, and horseradish root; as well as containers, bottles, cartons, packing material, and the like. The basement had the capacity to accommodate “ten [train] carloads of potatoes and two carloads of vegetable oil.” The building was designed (reportedly with input from owner Frank E. Williams) with “swimming pool floor construction” which allowed the floors to be flooded with water during cleaning, to reduce the fire hazard of dust buildup.³¹

Historic 1937 tax photographs show that the exterior of the building’s entry tower by at least that time was enhanced with neon signage spelling “Williams Chips” above the main entrance, and also on the south (and presumably north) sides of the tower. Neon tubing also appears to outline the vertical fins on the tower’s east elevation.³²

In 1940, the factory received an addition which nearly doubled the floor area of the production space and storage area, which was again designed by George W. Stoddard, and valued at \$21,000 in construction cost.³³ The two-story, L-shaped addition, which measured overall approximately 50 by 100 feet in plan, corresponds to the northwest corner of the building—five structural bays on the north, and two structural bays on the west. The addition re-oriented the loading dock from the north elevation to the east elevation, facing Elliott Avenue, and added an exterior loading dock and ramp on the west elevation. The elevator was relocated to the west wall. Bailey Construction Company built the addition, and it was completed in April 1940.³⁴ Available architectural drawings show that the north elevation of the addition had originally featured large industrial sash windows typical of those on the other elevations; however, the north elevation was built to the property line. When the warehouse on the adjacent property to the north was constructed in 1979, the north elevation windows of the subject building were presumably infilled at that time, if not before.

The subject building continued to be used by Williams & Company for the production of potato chips and bottled horseradish sauce through the two decades of the 1940s and 1950s. In 1960, Williams & Company was bought out by the Frito Company—later known as the Frito-Lay Company—but with no change in use to the building. Frito-Lay appears to have continued to use the subject building as a potato chip production facility until about 1972.

Later owners and occupants

In 1972, the subject property was purchased by Alfred S. and Gertrude Lapidus, according to title abstracts. Lapidus owned the Los Angeles-based Al Lapidus Popcorn Company, which supplied pre-popped popcorn and unpopped kernels to movie theaters. The Seattle facility was apparently used in this regard, and was the second plant in the firm after Lapidus’ original plant in Los Angeles which opened in 1948.³⁵

Beginning in 1975, city directories show that the subject building was occupied by the Harlan Fairbanks Company, another producer of popped bagged popcorn. Little information was found regarding this firm; it was founded around 1943 by John Harlan Fairbanks (1902-1972), a native of Worcester, Massachusetts, who moved to Seattle in the 1920s and sold theater equipment in Seattle and Vancouver, Canada.³⁶ In the late 1970s, the company was run by Lloyd Hughes, and appeared to specialize primarily in popped popcorn for large sports stadiums, event venues, and movie theaters. In 1976, the machinery in the subject building popped 3,000 pounds of popcorn a day, in a large air-heated popper with a rotating drum, with separate

³¹ “Modern plan on Elliott Ave. is of novel construction,” *Seattle Times*, May 20, 1932, p. 12; “Big factory project now near finish,” *Seattle Times*, December 13, 1931, p. 22.

³² Permit drawings on file include a 1958 proposal by the Zeon Company for a large circular neon “William’s Potato Chips” sign atop the building’s entry tower; it is unknown if this was actually built.

³³ “Contractor speeds \$21,000 addition,” *Seattle Times*, February 4, 1940.

³⁴ “Saratoga chip plant expands,” *Seattle Times*, April 9, 1940, p. 19.

³⁵ Johnson, Sharon. “Corn king covets ‘Wars,’ ‘Jaws,’” *New York Times*, May 14, 1978.

³⁶ “Services set for John H. Fairbanks,” *Seattle Times*, January 31, 1972, p. C14. Founding date according to “About us,” Harlan’s Specialty Food & Beverage Systems, www.harlanfairbanksusa.com.

equipment for bagging.³⁷ Harlan Fairbanks Company occupied the building until about 1990. Today, Harlan Fairbanks is based in Kent, Washington, and provides sales and service for popcorn machines and supplies (as well as machines for kettle corn, caramel corn, cotton candy, Sno-Kones, hot dogs, nachos and the like), serving the states of Washington and Alaska. The company claims to be the largest and oldest distributor of these concession machines in the Northwest.³⁸ There remains a related company, Harlan's, based in Vancouver, British Columbia.

Between 1990 and 1992, building permits were issued for the renovation of the interior of the subject building, to accommodate multiple tenants on both the upper and lower floors. Drawings on file indicate that replaced windows throughout the building date to these 1992 renovations.

In 1996, tenants listed in the Polk's city directory include a lithographer, a billing service, professional and service offices, a paper company, and ornamental woodworks company.

Owners of the subject property during the 1980s and 1990s were not identified for this report. Since 2000, the property has been owned by a series of limited liability corporations, including the current owner, Elliott Way Partners LLC.

In 2004, permits were issued and the upper floor building interior renovated to accommodate a veterinarian's office/animal hospital, as well as a kennel specializing in daytime dog boarding known as the Downtown Dog Lounge. Besides this company, the lower level tenants until recently include a catering company, and an office technical service company. By early 2019, all of the tenants had moved out. The building is currently vacant.

C. Williams & Company, original owner and developer of the subject building

<u>City</u>	<u>Operation dates</u>	<u>Factory location</u>
Portland, OR:	1903-1936	Moved to 5-7 different addresses in 30 years.
	1936-1960	2045 NE Union (now MLK Jr.) Street.
	<i>[1960-1968 owned by Frito Company]</i>	
Seattle, WA:	1919-1932	80-84 Bell Street.
	1932-1960	1405 Elliott Avenue (subject building).
	<i>[1960-c.1974 owned by Frito Company]</i>	
San Francisco, CA:	c.1929-1935	459 Clementina Street.
	c.1935-1956	365 Vermont Street.
	<i>[After 1956, owned by Granny Goose Foods Inc.]</i>	

Williams & Company was a potato chip and horseradish manufacturer founded in Portland, Oregon, in the early 20th century. The company had its beginnings as the E. G. Williams Company, established by Ernest G. Williams in 1903 when he purchased a small, local potato chip (or "Saratoga chip," as they were originally called) factory in Portland for \$100.³⁹ ***[See Figs. 87 - 104 for images related to Williams & Company]***

Ernest Williams was born near New Richmond, Wisconsin, in 1878, to Patrick and Bettie (Betsy) Seely Williams (1858-1947). There were six additional children in the family, including sons Frank (Francis) Edward and Leo Leon, also born in Wisconsin, in the late 1880s. Patrick and Bettie Williams moved their family from Wisconsin to Oregon around 1890, first to the rural community of Alsea, then to Corvallis, but settling eventually in Portland.⁴⁰ Around 1900, Bettie and Patrick divorced, leaving her with seven children ranging in age from the early 20s to pre-teens.

³⁷ Lacitis, Erik. "Top popper takes it from the kernel," Seattle Times, March 25, 1976, p. A15.

³⁸ "About us," Harlan's Specialty Food & Beverage Systems, www.harlanfairbanksusa.com.

³⁹ "A business built on chips and horseradish—Our payroll makers No. 218," Seattle Times, June 19, 1932, p. 4; and "Ernest G. Williams dead," Oregonian, April 9, 1911, p. 10.

⁴⁰ "Ernest G. Williams dead," Oregonian, April 9, 1911, p. 10.

In 1903, Ernest purchased a small potato chip factory at 418 Union Avenue North and was able to make a successful living in the business, initially producing chips in small batches and hand-delivering them to local markets.⁴¹ By 1910, the company had moved to larger quarters at 392 NE Schuyler Street, and claimed to be the only potato chip factory in Oregon, serving the entire state, as well as southern and eastern Washington, and parts of Idaho. The factory also produced a grated horseradish product.⁴²

In 1911, Ernest died after a year-long illness at age 33, leaving a wife (with a three-year-old son) who did not wish to continue the business. In 1913, Bettie Williams and her other sons Frank and Leo Williams were able to purchase the firm from Ernest's widow, and changed the name to Williams & Company.⁴³ Under this new leadership the business continued to expand, with Frank serving as president. By the 1910s, the factory in Portland was located at 371 Grand Avenue North, but the company relocated to several other locations over the next three decades.⁴⁴

In January 1919, the company opened a Seattle production facility in an existing warehouse located at 80-84 Bell Street (a building no longer extant, between First and Western Avenues).⁴⁵ Frank moved from Portland to Seattle to manage operations, residing with his wife Mabel, daughter Florence, and son E. Leon Williams at 1021 W. McGraw Street on the west slope of Queen Anne Hill.⁴⁶ Leon—born in Portland in 1911—graduated from Queen Anne High School in 1928, and received an aeronautics-engineering degree from the University of Washington in 1932. In the mid-1930s, Leon had intended to fly for the US Navy but was rejected for poor hearing, and instead worked for the family potato chip company, first in Portland and later in San Francisco, California.⁴⁷

The company grew through the 1920s. By 1928, Williams & Company apparently was planning for expansion, because in May of that year they purchased the subject property, which at that time was vacant.

Between 1929 and 1930, Williams & Company opened a production facility in San Francisco, initially located in a small two-story brick industrial building constructed in 1928, at 459 Clementina Street in the South of Market district.⁴⁸ Frank William's brother Leo moved to San Francisco to run the company.

In 1931, the subject building was designed by Seattle architect George Wellington Stoddard, constructed, and completed in 1932. That year, with facilities in Seattle, Portland, and San Francisco well established, a newspaper account described Frank E. Williams as the largest potato chip manufacturer in the West.⁴⁹

In 1936, Williams & Company continued expansion by beginning construction on a new, custom-built plant in Portland, Oregon, at 2045 NE Union Avenue (now Martin Luther King Jr. Boulevard), just over a mile southeast of their existing factory at 911 North Monroe Street. It was completed in 1937. The one-story Art Deco structure closely resembled but was not identical to the Seattle plant, featuring such similar elements as a stepped-back central tower and decorative horizontal grooves in the exterior wall. Portland architect Francis Marion Stokes (1883-1975) was the architect; it is unclear whether he worked with Stoddard, or if he simply used Stoddard's design for the Seattle factory as the basis for the Portland plant. However, that building is

⁴¹ "Little known facts about well known chippers who use Riegel papers," advertisement, *Potato Chipper*, July 1951, p. 21.

⁴² "The only Saratoga chip factory in Oregon," "Business opportunities" classified advertisement, *Oregonian*, April 11, 1910, p. 13.

⁴³ "F. E. Williams of potato-chip firm dies," *Seattle Times*, May 11, 1955, p. 45.

⁴⁴ According to the Portland city directories, the company moved to 661 Mississippi around 1921; then to 111 Monroe around 1926, then to 911 North Monroe around 1934.

⁴⁵ "Modern plan on Elliott Ave. is of novel construction," *Seattle Times*, May 20, 1932, p. 12; see also "Saratoga chip plant expands," *Seattle Times*, April 9, 1940.

⁴⁶ "F. E. Williams of potato-chip firm dies," *Seattle Times*, May 11, 1955, p. 45.

⁴⁷ Beers, Carole, "Edward Leon Williams, 86, engineer; was curious about everything," *Seattle Times*, April 26, 1997, p. B10.

⁴⁸ It is not clear if Williams & Company built this building, or leased it. Information from San Francisco Property Information map, Planning Department of San Francisco, California.

⁴⁹ "No chip on his shoulder," *Seattle Times*, May 29, 1932, p. 14; "Modern plan on Elliott Ave. is of novel construction," *Seattle Times*, May 20, 1932, p. 12.

wood frame over a concrete foundation, with stucco exterior cladding, rather than the concrete construction of Stoddard's Seattle factory. Today the building is intact, but altered.⁵⁰

In 1935 or 1936, Williams moved their San Francisco production from the South of Market location to a larger building at 365 Vermont Street (no longer extant) in the Potrero Hill neighborhood, where the firm operated for several decades.⁵¹

In 1937, Frank Williams' son, E. (Edward) Leon Williams, became the head of the Seattle factory. Frank Williams by then had moved to Portland, Oregon, to manage the factory and eventually retire there.⁵² Frank's daughter Florence had also moved to Portland with her husband V. C. Miner; in the following years, Miner also worked for the potato chip company.

In 1940, the subject building was expanded to nearly double production capacity. In 1941, Williams & Company after 38 years in business reportedly had a payroll of \$40,000 annually, producing and delivering potato chips and horseradish to thousands of retail outlets in groceries throughout the western states.⁵³

In 1947, Bettie Williams died at age 90 at home in Portland, Oregon, and her son Frank Williams died seven years later in 1955 at age 68, also in Portland.⁵⁴ (Neither appears to have been civically active in that city, based on an online search through the Oregonian newspaper, and their published obituaries). By 1955, Frank's son Leon was president of the potato chip company and operated the Seattle factory, while Frank's son-in-law V. C. Miner was vice president and operated the Portland factory.

By the late 1950s after Frank's death, and through the 1960s, the company began to undergo a series of buyouts and mergers, reflecting a larger trend nationwide in the industry. In 1956, the San Francisco Williams & Company factory was bought out by Granny Goose Foods Inc., an Oakland, California-based potato chip and snack food company founded in 1946.⁵⁵

In 1960, the growing Frito Company of Dallas, Texas, purchased the Williams & Company facilities in Portland and Seattle, to be operated as a wholly-owned division.⁵⁶ At that time, the two Williams plants distributed their products in Oregon, Washington, Idaho, Montana, and northern California, with approximately \$2,000,000 in annual sales. The Portland plant employed forty workers and operated fifteen trucks, while the Seattle plant had thirty employees and ten trucks. The addition of the two plants increased the number of Frito-operated plants in the United States to twenty-three.⁵⁷ Leon Williams was retained as the general manager of operations in Seattle, and V. C. Miner was retained as manager there.⁵⁸

Since 1945, the Frito Company had had distribution and production agreements with H. W. Lay & Company, a potato chip and snack food company based in Atlanta, Georgia. Frito focused primarily on the western United States, while H. W. Lay focused on the eastern states. Both companies had for decades bought up smaller regional potato chip and snack food companies throughout the country, eventually standardizing the products and eliminating regional variety. In 1962, the two firms merged to form the Frito-Lay Company.⁵⁹ In 1965, Frito-Lay merged with Pepsi-Cola, becoming PepsiCo, but their increasingly dominant share of the snack food market resulted in intervention by the Federal Trade Commission. In 1968, Frito-Lay of Dallas and its parent

⁵⁰ "2045 N.E. Union Avenue (6-907-02045)," Albina Community Historic Resources Inventory. Historic Resource Inventory, City of Portland Oregon. (1980?, updated 1993?). "Modern factory now operating," Oregonian, July 4, 1937, p. 2, describes the building as reinforced concrete.

⁵¹ Polk's Crocker-Langley San Francisco City Directory.

⁵² "Leon Williams heads potato chip firm," Seattle Times, March 23, 1937, p. 13; and "Williams firm takes new site," Oregonian, April 19, 1936, p. 1.

⁵³ "Williams & Co. marks birthday," Seattle Times, April 14, 1941, p. 19.

⁵⁴ "Bettie Williams," obituary, Oregonian, March 4, 1947, p. 11; and "Mrs. Betty Williams," Seattle Times, March 4, 1947, p. 11; and "F. E. Williams of potato-chip firm dies," Seattle Times, May 11, 1955, p. 45.

⁵⁵ "Granny Goose Foods buys Williams Potato Chip Co.," Potato Chipper, September 1956, p. 34.

⁵⁶ Technically, the Portland firm was "Williams & Company," while the Seattle firm was "Williams & Company, Inc."

⁵⁷ "Potato chip firms are sold," Seattle Times, May 5, 1960, p. 42.

⁵⁸ "Business-Industrial Digest / Company Notes," Seattle Times, May 17, 1960, p. 20; and "Frank E. Williams," Oregonian, May 11, 1955, p. 13.

⁵⁹ Burhans, pp. 45-46.

PepsiCo sold the Portland plant (but not the Seattle plant) as part of a order by the FTC to sell off ten potato chip factories.⁶⁰ It is not clear who bought the Portland factory and operated it after 1968.

In Seattle, Leon Williams continued as plant manager of the subject property until he retired in 1973 at age 62. He and his wife Gladys had raised two children in Seattle, and in 1965 had moved to a home on Lake Sammamish. Leon died there in 1997 after a quiet retirement at age 86.⁶¹

D. The architect, George Wellington Stoddard

The subject building was designed in 1931 by George Wellington Stoddard, a prolific Seattle architect who was active from the 1920s to the 1960s. *[See Figs. 105 - 116 for images related to George Wellington Stoddard]*

Stoddard was born in Detroit, Michigan, in 1896, and earned an architectural engineering degree from the University of Illinois in 1917. He later served in France with the US Army during World War I.⁶²

In 1920, Stoddard moved to Seattle and formed a practice with his father, Lewis Malcolm Stoddard, who was a civil engineer and naval architect. The firm Stoddard & Son operated between 1920 and 1929, with the firm designing a wide range of building types and following the historical revivalist styles popular at the time. Works by Stoddard & Son in Seattle during this period of 1920-1929 include the Park Court Apartments (1922); the George A. Kribs residence (1922-23); the Metropolitan Printing Press at 2107 Third Avenue (1923, a designated Seattle landmark), formerly known as Brasa's Restaurant; the Broadmoor entrance gate and caretaker's residence (1923-24); Stores for Henry Schuett (1924) at 2230 2nd Avenue in Belltown, also known as the Mama's Mexican Restaurant building, a designated Seattle landmark; the Fox Garage at 600 Olive Way (1925, altered); and the Dutton residence at 3355 East Laurelhurst Drive (1926). Outside Seattle, a notable work during this period is the Winthrop Hotel at South Broadway and South 9th Street in Tacoma (1925).

Following Stoddard's father's death in 1929, George established his own firm, George Wellington Stoddard & Associates.

Stoddard designed several Art Deco buildings in the early 1930s, like the subject building. Examples include the second Metropolitan Printing Press building (1931, altered, today occupied by a Rite Aid drugstore) at 2603 Third Avenue; the 777 Thomas Street garage building (1931, a designated Seattle landmark) in South Lake Union; and the Builder's Hardware building (1931) at 227 9th Avenue North, also in South Lake Union. Like the subject building, both the Metropolitan Printing Press building and the 777 Thomas garage are concrete buildings, and both feature Art Deco decorative lines or patterns cast into the exterior walls at the time of construction.

In the 1930s through the 1940s, Stoddard was well-known for his residential designs in planned Seattle area subdivisions, such as Blue Ridge or Sheridan Beach in North Seattle, as well as custom single-family residences, often in a Colonial Revival mode. In the 1940s, Stoddard was part of the design team for the Yesler Terrace public housing development, with architects William Bain, J. Lister Holmes, and others.

During the late 1940s and early 1950s, Stoddard moved away from historicist or revivalist styles, and embraced the Modern movement. His work at that time broadly included educational buildings, medical buildings, banks, stores, and apartment buildings. Projects were sometimes innovative or experimental. For example, he invented the concept of a "transportable school" which featured a central core with classroom structures that could be added or removed as needed. Three were constructed in the Seattle area in 1949; they were believed to be the first of their kind in the nation.

⁶⁰ Burhans, p. 60; and "Frito-Lay agrees to order," Seattle Times, July 16, 1968.

⁶¹ Beers, Carole, "Edward Leon Williams, 86, engineer; was curious about everything," Seattle Times, April 26, 1997, p. B10. The statement in the obituary by Williams' daughter that "Until World War II, Williams Potato Chips had 100 percent of the potato-chip business in the nation" is incorrect; there were numerous regional companies throughout the country at that time (see for example Burhans, pp. 22-42).

⁶² Biographical information derived primarily from Ochsner, "George Wellington Stoddard," pp. 477-478.

Other notable works from the 1930s to the 1950s include the low-cost pre-built “Quintec” homes (1938),⁶³ Harbor Island Fire Station (1941-42), Stoddard Terrace Apartments (1944, now the Aloha Apartments), Seattle Memorial Stadium (1945-47), Renton Hospital (1946, demolished), Arbor Heights Elementary School (1948-49), University of Washington Stadium south stands (1949-50), the Green Lake Aqua Theater (1950), and King County Youth Service Center (1951).

In 1955, he formed a partnership with Francis E. Huggard, and named their firm George W. Stoddard-Huggard & Associates, Architects and Engineers. Although Stoddard retired only a few years later in 1960, works from this period include Sand Point Elementary School (1957-58), and several National Bank of Commerce branches, including the two at Third and Battery Street (1955, demolished) and at Westlake and Olive Street (1955).

Stoddard’s work was published repeatedly in the Seattle Times and Seattle Post-Intelligencer, the local *Pencil Points* architectural journal, the national trade magazine *Architectural Forum*, and other trade publications. He was also active in many professional and civic organizations, including the State Hospital Advisory Council Executive Committee (1948-1949), the Seattle Civic Arts Committee (appointed as chairman in 1947), the King County Educational Advisory Committee (1950-1951), the King County Juvenile Advisory Committee (1952), the Rainier Club, the Seattle Art Museum, the Seattle Chamber of Commerce and the Municipal League. He also served on the board of the Seattle Symphony for many years. A member of the Washington State Chapter of the American Institute of Architects since 1922, Stoddard served as president of the chapter in 1946-1947.

George Wellington Stoddard and his wife Marjorie Schuett Stoddard resided from the early 1940s onward in a home of his design on the private Reed estate along the Lake Washington waterfront in the Madison Park neighborhood. Stoddard in 1935 had designed a mansion for Stimson lumber heir William Reed Sr., and in return, Reed offered the Stoddards a parcel on the property for them to build a house of their own. They lived there until Stoddard’s death in 1967 at the age of 71. Marjorie died in Seattle in 1993 at age 94.⁶⁴

E. The builder, Arthur S. Hansen

While the original building permit for the property could not be located, newspaper articles about the project cite A. S. Hansen as the general contractor of the original 1931-32 building.⁶⁵ ***[See Figs. 117 - 118 for images related to Arthur S. Hansen]***

Little information could be found about Hansen. He was born around 1895 in Seattle, and was the son of John L. and Sina Dorothea Hansen, natives of Norway who arrived in the United States in the 1880s. He and his wife Esther lived at 10756 Linden Avenue in the 1920s, when he was listed in city directories as a carpenter, building houses. By 1930 he had a company listed in city directories as Quality Mill Work, besides his general contracting business. By the early 1930s Arthur and Esther lived on Yarrow Point on the east side of Lake Washington, and lived in Bellevue from at least 1941 onward.⁶⁶

At the time of the construction of the building, Hansen had just moved his office to 2200 25th Avenue South, at South Walker Street one block east of Rainier Avenue South. Prior to that time, his office was located at 2212 34th Avenue South.

Only a few projects by Hansen could be identified for this report, but most appear to have been single family homes constructed of brick. In 1927, he was cited as developing ten houses in the Mount Baker subdivision.⁶⁷ In 1931-32, he built the subject property, which was designed by Seattle architect George Wellington Stoddard. Hansen worked at least twice again with Stoddard—he built in 1932 a Colonial style cottage designed by Stoddard for Alfred Dyer at 3800 Cascadia Avenue in the Mt. Baker neighborhood, and another

⁶³ “Pre-built home on display,” Seattle Times, September 1, 1938, p. 24.

⁶⁴ “George W. Stoddard,” obituary, Seattle Times, September 29, 1967; and “Mrs. George Wellington Stoddard,” obituary, Seattle Times, June 15, 1993.

⁶⁵ “Modern plan on Elliott Ave. is of novel construction,” Seattle Times, May 20, 1932, p. 12. See also Hansen’s advertisement, same page.

⁶⁶ “Memory lapse fails motorist,” Seattle Times, March 26, 1941, p. 7.

⁶⁷ “First Hill property is in active demand,” Seattle Times, February 20, 1927, p. 12.

residence by Stoddard in 1936 for Helen Gloss on Blenheim Drive in the exclusive Broadmoor subdivision.⁶⁸ In 1937, Hansen built a modern interpretation of a Tudor style home by Seattle architects Paul Thiry and Alban Shay at 1415 Willard Avenue on Queen Anne Hill.⁶⁹ In 1936 he built a large Regency Revival style home designed by Seattle architect David Myers for Thomas Pelly, the president of the Lowman & Hanford stationery and lithography company. That house, at the southwest corner of 39th Avenue and E. Prospect Street in Madison Park, was valued at \$15,000, built of brick, and was reportedly the first house in Washington state with a copper roof.⁷⁰

No information could be found about Arthur Hansen after the 1940s. He died in 1976 at his home at 10022 Meydenbauer Way SE in Bellevue at age 81.⁷¹

F. Art Deco and Moderne architecture in Seattle

Art Deco was a short-lived but popular style in the United States and Seattle in the late 1920s and early 1930s. The term applied to a decorative style that first appeared at the *Exposition des Arts Decoratifs et Industriels Modernes* held in Paris in 1925, a fair which was intended to showcase luxury goods. [See Figs. 119 – 135]

Art Deco was influenced by Art Nouveau, the Vienna Secession movement, the Bauhaus, the deStijl movement, Cubism, and Futurism. The new style could be applied to a wide variety of designs, including household goods, furniture, graphic arts, fashion, and architectural design. As an alternative to traditional or classical ornamental language, the new style allowed the figurative arts to accommodate modern objects, such as planes or automobiles. Art Deco stressed hard-edged, strong geometric patterns, either sharply angular or curvilinear, augmented by bold colors, and usually heavily stylized to form flat linear patterns. Popular patterns might be derived from American Indian, Egyptian, and Mayan, or other seemingly-exotic sources, or derived from plant, animal, or other natural forms.⁷²

Art Deco style buildings tend towards an emphasis on verticality, often with stepped massing. Buildings usually have areas of richly textured or relief surfaces contrasting with areas of smooth surfaces. Unusual or multicolored materials are often employed for effect. Typical surface patterns include fluting, horizontal bands, zig-zags, and others, often employed at roof parapets, window spandrel panels, door or window openings, or other focused areas at the ground level or building top.

Moderne was a closely related offshoot of Art Deco which developed a few years later. “Style moderne” was the term preferred for “Art Deco” in France, giving rise to the American term “Moderne,” a variant of Art Deco which stressed smooth round forms and surfaces. In the United States, the style merged with the new science of streamlined design that had recently developed in industrial design to reduce air turbulence around moving objects such as automobiles and locomotives. Soon streamlined Moderne design was being applied simply for aesthetic effect to objects such as household goods, furniture, and buildings.⁷³ The style was popularized at the Chicago and New York World’s Fairs of 1933 and 1939, and remained in fashion until the mid-1940s and World War II.

Moderne style buildings have an emphasis on horizontal lines, simple forms, and curved or rounded surfaces. Surfaces are smooth, and surface decoration is usually not present, except for trim. Roofs are generally flat, and windows are often drawn into bands across the façade.

Neither Art Deco nor Moderne are technically “Modern” styles, because they are primarily decorative in nature. True modernism shunned applied decoration entirely. However, they did represent a movement away from traditional historical styles that had been employed in the 19th and early 20th centuries. In time, Moderne’s somewhat simpler aesthetic became more associated with the 1930s and the decade of the Great Depression, while Art Deco was associated with the extravagance of the 1920s.⁷⁴

⁶⁸ “Large residence project awarded,” Seattle Times, February 14, 1932, p. 19; and “Home in Broadmoor,” Seattle Times, January 19, 1936, p. 20.

⁶⁹ “Queen Anne home is English type,” Seattle Times, April 19, 1937, p. 8.

⁷⁰ “Work starts on new residence of Thomas Pelly,” Seattle Times, September 13, 1936, p. 62.

⁷¹ “Deaths,” Seattle Times, February 11, 1976, p. 30. No obituary was located for Hansen, only a death notice.

⁷² Roth, p. 374.

⁷³ Roth, p. 374.

⁷⁴ Whiffen, pp. 235-240.

In Seattle, Art Deco style is primarily found in office and retail buildings, and apartment buildings. Excellent high-style examples from the 1920s exist, including the Northern Life/Seattle Tower (A.H. Albertson, 1927-29), the former Bon Marche building (John Graham Sr., 1928-29), the Exchange Building (John Graham Sr., 1929-31), and the Seattle (Asian) Art Museum (Bebb & Gould, 1931-33)—all of these are also designated Seattle landmarks. These designs often use locally-derived patterns from nature for geometric inspiration—for example, marine plants or animals such as seaweed or starfish; or local plant forms such as rhododendrons, tulips, or ferns; or patterns derived from the shape of mountains, waves, or clouds, referencing the Pacific Northwest. Both the interiors and exteriors of these buildings often create an appearance of rich materials and luxurious surfaces, frequently concentrated at entries, lobbies, around windows, or at parapets.

Numerous smaller, simpler examples of Art Deco buildings also appear in Seattle, often dating from the 1930s. Sometimes called Zigzag Art Deco, these buildings utilize simple surface designs (often bricks laid in a zig-zag pattern) and simple stepped massing to achieve an effect, rather than richly detailed surfaces or rare and expensive materials. Examples include the MGM Building (1936) at 2331 2nd Avenue in Belltown, a designated Seattle landmark; Fire Station No. 6 (1932) at 101 23rd Avenue, also a Seattle landmark; or the Mount Baker Court apartments and retail building (1930) at 3601 South McClellan Street.

Moderne buildings in Seattle are less common, but examples are often industrial buildings, government buildings, or small commercial buildings. Examples include the Washington National Guard Armory/ Center House-Seattle Center (Naramore & Young, 1939, altered), a Seattle landmark; and Fire Station No. 41 (1939) in the Magnolia neighborhood.

The subject structure is an Art Deco building primarily due to the stepped entry tower and its emphasis on vertical lines, and can be classified as “Zigzag” Art Deco due to the use of concrete as the primary building material and vehicle for ornament. Additionally, the building has some early Moderne characteristics, primarily the horizontal bands and lines on the portions of the building which flank the entry tower.

Several Art Deco/Moderne light industrial or warehouse buildings exist in Seattle. Two buildings particularly comparable to the subject building due to their association with food production are:

- National Grocery Company/Salvation Army Building (1930) at 1000 4th Avenue;
- Coca Cola Bottling Plant (1932) at 711 14th Avenue or 1313 E. Columbia Street, a Seattle landmark.

Other examples of Art Deco/Moderne light industrial or warehouse buildings in Seattle include, but are not limited to, the following:

- Firestone Building (1929) at 400 Westlake Avenue, a Seattle landmark;
- Rautman Plumbing & Heating/Fisher Building (1900, remodeled 1929-30) at 115 S. Jackson Street;
- Graybar Electric Company/Pacific Bell (1930) at 416 Occidental;
- Marwood Electric (1930, altered) at 1712 1st Avenue;
- Eyres Storage (1930, altered) at 2245 1st Avenue South;
- Irwin Garage/Jones Dairy (1930) at 2022 E. Union Street;
- White & Hitchcock/Flying Fish Building (1930, altered) at 2234 1st Avenue;
- Seattle Times Office and Printing Plant (Robert Reamer, 1930, altered), a Seattle landmark;
- Ford Motor Company Assembly Plant/Federal Center South (Albert Kahn, 1930-32) at 4735 East Marginal Way, a National Register listed building;
- Pacific Hoist and Warehouse (1931) at 3200 4th Avenue South;
- Westinghouse warehouse (1939) at 1041 1st Avenue South;

As well as the following, which were previously mentioned in this report:

- Metropolitan Printing/Rite Aid (George Wellington Stoddard, 1931) at 2603 3rd Avenue;
- Western Pacific Chemical Laboratories (1940) at 1436 Elliott Avenue West;
- 777 Thomas Street garage (George Wellington Stoddard, 1931, altered), a Seattle landmark.

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Note:

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

DON	Department of Neighborhoods, Seattle Historic Building Inventory
MOHAI	Museum of History and Industry
PSRA	Puget Sound Regional Archives, historic tax assessor records
SDCI	Seattle Department of Construction and Inspections
SMA	Seattle Municipal Archives
UWSC	University of Washington Special Collections

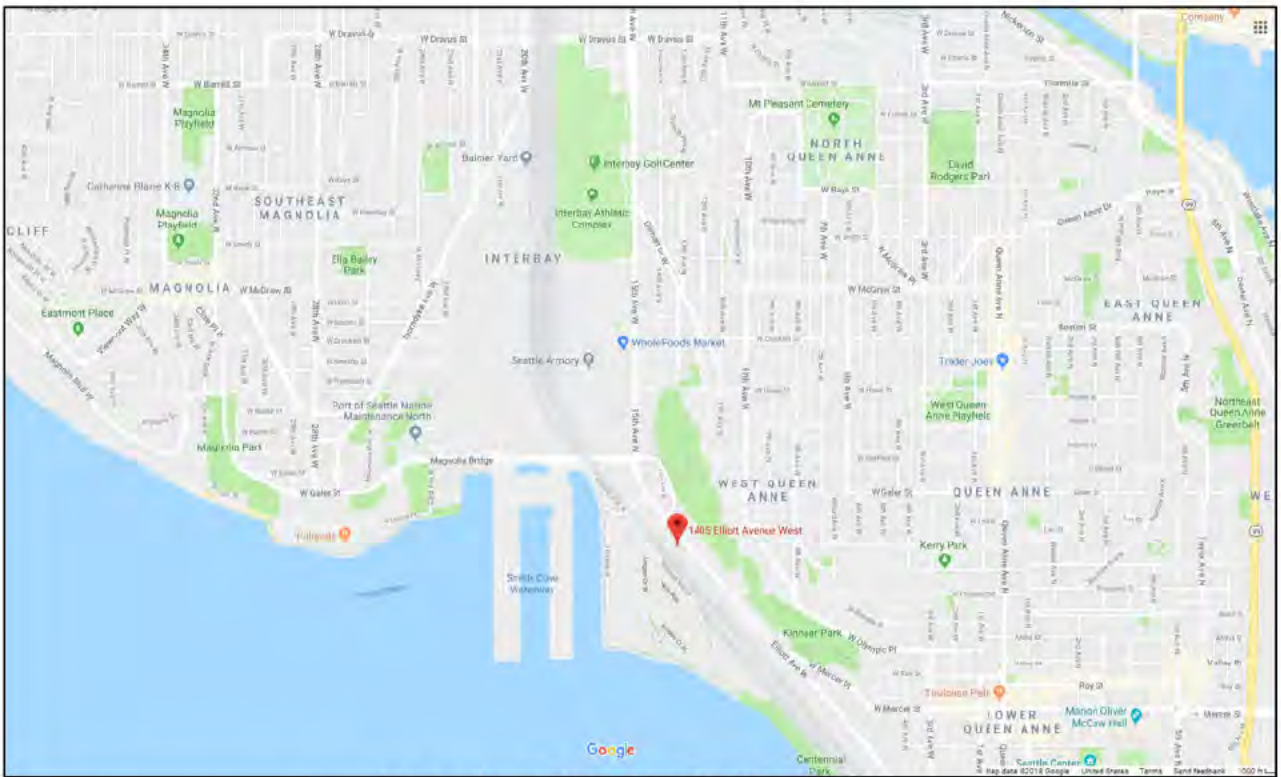


Fig. 1 – Map of the subject location in 2018. True north is up. Approximate site of subject building indicated by red marker. (Google Maps)



Fig. 2 – Aerial photo showing subject site. True north is up; for purposes of the report, Elliott Avenue will be considered oriented north-south, so that the building front elevation facing Elliott Avenue is the east elevation. (Google Maps)



Fig. 3 – Aerial photo of site. Subject building indicated by arrow. True north is up; for purposes of the report, Elliott Avenue will be considered oriented north-south, so that the building front elevation facing Elliott Avenue is the east elevation. (Google Maps)



Fig. 4 – Context: View southwest across Elliott Way West towards site. Subject building indicated by arrow. Terminal 86 grain elevator in distance at left.



Fig. 5 – Context: View north on Elliott Way West.
Subject building indicated by arrows.



Fig. 6 – View south on railroad corridor at rear (Alaskan Way West right of way).
Subject building indicated by arrow.

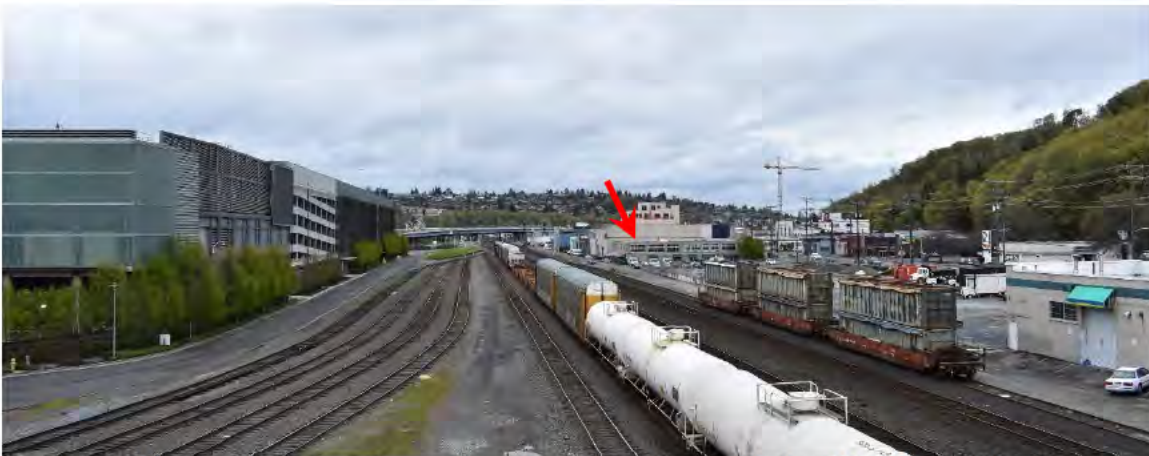


Fig. 7 – View south and north on railroad corridor at rear (Alaskan Way West right of way). Subject building indicated by arrow. Expedia corporate campus and garage visible across tracks.



Fig. 8 – East elevation.



Fig. 9 – East elevation, south corner.



Fig. 10 – East elevation, north portion at entry tower and loading dock.



Fig. 11 – East elevation, detail of entry tower.



Fig. 12 – East elevation, detail of entry tower, concrete work.



Fig. 13 – East elevation, detail of entry tower, concrete work, windows.



Fig. 14 – East and north elevations. (May 2019)



Fig. 15 – East and north elevations, detail of loading dock.



Fig. 16 – East elevation, detail of loading dock.
Note original window on north elevation visible at left.



Fig. 17 – North elevation (at loading dock). (May 2019)



Fig. 18 – South elevation.



Fig. 19 – South elevation.



Fig. 20 – South elevation, detail.



Fig. 21 – South elevation, detail.



Fig. 22 – South and west elevations.



Fig. 23 – West elevation.



Fig. 24 – West elevation, detail of lower level openings, north part.

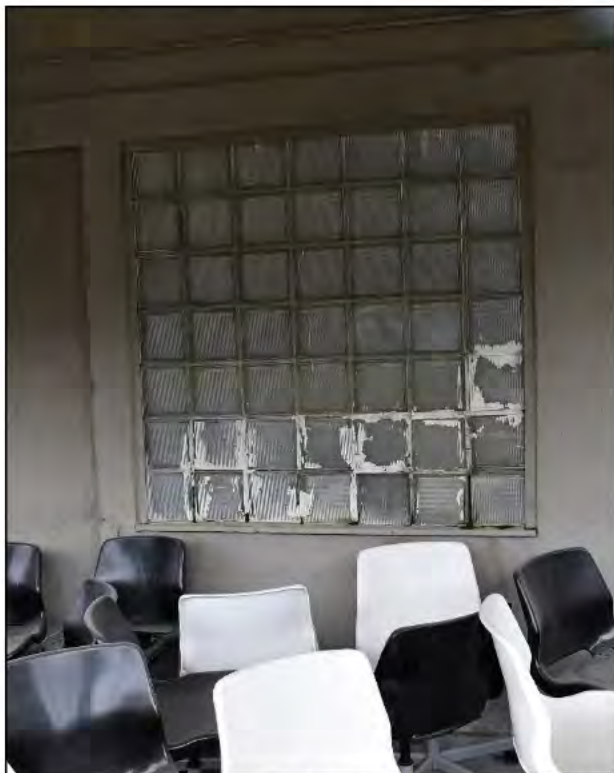


Fig. 25 – West elevation, detail of lower level openings, south part.



Fig. 26 – Interior, entry vestibule.



Fig. 27 – Interior, entry vestibule.

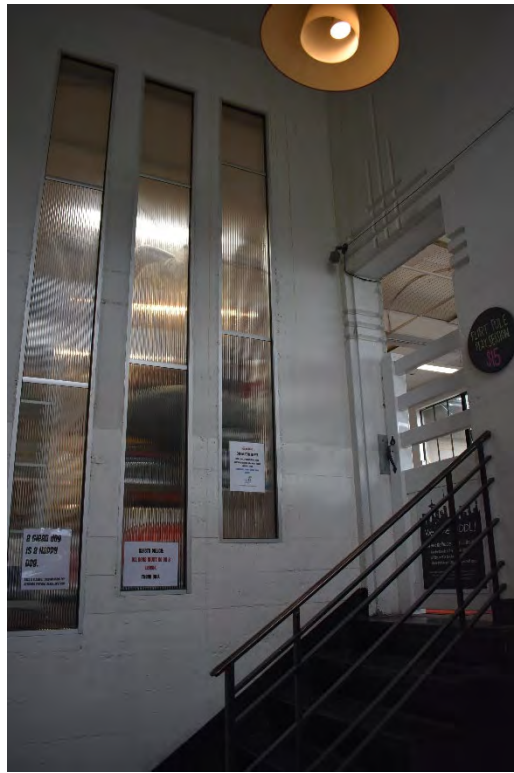


Fig. 28 – Interior, entry vestibule.



Fig. 29 – Interior, upper floor, reception desk area at northeast building corner.
Note reights to tower entry vestibule at right. (May 2019)



Fig. 30 – Interior, upper floor, reception desk area at northeast building corner. Note original windows at left and center, overlooking loading dock. (May 2019)



Fig. 31 – Interior, upper floor, reception desk area at northeast building corner. (May 2019) Windows face north and overlook the loading dock.



Fig. 32 – Interior, upper floor, reception desk area at northeast building corner.



Fig. 33 – Interior, upper floor, detail of typical original (left) and non-original (right) windows.



Fig. 34 – Interior, upper floor, central hall at offices. (May 2019)



Fig. 35 – Interior, upper floor, former office space along south wall. (May 2019)



Fig. 36 – Interior, upper floor, former office space along south wall. (May 2019)



Fig. 37 – Interior, upper floor, office space along east wall. Originally built as the executive office. (May 2019)



Fig. 38 – Interior, upper floor, office space along east wall, detail of fireplace. Originally built as the executive office. (May 2019)



Fig. 39 – Interior, upper floor, office space along east wall; detail of cabinetry. Originally built as the executive office. (May 2019)



Fig. 40 – Interior, upper floor, interior corridor. (May 2019)



Fig. 41 – Interior, upper floor, at loading dock (note garage door). (May 2019)
The garage door opens onto Elliott Avenue on the east building elevation.



Fig. 42 – Interior, upper floor at southeast building corridor, view north (former factory floor).



Fig. 43 – Interior, upper floor at southeast building corner, view east (former factory floor). (May 2019)



Fig. 44 – Interior, upper floor at southeast building corner, view east (former factory floor). (May 2019)



Fig. 45 – Interior, upper floor, detail of floor and skylight.



Fig. 46 – Interior, internal stair.



Fig. 47 – Interior, lower floor, north part.

This area was constructed as part of the 1940 addition; note concrete beams.



Fig. 48 – Interior, lower floor, north part.

This area was constructed as part of the 1940 addition; note concrete beams. Roll up doors at left are on the west elevation, accessing rear yard enclosed by chain link fence.



Fig. 49 – Interior, lower floor, commercial tenant spaces. Door to outside is on south elevation. Note concrete pier structure with drop panels and pyramidal caps. (May 2019)



Fig. 50 – Interior, lower floor, commercial tenant spaces. (May 2019)
Note concrete pier structure with drop panels and pyramidal caps.



Fig. 51 – Interior, lower floor, typical interior corridor.



Fig. 52 – 1912 Baist map of neighborhood (two images).

North is up. Subject parcel indicated by arrow and red dotted line. The maps' cut line follows Elliott Avenue; conditions on the other side of the cut line are shown as blank on each map (making reading confusing). The subject parcel is on lower map; upper map shows conditions across the street, to the east. West Lee Street was formerly known as Laramie Street. Tan colored "land" shown west of the words "Smith's Cove" is land that is platted but still over water or tideflats. The subject site here is shown over water; it will be filled in around 1928-1930, and the subject building constructed in 1931.



Fig. 53 – 1936 and 2018 aerial photo comparison of Smith Cove. North is up. Subject site approximately indicated by arrows. The 1936 photo (top) shows the two smaller piers (originally Piers 38 and 39) at center right, built by the Great Northern Railway in 1903, for trade with Asian ports. West of these are two larger piers (originally Pier A and B, later known as 40 and 41, then as 90 and 91), built by the young Port of Seattle authority in 1913 and 1920. Smith Cove north of the Magnolia Bridge still has tideflats and tidal water. The 2018 photo (bottom) shows the old Great Northern pier area filled in, and the Pier 86 triangle of reclaimed land and grain terminal, infilled and constructed 1968-1970. (Both images King County GIS)

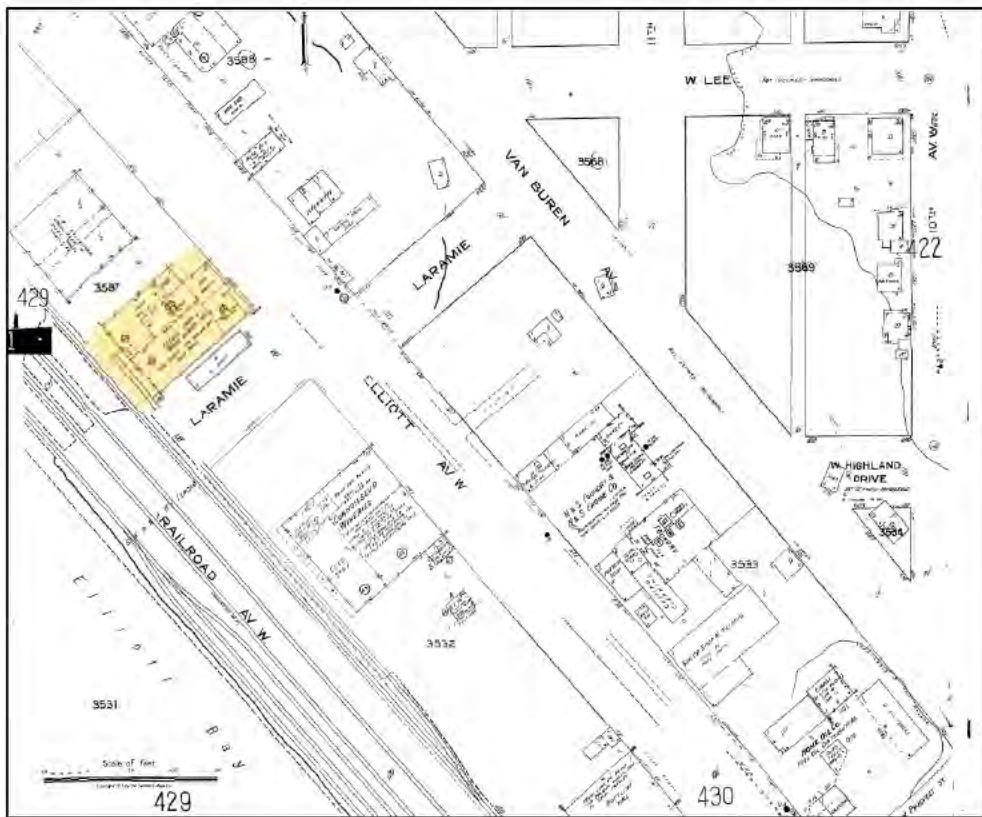
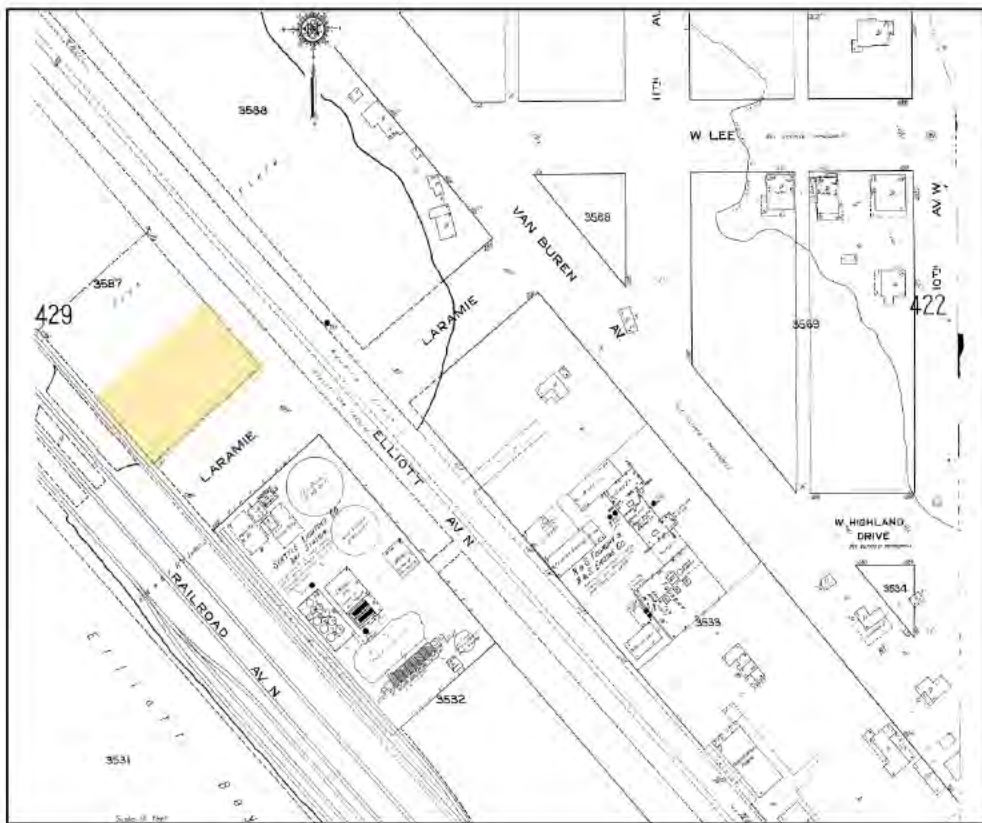


Fig. 54 – 1917 and 1950 Sanborn map comparison; subject parcel indicated by shading. Laramie Street later renamed W. Lee Street. The subject building was constructed 1931-32.



Fig. 55 – 1936 aerial photo of site, detail. Subject building indicated by arrow. Visible directly south of the subject site is the coal gas plant, and across the street from the gas plant is the N&S Foundry building complex. (King County GIS)



Fig. 56 – (Left) Dr. Henry A. Smith (1830-1915), original Euro-American settler and major landowner of Smith Cove. (Bagley, pp. 846-47).



Fig. 57 – (Right) 1903 view west of Smith Cove and Magnolia from Queen Anne Hill, taken by the Olmsted Associates. (SMA 29330)



Fig. 58 – 1903 view east of Smith Cove and Queen Anne Hill from Magnolia, image taken by the Olmsted Associates. (SMA 172601)



Fig. 59 – 1910 view west toward Great Northern piers. At left foreground is the Citizen's Light & Power Company Bay Station coal gas plant, built 1902. Subject site indicated approximately by arrow, to the right of the Laramie Street (West Lee Street) right of way. The site would be filled c.1928-1930, and the subject building constructed 1931-32. (Paul Dorpat)

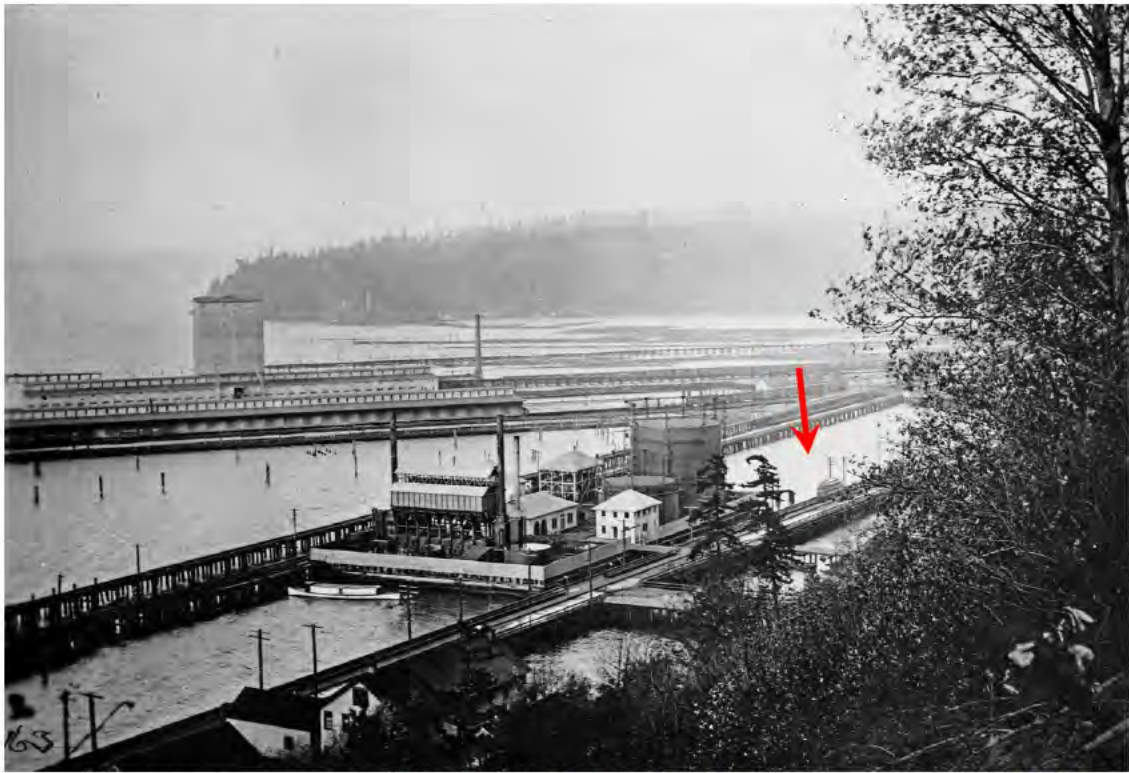


Fig. 60 – 1910 view west towards Citizen’s Light & Power Co. Bay Station coal gas plant, built 1902. Subject site indicated approximately by arrow. The site would be filled c.1928-1930, and the subject building constructed 1931-32. In middle distance are the Great Northern piers. (Paul Dorpat)

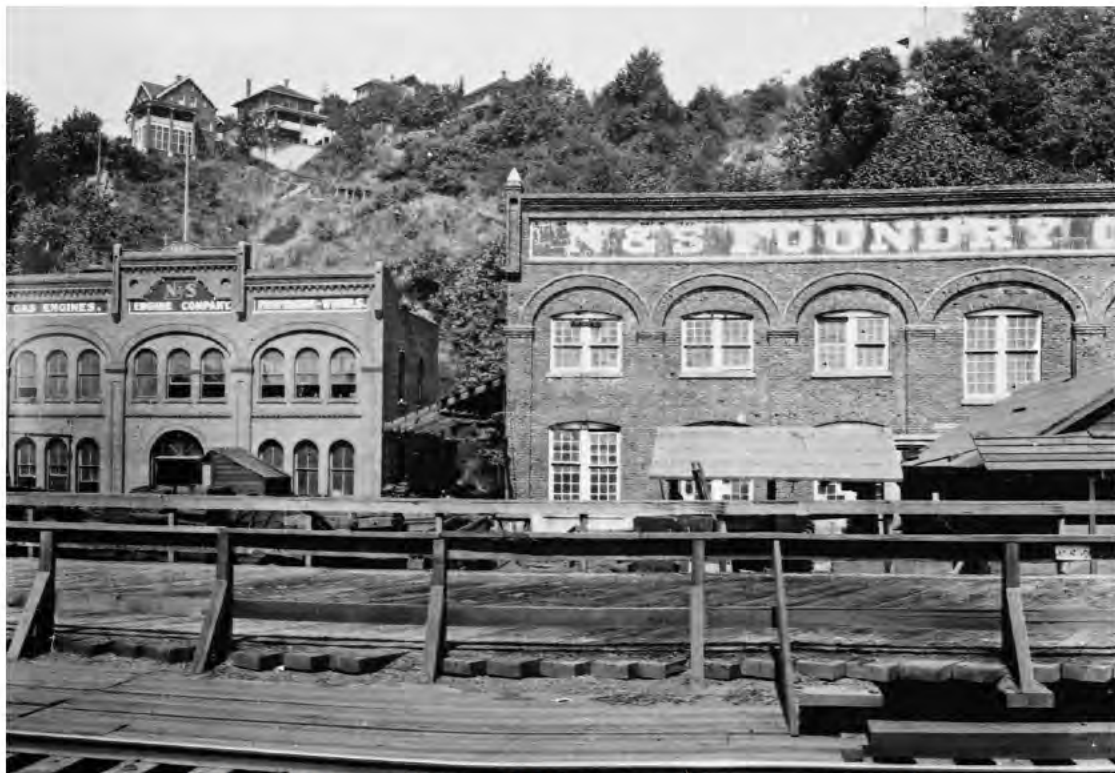


Fig. 61 – 1910 partial view of N&S Electric Company and Foundry, kitty corner from subject site. (Paul Dorpat)



Fig. 62 – 1914 view northeast of Interbay from Magnolia, showing rope walk building in distance.
(Paul Dorpat)



Fig. 63 – 1914 view northwest of Interbay and bridges from Queen Anne Hill.



Fig. 64 – 1914 view southeast of Smith Cove from Magnolia.
Tall structure in distance is Great Northern Railway grain elevator on their piers. (SMA 164)



Fig. 65 – 1918 view south of Great Northern Interbay railyards and tideflats,
towards Smith Cove piers. (John Cox, Paul Dorpat)



Fig. 66 – 1920 aerial view of Smith Cove, showing Port of Seattle Piers A and B (left), constructed 1913 and 1920; and Great Northern Piers (right) built in 1903. (Paul Dorpat)



Fig. 67 – 1921 view south on Mercer Street (left) merging onto Elliott Avenue (right), which was initially built over tideflats but here being filled. Building in distance is a creosote works at West Thomas Street (now location of pedestrian bridge over Elliott to waterfront). (SMA 1862)



Fig. 68 – 1922 view north showing Elliott Avenue at Denny Way, from Queen Anne Hill. Elliott Avenue, formerly built on trestles over tideflats, is shown being filled. (SMA 1911)



Fig. 69 – 1929 view northwest showing Interbay trestle bridges over railroads and tideflats, around Dravus Street. (SMA 130328)

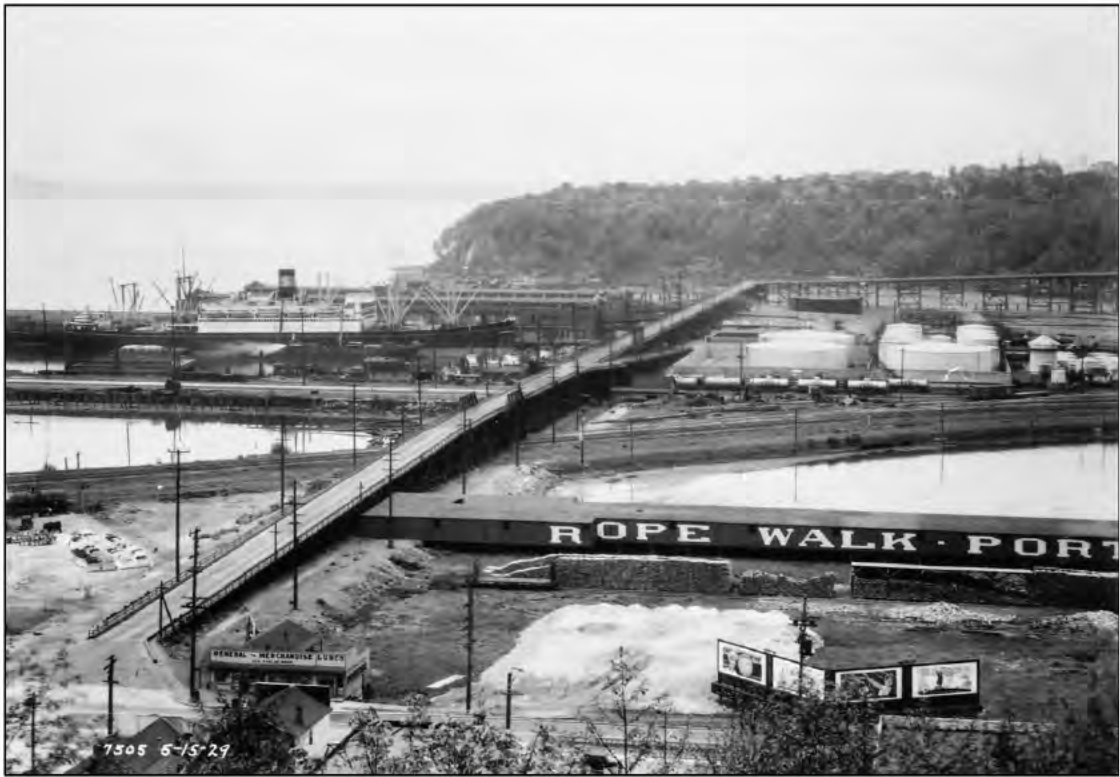


Fig. 70 – 1929 view of Smith Cove, showing early Garfield Street trestle bridge.
(Paul Dorpat)



Fig. 71 – 1930 view of new Garfield Street (Magnolia) Bridge.
(Paul Dorpat)



Fig. 72 – 1934 view of Elliott Avenue West, looking north from Thomas Street. By about 1930, Elliott Avenue was filled and paved. (SMA 8591)



Fig. 73 – 1934 aerial view north of Smith Cove and Interbay. Tideflats remain as far north as Dravus Street. Subject building indicated by arrow. (MOHAI W&S Collection 1983.10.17578)



Fig. 74 – 1938 view of part of Interbay “Hooverville” (left); and removal of it in 1942 (right) for expansion of US Navy facilities in Smith Cove. (MOHAI 1986.5.9684 & PI-22395)



Fig. 75 – 1950 view (above left) of Naval supply depot at Smith Cove, loading material for the Korean War. (MOHAI WSColl 1986.5.10547.2)

Fig. 76 – 1954 view (above right) of US Navy facilities at Pier 91. (MOHAI PI Coll 1986.5.13772)



Fig. 77 – 1952 view of Elliott Avenue approximately one mile south of the site. (SMA 43937)



Fig. 78 – 1969 of Pier 86 grain elevator and terminal under construction.
(SMA 63981)



Fig. 79 – 1970 view of Smith Cove towards downtown.
(Port of Seattle, Paul Dorpat)



Fig. 80 – 2018 view of Smith Cove towards downtown. (Port of Seattle)



Fig. 81 – 2014 view of the buildings (now demolished) south of the subject site. The large parcel had been occupied by a coal gas plant in the early 20th century, then later by other industries. Subject building indicated by arrow. (Google Maps Streetview, 2014 view)



Fig. 82 – (Two images) Builder's Hardware Supply on Elliott Avenue at Galer Street, two blocks north of the subject site, was originally the Cove Mid-City Market, built in 1931 in the Art Deco style. An Art Deco remnant remains at the north end (lower image, far left). (PSRA, from Rob Ketcherside; and Google Maps Streetview).



Fig. 83 – American Cracker Co. (1939, altered) at 1465 Elliott Avenue W., view in 1939 and 2018. (PSRA and Google Maps Streetview)



Fig. 84 – Former machine shop (1941) at 1425 Elliott Avenue West.



Fig. 85 – (Two images) Veterinary hospital (1941) at 1408 Elliott Avenue W.; view in 1941 and 2018. (PSRA, Google Maps Streetview)



Fig. 86 – Western Pacific Chemical Laboratories (1940) at 1436 Elliott Avenue West. (Joe Mabel)



"Thin slicing and quick frying are essential to the perfect potato chip," remarks Frank E. Williams (left), president of Williams & Co. Above—An employe puts his advice into action



Fig. 87 – Frank Williams and his son, E. Leon Williams.
 (No image could be found for Bettie Williams, or other Williams & Company persons)
 (Seattle Times, November 16, 1930, and March 23, 1937)

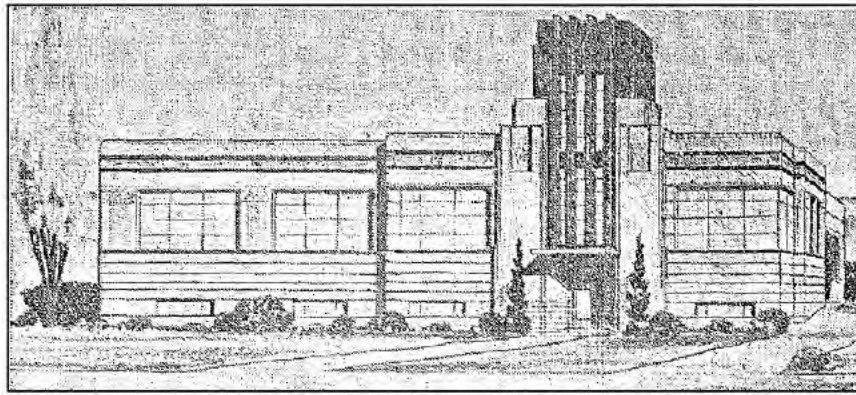


Fig. 88 – 1931 rendering and earliest image of the subject building, by architect G. W. Stoddard.
(Seattle Times, December 13, 1931)

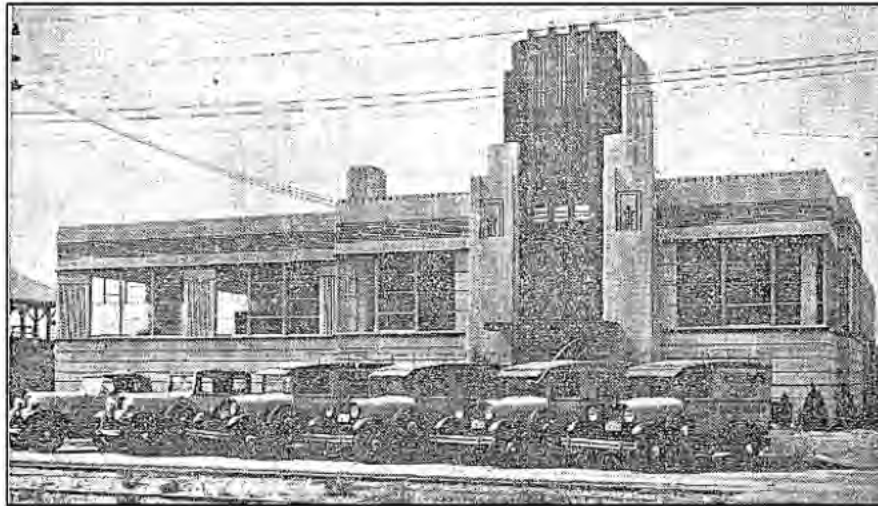


Fig. 89 – 1932 image of the subject building, at the grand opening.
(Seattle Times, May 20, 1932)

Fig. 90 – 1932 Williams & Company advertisement, at opening of subject building.
(Seattle Times, May 20, 1932)

A Business Built on Chips —and— Horse-radish



Efficient, New,
Clean and Bright,
Williams &
Company's Modern
Factory Building
of Futuristic
Design Proves a
Real Adjunct in
Furthering the
Concern's Progress

How Williams & Company Responds to an Ever-Growing Demand for Potato Chips and Horse-radish, Two Tasty Products That Are High in Public Favor



YOU either like horseradish or you don't. There's nothing halfway about horseradish. Of all the condiments on the market out of nature's garden it probably has the most character. Garlic doesn't count. Garlic doesn't have a vestige of character. "As strong as horseradish," they said in say of Earl Ledersman, arch manufacturer of the United States, who counted it an off day when he wasn't called to pose before a camera in a hospital gown. Such distinction must be deserving. A vegetable has got to have something to get where horseradish is.

Incidentally, there are two schools of thought on the subject of horseradish, the English and the American, and they are bitterly antagonistic. English horseradish as served in restaurants is virtually unrecognizable. Whether it's in the nature of the root or in the nature of the milk is unknown. A specimen of English horseradish is enough to flavor a whole leg of mutton. The English say American horseradish tastes like steam heat as against whiskey. The Americans don't say anything, but just go on adding their milder horseradish and looking extremely satisfied.

Frank E. Williams, district manager and part owner of Williams & Company, manufacturer of the famous potato chips and horse-radish, has a lot to say about the subject. He says that the horseradish he uses is grown in the state of Washington. It is a product of the Willamette valley, and it is the best in the world. He says that the horseradish he uses is grown in the state of Washington. It is a product of the Willamette valley, and it is the best in the world.

It is a product of the Willamette valley, and it is the best in the world. It is a product of the Willamette valley, and it is the best in the world. It is a product of the Willamette valley, and it is the best in the world. It is a product of the Willamette valley, and it is the best in the world.

A new building, designed by the architect, is being built in the city of Seattle. It is a product of the Willamette valley, and it is the best in the world. It is a product of the Willamette valley, and it is the best in the world. It is a product of the Willamette valley, and it is the best in the world.

Williams & Company
Horse-Radish
115-125th St.
Seattle, Wash.

Williams & Company
Horse-Radish
115-125th St.
Seattle, Wash.

Williams & Company
Horse-Radish
115-125th St.
Seattle, Wash.

Williams & Company
Horse-Radish
115-125th St.
Seattle, Wash.



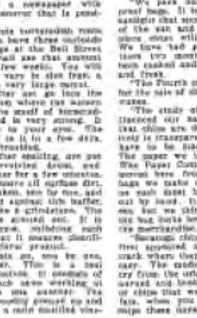
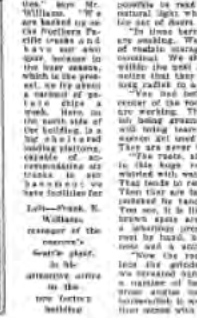
The site at the right is filling bottles with Williams horse-radish, the one at the left is bottling horseradish roots before pickling.

The \$10,000 factory built by Williams & Company in 1932 at Portland, Ore., is the latest of the Williams & Company buildings. It was the idea of Frank Williams, who was killed in 1931. Frank and Leo, another brother, headed the factory from its start. Together with some money they own a controlling interest. In 1932 Frank Williams was making his trip from door to door. The money now he has built his business into an institution.

His location was at where he built it. Williams & Company owns three factories. In Seattle, in Portland, Ore., and in the Puget Sound. Frank managed the Seattle and Portland plants, and Leo managed the one in Portland. Frank lives in Seattle at 1211 W. Moore. He is a very successful business man and a very successful man.

Frank Williams is a very successful business man. He is a very successful business man. He is a very successful business man. He is a very successful business man.

Frank Williams is a very successful business man. He is a very successful business man. He is a very successful business man. He is a very successful business man.



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Fig. 91 — 1932 feature showing subject building interior (Seattle Times, June 13, 1932)



Fig. 92 – 1937 tax assessor photo of the subject building.
(PSRA)



Fig. 93 – 1937 tax assessor photo of the subject building.
(PSRA)

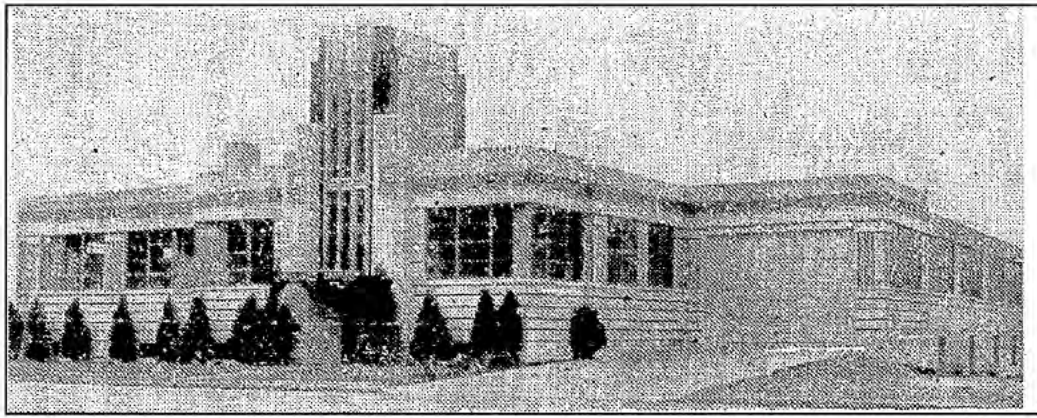


Fig. 94 – 1942 image of the subject building, showing 1940 addition on north side. (Seattle Times, October 20, 1942)

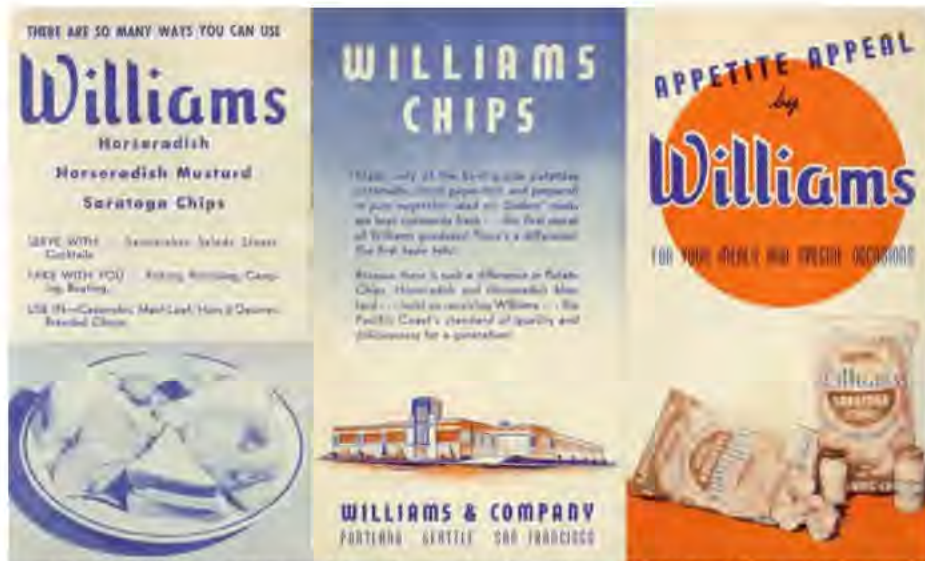


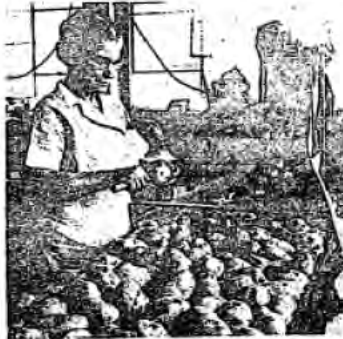
Fig. 95 – c.1950s Williams Chips advertisements showing subject building after 1940 addition. (Togachipguy.com)



Fig. 96 – Williams Potato Chips advertisements. (Togachipguy.com; Potato Chipper, September 1956)



Gene Murphy dumped a sackful of potatoes to be carried into the washer, the beginning of the road to chips.



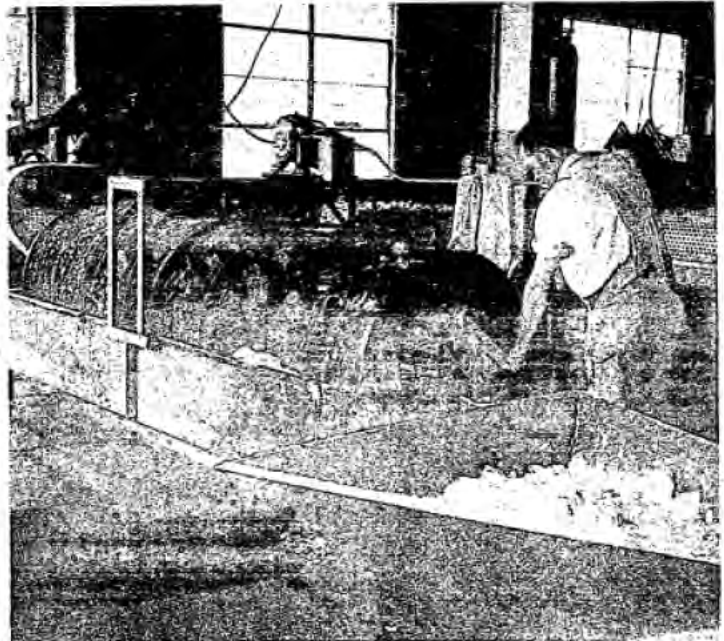
An abrasive peeler took off most of the skin. Mrs. Pearl Shipley hand-trimmed the others before they went to the slicer.

FACT and legend—according to the National Potato Chip Institute—credit an Indian squaw as the originator of the snack.

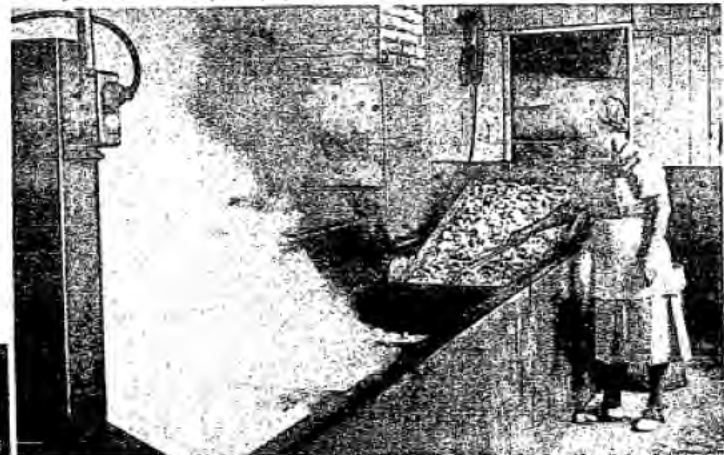
In 1802, at Saratoga Springs, N. Y., an Indian woman chanced to drop a sliver of potato into a boiling kettle of fat. Out came the first potato chip.

Making chips has come a long way since then, as evidenced by photos on this page, taken at the Williams & Co. Seattle plant.

Times Photos by Josef Scaylea



Cutting potatoes breaks into their starch cells. This running-water bath in a revolving drum, tended by Murphy, washed out starch, which foamed like soapsuds.



Mrs. Shipley, cook for ten years at the plant, inspected the chips as they came out of the hot fat.



Dorothy Houk, at left, and Opal Massey worked at the packaging machine, which dropped a measured amount of potato chips into each glass bag.



Leon Williams, grandson of the founder, made his regular production check.

THE SEATTLE TIMES Sunday, October 28, 1956 35

Fig. 97 – 1956 interior images of the subject building.
(Seattle Times, October 28, 1956)



Fig. 98 – Portland: Williams’ potato chip plant at 911 N. Monroe Street, Portland, Oregon used c.1933-1937 prior to construction of the Art Deco plant. The company had occupied six other locations in Portland since their founding in 1903. (Google Maps Streetview)



Fig. 99 – Portland: 1960 image of the Williams & Company factory (Francis Marion Stokes, 1936) in Portland, Oregon. (Oregonian, May 5, 1960)



Fig. 100 – Portland: 1980 image of the Williams & Company factory (Francis Marion Stokes, 1936) in Portland, Oregon. (City of Portland Historic Resources Inventory)



Fig. 101 – Portland: c.2000 image of the Williams & Company factory in Portland, Oregon. (Francis Marion Stokes, 1936) (Togachipguy.com)



Fig. 102 – Portland: c.1950s photo of workers at the Williams Potato Chip Company, likely in Portland, OR. (Oregon State University Special Collections, Oregon Industries slides)



Fig. 103 – San Francisco: William's first San Francisco CA factory location, at 459 Clementina Street, used c.1928-1935. (Google Maps Streetview)

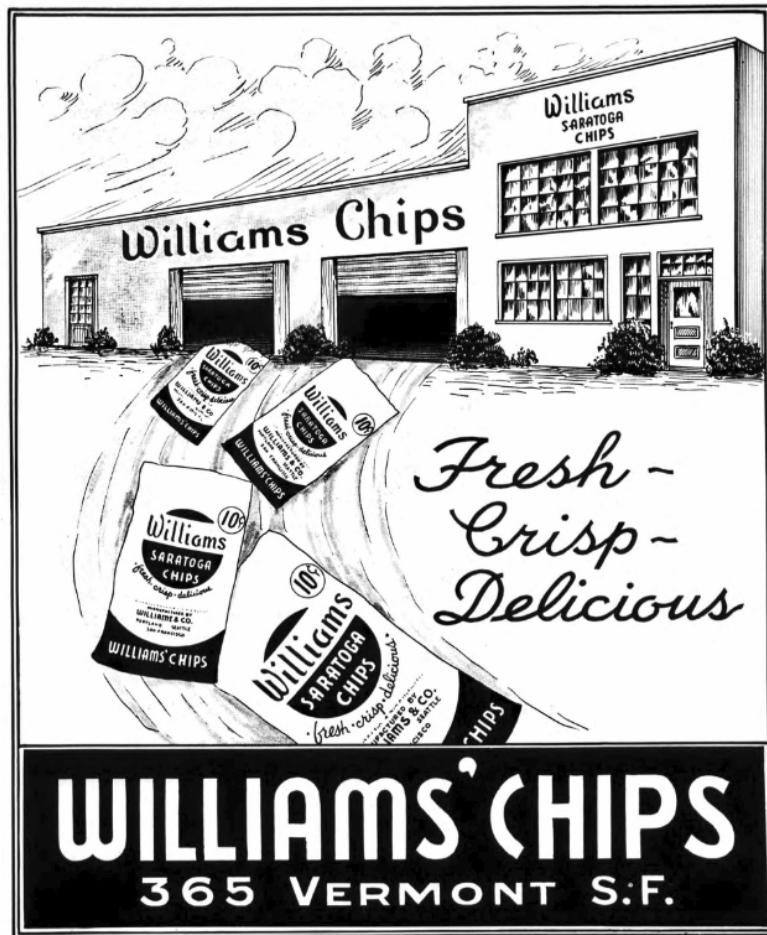


Fig. 104 – San Francisco: William’s second San Francisco CA factory location, at 365 Vermont Street (no longer extant), used c.1935-56. Image from the 1945 Polk’s San Francisco City Directory.



Fig. 105 – George Wellington Stoddard, architect. (DAHP)



Fig. 106 – Winthrop Hotel, Tacoma (1925, Stoddard & Son), as designed.
(Tacoma Public Library 1004-4 35372)



Fig. 107 – Winthrop Hotel, Tacoma (1925, Stoddard & Son), as built.
(tacomadowntown.com)



Fig. 108 – Stores for Henry Schuett (1924, aka Mama’s Mexican Restaurant), a Seattle landmark. (PSRA)



Fig. 109 – Fox Garage (1925, Stoddard & Son), now altered. (www.pauldorpat.com, Mark Ambler)



Fig. 110 – 2603 3rd Avenue aka Metropolitan Press/Rite Aid (1931, G. W. Stoddard). (Tax Assessor)



Fig. 111 – 777 Thomas (1931, G. W. Stoddard, altered), a designated Seattle landmark.



Fig. 112 – 227 9th Avenue North aka Builder's Hardware (1931, G. W. Stoddard) (King County Assessor)



Fig. 113 – Renton Hospital (1946, G. W. Stoddard, demolished) (UWSC DM4293)



Fig. 114 – Home in Blue Ridge neighborhood (1935, G. W. Stoddard); and Yesler Terrace public housing development (1940-43, G. W. Stoddard with William Bain, J. Lister Holmes, et al., demolished). (Seattle Times, June 2, 1935; www.pauldorpat.com)

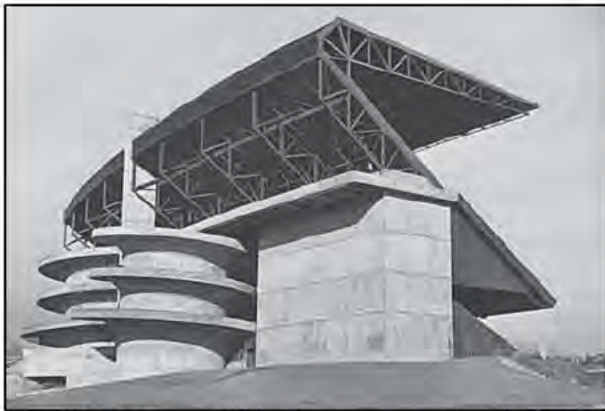


Fig. 115 – UW Husky Stadium south stands addition (1950, G. W. Stoddard, demolished); and Green Lake Aqua Theater (1950, G. W. Stoddard, demolished). (UWSC 19909z, UWSC Art Hupy photo 5185a-6)



Fig. 116 – National Bank of Commerce, Olive at Westlake branch (1956), and National Bank of Commerce, 2401 3rd Avenue (1954, demolished), both G. W. Stoddard-Huggard & Associates. (Tax Assessor)



Fig. 117 – A.S. Hansen, builder: 3800 Cascadia (George W. Stoddard, 1932)
(Tax Assessor)

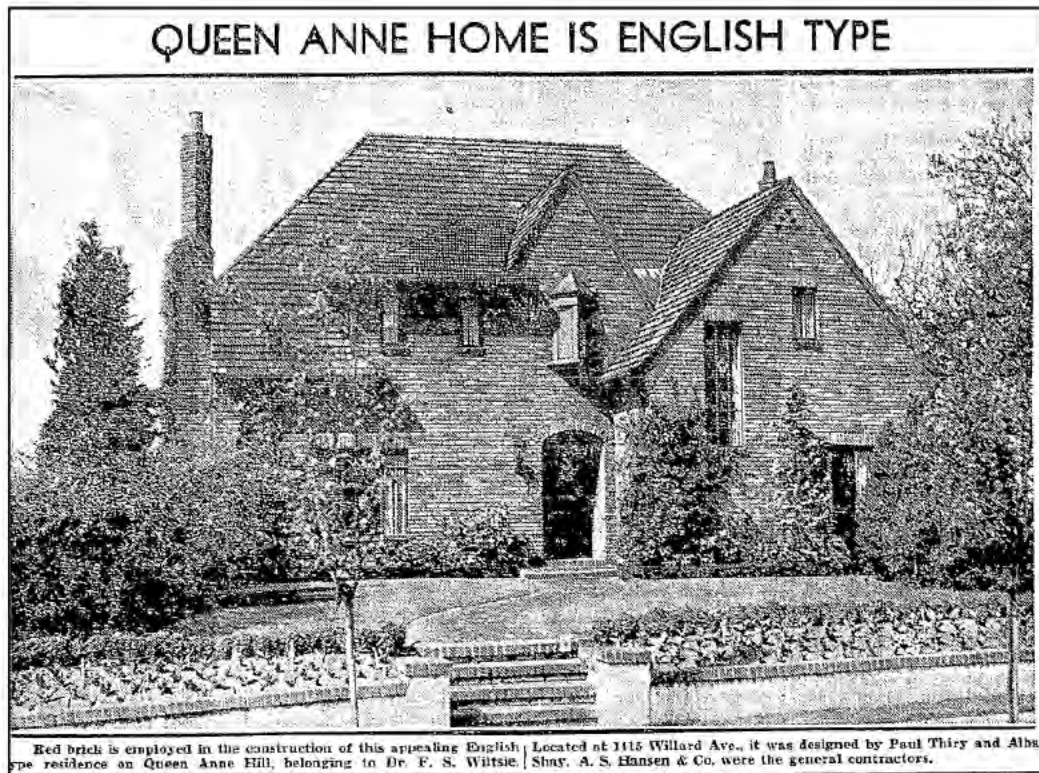


Fig. 118 – A.S. Hansen, builder: 1415 Willard Avenue, Seattle (Paul Thiry, Alban Shay, 1937)
(Seattle Times, April 19, 1937)



Fig. 119 – Exchange Building (John Graham Sr., 1929-31), a Seattle landmark. (Joe Mabel)



Fig. 120 – Bon Marche, now Macy's (John Graham Sr., 1928-29), a Seattle landmark. (Joe Mabel)



Fig. 121 – Left: MGM Building (1936) at 2331 2nd Avenue; Right: Mt. Baker Court (1930) at 3601 S. McClellan; both are Seattle landmarks. (Both DON images)



Fig. 122 – Washington National Guard Armory/Center House (A.H. Albertson, 1939) at the Seattle Center. The building is a designated Seattle landmark. (Joe Mabel)



Fig. 123 – Fire Station No. 41 (1936) at 2416 34th Ave West, a Seattle landmark, in the Magnolia neighborhood. (Joe Mabel)



Fig. 124 – National Grocery Company/Salvation Army (1930) at 1000 4th Avenue South.
(DON)



Fig. 125 – Coca Cola Bottling Plant (1932) at 711 14th Avenue and 1313 E. Columbia,
a Seattle landmark. (Joe Mabel)



Fig. 126 – Firestone Building (1929) at 400 Westlake Avenue, a designated Seattle landmark. (DON)



Fig. 127 – Rautman Plumbing & Heating/Fisher Building (1900, remodeled 1930) at 115 S. Jackson. (Joe Mabel)



Fig. 128 – Graybar Electric Company/Pacific Bell (1930) at 416 Occidental Avenue.
(Google Maps Streetview, 2014)



Fig. 129 – Marwood Electric Company (1930) at 1712 1st Avenue South.



Fig. 130 – Eyres Storage Company (1930) at 2245 1st Avenue S.
(DON)



(DON)

Fig. 131 – White & Hitchcock Building/Flying Fish (1930) at 2234 1st Avenue.
(DON)



Fig. 132 – Seattle Times Office and Printing Plant (Robert Reamer, 1931, altered).
The building is a Seattle landmark. (Joe Mabel)



Fig. 133 – Ford Motor Company Assembly Plant/Federal Center South (Albert Kahn, 1932)
at 4735 East Marginal Way. The building is listed on the National Register. (National Park Service)



Fig. 134 – Pacific Hoist & Warehouse Company (1931) at 3200 4th Avenue South.
(Google Maps Streetview)



Fig. 135 – Westinghouse warehouse (1939) at 1041 1st Avenue South.
(David Peterson)

1 DISTRICT
 2 ADDITION SEATTLE TIDE LANDS 76662 NAME
 SECTION TWP. N. RANGE EWM: BLOCK 141 TRACT OR LOT NO. Ex. Sly. of 8 F1885 499
 DESCRIPTION Ex. Ry. P/W.
 3 ADDRESS—PROPERTY 1403 Elliott Ave. CONT. PURCHASER
 4 FEE OWNER WILLIAMS & CO. (S-25-28)
 5 ARCHITECT CONTRACTOR

ORIG. COST \$
 6 BUILDING Factory
 1 Stories
 2 Office 1st
 6 rooms
 5-in basmt
 INTERIOR Post & Beam
 Plastered
 FLOORS Conc. - tile in office
 PLUMBING 11 Fix. Good
 4 Toilets
 2 Basins
 1 Sink 7 fl. drains
 TILE WORK
 WIRING
 HEATING Steam-OR Oil burner
 ELEVATORS 1 Freight
 ENTRANCE
 CEILING—STORY HEIGHT
 Basmt 9' 1st.fl. 12'

BASEMENT Full Conc. 9' Conc. fl.
 FOUNDATION Conc.
 ROOF Tar & Gravel

STORE FRONTS None
 EXTERIOR Solid Conc.
 Conc. kind
 Conc. trim

EXTRA FEATURES 2 Boiler vats 99 sprinkler heads.
 CONSTRUCTION Solid Good
 REFRIGERATION None
 7 CONDITION: EXTERIOR Good INTERIOR Good FOUND. Good
 8 MAIN SUPPORT COLUMN X FOOTING SPAN FT.
 9 FIRST FLOOR JOIST INCH CENTER BRIDGED
 10 BUILDING Finished
 11 GROSS INCOME \$ EXPENSE \$ NET INCOME \$
 12 DEPRECIATION: COND. 8 % OBSLSE. % ECON. SUIT. % TOTAL 45%
 YEAR BUILT 1931 REMODELED No
 EFFECTIVE AGE 5 YEARS FUTURE LIFE 55 YEARS
 DIMENSIONS X X SQUARE FT. AREA CUBIC FT.
 X X 3064 (add. in 1940)
 12,341

See addition of 1940 in folio. 43800-71



see remarks

IMPROVEMENT VALUE	
BUILDING	\$ 15500
MAINTENANCE	\$ 150
OTHER BUILDINGS	\$
TOTAL	\$ 15650
ASSESSED VALUE 50%	\$ 7825
ASSESSED VALUE 50%	\$ 10740

DATE 7/2/37

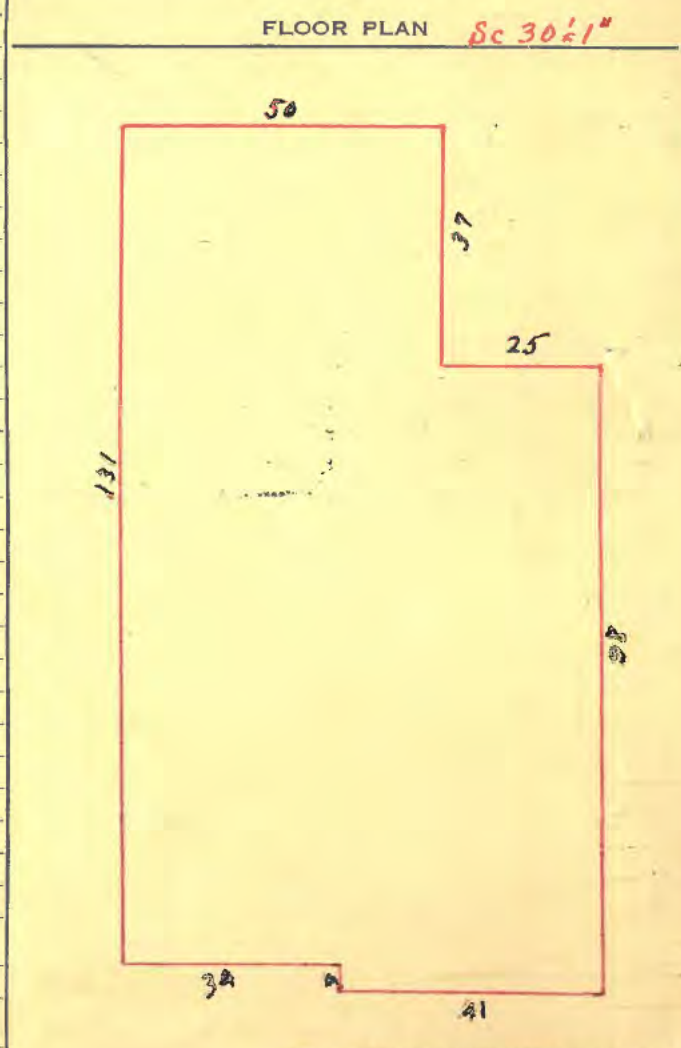
LAND INFORMATION

1. SIZE X Level, On grade
2. STREET—ROAD Graded, Paved No Alley
3. SIDEWALK Conc. Sewer
4. LANDSCAPING Lawn, shrubs Cond. good
5. TREND Static LAND VALUE \$
6. USE Industrial
7. DISTRICT Med. Old

C	OWNER OR CONTRACT PURCHASER	DATE	FILE NO.	PRICE	MTGE.	STAMP
	Williams & Co. Inc (a- Wash. Corp)	12-29-33	E 115750	35,203.		
	E. L. ...	6/29/60	E 37424	799,000		

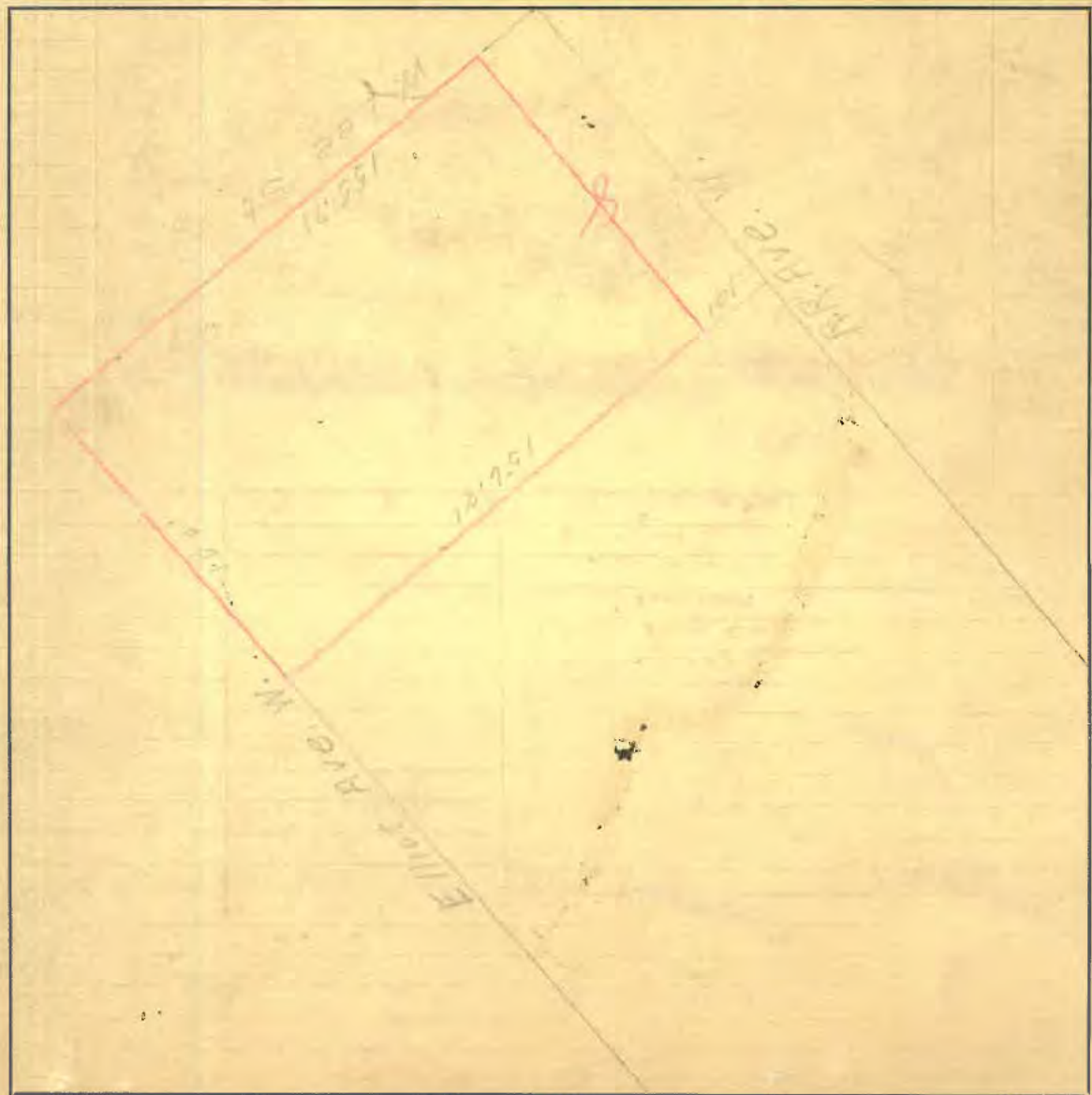
REMARKS

Dimensions	75' X 94'
1.69 factor	4 x 41
- 34 size 20%	37 x 50
plus 1.87 Additions	



Neettle I

RECORD OF ASSESSED VALUE					DATE	BY	REASON	LAND		BUILDING	
YEAR	AC.	LAND	BLDGS.	TOTAL				DECREASE	INCREASE	DECREASE	INCREASE
1938		2700	10740	13440							
1939		7700	10780	13480	INC. 8/	APD	Spur tank added				20
1944		2700	16720	19420	2/15/43	Aug	addition - 40				2970
1945		2700	13750	16450	"	"	"				
1946		4200	13750	17950	2-9-44	NS	R.V.				
1952		4200	15540	19740	6-50	EF	R.V.				
1953		4600	15540	20140	2-54	"	hw.				
1957		4600	18940	23540	10/17/57	NS	R.V.				
1960		4600	18940	23540	8/20/58	LM	R.V.				
1963		4600	20240	24840	12/11/61	MM	sig. tanks - per folio				
1965		6200	20240	26440	11-7-63	MB	R.V.				
1967		6200	21,940	28,140	12/10/65	E	R.V.				
1971	L	12400	B 43880	T 56280	*766620-1770-0 819						
1972		16910	52940	69850	4-1-71	Jmt	RV-1				
1972	L	13427	B 42034	T 55461	*766620-1770-0 9171 R/C A.S. LAPIDUS 12-27-72 E203949* 47500						
1973	L	16910	B 52940	T 69850	*766620-1770-0 9171						



Lot No. N.W. 25
 25
 3
 Block No. _____
 Section _____
 Twp. _____
 Range _____
 Tax Lot No. _____
 Parcel No. _____

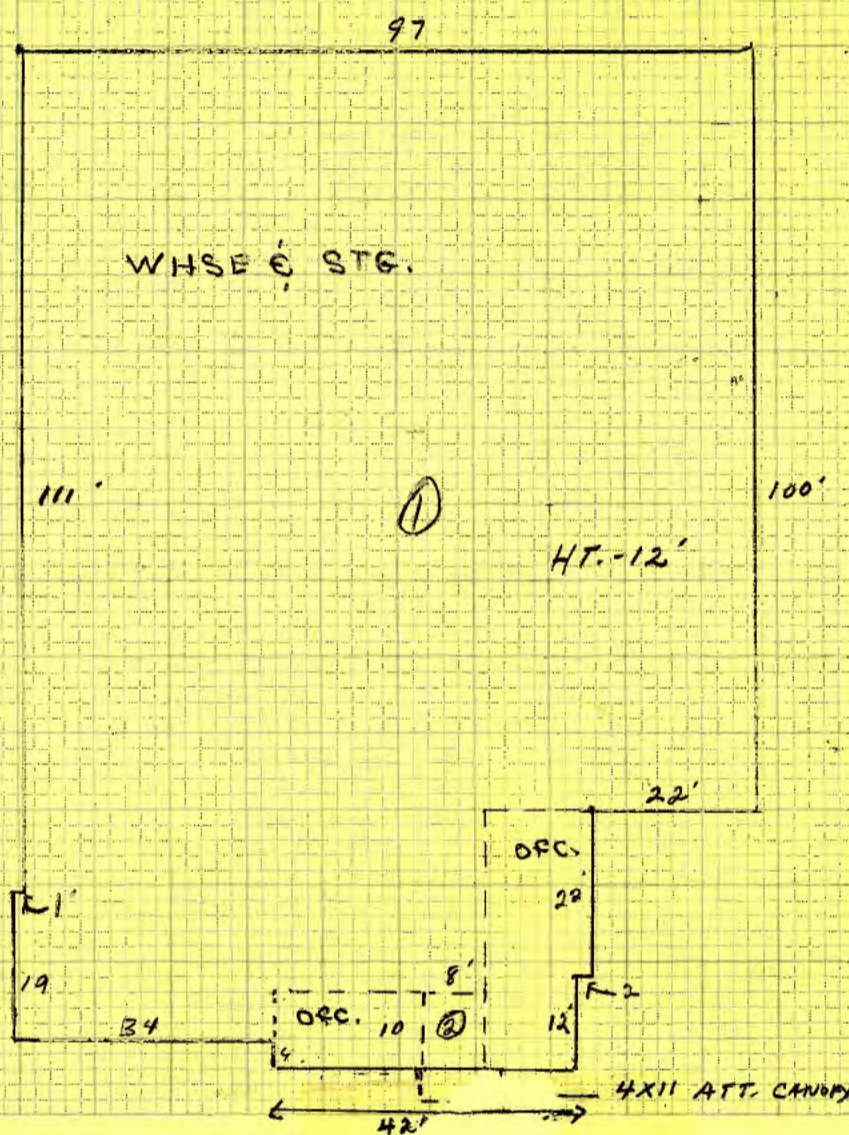
AERIAL PHOTO
 QUARTER MAP
 PLAT MAP
 # 2140

KING COUNTY ASSESSOR'S COMMERCIAL - INDUSTRIAL PROPERTY RECORD PRINCIPAL BUILDINGS

1 - IDENTIFICATION MAJOR <u>766624</u> MINOR <u>1777</u> SPLIT BLDG. NO. 2 - PROPERTY PR CODE <u>111</u> MOI <u>11</u> YR <u>11</u> FOLIO <u>1885</u> SUBLETTER <u>A</u> SUBNUMBER TOTAL BLDGS. LAST SALE DATE <u>12/23</u> AMOUNT <u>147500</u> ADDRESS <u>1405 ELLIOT AVE W</u> ADDITION <u>SEATTLE TIDE LANDS</u> QUARTER <u>2</u> SECTION <u>25</u> TOWNSHIP <u>25</u> RANGE <u>3</u> BLOCK <u>141</u> LOT <u>8</u> TAX LOT TRACT DESCRIPTION <u>LOW BR 8/0</u> FEE OWNER 3 - LAND <u>5140</u> ZONE ACTUAL <u>IG</u> CONFORMITY HIGHEST & BEST USE LOT WIDTH FF VALUE LOT ACRE LOT DEPTH ACRE VALUE STANDARD WIDTH LOTSF <u>15701</u> STANDARD DEPTH SF VALUE <u>3.25</u> SITE VALUE 4 - BUILDING CLASSIFICATION PREDOMINANT SHELL TYPE PREDOMINANT USE TYPE <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>1 LIGHT WOOD</td><td>1 APARTMENT</td></tr> <tr><td>2 HEAVY TIMBER</td><td>2 HOTEL OR MOTEL</td></tr> <tr><td>3 LOAD BEARING MASONRY</td><td>3 OFFICE</td></tr> <tr><td>4 STEEL (NOT FIREPROOFED)</td><td>4 COMMERCIAL</td></tr> <tr><td>5 FIRE RESISTANT</td><td>5 INDUSTRIAL</td></tr> <tr><td>6 PRE-ENG (GALVANIZED STEEL)</td><td>6 SERVICE STATION OR SPECIALTY TYPE</td></tr> <tr><td>7 PRE-ENG (ENAMELED STEEL OR ALUMINUM)</td><td></td></tr> <tr><td>8 PRE-ENG (INSULATED SANDWICH PANELS)</td><td></td></tr> <tr><td>9 SERVICE STATION OR SPECIALTY BLDG.</td><td></td></tr> </table> </td> <td style="width: 50%; border: none;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>1 APARTMENT</td></tr> <tr><td>2 HOTEL OR MOTEL</td></tr> <tr><td>3 OFFICE</td></tr> <tr><td>4 COMMERCIAL</td></tr> <tr><td>5 INDUSTRIAL</td></tr> <tr><td>6 SERVICE STATION OR SPECIALTY TYPE</td></tr> </table> </td> </tr> </table> YEAR BUILT <u>1931</u> OVERALL QUALITY EFFECTIVE YEAR 19 OBSOLESCEANCE % TOTAL NET CONDITION <u>33</u> % PERCENT COMPLETE %										<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>1 LIGHT WOOD</td><td>1 APARTMENT</td></tr> <tr><td>2 HEAVY TIMBER</td><td>2 HOTEL OR MOTEL</td></tr> <tr><td>3 LOAD BEARING MASONRY</td><td>3 OFFICE</td></tr> <tr><td>4 STEEL (NOT FIREPROOFED)</td><td>4 COMMERCIAL</td></tr> <tr><td>5 FIRE RESISTANT</td><td>5 INDUSTRIAL</td></tr> <tr><td>6 PRE-ENG (GALVANIZED STEEL)</td><td>6 SERVICE STATION OR SPECIALTY TYPE</td></tr> <tr><td>7 PRE-ENG (ENAMELED STEEL OR ALUMINUM)</td><td></td></tr> <tr><td>8 PRE-ENG (INSULATED SANDWICH PANELS)</td><td></td></tr> <tr><td>9 SERVICE STATION OR SPECIALTY BLDG.</td><td></td></tr> </table>	1 LIGHT WOOD	1 APARTMENT	2 HEAVY TIMBER	2 HOTEL OR MOTEL	3 LOAD BEARING MASONRY	3 OFFICE	4 STEEL (NOT FIREPROOFED)	4 COMMERCIAL	5 FIRE RESISTANT	5 INDUSTRIAL	6 PRE-ENG (GALVANIZED STEEL)	6 SERVICE STATION OR SPECIALTY TYPE	7 PRE-ENG (ENAMELED STEEL OR ALUMINUM)		8 PRE-ENG (INSULATED SANDWICH PANELS)		9 SERVICE STATION OR SPECIALTY BLDG.		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>1 APARTMENT</td></tr> <tr><td>2 HOTEL OR MOTEL</td></tr> <tr><td>3 OFFICE</td></tr> <tr><td>4 COMMERCIAL</td></tr> <tr><td>5 INDUSTRIAL</td></tr> <tr><td>6 SERVICE STATION OR SPECIALTY TYPE</td></tr> </table>	1 APARTMENT	2 HOTEL OR MOTEL	3 OFFICE	4 COMMERCIAL	5 INDUSTRIAL	6 SERVICE STATION OR SPECIALTY TYPE	5 - STRUCTURAL SHELL SECTIONS 1-LIGHT WOOD 7-PRE-ENG (ENAMELED STEEL OR ALUMINUM) 2-HEAVY TIMBER 8-PRE-ENG (INSULATED SANDWICH PANELS) 3-LOAD BEARING MASONRY 9-SERVICE STATION OR SPECIALTY BLDG. 4-STEEL (NOT FIREPROOFED) 10-BASEMENT & CONCRETE 1ST FLOOR 5-FIRE RESISTANT 11-BASEMENT & WOOD 1ST FLOOR 6-PRE-ENG (GALVANIZED STEEL) 12-DOCK HIGH FOUNDATION			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>SEC. 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10-2
 Report 485 owned on 12-2-17

EXISTING FULL AV 37800
 2-10000 gal UG
 STG TANKS $\frac{2580}{40380}$
 5090- 20,190



RENT @ 1000. PER. MO.
 (INFO. FROM OPC. MGR.)

EST ECON RENT-
 \$ 20,325
 - 1,016 - 5% Interest
 - 1,423 - 7% Expenses
 - 4,743 Land
 13,143 - 143 = \$ 11,909

33-55 - ACCESSORY IMPROVEMENTS

SECTION NO.	SECTION TITLE	TYPE	QUALITY	PSI	TOWER HEIGHT	DEPRECIATED VALUE	YEAR BUILT	EFFECTIVE YEAR	NET CONDITION
37	PAV.	1	E				1940	1940	%
37	PAV.	2	E				1940	1940	%
44	FENCE	4	E	30	6		1940	1940	%
44	FENCE	5	E	20	6		1940	1940	%
42	UTILITY	3	C				1931	1931	%
52	R.R. ACCESS	2					1931	1931	%
53	R.R. TRACKAGE			148			1931	1931	%

56 - REMARKS

Sale # 203949
 1,000/mo at 7.5%
 Max Amt \$120,000
 Down Pay 27,500

REMODELED - 1940

EST. ECON RENT - MAIN FL. - .104
 BSMNT - .04

57 - INCOME DATA

ACTUAL

ANNUAL ECONOMIC OR ACTUAL GROSS INCOME \$ 12000
 LESS VACANCY - 5% - 600
 ANNUAL EFFECTIVE GROSS INCOME \$ 11400
 LESS EXPENSES - 7% - 840
 ANNUAL NET INCOME \$ 10560

LAND VALUE (UNIT 7 X VALUE 51000)
 LAND RATE (INTEREST 7 % + TAXES 2.3 % + 9.3 %)
 LESS LAND INCOME (VALUE 51000 X RATE 16.3 %)
 NET INCOME TO BUILDING \$ 5817

BUILDING RATE (INTEREST 7 % + TAXES 2.3 % + RECAPTURE 5 %)
 BUILDING VALUE \$ 40678

PERSONAL PROPERTY VALUE
 LAND VALUE

58 - PERMIT DATA

NUMBER	DATE	VALUE	DATE STARTED	DATE COMPLETED

59 - SALES RECORD

MONTH	YEAR	AMOUNT
1	73	147,500.

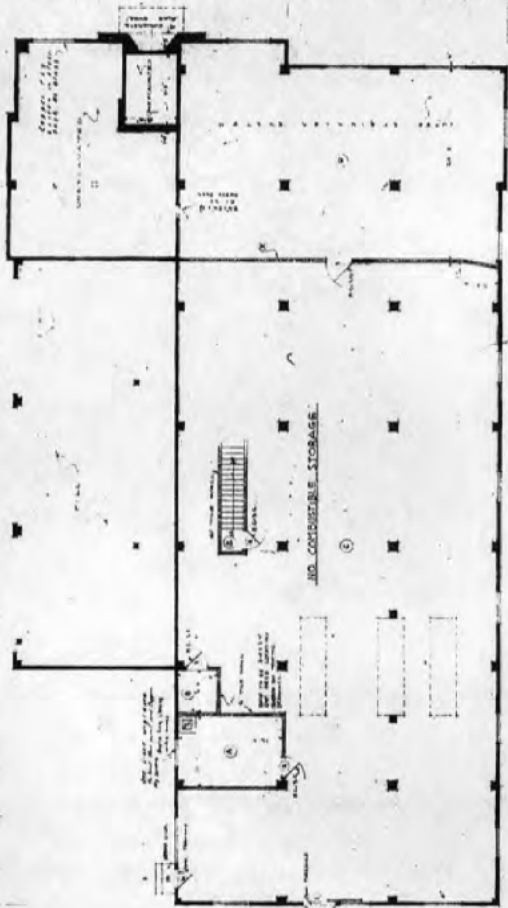
60 - STAFF

DATE	ENUMERATOR	CLASSIFIER	CALCULATOR	REVIEWER
6-74	62			

HOLES

THESE HOLES ARE TO BE MADE IN THE WALLS OF THE BASEMENT AS SHOWN ON THIS DRAWING. THEY ARE TO BE MADE BY THE CONTRACTOR AT HIS OWN EXPENSE. THE HOLES ARE TO BE MADE IN THE WALLS OF THE BASEMENT AS SHOWN ON THIS DRAWING. THEY ARE TO BE MADE BY THE CONTRACTOR AT HIS OWN EXPENSE. THE HOLES ARE TO BE MADE IN THE WALLS OF THE BASEMENT AS SHOWN ON THIS DRAWING. THEY ARE TO BE MADE BY THE CONTRACTOR AT HIS OWN EXPENSE.

BASEMENT PLAN
 ONE STORY AND BASEMENT
 CONSTRUCTION DRAWING
 FOR THE BUILDING OF THE
 U.S. ARMY, 1000' x 1000'
 BASEMENT PLAN, EXCEPT THE PARTS
 SHOWN OTHERWISE.



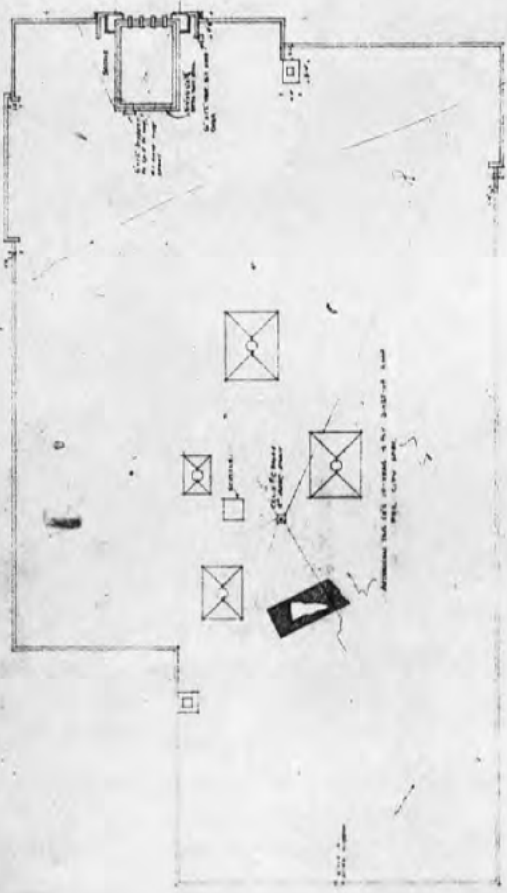
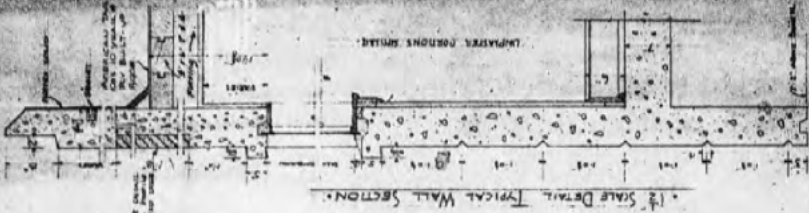
LEGEND

A	CONCRETE
B	BRICKWORK
C	STAIRS
D	WOODWORK
E	PAINT

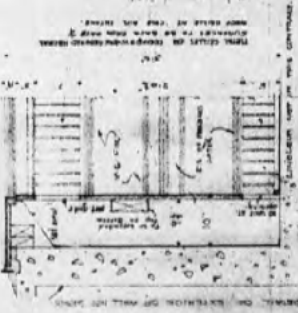
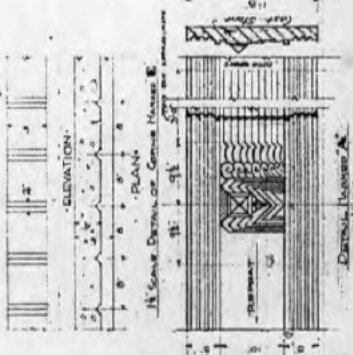
ROOM SCHEDULE

NO.	ROOM	AREA	FINISHES	CONSTRUCTION
1	STAIRS	100	CONCRETE	CONCRETE
2	STAIRS	100	CONCRETE	CONCRETE
3	STAIRS	100	CONCRETE	CONCRETE
4	STAIRS	100	CONCRETE	CONCRETE
5	STAIRS	100	CONCRETE	CONCRETE
6	STAIRS	100	CONCRETE	CONCRETE
7	STAIRS	100	CONCRETE	CONCRETE
8	STAIRS	100	CONCRETE	CONCRETE
9	STAIRS	100	CONCRETE	CONCRETE
10	STAIRS	100	CONCRETE	CONCRETE





NOTES:
 1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 2. ALL WALLS ARE TO BE CONSTRUCTED WITH 8" BRICKS.
 3. ALL FLOORS ARE TO BE CONSTRUCTED WITH 4" CONCRETE ON 2" SAND ON GRAVEL.



DATE (M)	FOR WHICH	SCALE	NO.
1918	1918	1/2"	117
DRAWN BY		CHECKED BY	
REVISED BY		REVISIONS	
<p>CONTRACTOR TO BE DETERMINED BY THE ARCHITECT. ON THE JOB BY THE ARCHITECT AND THE ENGINEER.</p>			
<p>ROOF PLAN</p> <p>ONE STORY AND BACKGROUND FULLY CONSTRUCTED BLDG. BY W. L. LARSON AND CO. 140 S. W. 4th St. ST. LOUIS, MO.</p>		<p>DATE</p> <p>OCT 3</p>	<p>NO.</p> <p>7</p>



1/4 SCALE DETAIL OF
 EXTENSION OF WALL IN KITCHEN

