



The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649
Street Address: 700 5th Ave Suite 1700

Name **Boren Investment Company Warehouse** Year Built 1925
(Common, present or historic)

Street and Number 334 Boren Avenue N., Seattle WA

Assessor's File No. 198620-0515

Legal Description SEE ATTACHED

Plat Name: DENNY'S FIFTH Block 109 Lot 11&12
ADDITION

Present Owner: Touchstone SLU, LLC Present Use: Vacant

Address: c/o Shawn Perry, 2025 1st Ave, Suite 1212, Seattle WA 98121

Original Owner: Boren Investment Company

Original Use: Warehouse.

Architect: Stuart and Wheatley

Builder: Unknown

Photographs



Submitted by: Shawn Perry

Address: 2025 1st Ave, Suite 1212, Seattle WA 98121

Phone: (206) 441-2955 Date JUNE 1, 2011

Reviewed: _____ Date _____
Historic Preservation Officer

Boren Investment Company Warehouse/ David Smith & Co.

Landmark Nomination Report
334 Boren Avenue N, Seattle, WA
April 2011

Prepared by:
The Johnson Partnership
1212 NE 65th Street
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TABLE OF CONTENTS

1.	INTRODUCTION	1
1.1	Background	1
1.2	Methodology.....	1
2.	PROPERTY DATA	2
3.	ARCHITECTURAL DESCRIPTION	3
3.1	Location and Neighborhood Character	3
3.2	Greater Site	3
3.3	Building Description	3
3.3.1	Building Site	3
3.3.2	Structure and Exterior Features	3
3.3.3	Plan and Interior Features	4
3.3.4	Documented Building Alterations	4
4.	SIGNIFICANCE	5
4.1	Neighborhood Historical Context: Cascade District	5
4.1.1	Neighborhood Historical Context: Cascade District.....	3
4.1.2	Building History: Warehouse Building for the Boren Investment Company	7
4.2	Building Ownership	8
4.2.1	Original building Developer and Owner: Boren Investment Corp.	8
4.2.2	Subsequent Building Owners	8
4.2	Architectural Context.....	8
4.2.1	Historical Architectural Context: Eclectic Commercial.....	8
4.2.2	Building Architect: Stuart and Wheatley.....	9
4.2.2	Building Contractor: Unknown.....	12
5.	REFERENCES CITED.....	13
	APPENDIX 1—FIGURES	15
	APPENDIX 2—ARCHITECTURAL DRAWINGS	16

List of Figures

Figure 1	Location Map.....	A-1
Figure 2	View A, viewing west from corner of Fairview Avenue N and N Harrison Street.....	A-2
Figure 3	View B, viewing east from corner of Terry Avenue N and N Harrison Street.....	A-2
Figure 4	View C, viewing north from corner of Boren Avenue N and N Harrison Street.....	A-2
Figure 5	View D, viewing south from corner of Boren Avenue N and N Republican Street.....	A-2
Figure 6	View E, viewing northwest from N Harrison Street, east of Boren Avenue N.....	A-2
Figure 7	View F, viewing northeast from N Harrison Street, east of Boren Avenue N.....	A-2
Figure 8	Aerial Photo.....	A-3
Figure 9	Seattle Times Building.....	A-4
Figure 10	Troy Laundry Building.....	A-4
Figure 11	320 Terry Avenue N.....	A-4
Figure 12	Van Vorst Building.....	A-4
Figure 13	Immanuel Lutheran.....	A-4
Figure 14	Supply Laundry Building.....	A-4
Figure 15	Site Plan.....	A-5
Figure 16	Viewing southeast from adjacent alley.....	A-6
Figure 17	Viewing south from adjacent alley.....	A-6
Figure 18	Viewing northwest from adjacent alley at subject building's south façade.....	A-6
Figure 19	Viewing northwest from adjacent alley at parking adjacent to subject building.....	A-6
Figure 20	Viewing southwest from adjacent alley at adjacent building.....	A-6
Figure 21	Viewing southeast at adjacent building.....	A-6
Figure 22	North façade viewing southwest.....	A-7
Figure 23	North façade eastern portion.....	A-7
Figure 24	North façade, central portion.....	A-8
Figure 25	North façade, western portion.....	A-8
Figure 26	North façade viewing southeast.....	A-9
Figure 27	West façade viewing southeast.....	A-9
Figure 28	West façade viewing northeast.....	A-10
Figure 29	South façade viewing northeast.....	A-10
Figure 30	East façade viewing southwest.....	A-11
Figure 31	Interior, main floor viewing northwest.....	A-12
Figure 32	Interior, roof monitor viewing northwest.....	A-12
Figure 33	Interior, main floor, viewing east.....	A-12
Figure 34	Interior, main floor, viewing west.....	A-12
Figure 35	Interior, main floor, rear portion, viewing southeast.....	A-12
Figure 36	Interior, main floor, rear portion, viewing south.....	A-12
Figure 37	Sanborn Insurance Maps, 1893.....	A-13
Figure 38	Seattle Coal and Transportation Company, ca. 1875.....	A-14
Figure 39	Southern end of Lake Union with Denny Mill, 1885.....	A-14
Figure 40	Streetcar passing Western Mill Company, ca. 1891.....	A-14
Figure 41	Viewing northeast toward Lake Union, 1891.....	A-14
Figure 42	Typical worker housing, ca. 1900.....	A-14
Figure 43	Cascade School.....	A-14
Figure 44	Sanborn Insurance Maps, 1904-1905.....	A-15
Figure 45	Hemrich Brothers Brewery, 1889.....	A-16
Figure 46	Seattle-Everett Interurban, ca. 1925.....	A-16
Figure 47	St. Demetrios Greek Orthodox Church.....	A-16
Figure 48	Hollister Apartments.....	A-16
Figure 49	Final Denny Re-grade viewing northeast, ca. 1930.....	A-16

Figure 50	Supply Laundry, 1917	A-16
Figure 51	Sanborn Insurance Maps, 1905-1950	A-17
Figure 52	Metropolitan Laundry Building.....	A-18
Figure 53	Troy Laundry	A-18
Figure 54	Kenworth Motor Truck Corp., 1934	A-18
Figure 55	Washington State Game Department.....	A-18
Figure 56	Aerial of South Lake Union showing Horlucks Brewery, 1934.....	A-18
Figure 57	South Lake Union viewing toward freeway construction from Space Needle, 1962	A-18
Figure 58	United States Radiator Company, ca. 1937	A-19
Figure 59	United Warehouse Company, 1908	A-19
Figure 60	Western Electric Company Warehouse, 1917	A-19
Figure 61	Alex Christi & Company.....	A-20
Figure 62	Chi Omega Sorority	A-20
Figure 63	Holland Building.....	A-20
Figure 64	Bergonian Hotel.....	A-20
Figure 65	Bergonian Hotel Lobby.....	A-21
Figure 66	Claremont Hotel	A-21
Figure 67	Continental Hotel.....	A-21
Figure 68	Drew Warren Electric Store	A-21
Figure 69	Biltmore Annex.....	A-21
Figure 70	Stephensberg Apartments	A-22
Figure 71	Roundcliffe Apartments	A-22
Figure 72	Davison Apartments	A-22
Figure 73	Lavere Apartments	A-22
Figure 74	Shelby Apartments	A-22
Figure 75	Randolph Apartments.....	A-22
Figure 76	Biltmore Apartments	A-22
Figure 77	Biltmore Apartments Lobby.....	A-23
Figure 78	Exeter Apartments	A-23
Figure 79	Exeter Apartments Lobby.....	A-23

Boren Investment Company Warehouse/David Smith & Co. Historic Resources/Landmark Nomination Report

APRIL 2011

1. INTRODUCTION

This historic resources report provides information regarding the architectural design and historical significance of the former Boren Investment Company Warehouse, now known as the David Smith & Co. building, located at 334 Boren Avenue N, Seattle, Washington. The building is located in the South Lake Union area, lying between Seattle's Central Business District and Lake Union. The Johnson Partnership prepared this report at the request of the current owner of the property Touchstone LLC.

1.1 Background

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

To be eligible for nomination as a City of Seattle Landmark, a building, object, or structure must be at least 25 years old, have significant character, interest, or value, the integrity or ability to convey its significance, and it must meet one or more of the following six criteria (SMC 25.12.350):

- A. It is the location of or is associated in a significant way with an historic event with a significant effect upon the community, city, state, or nation.
- B. It is associated in a significant way with the life of a person important in the history of the city, state, or nation.
- C. It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, city, state, or nation.
- D. It embodies the distinctive visible characteristics of an architectural style, period, or method of construction.
- E. It is an outstanding work of a designer or builder.
- F. Because of its prominence of spatial location, contrast of siting, age, or scale, it is an easily identifiable feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or city.

1.2 Methodology

Larry E. Johnson, AIA, Principal of The Johnson Partnership, 1212 NE 65th Street, Seattle, WA, completed research and development of this report between March and April 2011. Beth Dodrill assisted with archival research. Research included review of King County tax files from the Washington State Puget Sound Regional Archives. Other research was undertaken at the Seattle Public Library and the University of Washington's Library, Special Collections. Research also included review of Internet websites, including HistoryLink.com. The buildings and site were inspected and photographed in March 2011, to document the existing conditions.

2. PROPERTY DATA

Building's Historic Name: Boren Investment Company Warehouse, United States Radiator, Crane Co. Warehouse, Air Conditioning Inc. building, P&G Plant Co. building.

Building's Current Name: David Smith & Co. building

Address: 334 Boren Avenue N, Seattle, WA 98109

Location: South Lake Union

Assessor's File Number: 198620-0515

Legal Description:

LOTS 1 AND 2, BLOCK 109, D. T. DENNY'S 5TH ADDITION TO NORTH SEATTLE, ACCORDING TO THE PLAT RECORDED IN VOLUME 1 OF PLATS, PAGE 202, IN KING COUNTY, WASHINGTON; TOGETHER WITH THAT PORTION OF VACATED ALLEY ADJOINING, VACATED UNDER ORDINANCE NO. 92708, OF THE CITY OF SEATTLE, THAT WOULD ATTACH BY OPERATION OF LAW, EXCEPT THE EAST 21 FEET THEREOF HERETOFORE CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 204496, FOR STREET PURPOSES, AS PROVIDED BY ORDINANCE NO. 51975 OF THE CITY OF SEATTLE.

Date of Construction: 1925

Original Use: Warehouse.

Present Use: Warehouse/retail

Original Owner: Boren Investment Company (George H. Reville, Emil Rempfer, and Lucas C. Kells)

Present Owner: Touchstone SLU, LLC

Original Designer: Stuart and Wheatley

Original Builder: Unknown

Property Size: 15,360 square feet (0.3526 acres)

Building Size: 14,50020 net square feet

Current Zoning: IC-65

3. ARCHITECTURAL DESCRIPTION

3.1 Location and Neighborhood Character

The former Boren Investment Company Warehouse is located within Seattle's South Lake Union Neighborhood. The subject site is northeast of Seattle's Central Business District, about six blocks west of Interstate 5, and approximately one-quarter mile south of Lake Union. The immediate area has since the 1990s undergone rapid change from redevelopment of older properties, primarily by the Vulcan Development Company. Nearby City of Seattle Landmarks include: the Terry Avenue Building (320 Terry Avenue N), the Seattle Times Building (1120 John Street, Robert Reamer), the Troy Laundry Building (311-329 Fairview Avenue N), the Van Vorst Building (413-421 Boren Avenue N), the Supply Laundry Building (1265 Republican Street), the New Richmond Laundry (224 Pontius Avenue N), the Immanuel Lutheran Church (1215 Thomas Street), and the Jensen Block (601-611 Eastlake Avenue E). *See Figures 1-14.*

3.1.2 Greater Site

The subject site consists of the southwestern portion of a block bounded by Fairview Avenue N on the east, Boren Avenue N on the west, and Harrison and Thomas streets on the north and south respectively. The former Troy Laundry occupies the remainder of the lot except for a parking lot at the blocks northeastern corner. A 16-foot paved alley is located along the eastern property line that dead-ends at mid-block. Paved sidewalks within the rights-of-way are located on all sides of the block. *See Figures 15-21.*

3.1.3 Building Site

The former Boren Investment Company Warehouse, built in 1925, occupies the southwestern portion of a block on two 60 by 120 foot lots (lots 11 and 12), with the specific site measuring 120 by 120 feet. The property slopes down from the east to the west along Harrison Street approximately 7 feet 6 inches to the northwestern corner of the building, and up from the building's northwestern corner to the south approximately 9 feet along Boren Avenue. The building accesses a recessed storage yard on the adjacent lot 10 to the south. *See Figure 15.*

3.1.4 Structure and Exterior Features

The subject building covers the entire property, measuring 120 feet east-west and 120 feet north-south. The building is a one-story warehouse with unreinforced brick masonry exterior walls with heavy-timber structural internal framing. The building has a structural grid of six 20-foot bays each, running north-south and east-west. The foundation is reinforced concrete and the main floor is a concrete slab over a structural fill. The main floor is approximately 1 foot 6 inches below sidewalk grade at the building's northeastern corner and 6 feet above the sidewalk grade at the building's northwestern corner. The maximum building height at the perimeter parapets is approximately 26 feet at the northwestern corner. The floor to ceiling height of the interior is approximately 17 feet, not including those areas where there are loft spaces or roof monitors. *See Figures 15 and 22, and Drawings, Appendix 2.*

The building is faced with red tapestry (rug-cut) brick on its two principal facades, the north and the west, while the eastern and southern exterior walls are painted board-formed concrete. The nearly flat roof slopes down from the east and west to a central valley and internal drains. The present roof membrane appears to be a built-up roof. Two shed-roof monitor skylights run east-west from the start of bay two to the end of bay five. The tops of the monitors are approximately 7 feet high above the roof surface with angled glazing on their northern sides. All parapets have slightly moulded painted galvanized metal copings. All windows are steel industrial sash, unless otherwise noted. *See Figures 15 and 22 and Drawings, Appendix 2.*

The northern façade is divided into six bays by seven rectangular brick buttresses, each with a sloping cast-stone coping. The parapet coping dips downward above each buttress, forming a decorative rectangular false-scupper. Each bay has three tall vertical windows, with a central 24-light window flanked on both sides by narrower 18-light windows. This pattern is broken at the third bay from the east with a double pair of center folding freight doors located on the eastern side and a single entry door located on the western side. The original freight doors are each two-paneled with upper glazing, and retain their original hardware. These

doors were originally sheltered by a now absent suspended projecting metal canopy. The windows at this bay are shorter, but retain the same header line and are divided into a central 12-light window flanked by 9-light windows. Two concrete steps lead up to the entry door. The window heads have a horizontal soldier course of brick extending the full width of the bay. Another soldier brick course is located where the masonry wall rests upon the concrete foundation wall exposed below the floor line. All windows have a sloping brick sill. In the parapet portion of the masonry wall at the center of each bay is a decorative horizontal rectangle of diapered brick, with a perimeter of soldier and stacked bricks and a central diamond. *See Figures 23-26*

The western façade is similar in design, although the general pattern is broken at the second, third, and fourth bays from the north, with doors creating loading docks. The second bay has three pairs of center folding freight doors extending the full width of the bay. The third bay has a double pair of center folding freight doors located on the northern side and a single entry door located on the southern side. The second and third bays originally were protected by a now absent suspended projecting metal canopy. The fourth bay has taller doors, with a single entry door with upper transom located on the northern side and double pair of center folding freight doors located on the southern side. *See Figures 27-28.*

The southern façade is non-primary and utilitarian. The original sloping grade along this façade is now excavated from the first bay on the west to the beginning of the fifth bay from the west to roughly floor-level allowing for a large non-original access door with a crude wooden canopy at the fourth bay from the west. The upper portions of bays one, two, and three have three windows each, with a central 12-light window flanked by 9-light windows. *See Figure 29.*

The eastern façade is non-primary and utilitarian. The upper portions of bays one to four from the north have three windows each, with a central 12-light window flanked by 9-light windows.

The northern façade has first and second-floor glass and metal curtain walls extending the length of the façade, with a concrete spandrel and parapet. A glazed second-floor pedestrian bridge located near the façade's eastern end connects the northern wing with the adjacent building to the north. *See Figure 30.*

3.1.5 Plan and Interior Features

The building has square plan of six 20-foot bays each north-south and east-west. The interior perimeter walls are common brick masonry. The ceilings are painted horizontal wood planks. The main floor is painted concrete. A loft extends along the full width of the two southernmost bays. The space under the loft and the loft itself is divided into office space and restrooms. *See Figures 31-36, and Drawings, Appendix 2.*

3.1.6 Documented Building Alterations

The exterior of the building is largely original with the exception of the removal of two suspended entry canopies, and the change of grade and inserted door on the southern façade. A small office originally located adjacent to the northern entry door has been removed as was restrooms originally located on the eastern wall. The large southern loft was built sometime before 1956.

Significant Recorded Building Permits

Date	Designer	Description
1925	Stuart and Wheatley	To construct building (permit #243643)
1956	William S. Kelton Co.	Alter building to construct suspended ceiling in office area (permit #443279)
1974		Change occupancy to office (permit #554628)

4. SIGNIFICANCE

4.1 Historical Context

4.1.1 Neighborhood Historical Context: South Lake Union

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

The immediate site area once lay near the bottom of a shallow valley lying between Denny and Capitol Hills that drained into a marsh at the southern end of Lake Union. The lake was called *meman hartshu* by the Duwamish tribe, who had a traditional summer camp on a meadow on Denny Hill near the present Seattle Center.¹

The first industrial use of the immediate site area was a narrow gauge railroad built by the Seattle Coal and Transportation Company in 1872. The rail was supported on trestles that extended from the southern end of Lake Union to the Elliott Bay waterfront along what is now Westlake Avenue.² From mines in Newcastle, coal was barged across Lake Washington, transported over the Montlake Isthmus, and loaded on barges for transport to the loading dock on South Lake Union that is now the site of the Center for Wooden Boats. This railway line was abandoned in 1877, when a new railway south of town was built.³ David Denny built his Western Mill sawmill at the southwestern corner of the lake in 1882.⁴ The mill would later become Western Mill Company and eventually the Brace Hergert Mill. *See Figures 38-39.*

In the 1890s through the early 1900s, the general area was predominantly residential, mainly composed of immigrant worker housing. The Cascade School (John Parkinson, destroyed 1955) was built in 1894 at the intersection of Pontius Street and Harrison Avenue, with several churches of various ethnic groups scattered through the greater neighborhood.⁵ The largest commercial enterprise in the immediate area was the North Pacific Brewery (1889, later Hemrich Brothers Brewing Company), located between Lincoln (now Pontius) and Ward (now Yale) streets, and Mercer and Republican avenues.⁶ *See Figures 41-43.*

The development of streetcar lines by competitive companies spurred residential and commercial neighborhood growth in the late 1880s and 1890s. Seattle businessman, L. H. Griffith, purchased the former Seattle Coal and Transportation right-of-way for his Seattle Electric Railway and Power Company, and in 1889 built a street railway extending along the western side of Lake Union over a bridge at the northern end of the lake to the town of Fremont.⁷ In 1893, in expectation of serving the new university and reaching the commercial area supporting it, David Denny ran the northern extension of his Rainier Power and Railway Company streetcar line along Howell Street and up Pontius and Howard (now Yale) avenues and along the eastern side of Lake Union along what is now Eastlake, and over a trestle he built at Latona and through Brooklyn northward to William and Louise Beck's private Ravenna Park.⁸ *See Figure 40.*

As the neighborhood grew, the Cascade School was expanded in 1898, with northern and southern wings

¹ Louis Fiset, "Seattle Neighborhoods: Cascade and South Lake Union—Thumbnail History," p. 1. HistoryLink.org, posted April 9, 2003, http://www.historylink.org/essays/output.cfm?file_id=3178, accessed Jan. 20, 2006.

² Fiset, 2003, p. 1.

³ Fiset, 2003, p. 1.

⁴ Walt Crowley, "South Lake Union: The Evolution of a Dream," p. 1. HistoryLink.org, posted June 8, 2003, http://www.historylink.org/essays/output.cfm?file_id=4250, accessed Jan. 20, 2006.

⁵ Fiset, 2003, p. 2.

⁶ Sanborn Map Co., *Insurance Map of Seattle, Washington* (New York: Sanborn Perris Map Co. Limited, 1893), Volume 2, pp. 68 and 75.

⁷ Leslie Blanchard, *The Street Railway Era in Seattle: A Chronicle of Six Decades* (Forty Fort, PA: Harold E. Cox, 1968), pp. 10-11.

⁸ Blanchard, 1968, p. 38.

(Saunders & Lawton) and the brewery had become the Hemrich Brothers Brewing Company with a major brew house expansion (1903-04, Theobald Buchinger, destroyed). Residential development in the area remained the predominant use, although housing grew denser as blocks were developed.⁹ Westlake was paved for wagon and auto traffic in 1906, and extended northward from Pike Street to Lake Union.¹⁰ The Westlake Avenue and Pike Street intersection was the location of the first Interurban Depot—Seattle to Everett. The Seattle Electric Company, owned by the Stone and Webster cartel, bought the line in 1909, and made various improvements to this and their consolidated system of electric street railways.¹¹ The Ford Motor Company constructed a five-story assembly plant designed by Seattle architect John Graham Sr., at the south end of Lake Washington in 1913. *See Figures 44-46.*

Several churches were built in the neighborhood catering to the various nationalities of its mainly immigrant population, including Scandinavians, Greeks, and Russians. A Norwegian Methodist Episcopal church was built on the northeastern corner of the intersection of John Street and Howard (now Yale) Avenue prior to 1893.¹² In 1912, Immanuel Lutheran Church (Watson Vernon) was built on the northwestern corner of Thomas Street and Pontius Avenue, and in 1921, St. Demetrios Church (destroyed) serving the Russian and Greek community was completed on the corner of Yale Avenue N and N Thomas Street.¹³ The Russian Orthodox contingent eventually broke off and built St. Spiridon Orthodox Cathedral (City of Seattle Landmark, 1976) at the southeastern corner of Harrison Street and Yale Avenue between 1938 and 1941.¹⁴ The Bethany Lutheran Free Church (destroyed, ca. 1980) was built at the southeastern corner of John Street and Fairview Avenue in the early 1920s. *See Figures 13 and 47.*

A number of apartment buildings were constructed throughout the neighborhood between 1900 and the 1920s, including the Jensen Block (1906, City of Seattle Landmark), the Grandview Apartments (1907, Henderson Ryan), the Hollister Apartments (ca. 1910), Carolina Court (1915, John A. Creutzer), all on the western side of Eastlake; the Brewster (1916, Warren H. Milner) at the southeastern corner of Minor Avenue and John Street; and the Carlton (1926, Emil Guenther with Charles Saunders) at the northwestern corner of Mercer Street and Pontius Avenue, among others. *See Figure 48.*

By the early 1920s, the Great Northern Railway built railroad tracks along Terry Avenue serving the growing industrial warehouse district north of the Central Business District. The tracks also looped around Lake Union, serving shoreline water-dependent industries made possible by the construction of the Hiram M. Chittenden Locks and the Lake Washing Ship Canal constructed between 1911 and 1917. The small freight depot located on Terry Avenue North between Harrison and Thomas streets was a far cry from the massive central station called for at South Lake Union in Virgil G. Bogue's 1911 "Plan of Seattle" prepared for the Municipal Plans Commission.¹⁵ *See Figure 51.*

In 1928, work commenced on the second and final Denny Regrade, which focused on a trapezoidal area bounded by Virginia Street to the south, Fifth Avenue to the east, Thomas Street to the north, and Westlake Avenue to the west, resulting in the lowering of the grade throughout that area, as well as Denny Park, which had for years loomed over the surrounding commercial district.¹⁶ *See Figure 49.*

After the 1920s, the South Lake Union Area slowly evolved into a mixed residential and commercial district. Several commercial laundries were located in the greater neighborhood including the Metropolitan Laundry Building (1917, later called the New Richmond Laundry), built in 1917 at Pontius Avenue N and Thomas Street; the Supply Laundry, initially completed between 1908 and 1912, at Yale Avenue North and Republican Street; and the Troy Laundry Building (V. W. Voorhees, with additions by Henry Bittman), built

⁹ Sanborn, 1904-05, Volume 3, pp. 259, 260, 282, 283.

¹⁰ Fiset, 2003, p. 1.

¹¹ Blanchard, 1968, p. 48.

¹² Sanborn, 1904-05, Volume 3, pp. 259, 260, 282, 283.

¹³ David Wilma, "St. Spiridon Orthodox Church in Seattle holds first service on September 18, 1895," p. 1. HistoryLink.org, posted October 12, 2001, http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=3608, accessed September 30, 2010.

¹⁴ David Wilma, "St. Spiridon Orthodox Church in Seattle holds first service on September 18, 1895," p. 1.

¹⁵ Virgil G. Bogue, "Plan of Seattle," Report of the Municipal Plans Commission, (Seattle, WA: Lowman & Hanford Co, 1911), pp. 78-83, 128-129.

¹⁶ Phelps, *Public Works in Seattle*, pp. 29-31.

in 1927 at the northwestern intersection of Fairview Avenue and Republican Street.¹⁷ *See Figures 50-53.*

In the mid-to-late-1920s, Puget Sound Traction, Light & Power Company was converting their interurban lines to bus service and created a bus garage and repair facility for their North Coast Lines (now used by Greyhound) on the former site of the former Pontius mansion at Pontius Avenue N and Denny Way.¹⁸

Between the mid-1920s, and the beginning of World War II, several other major commercial business operations located in the neighborhood. The Seattle Times relocated to a new location at the northeastern corner of the intersection of John Street and Fairview Avenue N in 1930, into an Art Moderne building designed by architect Robert Reamer.¹⁹ George Horluck built a large brewery at Westlake and Mercer in 1933, responding to the end of prohibition. *See Figures 9 and 54-55.*

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

Fairview Avenue N continued to be the primary commercial street of the neighborhood. The Washington State Game Department built their new International style headquarters (James Gardiner) on Fairview Avenue N near Mercer in 1948. *See Figure 56.*

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

By the 1960s, Interstate 5 severed the area from Capitol Hill. In 1964, PEMCO built the first tower of its Eastlake Avenue office complex, with further construction continuing through 1983. REI built its new flagship store (Mithun Partners) in 1994, on an entire block on the western side of Eastlake Avenue between John and Thomas streets. *See Figure 56.*

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

Note: for additional information, refer to "2003 Cascade Historic Survey, Buildings, Objects & Artifacts, Context Statement," prepared by Karin Link, Thomas Street History Services. The context statement is available online at: <http://www.cityofseattle.net/neighborhoods/preservation/ContextCascade04.pdf>

4.1.2 Building History: Warehouse Building for the Boren Investment Co

The Seattle architectural firm of Stuart and Wheatley issued construction documents for the "Warehouse Building for the Boren Investment Co." on March 17, 1925.²⁰ The building was built at the northwestern corner of Boren Avenue N and Harrison Street, one block east of the Great Northern railroad tracks and the freight depot located along Terry Avenue North between Harrison and Thomas streets.

The United States Radiator Corporation occupied the building as early as 1930, and may have been the building's first tenant.²¹ Crane Plumbing Company's plumbing systems division occupied the building beginning around 1955.²² Crane's operations evolved into both heating and air conditioning in the 1960s.²³ Air Con, air conditioning contractors, occupied the building in 1980.²⁴ *See Figure 58.*

¹⁷ Karin Link, "2003 Cascade Historic Survey: Buildings, Objects & Artifacts, Context Statement," pp. 13-14. <http://www.cityofseattle.net/neighborhoods/preservation/ContextCascade04.pdf>, accessed September 30, 2010.

¹⁸ Sanborn, 1917-1950, Volume 4, pp. 469, 470, 484, 485.

¹⁹ Link, p. 18.

²⁰ Stuart & Wheatley, "Warehouse Building for the Boren Investment Co.," March 17, 1925, City of Seattle, Department of Planning and Development Microfilm Files, sheets 1-6.

²¹ *Polk's Seattle City Directory*, R.L. Polk Co., 1931.

²² *Polk's Seattle City Directory*, R.L. Polk Co., 1955.

²³ *Polk's Seattle City Directory*, R.L. Polk Co., 1966.

²⁴ *Polk's Seattle City Directory*, R.L. Polk Co., 1980.

The building's use as a heating and air conditioning warehouse changed around 1985, when P&G Plant Company started wholesale floral operations in the building.²⁵ They used the building at least through 1990.²⁶ David Smith & Co., an importer of Southeastern Asian furniture, has occupied the building for the last several years.

4.2 Building Owners

4.2.1 Original Building Developer and Owner: Boren Investment Company

The subject building was built as an investment by the Boren Investment Company, a corporation created in February 9, 1925, with \$50,000 of capital stock. The corporation's officers were Seattle attorney George H. Revelle, and two of his employees, Emil Rempfer and Lucas C. Kells. It is not known how the corporation's shares were divided.²⁷

George Henry Revelle was born in 1871 in Maryland, one of 22 children.²⁸ He was a minister turned lawyer, graduating from New York University. George followed his brother Thomas P. Revelle to Seattle in the early years of the last century, joining, along with his brother William, Thomas' law firm. Thomas served on the Seattle City Council between 1906 and 1911, and became a United States District Attorney. George's son, George Henry Revelle, Jr. also became an attorney and a decorated World War II veteran.²⁹ George Sr. died on October 16, 1943.³⁰

4.2.1 Subsequent Building Owners:

The building was purchased by a group led by E.P. Dearborn in 1945.³¹

Troy Laundry purchased the property in 1961.³²

The Seattle Times sold the property to Touchstone SLU, LLC, in June of 2011.

4.3 Architectural Context:

4.3.1 Historical Architectural Context: Eclectic Commercial and Industrial Warehouse Typology

The subject building's massing, scale, and choice of exterior materials, can classify it stylistically as a good example of early 20th century eclectic architectural design applied to a relatively minor commercial building.

At the turn of the last century until Art Moderne and Art Deco styles were widely adopted in the mid-1930s, the vast majority of small commercial buildings and warehouses in the western portion of the United States were designed within a range of vaguely eclectic architectural styles derived from European models. Buildings were dressed with relatively minor exterior detail including architraves, corbels, belt courses, arches, projecting bays, turrets attempting to enhance otherwise straightforward designs.

Warehouse buildings built during this period, as a type, were constructed with the interest of securely enclosing as much space as economically as possible. Building exteriors were often wood-sheathed or of brick masonry, with heavy-timber interior framing in regular repeatable bays. Exterior embellishments were relatively minimal. Reinforced concrete with modular steel structural systems became more common in the

²⁵ *Polk's Seattle City Directory*, R.L. Polk Co., 1985.

²⁶ *Polk's Seattle City Directory*, R.L. Polk Co., 1990.

²⁷ George H. Revelle, Emil Rempfer and Lucas C. Kells, "articles of Incorporation of Boren Investment Co.," Notarized on February 9, 1925, pp. 1-3.

²⁸ Frank Chesley, "Revell, Randall (Randy)," HistoryLink.org, Essay 7897, August 13, 2006, http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=7897, accessed March 4, 2011, pp.1-2. Randall (Randy) Revelle, telephone interview with Larry E. Johnson, March 28, 2011.

²⁹ Chesley, p. 2. George H. Revelle, Jr. was the father of former City Councilman and County Executive, Randall (Randy) Revelle.

³⁰ Washington State Death Certificate Index 1907-1960, "George Henry Revelle," {DF640358-05D6-412B-8781-6F117239BD6B}, <http://www.digitalarchives.wa.gov/ViewRecord.aspx?RID=EC6C46072E1FF13A86A8282FFC28F839>, accessed March 4, 2011.

³¹ King County Assessor, Property Record Card for parcel198620-0515, Puget Sound Regional Archives, p. 1.

³² King County Assessor, p. 1.

mid-1930s. Floors were either concrete or heavy timber planks. Ceilings were relatively high, allowing for high exterior windows that allowed natural light to penetrate into the interior. Roof monitor skylights were common. *See Figures 59-61.*

Warehouses were grouped in industrial areas of the city, initially alongside railroad spurs or freight depots, but later near major highways and industries switched to trucking companies. Flexible freight delivery to the interiors of the buildings was essential for warehouses with on-grade access doors and loading-docks essential for the efficient receipt and distribution of freight. All warehouses had some space set aside for a freight office, where incoming and outgoing shipping could be tracked. Some warehouse doubled as industrial buildings where various parts could be made or assemblies made from stocked parts.

Centrally located between the downtown commercial area and the growing northern neighborhoods, the South Lake union area became a natural choice for the clustering of several construction-related businesses during the late 19th and early 20th centuries. Companies capitalized on the freight depot located on Terry Avenue North between Harrison and Thomas streets. The completion of the Lake Washington Ship canal in 1916 had also opened the lake up to commercial shipping by way of the government locks located in Ballard. The Western Mill/Brace Lumber complex and Pioneer Sand and Gravel, located at the southern end of Lake Union both utilized water transport of raw materials, before processing and redistributing products by truck. Some of the larger construction supply businesses that operated out of warehouses in the South Lake Union between the 1920s and 1930s included McPhearson Furnace and Electric Company (900 Thomas Street), Sunset Electric (300 Westlake Avenue N), United States Radiator Company (334 Boren Avenue N, the subject building), Lewis Refrigeration and Supply Company (425 Westlake Avenue N), Kelly-Godwin Hardwood Company (310 Terry Avenue N), and Palmer Electric Company (325 Westlake Avenue N). All were either one or two-story warehouse buildings incorporating some office and wholesale activity.³³ *See Figures 11 and 58.*

4.3.2 Building Architect: Stuart and Wheatley

The architectural firm of record for the “Warehouse for the Boren Investment Company,” building was the Seattle architectural partnership of Bertram Dudley Stuart (1885) and Arthur Wheatley (1884-1946).³⁴

Bertram Dudley Stuart was born in London, England, on July 4, 1885. He practiced architecture for a period in Edmonton, Alberta and Vancouver B.C. In Vancouver, Stuart designed the Palace of Horticulture for the Vancouver Exhibition Society in 1911. He joined Howard E. White in partnership between 1912 and 1913, where they designed the B.C. Wood Products Building for the Vancouver Exhibition Society. In 1914, Stuart designed a brick faced apartment building named Campbell Court. He moved to Seattle in December of 1915, after business conditions worsened in Canada.³⁵

Arthur Wheatley was born Barnsley, England, on December 13, 1885.³⁶ He immigrated to Canada as a young man, practiced briefly in Vancouver B.C., and relocated to Seattle in 1916.³⁷ He designed the Woodland Park Methodist Church in 1921.³⁸

Stuart and Wheatley formed a Seattle architectural partnership around 1923, after which the firm designed several distinctive hotels and apartment houses that were constructed in Seattle until the firm was disbanded in 1930. The firm originally occupied offices in the eight-story Holland Building (now known as the Miken

³³ Kirsten Campbell and Robert Jackson, “Technical Report South Lake Union Streetcar Project, Cultural and Historic Resources,” (Seattle, WA: Parsons Brinckerhoff for the City of Seattle Department of Transportation, April 5, 2005), pp. 32-71. Kroll Map Company, “Business District of Seattle,” 1958 map.

³⁴ Stuart & Wheatley, “Warehouse Building for the Boren Investment Co.,” March 17, 1925, City of Seattle, Department of Planning and Development Microfilm Files, sheets 1-6.

³⁵ Donald Luxton, “Bertram Dudley Stuart,” in *Building the West, Early Architects of British Columbia*, edited by Donald Luxton, (Vancouver, B.C.: Talon Press, 2003), pp. 380 and 519. United States Social Security Administration, “Bertram Stuart,” Death Master File, Washington State Digital Archives, <http://www.digitalarchives.wa.gov/ViewRecord.aspx?RID=29A717019D9797E8C0121D74BB834F24>, accessed February 16, 2011.

³⁶ Arthur Wheatley, “Declaration of Intention #14402,” United States Department of Labor, September 18, 1919, p. 291.

³⁷ Arthur Wheatley, “Declaration of Intention #14402,” United States Department of Labor, September 18, 1919, p. 291.

³⁸ Arthur Wheatley, “Woodland Park Methodist Church,” University of Washington Libraries, Special Collections, HA0056-HA0065, Box 52, sheets 1-6.

Building) that they had previously designed for developer Stephen Berg's Exeter Company.³⁹ They are also credited with the design of three fraternal houses associated with the University of Washington: Sigma Alpha Epsilon (1925) and Chi Psi fraternity (ca. 1924) houses, and the Chi Omega Sorority House (ca. 1925).⁴⁰ **See Figures 62-63.**

The firm also designed three Seattle hotels including: the 10-story Claremont Apartment Hotel (1925, now the Hotel Andra), the 11-story Continental Hotel (1926, also called the Earl Hotel and the Seattle Hotel, demolished), and 12-story Bergonian Hotel (1927, now the Mayflower Park, City of Seattle Landmark); all for the Exeter Company.⁴¹ **See Figures 64-67.**

Stuart and Wheatley are known to have designed several commercial buildings and private residences during this period. **See Figures 61, and 68-69.**

Stuart and Wheatley are best known for their many designs of apartment houses on Capitol Hill, First Hill, and other neighborhoods including Queen Anne Hill, and the University District. Their residential and hotel designs were typically reinforced concrete structures clad with tapestry brick with terra cotta or cast-stone ornament. Most were designed in an eclectic English Tudor Italian style or in a vaguely Renaissance style that positively contribute to the urban streetscape. As a group the buildings are restrained, well proportioned, and consistently well detailed. **See Figures 70-75.**

The six-story Biltmore Apartments (1925) located on Loretta Place on the southern end of Capitol Hill was an early large residential hotel and apartment building. The Biltmore originally had 125 two, three, and four-room apartments, with a large lobby and "palm room."⁴² **See Figures 76-77.**

Foremost among these was "Tudor Gothic" style Exeter Apartment House (1927) on Seneca Street. The Exeter was designed as a 14-story apartment building with lush and richly appointed common-space interiors. The building originally featured 128 two-room apartments and 11 three-room apartments, with the lower floors already furnished for buyers. The Exeter had two elevators, parking for 150 cars, and had a restaurant, a delicatessen, and bellboy service.⁴³ **See Figures 78-79.**

Both the Biltmore and the Exeter apartments were designed for Stephen Berg's Exeter Company.

Stuart and Wheatley also collaborated with architect Earl W. Morrison on the design and construction of the grand 12-story Marlborough Apartments on Boren Avenue constructed between 1927 and 1928. The building originally had 90 two and three-room apartments with two five-room luxury penthouse suites. The lobby was adorned with marble floors and ornamental plasterwork.⁴⁴

After the dissolution of the firm of Stuart and Wheatley, Stuart was a sole practitioner during the Depression years. He is known to have designed the Wedgewood Inn (1930, now Inn at Queen Anne) and the art Deco style Seattle Macaroni Co. (1937, demolished).⁴⁵ Stuart formed a partnership with the younger Robert L. Durham (1912-1998) and Paul Hayden Kirk (1914-1995) in 1941.⁴⁶ Kirk left the firm in 1944, to join

³⁹ Kathryn H. Krafft and Alison LaFever, "Bergonian Hotel Landmark Nomination," prepared for City of Seattle Department of Neighborhoods, Historic Preservation Program, 2007, p. 11.

⁴⁰ Krafft and LaFever, p. 11.

⁴¹ "B. Dudley Stuart Architectural Photograph Collection, ca. 920-1940s;" University of Washington Libraries, Special Collections; Folder 1, Items 1-3; Folder 2, Items 4-8.

⁴² Dorothy Devereux, "I Visit the Exeter," University of Washington Libraries, Special Collections, <http://content.lib.washington.edu/cdm4/document.php?CISOROOT=/ptec&CISOPTR=366&REC=1>, accessed April 16, 2011., pp. 1-17.

⁴³ Seattle Title Trust Company, "Biltmore Apartments," University of Washington Libraries, Special Collections, <http://content.lib.washington.edu/cdm4/document.php?CISOROOT=/ptec&CISOPTR=498&REC=1>, pp. 1-4.

⁴⁴ Washington Society of Architects, "The Washington Architect," March 1927, May 1927. The building was originally to be called the Chancellor, but the name was changed prior to construction. Excerpts from the "Washington Architect" as noted above can be found at: http://www.flickr.com/photos/glenn_davis_/4106010988/, accessed April 20, 2011.

⁴⁵ "B. Dudley Stuart Architectural Photograph Collection, ca. 920-1940s;" University of Washington Libraries, Special Collections; Folder 10, Item 27; Folder 2, Items 4-8. Francis Amelia (Mimi) Sheridan, unpublished database of Seattle apartments.

⁴⁶ Pacific Coast Architecture Database, Architects, "Stuart, Bertram, ID: 2210, Biographical Information, Work History," <https://digital.lib.washington.edu/architect/architects/2210/>, p. 1.

architect James J. Chiarelli in partnership.⁴⁷ Stuart and Durham's partnership lasted until 1952.⁴⁸ He again practiced alone until 1971, with offices in the Lloyd Building, before failing eyesight forced him into full retirement at the age of 86.⁴⁹ Stuart founded the Craftsmen Guild of Washington in 1939, and served as secretary-treasurer until 1956.⁵⁰ Stuart died in Seattle in 1977.⁵¹

Wheatley probably also continued as a sole practitioner after 1930, although there are no known attributions. He was living in Sedro Woolley in 1942.⁵² Wheatley died in Seattle on May 6, 1946, at age 61.⁵³

⁴⁷ Pacific Coast Architecture Database, Architects, "Stuart, Bertram, ID: 2210, Biographical Information, Work History," <https://digital.lib.washington.edu/architect/architects/2210/>, p. 1.

⁴⁸ Pacific Coast Architecture Database, Architects, "Stuart, Bertram, ID: 2210, Biographical Information, Work History," <https://digital.lib.washington.edu/architect/architects/2210/>, p. 1.

⁴⁹ American Institute of Architects, "American Architects Directory, 1970, p. 891.

⁵⁰ Krafft, p. 12.

⁵¹ United States Social Security Administration, Death Master File, "Bertram Stuart," Washington State Digital Archives, <http://www.digitalarchives.wa.gov/ViewRecord.aspx?RID=29A717019D9797E8C0121D74BB834F24>, accessed February 16, 2011.

⁵² United States World War II Draft Registration Card, "Arthur Wheatley."

⁵³ Washington State Death Certificate Index 1907-1960, "Arthur Wheatley," {F15AF553-A89A-4B75-BCA1-88D667C8E77A}, <http://www.digitalarchives.wa.gov/ViewRecord.aspx?RID=E0D3BD8FE6EEB583F0E1F857583776F3>, accessed February 17, 2011.

Stuart & Wheatley Attributions

Date	Type	Project Name/Client	Address
1923	ofc. bldg.	Holland (Equitable, Miken) Bldg./Exeter Co.	1415-17 4th Avenue, Seattle, WA
1923	apts.	Stephensberg Apts./Exeter Co.	405 E Olive Street, Seattle, WA
1923	hotel	Bergonian (Mayflower Park) Hotel	405 Olive Way, Seattle, WA
1924	apts.	Highland Apts./W.C. Malany	925-933 11 th Ave. E, Seattle, WA
1924	frat. house	Chi Psi	4600 22 nd Avenue NE, Seattle, WA
1925	frat. house	Sigma Alpha Epsilon	4506 17 th Avenue NE, Seattle, WA
1925	whs.	Warehouse/Boren Invmt. Co.	334 Boren Avenue N, Seattle, WA
1925	apts.	Biltmore Apts./ Exeter Co.	418 E Loretta Place, Seattle, WA
1925	store/apts.	Biltmore Annex	113-117 Summit Ave., Seattle, WA
1925	apts./hotel	Claremont Apt. Hotel (Andra)/Exeter Co.	2000 4 th Avenue, Seattle, WA
ca.1925	apts.	Windsor Arms	532 Belmont Ave. E, Seattle, WA
1925	whs.	Warehouse/Boren Invmt. Co.	334 Boren Avenue N, Seattle, WA
1925	apts.	Roundcliffe Apartments	845 Bellevue Court E, Seattle, WA
ca.1925	store/office	Drew Warren Elect. Store (demolished)	1401-07 Union Street, Seattle, WA
1926	sor. house	Chi Omega Alpha	4549 18 th Avenue NE, Seattle, WA
1926	whs.	Warehouse/Knickerboker Co.	657 Dearborn St., Seattle, WA
1926	apts.	Davison Apts.	5003 15 th Avenue NE, Seattle, WA
1926	apts.	Exeter Apts./Exeter Company	720 Seneca Street, Seattle, WA
1927	whs.	Alex Christe & Co. (very altered)	1516 12 th Avenue E, Seattle, WA
1927	apts.	Levere Apts.	4105 Brooklyn Ave. NE, Seattle, WA
1927	apts.	Shelby Apts.	2815 Boylston Ave. N, Seattle, WA
ca.1927	hotel	Continental (Earl, Seattle) Hotel/ Exeter Co. (demolished)	315 Seneca Street, Seattle, WA
ca.1927	apts.	Kenneth Apts.	307 Queen Anne Ave. N, Seattle, WA
1928	apts.	Marlborough House (Chancellor) (Earl W. Morrison, Architect of Record)/ Sovereign Investment Co.	1220 Boren Avenue, Seattle, WA
ca.1928	apts.	Revilla Apts./Northland Investment Co.	436 Main Street, Ketchikan, AK
1928	apt.	Randolph Apartments	1833 13 th Ave. E, Seattle, WA
ca.1929	apts.	Casa Nita Apartments	430 12 th Avenue E, Seattle, WA
1929	apts.	Garfield Apartments	715 24 th Ave., Seattle, WA
1929	apts.	Marianne Apartments/Chris Sandland	633 4 th Ave. W., Seattle, WA

Stuart Attributions

Date	Type	Project Name/Client	Address
1911	expo.	Palace of Horticulture/Vancouver	2901 E. Hastings St., Vancouver,

		Exhibition Assoc. (demolished)	B.C., Canada
1912	expo.	B.C. Wood Products Bldg./Vancouver Exhibition Assoc. (with Howard E. White) (demolished)	Hastings Park, Vancouver, B.C., Canada
ca.1912		Langham Res. Hotel	Vancouver or Victoria, B.C.
1913	apts.	Campbell Court	2505-2517 Fraser St., Vancouver, B.C., Canada
1930		Wedgewood Inn (Inn at Queen Anne)/British-American Realty	501 1 st Ave. N, Seattle, WA
1937		Seattle Macaroni Co. (demolished)	1409 Rainier Ave. S, Seattle, WA

Wheatley Attributions

Date	Type	Project Name/Client	Address
1921	Church	Woodland Park Methodist Church	302 N 78 th Street, Seattle, WA

4.3.3 Building Contractor: Unknown

The general contractor of the subject building is unknown.

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<http://www.digitalarchives.wa.gov/ViewRecord.aspx?RID=29A717019D9797E8C0121D74BB834F24> (accessed February 16, 2011).
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<http://www.digitalarchives.wa.gov/ViewRecord.aspx?RID=E0D3BD8FE6EEB583F0E1F857583776F3> (accessed February 17, 2011).
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http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=3608 (accessed September 30, 2010).

Appendix 1

FIGURES

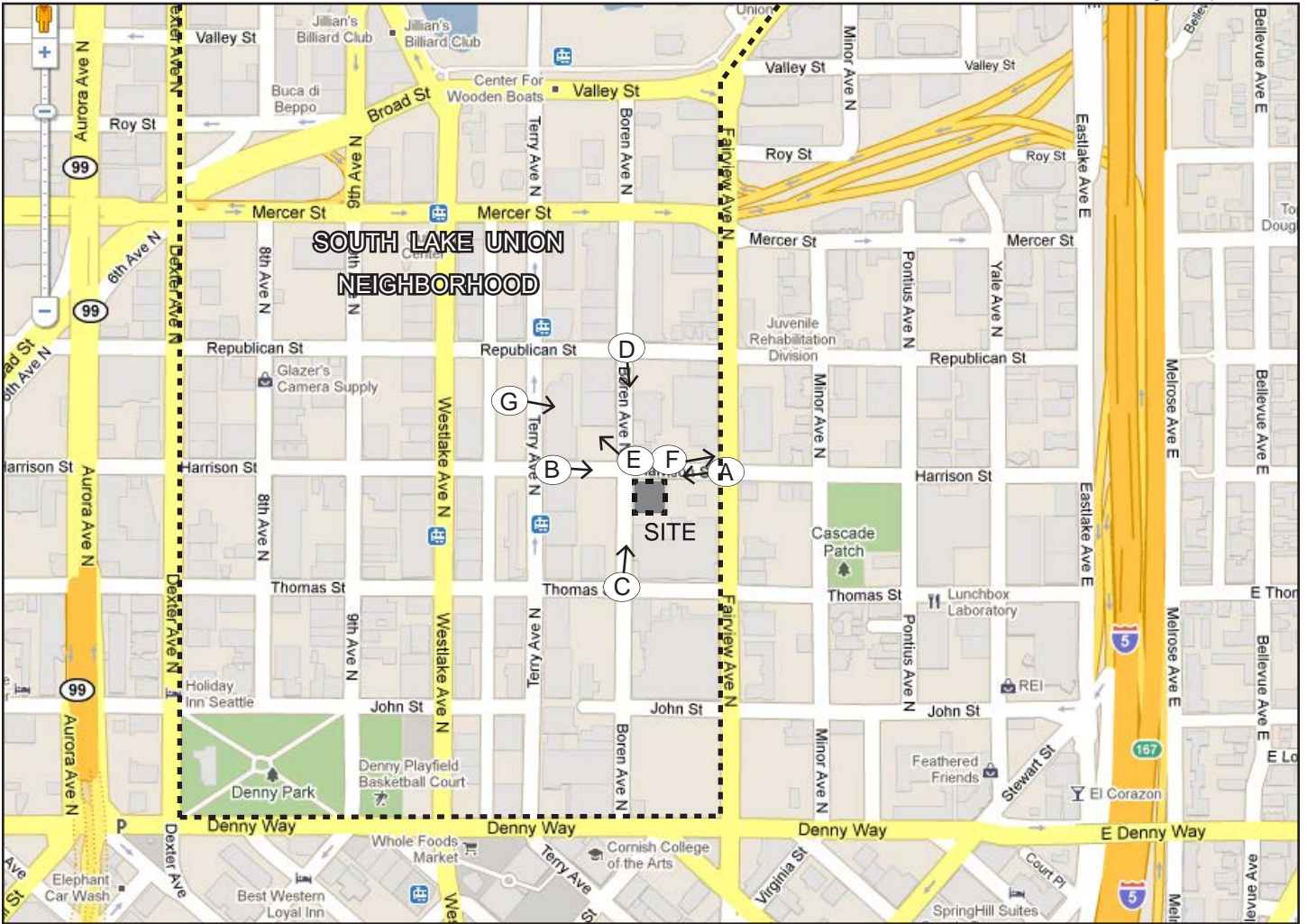


Figure 1 • Location Map

View reference in this document ← (x)

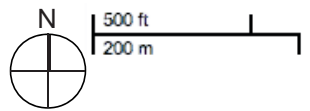




Figure 2 • View A, viewing west from corner of Fairview Avenue N and N Harrison Street



Figure 3 • View B, viewing east from corner of Terry Avenue N and N Harrison Street



Figure 4 • View C, viewing north from corner of Boren Avenue N and N Harrison Street



Figure 5 • View D, viewing south from corner of Boren Avenue N and N Republican Street



Figure 6 • View E, viewing northwest from N Harrison Street, east of Boren Avenue N



Figure 7 • View F, viewing northeast from N Harrison Street, east of Boren Avenue N

Boren Warehouse/David Smith & Co. Landmark Nomination Report



Figure 8 • Aerial Photo

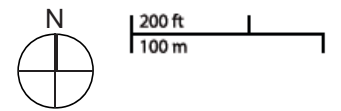




Figure 9 • Seattle Times Building (1120 John Street)



Figure 10 • Troy Laundry Building (311-329 Fairview Avenue N)



Figure 11 • 320 Terry Avenue N



Figure 12 • Van Vorst Building (413-421 Boren Avenue N)



Figure 13 • Immanuel Lutheran (1215 N Thomas Street)



Figure 14 • Supply Laundry Building (1265 Republican Street)

Boren Warehouse/David Smith & Co. Landmark Nomination Report

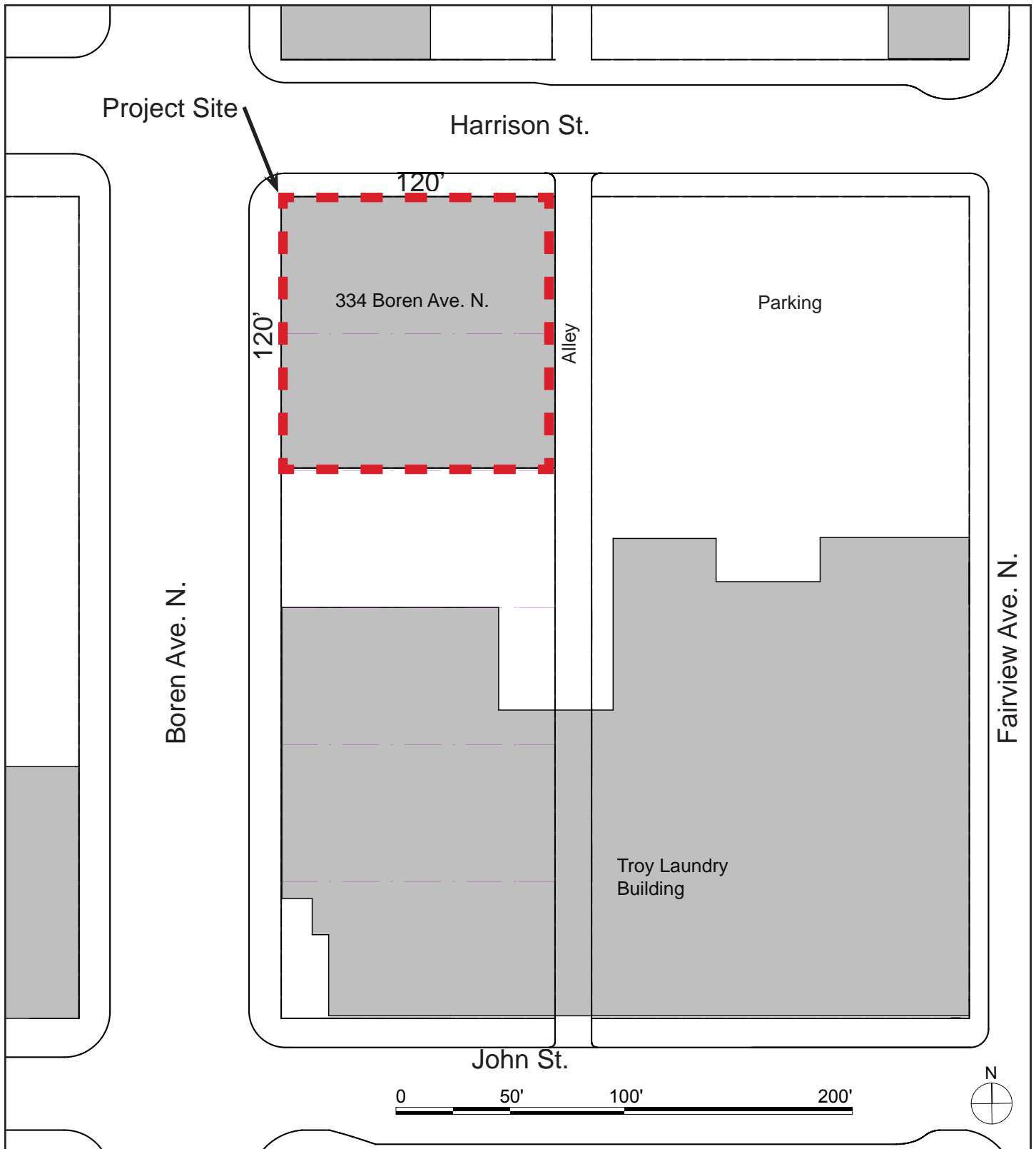


Figure 15 • Site Plan



Figure 16 • Viewing southeast from adjacent alley



Figure 17 • Viewing south from adjacent alley



Figure 18 • Viewing northwest from adjacent alley at subject building's south façade



Figure 19 • Viewing northwest from adjacent alley at parking adjacent to subject building



Figure 20 • Viewing southwest from adjacent alley at adjacent building



Figure 21 • Viewing southeast from Boren Avenue N at adjacent building

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Figure 22 • North façade viewing southwest



Figure 23 • North façade, eastern portion

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Landmark Nomination Report

April 2011



Figure 24 • North façade, central portion



Figure 25 • North façade, western portion

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Landmark Nomination Report

April 2011



Figure 26 • North façade, viewing southeast



Figure 27 • West façade, viewing southeast

Boren Warehouse/David Smith & Co.
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April 2011



Figure 28 • West façade, viewing northeast



Figure 29 • South façade viewing northeast

Boren Warehouse/David Smith & Co.
Landmark Nomination Report

April 2011



Figure 30 • East façade viewing southwest (alley)



Figure 31 • Interior, main floor, viewing northwest



Figure 32 • Interior, roof monitor, viewing northwest



Figure 33 • Interior, main floor, viewing east



Figure 34 • Interior, main floor, viewing west



Figure 35 • Interior, main floor, rear portion, viewing southeast



Figure 36 • Interior, main floor, rear portion, viewing south

Boren Warehouse/David Smith & Co. Landmark Nomination Report

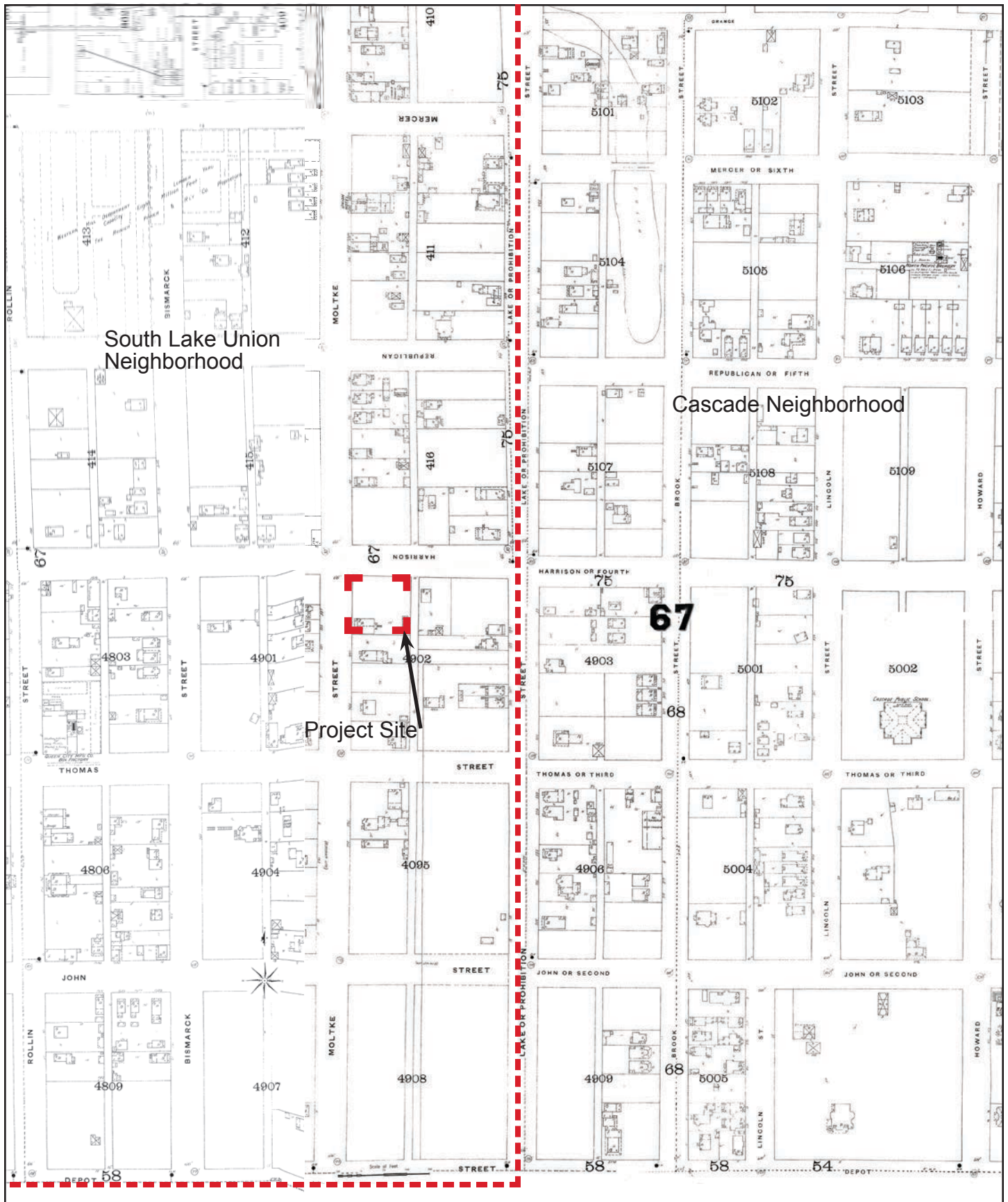


Figure 37 • Sanborn Insurance Maps, 1893, vol. 2, sheets 67-68, 74-75

Boren Warehouse/David Smith & Co.
 Landmark Nomination Report

April 2011



Figure 38 • Seattle Coal and Transportation Company, ca. 1875



Figure 39 • Southern end of Lake Union with Denny Mill, 1885

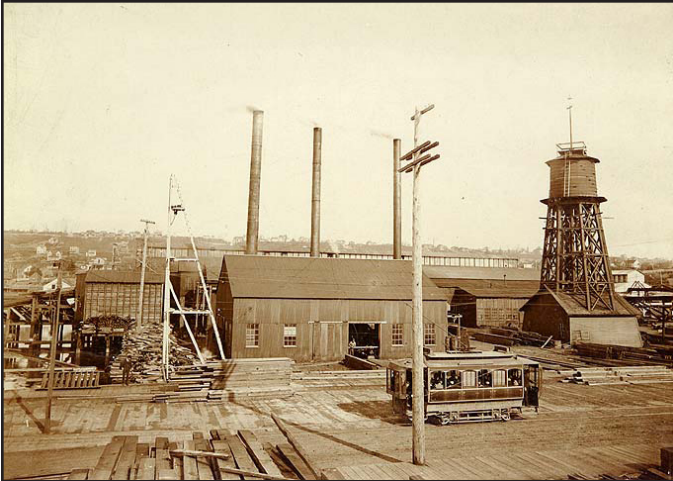


Figure 40 • Streetcar passing Western Mill Company, ca. 1891



Figure 41 • Viewing northeast towards Lake Union, 1891



Figure 42 • Typical worker housing, ca. 1900



Figure 43 • Cascade School (1894, John Parkinson)

Boren Warehouse/David Smith & Co. Landmark Nomination Report

April 2011

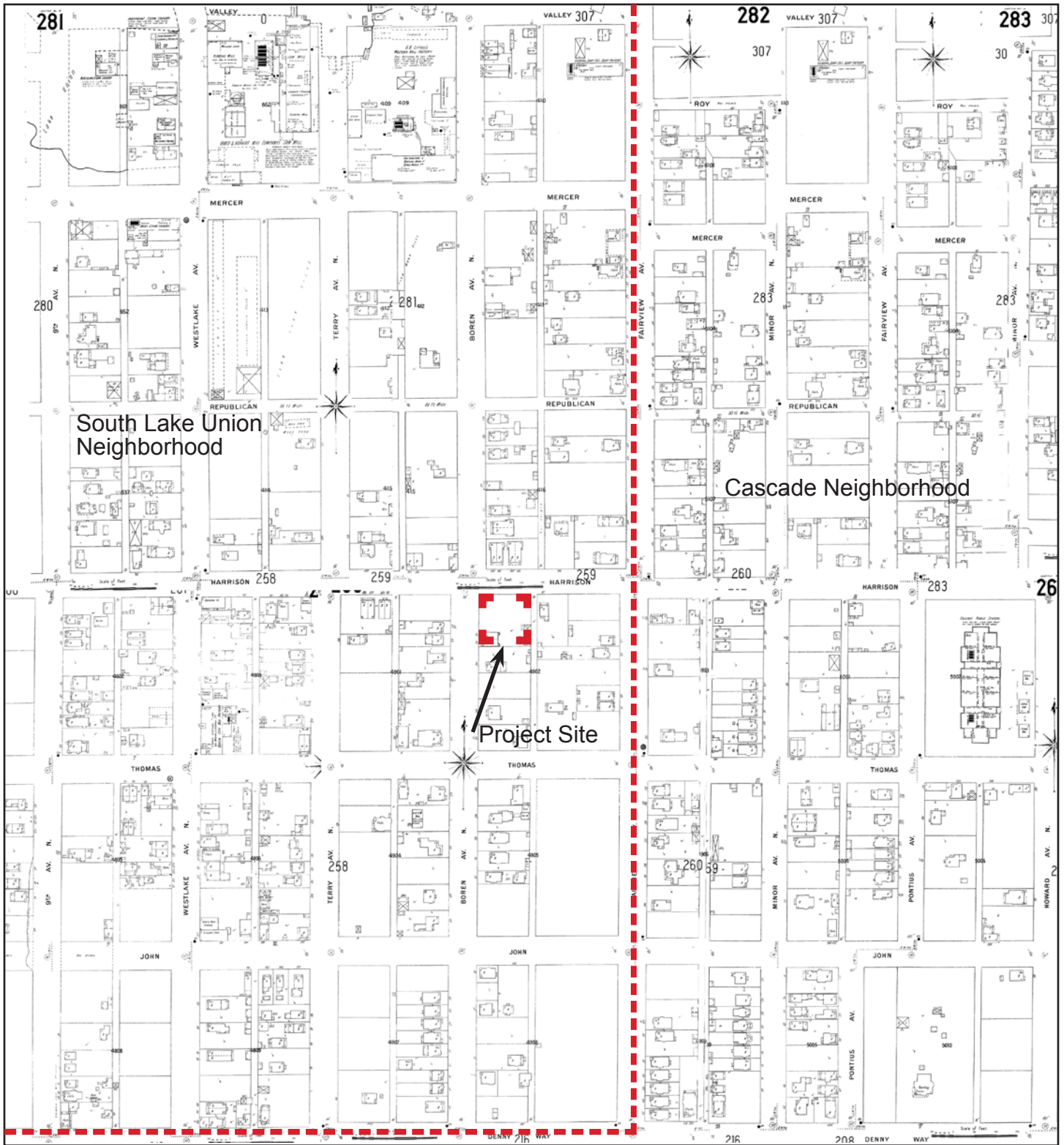


Figure 44 • Sanborn Insurance Maps, 1904-1905, vol. 3, sheets 258-262, 282-285

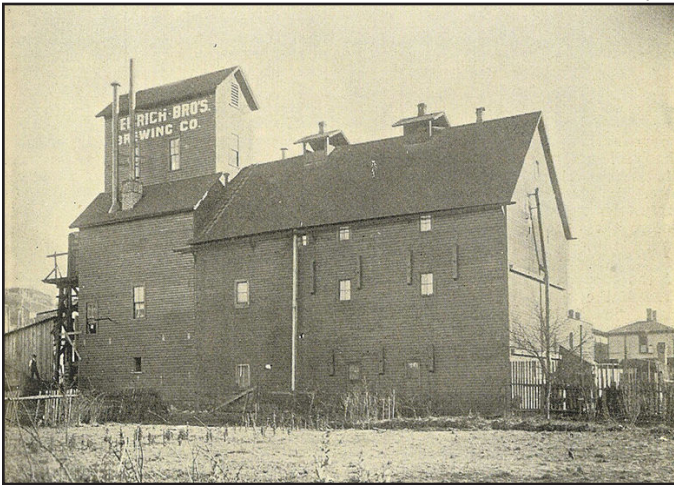


Figure 45 • Hemrich Brothers Brewery, 1889

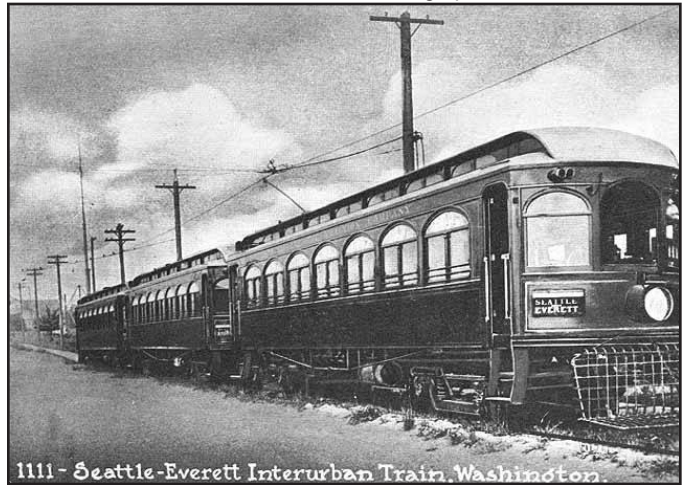


Figure 46 • Seattle-Everett Interurban, ca. 1925

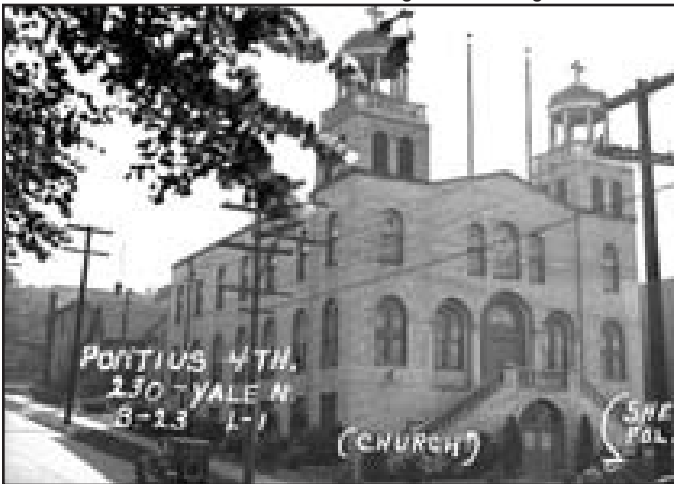


Figure 47 • St. Demetrios Greek Orthodox Church (1921)



Figure 48 • Hollister Apartments, 715 Eastlake Avenue (ca. 1915, demolished)



Figure 49 • Final Denny Re-grade viewing northeast, ca. 1930



Figure 50 • Supply Laundry, 1917

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April 2011

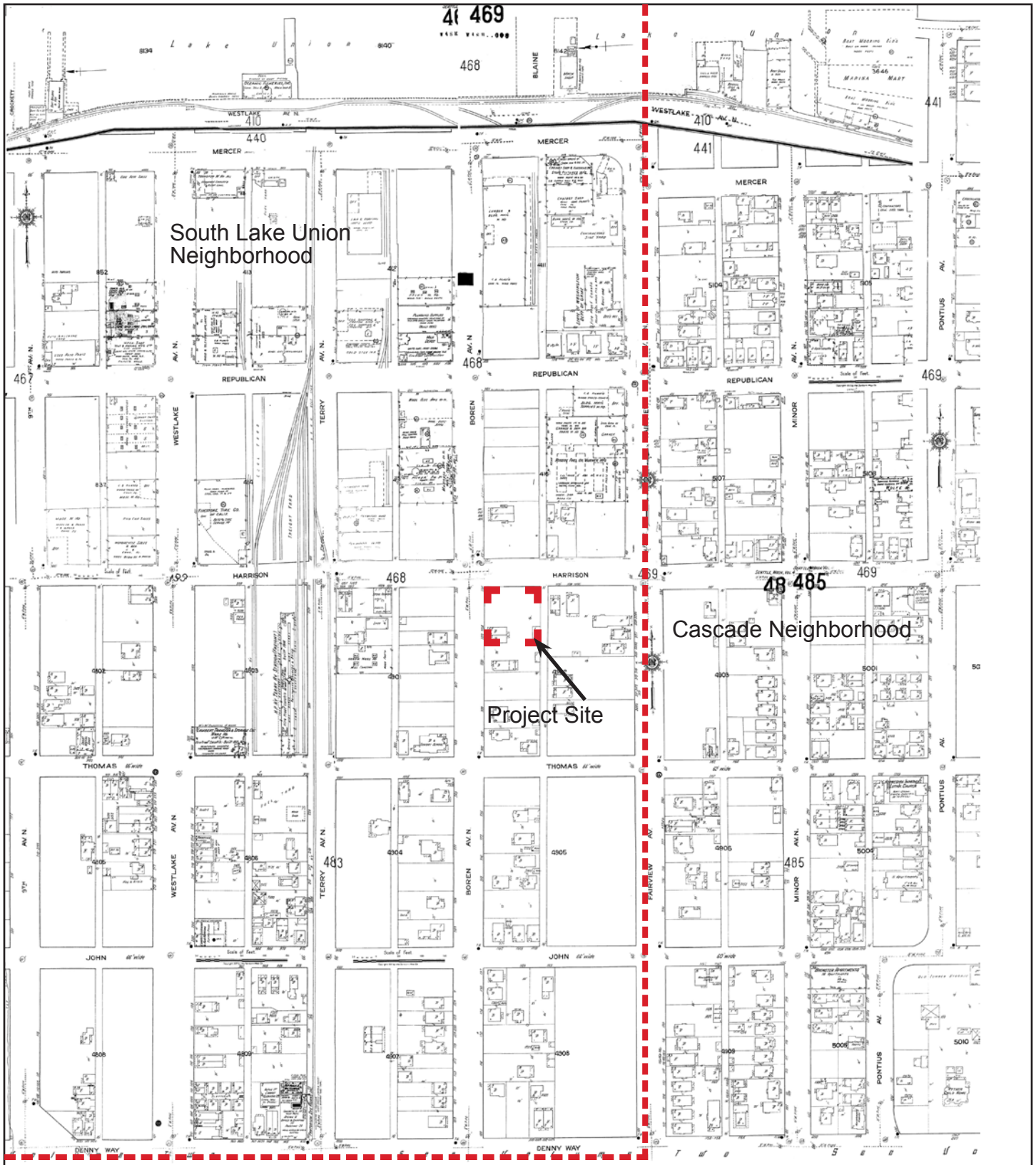


Figure 51 • Sanborn Insurance Maps, 1905-1950, vol. 4, sheets 482-485, 468-470

Boren Warehouse/David Smith & Co.
 Landmark Nomination Report

April 2011



Figure 52 • Metropolitan Laundry Building (1917)



Figure 53 • Troy Laundry (1927, Victor Vorhees)



Figure 54 • Kenworth Motor Truck Corp., 1934



Figure 55 • Washington State Game Department (1948, James Gardiner)



Figure 56 • Aerial of South Lake Union showing Horlucks Brewery, 1934



Figure 57 • South Lake Union viewing toward freeway construction from Space Needle, 1962

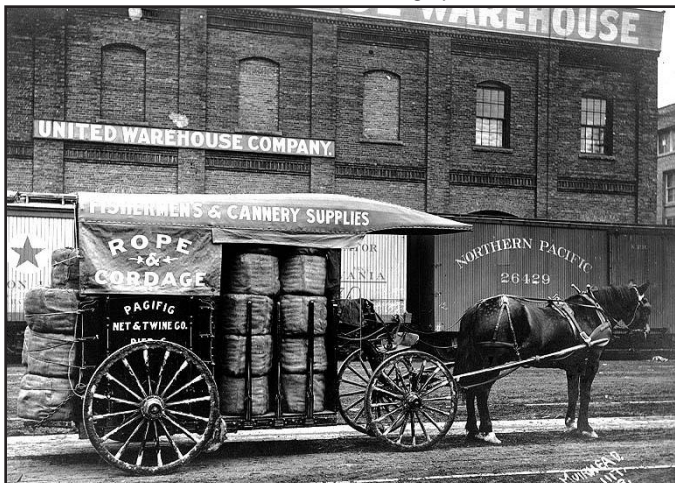
Boren Warehouse/David Smith & Co. Landmark Nomination Report

April 2011



Figure 58 • United States Radiator Company, ca. 1937

MSCUA, UW Libraries, Seattle Photographs Collection, SEA0205



MSCUA, UW Libraries, Asahel Curtis Collection, CUR1354



Figure 60 • Western Electric Company Warehouse, 1917

Boren Warehouse/David Smith & Co. Landmark Nomination Report

April 2011



Figure 61 • Alex Christie & Company (1927, Stuart & Wheatley, very altered)



Figure 62 • Chi Omega Sorority (1926, Stuart & Wheatley)



Figure 63 • Holland Building (1923, Stuart & Wheatley)



Figure 64 • Bergonian Hotel (1923, Stuart & Wheatley, now Mayflower Park)

Boren Warehouse/David Smith & Co. Landmark Nomination Report

April 2011



Figure 65 • Bergonian Hotel Lobby (1923, Stuart & Wheatley)



Figure 66 • Claremont Hotel (1925, Stuart & Wheatley)



Figure 67 • Continental Hotel (ca. 1927, Stuart & Wheatley, demolished)



Figure 68 • Drew Warren Electric Store (ca. 1926, Stuart & Wheatley)



Figure 69 • Biltmore Annex (1925, Stuart & Wheatley)

Boren Warehouse/David Smith & Co. Landmark Nomination Report



Figure 70 • Stephensberg Apartments (1923, Stuart & Wheatley)



Figure 71 • Roundcliffe Apartments (1925, Stuart & Wheatley)



Figure 72 • Davison Apartments (1926, Stuart & Wheatley)



Figure 73 • Lavere Apartments (1927, Stuart & Wheatley)



Figure 74 • Shelby Apartments (1927, Stuart & Wheatley)



Figure 75 • Randolph Apartments (1928, Stuart & Wheatley)

Boren Warehouse/David Smith & Co. Landmark Nomination Report

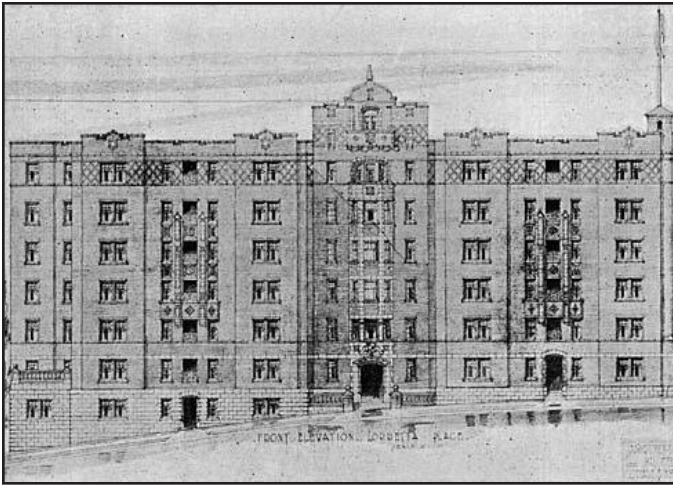


Figure 76 • Biltmore Apartments (1925, Stuart & Wheatley)

Figure 77 • Biltmore Apartments Lobby (1925, Stuart & Wheatley)



Figure 78 • Exeter Apartments (1926, Stuart & Wheatley)

Figure 79 • Exeter Apartments (1926, Stuart & Wheatley)

Boren Warehouse/David Smith & Co. Landmark Nomination Report

April 2011

APPENDIX 2

ARCHITECTURAL DRAWINGS