



The City of Seattle

Landmarks Preservation Board

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

REPORT ON DESIGNATION

LPB 46/08

Name and Address of Property: Bon Marche Stables
2315 Western Avenue

Legal Description: Lot 10, Block 29, a Plat of the First Addition to that part of the town of Seattle laid off by Wm. N. Bell and A.A. Denny (commonly known as Bell & Denny's 1st Addition to the City of Seattle), according to the Plat recorded in Volume 1 of Plats, Page 61, in King County, Washington.

At the public meeting held on January 16, 2008, the City of Seattle's Landmarks Preservation Board voted to approve designation of the Bon Marche Stables at 2315 Western Avenue, as a Seattle Landmark based upon satisfaction of the following standard for designation of SMC 25.12.350:

D. It embodies the distinctive visible characteristics of an architectural style, period, or of a method of construction.

STATEMENT OF SIGNIFICANCE

Presently called the Compton Building, this wood frame and clad building at 2315 Western Avenue, is sited on the west side of Western Avenue, mid-block between Battery and Bell Streets. Although early on it operated as the Bon Marche Stables, by the 1930s, it housed the Savage Lumber and Manufacturing Company on its ground floor, but was owned by Frank A. Compton, who purchased the building in 1938. The building site is also associated with the northern portion of the present central waterfront and its shoreline. During the 1850s, this portion of the shoreline only extended west to the east side of the future Alaskan Way. The early history of the site, before the arrival of the Pioneers, is also relevant to the building site's history. Prior to the 1850s, Native Americans had an important presence in its general vicinity.

Historical Development of the Site and Environs

Before the arrival of the Pioneers in the 1850s, the central waterfront area was associated with several Duwamish encampments. Ba'qbaqwab was located on a ravine at the foot of Bell Street, while "Djicjila'letc" (dje-djee-lah-letsh) was centered roughly around the intersection of First Avenue South and Yesler Way. With the creation of the town of Seattle centered around "Djicjila'letc," an 1865 ordinance prohibited the Native Americans from

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camping on “any street, highway, lane or alley or any vacant lot in the town of Seattle.” There is evidence that most of the Duwamish who had formerly lived in the southern camp probably moved to “Ba’qbaqwab,” then located outside of the official town of Seattle. In fact, in 1912 and more recently during the 1990s excavation for construction of the Bell Harbor Conference Center, evidence of a Native American burial site was discovered at Bell Street.ⁱ The future site of the present building, located between Battery and Bell Streets, is therefore located fairly close to or within what was once Ba’qbaqwab.

With the discovery of the deep water harbor off of Elliott Bay by the Pioneers, in 1853, David Maynard, Carson Boren and Arthur Denny staked claims in what became the early town of Seattle (now at the location of Pioneer Square Historic District, up to King St). In the same area, Henry Yesler also acquired land along the future Mill Street, later known as Yesler Way. By late 1852, Yesler had set up the first sawmill near the waterfront.ⁱⁱ

North of the original heart of the city, property also belonged to David Denny and his family, while William Bell’s original claim included the northern portion of the present central waterfront area, roughly from present-day Denny Way to Bell Street. (Directly to the south of Bell’s claim, the property belonged to Arthur A. Denny). The site of the future Bon Marche Stables/ Compton Building, at this time, was fairly close to the shoreline, which, from Stewart to Bell Streets, ran near the east side of the future Railroad Avenue. Early maps suggest that the property would have fallen within Bell’s original claim, but it was also located close to the rough boundary of the northeast portion of Arthur Denny’s claim. The property is in fact located within “Denny Bell’s First Addition,”ⁱⁱⁱ

In the 1850s, when the town of Seattle was first established, it was described as “one street and nothing to mark the different lots.” Once Yesler’s mill was operating, public buildings as well as dwellings in the town were built from sawn lumber and typically had clapboard siding. By the late 1880s, in the main parts of town, there were a few buildings of sturdier materials, or perhaps made of wood with a modest amount of Victorian detailing; however, most buildings were of frame construction and relatively simple.^{iv}

By contrast, north of the town, in the vicinity of this future building, there were even fewer buildings. The Bell family had staked their claim in April of 1852 and William Bell soon built a log cabin, located between Bell and Battery Streets, on low bluff overlooking Elliott Bay, probably slightly to the west of the present building site. The Battle of Seattle of 1856 and his wife’s ill health convinced William Bell to move his family to Napa, California, not long after the one day battle. Bell only returned permanently to his lands during the 1870s.^v William Bell’s absence from his lands from the mid-1850s to the 1870s meant that comparatively few structures were built there, but other factors also had an impact.

After the early 1870s, William Bell, his son Austin and daughter in law, Eva, were responsible for developing the block between Bell and Battery Streets on the east side of Front Street (now First Avenue) with substantial buildings. These included the Bell Hotel (1883), the I.O.O.F Hall (1889) and the Austin A. Bell Building.^{vi} The last two, which still stand, were built of brick, stone and terra cotta. In addition, north of the Bon Marche Stables site, the Hull Building, designed as was the Austin A. Bell Building, by Elmer Fisher, was

completed in 1890.^{vii} Subsequent family reverses, William Bell's ill health and death in 1887 and his son Austin's suicide in 1889, explain why the properties were also less developed after 1889. In addition, farther south, the Great Fire of June 6, 1889 had demolished much of the city of Seattle. After the Great Fire, much energy was put into the rebuilding of Seattle's center in brick, stone and terra cotta, but, in comparison, Belltown was neglected, and for some time. Even before the Panic of 1893, the Austin A. Bell Building had become known as "Bell's Folly."^{viii}

Early photographs and maps, including Augustus Koch's "Seattle and Environs" of 1891 and Sanborn Maps from 1893, indicate that aside from these showpiece buildings, most of the buildings on the Bell and Arthur Denny lands, particularly along West Street (Western), continued to be simple, wood frame buildings. Some were multi-story and combined utilitarian functions with lodgings above. There were also many individual houses and "cabins." Empty lots were common. Although Koch's "Seattle and Environs" may have taken some liberties, it shows the west side of the block on West St from Bell to Battery Streets as mostly unbuilt. Only the south corner, the future site of the Empire Laundry, was occupied by a multi-story wood structure with a pitched roof. While Sanborn Maps from 1893 do not specifically call out many businesses, they do show the "Green Ehrlich Gross Shingle Mill," located on the water between Vine and Wall Streets and, south of Wall Street, the "Seattle Siding Mill," located between the railroad tracks and Water Street.

The same maps also give a fairly good sense of the physical layout of the main streets in the Bell and A. A. Denny lands and their vicinity. There were two streets, located close to Elliott Bay, west and parallel to Front Street. West Street, now Western Avenue, was already a long street, which ran from as far north as Depot Street, now Denny Way, south to past Columbia Street. Another street, was Water Street (Elliott Avenue). As its name indicates, it ran close to the water, from Lake Street, now Broad Street, to Bell Street. In general, a variety of docks, usually set perpendicular to the shoreline, were already built out into the water. The docks were more numerous south of Virginia Street, however, one of the major docks, located at the foot of Wall Street, was occupied in the early 1890s by the "Day Brothers Lumber Yard."

The railroad tracks of both the Seattle Lake Shore and Eastern Railroad and the Great Northern Railroad were mostly set out on the water between the docks or near the shore. This was the case of the Seattle Lake Shore and Eastern Railroad particularly from Virginia Street and points north; while in the late 1880s, the Great Northern only ran from Smith Cove to points north. These tracks represented Seattle's early attempts to build its own transcontinental railway lines, even though by 1873, the Northern Pacific Railway had chosen Tacoma rather Seattle as its Pacific Northwest terminus.^{ix}

During the 1890s, however, the Seattle, Lake Shore and Eastern tracks were purchased by the Northern Pacific. During the same period, James J. Hill's Great Northern Railway became Seattle's second transcontinental line. To create space for both the Great Northern, as well as the Seattle, Lake Shore and Eastern's tracks and the neighboring "ramshorn" track arrangement, Railroad Avenue was given a width of 120 feet. Its eastern boundary was set outside the high tide line, which meant that the avenue was located in the water.^x

Early on Seattle's economy relied on the production and transportation of lumber. Steamers and schooners, known as the "mosquito fleet by the 1890s, had begun transporting lumber from Seattle to San Francisco as early as 1853. By 1880, Seattle exported coal, grain and wheat as well, but lumber continued to be a major export.^{xi} After the Great Fire, as the original heart of the city was built up with more sophisticated and substantial buildings, First Avenue, in particular from Wall Street to as far south as Columbia Street, gradually filled with hotels. In general, Western Avenue served as a more industrial backdrop for First Avenue. It also had a connection with the area to the west - the railroads, waterfront piers and related ocean-going vessels. The central waterfront area also changed significantly after the 1897 Tidelands Replat, put into effect by City Engineer R. H. Thomson and Assistant Engineer George Cotterill. Not only were the tidelands reclaimed (beginning in the early 1900s), but there was significant building on both sides of the railroad tracks. Central waterfront piers, north of Yesler Way were rebuilt following a northeast-southwest alignment. Between the 1900s and the 1910s, Western Avenue south of Pike Street began to fill with more substantial buildings, many of which housed grocery wholesalers. Several of these well designed warehouse buildings had connections with owners or tenants of the waterfront piers.^{xii}

In contrast, north of the Pike Place Market, established in 1907, Western Avenue continued to be much less developed. The wood frame building at 2315 Western Avenue was erected in 1908. As before, the surrounding neighborhood still included frame houses and empty lots, as well as several livery stables. There were also dispersed utilitarian buildings or sites, which housed industrial uses. These included the Union Oil Company site, located several blocks north between Bay and Broad Streets, a cement block works, a wagon works and at least two lumber related businesses. A 1912 Baist map shows that the north corner lot on the same block from Bell to Battery Streets was the site of one of these, the "Leigh Lumber Manufacturing Company," and two lots to the south, 2315 Western Avenue, the current building housed the "Bon Marche Stables." The first site for the Bon Marche, Nordhoff and Company department store, later the Bon Marche, was also located not far away at First Avenue and Cedar Street and had probably been located there as early as 1890.^{xiii}

A sampling of photographs taken by photographer James Patrick Lee in 1909 also gives additional information concerning neighboring buildings along Western Avenue. Across Battery Street, north of the Leigh Lumber Company, 2405 Battery St was two-story frame building, which seems to have been typical of the neighborhood. At the ground level, it featured several glazed storefront bays with central recessed doorways. The second level of the building, which housed a rooming house called "Liverpool House," included regularly spaced single double-hung windows and clapboard siding.^{xiv} One block north, on the northeast corner of Western Avenue and Wall Street, 2500 Western Avenue was a one story commercial building, clad with horizontal wood siding. Its exterior included multiple doors on the Western Avenue elevation and a side entry on Wall Street.^{xv}

About a block north, from Vine to Cedar streets, on the same side of Western as the Bon Marche Stables, there were two virtually identical residences, both two stories in height. Each presented a two-story bay on the south side of the main elevation and a northern

recessed portion, which included a porch, two entry doors, as well as a second story balcony overhead. To the north, stood a two story commercial building with a flat roof and overhanging cornice. To each side of a central entry, (presumably leading to the second level), were two storefronts, one for the “Western Mirror Company” and the other for “Brush Factory.” The elevation of the second story was mainly characterized by horizontal wood siding and regularly spaced single double-hung windows. Two Italianate houses, seemingly identical in design and detailing, completed the block.^{xvi}

To the south of the Bon Marche Stables Building, on the southwest corner of Western and Blanchard Street, 2131 Western was a two story frame building. Its first floor featured a generous amount of storefront with transom windows. The storefront housed the Fred McCoy grocery store and a storefront, advertising “The Fleichmann Co. Compressed Yeast.” The second level was distinguished by well-spaced double hung windows, clapboard siding, a projecting bay window, set over a corner column and what appears to have been an angled entry facing the corner of Blanchard and Western.^{xvii} In addition to the masonry Union Livery Stables on the northeast corner of Western Avenue and Blanchard Street at 2200 Western Avenue, there were also wooden livery stables, for instance, the frame “Rainier Horseshoeing” at 2108 Western Avenue. Also photographed by James Patrick Lee in 1909, the building was very run down even then. It has since been demolished, while its neighbor at 2114 Western, built in brick, is still standing, although it has been altered.

As the brief survey of the neighborhood shows, the Bon Marche Stables building is now the last vestige of this former neighborhood. It is also the last example of the types of frame buildings and specifically of the wooden livery stables that were once prevalent here and throughout Seattle. In many ways, the building is also typical of an entire neighborhood of reasonably well designed wood frame buildings, which nevertheless varied in their design and detailing. A more in-depth description of the Bon Marche Stables/ Compton Building follows.

Currently known as the Compton Building, this multi-story frame building was completed in 1908. With its clapboard siding, wood window surrounds and multi-pane windows, raised parapet and applied cornice, the building is now unique in Belltown, within Seattle’s downtown and in all of Seattle. Above the ground level, the main façade, including the parapet, cornice, the second and third floor windows, the wood surrounds and siding, are virtually intact. At the ground level, changes have been made over time, most by the 1930s, and reflect the building’s use as first a working livery stable and then as the location of a lumber company.

The 1912 Baist Map indicates that, early on, the building housed the Bon Marche Stables. In addition, a Webster and Stevens photograph from 1911 shows a Bon Marche delivery carriage in front of a building with a large sign for “THE BON MARCHE STABLES.” Although the photograph does not show the entire façade, there is enough detail to confirm that the building behind the carriage and horses is in fact the present building at 2315 Western Avenue.^{xviii} In the context of the immediate neighborhood, this building, in its composition and design, particularly the repeated use of multi-pane windows, was

distinctive. At the same time, as an early wood frame livery stable, it was typical of many such buildings, not only in the vicinity, but also throughout Seattle.

Associated with the stables building was the early Bon Marche, Nordhoff and Company department store, first established in the same neighborhood at First Avenue and Cedar Streets in 1890. A photo dated at around 1900 (or possibly the late 1890s) shows a detail of one bay of the early Bon Marche, Nordhoff and Company department store located at Western and Cedar. The photo shows a group of employees, assembled in front of a simple storefront with transoms and a recessed central entry, set within what appears to be masonry wall. This image and that of the related stable building establish the early ties of the Bon Marche Department store with this part of Belltown.^{xix}

According to historian Charles Warren, Edward Nordhoff, the Bon Marche Department Store's founder, had emigrated from Germany to Chicago in 1881. While working at a department store there, he met his future wife Josephine Patricia Brennan. With \$1200 in savings, the couple established Bon Marche Nordhoff and Company as a dry goods store at First Avenue and Cedar Street in 1890. Nordhoff, who had previously lived in Paris and worked at the Louvre department store, modeled his new store on the famous Bon Marche department store in that city. His store expanded and by the late 1890s, the department store moved to a new location - the northern portion of Second and Pike Street. Edward Nordhoff died in 1899 and Josephine, who married Frank McDermott, continued to run the Bon Marche, along with McDermott and Edward's brother, Rudolph Nordhoff. By 1912, the Bon Marche Department Store building extended along Second Avenue from Pike to Union Streets. With Josephine's death in 1920, Frank McDermott and Rudolph Nordhoff managed the Bon Marche and in 1928, commissioned John Graham Senior to design the building now commonly and most recently associated with the Bon Marche at Third Avenue and Pine Street.^{xx}

Although the main department store had moved to Second and Pike in the late 1890s, the Bon Marche continued to have ties with its former neighborhood during the 1910s. In the 1910s, as evidenced by several photos, horse driven carriages were an important method, if not the main method, for moving Bon Marche merchandise from place to place. In the Webster and Stevens photograph from 1911, the carriage appears to be a somewhat rickety and possibly overburdened affair, led by four horses. Another photo, probably from around the same period, shows a more elegant cab with advertisements for the Bon Marche, including a sign that reads "Seattle's Greatest Department Store."^{xxi}

Tax rolls show that taxes were assessed on this building in 1910 to the "Nordhoff Co. Inc." and paid by the Bon Marche. During the period from 1910 to 1925, tax rolls show that the building was still associated with the Bon Marche. Although the Bon Marche was still associated with this building in 1930, the actual taxes on the building were paid by "A. & F. Compton." Presumably, "F. Compton" refers to Frank Compton who bought the building in the late 1930s.^{xxii}

Although the Leigh Lumber Company occupied the same block as the Bon Marche Stables in 1912, the only clear evidence that the building became the headquarters for a lumber

company dates from the 1930s. According to the 1938 photo, the building had a large number of signs, indicating a variety of tenants (or owners). In addition to the Savage Lumber and Manufacturing Company, which occupied the ground floor and most likely the second floor, the Modelow Company was also a tenant. It had a large sign painted across the building façade, above the second level. During this period, the interior of the building included a “hand operated” electric freight elevator and its own “heating plant,” which was not used.

By 1938, the building was actually owned by Frank Compton, whose Compton Lumber Company occupied a variety of addresses from 1911 to 1938, many close to the present site, but not officially at 2315 Western Avenue. In 1911, the main address for the company listed in Polk’s Seattle Directories, was 1302 Post Street. In 1926, 2109 Western Avenue, also the site of an old livery stable at the northwest corner of Western and Lenora and fairly close, was the location of the Compton Lumber Company. It seems likely that the Savage Lumber Manufacturing Company may already have been at 2315 Western Avenue, when Frank Compton bought the building and that he decided not to change the name at this time. According to city directories, the Savage Lumber Company continued to operate at 2315 Western Avenue until 1948.

By 1951, the building was still officially owned by the Compton Lumber Company and at this time was also listed in Polk’s directories as the location of the Compton Lumber Company. The building continued in the ownership of the Compton Lumber Company at least until 1986. By 1990, 2315 Western Avenue was listed as an apartment building, although several tenants appear to have been small offices.^{xxiii} As the Compton Building, it continues to house a variety of offices.

The Bon Marche Stables/ Compton Building is now one of the last examples of the kind of wooden buildings that once lined Western and First Avenues, particularly from Blanchard Street to Denny Way during the 1900s. It was part of a larger neighborhood of small businesses and wood frame apartment buildings and houses in the Belltown area. It is the last example of the types of frame buildings and specifically of the wooden livery stables that were once prevalent here and throughout Seattle.

The Bon Marche Stables/ Compton Building is associated with the urban development of Seattle – specifically that of early Belltown and of the central waterfront and Railroad Avenue, particularly from the 1890s to the 1900s. It is associated with Seattle’s economic development and specifically with the establishment of the Bon Marche Department Store. By the 1930s, it had been transformed into an industrial building that included a lumber company, a transformation that was not atypical for early buildings of this kind in Seattle. It is associated in a very significant way with both the economic and cultural heritage of both Belltown and Seattle.

Finally, as an early property of the Bon Marche, the building is associated with local personalities who played an important role in Seattle’s history, especially Edward Nordhoff, his brother Rudolph Nordhoff, Patricia Brennan Nordhoff McDermott and Frank McDermott. All played a significant role in establishing a major Seattle institution and a wider role in the

city's economy and urban development, commissioning a number of important early Seattle buildings.

DESCRIPTION

This building is sited mid-block between Battery Street and Bell Street on the west side of Western Avenue. Its footprint is 60 feet by 120 feet, with the shorter dimension parallel to Western Avenue. The building is three stories high with a tall basement level. Story heights are approximately 16'-8" at the basement level, 13'-4" for the first and second floors and 11' for the third floor. Above the basement, exterior walls are of frame construction, described as "rustic double construction," on the King County Tax Assessor Record Card from 1938. The frame walls are set on top of a concrete basement, with walls approximately 12" thick and a concrete foundation. Above the basement, the interior structure is of post and beam wood construction. Exterior cladding above the concrete basement level, on the main east and north elevations, consists of wood clapboard siding, while the alley elevation facing west has replacement siding. The building mainly has a flat roof, which is not visible, as well as a parapet. A penthouse level, mostly not visible from the street, has been added.^{xxiv}

There is one main east façade along Western Avenue, as well as a secondary northern elevation, which currently faces a parking lot. A south elevation, although shown in historic photographs, is no longer visible from the street, because a building now adjoins it. A west elevation faces an alley and is also not visible from the street.

Main Eastern Façade on Western Avenue

At the top of the main Western Avenue facade, the distinctive parapet is raised in a rectangular shape at its center and at the corner ends, which also extend a few feet into the north and the south elevations. Between the raised central rectangle and the raised corners, the parapet angles slightly downward, as it approaches the raised corners. An original projecting wood cornice, attached to the exterior wall and cladding, marks the parapet level. It also extends a few feet onto the north elevation. There is a gap on the south part of the cornice, where a fire escape ladder, since removed, once cut through it. This is clearly shown on 1930s the photograph on the King County Assessor's Property Record Card.

At the second and third floors, the Western Avenue façade is divided into five bays, each consisting of a varying number of wood frame double-hung, six over six windows. The typical central bay consists of a horizontal row of three double-hung windows. To each side of the central bay, is a horizontal row of two of these windows. The end bays also each consist of a single double-hung six over six window. The south window at the end of the top floor is slightly longer. It is configured so that the sill level of the standard sized double-hung window opening is lower, but an added transom level lines up with the top of the other openings of the same level. Based on a photo from the 1930s, the window served as a fire exit onto a metal fire escape and was an early feature of the building. At that time, the transom was also filled in with wood. Based on the earlier photograph by Webster and Stevens from 1911, which however only shows part of the elevation, above the ground level, changes to the main façade have been minimal since the construction of the building, and this particular window bay is not shown.

At the ground level, there is a large, original central opening, with a wood surround. The 1911 Webster and Stevens photo and a 1930s photo do not show doors. The opening is now equipped with a metal garage door. In general, over time, more changes have been made to the openings to either side of the main central opening. To the south of the main central opening, is a similar large opening, also equipped with a garage door and similar wood surround. Based on the 1930s photo, this apparently replaced a large window of the same width. The surround was also similar to the present surround and was of the same height in relation to the central doorway. The large window opening was divided into three sections, which also had a multi-pane transom, consisting of two horizontal rows of smaller square panes. Based the 1911 Webster and Stevens photograph, there were originally two six over six double-hung windows at this location. Also by the 1930s, to the south of this, a single doorway, which still remains, had been added by the 1930s. To the north of the central doorway, the 1930s photo suggests that there was a pair of typical six over six windows. The Webster and Stevens photo, only a detail, does not give information about this portion of the façade. Currently, a door replaces the bottom portion of the south double-hung window. North of this ensemble, and set at the end of the facade, is a standard width door, also with a multi-pane transom. This is shown in the 1930s photograph.

Despite the changes to the ground floor openings to each side of the central entry, even the ground level retains much of the detail and the sense of workmanship of the original design. Overall, given that this was a utilitarian building - a working livery stable and then a lumber company - the building façade has retained a surprising amount of its original detailing.

North elevation

In general, the north elevation features what appear to be original windows in a variety of sizes, with original window surrounds. The north elevation was not meant to be seen from the street and, in general, has somewhat irregularly placed window openings. At the top level of the elevation, there are six regularly, but well-spaced, six over six double-hung windows. These are slightly smaller than the standard window on the main façade. The second level mainly has larger, squarish, multi-pane windows (three horizontal rows of four panes each). There are seven of these, which are more narrowly spaced than the row of windows above. There are also two, small square two over two windows, one set at the very end of the horizontal row (on the west side of the elevation), the other between the first and second larger square windows on the east side of the elevation. On the first level, a similar window lines up with the eastern window of the second level. This is followed to the west by two pairs of the typical double-hung windows and finally by a rustic wooden door, with a transom. There are no other openings at this level.

In general, on this elevation, rows of windows do not line up vertically with each from floor to floor; however, the detailing is consistent and appears to date from the initial construction of the building, with perhaps a few changes. Because of the grade descends from east to west, the basement concrete wall becomes deeper and more visible toward the west side of the north (and south elevations).

West elevation

This elevation faces a relatively narrow alley and was also not meant to be seen from the street. While the wood cladding has not been retained, the replacement siding, (painted metal or vinyl, which imitates wood), approximates the original wood siding from a distance. The windows at the first, second and third floors are also all replacement windows. The base of the west elevation, which corresponds to the basement, is clad in concrete and has two large utilitarian openings. Although the windows have been replaced, the rhythm of the windows – a central row of three windows, flanked by paired windows - suggests that this may have been the configuration of the original windows; however, there are no records of the original appearance of this alley elevation.

South Elevation

This elevation now adjoins a building and is no longer visible; however, the 1938 King County Tax Assessor's photo shows that it was similar to the north elevation, although there were no openings on the eastern portion of the wall at the second and third levels. Windows on the third level appear to have been same size and spaced in a similar fashion to those on the north elevation. Second story windows (about six) were similar to those on the second floor of the north elevation and were originally operable. Windows at the first level appear to have been similar to the standard window of the second and third floor façade windows. At the time the photo was taken, the Savage Lumber and Manufacturing Company occupied the ground floor and most likely the second floor of the building. The photo shows a twelve foot wide ramp that was supported on a rough, heavy timber open structure. The ramp sloped up from east to west and led into wide second story doorway on the west side of the elevation. In this view, it also hid some of the windows on the west side of the elevation. The ramp and support are no longer part of the building and seemed somewhat makeshift even in the 1930s photo.

NOTES

ⁱ Dorpat, p 19-23, (with reference to David Buerge).

Hershman, Heikkala & Tobin, p 16-19.

David Buerge, "Seattle, 3000 B.C.-1851 A.D.: Seattle Before Seattle," The Seattle Weekly, 17 December-23 December, 1980, p 17-20 & 55.

ⁱⁱ Hershman, Heikkala & Tobin, p 31-33.

ⁱⁱⁱ Dorpat, "Pioneer claims and street map superimposed on an extended version of Phelps map from 1855-1856." Figure 30 (in front of p 17).

^{iv} Bagley, p 38-39, p 46, p 223 ; Morgan, p 34.

Crowley, National Trust Guide Seattle, New York: Preservation Press/ John Wiley & Sons Inc., 1998, p 4.

Murray Morgan, Skid Road, An Informal Portrait of Seattle, Seattle and London: University of Washington Press, 1995 (first publication 1951, reprint 1995), p 6.

^v Junius Rochester, "Bell, William Nathaniel (1817-1887)," November 1, 1988, Database available at <<http://www.historylink.org/>>

^{vi} Paul Dorpat, “Now and Then: For Whom the Bell Tolls,” Pacific Northwest, The Seattle Times Magazine, May 8, 2005, Database available at <http://www.seattletimes.nwsourc.com/>

_____, “59 Promise and Depression in Belltown,” Seattle Now and Then, Second Edition, Seattle: Tartu Press, 1984.

Jeffrey Karl Ochsner and Dennis Alan Andersen, Distant Corner: Seattle Architects and The Legacy of H. H. Richardson. Seattle and London: University of Washington Press, 2003, p 300 and p 306.

^{vii} Paul Dorpat, “Now and Then: For Whom the Bell Tolls,” Pacific Northwest, The Seattle Times Magazine, May 8, 2005, Database available at <http://www.seattletimes.nwsourc.com/>

_____, “59 Promise and Depression in Belltown,” Seattle Now and Then, Second Edition, Seattle: Tartu Press, 1984.

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^{viii} Paul Dorpat, “59 Promise and Depression in Belltown,” Seattle Now and Then, Second Edition, Seattle: Tartu Press, 1984.

(Bogue, Virgil), Plan of Seattle: Report of the Municipal Plans Commission submitting Report of Virgil G. Bogue Engineer, Seattle: Lowman & Hanford, 1911.

Patrick McRoberts, “Seattle Defeats Bogue Improvement Plan on March 5, 1912,” November 4, 1988, database available online at <<http://www.historylink.org/>>

^{ix} Augustus Koch, “Seattle and Environs, King County, Wash., 1891,” Seattle: Historic Northwest Images, LLC, reprint, no date.

Seattle Fire Insurance Maps, Sanborn Map Company, 1893.

Bagley, p 243-245.

^x Bagley, p 251-258.

Walt Crowley, “Municipal Ownership Movement – A Snapshot History,” October 17, 1999, rev. October 13, 2003, database available online at <<http://www.historylink.org/>>

^{xi} Bagley, p 102, p 117-121

^{xii} Caroline Tobin, Planning for the Urban Waterfront: A Historical Case Study of Seattle’s Waterfront, Master of Urban Planning (Thesis), University of Washington, 1977, p 18.

Dorpat, p 144.

William Baist, Baist’s Real Estate Atlas of Surveys of Seattle, Wash. Philadelphia: W. G. Baist, 1905, 1908 and 1912.

^{xiii} “Bon Marche, Nordhoff and Co. department store, ca. 1900,” photograph, 1911, negative UW2112, Seattle Collection, University of Washington Libraries and Special Collections.

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- Webster and Stevens, photographer, "Bon Marche Delivery Wagon, Seattle, 1911," photograph, 1911, image No. 1983.10.6658, Museum of History and Industry Photograph Collection.
- ^{xiv} James P. Lee, photographer, "Liverpool House, rooming house at 2405 Western Avenue, Seattle," photograph, May 19, 1909, Negative No.: Lee 20, James P. Lee Photograph Collection, PH Coll 294, University of Washington Libraries and Special Collections.
- ^{xv} James P. Lee, photographer, "Business at 2500 Western Avenue, Seattle," photograph, May 19, 1909, Negative No.: Lee 18, James P. Lee Photograph Collection, PH Coll 294, University of Washington Libraries and Special Collections.
- ^{xvi} James P. Lee, photographer, "Residences at 2613-2615 Western Avenue, Seattle," photograph, May 19, 1909, Negative No.: Lee 14, May 19, 1909, James P. Lee Photograph Collection, PH Coll 294, University of Washington Libraries and Special Collections.
- James P. Lee, photographer, "Businesses at 2613-2615 Western Avenue, Seattle," photograph, May 19, 1909, Negative No.: Lee 13, James P. Lee Photograph Collection, PH Coll 294, University of Washington Libraries and Special Collections.
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- ^{xvii} James P. Lee, photographer, "Fred McCoy & Co. grocers, at 2131 Western Avenue, Seattle," photograph, May 19, 1909, Negative No.: Lee 26, James P. Lee Photograph Collection, PH Coll 294, University of Washington Libraries and Special Collections.
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^{xxiii} Polk's Directories, Seattle, Washington, 1910 to 1990.

^{xxiv} King County Tax Assessor Records, ca. 1932-1972.

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<<http://www.seattlehistory.org/>>

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The Seattle Times website.

The Seattle Post-Intelligencer website.

<http://content.lib.washington.edu/>
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The features of the Landmark to be preserved include:

The exterior of the building.

Issued: January 25, 2008

Karen Gordon
City Historic Preservation Officer

cc: Boris Castellanos, Allegra Properties
Susan Boyle, BOLA Architecture + Planning
Stephen Lee, LPB
Stella Chao, DON
Diane Sugimura, DPD
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Ken Mar, DPD