



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 371/08

Name and Address of Property: Terry Avenue Building  
320 Terry Ave. N

Legal Description: Lots 9 and 10, Block 101, 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; except the west 5 feet thereof condemned in King County Superior Court cause no. 162246 for widening Terry Avenue North, as provided in Ordinance no. 43560.

At the public meeting held on July 3, 2008, the City of Seattle's Landmarks Preservation Board voted to approve designation of the Terry Avenue Building at 320 Terry Avenue North 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

#### Development of the South Lake Union Neighborhood

The South Lake Union neighborhood is located north of the city's Central Business District, and north and east of Belltown. It is bordered by the lake on the north, Interstate 5 on the east, Denny Way on the south, and Highway 99/Aurora Avenue on the west. Early maps and photos from the 1870s depict the area as being primarily residential in character. The topography in the area slopes downward to the north and toward Lake Union. The grade along Westlake Avenue North is lower than other parts of the neighborhood, as it was once the location of a streambed.

The lake became an early transportation route for shipments of logs and coal, which were cut or extracted east of Lake Washington. Sawmills and shingle mills were predominant early industrial uses along the lake. In 1883, Seattle annexed what had been David Denny's original claim. Gradually, both the South Lake Union and Cascade neighborhood to the east of it developed as mixed-use urban communities with industries and commercial buildings, wood-frame apartment buildings, boarding houses and single family houses, seven separate churches, several breweries and at least five commercial laundries, several clothing manufacturing plants, and a public school. Wharves were constructed along the lake, and commercial service businesses developed along the main north-south access, Westlake Avenue North.

Administered by The Historic Preservation Program  
The Seattle Department of Neighborhoods

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In 1909, the Northern Pacific Railway was granted a franchise by the City to extend a spur line to the neighborhood, by way of Fremont and along the western shoreline of Lake Union. The line split at Valley Street, with one portion continuing south on Terry Avenue North and another continuing eastward to Fairview. This line was used by the Ford Assembly Plant, at the southeast edge of the lake, for delivery of vehicle parts. Ford assembled automobiles and Fordson tractors at the building from 1913 to 1932. Another vehicle manufacturer in the area, the Kenworth Truck Company at Yale Avenue North and Mercer, may also have benefited from the railroad's transportation link.

The large Naval Reserve Armory was constructed at the lake's south end in 1941, and during World War II, Lake Union served military ship repair needs. After the war, the South Lake Union industrial base contracted and much of the housing stock in the community deteriorated as the residential population declined. Meanwhile, commercial and manufacturing uses continued to increase, as evident in building permit records and historic photographs. Auto warehouses and retail showrooms became common along Westlake Avenue from the late teens and continued through the post-World War II era.

In the early 1960s, the construction of I-5 further defined the identity of the nearby Cascade and Eastlake neighborhoods, linking them with Lake Union as a result. The freeway's Mercer Street access ramps also divided the northeastern part of the South Lake Union neighborhood, placing several blocks of it in what might be considered the Eastlake area.

Vehicle traffic on Mercer Street continued to increase in the post-war decades, separating the area south of Mercer from the lakeside amenities. At the same time, the proximity to I-5 and downtown made the South Lake Union area increasingly attractive for residential and business development. Maps made after the 1960s show increasingly large-scale parcels and development, alley vacations, and replacement of small-scale buildings by empty sites, typically with parking lots.

In a historic urban survey from 1975, the neighborhood was described as "a collection of auto showrooms, small businesses and manufacturing enterprises, and parking lots supplementary to, rather than integral with downtown" (Nyberg and Steinbrueck). Neighborhood industries in recent decades have included older auto repair businesses and retail showrooms near Westlake Avenue, headquarters for general contractors, construction supply distributors, and floral and furniture warehouses. More recent businesses include printing/photography and childcare facilities, and telecom concerns such as AT&T and Onvia.com. The northeast portion of the neighborhood, north of Mercer Street, has been redeveloped extensively by the Fred Hutchinson Cancer Research Center and Zymogenetics. Recent development in the South Lake Union area has consisted mainly of three- to five-story office buildings and apartment buildings and condominiums of up to six and seven stories on consolidated, full and half-block parcels. Current plans call for development of the streets, including the South Lake Union Streetcar line now under construction, and additional new buildings.

Terry Avenue North, on which the subject property is sited, was developed as an industrial street in the late 19th and early 20th centuries. A freight rail line ran along this street and a freight depot was constructed ca. 1912, on the property across the street from the Terry Avenue Building, constructed shortly thereafter. Presently there are remnants along Terry Avenue of rail tracks in the roadbed, as well as early industrial uses and buildings, along with post-war commercial structures and more recent mixed-use residential and high-tech office and research buildings.

The following buildings, many of which represent the neighborhood's industrial past, are designated Seattle Landmarks in the neighborhood:

- Troy Laundry (1927, at 307 Fairview Avenue North)
- Seattle Times Building (1930, at 1120 John Street)
- Metropolitan/New Richmond Laundry (1917-1944, at 224 Pontius Avenue South)
- Supply Laundry (ca. 1906+, 1265 Republican Street)
- Ford Assembly Plant/Shurgard Storage (1913, 1155 Valley Street)
- Van Vorst Building (1909, 413-421 Boren Avenue North)
- Pacific McKay & Ford McKay Buildings (1925 and 1922, 601-615 Westlake Avenue North)
- Lake Union Steam Plant & Hydro House (1914-1921, 1179 Eastlake Avenue East)
- Immanuel Lutheran Church (1912, 1215 Thomas Street)
- St. Spiridon Russian Orthodox Cathedral (1941, 400 Yale Avenue North)
- Jensen Block (1906, 601-611 Eastlake Avenue East)
- Old Norway Hall (1915, now Cornish College Raisbeck Performance Hall, 2015 Boren Avenue)

The Kelly-Goodwin Hardwood Building was cited in a 1975 survey as a building "significant to the community" (Nyberg and Steinbrueck) and in the Seattle Commons EIS as having secondary or community significance (Tobin and Crowser, p. 15-92).

### **Original Architect, James H. Schack**

James H. Schack (1871-1933) is identified as the architect on original drawings, on file at DPD. Schack was born in Germany and arrived in Seattle in 1901. His training included some formal education in Chicago as well as employment in several architectural firms in that city. He formed a brief partnership with Seattle architect Daniel R. Huntington from 1907-1909, during which time they designed the First Methodist Episcopal Church (1907-1910, now the First United Methodist Church) and the first Arctic Club Building (1908-1909, now the Morrison Hotel).

As a sole practitioner, both before and after his partnership with Huntington, Schack designed approximately 50 buildings (architect card files, DON). These projects consisted of primarily apartment buildings and single family residences, and included a few commercial buildings, hotels, churches, and the subject building – a warehouse. At the time he designed the subject building, Schack had an office in the Lippy Building in Pioneer Square.

Beginning in 1917, Schack shared office space with architect David J. Myers. The two collaborated on several projects, including the Sunset Motor Car dealership (1917-1918, destroyed). In 1920, Schack and Myers joined with engineer Arrigo M. Young, to form the partnership of Schack, Young & Myers. The firm went on to become a leading architectural firm in Seattle in the 1920s, credited with numerous commercial, residential, and institutional commissions, including the Civic Auditorium complex (1925-1928, altered, now McCaw Hall/Seattle Opera House). Other notable projects by Schack, Young and Myers include the Chinese Baptist Church (1922-1923, now Chinese Southern Baptist Mission) and the Women's Dormitory/Hanse Hall at the University of Washington (1935-1936, with John Graham, Sr.).

Myers left the firm in 1929 to return to private practice, while Schack and Young continued in partnership until Schack's 1933 death at the age of 62. Young, who then had an architectural as well as an engineering license, went on to establish Young, Richardson, Carleton and Detlie, later The Richardson Associates (TRA). TRA developed as a large, multi-disciplinary Seattle-based design firm, in practice until the 1990s.

## **Early History and Occupants of the Building**

Original drawings dated September 12, 1914 identify the building as "Warehouse Building for C. A. Philbrick, Trustee." The original building permit cites Philbrick's address as "1st National Bank," and the 1914 Polk directory identified Claude A. Philbrick as a cashier for First National Bank, located in Pioneer Square at 1st and James. (By 1923, Philbrick was listed in the city directory as vice-president of First National Bank.) The building was permitted in January 1915 and construction was completed in April 1915, according to records on file at DPD. The Washington Construction Company served as the builder. As cited on the original permit application, the estimated cost of construction was \$15,000.

A 1917 Sanborn map shows numerous dwellings still in the area along with industrial uses. The subject block contained the subject warehouse building, a dwelling and shed on the lot immediately north of it, a small office building and a stove foundry at the corner of Terry and Harrison, and several dwellings east across the alley on Boren Avenue North. A number of lots on the block were undeveloped or vacant land. The freight depot occupied the property across the street to the west, along Terry Avenue North.

Permit applications from 1917 cite the building occupant at that time as Kuhn Tractor Truck Company, a vehicle manufacturer. City directories indicate that the company occupied the subject building in 1918, and in 1919 the main office was in the Alaska building while the "factory" was at the main floor of the Terry Avenue Building. The firm was at a different address in 1920, and not listed after that.

The Polk directory shows that by 1928, the Kelly-Goodwin Hardwood Company, a purveyor of hardwoods and flooring, located in the building. Dexter Cabinet Works also moved into the Terry Avenue Building in 1928 and remained through 1938. Another cabinetmaker, North West Store Equipment Corporation, occupied the main floor from at least 1940 through 1944. Permit records indicate that the Great Northern Railway Company was owner of the building at least from 1928 through 1939. The 1939 drawings on file for the warehouse to the south were prepared by the Assistant Chief Engineer's Office of the Great Northern Railway, "for Kelly-Goodwin Hardwood Company." Kelly-Goodwin bought the building in 1953, according to tax assessor records.

### **The Kelly-Goodwin Company**

Frank Kelly and his partner, Josh Goodwin, established the Kelly-Goodwin Company in 1924 as a wholesaler of hardwood flooring and trim. In 1967, Pankratz Forest Industries purchased Kelly-Goodwin. Pankratz was a Wisconsin-based lumber company that dated from 1860. Pankratz Forest Industries manufactured dimensional lumber in several locations in western Washington after moving from Wisconsin in 1907. The company owned and operated its own lumber mill in Seattle's Georgetown area by the late 1930s, according to company records and a 1938 photo.

Pankratz and Kelly-Goodwin relocated the company headquarters from the subject building to another Seattle location in the 1970s, but retained the subject building until 1987. The lower floor and basement were used for storage and the upper floor for sales and administration. The company diversified in the 1970s with the Butcher Block Warehouse, which sold wood furniture, cabinetry goods, and countertops.

The Kelly-Goodwin Company is a wholesale distributor of hardwood flooring, finishes, and accessories and remains an active subsidiary of Pankratz, with company headquarters located in Tukwila. Kelly-Goodwin is the largest wholesale hardwood flooring distributor in the Pacific Northwest, with branch offices in Everett, Spokane, and Lacey, Washington; Portland and Eugene, Oregon; and Bozeman, Montana. The company also exports hardwood flooring products to Pacific Rim countries. (Kelly-Goodwin website.)

Pankratz sold the subject building to the Hirshberger Partnership, who then sold it to Cascade Properties in 1993. Cascade Properties, a division of Seattle Times, transferred the property to the Seattle Times Company in 1997. In 2004, City Investors XVII, the current owner (now City Place IV LLC), purchased the property.

### **Construction-Related Industries in the Neighborhood**

The early building occupants were representative of the vehicle manufacturing and construction-related supply, warehouse, retail and contracting companies that were located in the South Lake Union area during the late 19th and early 20th centuries. Examples of construction-related businesses include Pioneer Sand and Gravel, at 901 Harrison Street; Lake Union Lumber and the Western Mill/Brace Lumber, at the south end of the lake; and smaller companies such as McPhearson Furnace & Electric Company, at 900 Thomas Street; Sunset Electric, at 300 Westlake Avenue North; U.S. Radiator Company, at 334 Boren Avenue North; Rodgers Tile Company, at 117 Yale Avenue North; Domestic Utilities, at 507 Westlake Avenue North; Sunbeam Oil Burner Company, at 425 Westlake Avenue North; and Howard S. Wright Construction, at several locations on Yale and Minor Avenues North. Later construction-related firms in the neighborhood included the Armstrong Company, at 221 Minor Avenue North; West Coast Conditioned Air, on 8th Avenue North; Sellen Construction, on 9th Avenue north, and the Bricklayers' Building, at Fairview and Harrison. Both Sellen and Howard S. Wright Construction remain in the South Lake Union area, along with Krekow Jennings and several other small general contractors.

These businesses and other light-industrial companies located in the area in part because of nearby transportation, provided by the lake and early railroads (and later, I-5), and proximity to streets, such as Westlake Avenue, that linked the neighborhood to downtown and its port. Companies may also have been attracted by electric power available from the nearby Lake Union Steam Plant, built between 1909 and 1921. In the 1920s and 1930s, Westlake Avenue was increasingly populated by motor vehicle sales and service businesses. In the early decades of the 20th century, the Westlake Avenue corridor was mostly low-scale residential with some commercial and industrial structures. Development along Westlake Avenue North and nearby streets appears to have shifted in the 1920s to more consistent commercial use, while the blocks to the east in the Cascade neighborhood became more residential.

## **ARCHITECTURAL DESCRIPTION**

### **Urban Context**

The 320 Terry Avenue North property is sited in an area that is largely shifting from lower-scale light industrial and manufacturing buildings and warehouses to a neighborhood of commercial and mixed-use buildings, three to six stories in height. A number of active construction sites are located in the vicinity of the subject building. Directly west across Terry Avenue North is a recently-finished (2007), full-block commercial development that serves as the headquarters for Group Health Cooperative. Kitty corner to the southwest of the subject property is a commercial building under construction.

Located immediately south of the subject building, on the same tax parcel and addressed as 310 Terry Avenue North, is a 1940 warehouse building. This utilitarian, one-story wood-frame building, which is not the subject of this nomination, is clad with corrugated metal and is pedestrian in character. North of the subject building, at 330 Terry Avenue North, is a one-story concrete structure, built in 1963 as a warehouse. In recent decades it served as a florist wholesale center, and is now occupied by an auto collision repair center. Both of these neighboring buildings step back from the front façade of the 320 Terry Avenue Building, by 5' and 28' respectively. At the south end of the block is a three-story, concrete office and laboratory building dating from 1954. An unpaved, 16'-wide alley runs north-south through the block. East of the alley, the northern portion of the block is divided into two surface parking lots. At the southeast corner of the block is a two-story, concrete warehouse building at 301 Boren Avenue North.

Current zoning is IC-65 (Industrial Commercial 3 with a 65' height limit). Other nearby blocks are zoned IC-85 and Seattle Mixed 85, while blocks farther south are zoned for taller construction.

### **The Site**

The site is located mid-block on the east side of Terry Avenue North. It consists of a 120' by 120' parcel, comprised of Lots 9 and 10, Block 101 of D.T. Denny's 5th Addition. The subject building occupies the northern half of the site (Lot 10). The rectangular building measures 60' by 120', for a total footprint of 7,200 square feet. It is bordered by a paved sidewalk on the primary west side, neighboring buildings to the north and south, and the alley on the east. The site slopes approximately 4' down from southeast to northwest.

### **Building Exterior and Structure**

The two-story, flat-roofed building sits on a concrete foundation and has a full basement. Inspection reports associated with the original 1915 building permit indicate that footings were constructed 5" wider than indicated on the building plans. Perimeter walls are bearing brick, with concrete base and details. The interior structure is heavy timber post and beam ("mill construction"). The primary facade faces west onto Terry Avenue North, with another exposed facade on the alley. The secondary north and south facades are partially exposed. The building is approximately 32' tall from grade to level cornice at the west facade.

The primary west facade consists of four, 11'-5 ½"-wide bays, separated by 2'-10" pilasters. Each bay has a large opening at the first story and an assembly of three, 12-over-12, single-hung wood windows at the second story. A soldier course caps each opening, and second-story windows have

brick sills. In the 1937 tax photo, the first two bays at the first story contained fixed wood window assemblies with a wood base. The second bay included a person door. The third bay appears to have had an overhead door (which is open in the photo), and the fourth bay had wood paneling and an entry door. Openings at the first floor have been infilled with painted T1-11 plywood panels, with the exception of the third bay from the north, which contains an overhead door. The second and fourth bays each have a person door.

The primary facade features decorative brick and concrete details. The brick panel in each bay between the first- and second-story openings has a concrete rectangle enframing a diamond pattern of bricks, set around a small concrete diamond. (These elements are flush with the plane of the facade.) A concrete belt course runs the width of the building, approximately at base of the parapet. Just below the belt course is a concrete dart at each pilaster. The parapet features a peak at each end bay and is level across the central bays.

The secondary east (alley) facade has the same bay rhythm and original window division, but lacks the decorative features and facing brick that characterize the primary facade. The finished surface is common brick, laid in common bond. The original, 12-over-12, single-hung sash wood windows are in place at the second story. At the first story, the southernmost bay has been infilled with concrete block. The middle two bays appear to have original windows.

North and south perimeter walls are common brick, laid in common bond. They extend up to the property lines and have no openings. The parapet steps down from west to east. There are four skylights. Fading, painted signage is visible on both the north and south facades. The logo of the Butcher Block business dating from 1975 is visible on both the north and south facades, a Kelly-Goodwin Hardwood logo from the same era is painted on the north facade, and remnants of older painted signage are also somewhat visible.

### **Building Interior and Plan**

Original drawings show the interior spaces were open at each level, divided only by the structural grid of heavy timber posts, a freight elevator, and back stairs. The main structure consists of 9 x 9 posts located 15' on-center, supporting 9 x 12 beams. Iron brackets connect the posts and beams. The beams run east-west, and rest directly on perimeter wall brick pilasters. 2 x 6, solid car decking is set directly on the beams and comprises the roof plane.

Interior tenant improvements have had minimal impact on the structure. Most of the heavy timber frame and exposed brick walls remain visible. Painted gypsum wallboard interior partitions and doors are relatively new. Stairs at the southwest corner of the building were added before 1939 and appear to have been rebuilt or refinished with oak treads and risers. Tax records from 1937 note fir floors at the first and second stories and concrete in the basement.

Current floor finishes include maple, oak, concrete, and resilient sheet flooring. Interior partition walls are standard frame construction of partial and full height, painted gypsum wallboard. Exposed conduit and building services, such as unit heaters, are non-original. Mechanical upgrades have been minimal and have not impacted the structure or historic finishes. Toilet and kitchenette facilities have been added on both the first and second floors.

The building currently houses office, storage, and warehouse space. Until very recently, the first floor was occupied by a magazine distributor and consists of vehicle access coupled with associated

office and support spaces. The second floor is divided into two distinct spaces (east and west), consisting of professional offices. The basement is used for storage.

The following changes have been made to the building according to permit and drawing records from DPD:

<u>Date</u>	<u>Description</u>
1915	Construct 2-story warehouse (original permit)
1917	Put up sign 4' x 60' against wall of building, advertising business carried on in building
1917	Partition off (2) 12' x 15' rooms on second floor
1927	Illegible, for lessee Kelly-Goodwin Hardwood Company
1928	Alterations & repairs per Fire Marshall's letter
1939	Build warehouse [south of subject building] to be used in connection with existing warehouse building – no garage or car storage; designed by Great Northern Railway Co. Assistant Engineer's Office, for Kelly-Goodwin Hardwood Co.
1954	Lots 9 & 10 merged into one parcel
1972	Construct partitions in existing building, warehouse & sales
1975	Interior remodel to offices for "Butcher Block Co." for John K. Pankratz; designed by Environmental Works, Seattle
1975	Interior remodel, Kelly-Goodwin Building; designed by Evvian Willis, Seattle
1976	Repair southwest corner damaged by railroad car; Pirie Construction, KPFF Engineers, Seattle
1976	Install basement exhaust system, West Seattle Furnace
1977	Interior office remodel, upper level; designed by Evvian Willis, Seattle
1987	Lower level interior remodel, offices & restrooms, for John K. Pankratz; Canatsey Weinstein Architects
1990	Interior office remodel, for Murase & Associates
1993	Interior, non-bearing office partitions, for Harry Klein & Company
1995	Change of use from Warehouse to Light Manufacturing, for Thomas Kemper Soda Company; Hoshide Williams Architect

The building also appears to have had a structural upgrade, including steel tie-backs from the brick walls to the roof and framing. Original, pyramidal skylights were replaced with simpler, operable, aluminum-frame skylights placed in the same locations.

It appears that some kind of chemical treatment was applied to the brick finish on the primary west facade. The 1937 tax assessor photo of the building shows more differentiation in color between the face brick on the west and the common brick on the north than is visible today. Although the brick on the west facade now appears lighter in color and a bit more variegated than it looks in the earlier photo, the brick surface still seems to be in good condition.



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***The features of the Landmark to be preserved, include:***

The exterior of the building.

Issued: July 9, 2008

Karen Gordon  
City Historic Preservation Officer

cc: Sharon Coleman  
Rachel Ben-Shmuel  
Stephen Lee, LPB  
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