



The City of Seattle

Landmarks Preservation Board

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

LPB 41/15

REPORT ON DESIGNATION

Name and Address of Property: **White Motor Company Building
1021 E. Pine Street**

Legal Description: Lot 7, Block 13, John H. Nagles 2nd Addition to the City of Seattle,
Recorded In Vol. 5 of Plats, Page 67, Records of King County.

At the public meeting held on January 21, 2015 the City of Seattle's Landmarks Preservation Board voted to approve designation of the White Motor Company Building at 1021 E. Pine Street as a Seattle Landmark based upon satisfaction of the following standards for designation of SMC 25.12.350:

- 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; and*
- D. It embodies the distinctive visible characteristics of an architectural style, or period, or a method of construction.*
- F. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or the City.*

DESCRIPTION

Location and Neighborhood Character

The subject building is located at the southwestern corner of the intersection of E Pine Street and 11th Avenue. Cal Anderson Park and Bobby Morris Field, running from E Pine Street north to E Denny Way, lies directly across E Pine Street to the north. The surrounding neighborhood is a mixture of commercial and apartment buildings, dating in age from the early 1900s, to the present day, with some older single-family residential buildings located a few block to the northeast. The subject building is within the Pike/Pine Commercial District. The Seattle Community College Central Campus and the Broadway Commercial strip are located two blocks to the northwest.

Building Site

Administered by The Historic Preservation Program
The Seattle Department of Neighborhoods
"Printed on Recycled Paper"

The corner site measures 80 feet east-west along E Pine Street and 60 feet north-south along 11th Avenue. The site is bordered on the north and east by concrete sidewalks. Street trees are planted along E Pine Street. The site is level and is fully occupied by the subject building, as well as extending into the adjacent rights-of-way at the basement level.

Building Structure & Exterior Features

The subject building is a three-story reinforced concrete building with a full basement. The structural system is composed of three east-west and four north-south structural bays, with structural concrete slabs supported by square concrete columns and major north-south structural concrete beams and east-west structural purlins supporting structural concrete floor slabs. The northern and eastern sides of the basement extend into the rights-of-way approximately 14 feet and 10 feet respectively. Three north-south heavy-timber Howe trusses support the roof over the third floor. The upper chords of the truss extend above the building's parapet, with the roofline following the outer diagonal members down to the parapet and perimeter gutter. The roof is covered with a built-up membrane, and is largely taken up with mechanical and communication equipment. There is an original elevator penthouse at the southeastern corner of the roof, which is now used for building utilities and cell site connections. The exteriors of the northern and eastern façades of the building are clad with white terra cotta, with light-blue accent tiles, and the southern and western building walls are painted cast concrete.

The northern façade is primary and is classically composed of three floors, a street-level base, a two-story shaft, and a minimum parapet crown, divided vertically by engaged columns into four structural bays, the outer two being slightly larger than the inner two. A wrought-iron fire escape runs down from the roof at the western side to small balconies at the third and second floors.

A centrally located projecting entry is a major feature of the main floor façade. It consists of a gabled pediment with returns, supported by an arched gable wall segment, and two fluted and banded engaged rectangular columns. The round arch is gauged and has a recessed grillwork clathrie extending downward to an upper transom trim. A non-original single store door with sidelights and transom window has replaced the original full-height pair of glass-paneled doors. Four full-height fluted and banded engaged rectangular columns with simple flared ogee capitals support the second spandrel. The storefront glazing consists of large glazed windows, resting on a short tiled stem wall, with divided upper transoms windows. Double-glazed windows separated by narrow vertical mullions have replaced the original large plate glass storefront windows. The western bay contains an original secondary doorway with sidelights. The transoms above the doorway have been blocked-off.

The second floor spandrels each have a rectangular horizontal recessed panel. The two outer panels each have nine spaced light-blue diamonds. The inner spandrel panels are abbreviated by recessed squares on their outer ends. The squares originally held simple round embossed ornaments that are no longer present. The simple rectangular columns separating the four bays have vertical recessed panels, each with a centrally placed simple bull's eye. The bases of the columns have rectangular recessed panels, each of which originally held cinched

sheaf-like ornament. Only the westernmost ornament remains. The second floor windows retain their original configuration in the easternmost two bays, each bay having two outer vertical mullions. The outer windows are divided into four lights, with the upper lights forming transoms. The inner windows originally were divided into eight lights, with the upper lights forming transoms. The lower sections of the two westernmost bays have been re-glazed, losing their vertical muntins. The windows all have a projecting terra cotta sill. The third floor spandrels are similar to those on the second floor although the two inner bays share one long recessed panel terminated at each end by square recessed panels absent of their original ornamentation. The simple rectangular columns separating the four bays have vertical recessed panels, each with a centrally placed simple bull's eye. The bases of the four outer columns have rectangular recessed panels, each of which contains a diamond. The third floor windows originally had the same configuration as the second floor. Four of the lower window lights have been modified with small operable units.

The upper architrave and parapet has three recessed horizontal panels similar to the third floor spandrel, although all panels contain spaced light-blue diamonds. Above each column is a rectangular recessed panel containing a diamond relief. The crown is a simple projecting ogee tapering back to a copestone.

The eastern façade is secondary, and is similar to the northern façade, although containing only three bays. The outer bays are approximately half the size of the central bay. The main floor central bay has a recessed doorway with a pair of non-original store-doors with sidelights and an upper transom, replacing the original full-height full-width pair of leaded glass-paneled doors. The entry is flanked on the northern side by storefront glazing similar to the northern façade, and on the southern side by a narrow strip of storefront glazing and a pair of utility doors with an upper sub-transom window. The northern bay has storefront glazing similar to the northern façade with three upper transom lights. The southern bay was originally used to access a large automobile elevator lift and has a large exposed steel lintel and a contemporary recessed metal doorway infill, called "Patina Gate System" which was added in 2010 along with a glass awning for the entry to the office lobby. The office lobby entry contains non-original aggregate with reclaimed timber cladding on the walls. The upper portion of the façade is similar to the northern façade. The windows of the central bay are divided into three sections by vertical mullions. The lower sections of the two central northern bays on the second floor have been re-glazed, losing their vertical muntins. At least two other windows have been modified to allow the insertion of small awning windows and the upper transom of the southernmost window on the second floor has been filled with a louvered vent. A wrought-iron fire escape runs down the northern bay column from the roof to small balconies at the third and second floors.

Only the upper most portion of the southern building wall is visible as it is partially covered by the adjacent building. The western wall is completely blank.

Plan & Interior Features

The two northern bays of the ground or main floor, which contained the original showroom, are fairly open, exposing the original square concrete columns and upper concrete beams and purlins. The purlins each have an ornamental corbel at their ends. There presently is a

centrally placed horseshoe bar with a back bay, and an entry foyer containing an elevator and stairway accessing the basement and upper floors. Most finishes are contemporary. The upper floors have an elevator and egress stairway near the southeastern corner of the building. Both the upper floors have been re-partitioned and contain no original finishes. The heavy-timber roof trusses on the third floor are presently exposed. The western two bays of the third floor have a non-original mezzanine with an access stairway located at the southwestern corner of the building.

Documented Building Alterations

The exterior of the building has had glazing changes, changes to the doors and doorways, and the removal of some terra cotta detailing. The volume of the original main floor street-level showroom remains, as well as some detailing on the purlins, although all other finishes are contemporary as noted above. The original automobile elevator was removed at some point and replaced by a standard-sized elevator. Interior finishes on all floors are non-original, and new restrooms were added at the first floor. HVAC has been retrofitted into the building at all levels, and a cellular phone site has been added in the basement and runs up to the roof towers.

Significant Recorded Building Permits (as recorded)

Date	Designer	Description	Permit #
1918	W. R. Kelley and J. F. Everett	Build	unknown
1963	Patterson	Construct display area per plan	504993
1966	Kojev	Opening between buildings	517756
1984	Arai Jackson	Alterations (add loft to third floor)	
2011	Woollen Studios Inc.	Canopy and Security gate east side	6272926
2013	Mallet	Replace upper floor windows (STFI)	6368748
2013	Mallet	Replace storefront windows	6368596

STATEMENT OF SIGNIFICANCE

Historic Neighborhood Context

The project site is situated within a mixed single-family and multi-family residential area located near the southeastern edge of the Capitol Hill Neighborhood. Commercial development is located to the south along the Pike-Pine commercial district and west along Broadway.

The Capitol Hill neighborhood is located on a long north-south ridge that overlooks the central business district and Lake Union on the west, and the Madison Valley and Lake Washington on the east. The first known use of the area by European/American settlers was for a cemetery, later named Lake View Cemetery, at the area’s highest point, near its northern end. Logging of the area began in the 1880s, followed soon after by residential subdivisions. James Moore (1861-1929), Capitol Hill’s chief developer, gave the hill its name in 1901, the area having previously been known as Broadway Hill. Moore is thought to have chosen the name for the quarter section of land he purchased in 1900, primarily because his wife came from Denver, another western city that had its own Capitol Hill.

J. H. Nagel's First Addition, bounded by Harvard Avenue on the west, a half block east of 14th Avenue on the east, Union Street on the south and Thomas Street to the north, was platted by David Denny in 1880, as trustee and guardian of the estate of John H. Nagel who was at that time confined to the Insane Asylum for Washington Territory. Nagel, a German immigrant and early Seattle pioneer, had homesteaded the area amounting to 161 acres in 1855, raising fruits and vegetables. Denny left an "open tract" that encompassed most of Nagel's original farm, lying one block east of Broadway to the east side of 12th Avenue, and from the north side of Gould Street (now Pine Street) to the south side of Hawthorn Street (now Denny Way), possibly in hope that Nagel would eventually recover. However, Nagel died in the mental institution in 1897. The City of Seattle purchased 11.133 acres of the open tract for use as a reservoir. The reservoir and hydraulic pumping station were completed in 1901, with the remaining area developed as a park (1902, Olmstead Brothers), and playfield (1908). The reservoir and park were named Lincoln Reservoir and Lincoln Park and in 1922 renamed Broadway Playfield to avoid confusion with the new Lincoln Park in West Seattle. The playfield was renamed the Bobby Morris Playfield in 1980. In 2003, the entire site was named Cal Anderson Park in honor of Washington State's first gay legislator.

Many of the new plats were laid out in conjunction with streetcar lines, specifically to attract new property owners. The Yesler Way cable car line to Lake Washington opened in 1888. Within 12 months, builders constructed approximately 1,569 homes within three blocks of the cable car line. In 1901, the City Park trolley line was constructed from downtown to what would become Volunteer Park. By 1909, the Puget Sound Traction Light and Power Company would extend three more lines north along the Capitol Hill Ridge. Similar to the City Park line, the Capitol Hill line approached the ridge along Pike Street to reach the last long leg of its route on 15th Avenue. Another line followed 19th Avenue, and the 23rd Avenue line was laid along the line of the old wagon road as far north as Portage Bay, and to the entrance of the 1909 Alaska-Yukon-Pacific Exposition on the University of Washington Campus. Another streetcar line running up Pike street was laid by 1912. See figures 31-32. Capitol Hill quickly became a "streetcar suburb" with residential areas constructed to the sides of the business and transportation strips of Broadway, 15th, and 19th Avenues. By 1912, there were more than 40 platted additions within the Capitol Hill area, including Fourth, Yesler, and Moore's seven Capitol Hill tracts, and the several Pontius additions. Capitol Hill became a mix of large grand houses, and modest family houses, often sharing the same block. As platted, the lots are generally small, usually around 60' x 120'. Many of these homes were built in the form of the efficient "Seattle Box" style.

Because of the proximity of large Catholic churches and schools built in the area at that time; including Holy Names Academy (1907) at 22nd Avenue and Aloha Street, St. Joseph's Church (1907) and School (1908) on 18th Avenue, and Forest Ridge School (1907) on Interlaken Boulevard; many large Catholic families moved into the neighborhood.

Other areas developed a more unified character of grander houses. The first was "Millionaire's Row" developed by Moore on 14th Avenue just south of Volunteer Park, followed by what became known as the Harvard/Belmont district.

St. Luke's Hospital, the future home of the Group Health Cooperative was built in the 1920s on 15th Avenue E., but was purchased in 1947, as one of the first medical facilities for the Group Health Cooperative.

Apartment house development occurred parallel and in some cases immediately adjacent to single-family residential development. Many of the early multi-family buildings provided large units within handsome structures with garden areas, providing housing for families. Later, many of these larger apartments were divided into smaller units for single occupants. Likewise, many larger single-family residences were converted to rooming houses. A few bungalow courts in their various forms were also built in the area within easy walking distance to streetcar lines in the 1920s.

Capitol Hill is now a vibrant community, with a thriving business district along Broadway Avenue and along 15th and 19th Avenues. It is home to Volunteer Park and the Seattle Asian Art Museum, St. Mark's Episcopal Cathedral, as well as other churches, Seattle Central Community College, Cornish College for the Arts, as well as many shops, restaurants, night classes, and coffeehouses. Madison Street has also seen major redevelopment. The Miller Park area has an active neighborhood organization that has worked over the last twenty odd years on improving social problems and urban design issues.

Building History

The subject building was built in 1918, for the White Motor Company, an early automobile and truck manufacturer.

The White Motor Company moved into the Seattle sales market in 1914, promoting Gerhardt R. Hubner (1877-1940) formerly of the Portland, Oregon, office, to branch manager of the Seattle office. The company was originally located at 1314 3rd Avenue, and specialized in delivery and logging trucks ranging in size from $\frac{3}{4}$ to 5-ton models. It appears that an attorney retained by the company, J. E. Willett, originally commissioned Julian F. Everett to design the building at 1021 E Pine Street in 1917. The company moved into their new building late in 1918, with senior company officials inspecting the building in January 1919. At that time some of the ground-floor space was rented to a radiator shop owned by Sydney Renner. C. W. Cornell of the Portland office, suddenly replaced Hubner as manager in April 1922. The company moved or left the Seattle market around 1928.

Rowland & Clark, an Auburn Automobile distributor, occupied the building shortly beginning in 1928.

From 1938 to around 1954, the Colyear Motor Sales Company, a dealer in wholesale auto parts, used the building as a warehouse and store.

The Craig Corporation, a recording equipment retailer, moved into the building around 1958. Kar Craft Auto Upholstery moved into a space at the eastern side of the building at 1534 11th Avenue, and in 1963, Spray Craft Auto Painting Inc. moved into another portion of the building.

Recreational Equipment Incorporated (REI) acquired the building around 1966. As the company grew, it expanded outward from its second retail location at 1525 11th Avenue, creating a complex of interconnected adjacent buildings. Seattle architects Arai Jackson oversaw renovations of the upper floors of the subject building for office space between 1984-85, although leaving the exterior generally intact. REI moved out of what was now a multi-building complex in 1996, relocating to their new flagship store in south Lake Union. The main floor was remodeled into a bicycle shop in 1984. The Stranger newspaper offices moved into the upper two floors in the late 1990s. The ground floor is currently occupied by a bar and restaurant, the Rhino Room.

Original Building Owner: White Motor Company

The subject building was originally constructed in 1918, as a showroom and offices of the White Motor Company.

Rollin White and his two brothers, Windsor and Walter White, founded the White Motor Company in Cleveland, Ohio, as a division of the White Sewing Machine Company. Utilizing a patent owned by Rollin White for an improved steam engine, the company began offering automobiles for sale in 1901. White's first product was a small delivery truck, dubbed the Pie Wagon. It was a two-cylinder, undercarriage-mounted affair, utilizing tiller steering and chain drive. The company became independent of its parent company in 1905. At that time, White's Model M, a seven-seat tourer was its most popular product. The company switched over to producing gasoline engine powered vehicles in 1908, producing its last steamer in 1912. The company built up its reputation for expensive, high-quality, and rugged cars and light trucks. A three-ton truck model, the GTA, appeared with a 30 horsepower engine and chain drive and also in 1912, the five-ton TC was added. Rollin later left the company, forming the Cleveland Motor Plow Company, later Cletrac, manufacturing of farm tractors.

By the beginning of World War I, the company was producing heavier vehicles, essentially utility trucks, allowing it to secure several military contracts during the war years. The company completely discontinued passenger car production after the war, concentrating on trucks, soon capturing ten percent of the United States truck market. The company produced trucks in all sizes, ranging from light delivery vehicles, fire trucks, armored cars, to heavy semi-trucks. White's first six-cylinder platform, the three-ton Model 59, appeared in 1928, and a 10-ton, three-axle versions followed in 1930.

The company that originally had a benevolent corporate culture, was reorganized after Walter White died in a traffic accident. As a result, disgruntled company employees formed one of the nation's first automobile unions in 1933.

During the 1930s, the company manufactured approximately 500 Model 706s, a small passenger bus intended specifically for carrying passengers through seven major western National Parks. The distinctive rollback canvas convertibles, dubbed "red jammers," were designed by noted industrial designer Alexis de Sakhnoffsky. A number of restored buses still operate in Glacier and Yellowstone National Parks.

During the Depression, due to a drop in sales, the company was forced into a brief merger with Studebaker. Robert F. Black became president of the company in 1935, steering the company to profitability and relatively peaceful relations with its work force.

During World War II, the company again produced military vehicles, including the M3 scout car and the M2 and M3 half-tracks.

After World War II, White only produced heavy trucks, and expanded operation through acquiring a number of competing truck manufactures including Sterling, Autocar, Diamond T, and REO Motor Car Company. From 1951 to 1977, the company also sold Consolidated Freightways' Freightliner trucks through its dealerships. White trucks then were produced under the Autocar nameplate from 1953 to 1977, and Diamond T and the REO became Diamond REO, a division of the White Motor Company. The company created the Western Star division in 1967, marketing trucks in the Western states.

Sales declined during the 1960s, leading the company to consider additional mergers, and opening plants in Virginia and Utah, non-union states, in its struggle to remain profitable. By 1980, however, the company was insolvent, and AB Volvo acquired all United States assets in 1981, continuing to produce trucks under the Autocar nameplate until it purchased GMC's heavy truck business in 1987, creating the White-GMC brand. Volvo continued to manufacture Autocar trucks until 2000, subsequently selling the brand to Grand Vehicles Works, which continues to manufacture Autocar low cab forward trucks. Presently Volvo manufactures trucks in the United States market under its own nameplate, Volvo Trucks North America.

An Alberta based company, NovaCorp, acquired all Canadian assets, and continued to produce trucks under the Western Star nameplate for sale in the Canadian market. Western Star was sold to Australian investor, Terry Peabody in 1990, and resold to Daimler-Chrysler and subsequently merged into its Freightliner subsidiary.

White Farm Equipment, a former white subsidiary, produced White tractors until 2001.

Colyear Motor Sales Company

Curtis Calhoun Colyear (1875-1943) incorporated the Colyear Motor Sales Company in 1912. Colyear, a self-made California businessman, had previously founded Colyear's New and Secondhand Furniture, a downtown Los Angeles institution in the early 1900s, followed by Colyear's Van & Storage. The Colyear Motor Sales Company would ultimately become the largest independent distributor of automotive replacement parts on the West Coast with several retail outlets, until it merged with another company the Genuine Parts Company, a Georgia corporation, in 1965.

Recreational Equipment Incorporated

Recreational Equipment Incorporated, occupied the subject building as part of a complex of buildings it owned and occupied on Capitol Hill from the mid-1960s to 1996.

Lloyd and Mary Anderson, with attorney Ed Rombauer, formed the Recreational Equipment Cooperative in 1938, with the intent of obtaining high quality outdoor gear that could be

bought only through special order, sharing special purchases among their friends. The co-op soon held its first meeting, issued its first 23 numbered membership cards, and opened its first merchandizing location at a former grocery store at 2129 Western Avenue. By 1940, the co-op had 2,000 members and \$3,000 in annual sales. The co-op moved to a former gas station at 803 Virginia Street in 1943, and moved again to a store adjacent to the Mountaineers' clubroom at 523 Pike Street in 1944.

The co-op members voted to incorporate as a non-profit, in 1956, becoming Recreational Equipment Incorporated, known more familiarly as REI. By 1959, REI finally moved inventory storage out of the Anderson home, opening a warehouse and store at 1525 11th Avenue. The following year REI had nearly 20,000 members and \$500,000 annual sales. REI officially moved to 1525 11th Avenue in 1963, retaining the old location as a small warehouse and discount location. That same year, REI employee, Jim Whittaker, became the first American to summit Mount Everest.

By 1970, REI had nearly 200,000 members. The company opened its first retail location outside of the Seattle area in 1975, in Berkeley, California, and two years later opened its first distribution center in Tukwila, Washington. The administrative offices were also moved to the distribution center at that time. The 1970s ended with the company having six retail stores, a membership of one million, and \$50 million in annual sales.

Membership swelled to around two million by 1990, with approximately \$230 million in annual sales, and 26 retail stores throughout the United States. The company built a state-of-the-art distribution center in Sumner, Washington in 1992, and opened its large flagship store in South Lake Union in September 1996. The company also launched its retail website in 1996.

By the year 2000, the company claimed nearly five million members, with 61 retail stores and \$700 million in annual retail sales. Annual sales reached one billion dollars in 2006. With approximately ten million members in 2010, REI started the decade with 114 retail stores and \$1.66 billion in annual sales.

REI continues to expand its operations throughout the United States, currently operating approximately 126 retail stores, while remaining dedicated to environmental stewardship through several internal programs, as a member of the outdoor industry Conservation Alliance, and a charitable foundation supporting outdoor recreational for youth and families.

Architectural Stylistic Context

The subject building was designed as a three-story eclectic automobile showroom and office building.

Prior to the early 1900s, auto dealerships had no distinct typology, as they were usually associated with other transportation related sales including livery stables, blacksmiths, or bicycle shops. Between 1910 and 1920, automobile manufacturers began to influence the design of dealer showrooms. Manufacturers encouraged dealers to build grander, even palatial, buildings that were on par with downtown banks and hotel buildings. These

showrooms became corporate status symbols, and showrooms became virtual sales palaces, where affluent potential buyers were entertained with subtle salesmanship. These buildings built just before and during the 1920s, were often two or three-story buildings flush with their street-front property lines and featured large plate glass windows that allowed better views of the automobiles inside. The exterior façades were patterned similar to other contemporary commercial buildings. The buildings were often constructed of reinforced concrete to allow fireproof construction and to accommodate heavy loads of vehicles that were often serviced on upper floors above the showroom. Brick masonry, cast stone, and terra cotta were used on the exterior, the latter two often highly ornamented with eclectic compositions of Classical detailing.

The Pacific McKay and Ford McKay Buildings, previously located on Mercer Street and in the process of being relocated due to the Mercer Street reconstruction project, were designed by architect Warren H. Milner and are probably the best example of a 1920s dealership in Seattle. These new dealership buildings were often clustered, creating “auto rows,” often near wealthy residential areas. The first auto row in Seattle was on Capitol Hill’s Broadway, but others developed along Westlake Avenue, Mercer Street, and Pine Street.

The Depression of the 1930s had severe consequences on automobile manufacturers and their dealerships, with many leaving the scene, and others drastically cutting back operations. Automobile manufacturing capacity was redirected to the war effort in the early 1940s. Post-war prosperity and new highway construction brought increased automobile production and expansion of dealerships. As automobiles became streamlined, so did the buildings that housed them. The former S.L. Savidge dealership (now the Washington Talking Book library) designed by Naramore, Bain, Brady, and Johanson, and built in 1948, is undoubtedly the finest example of an Art Deco automotive showroom in Seattle.

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

Building Materials and Methods: Local Terra Cotta Manufacture

As the demand for lighter and fireproof exterior cladding material grew in Seattle in the 1880s, four West Coast terra cotta manufacturing companies grew to dominate the industry. Two of these companies were locally based, the Puget Sound Fire Clay Company and the Northern Clay Company.

The Washington Brick, Lime, & Sewer Pipe Company was based in Spokane, while the Gladding-McBean Company was located in Lincoln City, California.

The Denny Clay Company was organized in 1882, after Arthur A. Denny took over the assets of the Puget Sound Fire Clay Company whose factory was near Van Asselt, a former town on the Duwamish River where the current Boeing factory is now located. By 1900, the company was marketing its tile along the West Coast from California to Alaska. Around that time the company relocated to Taylor, Washington, just east of Buckley, opening large clay mines and building a large factory.

The Denny Clay Company merged with the Renton Clay Company in 1905, forming the Denny-Renton Clay Company. This company produced terra cotta for many well known downtown Seattle buildings including the King County Courthouse, the Arctic Building, and the Times Building.

The Northern Clay Company was organized in 1900, in Auburn, and supplied terra cotta for the Coliseum Theater, the Washington Securities Building, the Crystal Swimming Pool, the Joshua Green Building, the Securities Building, and the Frederick and Nelson Department Store.

The Washington Brick, Lime, and Sewer Company had a large plant in Spokane that was capable of a monthly production of 450 tons.

Gladding-McBean, was the “preeminent producer of terra cotta in California, and produced terra cotta for the Smith Tower, the Pioneer Building, and the Federal Office Building.

In 1925, the Denny-Renton Clay Company merged with Gladding McBean. Gladding McBean is presently the only terra cotta manufacturer in the United States.

Original drawings do not specify where the building’s terra cotta was manufactured.

4.3.3 Building Architect: Julian F. Everett (1869-1955) with William R. Kelley
Seattle architect Julian F. Everett and William R. Kelley designed the subject building in collaboration with William R. Kelley.

Julius (Julian) Franklin Everett was born in Leeds, Wisconsin on October 5, 1869, the fourth child of Benjamin and Elizabeth Everett. He graduated from Poynette High School in 1889. Everett studied at Syracuse University between 1891 and 1893. He moved to Bozeman, Montana, around 1902, where he worked briefly for the architectural firm of Link & Carter. This firm is known to have designed Butte’s Masonic Temple around 1902. He is known to have designed the J.R. Toole Mansion (1903, 1005 Gerald Avenue, Missoula University Area Historic District, National Register, now Kappa Kappa Gamma Sorority House) a large Neo-Classical featuring a two-story entrance porch with Doric columns. See figure 56. Everett relocated to Seattle around 1905, practicing as an architect with an office on the fourth floor of the Walker Building, later moving to the Boston Block. His practice originally focused on church buildings, including the Pilgrim Congregational Church (1906, 500 Broadway Avenue E, altered), a Classical Revival brick masonry church on Capitol Hill, the Temple de-Hirsh-Sinai (1907, 1400 Union street, demolished), a brick masonry building combining Renaissance revival in the main structure and Venetian Gothic revival styling on its prominent twin towers; and the Third United Presbyterian Church (1907, 414 W Howe Street, altered), a modest Mission style brick masonry church on Queen Anne Hill.

In 1906 wealthy Jewish clothier Julius Redelsheimer, commissioned Everett to design a hip-roofed “Seattle Box” (1021 Summit Avenue, demolished) on First Hill. Redelsheimer later hired Everett to design a large Colonial Revival mansion (1914, 200 40th Avenue E, National Register, altered), in the Denny Blaine neighborhood.

In 1909, Everett won an architectural competition to design a comfort station in Pioneer Square. The City of Seattle Parks Commission selected his design over five other entries since it was “the least conspicuous by leaving an unobstructed view of the plot and leaving ample room for the carrying out of the proposed plan to erect a monument to the pioneers on the other (northern) portion. The Victorian style metal and glass structure, now known as the Pioneer Square Pergola (Pioneer National Register District, altered), originally housed underground lavatories that are now blocked off from public access.

In 1913, Everett designed a brick masonry three-story lodge building in Port Angeles for the B.P.O.E. (Elks). The same year he designed another lodge building in Port Angeles, and two hospitals for the Sisters of Charity, although it is not known if any of the three were completed.

Everett collaborated with architect Walter R. B. Wilcox (1869-1947) in 1915, designing the Leamington Hotel and Apartments (1915-16, 317 Marion Street, City of Seattle Landmark, National Register, now Pacific Hotel, altered), for Dr. Edward Lincoln Smith, the founder and pastor of the Pilgrim Congregational Church.

Everett also collaborated in 1917, with William R. Kelley (1877-1945), on a three-story white terra cotta commercial building (subject building) on Capitol Hill for the White Company. Kelley, the author of a catalog of homes designs, *Homes: A Collection of Choice Designs*, occupied an office in the same building, the Boston Block, as Everett and had recently completed a garage building at 615 Pine Street.

Everett also designed the Pathé Building in 1922, a one-story brick masonry building in Seattle’s Bell Town neighborhood, used for film distribution.

The last major project attributed to Everett was the Hunter’s Hotel (destroyed by fire 1932), in Hot Springs, Montana, completed in 1925.

Everett retired to Ventura, California, around 1922, and passed away there on January 13, 1955, at age 86.

BIBLIOGRAPHY

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

- The American Architect*. "Building News." Vol. CXI, No. 2166, June 27, 1917,
http://books.google.mw/books?id=zFogAQAAMAAJ&printsec=frontcover&source=gbs_ge_summary_r&cad=0#v=onepage&q&f=false (accessed August 1, 2014).
- The Anaconda Standard*. "Among New Residences." December 18, 1904.
- Arai Jackson Architects & Designers. "11th & Pine Building." Seattle, WA: 1984.
- ARTFIXdaily. "Estate of Orange County Philanthropist Elizabeth Colyear Vincent Brings More Than \$2-Million." <http://www.artfixdaily.com/artwire/release/estate-of-orange-county-philanthropist-elizabeth-colyear-vincent-brings-more-than-2-million> (accessed August 13, 2014).
- Cleveland History Lessons. "White Motor Company's Way of Doing Business."
<http://www.clevelandhistorylessons.org/blog/tag/white-motors-company/> November 19, 2009 (accessed August 25, 2014).
- Decoster, Dotty. "Nagle, John H. (1830-1897)." HistoryLink.org Essay 9268, January 23, 2010, http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=9268 (accessed August 23, 2014).
- Diesel Power*. "White Motors Heavy Duty Trucks –Baselines." June 01, 2007
www.dieselpowermag.com/news/0706dp_white_motors_heavy_duty_trucks/viewall.html (accessed August 25, 2014).
- The Encyclopedia of Cleveland History*. "WHITE MOTOR CORP." Site maintained by Case Western Reserve University last Modified: 15 Dec 2002 12:50:32 PM
<http://ech.case.edu/cgi/article.pl?id=WMC2> (accessed August 25, 2014).
- J. F. Everett-Architect. "Building for Mr. O. L. Willitt." July-August, 1916, dwgs. 1-10.
- Justia US Law. "Estate of Colyear, 17 Cal. App. 3rd 173."
<http://law.justia.com/cases/california/calapp3d/17/173.html> (accessed August 13, 2014)
- Kelley, William R. *Homes: A Collection of Choice Designs. Distinctive Homes Company, 1912.*
- Kelley, W. R. and J. F. Everett Architects. "Building For The White Co.-Seattle." December 3, 1917.
- The Pacific Coast Architect*. "Seattle." February 1913,
<https://archive.org/stream/pacificcoastarch31912port#page/n409/mode/2up> (accessed August 8, 2014).
- Poyneete High School Yearbook, "Alumni 1884-1929,"
<http://www.rootsweb.ancestry.com/~wicolumb/new/poquette1930.html> (accessed July 28, 2014).
- Recreational Equipment Incorporated (REI). "Celebrating 75 Years of Adventure."
<http://reihistory.com/1970/> (accessed August 8, 2014).
- Recreational Equipment Incorporated. "2010 Stewardship Report."
<http://www.rei.com/stewardship/report/community/rei-foundation.html> (accessed August 13, 2014).

R. L. Polk Co. *Polk's Seattle City Directory*. 1905, 1928, 1938, 1942-43, 1948, 1951, 1954, 1958, 1960, 1963, 1968, 1972, 1975, 1978.

Seattle Times. "Plans Now Being Drawn For Church Edifice." November 1, 1905, p. 4.

— "The New Temple De Hirsh." February 4, 1906, p. 14.

— "Selection of Exposition Sites Suits Majority of Realty Men of the City." June 24, 1906, p. 52

— "Pioneer Place To Have Comfort Station." April 7, 1909, p. 11.

— "Beautiful New Home On Lake Shore." August 31, 1913, p. 22.

— "*White Factory Puts Branch In Seattle*." September 27, 1914, p. 42.

— "New Apartment House Planned." June 28, 1915

— "Off For San Francisco." January 12, 1919, p. 40.

— "White Trucks." October 21, 1917, p. 58

— "New White Manager." April 9, 1922, p. 24.

— "Building Permits." May 10, 1922, p. 19

— "Sydney Renner Kills Self In Dive Under Car." May 2, 1924, p. 17.

— "Yes, we pay more, but you don't." May 27, 1928, p. 32.

— "Colyear Motor Sales Moves To New Home." October 7, 1938, p. 35.

Smith, Mark. "The History of American Terra-Cotta and its Local Manufacture." In ***Impressions of Imagination: Terra-cotta Seattle***. Edited by Lydia **Aldredge**, Allied Arts of Seattle, Seattle, WA. 1986.

State of California. California Death Index, 1940-1997; SS#561203295.

Syracuse University. *Surface*, "Alumni Record, Non-Graduates, 1871-99."

United States; 1870 Census, Leeds, Columbia County, Wisconsin;" July 1, 1870; p. 143.

White, William E. Sign permit drawing. December 6, 1984. Archived at Seattle Department of Planning and Development.

Wikipedia, "White Motor Company," http://en.wikipedia.org/wiki/White_Motor_Company (accessed August 9, 2014).

Wong, Rose and Marilyn Sullivan. "Redelsheimer-Ostrander House." National Register of Historic Places nomination.

The features of the Landmark to be preserved include: The exterior of the building and the timber roof truss system.

Issued: January 30, 2015

Karen Gordon
City Historic Preservation Officer

Cc: Larry Johnson, The Johnson Partnership
Will Nelson, Legacy Commercial
Jessica Clawson, McCullough Hill Leary PS
Alison Walker Brems, Chair, LPB
Diane Sugimura, DPD
Alan Oiye, DPD
Ken Mar, DPD