

701-711 South Jackson - Historic Evaluation

June 11, 2021, rev. July 25, 2021

1. INTRODUCTION

Background

This report provides historic and architectural information on the two buildings on the property at 701-711 S Jackson, located in Seattle's International District. The subject property is located within a National Register Historic District, and a City of Seattle historic district. It contains two buildings – a 1927 service garage and a relocated 1946 gas station. The property is currently used for surface parking lot.

This memo was prepared by Susan Boyle, of BOLA Architecture + Planning, at the request of the current property developer as it plans a proposed project for the site. The report is provided for review by the City of Seattle's Historic Program and the Chinatown-International Historic District Board in response to the regulatory framework outlined in SMC 23.66.318.A, which addresses demolition of "useful existing structures that contribute to the district."

Research

BOLA undertook preliminary research on this same property in May and June 2008. That work involved tours of the buildings on the site to document their existing conditions and context at that time, and reviews of historic maps, photographs, and records from the digital photography collections of the City of Seattle's Municipal Archives, Museum of History and Industry, University of Washington Library Manuscripts and Special Collections Division, the Wing Luke Museum, and the King County Tax Assessor's digital records and archival property record cards and photos. At that time microfilm permit records from the City of Seattle Department of Planning and Development, the precursor to the Department of Construction and Inspections, were also reviewed.

In addition, in 2008 the long-time property owner representative, the late Barry Mar (1944 - 2021), and former tenants and owners of the garage and gas station business, Pat and David Abe, provided additional information about the property's history and past use and changes that had been made to the two structures by that date. Research in 2021 included review of a current survey, additional site tours to document existing conditions, and additional reviews of available historical records and regulations for the local Chinatown-International Special Review District.

The property is identified by King County as Parcel 524780-2725, the following legal description:

Lots 1 and 2, Block 55, Plat of the Town of Seattle, King County, Washington Territory Laid Off by D S Maynard, According to the Plat Thereof Recorded in Volume 1 of Plats, Page 23, Records of King County, Washington; Together with the West Half of Vacated Alley Abutting on Said Lots; Also, Except the North 11 feet of Said Lot 1 and Said Portion of Vacated Alley Heretofore Appropriated by the City of Seattle for Widening of Jackson Street.¹

2. ARCHITECTURAL DESCRIPTION

The Setting and the Site

The site is a corner property in Seattle’s Chinatown-International District.² Identified as Block 55, Lots 1 & 2 D. S. Maynard’s Plat, it is situated on the south side of S Jackson Street near the I-5 freeway, the property consists of two lots and a partially vacated alley, and it contains two auto service facilities and a paved lot. The site measures approximately 128’ along S Jackson Street and 105’ along 7th Avenue S, and totals 13,439 square feet or 0.31 acre. It has no landscaping and it abuts paved concrete sidewalks on the north and west sides. (This area includes a vacated portion of a former 16’ wide alley along the east. The alley is not vacated in the southern portion of the block).

Although S Jackson Street was regraded in the early 20th century, the topography on the property still slopes downward from the northeast to the southwest. At the northeast corner of the site the grade elevation is approximately at 105 feet while at the south southwest corner it is approximately 93 feet, with an overall grade change of 12 feet. The open space on the site is completely paved with asphalt and concrete and contains no landscaping. Currently the site serves as a parking lot, while the two buildings are largely vacant.

Driveways are provided on the north, from S Jackson Street, and the west, from 7th Avenue S. The street on the west, 7th Avenue S, is a 33 foot wide right-a-way with two lanes of traffic and two lanes off parking. S Jackson Street, with a 96-foot right-of-way, contains more vehicle lanes along with the recently installed trolley tracks, a central platform to access the trolley and one lane of parking. Sidewalks are bulbed at the intersection of S Jackson and 7th Avenue S, and deciduous street trees have been planted in the public right-of-way sidewalk along S. Jackson Street.

¹ Bush, Roed & Hitchings, Inc., “Topographic & Boundary Survey, Housing Diversity, 701 S Jackson Street,” 03/24/21.

² The National Register nomination introduces the Historic District as “the business, residential, and cultural center of the city’s Asian community since the first quarter of this (20th) century . . . [It] developed in a relatively short period (roughly 1907 – 1929) and is characterized by three- to six-story brick hotels, one- and two-story commercial buildings, and automobile garages from the period...” (NRHP Nomination Form, Seattle Chinatown Historic District, p. 7.1. The early automobile garages, dating from 1915 – 1927, are cited also on p. 7.4. The subject property is individually noted as inventory #25. “Seventh Avenue Auto Service, 701-711 South Jackson Street,” pp. 7.14-7.15.)

Neighboring properties contain commercial buildings. To the south there is the 21,000 square foot Republic Hotel at 412-416 7th Avenue S, which covers its 7,680 square foot lot. This four story brick and wood frame building dating from 1920 contains single-room occupancy hotel rooms above commercial space at its grade level. The Republic Hotel once held the Twin Dragon Club, a noted venue for jazz. Painted signage, visible above the garage near the top of the hotel's north facade, reads "Dancing" and "Chop Suey, Chow Mein." To the east there is the House of Hong Restaurant at 409 8th Avenue S, a single story building dating from 1941 and remodeled in ca 1960 and 1988. It contains 11,790 square feet and sits on a 13,440 square foot lot.

Across the street to the north there is an auto garage structure, which currently contains several retail or office spaces and an auto body shop, Saeteun's, at 700-720 S Jackson Street. This single story masonry building dates from 1916 and features a 120 foot-long, 10 foot-tall primary facade with seven bays, two with vehicle service entries, glazed display windows over brick bulkheads and sign bands between brick pilasters. The rectangular shape, 12,090 square foot structure on a 13,440 square foot lot had 6,000 square feet of service garage space on the back.

To the west, across 7th Avenue S, there are two other brick masonry structures, both dating from 1915: the Chin & Toda office building, a two story, 11,920 square foot brick structure on a 5,400 square foot corner lot at 661-677 S Jackson Street and a two story 15,670 square foot former garage on a 7,200 square foot lot at 407-413 7th Avenue S. This property was built as a garage and was converted later into a commercial building occupied by the Wing Luke Museum until 2005. It currently houses the Theater Off Jackson and several other tenants.

An early Kroll Map, dating from 1912 - 1920 shows the subject property was then vacant. Tax records indicate that there was a small wood-framed structure at the site of the present gas station, and it may have been an earlier fuel facility. Some nearby properties were fully developed by this time. The two buildings on the site include an auto repair garage with retail spaces, which sits at the back of the site along the south property line and what was the east property line prior the alley vacation, and a freestanding gas station, which sits near the northwest corner, with a portion of its west wall along the west property line. Both buildings are tall single story structures with flat roofs. A raised curb to the north of the gas station remains as a remnant of a gas pump island.

The Garage

The garage (Building "B" in the assessor's property records) is the oldest and largest structure on the site. It is categorized as a secondary resource in the historic district.³ Set along the back sides of the property it has outermost dimensions of 120 by 105 feet along its east and south sides respectively, 21.3 feet across the north leg and north facade, and approximately 28 feet across the south leg. Perimeter walls along the inner corner are angled, however, as is a westernmost wall on the inner north façade.

The resulting footprint provides easier access to the interior of the service bays. (The slightly angled north wall of commercial tenant space at the west end appears to have been made to accommodate vehicles.) The two commercial spaces on its northern and western ends, are provided with primary entry

³ NRHP Nomination Form, Seattle Chinatown Historic District, 5.1.1986, p. 7.14.

doors along the sidewalks. In response to the sloping site, the buildings' floor levels are set at different elevations, with the garage interior at approximate elevation 100 feet and its western commercial space at approximate elevation 94 feet. The building contains 5,884 square feet according to King County property records; a recent survey cites it as 5,709 square feet.

The King County Assessor's archival record notes its construction dates of 1900 and "approx. 1910" while the City of Seattle permit record indicates it was constructed in 1927. ⁴The earlier date probably refers to an older structure on the site that pre-dated the present building. The 1937 King County Assessor's parcel record card photos and site sketch are useful in showing the original character of the property and building.

The garage appears to once have been a representative example of a vernacular design. While its original designer and builder remain unknown, and it was likely the work of a contractor using well known construction materials and techniques to meet functional requirements.

The service garage is made up by three distinct abutting parts, which together create an L-shaped, flat roof mass with partial raised parapets. Its height is an estimated 12'. At the far northeast end there is a former retail space, which was identified in the 1937 era tax assessor's photo as the Jackson Beverage Store, at 707 Jackson Street. Advertisements in the display window at that time noted the store's products – "picnic pumps," and "Lucky Lager Beer." This portion of the building originally featured glazed display windows on both the north and adjacent west facades along with a glazed panel-type entry door facing directly onto the Jackson Street sidewalk. Currently all of the window openings are infilled with solid plywood panels, the original door has been replaced with a flush panel door, and the exterior walls are stucco clad. The large decorative neon blade sign is long gone. The former retail space served as a storage space for the garage operator in 2008, and is currently vacant.

The original garage, in the middle section of the building, may have held several businesses, as indicated by the multiple signs in the 1937 tax photos. These offered tire repair; auto repair; radiator, fender, and battery service; and washing, polishing and lubrication using "Protective" Richfield products. The northernmost vehicle service bays was once accessed by a roll-up garage door and a single man-door. Solid wood boards, laid horizontally, created the full-height partitions on either side. The middle spaces, which housed the vehicle repair and parts space, the vehicle washing, and two adjacent store areas, once featured large openings with sliding and bi-folding garage doors in the middle of the building. Currently these too have been infilled or are inoperative, and the garage spaces are vacant.

At the far west end, facing on the 7th Street sidewalk there once was a separate retail space. In 2008 this space housed the office and storeroom for Leong Plumbing, and currently is occupied as a storage space by the New Century Tea Gallery. The front (west) facade contains a simple storefront made up by two plate glass display windows and a central flush wood door. Another door is near the north end of the west facade.

The author of this report did not access the garage interior in 2021, although portions were visible in 2008 during a brief tour at that time. The interior spaces are characterized by exposed brick masonry

⁴ SDCI Microfilm Records, permit #272267, dated 10/26/27, "to build service station and shops per plans." Another permit from this date calls to "wreck bldg." apparently in reference to the prior building on the site.

bearing walls and pilasters, and timber and wood roof framing with solid car decking. The service bays are relatively shallow, and discrete, with insufficient space between them to move cars. No vehicle hoists or open grease pits, which were typical in older garages, were observed, and the garage operators may have relied on the hoist in the nearby gas station. Several steel framed skylights with wire glass once provided filtered daylight into the vehicle spaces. There are no windows in the service bays, and daylighting was provided only by bi-folding garage door leaves that once had glazed upper units.

The historic tax photos show the original brick masonry was exposed and unpainted on the exterior. Portions of the bricks have been replaced by concrete block, and all of the walls on the western part of the building are covered with heavy stucco cladding. Both the stucco and the underlying bricks appear to be in fair condition. The building remains as it was built as an “L”-shape mass set back into the southeast corner with two wings extending to the north and west property lines. The original garage footprint allowed for the later installation of the gas station and gas pumps island in front of it.

The size and form of the garage as tall single story structure and many of its features – such as the original brick masonry exterior, window sash, bi-folding or sliding doors – appear consistent with other early garages dating from 1910 to 1940. These original features are shown in 1937 tax assessor’s photos. With infill of original storefronts, cladding of and changes to door openings, there are few of these elements that remain. Photos in this report from 2008 and 2021 show the extent of change and deterioration in the past dozen years.

The Gas Station

Both of the current structures on the property are related directly to the automobile service industry. The gas station (Building “A” in the assessor’s property records) is a free-standing structure with approximately 900 square feet made up by a generally square footprint and clear span steel framed vehicle service space, and an adjacent semicircular station operator’s office. The gas station’s finished floor sits at approximate elevation 98 feet

A 2005 newspaper article notes there were several service stations on the site prior to the current one. These included Jackson Service Station in 1932, followed by China Super Service and Oppenheimer Gas Station.⁵ Permits indicate this prior structure was demolished when the present gas station was moved onto the site. Historic assessor’s records indicate that the subject gas station was constructed originally at another location, 520 Seneca Street, in the late 1940s, and moved to the present site in ca. 1956. In 1957, the tax assessment record noted the owner of the station as Associated Oil Company.

The gas station retains much of its original mass and roof shape, but few other features. There is considerable deterioration, primarily with rusted metal framing and doors, and infill or removal of glazing, as well as with changes to the former restroom and service area near the southeast corner. However, the gas station’s dates of construction and relocation place it outside of the period of historic significance for the Chinatown-International District established by the National Register of Historic Places Nomination.

⁵ Wu, *Seattle Times*, August 16, 2018.

The following description is provided for information only as the gas station is cited in the NRHP nomination as a non-contributing resource in the Historic District.⁶

The gas station is a small, one story structure of 838 square feet, according to King County Records, with overall dimensions of approximately 21 by 40 feet. The structure is a flat roofed, generally rectangular-shaped mass, with exception of the curved outer projecting (northwest) corner. There are no overhangs on this portion, while the small, five-sided office element at the northeast corner stands forward and like a top hat-like curved metal overhang set below the roof level, which is estimated at 14'. The building was clad with painted steel panels, detailed to provide a simple, flush finish, while the garage doors were made up of six tall, sliding steel panels topped by glazed transom panels. Fenestration included tripart steel framed windows on the west side and south (back) facades of the service bay section, fitted with clear and opaque wire glass panels. The windows were detailed to sit flush with the exterior cladding, to provide the original facades with a smooth, sleek appearance.

The station structure consists of welded steel framing, with three bays, each supported by steel trusses in the exterior framed walls or spanning the 20' building depth. The vehicle service area is contained within the two western bays, while the remaining space is partitioned by a steel clad wall into a storage area with small loft. Originally this area contained two small restrooms, each featuring a panel door and narrow steel framed window opened on the east facade.

The operator's office section appears semicircular and it intersects the corner of the rectangular mass of the garage. Its original five faceted walls included four with tall glazing that rose from an estimated one-foot sill height to a head height of 7 feet topped by a 1.3 foot tall transom. Upper 1.5 foot-tall panels filled the uppermost walls to the underside of the overhanging soffit. The westernmost wall section contained a glazed wood panel entry door with transom, and within the office area there was a center island desk. This small office space is sheltered below three radiating steel roof beams spanning from the center point of the roof truss to the exterior walls where they meet 2 inch-diameter steel pipes or narrow columns made up by I-sections. The steel wall frame sits on a concrete foundation wall, which due to the sloping grade of the height rises from 6 inches on the east side of the building to nearly 2 feet on the west side. In contrast to the historic garage structure, the gas station once seemed to be a light-weight structure due to the expanse of glazing and the taut steel cladding.

The former tenant, Pat Abe, noted in 2008 that there are several underground tanks on site.⁷ At that time, the fuel island remained in front of the gas station, then consisting of only a small, raised curb area with two pumps. The pumps no longer exist, having been removed sometime in the last dozen years. The last date of their use was indicated by prices visible in 2008, which were \$1.29/gallon for Regular gas and \$1.49/gallon for Super.

⁶ NRHP Nomination Form, Seattle Chinatown Historic District, 5.1.1986, p. 7.15 notes, "The 1927 garage shares its parcel with a more modern 1948 service station which is considered a noncontributing element."

⁷ Interview on-site, Pat Abe with Susan Boyle, June 6, 2008.

3. HISTORIC CONTEXT

Regrading and Early Commercial Development on Jackson Street

City records document the regrading of Jackson Street in the early 20th century. The initial regrade occurred to facilitate transportation and abate slides that had occurred in the area. They impacted portions of Jackson Street east of 2nd or 3rd Avenues and west to 14th Avenue and helped to make up the southwestern edge of First Hill. The grade along the street and that to the north of it was originally much steeper. Regrading of the street was common at the time as most of the streets in the downtown and nearby areas to the east were regarded to provide relatively consistent slopes and level street bed widths.

Early commercial development in the immediate area, as seen in historic maps and photos, was primarily made up by one and two story wood frame houses, working class hotels and commercial buildings. Jackson Street was the route of early street cars, and thus there were more commercial structures placed along it initially than on side streets.

Ownership and Occupant History

The Mar family has owned the subject property for four generations, but it was always an investment rather than its own business. Barry Mar, who represented the family, recalled in a 2008 interview that his grandfather, Mar Shue, bought the property in 1921, reportedly from a man by the name of Fraunenthal. Mar Shue was a local investor. He originally had envisioned the property as a development site for a hotel similar to the Atlas Hotel, which he owned with others. However, these plans did not materialize.

The property was acquired later by a partnership, one of whom was Frank Mar, who eventually acquired full ownership of it from his partners. Frank Mar also held the property as an investment, leasing the garage space to tenants. He was the first aeronautical engineering graduate from the University of Washington and had a lengthy career with the Boeing Company before retiring in 1970. He died in 1979. At that time, the ownership of the property passed along to Ruth (“Dot”) Mar, his wife, and Barry Mar’s mother. The property is currently held by a family corporation. Until recently Barry Mar was its representative until his death in early March 2021.⁸

Barry M. Mar (1944 – 2021) was an important person in the Chinatown community, as well as a representative of his family as the property owner. Born and raised in Seattle, he attended the University of Washington and graduated with a bachelor’s degree in Chemistry and Chinese History and a master’s in Educational Psychology. He later received a doctor’s degree in Urban Education and established a management company in Seattle providing organizational leadership and consultant services. He also served on the Washington State Commission of Utilities and Transportation.

⁸ Legacy.com, March 10, 2021. Barry Mar was a scholar, management consultant, Kung-Fu master and long-time coach involved with the Seattle Chinese Athletic Association and Seattle Asian Sports Club, in addition to managing the Mar family’s properties in Chinatown.

Mr. Mar resided in the Atlas Hotel for nearly four decades, after having managed its rehabilitation in the 1970s into housing for low-income residents. He was known by his family as the “Mayor of Chinatown,” and he personally knew many in Chinatown including tenants of the hotel and the subject property.⁹ In 2008 he recalled that one of the garage tenants proposed moving the gas station structure to the site in the 1950s, and this action occurred in ca 1957 (the date cited for the station in the King County Assessor’s property records).¹⁰ Mr. Mar noted the property served as a real estate investment for his family rather than for their own use, and he cited two earlier tenants -- partners Ted Imanaka and Charlie Toshi, who together operated the gas station.

There have several other tenants who ran the 7th Street Garage as the business was known, in addition to Imanaka and Toshi. A more recent business, the 7th Avenue Service, was owned and operated by mechanic Pat Abe from 1972 to 2015. Pat’s son, David, recalled that he and his father ran the gas station and garage as a service facility where they worked on “a ward of ailing vehicles” from within the station building, which he described as having a “pillbox office . . . ”¹¹

Pat Abe (1935 –) was born and raised in Seattle, and graduated from Garfield High School. His father, Mitsuji Abe, had operated another business in the area, The Dearborn Cash Grocery & Meat Market, which had been established by his father, Chotaro, who had immigrated to America in 1908. (The Abe family also acquired the Hotel Palmer, at Dearborn and 8th Avenue where the grocery store was located, until the property was acquired for construction of the I-5 freeway.) Pat Abe had always been interested in cars, and he worked at and managed Craft Auto/Automotive Brake & Service at S Jackson Street and 14th Avenue S, for several years while he also took up street racing.¹²

Pat Abe purchased the auto repair business from Ted Imanake. Mr. Imanake established the gas station business in 1946, after he had returned to Seattle from internment. It was during his ownership that a former wood frame station on the site was demolished and the existing station building was move to the subject site from its earlier location at 520 Seneca Street (the location of the present day W Hotel).

Early 20th Century Service Garages in Seattle

Listings in the *Polk Directory* to Seattle from 1900 - 1930 indicate an increased number of service and parking garages. Growth in this service industry paralleled the rise in mass production and marketing of privately owned cars, and their increased numbers in early 20th century Seattle. The city’s population grew from over 80,670 residents in 1900 to 237,194 in 1910, and by 1920, its residents numbered 315,312 before the population began to stabilize. During these early decades auto ownership grew rapidly in Seattle and Washington State just as it did nationwide.

By 1913, there were 19,497 licensed automobiles in Washington. Statewide motor vehicle registration rose steadily from 1914 through 1929, before dropping sharply with the onset of the Depression. 11% of the state’s residents owned automobiles in 1921, with the number rising to nearly 25% in 1929. The

⁹ *International Examiner*, March 23, 2021.

¹⁰ Telephone interview, Barry M. Mar with Susan Boyle, June 4, 2008.

¹¹ Ramirez, *Seattle Times*, June 19, 2005

¹² Chew, *International Examiner*, July 2, 2015.

greatest increase in vehicle registration occurred between the years 1916-1917, 1922-1926, and 1928-1929. (Between 1928 and 1929, more than 35,000 new vehicles were registered by the state. In 1930 with the onset of the Depression, fewer than 3,000 new autos were registered.¹³

Seattle's Pike-Pine corridor, on south Capitol Hill / north First Hill, was known as the city's earliest "auto row," due to the number of local dealerships and showrooms, and associated service and parts businesses. Repair garages and gas stations were located throughout the city, typically located along commercial streets near neighborhood commercial centers. These buildings were typically located in highly visible and easily accessed locations, at corners or mid-block properties with wide street frontage.

Many service garages cited in the *Polk Directory* during the early 20th century appear to have been owned and operated by individuals. This association with individual ownership seems consistent within the auto sales industry of the time. Early auto dealerships concentrated on sales rather than service, but in the 1920s owners, began to offer servicing departments in direct competition with individual repair garages. By this time there were many service garages throughout the city and region. Some garages also sold parts, such as tires, as a way to expand.

Early commercial vehicle garages, in the "horseless carriage" era of ca. 1895 - 1910, were often very similar to stables, while service garages dating from 1915 to 1930 had consistencies in form and layout. As exemplified by garages in the Pike-Pine and Belltown and south Lake Union areas, most were single story buildings, constructed with a slab on grade and bearing masonry perimeter walls or with wood framing and brick cladding or infill. Typical interiors were open with wood roof trusses spanning the shortest clear dimensions or with heavy timber posts and beams set in a grid of 20+/-'. Roof framing was sometimes made up with a solid mass of 2x8s known as "car-decking" or concrete. Interiors were often fitted with grease pits in the floors and hoists to raise vehicles overhead for servicing.

A review of historic photos of local service garages suggests other formal consistencies: A typical commercial garage has a single primary facade, often with a vehicle and office entry, and clearly expressed vehicle bays. Windows are similar in size and consistently placed. Greater emphasis may be given to the primary facade by a stepped parapet, which may sometime obscure a gable or other sloped roof form, and by signage at this location. Roof parapets typically rise above the roof to a consistent level on other visible facades. Exterior materials include wood siding and masonry, but there are few embellished service garages that utilize terra cotta trim. Window and door openings may feature soldier courses and/or exposed steel lintels, and sills may be wood, brick or concrete.

When the subject garage was originally built, its operator was one of the many independent auto repair businesses in the city. In the first half of the 20th century garages such as this one were found on well-traveled arterials in the city's low-scale neighborhood commercial districts. Near downtown they were found in Belltown/Regrade, Westlake, and Pike Pine area of Capitol and First Hills, and along Elliott Avenue. Some early Seattle garage buildings, such as the garage occupied by Foreign Auto Rebuild, at 421 Eastlake Avenue N (1926, designed by architect William Bain), feature angled side wings and open spaces in front, a features that is also seen with the garage at 701-711 S Jackson Street.¹⁴ There were also some two-story garage buildings or those with rooftop parking, typically associated with a larger

¹³ Data from Washington State Corporations Division, Secretary of State's Office, 2005.

¹⁴ Seattle Department of Neighborhoods Historic Sites Survey, 421 Eastlake.

auto repair or tire businesses, Such as the Shaub Ellison Company, in Tacoma or the Firestone Tire, or William O. McKay Auto Dealership, in south Lake Union on Westlake Avenue N

A number of older garage buildings survive throughout the city. Some have been adapted for other use, such as the former Wing Luke Museum and currently the Theater off Jackson, at 407 7th Avenue S. Others, such as the garage across the street, at 710-720 S Jackson, are still used for vehicle repair work.

Early Gas Station Designs

The International Historic Review District National Register nomination cites the gas station as “a more modern” and “noncontributing element” because of its relatively late dates of original construction in 1948 and 1956-1957, when it was relocated to the site).¹⁵ Both of these dates are outside the early 20th century period of significance established for the district.

The following information about on the gas station’s history is provided for reference and interest only, but it does not suggest it has significance within the District.

Prior to ca. 1905, automobile owners typically looked to local kerosene distributors for fuel. Early auto engines were experimental in nature and designed to utilize a variety of fuels including kerosene and electricity. By 1908, with Ford’s production of the Model T, the industry settled on gasoline as the standard fuel. A typical early motorist would purchase gasoline in five to ten gallon containers from a general store or a livery stable just the way they bought kerosene for their lamps with cans filled from a storage tank. While the refillable cans noted capacity, the vehicle tanks had no measuring devices.

Seattle is credited by some sources as the location of the nation’s first gas pump station. John McLean, the Washington State sales manager for the Standard Oil of California, purchased property on Horton Street in ca. 1907. With engineer Henry Harris, he constructed a pipe from the company’s main storage tank to a 30-gallon metal tank where gas was pumped into vehicles utilizing a glass gauge and a valve.¹⁶ Other early gas stations were simple curbside facilities, with a roadside pump and tank, often at a blacksmith shop, hardware store, or service garage. Singular filling stations emerged in ca. 1910, using what were called curb pumps or blind pumps to dispense the gasoline. In the early 1920s manufacturers created gravity-fed gas pumps, where the crank was used to pump the gasoline into a glass cylinder, making the fuel sale process visible to the customer.

Operators of early gas stations could sell a number of different brands of gasoline. During the Depression, when independent stations were pressed to stay in business, large petroleum companies sought out dealerships where they could provide and fill underground tanks, and station owners would pay for the fuel they sold. The first exclusive filling stations were small utilitarian buildings with only a small space for the operator. Standardized gas station designs were first introduced by the Standard Oil Company of California. By the 1920s, the typical gas station had expanded to a small shed or house-like form and, as the major companies began investing in regional markets, signage became prominent. Almost all of the gas stations during this period were steel construction with brick or stucco cladding,

¹⁵ NRHP Nomination Form, Seattle Chinatown Historic District, p. 7.15.

¹⁶ Wilma, HistoryLink Essay 2093, January 1, 1999.

and their designs favored historical revival styles. Some were fanciful, serving as tourist draws, such as the 1922 era Tea Pot Dome Station in Zillah, or the current Java Jive in Tacoma. The Hat N Boots in Seattle's Georgetown is a later example. Another type of filling station design used a projecting roof or cross gable to create a canopy over the pumping area. Typically, if there was a service bay it was located to one side, with the office at the center.

By the late 1920s, gas stations had turned to vehicle maintenance, and offered restrooms as well as auto product sales areas. Flat roof, box-like designs emerged, typically with a large canopy. Constructed of concrete or concrete block and often clad in terra cotta or porcelain enamel, these stations featured large expanses of windows. Moderne style stations were introduced with streamlined forms with curved corners in the 1930s.

In the post-war era Modern style designs grew popular for gas stations located along highways or strip locations.¹⁷ Some designs, including those by the Shell, Standard and Union Oil companies were patented. As major companies invested in service stations, building forms presented uniformity in an effort at "branding." Prototypical designs and signage became common, and decorative symbols, such as the Mobil Gas Pegasus, became, bolder, and graphics more consistent.

Small, locally owned and/or independent service garages persisted in neighborhoods throughout the city, but they began to focus on service and mini-mart retailing. Because of increased environmental and tank regulations, the neighborhood gas station is nearly a thing of the past. Instead, the typical contemporary station is located typically on a large 40,000 square-foot site near highways or major arterials, with 12-pump capacity, computerized payment systems, and convenience shops.¹⁸

The gas station at 701 S Jackson Street appears to have been designed and manufactured for one of the major petroleum companies. Its Streamlined Modern style recalls an Art Deco style station invented and patented by Solis D. Kaplan in the early 1930s. The 1957 County Assessor's record photo shows the present garage and the gas station, after it was moved to the site. It advertised auto repairs, Veedol Lubrication, Federal Tires, and Tydol HD oil. A 1962 photograph from the Wing Luke Museum shows the western part of the subject site and the gas station as selling Phillips 66 gasoline. However, the business was independent, and not a Phillips station.¹⁹

¹⁷ Jakle, p. 55-67.

¹⁸ Chevron Learning Center, "Gas Station"

¹⁹ The designs of Phillip 66's stations from the 1940s are not consistent with that of the gas station at 701 S Jackson. Information on Phillips gas stations is provided on the ConocoPhillips website.

4. COMMENTS ON SIGNIFICANCE

The Garage

The L-shaped garage at 711 S Jackson Street dates from the late 1920s. In the National Register Historic District nomination, the building is noted as one of four early garages in the Chinatown - International District. These structures are associated with the neighborhood's general commercial development. Two of the other garages are situated in the immediate surroundings – at 710-720 S Jackson Street and 407-413 7th Avenue S. Both of these date from 1916, and both appear to have retained their original features. Both of these buildings appear to be in better condition than the subject garage, and as such they are more expressive character of their original construction and use.

The garage along the back of the site is a single story, 5,709 square foot structure. Although it is located at corner site, it is less prominent because of its setback on the lot. The building's primary facades are clad in painted plywood and stucco. In its current condition the building reveals little of the original early 20th century structural framing or brick masonry construction techniques. Retail sections have been changed in part through the infill of original storefronts, and replacement of windows, transoms, and doors. The western storefront on 7th Avenue S, which remains occupied, contains large plate glass display windows.

These changes raise questions about the architectural integrity of the garage. The building's spatial restrictions and lack of easy vehicle access and repair equipment, such as hoists, also have impacted its functionality or use as a service garage.

While the Garage at 701 -711 S Jackson Street was cited as one of the 42 contributing buildings in the 1986 National Register nomination for the historic district, while the gas station was one of 8 non-contributing resources. In addition, the Garage was classified at that time as a secondary rather than primary building. As noted in the building classification description, "Primary buildings are the architectural and historical landmarks of the district and retain good integrity and strong associations with historical themes or architectural styles. Secondary buildings have less architectural or historical significance but were constructed during the period of significance, and reflect the general historical and architectural character of the district despite moderate loss of integrity."²⁰

Built in 1927, the Garage was nearly 60 years old when it was surveyed and inventoried in 1986 for the NRHP nomination. In the past 35 years, from the date of the nomination inventory, the Garage has lost some of its character-defining features, and this loss has impacted its integrity.

The Gas Station

This building's dates of construction falls outside the period of significance for the historic district, and it is not a contributing resource. Research confirms the gas station was built at another location in downtown Seattle in 1947-1948, and moved to the site in 1957. Located directly at the corner of 7th

²⁰ NRHP Nomination, 1986, pp. 7.6 and 7.14.

Avenue and S Jackson Street, it sits at a prominent location and in a transition zone in the urban streetscape. At one time its form, and the presence of a gas pump isle made its function identifiable.

The gas pumps have been inoperative for nearly two decades, and the station's service bays have been closed for over five years. All of the original glazed windows and personnel door openings have been infilled with solid panels. Parts of the steel vehicle garage doors, roofing and framework show evidence of rust and deterioration. In its current condition, it has lost much of its architectural integrity.

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In-person interview, Susan Boyle with Pat Abe, and David Abe on June 6, 2008.

6. ILLUSTRATIONS

Historic images in this report have been selected from cited sources, including the Seattle Municipal Archives (SMA), King County Tax Assessor (KCTA), Wing Luke Museum, and the Museum of History and Industry (MOHAI). Those from MOHAI and Wing Luke Museum are copyrighted, and used with permission. They are not to be duplicated.

Below, two aerial photos show changes in the surrounding neighborhood between 1936 and 2019. The subject property is circled in red. (KCTA GIS, available through King County Parcel Viewer)





Property of Museum of History & Industry, Seattle



Above left, the Jackson Street Regrade in Seattle, ca. 1908 (MOHAI, No. 1983.10.8131). Above right, looking southeast toward 7th and S Jackson, March 23, 1915. (SMA, 606)

Below left, a view from 7th and Jackson on March 27, 1911, showing ongoing grading in the background (SMA< 52097) Below right, a slide on S Jackson Street, January 5, 1934. (SMA, 51527)





Above left: Historic photo of the Shell Station at 2nd and Jackson, 1929 (MOHAI, No. 1983.10.4082.2). Above right, a recent portrait of Barry M. Mar, the representative of the Mar family who manager the property. (*International Examiner*, March 23, 2021, and Legacy.com, photo courtesy of the Mar Family)

Below left, members of the Jackson Street Community Council revealing the new pathway along Jackson Street in 1957. (SMA, 55221) Below right, a photo of Pat Abe, mechanic extraordinaire, and a former tenant and owner of the auto repair service business on the site (and). (Walt Tuai, photographer, *International Examiner*, July 2, 2015)





Above, a 1962 photo shows a view looking south on 7th Avenue S from S Jackson Street, with a portion of the subject site and buildings on the left when the property was a Phillips 66 gas station. On the right the light colored building with arched parapets is a former garage, that was later occupied the Wing Luke Museum, and currently by the Theater Off Jackson. (Wing Luke Museum, Image No: 1995.047).

The following two pages contain the King County Assessor's archival property record cards from the Puget Sound Regional Archives for the property from 1937 and 1957. The photos indicate changes made during this period. Following these is a 1957 record card with photo of the 1948 gas station after it had been moved onto the site.

1. DISTRICT	2. ADDITION	MAYNARD'S FLAT 52478		NAME
SECTION	TWP	N. RANGE	E.W.M. BLOCK	TRACTOR LOT NO.
DESCRIPTION	Vac. Alley adj., Less Por for St.			
3. ADDRESS - PROPERTY	701-07 Jackson Street,			
4. FEE OWNER	Mah Nee Seung			
5. ARCHITECT	CONTRACTOR			
6. BUILDING	BASEMENT	8' x 8'	STORE FRONTS	EXTRA FEATURES
Grosse Shed	Concrete Floor		Plate Glass	None
1 Story			Copper Sash	
3 Stores			Brick Bulkhead	
9 Rooms				
FOUNDATION			EXTERIOR	
Concrete			Stucco on Brick	
ROOF				
Tar & Gravel				
INTERIOR				
Post & Beam				
FLOORS				
9 Cement				
1 lino. over Cement				
FIRE PLACE				
None				
PLUMBING				
9 Fixtures. (Average.)				
3 Toilets, 3 Basins, 1 Sink				
& 2 Drinking Fountains.				
TILE WORK				
None				
WIRING				
Conduit - 40 Outlets				
HEATING				
Hot Water				
Oil Burner, Economy				
ELEVATORS				
None				
CEILING - HEIGHT				
Bent, 8'				
1st Floor 12'				
7. DISTRICT POOR-Old 6. Use Business - Industrial 5. TREND Static VALUE \$ 4. LANDSCAPING Natural 3. SIDEWALK Concrete Sewer City Water 2. STREET - ROAD Graded Paved. Alley Unpaved 1. SIZE X Sloping Below Grd. 1' DATE 9-8-37 ASSESSED VALUE 50% \$ 10,000 TOTAL \$ 10,000 OTHER BUILDINGS \$ MAIN BUILDING \$ IMPROVEMENT VALUE 8/159 6470 SQUARE FT. AREA CUBIC FT.				

O	C	OTHER BUILDINGS	CONSTRUCTION	FLOOR	ROOF	STY.	DIMENSION	AREA	VALUE

O	C	OWNER OR CONTRACT PURCHASER	DATE	FILE NO.	PRICE	MTGE.	STAMP
		Mah Nee Seung (5/10/21)	5-10-21	2021-05-10			NS

REMARKS Dimensions:
 212 x 111
 82 x 33
 - 8 x 13 Div. by 2
 32 x 48 Div. by 2
 Also 2' out vac alley adj - Maynard's Plat
 55
 Also 701-07 Jackson St. (See Station)
 - No Bldg Card

FLOOR PLAN sc 1" = 40'

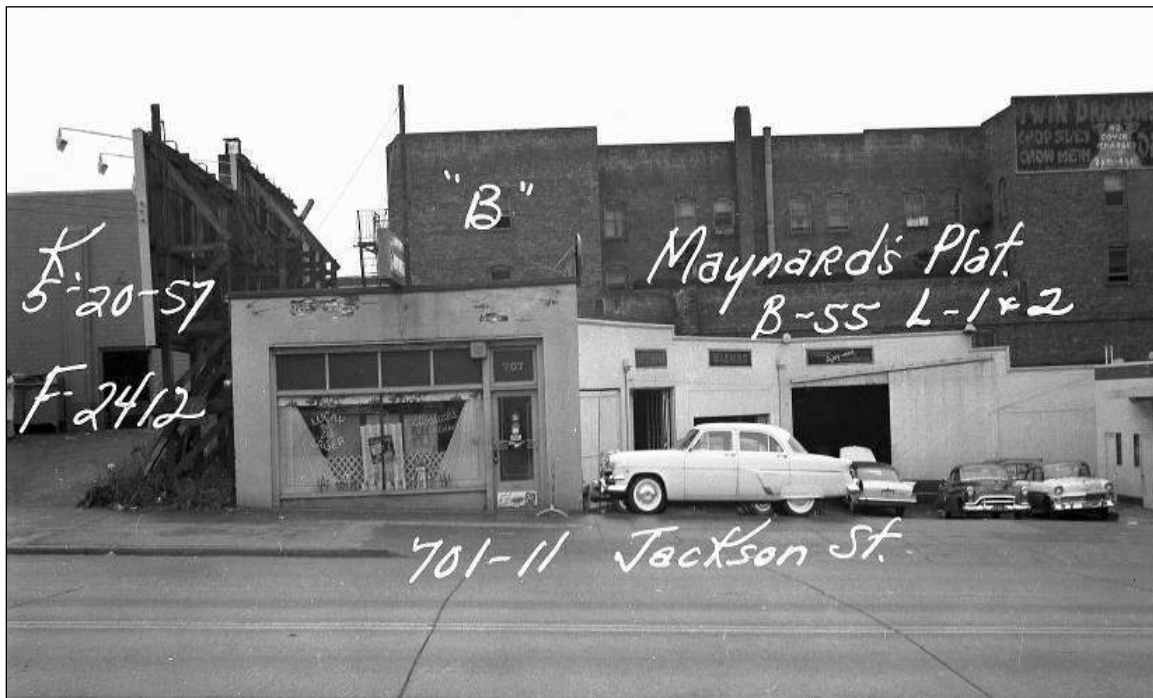
SMALL COMMERCIAL - KING COUNTY ASSESSOR, SEATTLE, WASHINGTON

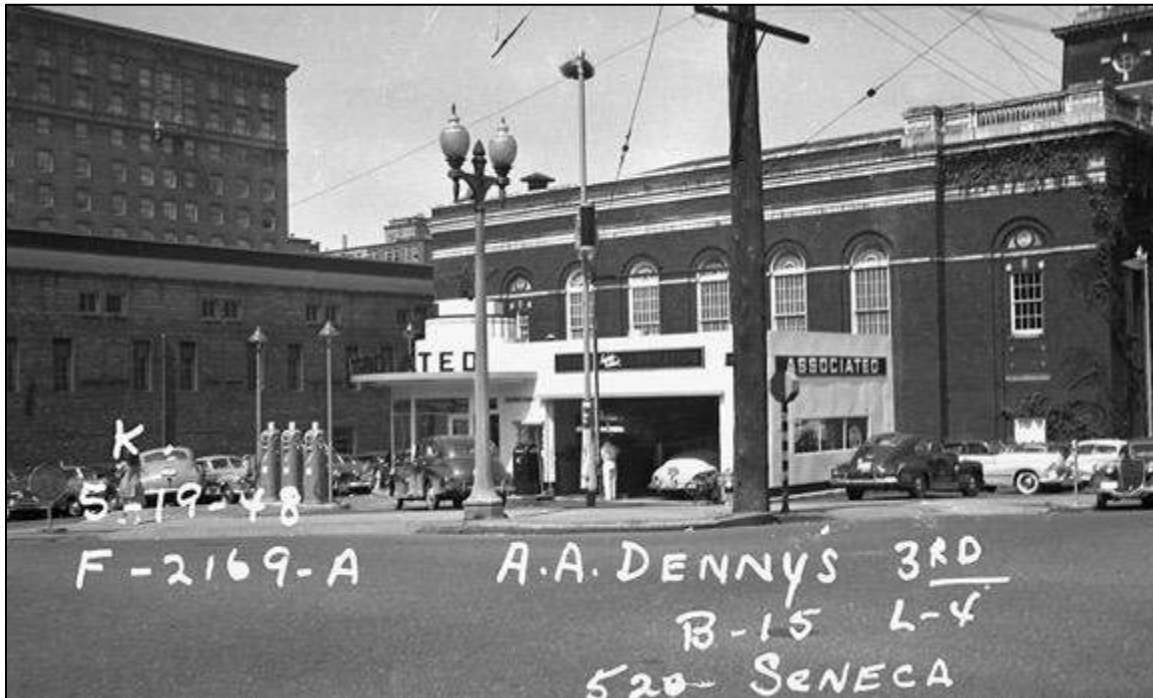
No. Owner _____ Architect _____
 Condition of Exterior F.T.P. Interior P. Foundation F. Floor Plan: Good T.P.P.

USE	ROOF CONSTRUCTION	FLOOR FINISHES	Tile	PLUMBING																																																												
No. Stories _____ No. Rooms _____ No. Basements _____ No. Offices _____ No. Apartments _____ 1 rm. <input type="checkbox"/> 2 rm. <input type="checkbox"/> 3 rm. <input type="checkbox"/> 4 rm. <input type="checkbox"/> 5 rm. <input type="checkbox"/> 6 rm. <input type="checkbox"/>	Frame Lam <input checked="" type="checkbox"/> Mill Construction <u>XXX</u> Rein. Concrete _____ No. Trusses _____ Wood <input type="checkbox"/> Steel <input type="checkbox"/> ROOFING MATERIAL Tar and Gravel _____ Or <u>X</u> <u>SHALE UP</u>	Fir <input type="checkbox"/> Maple <input type="checkbox"/> Oak <input type="checkbox"/> 2"x6" T&G <input type="checkbox"/> Lin. <input type="checkbox"/> 3"x6" T&G <input type="checkbox"/> Cement <input checked="" type="checkbox"/> Terrazo _____ Resoloth _____ Tile _____ Or _____	Tile <input type="checkbox"/> Lino. <input type="checkbox"/> Baths <input type="checkbox"/> Fl. <input type="checkbox"/> Walls <input type="checkbox"/> Sq. Ft. _____ Floors _____ Sq. Ft. _____ Walls _____ Lin. Ft. _____ Dr. Bds. _____ Sq. Ft. _____ Floors _____ Sq. Ft. _____ Walls _____ Lin. Ft. _____ Dr. Bds. _____ Kit's <input type="checkbox"/> Pl. <input type="checkbox"/> Walls <input type="checkbox"/>	No. Fixtures _____ Toilets _____ Tube, Leg or Pom. _____ Basins, Ped. _____ Sinks _____ Urinals _____ Showers (Tub) (Stall) _____ Laundry Trays _____ H. W. Tank Fl. Drains <input type="checkbox"/> Sprink. Sys. No. _____ Hds. _____																																																												
TYPE OF CONSTRUCTION Frame <input type="checkbox"/> Single <input type="checkbox"/> Double <input checked="" type="checkbox"/> Ordinary Masonry _____ Mill Construction _____ Class A Rein. Con. _____ Stru. Steel and Con. _____ Tile <input checked="" type="checkbox"/> Brick _____ Con. <input type="checkbox"/> Rein. Con. _____ Good _____ Med. _____ Cheap <input checked="" type="checkbox"/>	Date Built <u>P</u> <u>APR 1910</u> <input checked="" type="checkbox"/> Finished <input type="checkbox"/> Unfinished <input type="checkbox"/> Remodeled <input type="checkbox"/> Effective Age _____ Years _____ Future Life _____ Years _____ Dep. for Cond. _____ Dep. for Ob. _____ Dep. for Ea. _____ Total <u>60</u>	HEATING Stove <input checked="" type="checkbox"/> Pipeless Furnace _____ Gravity H. A. _____ Air Cond., Fan _____ Suspended Gas, Hot Water _____ Steam Heat _____ Hot Water _____ Oil Burner _____		Year _____ Assessed Value _____ <u>1957</u> <u>1990</u> <u>1910</u> <u>1955</u> <u>4100</u> <u>1000</u> <u>165</u> <u>2150</u> <u>71</u> <u>4300</u>																																																												
FOUNDATION Mud Sills _____ Post and Pier _____ Brick _____ Concrete <input checked="" type="checkbox"/> Pile _____			TAN Auto. <input type="checkbox"/> Elec. <input type="checkbox"/> Untreated _____ Man. <input type="checkbox"/> Hyd. <input type="checkbox"/> Treated Piles only <input checked="" type="checkbox"/> Flex. Cable _____ Man. <input type="checkbox"/> Man. _____ Average Length _____ Paved _____																																																													
BASEMENT Full <input type="checkbox"/> 1/2 _____ Sub-Basement _____ Size <u>8x9</u> <u>CHITOFF</u> Garage <input type="checkbox"/> No. Cars _____ Floors _____ Plastered _____ Living Rooms _____ Service Rooms _____	EXTERIOR WALL CONST. Single <input type="checkbox"/> Double <input type="checkbox"/> 2" x 4" Stud Walls _____ 2" x 6" Stud Walls _____ Brick Walls <u>7"</u> Brick with Pilasters _____ Concrete Walls _____ Con. with Pilasters _____ Tile Walls _____ Rein. Con. Skaf. _____ Filler Walls _____ Laminated Walls _____	INTERIOR WALLS Stud and Plaster <input checked="" type="checkbox"/> Lam. <input type="checkbox"/> Plastered _____ Plywood _____ Coiled <u>BRICK</u> Plaster Board <u>PLAS.</u> Painted _____ Stain <input type="checkbox"/> Varnish _____ Kalomise _____ Whitewashed _____ Unfinished _____	GROUND FLOOR AREA <u>5894</u> TOTAL FLOOR AREA 																																																													
EXTERIOR FACING Siding <input type="checkbox"/> Shingles _____ Shakes <input checked="" type="checkbox"/> Stucco _____ Brick Veneer <u>1/2</u> Kind _____ Stone <input type="checkbox"/> Cast S. _____ Terra Cotta _____ Street Glass _____ Trim _____	INTERIOR TRIM Fir <input checked="" type="checkbox"/> Mah. <input type="checkbox"/> Oak <input type="checkbox"/> Metal _____ Wood _____ Doors _____ Windows _____ Stained _____ Varnished _____ Painted _____ Unfinished _____	FLOOR CONSTRUCTION Joint Con. Size _____ O.C. _____ In Bridg. <input type="checkbox"/> Mill Construction _____ Rein. Con. <input checked="" type="checkbox"/>	<table border="1"> <thead> <tr> <th>Other Buildings</th> <th>Construction</th> <th>Floor</th> <th>Roof</th> <th>Stories</th> <th>Dimensions</th> <th>S. F. Area</th> <th>Factor</th> <th>Value</th> <th>% Dep.</th> <th>Deprac.</th> <th>Net Value</th> </tr> </thead> <tbody> <tr> <td>Garage</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$</td> <td></td> <td>\$</td> <td>\$</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$</td> <td></td> <td>\$</td> <td>\$</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$</td> <td></td> <td>\$</td> <td>\$</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$</td> <td></td> <td>\$</td> <td>\$</td> </tr> </tbody> </table>		Other Buildings	Construction	Floor	Roof	Stories	Dimensions	S. F. Area	Factor	Value	% Dep.	Deprac.	Net Value	Garage								\$		\$	\$									\$		\$	\$									\$		\$	\$									\$		\$	\$
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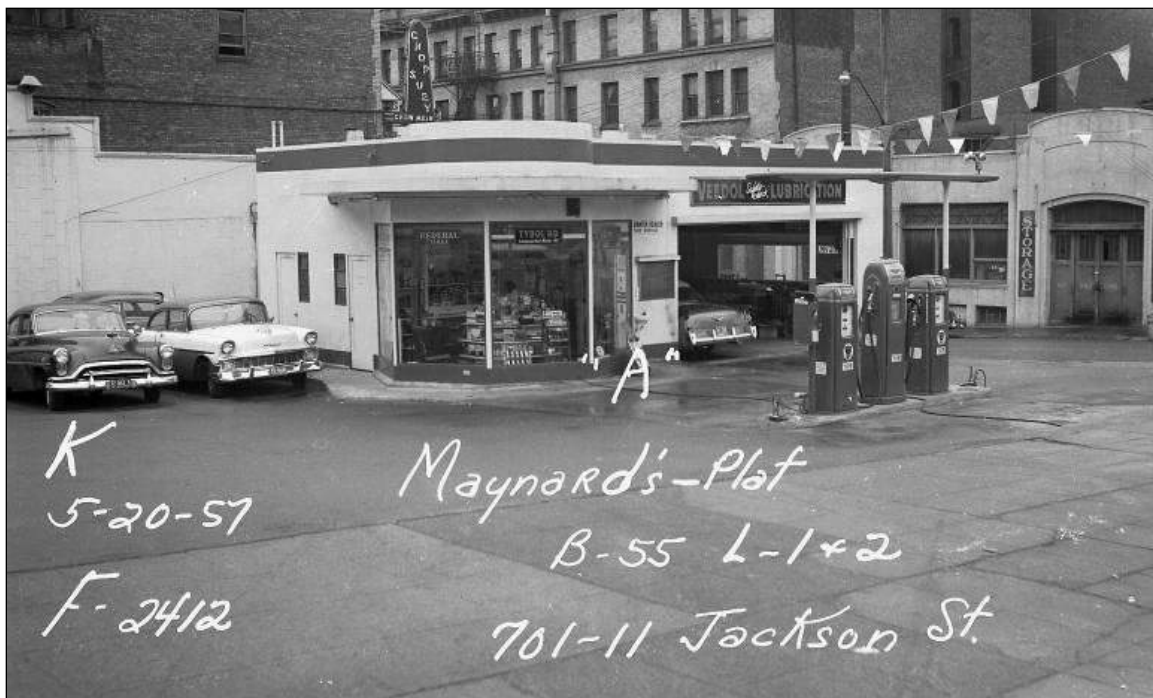


Above, the 1937 era tax assessor's photo of the Garage at 707-711 Jackson Street, looking south. Below the record photo from May 20, 1957. (King County Tax Assessor, Property Record Card)





Above, a May 19, 1948, tax assessor's photo of the gas station at its original location at 520 Seneca Street, prior to its relocation to S Jackson Street. Below the record photo of the gas station on the present site from May 20, 1957. (King County Tax Assessor, Property Record Card)



Current Views

The following photos are by Susan Boyle, BOLA Architecture + Planning, unless otherwise indicated, and date from February and April 2021, or from 2008.



Above, a 2021 view of the surrounding context, looking south on 7th Avenue from S King Street. Below, a 2021 view looking west on S Jackson Street with a part of the subject site to the left.





Above, a ca. 2019 view looking southeast from the intersection of S Jackson and 7th Avenue S. (Google Earth)



Above and left, views of two other garages in the Chinatown-International District and in the immediate vicinity: The 7th Avenue Garage/7th Avenue Auto Rebuild at 710-720 S Jackson Street, and the former China Garage and Wing Luke Museum / current Theater Off Jackson, at 407-413 7th Avenue S. (Upper photo, 2019, Google Earth. Left photo, 2021)



Above a 2021 view looking southeast at the site, with the adjacent House of Hong Building in the background (to the east), and the adjacent Republic Hotel on the right (to the south).

Below, a 2008 photo of painted signage on the upper north façade of the Republic Hotel, showing and the condition of the masonry and parapet. The stucco clad walls in the foreground are part of the subject garage.





Views of the property in 2008 when it was still operating as a repair garage and service station. Above, looking southwest at the site from S Jackson Street. Below a composite photo of west and northwest facades of the Garage (Building B in the King County Assessor’s records).



Below, views in 2008 of the Service Station (Building A in the King County Assessor’s records). Some of the steel framing, cladding and steel framed windows were visible at that time, along with the “top-hat” style overhang.





Above, the retail space at the southwest end of the Garage in 2008 when Leong Plumbing was the tenant of 408 7th Avenue S. By that date the historic storefront had been replaced by a Modern style one. Below, the Gas Station and remnants of the pump island in 2008.





Left, an interior view of one of the service bays in the Garage in 2021 (photograph by Anton Dekom, Neiman Taber Architects).

Below, the steel-framed structure and two-bay service space of the Gas Station in 2008. (This interior space was not accessed in 2021.)





Above, looking south along vacated alley and the east facade of the Garage in 2008 (left) and 2021 (right). Directly below, looking southeast at the former retail space and storefront at 707 S Jackson Street, and the northernmost part of the Garage in 2008. Lower photo, a similar view in 2021. The space is vacant.





Above, looking east and south at the Garage facades and parking area in front of it in 2021.



Above, looking south at the primary (north) facade of Gas Station in 2008 (above).
Below, a similar view in 2021.





Above, the north and west facades of the Gas Station in 2021. Below, looking east along the inner north façade of the Garage, and left, the retail space at the southwest end, which faces onto 7th Avenue S. This space is used currently as a storage facility.





Comparable views of service garages in the historic district. Above, the active garage at 710-720 S Jackson Street, and below a composite photo of the subject garage at 711 S Jackson Street. Lower image, a comparable scale photo of the former garage across 7th Avenue S., which was transformed into the Wing Luke Museum and has served since 2005 as the Theater Off Jackson.

