



The City of Seattle

Landmarks Preservation Board

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

REPORT ON DESIGNATION

LPB 515/11

Name and Address of Property: **Boren Investment Company Warehouse Building
334 Boren Avenue North**

Legal Description: Lots 1 and 2, Block 109, D. T. Denny's 5th Addition to North Seattle, according to the plat recorded in Volume 1 of Plats, Page 202, in King County, Washington; together with that portion of vacated alley adjoining, vacated under Ordinance No. 92708, of the City of Seattle, that would attach by operation of law, except the east 21 feet thereof heretofore condemned in King County Superior Court Cause No. 204496, for street purposes, as provided by Ordinance No. 51975 of the City of Seattle.

At the public meeting held on November 2, 2011 the City of Seattle's Landmarks Preservation Board voted to approve designation of the Boren Investment Company Warehouse Building at 334 Boren Avenue North 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, period, or of a method of construction; and*
- E. It is an outstanding work of a designer or builder.*

PHYSICAL DESCRIPTION

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

**Administered by The Historic Preservation Program
The Seattle Department of Neighborhoods**

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Building Site

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

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

Building Exterior

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

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

The northern façade is divided into six bays by seven rectangular brick buttresses, each with a sloping cast-stone coping. The parapet coping dips downward above each buttress, forming a decorative rectangular false-scupper. Each bay has three tall vertical windows, with a central 24-light window flanked on both sides by narrower 18-light windows. This pattern is broken at the third bay from the east with a double pair of center folding freight doors located on the eastern side and a single entry door located on the western side. The original freight doors are each two-paneled with upper glazing, and retain their original hardware. These doors were originally sheltered by a now absent suspended projecting metal canopy. The windows at this bay are shorter, but retain the same header line and are divided into a central 12-light window flanked by 9-light windows. Two concrete steps lead up to the entry door. The window heads have a horizontal soldier course of brick extending the full width of the bay. Another soldier brick course is located where the masonry wall rests upon the concrete foundation wall exposed below the floor line. All windows have a sloping brick sill. In the parapet portion of the masonry wall at the center of each bay is a decorative horizontal rectangle of diapered brick, with a perimeter of soldier and stacked bricks and a central diamond.

The western façade is similar in design, although the general pattern is broken at the second, third, and fourth bays from the north, with doors creating loading docks. The second bay has three pairs of

center folding freight doors extending the full width of the bay. The third bay has a double pair of center folding freight doors located on the northern side and a single entry door located on the southern side. The second and third bays originally were protected by a now absent suspended projecting metal canopy. The fourth bay has taller doors, with a single entry door with upper transom located on the northern side and double pair of center folding freight doors located on the southern side.

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

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

The northern façade has first and second-floor glass and metal curtain walls extending the length of the façade, with a concrete spandrel and parapet.

Building Interior

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

Documented Alterations

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

STATEMENT OF SIGNIFICANCE

Neighborhood Context

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

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

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

The first industrial use of the immediate site area was a narrow gauge railroad built by the Seattle Coal and Transportation Company in 1872. The rail was supported on trestles that extended from the southern end of Lake Union to the Elliott Bay waterfront along what is now Westlake Avenue² From mines in Newcastle, coal was barged across Lake Washington, transported over the Montlake Isthmus, and loaded on barges for transport to the loading dock on South Lake Union that is now the site of the Center for Wooden Boats. This railway line was abandoned in 1877, when a new railway south of town was built.³ David Denny built his Western Mill sawmill at the southwestern corner of the lake in 1882.⁴ The mill would later become Western Mill Company and eventually the Brace Hergert Mill.

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

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

As the neighborhood grew, the Cascade School was expanded in 1898, with northern and southern wings (Saunders & Lawton) and the brewery had become the Hemrich Brothers Brewing Company with a major brew house expansion (1903-04, Theobald Buchinger, destroyed). Residential development in the area remained the predominant use, although housing grew denser as blocks were developed.⁹ Westlake was paved for wagon and auto traffic in 1906, and extended northward from Pike Street to Lake Union.¹⁰ The Westlake Avenue and Pike Street intersection was the location of the first Interurban Depot—Seattle to Everett. The Seattle Electric Company, owned by the Stone and Webster cartel, bought the line in 1909, and made various improvements to this and their consolidated

² Fiset, 2003, p. 1.

³ Fiset, 2003, p. 1.

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

⁵ Fiset, 2003, p. 2.

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

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

⁸ Blanchard, 1968, p. 38.

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

¹⁰ Fiset, 2003, p. 1.

system of electric street railways.¹¹ The Ford Motor Company constructed a five-story assembly plant designed by Seattle architect John Graham Sr., at the south end of Lake Washington in 1913.

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

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

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

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

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

¹¹ Blanchard, 1968, p. 48.

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

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

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

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

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

with additions by Henry Bittman), built in 1927 at the northwestern intersection of Fairview Avenue and Republican Street.¹⁷

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

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

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

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

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

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

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

Building History

The Seattle architectural firm of Stuart and Wheatley issued construction documents for the "Warehouse Building for the Boren Investment Co." on March 17, 1925.²⁰ The building was built at the northwestern corner of Boren Avenue N and Harrison Street, one block east of the Great Northern

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

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

¹⁹ Link, p. 18.

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

railroad tracks and the freight depot located along Terry Avenue North between Harrison and Thomas streets.

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

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

Original Building Developer and Owner: Boren Investment Company

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

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

The building was purchased by a group led by E.P. Dearborn in 1945.³¹ Troy Laundry purchased the property in 1961.³² The Seattle Times sold the property to Touchstone SLU, LLC, in June of 2011.

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

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

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

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

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

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

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

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

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

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

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

³² King County Assessor, p. 1.

Eclectic Commercial and Industrial Warehouse Typology

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

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

Warehouse buildings built during this period, as a type, were constructed with the interest of securely enclosing as much space as economically as possible. Building exteriors were often wood-sheathed or of brick masonry, with heavy-timber interior framing in regular repeatable bays. Exterior embellishments were relatively minimal. Reinforced concrete with modular steel structural systems became more common in the mid-1930s. Floors were either concrete or heavy timber planks. Ceilings were relatively high, allowing for high exterior windows that allowed natural light to penetrate into the interior. Roof monitor skylights were common.

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

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

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

Building Architect

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

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

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

Stuart and Wheatley formed a Seattle architectural partnership around 1923, after which the firm designed several distinctive hotels and apartment houses that were constructed in Seattle until the firm was disbanded in 1930. The firm originally occupied offices in the eight-story Holland Building (now known as the Miken Building) that they had previously designed for developer Stephen Berg’s Exeter Company.³⁹ They are also credited with the design of three fraternal houses associated with the University of Washington: Sigma Alpha Epsilon (1925) and Chi Psi fraternity (ca. 1924) houses, and the Chi Omega Sorority House (ca. 1925).⁴⁰

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

Stuart and Wheatley are known to have designed several commercial buildings and private residences during this period.

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

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

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

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

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

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

⁴⁰ Krafft and LaFever, p. 11.

⁴¹ “B. Dudley Stuart Architectural Photograph Collection, ca. 1920-1940s;” University of Washington Libraries, Special Collections; Folder 1, Items 1-3; Folder 2, Items 4-8.

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

The six-story Biltmore Apartments (1925) located on Loretta Place on the southern end of Capitol Hill was an early large residential hotel and apartment building. The Biltmore originally had 125 two, three, and four-room apartments, with a large lobby and “palm room.”⁴² Foremost among these was “Tudor Gothic” style Exeter Apartment House (1927) on Seneca Street. The Exeter was designed as a 14-story apartment building with lush and richly appointed common-space interiors. The building originally featured 128 two-room apartments and 11 three-room apartments, with the lower floors already furnished for buyers. The Exeter had two elevators, parking for 150 cars, and had a restaurant, a delicatessen, and bellboy service.⁴³ Both the Biltmore and the Exeter apartments were designed for Stephen Berg’s Exeter Company.

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

After the dissolution of the firm of Stuart and Wheatley, Stuart was a sole practitioner during the Depression years. He is known to have designed the Wedgewood Inn (1930, now Inn at Queen Anne) and the art Deco style Seattle Macaroni Co. (1937, demolished).⁴⁵ Stuart formed a partnership with the younger Robert L. Durham (1912-1998) and Paul Hayden Kirk (1914-1995) in 1941.⁴⁶ Kirk left the firm in 1944, to join architect James J. Chiarelli in partnership.⁴⁷ Stuart and Durham’s partnership lasted until 1952.⁴⁸ He again practiced alone until 1971, with offices in the Lloyd Building, before failing eyesight forced him into full retirement at the age of 86.⁴⁹ Stuart founded the Craftsmen Guild of Washington in 1939, and served as secretary-treasurer until 1956.⁵⁰ Stuart died in Seattle in 1977.⁵¹

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

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

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

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

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

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

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

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

⁵⁰ Krafft, p. 12.

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

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

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

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

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The features of the Landmark to be preserved include:

The exterior of the building.

Issued: November 10, 2011

Karen Gordon
City Historic Preservation Officer

cc: Shawn Parry, Touchstone
Rich Hill, McCullough Hill Leary PS
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