



The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649, Seattle WA 98124-4649

Street Address: 600 4th Avenue, 4th Floor

LPB 277/20

REPORT ON DESIGNATION

Name and Address of Property: **1101 E. Pike Street**

Legal Description: West ½ of Lot 6 and West ½ of North 26 feet of Lot 5 in Block 5 of John H. Nagle's Second Addition to the City of Seattle, According to the Plat Thereof Recorded in Volume 5 of Plats, Page 57, Records of King County, Washington.

At the public meeting held on July 15, 2020 the City of Seattle's Landmarks Preservation Board voted to approve designation of 1101 E. Pike Street as a Seattle Landmark based upon satisfaction of the following standard 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; or*
- D. *It embodies the distinctive visible characteristics of an architectural style, or period, or a method of construction; or*
- E. *It is an outstanding work of a designer or builder; or*
- 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

A. SITE AND NEIGHBORHOOD CONTEXT

This report provides information about the existing commercial building situated at the southeast corner of 11th Avenue and East Pine Street in Seattle. The subject property consists of a rectangular parcel measuring approximately 80 feet by 64 feet and oriented north-south along 11th Avenue. The grade along the north façade slopes down approximately 4 feet from

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The Seattle Department of Neighborhoods**

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east to west, and the east façade party wall is obscured by the recently constructed building to the east. There is an approximately 4 foot wide sidewalk between the southern façade of the building and the adjacent property to the south. This paved area is generally level. The grade along the western façade of the existing building is also generally level. There is not an alley adjacent to the site.

Immediately to the north of the subject building across East Pike Street is a three-story brick masonry building built in 1912. This building has retail stores on the ground level and apartment units on the two upper levels. A one-story brick masonry retail building built in 1916 is located next door to the east of the 1912 building.

Directly to the east of the subject building is a six-story, 28-unit condominium building constructed in 2008. Next door to the east is a two-story brick masonry building built in 1914, and a six-story mixed use building constructed in 2007 is located to the east of the two-story building. The large, recently completed Chophouse Row redevelopment is located to the south of the subject building.

A three-story wood frame apartment building built in 1905 is located across 11th Street to the west of the subject property. A six-story wood frame apartment building is located immediately to the south and was constructed in 2016. Diagonally across the intersection of 11th Avenue and East Pine Street is the four-story reinforced concrete Monique Lofts Condominium building which was originally built as an automobile dealership in 1913 and renovated in 1995.

The building is located at the extreme southern portion of the Capitol Hill neighborhood and immediately north of the First Hill district. This area is also commonly referred to as the Pike-Pine Corridor. This neighborhood contains a dense combination of commercial, mixed-use, institutional, and civic buildings, with numerous large apartment buildings in the immediate vicinity. Some single-family houses are located nearby to the north and northeast of the subject property. This neighborhood has been constantly developed and redeveloped since the 1880s up to the present day, with the heaviest period of historic development occurring between about 1900 and 1930. The unique character of the surrounding neighborhood is primarily derived from the automobile showrooms and service buildings built from around 1905 until the mid-to-late 1920s. In recent years, the area has become a popular destination for living and working, and has also developed into a vibrant nighttime entertainment district with numerous restaurants, bars, and music venues.

Some of the larger institutions in the surrounding area include Swedish Hospital, Seattle University, and Seattle Central Community College. Cal Anderson Public Park is located approximately one block to the north of the subject property.

Designated City of Seattle landmarks located within a quarter-mile radius of the subject property include the following:

- White Motor Company Building (1918), 1021 East Pine Street
- Kelly-Springfield Motor Truck Company Building (Julian F. Everett, 1917), 1525 11th Avenue

- Eldridge Tire Company Building (A.H. Albertson, 1925), 1519 Broadway
- Old Fire Station #25 (Somervell & Cote, 1909), 1400 Harvard Avenue
- Knights of Columbus (Ferdinand W. Bohne, 1913), 700-722 East Union Street
- Seattle 1st Baptist Church (Ulysses G. Fay, 1911), 1121 Harvard Avenue
- 1st African Methodist Episcopal Church (A. Dudley, 1912), 1522 14th Avenue
- St. Nicholas Russian Orthodox Cathedral (Ivan Palmov, 1937), 1714 13th Avenue
- Cal Anderson Park, Lincoln Reservoir, and Bobby Morris Playfield (Olmsted Brothers, 1901, altered), at 11th Avenue between East Pine Street and Denny Way

Other notable buildings nearby that are not designated Seattle landmarks include:

- SIFF Cinema Egyptian, former Egyptian Theater, former Masonic Temple (Saunders & Lawton, 1916), 805 East Pine Street
- Odd Fellows Temple (Carl Breitung, 1908-10), 915 East Pine Street
- Garrard Building (John Parkinson, 1894, altered), Seattle University, 901 12th Avenue

Currently, this building is neither located within a local historic district nor within an historic district listed in the National Register of Historic Places. In 1975, Victor Steinbrueck and Folke Nyberg surveyed the First Hill neighborhood as part of their city-wide inventory of buildings and urban design resources. In their survey, the subject building was identified as “significant to the community” due to its “special quality and character in relation to this [First Hill] neighborhood.”¹

In the 2006 City of Seattle Department of Neighborhoods Historic Resources Survey Database, the current historic status classification of the subject property is listed as “yes – hold.”² According to the Seattle Historic Resources Survey Glossary of Terms, this classification status is defined as follows:

“These are properties that have had the initial survey work done on them, but have not had the complete inventory form filled out. Some fieldwork was performed, but additional information is needed before the inventory of this property is complete. It is possible that the property may be eligible for further study at a later time.”³

The survey noted that the subject property appeared to meet the criteria for listing in the National Register of Historic Places, and also noted that the property appeared to meet the criteria of the Seattle Landmarks Preservation Ordinance.

B. BUILDING DESCRIPTION

¹ Nyberg, Folke, and Victor Steinbrueck, for the Historic Seattle Preservation and Development Authority. “First Hill: An Inventory of Buildings and Urban Design Resources.” Seattle: Historic Seattle, 1975.

² City of Seattle Department of Neighborhoods (DON) Seattle Historical Sites Survey, 1101 East Pike Street, Seattle, Washington, King County Assessor #600350-0190, <http://web6.seattle.gov/DPD/HistoricalSite/QueryResult.aspx?ID=-1081517623>, accessed July 31, 2019.

³ City of Seattle Historic Resources Survey Glossary of Terms, <https://wayback.archiveit.org/all/20141218035231/www.seattle.gov/neighborhoods/preservation/glossary.htm>, accessed July 31, 2019.

SITE

The footprint of the subject building measures approximately 80 feet by 64 feet, with the long axis of the building running in the north-south direction. The east, north, and west facades of the building are all built to the property line, but the south façade of the building is located approximately 4 feet north of the south property line. There are no other structures located on the subject property.

Concrete paved public sidewalks are located to the north and west of the subject building. The sidewalk on the north side of the building is approximately 10 feet wide. There is a section of glass areaway prisms along the north property line of the building that measures approximately ten feet by 4 feet. The condition of the areaway vault below is unknown. There are two street trees located in tree wells at the north sidewalk. The easternmost street tree is a privately maintained Norway maple (*Acer platanoides*), and the westernmost street tree is an Armstrong Freeman (Red) maple (*Acer x Freemanii* ‘Armstrong’) maintained by the Seattle Department of Transportation (SDOT).⁴

The sidewalk on the west side of the building is approximately 10 feet wide with a planting strip about three feet wide. There are two small deciduous street trees located in the planting strip, along with small shrubs and groundcover. In addition to the public sidewalks, there is a private, concrete paved sidewalk approximately 4 feet wide that runs along the south property between the south face of the subject building and the adjacent property to the south, which is currently referred to as the Chophouse Row building.

OVERVIEW OF BUILDING

The subject building was built in 1915-1916 as an automobile showroom, garage, and service building. Architect Sønke Engelhart Sønnichsen designed the building in the Commercial or Chicago School style. The primary massing of the building consists of a three-story main volume that contains the former automobile showroom, garage, service, and storage spaces.

The primary structure of the building is heavy timber mill construction, with a reinforced concrete foundation. The exterior walls of the building are load-bearing brick masonry. The building is three-stories tall over a full basement, with a partial mezzanine level located between the ground floor and second floor levels. A penthouse at the roof level contains the freight elevator overrun space and an exit stairway. The building is listed on the City of Seattle’s list of unreinforced masonry (URM) buildings, however, the list notes that a permitted retrofit has been performed on the building.⁵

NORTHWEST CORNER ELEVATION AND PRIMARY RETAIL ENTRANCE

The northwest corner of the subject building is curved, which is an unusual feature for a commercial building during this time period, particularly in Seattle. This curved form recalls the corner entrance rotunda of the Carson-Pirie-Scott Building in Chicago (Louis H. Sullivan,

⁴ City of Seattle Department of Transportation (SDOT), Seattle Street Trees: <http://web6.seattle.gov/SDOT/StreetTrees/>, accessed July 31, 2019.

⁵ City of Seattle Department of Construction and Inspections (SDCI), Unreinforced Masonry Buildings -Project Documents, <http://www.seattle.gov/Documents/Departments/SDCI/Codes/ChangesToCodes/UnreinforcedMasonry/ConfirmedURMList.pdf>, accessed July 31, 2019.

1899-1904), while at the same time foreshadowing building forms of the Streamline Moderne style of the late 1920s and 1930s. This curved corner entrance distinguished the building from the other automobile showroom and service buildings in the area and most likely attracted both the attention of automobile drivers and riders on the streetcar line that once ran along Pike Street. Sønnichsen reprised the curved building corner and entrance pavilion form in his design for the Bekins Moving and Storage Building a few blocks away at the southwest corner of 12th Avenue North and East Madison Street (1918, altered).

The primary entrance into the former automobile showroom space and current retail store is through a set of double doors located at ground level. Dark tan and light brown colored rug face brick masonry pilasters flank both sides of the entrance doors, and each pilaster has inset vertical panels of stacked rectangular white glazed ceramic tiles. The brick masonry on the building is typically laid in a regular, running-bond pattern, with additional brick details laid in header, rowlock, or soldier courses. The painted aluminum storefront doors and sidelights are modern replacements of painted wood double doors with small transom window above and flanking sidelight windows shown in the historic photographs of the building. The original painted wood ceiling above the entrance creates an interior light shelf for the three curved painted wood transom windows located above the entrance doors. A modern neon sign advertising the current occupant of the retail space is mounted in the center of the transom windows.

The composition of the brick masonry at the corner pavilion is elegantly designed, and is representative of the overall composition and treatment of the brick masonry at the north and west primary facades of the building. Brick masonry pilasters rise vertically from stucco plaster plinths at the sidewalk level at each side of the corner pavilion. Each of these pilasters is about three feet wide and features a vertical band of rectangular white glazed ceramic tiles. The tile bands at the first floor each terminate at an inset panel approximately one foot wide by two feet tall, which are each surrounded with slightly projecting rowlock bricks. Each of these inset panels once featured light fixtures, which appear in some of the historic photographs of the building. The metal electrical junction boxes and covers remain, but the light fixtures are no longer extant.

There is a brick soldier course above these decorative inset panels at each of the pilasters, and the pilasters continue to rise vertically from above the ground floor band of windows up to the cornice and parapet. Each pilaster features an inset panel of rectangular white glazed ceramic tiles laid horizontally, which rises vertically in a continuous band from the brick spandrel panels above the ground floor storefront windows up to the head of the windows at the third floor. Each of the pilasters is capped with a slightly projecting course of brick with two additional courses above, with a slightly projecting rowlock course. There are ten courses above the rowlock course on the capital of each pilaster, and each capital has an approximately one-foot-wide by one-foot-wide panel of rectangular white glazed ceramic tiles, surrounded with stretchers of dark brown bricks. The cornice and top of each pilaster capital is capped with two regular courses of brick, then a header course, and finally a rowlock course. The brick masonry parapet wall extends up an additional six regular courses of brick, and is capped with another rowlock course. The parapet is capped with dark painted sheet metal flashing.

At the curved wall panels extending between the two pilasters, there is a rowlock course of contrasting dark brown brick laid on top of a painted flat steel lintel immediately above the curved transom windows, with nine courses of the typical light tan/light brown rug face brick above. A panel of rectangular white glazed ceramic tiles are laid vertically within this curved panel of brick masonry. Immediately above this brick panel there is a rowlock course of alternating light tan and dark brown bricks, topped with a soldier course of light tan/light brown bricks and another rowlock brick course that creates the sill for the three curved, painted wood sash windows at the second floor. These windows each feature 12 equal true divided lights and are inset from the brick masonry pilasters by the width of one full brick to the left and right of the bank of windows.

Above the windows there is a curved, painted steel lintel which supports a spandrel panel of fifteen courses of light tan/light brown bricks above. This brick masonry panel also features an inset panel of rectangular white glazed ceramic tiles laid vertically. Above this brick masonry panel is one slightly-projecting regular course of brick, topped with a header course of alternating dark brown and light brown bricks, with a light tan/light brown rowlock course above creating the window sill for the windows at the third floor. The three, curved painted wood sash windows appear to be identical to the windows at the second floor below. There are three regular courses of brick above the window head, with a rowlock course above. Above the rowlock course there are ten header courses of brick, with a panel of rectangular white glazed ceramic tiles centered in this curved brick masonry panel. The ceramic tile panel is surrounded with a stretcher course of dark brown brick on the bottom and sides, and a header course of dark brown brick at the top. There are three header courses above this curved brick masonry panel, capped with a rowlock course. All four of these courses are corbelled slightly. A curved parapet wall extends above this cornice and consists of header courses of brick with a brick rowlock cap. The curved parapet is capped with dark painted sheet metal flashing.

NORTH BUILDING ELEVATION

The north façade of the building features three bays of windows and brick masonry located between four vertical brick masonry pilasters. These pilasters are identical to the pilasters on each side of the corner entrance pavilion which are described in greater detail above. The bay immediately to the east of the corner entrance measures about seven feet wide. The storefront window bulkhead is painted plaster and extends about eighteen inches above the sidewalk. The large plate glass window above the bulkhead is about seven feet high and extends the full width of the bay. A painted wood sash operable transom window is located above the storefront window and has three equal lights. The brick spandrel panel above the storefront window is similar to the spandrel panel at the corner entrance pavilion described in greater detail above. There is a painted wood sash window at the second floor level above the brick masonry spandrel panel. This window features twenty equal lights and has a small operable four-light area at the lower left corner of the window sash. The brick masonry spandrel panel and third floor windows above are similar to those at the corner entrance pavilion, and the brick masonry spandrel panel, cornice, and parapet are also similar to the same elements at the corner entrance pavilion.

The middle bay measures about seventeen feet from pilaster to pilaster. The conditions of the storefront bulkhead and windows are similar to those in the adjacent bay to the west, but the

large plate glass storefront window is divided with painted wood mullions into three sections, with an approximately eight-foot-wide middle section of plate glass flanked with two sections measuring about four-feet-wide each. Painted wood transom windows are located above the storefront windows. The transom windows at both ends of the storefront window are both operable, hopper-style windows. The brick spandrel panel above the storefront window is similar to the brick spandrel at the bay immediately to the west. There are four painted wood sash windows of twelve equal lights each at the second floor level, and are mulled together with painted wood mullions. These windows each pivot vertically from the center of each window. The brick masonry spandrel panel and third floor windows above are similar to those at the bay immediately to the west, and the brick masonry spandrel panel, cornice, and parapet are also similar to the same elements at the bay immediately to the west.

The east bay of the north façade is almost identical to the middle bay immediately to the west. The arrangement of the storefront window and transom window is nearly identical, though an entrance door has been added at the easternmost end of the storefront window. The brick masonry spandrel panels and painted wood sash windows are also identical to those in the middle bay. There are two small black painted metal fire escape landings located at the northeast corner of the building: one at the second floor level and the other at the third floor level. This fire escape has been decommissioned, and the ladders that once connected the roof level with the lower level landings have been removed.

EAST BUILDING ELEVATION

The east façade of the subject building is currently completely obscured by the adjacent six-story condominium building to the east, which was constructed in 2008. This façade of the building is constructed of loadbearing common brick masonry. According to the microfilmed copies of the building drawings, it appears that window openings were not originally planned for the east elevation of the building. However, the microfilmed second and third floor plan drawings show faint markings on the east wall of the building, which appear to indicate the addition of window openings at the east façade of the building. Due to the entire east façade being covered by the adjacent building, and the arrangement of altered interior partitions, the exact arrangement of window openings on the east façade of the building is difficult to ascertain. The Real Property Record Card photo of the building at 1115 East Pike Street provides a partially obscured view of the east façade of the subject building, and in this photo there appear to be at least two double-hung wood sash windows on this side of the building. It appears that two windows on the east façade can be seen through the windows of the north façade in the construction photo of the building, and two windows can also be seen through the windows the north façade windows on the Real Property Record Card photo of the subject building. One of these windows is still visible at the interior of the stairway located at the northeast corner of the building. There is a brick masonry chimney located at the approximate midpoint of the east façade that serves as flue exhaust for the boiler room in the basement.

SOUTH BUILDING ELEVATION

Like the east façade, the south façade of the building is constructed of loadbearing common brick masonry. Similar to the east façade of the building, it appears that window openings were not originally planned for the south elevation of the building. However, the microfilmed second and third floor plan drawings show faint markings on the south wall of the building,

which appear to indicate the addition of window openings at this façade. Further alterations made to the building during the late 1910s into the early 1940s included the addition of a mezzanine level above the ground floor level and below the second floor level. Two window openings and a door opening were created in the south façade when this mezzanine level was constructed. The two painted wood sash windows pivot vertically in the center, and the door is a metal-clad, wood-core fire door.

There are seven painted wood sash windows on the south façade at the second floor level. There are three double-hung wood sash windows in the middle bay of the façade. In the easternmost bay of the façade, there is a door opening with window above, with two double-hung wood windows to the east of the door opening. To the east of these openings there is a small painted wood window that provides light and ventilation to a toilet room located at the southeast corner of the building. There are also seven painted wood sash windows on the south façade at the third floor level. There are three double-hung wood sash windows in the middle bay of the façade and three in the easternmost bay of the façade. Similar to the second floor below there is a small painted wood window for a toilet room located at the southeast corner of the building at the third floor level.

Since the hoistway for the former car elevator is located at the southwest corner of the building, the westernmost bay of the south façade does not have any window or door openings. The brick masonry at the south wall of the penthouse at the roof level collapsed and fell off the building during the 2001 Nisqually earthquake. This area of missing masonry is currently covered with vertical seam galvanized metal siding.

WEST BUILDING ELEVATION

Like the primary corner entrance pavilion and north façade of the building, the west façade of the subject building is a primary façade and is clad with loadbearing rug face brick masonry laid in a regular, runningbond pattern, with additional brick details laid in header, rowlock, or soldier courses. There are five brick masonry pilasters on the west façade, and each of these pilasters feature the rectangular white glazed ceramic tile noted above in the description of the north facade. The northernmost bay of the west façade measures approximately six feet between the pilasters, and the remaining three bays to the south each measure approximately sixteen feet between the pilasters. The bulkheads at the ground level storefront windows at the northernmost bay and the bay immediately to the south have been altered from their original condition, and are now painted stucco plaster. The storefront windows are plate glass with painted wood frames and transom windows above. The storefront in the next bay to the south has been altered from its original condition, but the painted wood transom windows are still located above the storefront. In the southernmost bay of the building, there is an entrance door with transom window above. Immediately to the south of this entrance door is a large painted metal roll-up door with a transom window above. This door was installed circa 2016 as a replacement for the previous roll-up door, which was also not original to the building. However, the transom window above the roll-up door is original to the building. This large opening in the façade allowed vehicles to access the car elevator located at the southwest interior corner of the building.

The second floor of the west façade features one painted wood sash window with sixteen equal lights at the northernmost bay immediately south of the corner entrance pavilion, and each of three other bays feature four painted wood sash windows mulled together. Each of these large windows of twelve equal lights pivot vertically in the center to open. The treatment of the brick spandrel panels and rectangular white glazed ceramic tile panels is the same as on the north building façade described above. The windows at the third floor level of the building are virtually identical to the windows at the second floor level of the west façade, and the treatment of the brick masonry spandrel panels, cornice, and parapet is also the same as on the north façade described above. The west façade of the penthouse rises above the top of the parapet at the southwest corner of the building. This wall features three equally spaced brick masonry pilasters, each with a small square detail of rectangular white glazed ceramic tile in the center of each. The brick masonry walls between each pilaster are laid in running bond, and each section of wall has a painted wood sash window of four lights each centered within each section of wall.

ROOF OF BUILDING

It appears that the roof was replaced in 2008 at the same time when the parapets on the north, west, and south sides of the building were seismically braced. The roof is generally flat and is sloped slightly to drains located at the northeast and southeast corners of the roof surface. The parapets extend above the roof surface by about four feet around the entire perimeter of the roof. The roof is clad with a modern plastic roofing material, such as a vinyl or thermoplastic polyolefin (TPO). The parapets are capped with dark painted sheet metal flashing. There are four clear acrylic skylights mounted on curbs at roughly the center of the roof area. An air conditioning unit is mounted on wood skids at the east side of the roof next to the original brick masonry chimney. The brick masonry chimney has been wrapped in dark painted sheet metal and extended with a cylindrical galvanized metal pipe that rises upwards and then turns toward the west approximately twelve feet and then turns up into a vent cap. This sheet metal chimney extension is supported by a galvanized metal brace mounted to a wood skid at the roof surface. Various plumbing vent stacks penetrate the roof surface and feature typical penetration boot details. A grease duct and vent stack for the restaurant on the first floor is installed at the southeast corner of the roof. This ventilation equipment is mounted on a metal frame attached to wood skids at the roof surface.

The brick masonry at the east and north walls of the rooftop penthouse appear to have been replaced with painted cement board siding. This work may have occurred after the 2001 Nisqually earthquake. The north, west, and south walls of the penthouse have short parapets that are about two feet high. The roof of the penthouse is clad in the same material as the rest of the main roof surface, and the parapets are capped with the same dark painted sheet metal flashings. A gutter and single downspout at the east wall of the penthouse drains water from the penthouse roof and discharges it onto the roof surface.

INTERIOR OF BUILDING

The north half of the ground floor of the building is currently a retail furniture and housewares store. The two-color terrazzo floor in this area appears to be original to the building. The painted wood panel wainscoting at the columns and the pilasters between the windows also appears to be original. Painted wood crown molding and flat trims are located at the perimeters

of each of the coffered ceiling areas located between the structural beams. Ceiling and wall finishes are smooth finish painted plaster and also appear to be original.

There is a wall at the east end of this space that contains a stairway from the exterior up to the second floor of the building. There is a wall along the south end of this space that separates the retail space from the restaurant space to the south. A painted wood stairway leads from the ground level up to a mezzanine level, which is currently used for retail furniture display. Enclosed storage spaces are located at the east end of the mezzanine space. Doors at the south and east walls of the space lead to other spaces at the ground level of the building.

The south half of the ground floor of the building is currently a restaurant. A small bar area, the main dining area, and the kitchen is located under the mezzanine level above. A stairway along the east wall of the building leads from the dining area and kitchen up to a preparation kitchen, storage room, and office at the mezzanine level. There are two windows in the south wall of this space, and one door opening that currently has a metal-clad, wood-core fire door installed. This door once connected the subject building with the building to the south via a small bridge structure that is no longer extant. The former car elevator is located at the southwest corner of the building, and there are large metal-clad, wood-core fire doors located at the west wall of the dining room that once opened to allow vehicle access from the elevator to the former automobile service areas located in the southern half of the building.

The second floor level of the building is currently accessed from an entrance door at the north façade and another entrance door at the west façade. The north entrance door leads to a non-original stairway constructed along the east wall of the building that leads up to the second and third levels of the building. The west entrance door leads to an original stairway that connects all the levels of the building, including the basement. This stairway is located immediately to the north of the former car elevator, which also served every level of the building, including the basement. This existing stairway is steep and appears to not conform with modern building codes. The second floor was originally open floor space for the repair of automobiles, but is currently divided into various office spaces with wood frame partition walls clad in painted gypsum board. The brick masonry walls at the perimeter of the second floor level are mostly exposed and have been painted white. A public corridor connects the stairways at the northeast and southwest corners of the building with a restroom and storage space at the southeast corner of the building. Floor finishes at the second floor vary, and are laid on top of the original 2x6 wood car decking floor.

The structural heavy timber columns at the interior of the building measure about one foot square, and the main structural wood beams at the ground level ceiling and second floor ceiling measure about one foot wide and two feet deep. The beams terminate at brick masonry pilasters located at the perimeter walls of each floor. The 2x6 wood car decking runs between the beams, which run the width of the building in an east-west direction. The car decking serves as both the ceiling of the floor level below and the floor of the floor level above. Steel 'I' beam ledgers at the south wall of the building span from column to column and support the ends of the car decking where it meets the exterior brick masonry wall. Lintels for the window openings at the north and west perimeter walls are sections of steel 'I' beams, and the beams for the windows at the curved corner entrance pavilion are curved to support the weight of the

brick masonry walls above the corner windows. A mixture of both twisted and rolled steel bar reinforcing serve as the lintels for the windows in the south brick masonry exterior wall.

The third floor level was also originally storage space for used automobiles, but currently contains a large open-plan office space. A conference room with painted gypsum clad walls is located at the southeast corner of this level adjacent to the restrooms. Another conference room with similar demising wall treatments is located at the west wall of the third level. The structural heavy timber columns and beams are fully exposed in this space and years of paint accumulation has been sandblasted. The roof structure of heavy timber purlins spans from beam to beam, and the six inch wide wood roof decking is visible above the purlins. The brick masonry at the perimeter walls is exposed and is typical orange-red colored common brick. A restroom is located at the southeast corner of the space. Existing floor finishes are a combination of carpet and painted strip wood flooring laid on top of the car decking.

C. SUMMARY OF ALTERATIONS

The subject building has been slightly altered over time, though most of these alterations appear to have occurred at the interior of the building. Here is a list of known major permitted alterations to the subject property:

<u>Permit</u>	<u>Year</u>	<u>Cost</u>	<u>Comments</u>
144873	1915	\$17,000	Build garage building
309922	1933	\$1,500	Repair fire damage; replace fire doors & door to roof
352732	1942	\$465	Alter and occupy building per plans
355827	1943	\$150	Enclose paint spray room on second floor
362155	1944	\$350	Alter existing workshop building per plans
462627	1958	\$6000	Repair fire damage
676011	1994	\$10,000	Alter building, build exit stair, and add skylights
6189269-CN	2008	\$100,000	Seismic bracing for parapet and replace roof
6304783-CN	2012	\$235,842	Alterations to establish restaurant (Café Pettiroso)
6500546-CN	2015	\$50,000	Interior alterations to basement

A review of the available historic photographs of the building, including photographs taken just after the completion of the building and the photographs from the Real Property Record Cards, help confirm that the exterior of the building is remarkably intact and most of the alterations have occurred at the interior of the building. Additional confirmation of interior alterations is provided by 1936 floor plan sketches found with the Real Property Record Card, the 1942 floor plans prepared for Calvin Phillips and Company, and the 1944 floor plans prepared for the Commercial Linen Company.

The following is a summary of some of the alterations that have been made to the exterior of the subject building since it was originally constructed:

- The bulkhead walls at the ground floor storefront windows have been modified at some point since 1937.

- The ground floor storefront entry door and sidelight windows at the curved corner entrance pavilion have been replaced at least three times, once in 1942, again in 1944, and again more recently when the retail furniture store moved into the north half of the ground floor.
- The storefront at the ground floor bay immediately north of the west stairway and car elevator has been modified at least twice, the first time prior to 1937 and then again more recently when the restaurant moved into the south half of the ground floor in 2012.
- The storefront at the ground floor entry to the west stairway has been modified at least once since 1937.
- The light fixtures at the exterior of the ground floor have been removed. The tax assessor photographs indicate that only one of the original exterior light fixtures survived until at least 1937, with the others being removed at some point between 1916 and 1937.
- A doorway was added at some point at the south façade of the building from the mezzanine level to connect the subject building to the building located to the south. Another doorway was also added at some point on the south façade at the second level, but its original purpose and use is unknown.

The following is a summary of some of the alterations that have been made to the interior of the subject building since it was originally constructed:

- The mezzanine between the ground level and second floor level was added around 1919, though there do appear to be building permit records for this alteration. The stair from the ground level to mezzanine level was also added at this point. Office spaces were inserted below the mezzanine and opened out into the automobile showroom, and there were also additional office spaces located at the mezzanine level.
- Partition walls were added at the ground floor retail space in 1942 and again in 1944. Partition walls were also constructed at the ground floor spaces underneath the mezzanine and at the second floor level. It appears that very little of this work remains.
- The south half of the ground floor and the mezzanine level were extensively remodeled for the restaurant occupant in 2012.
- Partition walls were added more recently as tenant improvements at the second and third floor levels of the building. A comparison of floor plans from a 1994 remodel and more recent building floor plans from 2014 indicate that most of the circa 1994 partition walls have been removed, and the current partition walls installed at some point since 1994.

SIGNIFICANCE

A. THE DEVELOPMENT OF THE PIKE/PINE AREA

The subject building is located in the area now known as Pike/Pine whose borders start at the intersection of Interstate 5 and East Olive Street, extending east to 15th Avenue East, south to East Madison Street, southwest to Broadway, north to East Union Street west to the point

where Union meets I-5, and northeast along I-5 back to the point of origin.⁶ This area is a subsection of the neighborhood now known as Capitol Hill. It overlaps three of Seattle's first land claims specifically those of William N Bell (Feb 15, 1852) in the west, Arthur A Denny (Feb 15, 1852) in the south, John H Nagle (Sept 24, 1855) in the east, and one claim made later by Robert H Beatty (Dec 20th, 1865) between Bell's and Nagle's claims.

The first development in the subject area was the 20-acre ranch of John H Nagle, a German Immigrant. Nagle's ranch consisted of fruit trees, vegetables, and cattle. Its estimated location is the 20-acre section of land south of Denny, east of Broadway, west of 12th, and north of Pine most of which is presently occupied by Cal Anderson Park. Nagle ran his farm until the King County Probate Court ordered him to be committed to the new Washington Hospital for the Insane at Fort Steilacoom (near Tacoma) in 1874. Thereafter David Denny became the executor of Nagle's estate and maintained Nagle's ranch by leasing it.⁷

Starting in 1880, Denny began platting portions of Nagle's land and selling lots with the permission of the probate court. The first of these plats, filed on October 23, 1880, was Nagle's addition, which was comprised of two tracts of land bisected by Nagle's ranch.⁸ The second was John H. Nagle's Second edition filed on March 25, 1890 which capped Nagle's Addition on the north and wedged between it forming a TShape.⁹ In the subject area, these two plats were only preceded by Ward's Addition (1875)¹⁰ on the western border of Nagle's land and were interceded by Union Addition, 1883¹¹ (a replat of Ward's) and Werret's Addition, 1882¹² (contained within the triangle formed by Union, Madison, and Broadway.)

Development of the subject area was slow throughout most of the 1880s. In 1882, there were no residences in Pike/Pine.¹³ In 1884, there were 15 residences primarily on or near Madison between Broadway and 14th and between Pike and Pine west of Summit.¹⁴ However, after the Great Fire of 1889, development pressure in Seattle increased as displaced residents and new residents looking to rebuild needed new places to live. Thus with the platting of Nagle's 2nd Addition in March of 1890, and the extension of streetcars along Madison in June of 1890¹⁵ and Broadway in 1891,¹⁶ the subject area became more accessible and desirable. By 1893, over 100 residences and six commercial buildings had been constructed in the subject area. Residents were primarily working class tradesmen and farmers with the exception of one doctor and one priest.¹⁷ With the onset of the economic panic this same year, growth slowed once again until 1897 when the stampede of the Klondike Gold Rush began.

⁶ City of Seattle, Strategic Planning Office, *Seattle: Pike/Pine Neighborhood Plan Area*. 1999.

<https://www.seattle.gov/Documents/Departments/Neighborhoods/Planning/Map/Pike-Pine-map.pdf>

⁷ Dotty DeCoster, "Nagle, John H. (1830-1897)", *Historylink*, January 23, 2010, <https://www.historylink.org/File/9268>.

⁸ King County Archives, *Nagle's Addition*, Plat Book 1 page 153, October 23, 1880.

⁹ *Ibid*, *John H. Nagle's Second Addition*, Plat Book 5 page 57, March 25, 1890.

¹⁰ *Ibid*, *Ward's Addition*, Plat Book 1 page 59, March 1, 1875.

¹¹ *Ibid*, *Union Addition*, Plat Book 1 page 228, January 22, 1883.

¹² *Ibid*, *Werret's Addition*, Plat Book 1 page 225, January 5, 1883.

¹³ *Residence and Business Directory of the City of Seattle, 1882*. (Seattle: Elliot & Sweet, 1882) Ancestry.com

¹⁴ *The City Directory 1884-85 of Seattle, Washington, 1884*. (Seattle: The Industrial World, 1884) Ancestry.com

¹⁵ "Cable Cars Running Today," *Seattle Post-Intelligencer*, June 21, 1890. Newspapers.com

¹⁶ Robert Ketcherside, "Re:Take | The very first Broadway streetcar," *Capitol Hill Seattle Blog*, May 18, 2012, <http://www.capitolhillseattle.com/2012/05/chs-retake-the-very-first-broadway-streetcar/>.

¹⁷ *Seattle City Directory, 1893*. (Seattle: Polk's Seattle Directory Company, 1893),

Ancestry.com ¹⁸ *Seattle City Directory, 1897*. Ancestry.com

Just as the stampede hit in 1897, the estimated population of Seattle was 67,000¹⁸ up from about 28,000¹⁸ prior to the Great Fire. This same year, the City of Seattle purchased about 11 acres of Nagle's original 20-acre ranch for a future reservoir (now under Cal Anderson Park) to better serve the needs of this growing population.¹⁹ Lincoln reservoir opened in 1900²⁰ when the city's population had swelled to over 80,000.²¹ The following year, real estate developer James Moore started selling lots in his exclusive Capitol Hill additions to the north advertising the arrival of yet another streetcar (the Capitol Hill streetcar) that would run straight to it from downtown via Pike and Pine streets and 15th Avenue, terminating at Volunteer Park (then "City Park").²³ This new route not only drew people into building their homes in James Moore's Capitol Hill area, it also drew people to the Pike/Pine area, particularly central Pike/Pine, which had remained sparsely populated compared to the west slope and the southeast edge near Madison Street.

The City of Seattle then followed the streetcar extension by initiating a series of regrades along Pike and Pine streets from downtown up to 12th Avenue between 1903 and 1910.²² These regrades gradually eliminated multiple steep inclines and provided a gentler and more even grade up the hill such that by 1905 most lots in Pike/Pine had already been sold and developed into 1-2 story wood-frame single family homes, small tenements, and a few commercial buildings including the subject site which contained two homes. Amenities such as Broadway High School (1902) and Lincoln Park (1903) had also been built to serve this residential district. However, the subject area would not remain a residential district for long.

The completion of the Capitol Hill streetcar and the regrades in particular were well-timed. Seattle was just starting to take interest in the automobile after its arrival in July of 1900²³ and Pike/Pine was ideally situated as a home for the local automobile industry. First, compared to the older and more densely developed downtown core, Pike/Pine had relatively more space for emerging auto businesses to construct buildings to suit their needs. It was also more affordable for these emerging businesses with less cash flow than more traditional ones like banks, real estate firms, law offices, etc. Second, by 1905 Pike/Pine now possessed three rapidly accessible routes with gentler inclines that went straight in and out of downtown making them ideal routes for early automobiles, which often lacked the motive power necessary to climb many of Seattle's steeper hills without stopping.

Thus that very same year the subject area acquired its first automobile business: Broadway Automobile Company Inc. at Broadway and Madison.²⁴ The following year, 1906, two more

¹⁸ *Seattle City Directory, 1888-1889*. (Seattle: The Seattle Directory Company, 1888), Ancestry.com

¹⁹ DeCoster

²⁰ Ibid

²¹ *Seattle City Directory, 1900*. (Seattle: Polk's Seattle Directory Company, 1900), Ancestry.com ²³ "Six Car Routes to Capitol Hill," *Seattle Daily Times*, October 12, 1901, Genealogybank.com

²² Robert Ketcherside, "Re:Take | Undermining the Republican Senator from Melrose," Capitol Hill Seattle Blog, February 26, 2012, <http://www.capitolhillseattle.com/2012/02/chs-retake-undermining-the-republican-senator-from-melrose/>

²³ "July Fourth Began Today in This City," *Seattle Times*, July 3, 1900, p.5, Genealogybank.com

²⁴ "Will Handle Automobiles," *Seattle Times*, December 8, 1904, p.8, Genealogybank.com

automotive businesses opened on Broadway between Pike and Union.²⁵ Then in 1907 nearly half of Seattle's 20 automobile-related businesses called Broadway between Madison and Pine home.²⁶ Most notable among these were the Pacific Coast Automobile Company (1414-16 Broadway)²⁷ and Broadway Livery Company (1418-1420 Broadway)²⁸ which had built the first two buildings of their type in the neighborhood: a brick building designed specifically for automobiles. More specifically, this type consisted of 1 to 3 story buildings (often with basements) with a showroom at ground level and parts, repair, and storage above or below. They also had high ceilings, large plate glass windows with transom windows above for extra light and visibility, and an extra wide and tall ramped entrance for easy vehicular access. And finally they were made of brick over heavy timber and later over reinforced concrete for fire resistance.³¹

After 1907, pike/pine grew to become the center of the automobile sales and service with additional businesses constructing similar buildings in the area along Pike and Pine between Melrose and 15th and Broadway from about Olive to Madison. By 1911, "automobile row" had entered the local vernacular.²⁹ It was during this time that the subject building was constructed.

The subject area held its Auto Row identity for several decades following, although it started to decline after 1930 with the onset of the Great Depression. However, for the few that remained in the subject area, business eventually revived for a time in used cars and repairs when car manufacturers halted production during World War II.³⁰ Over time though, the mobility afforded by the automobile ultimately encouraged a gradual demographic shift from the city to suburbs, with many dealers and repair shops following suit.³⁴

Taking the place of automotive businesses throughout the 1940s were a number of local manufacturing companies, particularly dry goods, but others as well. For example, Nickols Manufacturing Company makers of women's clothing and wholesale linens moved to the subject area in 1939³¹, Howe Company Inc. makers of cosmetics in 1940, and Benjamin Barlin Company wholesale dry goods and linens in 1942.³² This shift from automobile sales and service to manufacturing continued up until the 1980s when the subject area began to see an influx of artists, architects, bars, restaurants, and music venues.

B. The development of the automobile showroom in Seattle.

The development of the automobile showroom occurred in three distinct phases. The first began with the arrival of the automobile in Seattle in July of 1900.³³ At this time, automobiles were offered for sale out of general purpose commercial buildings with small, street-level

²⁵ *Seattle City Directory, 1906.* (Seattle: R.L. Polk & Co., 1906), Ancestry.com

²⁶ *Seattle City Directory, 1907.* (Seattle: R.L. Polk & Co., 1907), Ancestry.com

²⁷ "Will Build New Garage in Seattle," *Seattle Times*, November 11, 1906, p.18. Genealogybank.com

²⁸ King County Department of Assessments, <https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=6003000025>

³¹ John Caldbick, "Pike/Pine Auto Row (Seattle)," *Historylink*, September 10, 2018, <https://www.historylink.org/File/20630> .

²⁹ Caldbick

³⁰ "War Influences Auto Row Trend," *Seattle Times*, October, 11, 1942, p.37, Genealogybank.com ³⁴ Caldbick

³¹ "Buildings Sold To Local Firms," *Seattle Times*, March 5, 1939, p.13, Genealogybank.com

³² "War Influences Auto Row Trend," *Seattle Times*, October, 11, 1942, p.37, Genealogybank.com

³³ "July Fourth Began Today In This City," *Seattle Times*, July 3, 1900, p. 5 Genealogybank.com

retail units containing more narrow or recessed window bays. Specific examples of these buildings include:

1. Globe Building, 308-310 1st Avenue S, Mitchell, Lewis & Staver.³⁴ (1900)
2. Chapin Block, 1418 2nd Avenue, Whitford Rapid Vehicle & Motor Launch.³⁹ (1901)
3. Idaho Block, 508 Pike Street, Gifford & Grant.³⁵ (1903)

The first and third of these buildings were home to pre-existing businesses that had added automobiles to their existing lines of products such as horse drawn carriages, heavy machinery, bicycles, and sporting goods. The second building housed a new and ultimately unsuccessful³⁶ business founded by a former telegraph operator.³⁷ Given the limited size of these retail spaces and the newness of the automobile, businesses that tried selling the automobile, likely only offered them from manufacturer catalogues or at best, a working model or two stored in a back room or basement³⁸ rather than a variety of models displayed for potential buyers. Henry Grant of Gifford & Grant (bicycles & sporting goods) is believed to be the first to have sold an automobile in Seattle having done so from his store in a building of this type in which he had two working models stored in the basement.

The first phase of showroom development concluded in 1905 with the construction of the first customdesigned space for automobile sales at the corner of Broadway and Madison for the Broadway Automobile Company.³⁹ This showroom was a general purpose commercial building modified for its new use with more horizontally-oriented, up-front display windows and an extra-large, ramped passageway cutout for automobile access.

The second phase of automobile showroom design began between 1906 and 1907 when automobiles had become abundant enough in Seattle to require places to not only sell them but to store them. (Private residences did not have garages, and only a very few of Seattle's larger homes had stables that could be used to store a motor vehicle.) To meet this demand, dealers began to have designed new buildings devoted exclusively to the automobile, inspired by the design of livery stables. Two such buildings were completed in the spring of 1907. The Pacific Coast Automobile Company building at 1414 Broadway and an earlier location of the Seattle Automobile Company at 1425 10th Avenue, which was the most significant example of the period. With its dense and modestly decorated brick façade, wide columns between its arched windows, one larger passageway for vehicular access, and storage space for up to 200 cars, it bears some resemblance to Seattle's Union Stables at 2200 Western Avenue and Rainier Stables at 2114 Western Avenue. Given that Henry Grant, the owner of Seattle Automobile Company, had recently lived within a block of these two stables for several years prior, it is very likely he was inspired by their designs.

³⁴ "A Horseless Carriage," Mitchell, Lewis & Staver Advertisement, *Seattle Post-Intelligencer*, June 26, 1900, p. 2 Genealogybank.com ³⁹ "General agents for every standard Automobile in America," Whitford Rapid Vehicle & Motor Launch Company Advertisement, *Seattle*

Times, September 21, 1901, p. 2 Genealogybank.com

³⁵ *Seattle City Directory, 1903*, (Seattle: Polk's Seattle Directory Company, 1903), Ancestry.com

³⁶ Louanne Martin, "Wheels In His Head" (unpublished manuscript, April 17, 1954), p.7, Grant/Martin/Williams Family Collection "Family Heritage", Box 2, Highline Heritage Museum.

³⁷ *Seattle City Directory, 1899* (Seattle: Polk's Seattle Directory Company, 1899), Ancestry.com

³⁸ Henry Grant, "A Story of the Early Automobile Days," (unpublished manuscript, n.d.) p.1, Grant/Martin/Williams Family Collection, Box 2, Highline Heritage Museum.

³⁹ "Will Handle Automobiles," *Seattle Times*, December 8, 1904, p8

As the automobile became more popular and the industry matured, dealers began to construct ever larger and more ornate buildings, the third phase in the development of the automobile showroom. By 1909, when Mrs. G.W. Walsh wrote about “Seattle, The Automobile Center,”⁴⁰ showrooms were largely clustered in the Pike / Pine corridor centered on Broadway. Located between affluent residential neighborhoods on First and Capitol hills and well served by streetcar lines from all sections of the city, the neighborhood was Seattle’s auto center with at least 28 manufacturers represented along Pike, Pine, Stewart, and Broadway.⁴¹ These new showrooms boasted large plate glass windows through which the passer-by could glimpse the latest model vehicle. Building exteriors often featured increasingly elaborate ornamentation and welcoming porticoes while inside “cars were sold in the elegant surroundings of large opulent sales salons.”⁴² Among the earliest of this third phase of showroom design were the Motor Car Agency (Pierce Arrow) at Union and Broadway and Nute & Keena Packard Dealership on the corner of Belmont and Pike, both one-story brick buildings with large plate glass viewing windows and smaller-paned transom above. Increasing density in the neighborhood combined with the desire by dealers to display multiple car models and the incorporation of both vehicle service and storage pushed showroom buildings to three and four stories, built in either heavy mill (timber) construction or reinforced concrete and services by large, heavyduty freight elevators. By 1917 when the White Company Showroom was built at 1021 E Pine (Julian Everett, Seattle Landmark), terra cotta ornamentation had come into favor, and reached perhaps its most elaborate expression in an automobile showroom at the Ford McKay Building on Mercer Street (Harlan Thomas and Clyde Granger, 1922).

By the 1920s automobiles had been widely adopted and a variety of other auto service buildings emerged, including filling stations, tire stores, and independent service stations. Automobile showrooms dispersed and, as architectural styles shifted, became more streamlined while retaining their large windows and *au courant* ornamentation. The 1948 S.L. Savidge dealership at 2021 Ninth (now Washington Talking Book and Braille Library) is perhaps Seattle’s finest example of an Art Deco automobile showroom. By the 1940s, automobile showrooms had largely decamped to suburbia where land was available for large lots and sprawling showrooms.

C. The Development of the subject building and its original owner, Mary Liebeck.

The subject building, 1101 East Pike Street, is located in the west half of lot 6 and the west half of the north 18 feet of lot 5 in block 5 in the south end of a T-shaped plat filed by David Denny in 1890 and known as Nagle’s Second Addition to the City of Seattle. Starting from a point 128 feet west of the northeast corner of 10th and Union, the border of this plat extends east to the northwest corner of 12th and Union, north along 12th to the northwest corner of 12th and John, east along John to a point about half a block past 14th, north to a point about 78 feet north of Thomas street, west northwest on an angle to a point that is 120.75 feet north of Thomas and 31.22 feet west of Harvard, south southwest on an angle to a point that is 38.46

⁴⁰ Mrs. G.W. Walsh Jr., “Seattle, The Automobile Center,” *The Coast*, December 1901, pp. 306-310

⁴¹ Ezra Abraham, “The Evolution of Seattle’s Early Automobile Showrooms on Capitol Hill,” *Preservation of the Vernacular Environment III*, edited by Gail Lee Dubrow, Neile Graham, and Amy Scarfone (Seattle: University of Washington College of Architecture and Urban Planning, Preservation Planning and Design Program Working Papers, v. 3, winter 1999): p. 115.

⁴² Abraham, “Evolution of Seattle’s Early Automobile Showrooms,” p. 115

feet west of the northwest corner of John and Harvard, east to a point 128 feet east of the northeast corner of John and Broadway, and south back to the point of origin.

The surrounding plats to the west, east, and south were generally platted much earlier, while those to the north were generally platted later. To the south is Werrett's Addition (1882), to the west is Nagle's Addition (1880) and Crawford's (1882); to the east is also Nagle's Addition (1880) and Williams Addition (1881); to the north Supplemental A. Pontius (1892), Supplemental Lincoln Pontius (1900), Supplemental Frank Pontius (1892), and Highlands (1889).

The area immediately surrounding the subject site experienced very little development before 1900. After 1900, the area began to develop rapidly as a residential district of small 1 and 2 story frame residences occupied primarily by working class families. With most lots being developed by 1905 following the establishment of the Capitol Hill Streetcar in 1901⁴³, and the Pike and Pine regrades beginning in 1903.⁴⁴

The subject building's first owner was Mary Liebeck. She was born circa 1865 in Germany⁴⁵ and came to the United States circa 1877⁵¹. Before her arrival in Seattle, she got married and had her first and only son, Max Gebhardt, on October 18, 1882 in St. Paul, Minnesota.⁴⁶ Sometime thereafter, she got divorced and remarried to Ferdinand (aka Frederick or Fred) Liebeck, a carpenter, in Fargo, ND on March 18, 1886.⁴⁷

Mary and Ferdinand arrived in Seattle in 1887⁴⁸ and started purchasing multiple properties⁴⁹ around Seattle up until 1889 when the two separated. They were divorced in 1891.⁵⁰ That same year *Seattle City Directory* listed Mary under a variant name of "Leabeck"⁵⁷ with an occupation of "furnished rooms" in Fremont, specifically on the north side of Ewing Ave west of Nye Street (now Phinney Ave N).⁵¹ Although Liebeck's divorce records indicate she had been working in boarding house management prior to 1891. She had also purchased the Fremont property in 1889.⁵⁹

Through the rest of the 1890s Liebeck's home address periodically shifted between Fremont and lower

Queen Anne while she continued to purchase and manage additional residential properties throughout the city. By 1900, her occupation was listed as "real estate".⁵² In January and February of 1901, she purchased lot 1 of block 12 in Nagle's Second Addition in two

⁴³ Six Car Routes to Capitol Hill, *Seattle Daily Times*, October 12, 1901, p.21, Genealogybank.com

⁴⁴ Ketcherside, "Re:Take | Undermining the Republican Senator from Melrose,"

⁴⁵ U.S. Census Bureau, 1900, 1910 and 1920 Census of Seattle, WA, pp. 62, 11, and 3 respectively, Ancestry.com ⁵¹ U.S. Census Bureau, 1920 Census of Seattle, WA, p.3, Ancestry.com.

⁴⁶ World War II Draft Registration Card - Max Gebhardt, 1942. Ancestry.com

⁴⁷ King County Superior Court, *Petition for Divorce, Mary Leabeck v. Fernand Leabeck*, case #9928, January 3, 1891.

⁴⁸ Ibid

⁴⁹ King County Archives, *Grantor Grantee Index 1887-1889*

⁵⁰ King County Superior Court, *Petition for Divorce, Mary Leabeck v. Fernand Leabeck*, case #9928, January 3, 1891. ⁵⁷ Likely inspired by her divorce. She ceased using this variant after 1892.

⁵¹ *Seattle City Directory, 1891*, (Seattle: Polk's Seattle Directory Company, 1891), Ancestry.com

⁵⁹ King County Archives, Book of Deeds, pp. 74, 264 of Vol. 78 and p. 364 of Vol. 76, August 1889.

⁵² *Seattle City Directory Issues 1891-1900*, (Seattle: Polk's Seattle Directory Company, 1891-1900), Ancestry.com

transactions.⁵³ This lot is located directly across E Pike Street from the subject building. Shortly after she filed permits to construct three houses there.⁵⁴ From this point until about 1912, Mary and Max moved back and forth from these two houses and another home they had at 3026 Western Avenue.⁵⁵ Whenever she and her son were living at Western Avenue she rented out the Pike Street houses for between \$20 and \$25 per month.⁵⁶ In 1912 she had these houses redeveloped into a 3-story brick garage and warehouse that stands to this day.⁵⁷

The subject site followed a similar pattern. Mary purchased the eastern half first from John Yoho through her son Max on September 26, 1905.⁵⁸ It came with a house, which she and her son either lived in or rented out for the next several years. Rent ranged from \$15 to \$25 per month.⁵⁹ Mary then purchased the western half of the subject site from The Richmond Paper Company on September 30, 1915.⁶⁰ It also came with a house. Rather than occupy or rent it out, Mary filed a permit with the city a week later to redevelop it along with the house she had purchased in 1905 into a commercial building designed by architect Sønke E. Sonnichsen for Henry Grant, president of the Seattle Automobile Company.⁶⁰ Construction was completed on or near March 15, 1916.⁶¹ Hereafter, Mary continued to buy, sell, and manage a wide variety of properties around the city up until her death on June 7, 1934. She sold the subject building to A.V. Cordovado on December 31, 1928.

D. WOMEN IN SEATTLE REAL ESTATE

While there is still little scholarship on the subject of women in Seattle real estate, initial work on the subject suggests that Seattle may have been exceptional compared to other cities. According to historian Diana James, author of *Shared Walls: Seattle Apartment Buildings 1900-1939* (2012), real estate was a common enough profession among Seattle women in the early twentieth century that when James attempted document the names of these women realtors, there were too many names to keep track of.⁶² To get a rough approximation of how many women could have been operating in Seattle outside of an exhaustive survey, one may look to the Statistical Abstracts of the United States prepared by the Department of Commerce.

In 1910, out of 125,862 registered real estate agents in the nation, 2,927 (2.33%) of them were women. This same year, the 1910 *Seattle City Directory* listed roughly 1000 individuals operating in real estate.⁶³ This suggests that if Seattle met the national average, there would

⁵³ King County Archives, Book of Deeds, Vol 273 p.196 and Vol 252 p.617 January 25, 1901 and February 4, 1901 respectively.

⁵⁴ City of Seattle Department of Construction and Inspections Microfilm Library, Building Permit # 6246 & 7050, Jan 31 & March 12, 1901.

⁵⁵ *Seattle City Directory* Issues 1902-1906, (Seattle: Polk's Seattle Directory Company, 1902-06 & R.L. Polk & Co., 1907-1912), Ancestry.com

⁵⁶ For rent ads, *Seattle Daily Times*, various dates 1902 to 1910, Genealogybank.com

⁵⁷ King County Parcel Viewer <https://blue.kingcounty.com/Assessor/eRealProperty/Dashboard.aspx?ParcelNbr=6003500280> .

⁵⁸ King County Archives, Book of Deeds, Vol 497 p.202.

⁵⁹ For rent ads, *Seattle Times*, various dates 1905 to 1915, Genealogybank.com ⁶⁰ King County Archives, Book of Deeds, Vol 933 p.338.

⁶⁰ City of Seattle Department of Construction and Inspections Microfilm Library, Building Permit # 144873, October 8, 1915.

⁶¹ "Seattle Automobile Building Under Way," *Seattle Times*, February 20, 1916, p. 49, Genealogybank.com

⁶² Diana James, "Seattle Apartment Buildings 1900-1939 and the Women Who Bought, Sold, Built, and Owned Them," p.1. (Unpublished manuscript, April, 2019.) Microsoft Word file.

⁶³ One page contains as many as 100 entries, many of which are partnerships. There are 9 page of real estate entries. Hence 1000 individuals.

have been about 23 women operating in Seattle real estate in 1910.⁶⁴ In March of 1907 though, a group of women organized the Columbia Co-Operative Investment Company for the sole purpose of buying and selling real estate in Rainier Valley. The organization is believed to be the first and only of its kind to exist at the time. By 1911, there were 24 members.⁶⁵ Since the group focused on Rainier Valley, it stands to reason that there would have been significantly more than 24 women operating in Seattle real estate at the time.

With a sample size of five, James found that generally speaking, these women “started small... shrewdly investing along the way... as they worked their way up to more and larger projects” rather than relying upon fathers and husbands.⁶⁶ In fact, of the five women James studied, four had husbands who were notably distant. One was a ship captain who died early on, one was an alcoholic who also died early on, one was committed to an insane asylum after a failed and falsely-advertised mining operation, and the fourth was simply dead making their wives largely if not entirely independent (notably out of necessity), much like Mary Liebeck. Other notable characteristics among the women James studied was their tendency to buy from and sell to other women and to focus on a specific area.⁶⁷ The latter was also the case for Liebeck whose area of focus was the intersection of 11th and Pike.

E. OWNERSHIP SUMMARY

1905/1915 – 1928: Mary Liebeck

1928 - 1929: A. V. Cordovado

1929 - 1934: A.F. Wright

1934 - 1935: Eva M Shingler

1935 - 1943: Penn Mutual Life Insurance Company

1943 - 1959: Benjamin Barlin

1959 - 1959: Partenbar Corporation (of which Barlin was listed as officer)

1959 - Unknown: Colkat Incorporated (of which Barlin was listed as officer)

Unknown - 1982: Northwest Credit Corporation

1982 - 1982: H W Baker Linen Company

1982 - 1986: Center Sixty Eight

1986 - 2004: Susan M Singleton

2004 - 2011: 1101 E Pike LLC

2011 - 2014: Kelsey Singleton & Aaron Singleton

2014 - Present: Pike Baker Linen LLC

F. THE BUILDING ARCHITECT - SØNKE E SØNNICHSEN

⁶⁴ Department of Commerce, *Statistical Abstract of the United States*, (Washington: Government Printing Office, 1921)

⁶⁵ Cassandra Tate, “Women’s Investment Company Organizes in Columbia City in March 1907”, *Historylink*, June 2, 2001 (<https://historylink.org/File/3326>)

⁶⁶ James, p.1

⁶⁷ James, p.1

In studying Seattle's past through its architecture one encounters again and again a similar list of prominent architects credited with designing and building our city. But behind these architects were many more largely unheralded and oft forgotten architects, draftsman, designers, and engineers, men and more than a few women who designed the city's background buildings, who backed up those with their name on the door, and who frequently made good architecture great. Perhaps less skilled at the art of self-promotion or lacking in business acumen, these architects and engineers were no less creative or talented than those we now remember and usually credit with designing our city.

S.E. Sonnichsen was one such architect, an extremely talented and technically accomplished designer who spent more than three-quarters of his career working for or in association with other architects. While untangling his specific role on many projects is difficult if not impossible, it is clear his work contributed greatly to the success and enduring admiration of Somervell & Putnam's high-rise buildings in Vancouver, B.C. as well as B.M. Priteca's magical theatres in California. On his own Sonnichsen designed a wide variety of buildings, from exquisitely detailed single-family residences to commercial buildings, warehouses, and large industrial complexes. Throughout he demonstrated an ability to adapt his talents to the problem at hand, to organize large and complex undertakings, and to respond to local and regional context, all with remarkable creative flexibility.

EARLY YEARS

Sønke Engelhart Sønnichsen was born on September 13, 1878 in Laurdal, Telemark, Norway, a small town in the southern part of the country where his father, Sønke Posthumus Sønnichsen (1840-1903) was parish priest.⁶⁸ Sønke was particularly close to his artistically-inclined older brother Yngvar (1873-1938), with whom he later worked in Seattle. But while Yngvar decided to pursue further education and a career in painting after studies at the National School of Art and Design and a degree in civil engineering from the Polytechnic Institute in Oslo, Sønke chose to follow his 1899 graduation from the Royal Academy of Arts and Crafts in Oslo with a two year course in architecture at the Baugewerk School at Eckernförde in Schleswig-Holstein, northern Germany.

Upon graduation from architecture school in May, 1902 Sonnichsen encountered difficult economic conditions with few jobs available. Having completed his compulsory military service and with two years' experience in masonry construction, Sonnichsen set out for the United States, landing in New York on the second of December. He immediately found work as a concrete helper on the foundations of a high-rise Wall Street office building but stayed only briefly before heading west to Illinois. January 1903 found Sonnichsen working as draftsman for the city engineer in Wheaton, Illinois followed by a position drawing maps for

⁶⁸ Biographical information on Sonnichsen is drawn primarily from resumes and biographies written by him and with his assistance during his lifetime. "Brief Outline of the Qualifications and Activities of S.E. Sonnichsen, Architect" was written circa 1929 while he lived in Los Angeles; it is in S. Engelhart Sønnichsen collection, P659, box 1, folder 1, Archives of the Norwegian-American Historical Association, Saint Olaf College, Northfield, MN. (Henceforth NAHA P659, 1.1.) "Information Relating to the Education, Technical Training and Professional Experience of S.E. Sonnichsen, Architect" was written circa 1932 and is in NAHA P659, 1.14. "Brief Outline of Personal Record" was written circa 1942 and is found in the "Old Norway Hall Scrapbook" at the Leif Erickson Lodge, Sons of Norway, Seattle (Ballard), Washington: I thank Christine Anderson for providing access. A biographical sketch of Sonnichsen was published in *Saga in Steel and Concrete: Norwegian Engineers in America* by Kenneth Bjork (Northfield: Norwegian-American Historical Association, 1947): pp. 409-411. Additional genealogical information is drawn from Ancestry.com.

the county engineer in nearby Geneva, jobs he held only briefly. By that summer he was working for Sargent & Lundy, Mechanical and Electrical Engineers in Chicago, as a draftsman for power plants and electrical utilities. Like the engineer in Wheaton, Sargent & Lundy provided Sonnichsen a letter of reference commending his work as "very careful and accurate," a letter Sonnichsen used in Chicago to gain employment "in various architect's offices as architectural draftsman."⁶⁹ Unfortunately those offices are unnamed. The fall of 1904 found Sonnichsen in Denver, Colorado where he enlisted in the National Guard, "serving seven months in guard duty at the Cripple Creek Gold Mines, which at that time was (sic) under martial law due to conditions brought about by labor crisis,"⁷⁰ after which he came to the Pacific Northwest.

SEATTLE - VANCOUVER B.C.

Sonnichsen arrived in Seattle in the first part of 1905 and found work with architect John Graham (1873-1955) in time to be listed in that year's *Seattle City Directory*, issued on July 1.⁷¹ He remained with Graham for roughly a year working as draftsman on plans and details for the Bon Marché Department Store and the Pierre Ferry Residence on Capitol Hill's Tenth Avenue.⁷² After working briefly as draftsman for Augustus Warren Gould (1872-1922), Sonnichsen took a position with the Seattle office of Somervell & Coté, the beginning of a long and friendly relationship with Woodruff Marbury Somervell (1872-1939).⁷³ Sonnichsen worked for Somervell from 1906-1913 and quickly advanced from draftsman to chief draftsman to designer, particularly after Joseph Coté (1874-1957) left the partnership in 1910.⁷⁴ Buildings on which Sonnichsen worked during this period include:⁷⁵

- St. James Cathedral, 820 Ninth Avenue, Seattle. (Existing.)
- Minor Private Hospital, 1420 Spring Street, Seattle. (Existing, altered.)
- Providence Hospital, 528 17th Avenue, Seattle. (Existing, Seattle Landmark.)
- Steps and retaining wall for Seattle Public Library, downtown branch. (Demolished)
- Seattle Public Library, Greenlake Branch, 7364 Greenlake Drive North. (Existing, Seattle Landmark.)
- Seattle Public Library, University Branch, 5009 Roosevelt Way NE, Seattle. (Existing, Seattle Landmark.)
- St. Joseph's Hospital Addition, 250 N. State Street, Bellingham. (Demolished)
- Children's Orthopedic Hospital, 100 Crockett St, Seattle. (Existing, now Queen Anne Manor.) □ Perry Hotel Apartments, 1019 Madison St., Seattle. (Demolished)
- Seattle Public Library, West Seattle Branch, 2306 42nd Avenue SW, Seattle. (Existing, Seattle Landmark)

⁶⁹ "Brief Outline," p. 1, NAHA P659, 1.1. Both reference letters in NAHA P659, 1.14.

⁷⁰ "Brief Outline," p. 1, NAHA P659, 1.1.

⁷¹ *Seattle Daily Times*, June 20, 1905: p. 6.

⁷² "Brief Outline," p. 1, NAHA P659, 1.1.

⁷³ On Somervell & Coté see David Rash, "Somervell & Coté," in *Shaping Seattle Architecture*, edited by Jeffrey Ochsner (Seattle: University of Washington Press, second edition 2014): pp. 150-155.

⁷⁴ David Rash suggests that Coté was "more attuned to the design aspects of the profession" than Somervell, who was more involved with the business side. "Somervell & Coté," pp. 150-151.

⁷⁵ This list of projects is largely taken from Sonnichsen's resumes.

After landing the commission for the Bauer Building in 1910, Somervell opened an office in Vancouver, British Columbia, promoting John L. Putnam (1875-1932) to partner in 1911.⁷⁶ Although some work on the firm's Canadian projects may have initially occurred in Seattle, most was done in the Vancouver office, to which Sonnichsen moved in late 1910. While Somervell travelled between Seattle and Vancouver, directing work throughout the Pacific Northwest, Putnam oversaw the Vancouver office where his "duties comprised the technical management of the work, principally specifications, contracts, outside superintendence, etc."⁷⁷ As "chief draftsman," Sonnichsen was in charge of plans, details, and increasingly, design.⁸⁷ It was a busy time for the firm of Somervell & Putnam, which dominated the design of reinforced concrete commercial buildings in the city for the next four years,⁸⁸ and it was especially busy for Sonnichsen who later recorded participation in the following projects:

- Bank of Ottawa, 602 W. Hastings St. at Seymour St., Vancouver. (1910, demolished)
- Birks Building, 700-718 Granville St., Vancouver. (1911, demolished)
- British Columbia Electric Railway Terminal and Administration Building, 425 Carrall St. at W. Hastings St., Vancouver. (1911, existing, Canadian Register of Historic Places.)
- Burnaby Municipal Hall, Kingsway St., Burnaby. (1911, demolished)
- Crane & Co. Office and Warehouse, 540 Beatty St., Vancouver. (1911, existing, Canadian Register of Historic Places)
- Pacific Building (formerly Bauer Building), 738-744 W. Hastings St., Vancouver (1911, existing)
- W.A. Bauer Residence, 3751 Cypress St., Vancouver. (1912, existing)
- London Building, 626 W. Pender St., Vancouver. (1912, existing)
- Merchants Bank of Canada, 1 W. Hastings St., Vancouver. (1912, existing)
- Vancouver Club Competition Entry, 915 W. Hastings St., Vancouver. (1912, project)
- Yorkshire Building, 525 Seymour St., Vancouver. (1912, existing)
- Merchants Bank of Canada, 500 Granville St., Vancouver. (1912, unbuilt design)

INDEPENDENT PRACTICE

In late 1913 lack of work compelled Somervell to let Sonnichsen go, likely a difficult decision after nearly nine years of close collaboration. In a September 19, 1913 reference letter to Loring Rixford, Somervell wrote that "In all of my experience, I have never found a better practical draughtsman and detailer, nor a more delightful man to get along with in the office

⁷⁶ "Somervell & Putnam," *Pacific Builder & Engineer* (November 24, 1914): p. 286. Donald Luxton, *Building the West* (Vancouver: Talon, 2003): pp. 366-369, 518. On Putnam's promotion to partner see Edward Mills, *Vancouver Architecture, 1886-1914* (Ottawa: Parks Canada, 1975): v. 1, p. 253.

⁷⁷ "Putnam, John L.," *Who's Who in the Construction Division of the United States Army* (New York, Simmons-Boardman: 1920): p. 187. ⁸⁷ In his 1932 resume Sonnichsen listed relocating to Vancouver in 1910 and also an increase in job responsibilities; "Information Relating to the Education, Technical Training and Professional Experience of S.E. Sonnichsen, Architect," NAHA P659, 1.14. When the 1910 US Census was taken on April 22, Sönke was living in Seattle with Yngvar and his wife Agnes. No directory listing for 1911, either in Seattle or Vancouver, has been located. S.E. Sonnichsen first appeared in the *Vancouver City Directory* in 1912 living at 661 Granville (p. 1209). Christine Anderson's records on Yngvar Sonnichsen show he was living and working in Vancouver as a house painter during 1911-12. ⁸⁸ Mills, *Vancouver Architecture, 1886-1914*: v. 1, p. 54-55.

than Mr. Sonnichsen."⁷⁸ Sonnichsen did not find employment with Rixford, who had just won the architectural competition for Victoria's Jubilee Hospital, and soon opened his own office in Vancouver's Crown Building.⁷⁹

In January 1914 Sonnichsen was appointed consulting architect to the Vancouver school Board, a position he held until 1917, overseeing planning and construction of three grade schools and one high school.⁸⁰ Putting roots even deeper into Canadian soil, he purchased several months later 640 acres of land near the mouth of the Nuscall River, north of Vancouver.⁸¹ Late that summer, however, Sonnichsen was commissioned to design a new clubhouse for the Sons and Daughters of Norway in Seattle, a project he worked on with brother Yngvar that increasingly brought him back to Seattle.⁸² By October that year he had opened a Seattle office in the White Building and in late 1916, seeing an end to his consulting position with the schools, he permanently moved back to Seattle.⁸³

Over the next decade Sonnichsen demonstrated his planning, design, and technical skills in a broad variety of buildings in Washington, Alaska, and British Columbia, from well-proportioned and exquisitely-detailed single family residences to large industrial complexes, like the six-acre Gulowsen-Grei Engine Co. plant and shipyard. While many of these commissions came from members of the Norwegian community, others can be traced to clients and contractors met working for Somervell and Putnam. Even more came from repeat clients like Henry P. Grant who first leased the building at 1101 E. Pike from Mary Liebeck and then commissioned Sonnichsen for new buildings at 1428 11th Avenue (1919) and 1427 12th Avenue (1922). On occasion he also associated with other architects, including Herbert B. Pearce (1876-1921), Francis W. Grant (1868-1936), and Harold H. Ginnold (1886-1959).⁸⁴ Confirmed buildings by Sonnichsen during this period include:⁸⁵

- Sons and Daughters of Norway, 2015 Boren, Seattle. (1914, existing, Seattle Landmark)
- Liebeck Building / Seattle Automobile, 1101 E. Pike St., Seattle. (1915, existing)
- Perry B. Truax Residence, 951 Federal Ave., Seattle. (1915, existing)
- Wolfe & Co. Factory, 417 Pontius Ave., Seattle. Sonnichsen & Pearce, architects. (1915, demolished)
- Thomas H. Kolderup Residence, 3700 E. Union St., Seattle. (1916, existing)
- Alaska Pacific Herring Co., Big Port Walter, Alaska. (1917, demolished)
- City League Ball Park, 14th and Jefferson, Seattle. (1917, demolished)

⁷⁸ NAHA P659, 1.14.

⁷⁹ *Daily Building Record* (Vancouver), January 30, 1914: p. 1.

⁸⁰ On his appointment see *Daily Building Record* (Vancouver) (January 30, 1914): p. 1 and *Pacific Coast Architect* (March 1914): p. 40. The number of schools, but not their names, is listed in the 1932 resume; NAHA P659, 1.14. Sonnichsen's tenure was not without controversy; in 1916 a judicial inquiry looked into shoddy construction at the Strathcona School. While Sonnichsen's role was discussed, faults were found to lie with the School Board rather than the consulting architect. *Vancouver Sun* (July 19, 1916): p. 8. *Vancouver City Schools Trustees Fourteenth Annual Report for the year ending December 31st, 1916* (Vancouver: JW Boyd, n.d.): pp. 9-11.

⁸¹ *British Columbia Gazette*, May 14, 1914: p. 2781.

⁸² Sonnichsen's commission was reported in the August 22, 1914 issue of *Pacific Builder & Engineer* (p. 30) which noted his at 315 Crown Block, Vancouver.

⁸³ "Brief Outline," p. 1, NAHA P659, 1.1.

⁸⁴ On Grant see *Shaping Seattle Architecture*, p. 440. On Ginnold, see *Shaping Seattle Architecture*, pp. 438-439.

⁸⁵ This list compiled from Sonnichsen's resumes and newspaper and journal articles. It is recognizably incomplete as Sonnichsen's resumes include numerous buildings and projects that have yet to be securely dated and / or located.

- Canadian Pacific Railroad Pier D Extension, Vancouver, British Columbia. (1917, destroyed by fire)
- Egil Mack Residence, 3612 E. Union St., Seattle. (1917, existing)
- Markey Machinery Company, 85 Horton St., Seattle. (1917, existing)
- Olsen Apartments, Terry Ave. and Virginia St., Seattle. (1917, demolished)
- Bekins Moving and Storage, 1125 12th Ave. N., Seattle. (1918, existing, altered)
- Gulowsen-Grei Engine Co. plant and shipyard, Commodore Way between 24th and 27th Ave. W., Seattle. (1918, some buildings existing)
- Owl Supply and Garage, 610 Fourth Ave., Seattle. (1918, demolished)
- Salmon Bay Foundry, 5320 24th Ave. NW, Seattle. (1918, destroyed by fire)
- S. Storvig Residence, 3810 Corliss Ave., Seattle. (1918, existing)
- Baptist Hospital, Spring and Boylston Sts., Seattle. (1919, unbuilt project)
- Liberty Public Market Alterations, 1506-1508 First Ave., Seattle. (1919, demolished)
- Ripley Fish Company Alterations, Pier 1 (1901 Railroad Ave.), Seattle. Sonnichsen & Ginnold, architects with H.B. Pearce store fixtures. (1919, demolished)
- Seattle Automobile Company, 1424 11th Ave., Seattle. (1919, existing, now Chophouse Row)
- Union Bank of Canada, 560 Hastings, Vancouver, British Columbia. Somervell & Putnam, S.E. Sonnichsen Associated Architects. (1919, existing)⁸⁶
- Washelli Cemetery Mausoleum, Aurora Ave., Seattle. (1919, existing)
- Scottish Rite Temple, Hoquiam, Washington. Francis W. Grant and S.E. Sonnichsen Associate Architects. (1920, project)
- E.H. Evenson Building, 704 Stewart St., Seattle. (1921, demolished)
- Everett Aerie of Eagles, Everett and Wetmore Aves., Everett. Sonnichsen & Ginnold, architects. (1921, unbuilt)
- First National Bank remodeling, Oak St. and Pacific Ave., Kelso. (1921, demolished)
- Minor Private Hospital power plant, 1420 Spring St., Seattle. (1921, demolished)
- Perfection Smokery, 2408 Elliott Ave., Seattle. (1921, demolished)
- A. Roksvog Residence, 204 N. 62nd, Seattle. (1921, existing)
- Skinner & Eddy Shipyard shed, waterfront, Seattle. (1921, demolished)
- Washelli Cemetery columbarium and crematory, Aurora Ave., Seattle. (1921, existing)
- Seattle Automobile Company, 1427 12th Ave., Seattle. (1922, existing)
- Stonecliff Apartments, 2692 Fourth Ave., Seattle. (1922, existing)

⁸⁶ It is very likely Sonnichsen designed the Union Bank of Canada since the first rendering was published on March 14, 1919 (*The Province*, p. 1; *Vancouver Daily World*, p. 1), one month after Putnam, who was not a designer, was discharged from the military and six months before Somervell returned from Europe. In September 1920, Sonnichsen sued Somervell & Putnam for his share of the architect's commission: *Vancouver Sun*, September 17, 1920: p. 3.

- First National Bank and Office Building, 800 S. Third, Renton. (1923, existing)
- Fraternal Order of Eagles, Centralia. Francis W. Grant and S.E. Sonnichsen Associate Architects. (1923, unbuilt project)

CALIFORNIA

In late 1923 or early 1924 Sonnichsen left Seattle for California, perhaps to join Somervell who had moved to Los Angeles in November 1923. Little is known of Sonnichsen's life or work during 1924 and early 1925 except for three projects listed in his resume: interior remodeling of the Citizens National Bank (Fifth and Spring St., Los Angeles, demolished) and "chimney and power plant at Santa Ana and Fullerton Glass Works (probably Standard American Glass Co. in Santa Ana and Western Glass Co. in Fullerton).⁸⁷

The summer of 1925 found Sonnichsen in San Francisco working as superintendent of construction for the new Pantages Theatre, the beginning of a productive, thirty-year professional relationship with architect B. Marcus Priteca (1889-1971).⁸⁸ Priteca, who from his Seattle office designed and oversaw construction of Pantages Theatres throughout the United States, was both surprised and impressed with Sonnichsen's work, writing in August 1925 "I want to thank you for your many reports, and beg to acknowledge receipt of photographs up to July 17, and from same gather that you are getting along famously with your work. I had no idea you would make such excellent progress."⁸⁹ Upon completion of the theatre in February 1926 (1192 Market St., existing), Sonnichsen returned to Los Angeles where he opened an office under the name "B. Marcus Priteca and S.E. Sonnichsen, Associate Architects."⁹⁰

Between 1926 and 1943 Sonnichsen and Priteca worked together on more than a dozen buildings while also pursuing independent practices, Sonnichsen in Los Angeles and Priteca in Seattle. Confirmed buildings by Sonnichsen during this period include:⁹¹

- Lois Weber Bungalow Court, 4632-4634 Santa Monica Blvd., Los Angeles. Priteca & Sonnichsen, Associated Architects. (1926, demolished)
- Grantz-Wolcott Residence, 344 W. Brookdale, Fullerton. S.E. Sonnichsen, Architect. (1927, existing)
- Pantages Theatre, Colorado and Hudson Sts., Pasadena. Priteca & Sonnichsen, Associated Architects. (1927, unbuilt project)
- Theatre and Store Building, Spokane. Priteca & Sonnichsen, Associated Architects. (1927, unbuilt project)
- Pantages Theatre, 1400 Fulton St., Fresno. Priteca & Sonnichsen, Associated Architects. (1928, existing)

⁸⁷ "Information Relating to the Education, Technical Training and Professional Experience of S.E. Sonnichsen, Architect," NAHA P659, 1.14.

⁸⁸ Despite his prominence, information on Priteca is surprisingly scarce and frequently disputed. The best summary is by Miriam Sutermeister, "B. Marcus Priteca," *Shaping Seattle Architecture*, pp. 216-221. See also "B. Marcus Priteca: Neoclassicism and the American Movie House" by R.F. McCann in *Impressions of Imagination: Terra-Cotta Seattle*, edited by Lydia S. Aldredge (Seattle: Allied Arts, 1986): pp. 31-34.

⁸⁹ Letter, B. Marcus Priteca to S.E. Sonnichsen, August 7, 1925. Box 2, folder 13, B. Marcus Priteca Papers, accession 1746-001, University of Washington Special Collections.

⁹⁰ "Brief Outline," p. 1, NAHA P659, 1.1.

⁹¹ This list compiled from Sonnichsen's resumes and newspaper and journal articles. It is recognizably incomplete as Sonnichsen's resumes include numerous buildings and projects that have yet to be securely dated and / or located.

- Hollywood Pantages Theatre, 6233 Hollywood Blvd., Priteca & Sonnichsen, Associated Architects. (1930, existing)
- Proposed Theatre and Store Building, San Clemente. Priteca & Sonnichsen, Associated Architects. (1930, unbuilt project)
- Warner Theatre, 6714 Pacific Blvd., Huntington Park. Priteca & Sonnichsen, Associated Architects. (1930, existing)
- Canadian Bank of Commerce interior renovation, 659 S. Spring St., Los Angeles. Priteca & Sonnichsen, Associated Architects. (1931, interiors demolished)
- Warner Grand Theatre, 478 W. Sixth St., San Pedro. Priteca & Sonnichsen, Associated Architects. (1931, existing)
- Warner Theatre, 9404 Wilshire Blvd., Beverly Hills. Priteca & Sonnichsen, Associated Architects. (1931, demolished)
- Bullring, Cia Explotadora de Espectaculos, Tijuana, Mexico. Priteca & Sonnichsen, Associated Architects. (1934, project?)
- Wilshire Regina Theatre, 8554-8558 Wilshire Blvd., Beverly Hills. Priteca & Sonnichsen, Associated Architects. (1937, existing)
- Warner Brothers Ritz Theatre, 423 North E St., San Bernardino. Priteca & Sonnichsen, Associated Architects. (1938, demolished)
- Campus Theatre, 1020 N. Vermont Ave., Los Angeles. S.E. Sonnichsen, Architect. (1939, existing)
- Commercial Building, 9889-9899 Santa Monica Blvd., Beverly Hills. SE Sonnichsen, Architect. (1939, existing)

When World War II began in September 1939 Sonnichsen was 61 years old. Disappointed he had not been called to serve in World War I, he resolved to participate wherever possible in defense activities.⁹² In 1940-41 Sonnichsen played a key role in the office of Guy F. Atkinson and George Pollock, who formed a joint venture to design and build the new Fleet Operating Base at Terminal Island, Long Beach, involved in the "plans, design, details, shop drawings, material listings and quantity surveys, etc." for a number of new buildings.⁹³ He next worked as "chief draughtsman" with Priteca and Young, Associated Architects on Rainer Vista Homes,⁹⁴ a \$1.5 million U.S. Defense Housing Project for 750 dwellings in 250 buildings that broke records for its "speedy and efficient...preparation of plans and specifications."⁹⁵ Demonstrating creative flexibility, Sonnichsen next moved in late 1942 to Baltimore, Maryland to work as naval architect for Phoenix Engineering.⁹⁶ According to his resume, written in the third person, "During this period Mr. Sonnichsen designed much war experimental work for the U.S. Navy. He also completed design for Phoenix Transportation

⁹² "Architect S.E. Sonnichsen," undated resume apparently written in retirement, NAHA P659, 1.1.

⁹³ "Brief Outline of Personal Record," "Old Norway Hall Scrapbook," Leif Erickson Lodge, Sons of Norway. Information on buildings constructed by Atkinson and Pollock under construction order NOy 4279 are found in "Roosevelt Base (Naval Station Long Beach)," HABS No. CA-2663, p. 5.

⁹⁴ "Brief Outline of Personal Record," "Old Norway Hall Scrapbook," Leif Erickson Lodge, Sons of Norway.

⁹⁵ "Record Housing Project," *Architect and Engineer*, September 1941: p. 55.

⁹⁶ Sonnichsen's name appears in staff directories for Phoenix Engineering in *Pacific Marine Review* from June 1943 (p. 120) through February 1944 (p. 136)

Equipment, consisting of wood and steel barges including oil carrying tank containers. These were much valued by the British War Department, for whom many were built at the Hamilton Iron Works, Hamilton, Ontario, Canada."⁹⁷

SEATTLE

At the conclusion of World War II Sonnichsen returned to Seattle where he shared an office with Priteca in the Pantages Building until 1955.⁹⁸ Among projects completed on his own were several buildings for the Solheim Lutheran Home for the Aged, 2236 Merton Ave., Los Angeles (1945, existing). In association with Priteca he is known to have worked on the Magnolia Theatre, 2424 34th Ave. W., Seattle (1948, demolished), State Theatre, 204 E. Fourth Ave., Olympia (1949, existing), and the Everett Theatre Remodeling, 2911 Colby Ave., Everett (1952, existing).

Around 1956 at the age of 78 and with a long career behind him, Sonnichsen retired. Several years later he moved to the Norse Home on Phinney Ridge where he lived until passing away on March 19, 1961. His ashes were sent to Norway where they are interred in the family plot at "Vor Frelser's Gravlund" in Oslo.

G. THE ORIGINAL BUILDING OCCUPANT - HENRY GRANT AND SEATTLE AUTOMOBILE COMPANY

The subject building was custom-designed for Henry Grant, president of the Seattle Automobile Company who occupied it from March, 1916 to October, 1922 and again from February 1925 to September of 1927.

EARLY YEARS

Henry Grant was born Henry Perry Gran of Norwegian ancestry on March 30, 1876⁹⁹ in Grant County, Minnesota to parents Peder and Agnes Gran. Henry was their third born child out of ten. They lived on a farm in Elk Lake, Minnesota.¹⁰⁰

The family moved to Seattle between 1888 and 1889,¹⁰¹ just in time to witness the Great Fire. According to family, Grant was working at a nearby hotel at the time (likely the Occidental Hotel where James meets Yesler at First Avenue) and helped move candy and other goods away from the fire.¹⁰² The following month, public records placed him and his family in Seattle's 4th ward with Grant's father Peder listed only as a laborer.¹⁰³ From this point up to 1905, the family lived together in various locations on the waterfront between 3rd Ave W and

⁹⁷ "Architect S.E. Sonnichsen," undated resume apparently written in retirement, NAHA P659, 1.1.

⁹⁸ *Seattle City Directory*, issues 1948-1955 (Seattle: R.L. Polk & Co., 1948-1955)

⁹⁹ Louanne Martin, "Wheels In His Head" (unpublished manuscript, April 17, 1954), p.2, Grant/Martin/Williams Family Collection "Family Heritage", Box 2, Highline Heritage Museum.

¹⁰⁰ U.S. Census Bureau, 1880 Census of Elk Lake, MN, p. 1-2, Ancestry.com.

¹⁰¹ Martin, p. 2

¹⁰² Interview with Paul Steiner, (great grandson of Henry Grant). May, 2019.

¹⁰³ King County Territorial Auditor, 1889 Census of King County, WA, p. 909, Ancestry.com.

Clay Street¹⁰⁴ (i.e. south Interbay, Lower Queen Anne and north Belltown). During this time, Peder died on August 14, 1891¹¹⁶ and was buried at Lakeview Cemetery. Thereafter, the family changed their name to “Grant” apparently after their home county back in Minnesota.¹⁰⁵

BICYCLES AND THE FOUNDING OF THE SEATTLE AUTOMOBILE COMPANY

Meanwhile, Grant continued to work odd jobs¹⁰⁶ and tinker with simple mechanics as a hobby, as he had been doing since a young age until eventually making a career of it. When he was nine, he attached a crank to the rear wheels of a wagon. When he was twelve, he built a boat with hand-cranked paddle-wheels. Ten years later in 1898, he sold his first bicycle for \$25 and used the money as a down payment to buy six more from Ernest A Kimball, a sporting goods dealer in Tacoma.¹⁰⁷ With these bicycles he partnered with Charles E Gifford, a carpenter and machinist who had recently left his own bike repair and locksmithing business two years prior to become an engineer¹⁰⁸, but who had been lured back into it by Grant. They called it “Gifford & Grant.”

Gifford and Grant occupied a storefront at 508 Pike Street¹⁰⁹ offering not only bicycle repair and sales, but also knives, fishing tackle, and other sporting goods.¹¹⁰ They were also very active in the riding community. They formed a separate corporation to construct a racing track at the corner of Boren and Howell¹¹¹. They also lead numerous bike riding tours throughout the region¹²⁴ and served as bicycle policemen in 1903.¹¹²

However, Grant took an increasing interest in automobiles. According to Grant, he started with a motorcycle, a Mobile Steamer, and an Oldsmobile in the basement of the bike shop.¹¹³ In 1903 Grant sold his first automobile, a Thomas Flyer, at cost to a local dentist by the name of Frank A Bryant.¹¹⁴ This sale has been widely claimed and believed to be the first automobile sale in Seattle. No competing claim has been found.

Thereafter Grant bought out Gifford,¹¹⁵ reincorporated the business as “H. P. Grant & Company,”¹¹⁶ and took on Bryant as a business partner. They sold 13 cars their first year.¹³⁰

¹⁰⁴ *Seattle City Directory*, issues 1890-1905, (Seattle: Polk’s Seattle Directory Company, 1890-1905), Ancestry.com ¹¹⁶ Memorial page for Peder Gran, Lake View Cemetery, Seattle, WA, Memorial no. [5239657](#), FindAGrave.com

¹⁰⁵ *Grant/Martin/Williams Family Collection* “Family Heritage”, Box 2, Highline Heritage Museum.

¹⁰⁶ *Seattle City Directory* Issues 1891-1900, (Seattle: Polk’s Seattle Directory Company, 1891-1900), Ancestry.com

¹⁰⁷ Martin, p.2

¹⁰⁸ *Seattle City Directory*, issues 1895-1900, (Seattle: Polk’s Seattle Directory Company), Ancestry.com

¹⁰⁹ *Seattle City Directory*, 1900, (Seattle: Polk’s Seattle Directory Company), Ancestry.com

¹¹⁰ Gifford and Grant ad, *Seattle Mail and Herald* v4 no26, May 5, 1901, p3, Seattle Public Library.

¹¹¹ “Bicycle Track,” *Seattle Times*, May 3, 1901, p.7, Genealogybank.com

¹²⁴ *Seattle Mail and Herald*, various issues 1900-1903, Seattle Public Library.

¹¹² “Special Officers Named,” *Seattle Times*, November 27, 1903, p.4, Genealogybank.com

¹¹³ Henry Grant, “*A Story of the Early Automobile Days*,” (unpublished manuscript, n.d.) p.1, Grant/Martin/Williams Family Collection, Box 2, Highline Heritage Museum.

¹¹⁴ Grant, p.1

¹¹⁵ Gifford went back to engineering and took a position as a city building inspector. (See *Seattle City Directory*, 1904)

¹¹⁶ “HP Grant and Company – Automobiles,” *Seattle Times*, February 7, 1904, p20, Genealogybank.com ¹³⁰ Martin, p.9

However, they were not alone. They shared the market with Charles Christopher, another veteran bicycle dealer and fellow bicycle policeman¹¹⁷ who had also taken on automobiles at approximately the same time.¹¹⁸

Grant's initial foray into the automobile business was short lived. On August 27, 1904 a fire broke out in the bicycle repair area of the shop causing a total of \$1000 in damage. The business was uninsured.¹¹⁹ Down, but apparently not out, Grant and Bryant quickly rose from the ashes within a month under a new name—the “Seattle Automobile Company”—and relocated to 1407 4th Avenue just two blocks away.¹²⁰

They focused entirely on automobiles going forward starting as Western Washington's exclusive dealer of Franklin Automobiles.¹²¹

In this new line of business, Grant was an active organizer among automobilists just like he had been among bicyclists. Between 1903 and 1907 he led many of his customers¹²² on road trips to places like Mount Rainier and Snoqualmie Falls and helped fix their cars along the way.¹²³ He also participated in races with his competitors to demonstrate their products.¹²⁴ Perhaps most notable though were his efforts in advocating for the formation of an automobile club in Seattle.

PUBLIC BACKLASH

As more automobiles began to appear in Seattle, tensions between automobilists and horses and pedestrians ran high. The public and the *Seattle Times* deemed automobilists a threat to public safety and the status quo, and demanded regulations.¹²⁵ Meanwhile automobilists deemed the public uninformed and the police exploitative and overreaching with exorbitant speeding fines.¹²⁶ In order to more effectively bridge this divide and to have a seat at the negotiation table as it were, Grant helped organize¹²⁷ the Seattle Automobile Club on September 2, 1904.¹²⁸ It consisted of 23 of Seattle's 40 automobile owners whose first order of business was to appoint a special committee to confer with the city council on automobile regulations. Thereafter they would continue to advocate for drivers, necessary regulations, and better roads. They also organized events.

¹¹⁷ “Special Officers Named,” *Seattle Times*, November 27, 1903, p.4, Genealogybank.com

¹¹⁸ *Seattle City Directory, 1904*, (Seattle: Polk's Seattle Directory Company, 1904), Ancestry.com

¹¹⁹ “Gasoline Causes Mean Fire,” *Seattle Times*, August 28, 1904, p.25, Genealogybank.com

¹²⁰ “Automobile For Rent,” *Seattle Times*, September 11, 1904, p. 29 Genealogybank.com

¹²¹ “Seattle Automobile Co,” *Catholic Northwest Progress*, vol 7 no23, June, 9, 1905 p.9, Washington State Library.

¹²² Among these was Charles Conover, prominent real estate entrepreneur who recounted the experience later in life. (See *Seattle Times*, Dec. 3, 1952 p.49)

¹²³ Martin, p.12

¹²⁴ Makes Record Mile At Meadows, *Seattle Times*, August 13, 1905, p.1 Genealogybank.com

¹²⁵ Martin, p.24-25 (Martin references “Public Demands Regulation of Autos” from the Aug 7, 1904 issue of *Seattle Times*, but this issue is currently missing pages)

¹²⁶ Grant, p.2 (Up to \$250 for exceeding 5 miles per hour)

¹²⁷ Some sources suggest he was a leading force in the effort. (see: *The Automobile*, “News and Trade Miscellany”, July 9, 1904 p.50 Column 1 HathiTrust.org)

¹²⁸ “Automobile Club Formed,” *Seattle Times*, September 3, 1904, p.5, Genealogybank.com

GRANT STARTS A FAMILY

Meanwhile Grant's personal life was progressing. On April 9 the following year, Grant married his longtime girlfriend Amy Wood,¹²⁹ born in Wisconsin in 1881 to parents Franklin Wood (a ship caulker) and Emmaline Wood.¹³⁰ Amy gave birth to their first son Vernon on December 1, 1905.¹³¹ The family took temporary quarters at 1420 8th Ave.,¹³² just across the street from Grant's auto business—a business which had begun to see a lot more competition that year.

GRANT'S MOVE TO AUTO ROW

The number of automotive businesses in Seattle had grown from two to at least five in 1905.¹³³ The most notable of these was the Broadway Automobile Company, the first to open its doors in Pike/Pine at Broadway and Madison in early 1905.¹³⁴ The following year the number of automotive businesses doubled to ten--three of which were on Broadway.¹³⁵ Meanwhile, Grant's Seattle Automobile Company relocated to 1409 8th Avenue--four blocks closer to Auto Row, but the move proved temporary.¹³⁶ The same year (1906) Grant had already acquired a site in block three of Nagle's Second Addition and work on a new custom-designed garage that opened in May of 1907. The main entrance was located on 1425 10th Avenue and opened to a driveway on its rear side that extended all the way to 1422 Broadway. It was designed for sales, repair, and livery (i.e a parking garage) with a capacity of 200 cars. It also had an underground 500-gallon gas tank which they claimed was the first and only of its kind in the city.¹³⁷ Meanwhile, the number of automobile-related businesses had doubled again to 20 and nearly half of them were located on Broadway between Pike and Madison.¹³⁸

Initial competition among these dealers was fierce. According to Grant, many of these dealers believed that "knocking the other fellow down would make their own business better" and so they would call all the others "broke" and "crooked." To combat this, Grant claimed he organized the Automobile Dealers' Association as its first president in order to get the dealers to work "together more as a harmonious whole."¹³⁹ The *Morning Olympian* newspaper reports he founded the Seattle Automobile "Trade Association" in May of 1908.¹⁴⁰ However, it appears a "dealers' association" already existed a year prior¹⁴¹ and that the two may have been competing organizations and possibly reorganized as one in 1910 under Grant's leadership¹⁴² and that it was this latter effort to which he was referring. His next move appeared counter-intuitive though.

¹²⁹ King County Marriage Records, 1855-Present, Washington State Digital Archives, *Marriage Certificate of Henry Grant and Amy Wood*, Digitalarchives.wa.gov.

¹³⁰ U.S. Census Bureau, 1900 Census of Seattle, WA, p. 11, Ancestry.com.

¹³¹ "Births," *Seattle Times*, December 5, 1905, p.15, Genealogybank.com

¹³² *Seattle City Directory, 1906*, (Seattle: Polk's Seattle Directory Company, 1906), Ancestry.com

¹³³ *Seattle City Directory, 1905*, (Seattle: Polk's Seattle Directory Company, 1905), Ancestry.com

¹³⁴ "Will Handle Automobiles," *Seattle Times*, December 8, 1904, p.8, Genealogybank.com

¹³⁵ Polk's Seattle Directory Company, *Seattle City Directory, 1906*, Ancestry.com

¹³⁶ Ibid

¹³⁷ "Garage Moved To Fine Quarters," *Seattle Times*, October 30, 1907, p.5, Genealogybank.com

¹³⁸ Polk's Seattle Directory Company, *Seattle City Directory, 1907*, Ancestry.com

¹³⁹ Grant, p.3

¹⁴⁰ Articles of Incorporation, *Morning Olympian*, May 21, 1908, p.2, Genealogybank.com

¹⁴¹ "Autograms," *Seattle Times*, April 14, 1907, p.20, Genealogybank.com

¹⁴² "Automobile Dealers Have New Association," *Seattle Times*, January 7, 1910, p.3,

Genealogybank.com ¹³⁷ "Seattle Automobile Company Sells Out," *Seattle Times*, March 12, 1911, p.7,

Genealogybank.com ¹³⁸ Recall, Franklins were Grant's flagship product.

On March 12, 1911 Grant sold his business to the Washington Motor Company, Buick dealers, for reasons unstated.¹⁵⁷ However the possible cause was the recent reorganization of the Franklin Manufacturing Company¹⁵⁸ which had occurred on November 25, 1910. The company consolidated its branch dealerships, which had previously functioned as “co-partnerships”, under the centralized direction of the newly formed Franklin Automobile Company.¹⁴³ In a phrase, Grant had lost his autonomy.

The timing was good as it afforded Grant a sabbatical to spend more time with his growing family. His first daughter Agnes was born three months after he sold out and his second daughter Ardis was born in September 1912.¹⁴⁴ Grant also bought a house at 807 21st Avenue . After a year and a half, this sabbatical came to an end in October of 1912 when Grant announced he had bought back his former building at 1425 10th Avenue from which he would sell Maxwell automobiles.¹⁴⁵

By this point the Seattle automobile market was booming as evidenced by the presence of over 100 automobile-related businesses listed in the city directory in 1912¹⁴⁶ and the construction of several customdesigned buildings in Pike/Pine that same year.¹⁴⁷ Grant was a leading force in this growth when by July of 1914 he and his sales team broke an 8-month record selling more than 250 automobiles.¹⁴⁸ With a 300 percent increase projected for the following year, Grant soon started looking for a new home that would better accommodate this growth. While looking, Grant temporarily housed his salesroom around the corner in 905 E Pike St while the repair shop remained at 1425 10th Ave.¹⁴⁹

THE BUILDING AT 1101 E PIKE STREET

He found the ideal site at the southeast corner of 11th and Pike owned by Mary Liebeck. Together, they contracted with the Norwegian architect Sønke Sønnichsen to design the new building and filed the permit in October of 1915.¹⁵⁰ Grant moved in the following April.¹⁵¹ The new building followed the latest design trends by emphasizing a more visible, showroom-centered space over the old livery-stable inspired design that emphasized service and storage. Hence it was 40% smaller than the 10th Avenue space because they had eliminated parking for customers. From this new location he continued to sell Maxwell as well as Chandler automobiles—having acquired the contract for the latter in October of 1915.¹⁵²

Aside from the seemingly proverbial growth of sales, Seattle Automobile Company began to put more emphasis on customer education and team building in its first few years at 1101 E Pike while the country was banding together to support the war effort. They sent their own

¹⁴³ “Branches Of Franklin Company Consolidated,” *The Post Standard*, November 26, 1910, p.7, Newspapers.com

¹⁴⁴ “Births,” *Seattle Times*, September 20, 1912, p.7, Genealogybank.com

¹⁴⁵ “Grant Back In Automobile Industry,” *Seattle Times*, October 6, 1912, p.7, Genealogybank.com

¹⁴⁶ *Seattle City Directory, 1912*, (Seattle: R.L. Polk & Co., 1912), Ancestry.com

¹⁴⁷ King County Parcel Viewer

¹⁴⁸ “Maxwell Dealer Has Big Season,” *Seattle Times*, July 19, 1914, p.40, Genealogybank.com

¹⁴⁹ *Seattle City Directory, 1915*, (Seattle: R.L. Polk & Co., 1915), Ancestry.com

¹⁵⁰ City of Seattle Department of Construction and Inspections Microfilm Library, Building Permit # 144873, October 8, 1915.

¹⁵¹ “Auto Firm Moves To New Home,” *Seattle Times*, April 2, 1916, p.47, Genealogybank.com

¹⁵² Seattle Automobile Company Advertisement, *Seattle Times*, October 3, 1915, p.49, Genealogybank.com

experts to deliver cars to new drivers and teach them how to drive and maintain them.¹⁵³ They also put a partially stripped automobile on display in the showroom to instruct prospective buyers on its inner workings¹⁵⁴ and regularly published articles in *The Seattle Times* explaining best practices for operation and maintenance.¹⁵⁵ To bring the employees together, they started hosting monthly banquets in which they awarded the breaking of sales goals and gave everyone the platform to share ideas on how to improve the business.¹⁷² This camaraderie naturally extended into the war effort. For instance, in November of 1917 Grant and many of his employees delivered six tons of apples and a truck load of records to the soldiers stationed at Camp Lewis near Tacoma.¹⁵⁶

POST WAR EXPANSION

Despite rumors of war-caused gas and steel shortages that persisted throughout 1918,¹⁵⁷ business, even if a bit subdued, proceeded steadily as rations proved only temporary.¹⁵⁸ The Seattle Automobile Company managed to sell over 1000 cars in 1918 and with the end of the war late that year, they expected the market to accelerate. To meet this expectation, Grant announced in January of 1919 that he would need an additional 22,000 square feet of space.¹⁷⁶ He chose the space right next to 1101 E Pike to the south on 11th avenue, purchased it outright,¹⁷⁷ and contracted with Sønnichsen again to help design a new building. They filed the permit in March¹⁵⁹ and construction was complete by July.¹⁶⁰ The building housed the company's used car department on the first floor and its parts warehouse on the second. Corridors connected it to their headquarters both in the basement and on the second floor.¹⁶¹ After this (or perhaps simultaneously), Grant carried out the remodeling of the 1101 E Pike Street space after a careful study of automobile showrooms he had conducted over the course of numerous travels around the country. Most notable among the changes were the removal of the offices from the main floor up to the newly constructed mezzanine floor on the south side of the building. With the second-floor corridor connecting both buildings, the offices were centrally located between the new and used car departments.¹⁶²

THE FINAL YEARS OF THE SEATTLE AUTOMOBILE COMPANY

Surprisingly all this reportedly careful planning did not long suit Grant's needs and desires, which proved fleeting from this point forward. On August 22, 1922 news broke that Grant was leaving his headquarters at 1101 E Pike Street with plans (designed again by Sønnichsen) to expand the building he had recently constructed next door by extending it straight through to 12th avenue.¹⁶³ That is, he opted to recreate the layout he'd had on 10th Avenue. Again, Grant

¹⁵³ "Driving Maxwell Car Easy For Women," *Seattle Times*, April 16, 1916, p.57 Genealogybank.com

¹⁵⁴ "Strip Chassis To Instruct Auto Owners," *Seattle Times*, February 4, 1917, p.54, Genealogybank.com

¹⁵⁵ "Portland Maxwell Owner Gives Fuel Tips," *Seattle Times*, September 23, 1917, p.55,

Genealogybank.com ¹⁷² "Employees Attend Get-Together Banquet," *Seattle Times*, February 4, 1917, p.48, Genealogybank.com

¹⁵⁶ "Apples for Camp Lewis in Maxwell Trucks," *Seattle Times*, November 11, 1917, p.47, Genealogybank.com

¹⁵⁷ "Rumors Dangerous To Business, Says Grant," *Seattle Times*, July 7, 1918, p.63, Genealogybank.com

¹⁵⁸ "Prosperous Days Ahead," *Seattle Times*, November 17, 1918, p.33, Genealogybank.com ¹⁷⁶

"Sees Development of Auto Business," *Seattle Times*, January 19, 1919, p.40,

Genealogybank.com ¹⁷⁷ Apparently this was rare as most businesses leased. See above cited article.

¹⁵⁹ City of Seattle Department of Construction and Inspections Microfilm Library, Building Permit # 177889, March 19, 1919.

¹⁶⁰ "New Building Demanded By Business Growth," *Seattle Star*, July 12, 1919, p.19, Genealogybank.com

¹⁶¹ "Open New Home," *Seattle Times*, August 10, 1919, p.60, Genealogybank.com

¹⁶² "Chandler-Maxwell Home Remodeled," *Seattle Times*, November 30, 1919, p.73, Genealogybank.com

¹⁶³ "Building To Be Enlarged," *Seattle Times*, August 13, 1922, p.19, Genealogybank.com

did not reveal his reasons, but curiously the change, like before, coincided with the fact that he had recently ceased selling Maxwell automobiles to sell Haynes automobiles instead.¹⁶⁴ Taking his place at 1101 E Pike Street was the United Motor Company, agent for REO, Dart, Cole, and Marmon automobiles.¹⁶⁵ However, this switch proved equally short-lived.

In January of 1925, Grant announced that his company had purchased all the assets of United Motors

Company at a court-ordered receiver's sale¹⁶⁶ and that the Seattle Automobile Company would once again occupy 1101 E Pike Street in addition to his 12th and 11th avenue spaces in order to better meet the demands of increased business.¹⁶⁷ He now had the best of both worlds: through-block access AND an ornate showroom. This change again coincided with his announcement that Seattle Automobile Company had become the local agent for Flint automobiles¹⁶⁸ and for Moon automobiles later that year.¹⁸⁸ Unfortunately, a year later Flint sold out to General Motors,¹⁶⁹ which may have been what caused Grant to sell out for the last time, this time to his senior sales staff in July of 1926.¹⁷⁰

After Grant's exit, Seattle Automobile Company switched over to Paige-Jewett automobiles¹⁷¹ and, in a bold action, bought the local factory later that year.¹⁷² However, a group known as the Graham Brothers bought out Paige-Jewett in June of 1927 and reorganized the company.¹⁷³ After August of 1927 Seattle Automobile Company ceased to exist. Two of its senior partners found other jobs¹⁷⁴ while another faced charges of Grand Larceny.¹⁷⁵

RETIREMENT

As for Grant, after retiring from Seattle Automobile Company for good, he moved to a waterfront home in the Seahurst neighborhood of Burien¹⁷⁶ where he continued to manage his real estate portfolio through the H.P. Grant Investment Company.¹⁷⁷ When Seattle Automobile Company finally shut down in 1927, he purchased its assets from a court appointed receiver and promptly sold them.¹⁷⁸ Thereafter Grant's wife and son Vernon helped him manage his investment company until they decided to dissolve it and pay off some debts in 1934. They walked away with \$26,329.15 (worth over \$500,000 today) including a 2600 acre Ranch at Lebam, Washington.¹⁷⁹ Throughout his retirement, Grant remained a member of the Seattle Automobile Club which later became the Automobile Club of Washington, an affiliate of the

¹⁶⁴ "Seattle's Pioneer Dealer To Sell America's Pioneer Car," *Seattle Times*, May 12, 1922, p.22, Genealogybank.com

¹⁶⁵ "Auto Agencies Moving," *Seattle Times*, September 3, 1922, p.17, Genealogybank.com

¹⁶⁶ "Court ordered entire stock of company to be sold," *Seattle Times*, February 1, 1925, p.33, Genealogybank.com

¹⁶⁷ "Seattle Auto Company Expands," *Seattle Times*, February 1, 1925, p.24, Genealogybank.com

¹⁶⁸ Seattle Automobile Company advertisement, 'All three buildings connected,' *Seattle Times*, February 8, 1925, p.32, Genealogybank.com

¹⁶⁹ "General Motors Plan To Purchase Flint Motor Plant," *The News-Palladium* (Benton Harbor, MI), June 17, 1926, p.14, Newspapers.com

¹⁷⁰ "Employees Purchase Seattle Auto Co.," *Seattle Times*, July 25, 1926, p.36, Genealogybank.com

¹⁷¹ "Paige and Jewett Distributor Named," *Seattle Times*, August 29, 1926, p.39, Genealogybank.com

¹⁷² "Seattle Automobile Co Takes Over Branch," *Seattle Times*, November 11, 1926, p.43, Genealogybank.com

¹⁷³ Detroit Free Press, Move To Ratify Paige Transfer, May 10, 1927, p.1, Newspapers.com

¹⁷⁴ Allan P Lacy advertisement, *Seattle Times*, November 9, 1927, p.35, Genealogybank.com

Seattle City Directory, 1928, (Seattle: R.L. Polk & Co., 1928), Ancestry.com

¹⁷⁵ Auto Sale Causes Charge," *Seattle Times*, January 15, 1928, p.11, Genealogybank.com

¹⁷⁶ *Seattle City Directory, 1926*, (Seattle: R.L. Polk & Co, 1926), Ancestry.com (According to family, the home burned down.)

¹⁷⁷ H.P. Grant Investment Co., Minute Book - 1924-1934, Grant/Martin/Williams Family Collection, Box 2, Highline Heritage Museum.

¹⁷⁸ Ibid

¹⁷⁹ Ibid

American Automobile Association in 1914. In 1948, the club honored him with a sterling silver lifetime membership card.¹⁸⁰ In 1952, the club honored him as the club's last surviving charter member.¹⁸¹ On February 15, 1953, he attended the dedication of Rudy Zallinger's Great Fire mural at the Museum of History and Industry along with other surviving witnesses of the Great Fire.¹⁸² On November 4, 1954 Grant died at his home in Seahurst.¹⁸³ His ashes were scattered in Puget Sound.

H. COMMERCIAL LINEN AND H.W. BAKER LINEN COMPANY

The Commercial Linen Company, wholesale manufacturers of hotel, hospital, grocery, and restaurant uniforms and other linens, occupied the subject building from July of 1943 until February of 1953 when its owner sold it to the H.W. Baker Linen Company of New York. At the time, Commercial Linen Company was Seattle's second oldest linen manufacturer still in operation and it was the first of several dry goods manufacturers who came to operate in the subject area between 1943 and 1983.

The Commercial Linen Company was founded in 1921¹⁸⁴ by Louis B Nickols Sr. It was the wholesale linen division of the Nickols Manufacturing Company, makers of home dresses and aprons, founded a year earlier at 115 3rd Ave South.¹⁸⁵

After a prolonged illness in 1923 Nickols died, passing the business on to his sons Louis B Nickols Jr and Charles W Nickols. Throughout the 1920s, the Commercial Linen Company grew extensively under their leadership¹⁸⁶ and became their primary operation by 1930.¹⁸⁷ Despite poor economic conditions, business continued to grow throughout the 1930s including large contracts with Mutual Groceries and Vance Hotel. In 1933, they started investing their profits in their own retail store for women's clothing known as "The Sassy Shop." It quickly outpaced the profitability of Commercial Linen Company after expanding to 12 locations in Washington and Oregon by 1939.¹⁸⁸

This same year, the company moved to the subject area becoming the first linen manufacturing company to do so. Its address, 1517-1521 10th Avenue, is now home to Elliott Bay Book Company about a block and half from the subject building. By 1942 though, Commercial Linen Company had ceased to remain profitable and the Nickols brothers were ready to retire.¹⁸⁹ So they asked Louis Jr's son Norwood, the company's treasurer, to quit law school

¹⁸⁰ Sterling Silver AAA membership card for Henry Grant, 1948, Grant/Martin/Williams Family Collection, Box 2, Highline Heritage Museum.

¹⁸¹ *The Washington Motorist* Vol 33 No 6, "H.P. Grant The Grand Old Man of Washington Motoring," March, 1952, p. 6-7, Grant/Martin/Williams Family Collection, Box 2, Highline Heritage Museum.

¹⁸² Paul Dorpat, "Seattle Now and Then: MOHAI's Seattle Fire Mural," PaulDorpat.com, n.d.

¹⁸³ "Henry P. Grant Dies At Home," *Seattle Post Intelligencer*, November 7, 1954, p.58, Genealogybank.com

¹⁸⁴ *Seattle City Directory, 1921*, (Seattle: R.L. Polk & Co., 1921), Ancestry.com

¹⁸⁵ Ibid

¹⁸⁶ "Linen Company's Growth Shows West Is Demanding High Quality," *Seattle Times*, November 12, 1926, p.47, Genealogybank.com

¹⁸⁷ "Giving the Working Girl's Uniform a Parisian Touch – How the Nickols Manufacturing Company of Seattle Paints the Northwest Business

World Pink, Green, and Yellow," *Seattle Times*, February 9, 1930, p. 67, Genealogybank.com

¹⁸⁸ "Sportswear For Her, That's Advice Of Sassy Shops," *Seattle Times*, December 10, 1939, p.74, Genealogybank.com

¹⁸⁹ "L.B. Nickols, Manufacturer of Dresses, Dies," *Seattle Times*, January 14, 1951, p.30, Genealogybank.com

and take over the business.¹⁹⁰ A year later, Norwood sold the Commercial Linen Company to Benjamin Barlin, in order focus on The Sassy Shop as well as his own real estate business.

Benjamin Barlin was a dry goods salesman from Los Angeles¹⁹¹ who came to Seattle in 1935¹⁹² at the age of 26—just two years after his father Samuel opened a Seattle Branch for his own wholesale dry goods distribution business “Barlin and Silver”.¹⁹³ By 1937 though, Barlin had his own wholesale dry goods business called the “Benjamin Barlin Company” located at 406 Battery Street.¹⁹⁴ In 1942 Barlin moved his business to 700 E Pike Street¹⁹⁵, the same year Barlin & Silver ceased to operate in Seattle. A year later, Barlin purchased Commercial Linen Company¹⁹⁶ from the Nikols family and the subject building at 1101 E Pike Street in two separate transactions.¹⁹⁷ Little is known of Commercial Linen’s activities under Barlin’s leadership. However, after a costly first divorce¹⁹⁸ it appears Barlin skipped town after his second divorce as evidenced by a want ad in the *Seattle Times* offering pay for information about his whereabouts.¹⁹⁹ According to the *San Diego Union* newspaper, he returned to Los Angeles and founded the Consolidated Linen Company.²⁰⁰

H.W. BAKER LINEN COMPANY

In Barlin’s absence, Norwood Nickols regained control of the company in 1951²⁰¹ and sold all its assets (except the building which still belonged to Barlin) to H.W. Baker Linen Company of New York two years later. Max Seiler, vice-president of Baker Linen’s Los Angeles branch left that position to lead the new one.²⁰² On February 2, 1954 Commercial Linen Company’s name officially changed to “H.W. Baker Linen Company of Washington.”²⁰³

The original H.W. Baker Linen Company was founded in Manhattan on January 1, 1903 by Hiram Wilson

Baker. The company formed after Baker bought out his partner’s share in Boyce & Baker, another linen company founded in 1892. The company expanded to branches in Boston, Philadelphia, San Francisco, and Los Angeles with total sales exceeding \$2,000,000 in 1919 (worth \$30,000,000 today).²⁰⁴ However, Baker died suddenly on December 20, 1918 of a heart attack suffered after a banquet at the Hotel

¹⁹⁰ Interview with Louis B Nickols III, August 3 2019

¹⁹¹ U.S. Census Bureau, 1930 Census of Los Angeles, CA, p.1, Ancestry.com

¹⁹² *Seattle City Directory, 1935*, (Seattle: R.L. Polk & Co., 1935), Ancestry.com

¹⁹³ *Ibid*, 1933

¹⁹⁴ *Ibid*, 1937

¹⁹⁵ “War Influences Auto Row Trend,” *Seattle Times*, October 11, 1942, p.37, Genealogybank.com

¹⁹⁶ “Wind’s Toll Of Windows High,” *Seattle Times*, April 23, 1943, p.16, Genealogybank.com

¹⁹⁷ “East Pike Building Sold,” *Seattle Times*, August 21, 1943, p.14, Genealogybank.com

¹⁹⁸ “\$70,000 Award For Mrs Barlin In Divorce Suit,” *Seattle Times*, November 11, 1944, p.9, Genealogybank.com

¹⁹⁹ “Personals,” *Seattle Times*, May 20, 1954, p.51, Genealogybank.com

²⁰⁰ “Realty Roundup,” *San Diego Union*, July 8, 1962, p.104, Genealogybank.com

²⁰¹ Articles of Incorporation, Commercial Linen & Supply Company, January 30, 1951, Washington Secretary of State, Washington State Archives.

²⁰² “Rites Set For Max A Seiler, 66, Bellevue,” *Seattle Times*, November 3, 1969, p.44, Genealogybank.com

²⁰³ Articles of Incorporation, Commercial Linen & Supply Company, February 2, 1954, Washington Secretary of State, Washington State Archives.

²⁰⁴ *American Biography A New Cyclopedia* Vol 8 “Baker, Hiram Wilson, Head of Large Business.” (New York: The American Historical Society, 1920), p.81, FamilySearch.org

Biltmore during the National Hotel Men's Exposition in New York. He was 56 years old.²⁰⁵ His biographer described him as "extremely thorough and efficient in all he undertook... An expert of recognized authority on hotel linen in this country... [who] made annual trips to Europe, crossing the water 26 times in all to further his knowledge and to keep in touch with the development of the linen trade and industry."²²⁶

H.W. BAKER LINEN COMPANY OF WASHINGTON AND "DRY GOODS ROW"

When Max Seiler assumed the role of the Seattle branch's first president, he had over 30 years of experience in the dry goods business going back as far as age 16 when he worked as a clerk in a Los Angeles suit store.²⁰⁶ Under Seiler's well-informed leadership, Baker Linen's newest branch acquired numerous wholesale linen contracts with local hotels, restaurants, and institutions throughout the 1950s and 60s. Most notable among these were King County Hospital (Harborview) in 1955, the Seattle school district in 1957, Group Health in 1960, and Century 21 Center (Seattle Center) in 1964. This work earned him the title of "supplier of the year" at the sixth annual supplier's appreciation breakfast on December 17, 1963.²⁰⁷

During this time, the subject area also became a local center of dry goods manufacturing and distribution. Standard Linen moved into 1535 11th Ave in 1953 and remained in the subject area until 1979²²⁹, Bold

Linen (founded by one of Barlin's former employees) occupied 1205 E Pike Street from 1964 to 1973,²⁰⁸ and Steltext, another linen manufacturer, occupied 915 E Pike street in 1958.²⁰⁹ These companies, along with others in Seattle all competed for contracts with local schools, hospitals, hotels, groceries, and so forth.

However, Linens weren't the only dry goods products being manufactured and/or sold in the subject area. As previously mentioned the Nickols Manufacturing Company was located at 1521 10th Avenue until as late as 1959²¹⁰ with Seattle Cap and Apparel taking that space thereafter. Then there was Jen-Cel-Lite, manufacturers of insulation for outdoor wear and camping gear founded in 1944 who occupied 954 E Union Street from 1956 until the early 1990s.

BAKER LINEN POST SEILER

After Seiler's death on November 1, 1969, contemporary publications scarcely mentioned Baker Linen outside of occasional employment ads for embroidery machine operators up through 1980²¹¹ and a fire that started in the adjacent building to the east in 1970 causing \$10,000 in damage to the subject building.²¹² Nor could any information on Seiler's successor be found as city directories continued to list Seiler as president of the company well beyond

²⁰⁵ "Hotel Men End Show In A Blaze Of Light," *New York Herald*, December 22, 1918, p.14, Newspapers.com

²²⁶ *American Biography A New Cyclopedia* Vol 8, p.81.

²⁰⁶ U.S. Census Bureau, 1920 Census of Los Angeles, CA, p.1, Ancestry.com

²⁰⁷ "Business-Industrial Digest," *Seattle Times*, December 18, 1963, p.30,

Genealogybank.com ²²⁹ *Seattle City Directory*, 1953 to 1979, Seattle Public Library.

²⁰⁸ Ibid, 1964 to 1973, Seattle Public Library

²⁰⁹ Ibid, 1958, Seattle Public Library

²¹⁰ City directories suggest this date, but Louis Nickols, III says they moved out in 1949.

²¹¹ "Help Wanted," *Seattle Times*, March 2, 1973 p.40 col.7 and December 20, 1980, p.138, col.3, Genealogybank.com

²¹² "Two fire fighters hurt in Pike Street blaze," *Seattle Times*, November 30, 1970, p.25, Genealogybank.com

his death.²¹³ In 1980 the company merged with the H.W. Baker Linen Company of New Jersey²¹⁴, sold the subject building to a group known as “Center 68”, and last occupied the building in 1983.²¹⁵ Nineteen years later, Best Manufacturing Group purchased the Baker Linen Company of New Jersey.²¹⁶

I. OCCUPANT SUMMARY

1916 - 1922: Seattle Automobile Company
1922 - 1925: United Motors Company
1925 - 1927: Seattle Automobile Company
1928 - 1929: Wade Albee Motors
1929 - 1933: P.J. Cronin Company
1935 - 1936: Nagelvoort Stearns Company
1936 - 1937: Aladdin Trailer Homes
1939 - 1944: Washington Training Center For The Blind & Handcrest Incorporated
1943 - 1953: Commercial Linen Company
1953 - 1983: H W Baker Linen Company
1986 – 1994: Don Shingler Inc / The Down Factory
1990 – 2000+?: Azo Art Studio (Susan Singleton) and Donald Young Gallery
1993 – 2000+?: J.E. Grudger, Architect
1996 – 2000+?: A R C Architects, Talley & Co Architects

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The features of the Landmark to be preserved include: *the exterior of the building.*

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