



The City of Seattle

## Landmarks Preservation Board

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

LPB 23/15

### REPORT ON DESIGNATION

Name and Address of Property: **Kelly-Springfield Motor Truck Co. Building**  
**1525 11<sup>th</sup> Avenue**

Legal Description: The east 80 feet of Lot 8, and all of Lots 9 and 10, Block 13, John H. Nagle's Second Addition to the City of Seattle, according to the plat thereof recorded in Volume 5 of Plats, Page(s) 67, in King County, Washington.

At the public meeting held on January 7, 2015 the City of Seattle's Landmarks Preservation Board voted to approve designation of the Kelly-Springfield Motor Truck Co. Building at 1525 11th Avenue as a Seattle Landmark based upon satisfaction of the following standards for designation of SMC 25.12.350:

- C. *It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, City, state or nation; and*
- D. *It embodies the distinctive visible characteristics of an architectural style, or period, or a method of construction.*

### DESCRIPTION

#### **Adjacent neighborhood context**

The building is located mid-block on 11<sup>th</sup> Avenue, between East Pike and East Pine Streets, at the south end of the Capitol Hill neighborhood. The immediate area is also known as the Pike-Pine Corridor, following these two streets westward towards downtown.

To the north, half a block from the subject site, is the Bobby Morris Playfield and Cal Anderson Park. Across the park, to the west and northwest, is Seattle Central Community College. To the west is a one-story masonry garage service building, constructed in 1926. To the south of the subject building is a surface parking lot and loading dock area, which is part of the subject parcel. South of the surface parking lot is the Monique Lofts Condominiums, a four-story masonry structure originally constructed in 1913 as an automobile dealership.

To the east, across the street, are a series of one- and two-story masonry buildings from the Auto Row era, which are currently being redeveloped into apartments. To the north is a three-story terra cotta building (1021 East Pine Street) constructed in 1918 as the White Motor Company dealership, and is today occupied by offices and a restaurant. This property is held by the owners of the subject building, and shares some history with the subject building, as explained further in this report.

The immediate neighborhood is primarily a dense mix of commercial, mixed-use, institutional and civic buildings, with many apartment buildings and some single-family houses nearby (the nearest areas characterized by single-family homes are the blocks to the north and northeast of the site). While the neighborhood has been continuously developed every decade from the 1880s to the present, the area was heavily developed in the decades between 1900-1930. The immediate area derives considerable character from automobile-related service buildings and showrooms built between about 1905 and 1925. The neighborhood is notable throughout the city for a vibrant urban living, working, dining, and entertainment environment, particularly in recent decades, and continues to undergo commercial and residential development.

The largest institutional presences in the immediate area are Seattle University, Seattle Central Community College, and Swedish Hospital.

Seattle historic landmarks within about a four block radius include:

- Cal Anderson Park, Lincoln Reservoir and Bobby Morris Playfield (Olmsted Brothers, 1901, altered), at 11<sup>th</sup> Avenue between E. Pine Street and Denny Way.
- First African Methodist Episcopal Church (1912), at E. Pine Street & 14<sup>th</sup> Avenue.
- St. Nicholas Russian Orthodox Cathedral (1937), at about E. Olive Street & 13<sup>th</sup> Avenue.
- Seattle First Baptist Church (Ulysses G. Fay, 1911), at Seneca Street and Harvard Avenue.
- Old Fire Station #25 (Somervell & Cote, 1909), at E. Union Street and Harvard Avenue.
- Broadway Performance Hall (Edgar Blair, 1911), at Broadway and E. Pine Street.

Some notable nearby buildings that are not Seattle landmarks include:

- Odd Fellows Temple (Carl Breitung, 1908-10), at 10<sup>th</sup> Avenue and E. Pine Street.
- The former Egyptian Theater (and former Masonic Temple, by Saunders & Lawton, 1916), at Harvard Avenue and E. Pine Street.
- Garrard Building (John Parkinson, 1894, altered), at 10<sup>th</sup> Avenue and E. Marion Street on the Seattle University campus.

A 1975 historic resources inventory of the neighborhood by Victor Steinbrueck and Folke Nyberg (part of their citywide inventory project) describes three categories of historic building significance: significant to the city, significant to the community, or of no significance. Their inventory called out the subject building as being “of significance to the community.” (See following section “The development of the Pike-Pine ‘Auto Row’ in Seattle” later in this report for additional neighborhood historic inventories).

## **Site**

The overall subject parcel is midblock and L-shaped, measuring 180 feet north-south along 11<sup>th</sup> Avenue, 128 feet east-west in depth, but with the northwesternmost 48 by 60 foot corner removed. The southernmost 60 by 128 feet—corresponding to one of the original platted lots of the parcel—is occupied by an exterior paved loading dock/parking lot area. The L-shaped rest of the site is almost entirely occupied by the subject building, except for 7.5 feet at the westernmost lot line (part of a parking and access easement).

The paved loading dock/parking lot area is below the grade of the sidewalk, and accessed by a vehicle ramp at the south side of the lot and concrete stairs adjacent to the building. The interior of the site slopes sharply downward by approximately 13 feet, reflecting the original grade of the area prior to regrading the streets in the early 1900s. A vehicle entry on the south wall, adjacent to the loading dock, allows direct access to the basement level of the subject building.

## **Building exterior and structure**

The subject building is a midblock, two-story structure with basement, designed in the Commercial or Chicago School style. The building structure is a reinforced concrete frame, concrete floors and foundation. The exterior is clad in red brick laid in running bond, and white stucco primarily at the parapet and window spandrels. The interior supports, visible and exposed, include a heavy timber post and beam system, and wood trusses.

The one primary façade faces east with 128 feet of street frontage, and is organized into six bays each approximately 21 feet in width. Each bay consists of a large windows separated by narrow red brick piers, with a modern storefront window system at street level, and modern sash second floor windows at all but one bay. The second floor window at the fifth bay retains the original wood Chicago-style sash, organized as follows: A central 24-light fixed portion is flanked by two narrow, vertically-oriented 8-light operable panels, which swivel about a central axis; the opening is protected by an interior and exterior wood-frame screen. All of the other second floor windows are modern replacements, with two large fixed panes occupying the central portion, and swiveling side panels.

A brick and stucco parapet, with a simplified and projecting cornice, hides the flat roof. At the fourth window bay, just right of center, the parapet is shaped into an arch with recessed green and yellow tiles in a net pattern. When originally built, this arch served to emphasize the main vehicular entry for the service garage. The rest of the parapet is enhanced with in-plane, simple but decorative brickwork, interspersed with slightly projecting white square panels, all of which serves to reinforce the bay structure of the façade.

Stucco window spandrels at five of the six window bays feature a slightly raised, green tile horizontal band centered with a larger circular tile. At the arched window bay, there is instead at the spandrel a raised, green tile horizontal band framed with yellow tiles. As evidenced by early images in newspaper articles, this frame originally served as signage and the name “Kelly-Springfield” was painted within.

At present, a large green awning covers the central four window bays below the second-floor window sills, obscuring the spandrels.

The south elevation is visible from the adjacent surface parking lot and from the sidewalk, including the basement level due to the drop in grade from the sidewalk. The exterior is clad in horizontal metal siding of recent vintage. At the west end of the basement level is a small covered loading dock and access door. At the east end is another access door and an original steel sash, painted-over window, both at the basement level; and an interior fire stair exit door at the first level adjacent to the sidewalk. The two door landings are connected by a wooden stair.

The west elevation, and north elevation visible at the building's re-entrant corner on the northwest, are utilitarian in character. The board-formed concrete frame and tile infill walls remain visible, but the original large window openings have been reduced in size. Current industrial sash windows on these elevations at the first and second floors are not original, based on the 1937 tax photos of adjacent properties, but are of indeterminate date. Original steel sash windows at the basement level, with wire glass panes, are covered on the exterior but visible from the interior.

### **Building interior**

The building is currently used as a retail shop for used clothing and used household goods. At the first level main entry, the interior is outfitted with modern cashier and check-out lines, drop ceilings with fluorescent lighting, vinyl flooring, and modern storefront windows. Beyond the entry area, however, the interior has been relatively unaltered. A small portion of the interior of the entry area walls near the storefront windows retains original wood wainscoting, when the space was used as a sales floor for trucks. According to tax assessor records, ceiling heights are 17 feet at the first floor, 13 feet at the basement, and 21 feet at the second floor.

The first level floor is largely wide open, with space for clothing racks and display of merchandise. Heavy timber posts and beams, and flat wood trusses supporting the floor above, are exposed. The flooring at this main level is composed of wood blocks treated with creosote, a somewhat unusual feature presumably dating to the original construction. Directly across from the entry is the original freight elevator and a wood stair leading to the basement and second floor.

Like the first level, the basement level is largely an open space used for merchandise display, with building structure exposed. The northwest portion of this floor, adjacent to the loading dock, is used for receiving and processing, and is separated from the sales floor by a partial-height wall. An unusual feature of the south interior wall at the basement level is a granite stone wall, used to test climbing boots when the building was occupied by Recreational Equipment Incorporated (REI). Floors are concrete.

The second floor also features large display areas and exposed building structure. The north portion of this floor is separated by a partial-height wall and includes business offices and

operations, an employee break area, and restrooms. Floors appear to be the original oak and fir.

### Summary of primary alterations

The primary alterations to the building as it currently appears are as follows:

- Replacement of all but one of the windows on the main building elevation, as well as most of the windows on the utilitarian rear and side elevations.
- Addition of corrugated metal siding on south elevation, facing surface parking lot, to protect vehicles and pedestrians from the original and deteriorating hollow tile infill wall.
- Addition of fabric canopy over storefront windows.
- Interior alterations at entry, including cashier stands and drop ceilings.

The interior is relatively intact; only minor interior alterations have been made over the years to accommodate tenant requirements, particularly since the use of the building as a retail space from the late 1960s onward. Since 1995, an employee break area and employee restrooms beyond the main sales floor have been updated.

At some time before 1957, the subject building's parcel and the building parcel to the north (1025 East Pine Street) were combined, and permits on file become mixed between the two structures (in recent years, they are again on separate parcels).

In 1966, these two buildings were physically connected on the interior with a doorway cut at the first and second floors, at the direction of the building tenant, REI. In 1969, REI—by then the building owner—constructed an enclosed ramp from the back of the subject building to the back of the structures located to the southwest on the same block, and added a story to it in 1972. Those structures to which the ramp connected were addressed as 1000 East Pike Street. However, even though connected to the subject building, the 1000 East Pike Street buildings appear to have always been permitted separately.

Numerous drawings are on file at the Seattle Department of Planning and Development Microfilm Library, most relating to interior alterations by REI, beginning in 1963. However, a faint incomplete set of original drawings by J. F. Everett are on file, dating to 1916. Also on file are 1946 drawings by the Seattle architecture firm NBBJ for minor alterations to the second floor and basement interior, to adapt the floor as a sewing area for the United States Garment Company.

Below are permits on file; permits with references to a third story likely apply primarily to the 1025 East Pine Street building:

|        |      |         |                                  |
|--------|------|---------|----------------------------------|
| 372404 | ---- | -----   | Alter                            |
| 384331 | ---- | -----   | Boiler room                      |
| 377583 | ---- | -----   | Alter 2 <sup>nd</sup> floor      |
| 407054 | 1951 | \$250   | Install fire door                |
| 456262 | 1957 | \$2,500 | Construct balcony on ---d floor  |
| 5xx993 | 1963 | \$1,000 | Const. display area as per plans |

|         |      |           |   |
|---------|------|-----------|---|
| 510091  | 1964 | \$200     | Erect & maint 2 metal signs   |
| 517756  | 1966 | \$400     | Alter 1 <sup>st</sup> & 2 <sup>nd</sup> floors of bldg [construct opening in party wall]      |
| 526095  | 1968 | \$100     | Erect and maintain wall signs   |
| 530593  | 1969 | \$2,000   | Const. ramp connection between existing bldgs   |
| 534263  | 1969 | \$600     | Erect & maint. signs  |
| 534611  | 1969 | \$10,000  | Install sprinkler system  |
| 5xxxxx  | 1971 | \$1,000   | Alter por. 1 <sup>st</sup> fl.  |
| 542440  | 1971 | \$300     | Erect & maint. sign   |
| 547005  | 1972 | \$1,100   | Construct partition & alter for office on 2 <sup>nd</sup> & 3 <sup>rd</sup> floor exis. bldg. |
| 5xx4xx  | 1972 | \$600     | Alter portion 1 <sup>st</sup> floor   |
| 546683  | 1972 | \$2,700   | Alter portion 3 <sup>rd</sup> floor exit bldg   |
| 551515  | 1974 | \$3,500   | Alt. bsmt area exis. bldg, occupy for retail sales  |
| 572979  | 1977 | -----     | Alter portion of interior of existing building  |
| 9605778 | 1996 | \$100,000 | Interior non-structural alteration to 3 floors of retail for Value Village                    |
| 6368762 | 2013 | \$35,000  | Construct alterations/replace existing upper floor windows per plan                           |
| 6374227 | 2013 | \$25,000  | Replace storefront windows at ground floor of commercial bldg, per plan.                      |

## STATEMENT OF SIGNIFICANCE

### The neighborhood and early development

The site is just at the southern edge of the Capitol Hill neighborhood and the northern edge of the First Hill neighborhood, at the point where the neighborhoods meet in a saddle between low hills. Easy access to downtown, and the intersection of residential/commercial/institutional development patterns, has long been an important factor in the growth of this area. The subject property is located near the south end of Cal Anderson Park and the Bobby Morris Playfield.

Both Capitol Hill and First Hill are two of the oldest neighborhoods in the city (Seattle's founders had settled on Elliott Bay only in 1852, and incorporated in 1869). By about 1880-1900, both were established as fashionable neighborhoods for the growing elite in the expanding city, with numerous mansions crowning their slopes. Both neighborhoods were convenient to downtown, enjoyed water views and fresh air, and were some of the earliest areas served by streetcar lines. A map of 1896 street railways shows two lines serving First Hill via Yesler Way and James Street, while several lines were serving Capitol Hill via Pike, Union, Howell, Stewart, and other streets. Dividing these neighborhoods, two blocks south of the subject property, Madison Street sliced at a southwest to northeast angle, connecting downtown to what is now the Madison Park neighborhood. A cable car installed in 1889-1891 along Madison Street was one of the earliest streetcar lines in the city, and helped develop Madison Street into a major thoroughfare in later years.

Cal Anderson Park, half a block north of the subject building, was established in 1901 as "Lincoln Park" and was the first park in Seattle designed by the Olmsted Brothers. The large site was first and foremost the location of Lincoln Reservoir, which was constructed after the Great Fire of 1889 and rapid population growth prompted the need for establishing a

municipal water system. Water from the Cedar River first flowed into Lincoln and Volunteer Park reservoirs in January 1901. While the reservoir largely dominated the northern portion of Lincoln Park (now located underground since 2005), the southern portion had one of the first children's playgrounds to be developed (1907), with the "playground" concept having been introduced to Seattle by the Olmstedes. The southern portion of the park also included a baseball field. In 1922, the Park Board renamed it "Broadway Playfield" to avoid confusion with a new major park in West Seattle which was to be named Lincoln Park. (Later name changes in 1980 and 2003 resulted in the current nomenclature, Bobby Morris Playfield and Cal Anderson Park).

By 1915, development in the area had attracted a refined class of residences and institutions several blocks southwest of the subject site, particularly west of Broadway and south of East Union Street. Prominent late 19<sup>th</sup>-century First Hill mansions were just a few blocks away, as were impressive buildings such as St. Mark's Episcopal Church (1897, demolished, the forerunner of St. Mark's Episcopal Cathedral) at Seneca and Harvard; the Academy of the Holy Name near Broadway and Union (c.1900, demolished); Fire House No. 25, at Harvard and Union (1909); Minor Hospital at Harvard and Spring (1910); First Baptist Church (1912); and an imposing Scottish Rite Cathedral at Broadway and Harvard Avenue (c.1912, demolished). The Garrard Building (1894), on the south side of Union at Broadway, represented the beginnings of Seattle University, an institution which would eventually become a dominant presence in the neighborhood just a few blocks south of the subject site.

Closer in, just two or three blocks west of the site, several institutions had built significant structures by the mid-1910s, including the Seattle or Broadway High School at Broadway and Pine (1902, demolished except for the Auditorium portion of 1911, now known as Broadway Performance Hall); First Christian Church (1902, demolished and rebuilt in 1923, then demolished again); the Odd Fellows Temple (1910) at 10<sup>th</sup> and Pine; Bonney-Watson Funeral Home at Broadway and East Olive (1912, demolished); the Masonic Lodge (1916), known in recent decades as the Egyptian Theater; and the original Cornish School at Broadway and Pine (1916, altered), now known as the Booth Building.

On the interior of the hills and on lower slopes of Capitol Hill and First Hill—for example, the areas north and east of the Lincoln Park and playfield, near the subject site—middle-class homes and small apartment buildings had been built, with scattered churches and commercial buildings, by the 1910s. The dense neighborhood at that time is apparent in period photographs.

However, the two or three blocks just south of the subject site, approximately between 10<sup>th</sup>, 11<sup>th</sup>, and 12<sup>th</sup> Avenues along Pike and Union Streets, were located in a low depression and were seen as a hindrance to the continuing growth of the neighborhood. These blocks, while dense, attracted modest wood-frame homes and duplexes, and grittier commercial uses such as horse liveries and wagon works, such as the Broadway Livery and Sale Stables, at Union Street and 10<sup>th</sup> Avenue. A Seattle Times news piece in 1908 described this area, citing the need for improving the quality of development:

“Some businesses has already developed along Pine, Pike and Madison from Broadway east, but it is rather of a cheap sort and not such as adds greatly to property values. Taken as a whole, the Twelfth Avenue district looms large in possible development, but shows small in actual improvement. Portions of it have even taken a bad start backward, as for instance around the narrow part of East Union Street, and show a tendency to run to shacks, stables and so forth to the jeopardy of property values.”

In an attempt to improve these blocks, the streets in that immediate area were regraded around 1910. Because the area was a saddle or low depression between hills, the regrade work in the vicinity consisted primarily of fill rather than cuts. While streets were raised to the new, improved elevations, property owners along the streets were left with existing buildings several feet below sidewalk level. Particularly in the area around 11<sup>th</sup> Avenue between E. Pike and E. Union Streets, a block south of the subject site, the interior of lots were left considerably below the grade of the adjoining streets—an undesirable situation for existing residential and commercial structures. In some locations, this lower grade is still apparent, such as at the mid-block parking lot just south of the subject building.

Coinciding with this regrading, the character of the immediate neighborhood had been significantly affected by the growing popularity of the automobile. Numerous factors led the blocks along Pike and Pine Streets towards downtown, and the blocks around the subject site, to be developed with automobile sales and service buildings. This area came to be known as Seattle’s “Auto Row.”

### **The development of the Pike-Pine “Auto Row” in Seattle**

Pike Street, because of its grade, was one of the first streets as one departed the downtown area that could be easily improved to reach Capitol Hill. Gently-sloped Pine was also improved as a roadway and more streetcar lines, parallel to Pike, connected up to Broadway from downtown by 1891 and upgraded in 1901. Nearly flat Broadway was also an early paved street, and had one of the few north-south streetcar lines that did not go through downtown, but rather connected Capitol Hill and First Hill.

Where streetcar lines went, automobiles soon followed. The first sold in 1904 or 1905, but to a city still used to streetcars, horse transportation, or walking, the new automobiles were primarily limited to a wealthy clientele. Because Pike and Pine were the easiest connection to Broadway, and Broadway connected the wealthy First Hill and Capitol Hill enclaves, the Pike-Pine-Broadway area began to develop into an early “Auto Row,” characterized by numerous dealerships, auto repair shops, parts suppliers, paint shops, parking garages, used car dealers, and the like. This district largely followed the blocks along Pike and Pine Streets from Melrose Avenue to Madison Street, and in the triangle formed by Broadway, Madison, and Pine.

Automobile dealerships would have been the most prominent buildings in the Auto Row area, usually located at the most visible locations and in ornate, architect-designed buildings. The early examples of these buildings were generally fire-resistive construction of concrete or brick, two to four stories tall, with large showroom or garage spaces on the first floor, and



service areas or parking or offices on upper floors. All floors were connected by ramps or large automobile-sized elevators. At the beginning of the 20<sup>th</sup> century in Seattle, automobiles were purchased from local distributors after selecting a model from an auto show, a showroom, or from literature. The vehicle would be delivered months later. Unlike today, there were a wide range of manufacturers competing for market share—not only Ford and Chrysler, but now-departed brands like Paige, Federal, Menominee, Chalmers, Saxon, REO, Willys-Overland, Peerless, Packard, Studebaker, and many others.

Seattle’s population in this period was growing exponentially, and automobile purchases grew with it, due to increased familiarity with the new technology, and increasingly moderate prices. From 1890 to 1900 the Seattle population had nearly doubled over the decade, to 80,761. City boundaries expanded through several 1907 annexations, such that by 1910 the population had nearly tripled to 237,194, and to approximately 327,000 in 1920.

The growth of vehicle ownership resulted in large numbers of secondary businesses springing up to provide support and services. Automobile-related listings in the Seattle Polk’s Directory had grown substantially; for example, by 1915, there were 55 businesses listed under “Automobile Manufacturers and Dealers,” but there were 102—nearly twice as many—listed under “Automobile Repairs and Supplies.”

Unlike the automobile dealerships, auto services were often likely to be located in more utilitarian structures, and often on the side streets of the Auto Row area. Garages and some service buildings were built of masonry or concrete fire-resistive construction like the auto dealerships, but less ornate. Between these masonry structures were also found simple wood-frame shop or service buildings, often only one story in height at the sidewalk.

Beginning around the 1920s, other “auto rows” began to appear over the decades in other parts of Seattle, outside of the Pike-Pine-Broadway area. In the Depression years of the 1930s, many auto businesses closed and some dealerships moved to selling used cars. In the postwar years of the late 1940s, dealerships moved to expansive outdoor lots and new buildings as they followed suburban development. In the Pike-Pine area during the past several decades, many former automotive-related concrete, masonry, and heavy-timber structures were adapted to residential, retail, entertainment, and institutional uses.

Today, the Pike-Pine area has several former auto dealership buildings and automobile service buildings that have been cited in city surveys as having a high degree of integrity. Automobile-related buildings cited in a 1999 Sound Transit environmental impact statement for the neighborhood concluded that some Auto Row buildings may be eligible for National Register or city landmark status, including:

- 1000 E. Pike, the former Seattle Automobile Company.
- 1101 E. Pike, once the Lieback Garage.

A 2002 Historic Property Survey Report for Seattle’s Neighborhood Commercial Districts, written for the Department of Neighborhoods, states that “the Pike/Pine corridor has one of the city’s most extraordinary collections of historic buildings, many of which retain a high degree of architectural integrity and represent a new and unique building type.” The report

then lists the following buildings as “the most notable,” although the subject building is not included in this list:

- 1021 E. Pine, the structure directly adjacent to the subject building of this report.
- 1120 Pike, a former Packard dealership, until recently occupied by Utrecht Art Supplies.
- 1600 Broadway, now AEI Music, a former Packard dealership.
- 901 E. Pine, which was the former Tyson Automobile Company.
- 915 E. Pike, originally built for Graham Motor Cars.

### **Building owners and occupants**

The list of owners below was derived from title abstracts and tax records (the building has been variously addressed as 1523, 1525, 1527, and 1529 11<sup>th</sup> Avenue). The following list of occupants (and approximate dates of occupancy) was derived from city directories, newspaper advertisements, and historic photographs.

#### Owners

|      |  |
|------|--|
| 1914 | G. M. Lauridsen (Port Angeles), Mary F. Duffy, Frank J. Palmer, et al. (partial lots)      |
| 1916 | Oscar Lewis Willett, Everett Improvement Company, et al. (partial lots)                    |
| 1922 | E. C. Neville, N. Anches, Harry and Edna Simon, Acme Securities Co., et al. (partial lots) |
| 1926 | C. Edwin Davis (Axel and Agnes Hansen, Gus Barg, et al., partial lots)                     |
| 1939 | Augusta Bright Davis (Amanda Brookshire, et al., partial lots).                            |
| 1940 | Robinson Logging Company, et al. (partial lots)  |
| 1942 | Treasurer of King County (all lots of parcel) – tax deed                                   |
| 1946 | Fifteen Twenty Seven Eleventh Avenue Inc. (all lots of parcel)                             |
| 1950 | National Bank of Commerce, Seattle, trustee for Leon M. Bocker (all lots of parcel)        |
| 1968 | Recreational Equipment Incorporated (REI)  |
| 1996 | JG Capital Hill LLC  |

#### Occupants

|           |   |
|-----------|---|
| 1917-26   | Kelly-Springfield Truck Company, Kelly-Springfield Tire Company, Tire Sales & Service Co. (Henry E. Schmidt and later George Gunn, manager) |
| 1926-27   | Sands Motor Company used cars   |
| 1932      | Unemployed Citizen’s League (UCL) Commissary  |
| 1937      | Sunset Electric Company home radio sales and service, annex to main store across street   |
| 1937      | Dewey’s Auto Service  |
| 1939-1962 | Thompson Products Inc. wholesale auto parts   |
| 1940      | Moroloy Bearing Service Co. parts exchange  |
| 1942      | Parts Exchange Company wholesale auto parts   |
| 1942-44   | A& W Bearing Service wholesaler   |
| 1942-44   | Snow Sales Company wholesale auto parts   |
| 1944      | Industrial Tape Corp gummed products  |

|           |  |
|-----------|--|
| 1948      | Doreme Inc. women's clothing manufacturers                                 |
| 1951-63   | Foster-Hochberg Manufacturing Co. Inc. women's clothing manufacturer/plant |
| 1961-63   | Pacific Footwear Inc. shoes  |
| 1963-1996 | Recreational Equipment Incorporated (REI)                                  |
| 1996      | Value Village  |

### **Development of the subject property**

On the 1905 Sanborn map, the subject site is shown as several parcels occupied by wood-frame houses and outbuildings. Within a few years, the neighborhood would be developed as Seattle's "Auto Row," with automobile sales- and service-oriented businesses and structures in the surrounding blocks. As evidenced by the title abstracts listing the numerous owners of the individual parcels, and later the numerous owners of the subject building, the site was apparently developed as an investment property by a group of shareholders. None of the owners had any apparent relationship to the occupants of the building, until the late 1960s, when the owner and occupant were both REI.

The c.1900 wood frame buildings on site were probably demolished when the adjacent streets were regraded around 1910. In 1917, the subject building was constructed. Incomplete drawings on file, dated August 1916, show that the structure was designed by Julian F. Everett for O. L. Willett. One of the investors at the time of construction was the Everett Improvement Company, which was led by J.T. McChesney; it was not associated with architect Julian Everett. The Everett Improvement Company was created in the late 1890s and controlled by Great Northern Railway magnate James J. Hill, for the development of the port and city of Everett, Washington. Willett's relationship to the Everett Improvement Company is not clear; he may have been a partner in the group, or acted as their agent.

The first occupant of the building was the local factory branch and service station of the Kelly-Springfield Truck Company, a nationwide truck sales and service firm. The company moved to this location from their first office in Seattle, which opened in 1913 and located downtown at 511-513 East Pike Street (an associated business was the Kelly-Springfield Tire Company, which was located at 515 East Pike Street). This was one of fourteen factory branches and service stations that Kelly-Springfield opened in 1913; other cities included New York, Chicago, Cleveland, Dallas, Birmingham, New Haven, Boston, Philadelphia, Kansas City, San Francisco, Los Angeles, Worcester, and Providence. Each region was overseen by a branch manager, with distribution in smaller cities represented by agents.

The Seattle branch of Kelly-Springfield Trucks was managed in 1913 by Henry E. Schmidt, who was recognized as one of the first in Seattle to be involved in the automobile trade. The branch's territory by 1914 was enlarged to include all of Washington, Oregon, Idaho, Montana, and British Columbia. Sales for the Seattle branch in 1913 totaled almost fifty trucks, and clients included the Grote-Rankin Company department store, Seattle Brewing & Malting Company, Ernst Hardware Company, J.G. Fox & Company, and the Asphaltum Products Company. A news article from that period stated that "Kelly trucks are being used in numerous lines of business here ranging from bill posters to bread makers. The Seattle

branch received an order...for a one-ton truck from the Woodhouse & Platt Furniture Company...it is the first motor equipment to be acquired by the firm, and it is probable that the horse-drawn vehicles will be discarded in favor of trucks in the near future.” The branch offered truck models in one, two, three and a half, and five tons in size. Other news articles prior to 1917 note that Kelly-Springfield trucks were used for mail delivery and stage lines.

The subject building was constructed at a reported cost of approximately \$70,000. A 1917 news article described the building: “In planning the structure, Manager Schmidt arranged for a driveway dividing it into two sections, permitting trucks to drive directly in from the street and to the elevator for hoisting to the service and shop department, occupying the entire second floor. The entire basement was given over to storage facilities, leaving the first open for display rooms, offices, and surplus storage and minor service.” The second floor shop area was purposely arranged by Schmidt “with room for big trucks to swing around in a complete circle” as they were being serviced. The south half of the first floor, entire second floor, and part of the basement was for the Kelly-Springfield Trucks, while the north part of the first floor was occupied by Kelly-Springfield Tires.

Under Henry Schmidt’s management, Kelly-Springfield moved into the subject building in January 1917. Advertisements and news features for the office after 1917 indicate that the firm focused on selling a variety of new and used Kelly commercial trucks to the local market, and used trucks of a variety of brands. Target markets appeared to include logging, stages (small buses), and general commercial delivery vehicles. Kelly trucks were particularly used in the logging industry; a 1917 advertisement stated that fifty percent of the logging trucks and trailers in the Northwest were “Kelly’s.”

By 1919, Schmidt took over management of the Kelly-Springfield Tire sales and service component, and incorporated under the name Tire Sales & Service Company, which remained as occupant of the northern portion of the subject building. The Kelly-Springfield Truck component was then managed by George Gunn Jr., who remained in that capacity for four years, at which time he moved to Cleveland, Ohio, to work as a vice president for The White Motor Company (White was a major automobile and truck company, which built the building next door at 1021 East Pine Street, and operated a regional office there). Under other managers, the Kelly-Springfield Truck Company branch remained the occupant of the subject building until closing in late 1925 or early 1926, following the bankruptcy and slow buyout of the national Kelly-Springfield Truck Company in 1924.

In 1925, a devastating fire on October 31 destroyed three “Auto Row” buildings across 11<sup>th</sup> Avenue from the property, and some of those automobile-related companies may have temporarily occupied space in the subject building for a time afterwards. The fire was fueled by gasoline explosions and large stocks of automobile tires warehoused at the Firestone Tire sales and service firm, and at other automobile companies with branches on the block. The heat was so intense that the damage to the windows of the subject building, and damage to tires within, was valued at \$2,750.

In 1926, the subject property was sold by the Everett Improvement Company (by then, presumably the primary owner of the group of investors) to C. Edwin Davis, a “heavy

investor in Seattle.” Title abstracts suggest that other investors were involved in the transaction as well. The purchase price was \$100,000 and included two additional buildings across the street, 1512-16 and 1518-20 11<sup>th</sup> Avenue. Later in 1926, the building was leased to the Sands Motor Company, a Studebaker dealer with their main store located at East Pike and 11<sup>th</sup> Avenue, for use as their service department.

It is not clear who occupied the building from the late 1920s through the Depression years of the mid-1930s. The subject building was originally designed with storefronts to be occupied by at least two businesses. No listings in city directories or newspaper advertisements could identify building tenants, although Sands Motor Company presumably continued to use it as their service department for some time.

One news article from the Depression year of 1932 mentions that the building had been used for some period until that time as the Unemployed Citizen’s League (UCL) commissary. The UCL was founded somewhat spontaneously in 1931, “by a group of [jobless] Seattle residents organized to demand that government officials create jobs and increase relief assistance to unemployed. They also established cooperative self-help enterprises, declaring that the unemployed would produce some of what they needed on their own. . . For the next two years, until New Deal programs took effect, the UCL would be a major force in Seattle and beyond.” The UCL had approximately two dozen branches operating in Seattle, as well as several in Tacoma, Bellingham, and Spokane. Members worked at cooperative enterprises housed at the branches. Commissaries were used to distribute food grown and harvested by members, or received through charitable or government agencies. According to the 1932 newspaper article, although the UCL commissary located at the subject building was being closed because the county was withdrawing their food support and instead establishing a county-run commissary, the UCL branch would maintain its cooperative shoe repair shop, housing program for the neighborhood, work plan, fuel distribution plan, and would continue to distribute fresh fruits and vegetables collected by their work crews. All of these activities presumably occurred in the subject building, but it is unknown how long it was occupied by the UCL.

By 1937, tax assessor photos show that the building was occupied by Dewey’s Auto Service, and the Sunset Electric Company, a home radio sales and service company, as an annex to their main store across the street. In the 1910s and 1920s, Sunset had specialized in automobile batteries. Another 1937 tax assessor photo shows a utilitarian wood-frame structure located on the adjacent property to the northwest of the subject building. Historical maps and photos show that it served as a re-tinning shop for the Pacific Coast Retinning Company until at least the early 1950s, and was accessed from the west side of the subject building (although it was addressed as 1011 East Pine Street).

Beginning in 1939, the subject building was primarily occupied by Thompson Products Inc., a wholesale automobile parts store, which previously had been located at 1726 Broadway but moved to the subject building because it offered more space. Thompson Products in 1939 was based in Cleveland, Ohio, and had twenty-one branches throughout the United States. The company at that time specialized in valves, pistons, brakes, and brake rod assemblies. The company would occupy the subject building until 1962, when they moved to a new

warehouse/office building at 1126 12<sup>th</sup> Avenue. The company had also maintained a plant at 3314 4<sup>th</sup> Avenue South since at least the mid-1950s.

From the the mid-1940s through the early 1960s, a number of clothing manufacturers are listed in city directories as occupying the upper floor and basement of the subject building. These included Doreme Inc. and Foster-Hochberg Manufacturing Company, both women's clothing manufacturers; and Pacific Footwear Inc., a shoe manufacturer. Foster-Hochberg was founded in 1950 by Harry Hochberg and Larry Foster, with the original factory in the subject building. The firm specialized in women's sportswear, maternity clothes, wool shirts and jackets, and children's clothes, with several product lines marketed nationally. They eventually occupied several other buildings in the area, including a main manufactory at 500 East Pike after 1956. That year, the company employed 150 persons and was described as one of the largest manufacturers of its kind on the Pacific Coast. The firm expanded, purchasing another clothing firm in Tacoma, and remained regionally prominent through the early 1970s.

In 1963, after the building was vacated by Thompson Products Inc., the space was leased by Recreational Equipment Incorporated, or REI. The company was founded in 1938, and had previously been located downtown. REI purchased the building in 1968. The company occupied the space for over 30 years, eventually expanding into the 1021 East Pine building next door, and into two additional former Auto Row buildings located at the opposite corner of the same block, at 10<sup>th</sup> Avenue and Pike Street. An enclosed, ramped arcade was constructed in 1969 to connect the buildings (it was expanded to two stories in 1972, but has since been removed, after new building ownership in 1996). Collectively, the buildings served as REI's flagship store. REI moved to a new, custom-built headquarters in South Lake Union in 1996. [See section elsewhere in this report for a full history of REI].

In 1996, the subject property was purchased by the current owner, JG Capital Hill LLC, and the facility has housed a Value Village thrift store since that time. Value Village (known as Savers in some locations) is headquartered in Bellevue, Washington, and has more than 300 stores in the US, Canada, and Australia. The for-profit company acts as a merchandiser for non-profit groups, purchasing from them used clothing and household goods which were received through donations, and then selling the items to the general public.

### **Oscar Lewis Willett**

Notes on the architectural drawings indicate that the subject building was designed by the architect Julian Everett for O. L. Willett, apparently as an investment property. Willett was a noted attorney in Seattle in the first decades of the 20<sup>th</sup> century, who was later associated with real estate development of the cities of Atascadero, Palos Verdes Estates, Torrance, and Redondo Beach, California.

Oscar Willett was born in 1881, in southwest Effingham County in rural south-central Illinois. Willett's father had been a miner and rancher in California in the 1860s, and served in the Civil War, before moving back to the Midwest. Willett's father died in 1898, leaving his widow and ten children.

For a year between 1898 and 1899, at age 17, Oscar Willett served in Cuba as part of the Illinois Volunteer Infantry during the Spanish-American War. In 1899, he attended Hayward College in Fairfield, Illinois, then studied law and philosophy at the National Normal University in Lebanon, Ohio, until February 1903. During that time he also pursued postgraduate work in higher mathematics at Chicago University, and was also admitted to the Illinois bar.

In March 1903, he moved to Seattle to join one of his brothers, where they established the well-regarded law office of Willett & Willett. The firm occupied offices downtown in the Epler Block, then the Washington Block, and finally the Central Building. In 1911, Willett formed the law firm of Willett & Oleson with Frank Oleson, who had previously been the prosecuting attorney for Wahkiakum County. By 1916, the firm had handled a number of high-profile cases in local federal and circuit courts.

Willett married in 1905, eventually had two children, and lived at 515 12<sup>th</sup> Avenue North. He had a wide variety of business and personal interests: By 1916 when he was age 35, Willett had owned and operated the schooner *Fortuna* for a time; was president of the Northern Cod Fish Company; was president of the Sugar Loaf Banana Company, a venture which owned 5,000 acres in Central America; and owned an antimony mine in Okanagan County. He was also active in the Independent Order of Odd Fellows fraternity, the Masons, and the Spanish-American War Veterans association in Seattle. In 1916, he was an “automobile district” representative before the Chamber of Commerce.

Willett invested in Seattle real estate, and had platted in 1908 the Willett’s Alder Grove Addition in West Seattle near 48<sup>th</sup> Avenue Southwest and Graham Street, and the O. L. Willett’s Addition on the lower eastern slope of Beacon Hill near Graham Street and 35<sup>th</sup> Avenue South. He owned several pieces of property in the Auto Row area, including 1512 11<sup>th</sup> Avenue, across the street from the subject site. On that property in 1915 he constructed a two-story concrete building, still extant, which was occupied by the Broadway Auto Company, which was the Detroit Electric automobile distributor, and the J. C. Garner Auto Company, which was the Chalmers automobile dealership for western Washington. Two years later, Willett himself took over the active management of the Broadway Auto Company.

In 1922 or 1923, Willett and his wife moved to southern California, and eventually became involved in the unusual settlement of Atascadero, California. The town, located inland along the central coast near San Luis Obispo, was founded by Edward Gardner Lewis in 1912. Lewis was an eccentric and flamboyant promoter and magazine publisher who lived in St. Louis, Missouri, in the 1890s, where he had established the popular and high-circulation *Women’s Magazine*, *Women’s Farm Journal*, and the newspaper *Women’s National Daily*. In 1902, he purchased 85 acres near the construction site of the 1904 St. Louis World’s Fair, and established the nucleus of the town of University City, Missouri. He built as his publishing headquarters an unusual and elaborate Beaux-Arts style domed octagonal tower, which today serves as the city hall of University City. Lewis attempted to develop his property as a model city, based on City Beautiful Movement principals, and eventually constructed ornate and eclectic residential, commercial, and civic structures there. During

this time he served as mayor, and founded societies such as the American Women's League, and the pro-suffrage communal group, the American Women's Republic. He also established organizations such as the People's University, and the U.S. People's Bank, which operated entirely by mail. Lewis was indicted several times on federal charges, including mail fraud. In 1912, he purchased acreage in Atascadero in order to establish a colony or planned community for his American Women's Republic, which by then had more than one hundred thousand members. Each member of the community could vote (a right not afforded to women in the United States until 1920). An ornate city hall was constructed, fashioned after the 15<sup>th</sup> c. Pazzi Chapel in Florence, Italy, as well as a Beaux-Arts campus of other civic and commercial buildings, including a printery and a hotel. Colonists moved and began to build homes; during World War I, the community made money by selling dehydrated food products to the government.

For reasons that are unclear, the Atascadero colony attracted numerous Seattle investors. By the early 1920s, the organization was collapsing financially. In late 1924, Lewis was arrested by federal marshals on the petition of five disgruntled Seattle creditors who were owed money. A few months later, Oscar Willett was installed as the court-appointed receiver and placed in charge of the Atascadero corporate holding company. Willett served in this capacity for six years and was referred to as the "Father of Atascadero," eventually stabilizing the colony and erasing debt, and establishing new industries and businesses. To that end, Frank Moran of Seattle—son of shipbuilder and former mayor Robert Moran—purchased the Atascadero city administration building, printery, and hospital building, and established a boys prep school. Moran had already established the Moran School for Boys on Bainbridge Island, Washington, in 1914, and had established the Moran Lakeside School in Seattle in 1919 (the precursor to today's Lakeside School in north Seattle). The Moran School of California operated in Atascadero until at least 1933, but eventually closed for unknown reasons.

Willett's wife died in Atascadero in 1928. In the early 1930s, with his work completed there, Oscar Willett moved to the Los Angeles/Long Beach vicinity. There he was closely involved with the development of oceanside neighborhoods in the Torrance and Redondo Beach areas. Willett served as manager of the Palos Verdes Trust, and was involved in the development of Palos Verdes Estates, which had been founded in 1913 as a totally planned community and was laid out by the Olmsted Brothers. Edward Lewis, the developer of Atascadero, was also associated with the development of the site, in the early 1920s. The exclusive community was platted and developed in the 1920s with often ornate residential and civic buildings and parks, but financial difficulties after 1929 resulted in the Trust deeding parkland to the county, and the community voting to incorporate as a city in 1939. Willett remained an active member of the Illinois, Washington, and California State bar associations, the National Realty Association, the state and national Chambers of Commerce, and several veteran and fraternal groups. Willett died in 1945 at age 64, at his home in the Hollywood Riviera neighborhood (which he had developed in the mid-1930s) of Redondo Beach, California.

### **Recreational Equipment Incorporated (REI)**

Recreational Equipment Incorporated had its origins as a co-operative mountaineering equipment sideline business called The Co-op, begun in 1938 by Lloyd and Mary Anderson



and a group of about twenty members of The Mountaineers Club, an outdoors organization founded in Seattle in 1906. Members of The Co-op pooled their money to buy specialty climbing equipment from Europe that was not otherwise available in the larger Seattle sporting goods stores at the time. Members paid a small membership fee and were issued numbered membership cards. Some aspects of The Co-op (such as warehousing and storage) operated out of the Anderson's basement, but the first retail location was the Seattle co-operative grocery store at 2129 Western Avenue in 1938. By 1939, pre-ordered goods were picked up by customers at a Richfield gas station at 2121 Western Avenue.

In 1944, The Co-op moved to a 20 by 30 foot space on the second floor of a walk-up building downtown at 523 Pike Street. Space was used for display, sales, and inventory. Across the hall was the offices of The Mountaineers Club, which ensured a steady stream of clientele. By the mid-1940s, membership numbered over 600, and the group hired its first part-time employee. In 1948, REI issued its first mail-order catalog. By the mid-1950s, membership had reached more than 6,000. At that time, The Co-op had been managed by one of the founders, Lloyd Anderson, as a side interest, but it had grown too large and was interfering with his full-time job as an engineer with the Seattle Transit System.

In 1955, Anderson hired his friend and mountain-climber Jim Whittaker (then in his twenties) to run the business and be its first full-time paid employee. In the fall of 1955, Whittaker started a ski department. Sales and membership increased, and later that year they were able to hire a second employee. By 1957, membership had increased to 9,500. The company was one of the earliest largely self-service retailers, and was also known for certain trade-in discounts on new merchandise.

In 1959, The Co-op was able to secure one thousand feet of warehouse space a block away at Sixth Avenue and Pine Street, for excess inventory. By 1960, sales had tripled over the past five years, allowing Lloyd Anderson to become the full-time general manager of the company, and Whittaker retained as the store manager. Also that year, the company name was changed to Recreational Equipment Incorporated, or REI.

In 1963, as store manager at REI and with their support during the four month absence, Whittaker became the first American to summit Mt. Everest, with considerable accompanying publicity.

Later in 1963, REI established what was intended to be their "main" store, in the subject building. Whittaker described the new building: "At last we had a street-level storefront. The interior of the warehouse perfectly suited REI's rugged image: high ceilings, massive old fir beams, concrete and brick walls, and a worn, creosote-hardened industrial wood floor." The new offered considerably more space than before, but even so, REI's mail-order business alone occupied the entire second floor.

Growth continued at a rapid pace. 1965 was the first year that sales exceeded \$1 million, and membership numbered 50,000. In 1966, REI expanded into the adjacent building to the north (1021 East Pine Street), which required cutting an opening through the party wall at the first and second floors. In 1967, REI closed the 523 Pike Street store, leaving their

Mountaineers Club neighbors, and moved a block away to the basement of 423 Pike Street, which offered slightly more floor space. This smaller store downtown at 423 Pike Street operated in tandem with the main store until 1972.

In 1971, Anderson retired, and Whittaker became president and chief executive officer of REI. That year, sales reached \$10 million and membership numbered 250,000.

In 1972, after continued growth, REI expanded into two additional buildings located at the opposite corner of the same block, at 10<sup>th</sup> Avenue and Pike Street. These two additional buildings, which together are addressed as 1000 East Pike Street, were constructed in 1912 as an automobile showroom and its attached service garage. An enclosed, two-story ramped arcade was constructed to connect them to the buildings at 11<sup>th</sup> Avenue and Pine Street.

In 1974, the company began opening additional retail stores, rather than relying exclusively on mail order sales to reach its out-of-town customers. Early branch stores were established in Berkeley and Los Angeles, California; Portland, Oregon; and Anchorage, Alaska. By the end of 1975, this expansion had resulted in total sales of \$20 million, or double the sales figure only four years before. In response to this growth, REI built in 1977 an 85,000 square foot warehouse facility in Tukwila, Washington for its mail-order and administrative offices, which freed up more retail space at the main store connected buildings on Capitol Hill. In 1979, after several additional highly publicized mountain climbing expeditions, Whittaker retired from REI.

Growth continued in the 1980s. In 1992 the company built a new distribution center in Sumner, Washington. In 1996, REI opened a new flagship store at 222 Yale Avenue North on the edge of downtown Seattle, which prominently features a 65-foot glass-enclosed climbing wall. The 98,000 square foot building was designed by Mithun Architects of Seattle, and won multiple local and national design and sustainability awards.

As of 2010, REI had 10 million members and 114 retail stores across the United States. In 2013, former REI chief executive officer Sally Jewell was sworn in as the United States Secretary of the Interior, and that year the company celebrated its 75<sup>th</sup> anniversary.

### **The architect, Julian F. Everett**

Julian Franklin Everett was born in 1869 into a wealthy farming family in Leeds, Wisconsin. Information about his early years is sparse, but documents indicate that he studied architecture at Syracuse University in upstate New York, but it is not clear if he received a formal degree. In 1899, he married his wife Edith. In 1902 they moved to Bozeman, Montana, from Boston, Massachusetts. He designed the J. R. Toole house in Missoula, Montana, which was completed in 1903 and is today the Kappa Kappa Gamma sorority house at the University of Montana. Everett moved to Butte, Montana in 1903, and then to Seattle in 1904.

He quickly received several large institutional commissions in Seattle, including the Third United Presbyterian Church, now known as Queen Anne Presbyterian Church (1905); Temple de Hirsch Sinai (1906, demolished); and Pilgrim Congregational Church at

Broadway Avenue and Republican Street on Capitol Hill (1906). One of Everett's most enduring and well-known designs is the Pioneer Square iron pergola, which featured an extensive underground comfort station (1909), located at First Avenue and Yesler Way.

Other projects before the design of the subject building include the George A. Smith house at 718 E. Aloha on Capitol Hill (1905, now incorporated into the Merrill Place Condominiums); Fire Station 23 in the Central District (1908); the elaborate Julius Redelsheimer house in the Denny Blaine neighborhood (1914, altered); and the Leamington Hotel and Apartments downtown (with W.R.B. Willcox, 1916), which features two different terra cotta stylistic treatments to each half of the structure (Neoclassical and Gothic Revival). In 1912-13, he prepared designs for two three-story Elk Lodge buildings in Port Angeles and Port Townsend, Washington, but it is not clear if these were actually constructed.

In August 1916, Everett completed drawings for the subject building. In December 1917, Everett and W. R. Kelley completed drawings for the White Motor Company building next door at 1021 East Pine Street, which was constructed the following year. That structure is three stories, is completely clad in white terracotta, and features large windows on two prominent street-facing elevations.

As reflected in his works before 1917, Everett was a skilled designer, and favored classically-derived modes such as Neoclassical, Georgian, or Beaux-Arts styles for structures which appear to have primarily been residences, churches, or institutional buildings. Fewer examples of Everett's work could be found after the subject building. Most of his works appear to be clad in brick, with some cast stone or terracotta ornament.

Few commercial buildings by Everett, besides the subject building and the building next door to it, could be located for this report. One example was a factory for the Seattle Cracker & Candy Company (1912), located at Sixth Avenue South and Connecticut Street (today's Royal Brougham Way), which was a relatively utilitarian masonry factory building, four stories in height, mill construction, and measured 90 by 170 feet in plan. Another, the Pathe Building in the Denny Regrade neighborhood (1922), was completed after the subject building but is a comparatively modest, one-story, midblock structure ornamented with eclectic cast stone details. One reference in 1912 cited Everett designing a one-story brick garage for T. M. Jeffery, valued at \$15,000, but this building could not be located and no person named T. M. Jeffery or a Jeffery garage could be found in the Seattle city directory at that time. While some sources have indicated that Everett designed a number of garages between 1912 and 1919, no additional buildings besides these could be found for this report.

Everett was apparently active in professional associations. He served as the Vice-President of the Washington State Chapter of the American Institute of Architects in 1914, and was chairman of the Legislation Committee that year. In 1916, he is noted as the president of the Washington Park Improvement Association, and in 1919 he is listed as a new member of the Seattle Chamber of Commerce.

In the early 1920s, Everett formed a partnership in Seattle with E. J. Hancock, but no work appears to have come from it. By 1924, Everett had moved to the Los Angeles, California

area, and he may have retired a few years thereafter. In later years, he and his wife owned a ranch in San Diego County from the mid-1930s to the 1950s. Everett died in Los Angeles in 1955, at age 85.

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

Issued: January 20, 2015

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