



The City of Seattle

Landmarks Preservation Board

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LPB 755/19

MINUTES

Landmarks Preservation Board Meeting
City Hall
600 4th Avenue
L2-80, Boards and Commissions Room
Wednesday November 6, 2019 - 3:30 p.m.

Board Members Present

Deb Barker
Russell Coney
Rich Freitas
Ian Macleod
Jordon Kiel
Kristen Johnson

Staff

Sarah Sodt
Erin Doherty
Melinda Bloom

Absent

Manish Chalana
Kathleen Durham

Chair Jordan Kiel called the meeting to order at 3:30 p.m.

110619.1 APPROVAL OF MINUTES

August 21, 2019

MM/SC/KJ/RC

4:0:2 Minutes approved. Ms. Barker and Mr. Macleod abstained.

September 4, 2019

MM/SC/KJ/RC

4:0:2 Minutes approved. Ms. Barker and Mr. Macleod abstained.

110619.2 CERTIFICATES OF APPROVAL

110619.21 John B. Allen School – Blue Building
6532 Phinney Avenue N
Proposed select floor replacement

Ms. Doherty said ARC reviewed the proposal and supported Staff presenting the application because of its simplicity. She oriented board members to the site and the blue building. She said the second level is the main floor and third level is all classrooms. Room 6 has carpet over heavily damaged floor; in rooms 5 and 7 the board approved Maple floor nailed over the Fir. She said the Maple is a different species of wood, harder and longer lasting than Fir.

Ms. Johnson asked if Fir still exists in common spaces.

Ms. Doherty said it is, and on the stairs as well. It is not as bad at this point, but they can't sand them anymore.

Public Comment: There was no public comment.

Board Deliberation:

Ms. Johnson said she would support doing Maple in the common areas as well, if it was proposed in the future.

Action: I move that the Seattle Landmarks Preservation Board approve the application for the proposed classroom alteration to the 1904 building at the John B. Allen School, 6532 Phinney Avenue North, as per the attached submittal.

This action is based on the following:

1. The proposed alterations do not adversely affect the features or characteristics as specified in Ordinance No. 123845, as the proposed work is compatible with the massing, size and scale of the landmark, as per Standard #9 of the *Secretary of Interior's Standards for Rehabilitation*.
2. The other factors in SMC 25.12.750 are not applicable to this application.

MM/SC/DB/KJ 6:0:0 Motion carried.

110619.22 Union Stables
2200 Western Avenue
Proposed window/mechanical alterations

Matt Aalfs, BuildingWork, said he led the rehabilitation/design for this building. He said El Gaucho is moving into the lower level. He said that 1/3 is below grade and shafts for kitchen hoods, intake and exhaust are needed. He proposed replacing two new windows with two small intake grills on Blanchard Street to match brown sash, and two on alley with grill. All will be trimmed out to match windows. Responding to questions, he said entries were modified for service but there were no other modifications. He said this will just go into original opening; it is the exact same window, product, colors.

Public Comment: There was no public comment.

Board Deliberation:

Ms. Barker said it makes sense.

Mr. Coney said it looks fine.

Mr. Kiel said it is reversible.

Mr. Macleod appreciated the vent design.

Action: I move that the Seattle Landmarks Preservation Board approve the application for the proposed alterations at Union Stables, 2200 Western Avenue, as per the attached submittal.

This action is based on the following:

1. The proposed alterations do not adversely affect the features or characteristics as specified in Ordinance No. 124495, as the proposed work is compatible with the massing, size and scale of the landmark, as per Standard #9 of the *Secretary of Interior's Standards for Rehabilitation*.
2. The other factors in SMC 25.12.750 are not applicable to this application.

MM/SC/RC/KJ 6:0:0 Motion carried.

110619.23 Paramount Theatre
901 Pine Street
Proposed signage

Bryan Layton, STG Presents, explained the need to provide better access for patrons who can't do stairs. He said they explored ideas; an elevator was too costly and disruptive. He said the balcony is at grade. The entry will be signed; they will add a lift for those who can't navigate stairs. He said the entry is 50' down the alley and signage is needed; a blade sign is proposed.

Ms. Barker said the alley is scary and asked if lighting is proposed. She asked if SDOT was involved.

Mr. Layton said better lighting is planned. Sound Transit owns a portion of the alley. They are working to be able to use their fence line to add art. They will remove trip hazards, remove dumpsters.

Mr. Kiel said any attachments will be in mortar joints and not in historic fabric. He said the proposal is in keeping with the character of the building.

Mr. Freitas said it is reasonable.

Mr. Coney asked if it will be permanent.

Mr. Layton said it will be.

Public Comment: There was no public comment.

Ms. Barker and Mr. Coney noted support for the project.

Action: I move that the Seattle Landmarks Preservation Board approve the application for the proposed signage at the Paramount Theatre, 901 Pine Street, as per the attached submittal.

This action is based on the following:

1. The proposed alterations do not adversely affect the features or characteristics as specified in Ordinance No. 117507, as the proposed work is compatible with the massing, size and scale of the landmark, as per Standard #9 of the *Secretary of Interior's Standards for Rehabilitation*.
2. The other factors in SMC 25.12.750 are not applicable to this application.

MM/SC/KJ/RF 6:0:0 Motion carried.

110619.24 Pier 56
1201 Alaskan Way
Proposed exterior alterations

Mike Skidmore, Skidmore Janette, said the pier has been altered many times for Elliot's Oyster House, Mithun's offices, etc. He said the solarium was an addition; they now want to replace it with new walls, full height doors, roof coverage. He directed board members to drawings and said the entry will be shifted east and existing door will be widened by 3". They are going right

back over where the solarium is now and will not alter the existing historic fabric of the pier shed wall and framing.

Mr. Coney asked about existing seating in the solarium.

Mr. Skidmore said it will remain. They will extend the roof structure to cover all seating. They are activated the interior different as indicated on existing and proposed drawings.

Mr. Freitas asked about the designated features.

Ms. Sodt said the existing solarium was specifically excluded from designation. Some alterations require board approval. Changes to pier shed and more require board approval. The site is included.

Mr. Kiel said the roof slopes should match and cited 312S.

Mr. Skidmore said Sheet A4.2 shows roof to wall transition, where new roof engages with historic shed. Cladding will be Hardi plank.

Ms. Sodt said the wood windows are post-1984.

Ms. Doherty said there was a full rehabilitation in the 1990s; the building was reskinned, windows added. She said all of the windows were altered.

Ms. Barker said the overhang is now longer.

Mr. Skidmore said it is 2/3 of the length and the skylight will retract.

Public Comment: There was no public comment.

Board Discussion:

Ms. Johnson said it seems reasonable for what is there, and it is more consistent than the solarium.

Mr. Coney said it is an improvement.

Mr. Macleod said the siding material is not historic and what will replace the solarium is compatible.

Mr. Freitas said the piers need to retain public access.

Mr. Skidmore said this project brings it up to Code.

Action: I move that the Seattle Landmarks Preservation Board approve the application for the proposed alterations at Pier 56, 1201 Alaskan Way, as per the attached submittal.

This action is based on the following:

1. The proposed alterations do not adversely affect the features or characteristics as specified in Ordinance No. 123858, as the proposed work is compatible with the massing, size and scale of the landmark, as per Standard #9 of the *Secretary of Interior's Standards for Rehabilitation*.
2. The other factors in SMC 25.12.750 are not applicable to this application.

MM/SC/DB/KJ 6:0:0 Motion carried.

Agenda reordered.

110619.26 Seattle Asian Art Museum
1400 East Prospect Street
Proposed exterior signage

Ms. Doherty explained there is an exterior sign package. She said the renovation is completed and two signs are requested: one monument to sit in front grounds; and two banners on the building. She went over earlier signs. She noted the horizontal nature of the building and the recommendation to move the monumental sign out to be in front of the hedge. The sign is aluminum, powder coated on three sides with brushed stainless-steel letters. Hours are vinyl. The base is two cast in place concrete blocks in the ground and is not visible. She said there is a slot in the sign for an orange "Open" sign that will be put out every day.

Mr. Freitas asked if the hedge would be removed; it could be replaced if need be.

Ms. Doherty said the banners will be hung from attachments on the roof. Banners will attach at top and bottom with cables. "Welcome" and "Open" will be out for six months then changed out for exhibitions / special events. Attachment was engineered and reviewed by Pioneer Masonry; detail in packet. She said sealant / silicone will be applied around attachment spots. A Jahn Restoration product is being proposed for a separate maintenance project on the steps and plaza.

Public Comment: There was no public comment.

Board Deliberation:

Mr. Coney asked if banner would be up 365 days a year.

Ms. Doherty said there is nothing in the Controls and Incentives that relates to banner installation time.

Ms. Barker asked if they will still use the existing banner location.

Carol Binder said no because that location is hidden by trees.

Mr. Coney asked if the existing cables / arms will go away.

Ms. Binder said they can be twisted back over the roof and out of view.

Mr. Kiel said the monumental sign seems OK and he noted the thoughtful location. He noted technical aspects of the banners don't detract and the new banner locations are a better fit with architecture.

Ms. Barker suggested conditioning the approval for using the set of banners to one or the other, not both at the same time.

Ms. Binder said that nothing is scheduled now but that they don't know the future.

Mr. Kiel said it would be a lot to have all banners up at once.

Ms. Binder said you never know with marketing.

Action: I move that the Seattle Landmarks Preservation Board approve the application and issue a Certificate of Approval for the proposed signage at the Seattle Asian Art Museum in Volunteer Park, at 1400 East Prospect Street, as per the attached submittal, the two new banners directly flanking the main entrance cannot be utilized at the same time as the other banner hangars on the same side of the building

EXPLANATION AND FINDINGS

This action is based on the following:

1. The proposed alterations do not adversely affect the features or characteristics as specified in Ordinance Nos. 125215 and 125418, as the proposed work does not destroy historic materials that characterize the property, and is compatible with the massing, size and scale of the landmark, as per Standard #9 of the *Secretary of Interior's Standards for Rehabilitation*.
2. The other factors in SMC 25.12.750 are not applicable to this application.

MM/SC/DB/RC 6:0:0 Motion carried.

110619.25

Douglas-Truth Library

2300 East Yesler Way

Proposed site and building improvements for accessibility

Sean Kelly, SHKS Architects, explained the sidewalls, pedestals, and main entry stairs are not original. He noted original fabric and what was proposed. He said that an internal review of accessibility was done. The existing path is not accessible from the parking lot. They propose to route through existing landscape, provide a two-way entry/exit, add another parking stall, add one ramp with handrails to add 3" to ramp, automated door openers, and lower plaza repointing. They will remove existing paving in ramps runs. He showed where they will cut through landscape for access and where they will replant the plant material on site. He said they will use pervious paving in the parking lot. The non-original handrails will be replaced with new. Access buttons will be installed on bollards and will punch through brick. He said door operators will be installed above door and in vestibule.

Mr. Kiel asked if they considered battery-powered door openers so they wouldn't have to run power. He asked if the door operator could avoid the wood trim.

Mr. Kelly said concealing conduit routes depends on where the crawl space is. He said they will extend copper lower downspouts so PVC will not be used there. He indicated bike rack location, repaving work in parking lot and two access stalls. He noted the weathered steel edging. He went over materials and finishes and planting palette.

Mr. Freitas asked about the ADA compliant slope.

Mr. Kelly said both proposed ramps meet ADA; 5% is the maximum; 5% - 8% need handrails. He said there will be no handrails on the upper run.

Mr. Kiel said it is a clever solution to avoid handrails next to building.

Mr. Freitas asked if concrete will be broom-finished.

Mr. Kelly said it all will be.

Mr. Macleod asked about reveal at ramp.

Mr. Kelly said there is a 2" reveal from the new sidewall.

Mr. Kiel said to look into battery door openers so there is no penetration; they could be double sided taped or into mortar joints.

Public Comment: There was no public comment.

Board Deliberations:

Ms. Barker noted the solutions were good.

Mr. Coney was fine with proposed changes.

Action: I move that the Seattle Landmarks Preservation Board approve the application for the proposed site and building alterations at the Douglas-Truth Library, 2300 East Yesler Way, as per the attached submittal.

This action is based on the following:

1. The proposed alterations do not adversely affect the features or characteristics as specified in Ordinance No. 121107, as the proposed work does not destroy historic materials that characterize the property, and is compatible with the massing, size and scale of the landmark, as per Standard #9 of the *Secretary of Interior's Standards for Rehabilitation*.
2. The other factors in SMC 25.12.750 are not applicable to this application.

MM/SC/RC/KJ 6:0:0 Motion carried.

110619.3 NOMINATIONS

110619.31 Georgetown Steam Plant Pump Station (on Duwamish) 7551 8th Avenue South

Kevin Bergsrud, Seattle Parks and Recreation (SPAR), provided context of the site and neighborhood and noted the subject building is ½ mile away from the Georgetown Steam Plant. He said the pump house and valve house occupy the triangular site which extends into the Duwamish Waterway. He said the steam plant was built in 1906. The waterway was planned to be rechanneled starting in December 1914, so they purchased the subject site, and installed water intake pipelines to the steam plant. He said in 1915-16 the pumphouse, intake gate, and bulkhead were built. He said the valve house was built around 1917. By 1970s the site was in its final operations and in 1977 the steam plant and pump house were closed.

He said that in 1979 the facility was listed on the National Register of Historic Places. He said the narrative focused on the Steam plant etc. and there was not

much about the pump house, supply lines, valve house at that time. He said that Washington Department of Archaeology and Historic Preservation (DAHP) included the pump house, gate house, etc. when the property became a National Historic Landmark. The exhaust flume was demolished in 2011. He said landmark the nomination was required as part of the sale agreement with Seattle City Light. He said SPAR supports just designation of the pump house.

Mr. Bergsrud said the pump house is one level, constructed of cast-in-place concrete. Entry level is 7' above floor level. He said the building is 40' long and 15' wide. He noted the intake gates are quite a way down into the waterway. He said the building shows a lot of wear, windows and doors are boarded up and there is graffiti. He noted the water on the floor inside and said the small piping and details are gone. He said the 10' x 20' valve house sits 3 – 4' below ground. It is a wood structure with corrugated steel on top. The gate valve and hand crank were stolen. He said the bulkhead and piling probably have creosote on them.

He said the pump house was constructed nine years after the steam plant, the architectural design is different. The building is separated from the steam plant; he said it doesn't meet Criterion A. He said the building doesn't meet Criterion B; as a standalone feature there are others in the City. He said the building doesn't meet Criterion D. It is a utilitarian building without much detail; there are other better examples such as Hiram Chittenden locks and Volunteer Park Reservoir. He said it doesn't meet Criterion E; Frank Galbraith was a unique designer (responsible for the Steam Plant). After this, industrial efficiencies were created. He said it doesn't meet Criterion F. He said tens of thousands of the pumps were manufactured and the ones here are not original and were likely put in in 1935.

Mr. Freitas asked if there are sight lines from the steam plant to the pump house.

Mr. Bergsrud said no.

Ms. Barker asked why SPAR purchased the land.

Mr. Bergsrud said he didn't know. In 2010 park land was difficult to find and this was a City surplus property. It was more of a transfer than a sale.

Ms. Barker asked how the submerged concrete holds up so well.

Mr. Bergsrud said he didn't know.

Ms. Johnson said it gets no air, which would aid the corrosion process.

Ms. Barker asked if the water level is constant.

Mr. Bergsrud said he thinks so but that there shouldn't be water inside. He said it is probably due to failure of the intake gates.

Ms. Johnson asked if the pipes are still underground.

Mr. Bergsrud said steel pipes and wooden staves are there. 75 pounds of lead were poured in to seal them.

Mr. Coney asked who owns the easements for the water pipes that are below grade.

Mr. Bergsrud said he did not know. The northeast part of the site runs along a vacated street and is private property.

Mr. Coney asked if pipes could be utilized in the future if they needed to be.

Mr. Bergsrud said there are a lot of historical associations between steam plant and pump house, but the components tying them together have been removed.

Mr. Kiel asked if there is public interest in the site, and if people go there.

Mr. Bergsrud said the Georgetown community is advocating it for open space. The community has a matching fund project and are looking at 8th Ave S. as open space. They propose to convert the south end to a more park-like feature including the pump house.

Mr. Kiel asked if the waterway is used recreationally.

Mr. Bergsrud said the neighborhood wants to see the eroded part repaired.

Ms. Doherty said the waterway is popular for kayaking and fishing. Native tribes use the river including for cultural events.

Ms. Barker asked if the nomination was sent to the tribes.

Mr. Bergsrud said no.

Public Comment:

Joanne Tilley, Georgetown community member, said she has been involved with the site for 20 years. She said there are three related property owners: the Port of Seattle, SDOT, and SPAR. They are working to bring the three together to activate this area. It is very difficult and why nothing has happened yet. She said SDOT is moving ahead with design of rain gardens and filtration on the adjacent property. She said the Port is on board and has contributed financially; working on habitat and shoreline restoration within the waterway itself. When SPAR

acquired the site, nothing could be done until they went through the nomination process. She said the nomination first draft was prepared by community members. The community significance is important. She noted the history of this being part of one functional system and the importance of the Duwamish as the City's only river. She said habitat restoration is vital. She said the Georgetown Steam Plant would not have functioned without the pump house and she doesn't know why the pump house was left out of the local landmark. She said the community wants to preserve it and activate it. The remnants of the bridge are still there and are visible when the tide goes out. She said they want to connect to shoreline history and that of the steam plant. She said she has talked to the Muckleshoot and Duwamish tribes about their histories with site. She said everyone wants to work together to activate the site as a community asset.

Jeff Murdock, Historic Seattle, said they supported nomination of the humble, utilitarian building. It stands alone in its restrained neoclassical design. It is not a public building, just utilitarian. He noted the association to the Georgetown Steam Plant and said that on a map you can read the path of the pipeway, it follows the former location of the river. He said the pump house is a prominent feature of the system. He noted the re-engineering of the river and the development of industry on the Duwamish from the time it was relocated and exploited for industry. He said the pump house is intrinsic to the steam plant operation and is one of only 24 National Historic Landmarks in Washington State.

Michael Aronowitz, Seattle City Light (but speaking as a private citizen), was in support of nomination and said you can't separate the steam plant from the pump house as it was essential during an important period of growth. It is associated with the economic development of the city. The pump house is there because of the re-route of the Duwamish River. He said he gives free tours of the Georgetown Steam Plant and talks about the pump house. He said people always ask where it is so they can go visit; there is much public interest.

Rebecca Ossa, Historic Resource Specialist for Seattle City Light, said the pump house as seen from the river with all the industrial activity has a monumental presence. She noted the industrial architecture from which it derives its presence. She said you can read a lot and see history in it. The pump house was vital to the function of the Georgetown Steam Plant; without it, the steam plant couldn't have provided electricity. She said the bulkhead protects the pump house and valve house. She said the valve was turned the flow on and off; all were important to functionality. She noted the relationship of this site to the realignment of the Duwamish River.

Rosario Medina, Georgetown community member, supported nomination and said the pump house provided water to the steam plant, which provided electricity for the streetcar system. She said this was the only river access in the area. She said people kayak and fish from here. She said the pump house and valve house

complete the story of the steam plant and the industrial history. She wanted it to be recognized.

Ms. Barker asked what happened here during WWII.

Mr. Bergsrud said he had no idea.

Ms. Ossa said there were not a lot of improvements then as the municipality's focus was more on the Ross Dam.

Board Deliberations:

Mr. Coney supported nomination and appreciated public comment. He said it has been a long process with multiple players. He wanted to hear more about the easement for the pump house piping and if it is still valid. He asked if the connection is still owned and who has jurisdiction. He said to include valve house and bulkhead. He said he could forsake the bulkhead for the sake of ecology. He said it is over 100 years old and is an interesting piece of infrastructure.

Ms. Barker supported nomination. She said she was excited for the community to have three entities to participate. She wanted to know more about the easement and opportunities to do visual cues between pump house and steam plant.

Mr. Freitas supported nomination and said it is most interesting that it is part of a system. He said that it was excluded from the other nomination is puzzling. He said the site is interesting as a remnant to the original Duwamish water course. He said Oxbow Park is the original course of the river and the restructuring of the Duwamish is a huge scar. He noted security issues and suggested they need to secure the site and put up temporary fencing. He said the bulkhead should be included in nomination as well as the mechanics – HAER survey, illustrated the turbines that made it work. He said the bulkhead versus shoreline restoration issues can be worked out in Controls and Incentives. He said to focus on materials that are there. He said the site is significant for Criterion C.

Ms. Johnson supported nomination and said it is connected to the steam plant. She noted the hubris of early European settlers in slicing off hills and rerouting this river. She said the bulkhead is visually representative, but she leaned toward restoration of shoreline over keeping that. She noted the wonderful community involvement.

Mr. Macleod supported nomination and said it is a fascinating site. He said he took a tour and said this is part of a system and the greater system of re-taking the Duwamish not only to turn it into a park but in keeping the heritage of the site. He said to include the bulkhead as it is integral to the site but noted environmental concerns.

Mr. Kiel supported nomination.

Mr. Coney said to include all equipment.

Ms. Doherty noted that the property line is within the waterway; the ends of the wings of the bulkhead are not on the property and belong to the Port of Seattle.

Action: I move that the Board approve the nomination of the Georgetown Steam Plant Pump House at 7551 8th Avenue South for consideration as a Seattle Landmark; noting the legal description in the Nomination Form; that the features and characteristics proposed for preservation include: the site, the exteriors and interiors of both buildings, all equipment inside the buildings, and the bulkhead; that the public meeting for Board consideration of designation be scheduled for December 18, 2019; that this action conforms to the known comprehensive and development plans of the City of Seattle.

MM/SC/DB/KJ 6:0:0 Motion carried.

110619.32 Williams & Company Potato Chip Factory
1405 Elliott Avenue West

David Peterson prepared and presented the report (full report in DON file). He provided context of the site with active railroad behind it. The subject site is located on Elliott Avenue West near Smith Cove, in the southern portion of the Interbay neighborhood, a historically industrial area in the flat lands between the hills of the Queen Anne and Magnolia neighborhoods. The Interbay neighborhood extends as far north as Salmon Bay and the Fisherman's Terminal.

In the 19th century, the area was marked by tide flats and salt marshes, extending over a half-mile north of today's Magnolia Bridge. The area was used by Native Americans as hunting and fishing grounds. After the arrival of the Denny party in 1851, marking Euro-American settlement of the area, Dr. Henry A. Smith (1830-1915) of Wooster, Ohio, staked a 160 acre claim in 1853 along the shores of the cove which was to be named after him, recognizing the potential for a tidewater terminus for a rumored transcontinental railroad in the future. Smith's settlement was near today's Dravus Street, and to connect to Seattle, he cut a three-mile trail overland through the woods as an alternative to a canoe route. Smith established a medical practice and was for a time the only physician in Seattle besides David "Doc" Maynard. He also served as King County's first school superintendent and was a territorial legislator for several terms. Smith also owned and attempted to farm land near the mouth of the Snohomish River. By the late 1870s, Smith owned almost 1,000 acres at the foot of Queen Anne

Hill, the source of his wealth in later years. The Smith Cove location attracted other early settlers, who made a living farming and logging.

In the 1880s, a small railroad was in fact constructed near Smith's property. Seattle businessmen organized the local Seattle, Lake Shore & Eastern Railway to reach coal fields in Issaquah and Newcastle and routed the line on a trestle from downtown through Smith Cove and Interbay, along the north side of Lake Union, to the north end of Lake Washington.

A few years later, in 1892, the Great Northern Railway came to Seattle via Interbay and Smith Cove. It was the second railway, after the Northern Pacific, to connect the city to the major cities of the Midwest and East and was seen as critical for the economic development of the city. Unlike their rival Northern Pacific Railway which came into the Seattle port from the south, the Great Northern route came from the north, via Everett, down the shore of Puget Sound, through Ballard and across Salmon Bay, then through Interbay to Seattle. The Great Northern's first depot was at Smith Cove, until moving to Railroad Avenue downtown. To avoid the congestion of the central waterfront docklands, the railway purchased hundreds of acres in Interbay and Smith Cove, built Piers 38 and 39 with warehouses and rail-to-ship loading facilities, and established a large rail yard and roundhouse above the tide flats by 1903. By 1905, the Great Northern operated two cargo and passenger ships from these piers—the SS Minnesota and the SS Dakota, constructed in 1903 in Connecticut shipyards—which were, at the time, among the largest oceangoing ships in the world. These ships traded with Asian ports, particularly China and the Philippines, and were closely associated with the silk trade with Japan.

He said light industry began to develop on the railroad side including a coal gasification plant. Spaces were filled in and areas paved in the 1920-30s; by 1930 the street was paved. As the 1930s wore on, during the Depression era, the north end of Smith Cove was the site of one of four "Hooverilles," in Seattle, which persisted for almost a decade. The shantytowns consisted primarily of out-of-work homeless men. Several buildings in the immediate vicinity of the subject building were constructed within a few years of it. They included at least one Art Deco building—the Cove Mid-City Market—a shopping center built in 1931 on Elliott Avenue at Galer Street, two blocks north of the subject site. It is today Builder's Hardware Supply, and although it was long ago altered, a small two-story Art Deco remnant remains at the north end. Other nearby buildings were built with Moderne details, which was an architectural style that developed in part from the Art Deco style and became popular during the Depression years of the 1930s and early 1940s. These include the American Cracker Company (1939, altered) at 1465 Elliott Avenue West; a machine shop (1941) at 1425 Elliott Avenue West; Western Pacific Chemical Laboratories (1940), at 1436 Elliott Avenue West; and a veterinary hospital (1941, altered) at 1408 Elliott Avenue West.

By 1939, the local economy had begun to improve with the onset of war in Europe. In 1941, the US Navy took over the huge Piers 40 and 41, renamed them 90 and 91, and removed the remaining parts of the Hooverville, as well as unneeded buildings and industrial structures, to construct an enlarged terminal for a supply depot and recruiting station.

In the early 2000s, the north portion of the Terminal 86 landfill, across the railroad corridor from the subject site, was sold by the Port of Seattle and developed as the headquarter campus for Immunex, and later Amgen, both biopharmaceutical companies. Today it is the headquarters of Expedia, a travel-related tech company. In 2009, Pier 91 was renovated to accommodate a two-berth ship terminal for huge cruise ships, reflecting an increase in the number of cruises departing from Seattle.

In 2017, the existing industrial buildings on the large parcel to the south across Lee Street from the subject site were demolished. The property, which had been the site of an aforementioned coal gas plant and other industrial uses for decades, was found by recent studies to be highly contaminated with petroleum compounds and heavy metals and is currently being studied for cleanup and remediation. The subject site has also been found to be contaminated with these compounds

Mr. Peterson said Williams and Company was based in Portland, Oregon. In 1903 the name changed to E. G. Williams Company. Williams died early and his mother and two brothers purchased and ran the company. Frank and Leo expanded the company which occupied several Portland locations. In 1928, Williams & Company purchased the property, and hired Seattle architect George Wellington Stoddard to design the subject facility. Unlike the Bell Street location, the subject site had the advantage of being situated next to a railroad corridor for delivery of supplies.

Construction began in October 1931, for the original two-story building which measured only 77 by 135 feet in plan, corresponding roughly to the southern two-thirds of the current building. The factory produced potato chips (also known as “Saratoga chips”) and bottled horseradish. The reinforced concrete building was completed in May 1932 at an estimated cost of \$25,000 and was described as a “daylight factory” in news accounts of the opening, which referred to the concrete frame and large industrial sash windows lighting the main floor.

The factory was designed by Stoddard in the Art Deco style, one of three concrete Art Deco structures that he designed in 1931, all utilizing formwork to create decorative effects. Stoddard specified decorative lines or patterns to be cast into in the wet concrete, although some were not followed exactly as indicated in the architectural drawings, likely indicating changes made on site during the construction process

The interior main floor featured production areas, general and private offices, dressing rooms and lockers for employees. The executive corner office included a fireplace and custom wood cases which served as radiator covers and possibly as shelving. Some windows reportedly featured vitrolite and colored art glass, but it is not clear where they would have been, or if they were actually installed. Potato chip production occupied the main floor. In an adjoining room, cooled chips were packaged in waxed paper sacks. Packing and order-filling occupied the center of the main floor, convenient to the shipping platform on the north side of the building. A small elevator was located near the center of the production floor. Processing horseradish occurred in a separate area of the building, due to the strong smell of the ingredients. The basement was used for storage and had the capacity to accommodate ten train carloads of potatoes and two carloads of vegetable oil. The building was designed (reportedly with input from owner Frank E. Williams) with “swimming pool floor construction” which allowed the floors to be flooded with water during cleaning, to reduce the fire hazard of dust buildup.

Historic 1937 tax photographs show that the exterior of the building’s entry tower by at least that time was enhanced with neon signage spelling “Williams Chips” above the main entrance, and also on the south (and presumably north) sides of the tower. Neon tubing also appears to outline the vertical fins on the tower’s east elevation.

In 1940, the factory received an addition which nearly doubled the floor area of the production space and storage area, which was again designed by George W. Stoddard, and valued at \$21,000 in construction cost. The two-story, L-shaped addition, which measured overall approximately 50 by 100 feet in plan, corresponds to the northwest corner of the building—five structural bays on the north, and two structural bays on the west. The addition re-oriented the loading dock from the north elevation to the east elevation, facing Elliott Avenue, and added an exterior loading dock and ramp on the west elevation. The elevator was relocated to the west wall. Bailey Construction Company built the addition, and it was completed in April 1940. Available architectural drawings show that the north elevation of the addition had originally featured large industrial sash windows typical of those on the other elevations; however, the north elevation was built to the property line. When the warehouse on the adjacent property to the north was constructed in 1979, the north elevation windows of the subject building were presumably infilled at that time, if not before.

The subject building continued to be used by Williams & Company for the production of potato chips and bottled horseradish sauce through the 1940s and 1950s. In 1960, Williams & Company was bought out by the Frito Company—later known as the Frito-Lay Company—but with no change in use to the building until about 1972. In 1972, the subject property was

purchased by Alfred S. and Gertrude Lapidus. Lapidus owned the Los Angeles-based Al Lapidus Popcorn Company. Beginning in 1975, the subject building was occupied by the Harlan Fairbanks Company, another producer of popped bagged popcorn. In 1992 the building was redeveloped with opening cut through on lower south end; various tenants have used the building since then.

The subject building was designed in 1931 by George Wellington Stoddard, a prolific Seattle architect who was active from the 1920s to the 1960s. In 1920, Stoddard moved to Seattle and formed a practice with his father, Lewis Malcolm Stoddard, who was a civil engineer and naval architect. The firm Stoddard & Son operated between 1920 and 1929, with the firm designing a wide range of building types and following the historical revivalist styles popular at the time.

Following Stoddard's father's death in 1929, George established his own firm, George Wellington Stoddard & Associates.

Stoddard designed several Art Deco buildings in the early 1930s, like the subject building. Examples include the second Metropolitan Printing Press building, today occupied by a Rite Aid drugstore at 2603 Third Avenue; the 777 Thomas Street garage building, a designated Seattle landmark in South Lake Union; and the Builder's Hardware building at 227 9th Avenue North, also in South Lake Union. Like the subject building, both the Metropolitan Printing Press building and the 777 Thomas garage are concrete buildings, and both feature Art Deco decorative lines or patterns cast into the exterior walls at the time of construction.

In the 1930s through the 1940s, Stoddard was well-known for his residential designs in planned Seattle area subdivisions, such as Blue Ridge or Sheridan Beach in North Seattle, as well as custom single-family residences, often in a Colonial Revival mode. In the 1940s, Stoddard was part of the design team for the Yesler Terrace public housing development, with architects William Bain, J. Lister Holmes, and others.

During the late 1940s and early 1950s, Stoddard moved away from historicist or revivalist styles, and embraced the Modern movement. His work at that time broadly included educational buildings, medical buildings, banks, stores, and apartment buildings. Projects were sometimes innovative or experimental. For example, he invented the concept of a "transportable school" which featured a central core with classroom structures that could be added or removed as needed. Three were constructed in the Seattle area in 1949; they were believed to be the first of their kind in the nation. Stoddard's work was published repeatedly in the Seattle Times and Seattle Post-Intelligencer, the local *Pencil Points* architectural journal, the national trade magazine

Architectural Forum, and other trade publications. He was also active in many professional and civic organizations.

While the original building permit for the property could not be located, newspaper articles about the project cite A. S. Hansen as the general contractor of the original 1931-32 building. Only a few projects by Hansen could be identified for this report, but most appear to have been single family homes constructed of brick. Hansen worked with prominent architects.

Art Deco was a short-lived but popular style in the United States and Seattle in the late 1920s and early 1930s. The term applied to a decorative style that first appeared at the *Exposition des Arts Decoratifs et Industriels Modernes* held in Paris in 1925, a fair which was intended to showcase luxury goods. Art Deco style buildings tend towards an emphasis on verticality, often with stepped massing. Buildings usually have areas of richly textured or relief surfaces contrasting with areas of smooth surfaces. Unusual or multicolored materials are often employed for effect. Typical surface patterns include fluting, horizontal bands, zig-zags, and others, often employed at roof parapets, window spandrel panels, door or window openings, or other focused areas at the ground level or building top.

Moderne was a closely related offshoot of Art Deco which developed a few years later. Moderne style buildings have an emphasis on horizontal lines, simple forms, and curved or rounded surfaces. Surfaces are smooth, and surface decoration is usually not present, except for trim. Roofs are generally flat, and windows are often drawn into bands across the façade.

Mr. Peterson said that the building doesn't meet any of the criteria for designation. He said there are lots of examples of Art Deco in the City. He said this building has horizontal elements but little to no architectural detail. He said the windows have been replaced all around the building and he said there have been too many changes to the building. He said the building is a typical, not exceptional example of Stoddard's work. He said the skyline has been dominated by Grainery and Expedia building and does not stand out.

Ian Morrison, McCullough Hill Leary said he agreed with the Staff Report that the building does not meet criteria A – 3. He said this building was a second – a satellite - location in Seattle for the business. He said the building doesn't meet Criterion F. He said it is a quiet building that shares a party wall with a larger building. He noted the grain silos and said the building doesn't rise to prominence. He cited a letter from PSE that describes site contamination from coal gasification plant. He said they don't know the extent of contamination. He said it is a superfund site that has a larger delineation. PSE is required to do the work. He said the building must be demolished and the scope of remediation delineated. Responding to clarifying questions he said PSE has done some drilling on site and they are still in the delineation process.

He said south of the property has been demolished and extensively tested. Major cleanup has been done there. The scope extends into Lee Street and this property and contamination extends down to the water table. PSE plan includes excavation and shoring permits going below. He said that PSE takes responsibility for all clean up.

Public Comment:

Jeff Murdock, Historic Seattle spoke in support of nomination. He said the board's purview is to determine landmark status, not to address the superfund site issues. He said the building is a great example of purely Deco concrete building and is unusual because it simply relies on relief in concrete. He noted the 'beautiful little tower'. He said that Grant Hildebrand has written about utilitarian buildings. Seattle has unique high-quality concrete buildings. The large population of Scandinavian immigrants had high skill in relief work. He said the building is a great example of a high-quality building of simple material.

Board Deliberation:

Ms. Barker read letter of support from Queen Anne Historical Society (letter in DON file). She said that many historic items have been removed but many things meet the criteria. She noted the lightness and airiness. She said removal of the metal awnings returns the airiness to the building. The tower was remarkable when building when built and still is now; it helps the building to meet criteria D and F. She said despite modifications it is still eligible to be a landmark with Moderne and Deco styles. She said the building has amazing detail for a simple building.

Mr. Freitas did not support nomination although the tower gave him pause. He said the 1940 addition didn't bother him, but he can't apply a criterion that works for him.

Mr. Macleod supported nomination; he said it all adds up to being significant. He said it is a fascinating history; the building is at the forefront of the development of the neighborhood. He said it is a component of the economic development of the district. He said the core of the building is sound; the awnings and window changes can be reversed. The building is prominent in this area. It is one of the few Art Deco buildings in the area.

Ms. Johnson said that contamination is not in board's purview. She was unsure about the standards applying here. She said the style is unusual and this is a much nicer concrete building with interesting formwork. The awning could be removed, and detailing is there. She said so much around it has changed.

Mr. Coney said it is an identifiable building when driving by. He said he hasn't seen a lot of cast-in-place concrete buildings with elements like this. He supported nomination. He said barring remediation, there are ways around that. The awnings are gone. It is a striking building, and everything is still there.

Mr. Kiel noted the ongoing use and said there is no tie-in to the story. He said perhaps Criterion D but he wasn't sure. He said it would not be great to designate and then vote 'no controls.'

Mr. Freitas said saying it shows the signs of the style is not compelling. It is a slippery slope to say it is distinctive because it is a certain age.

Ms. Barker said Criterion D says 'embodies' and this does.

Ms. Johnson asked Ms. Barker if she would put this in a book.

Ms. Barker said she would; it goes from magnificent to vernacular.

Mr. Macleod said it is Streamlined Moderne and a not-well-represented food-related manufacturing building.

Ms. Barker noted the building is right on the train tracks which allowed for ease of dumping potatoes into the building.

Mr. Macleod said it may not be the best, but it delineates this corridor.

Ms. Barker said that women making potato chips remind her of the telephone exchanges; it was an acceptable place for women to work.

Mr. Freitas questioned if the building is significant for any of those things – women, railroad, food, style.

Ms. Johnson said she would not support nomination.

Mr. Coney questioned if there is another in the neighborhood. He said it is prominent – everyone knows it. He said he would like to move it forward to designation.

Ms. Johnson said she noticed the sign more than the building.

Action: I move that the Board approve the nomination of the Williams & Co. Potato Chip Factory at 1405 Elliott Avenue West for consideration as a Seattle Landmark; noting the legal description in the Nomination Form; that the features and characteristics proposed for preservation include: the site, and the

exterior of the building; that the public meeting for Board consideration of designation be scheduled for December 18, 2019; that this action conforms to the known comprehensive and development plans of the City of Seattle.

MM/SC/DB/RC 3:3:0 Motion fails. Messrs. Freitas and Kiel and Ms. Johnson opposed.

110619.4 STAFF REPORT

Respectfully submitted,

Erin Doherty, Landmarks Preservation Board Coordinator

Sarah Sodt, Landmarks Preservation Board Coordinator