



**3400 PHINNEY AVE N**  
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LANDMARKS - ARCHITECTURAL REVIEW COMMITTEE - 2





- From 1905 to 1941 the building served as a trolley barn.
- From the 1940's to the 1980's it contained Seattle Disposal's offices, storage, and truck repair.
- From 1983 to 1984 Pacific Rim Export used the building for offices and warehouse.
- From 1988 to 2000 it was the Redhook Brewery .
- From 2004 to 2024 it was used as Theo Chocolates' production facility and retail outlet.

The Fremont Trolley Barn/Red Hook Ale Brewery and its site were designated a Seattle Landmark and Landmark Site in Ordinance 116054 dated February 5, 1992.

## 3400 PHINNEY AVE NORTH

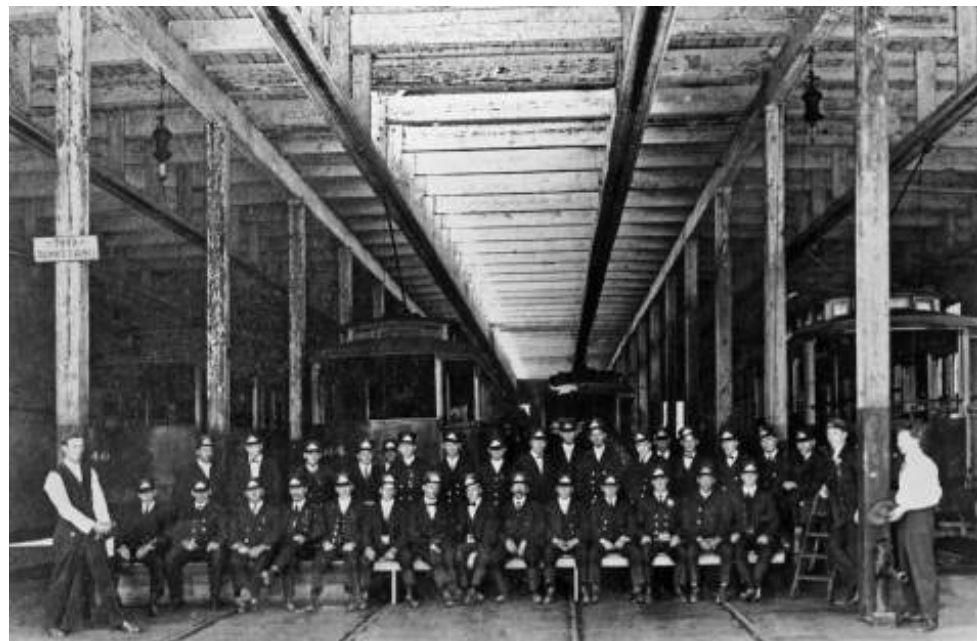




THE FREMONT CAR BARN ON SEPT. 23, 1919.



VIEW FROM ACROSS THE CANAL



TRAINMEN POSING IN THE OPEN BAYS



AERIAL 1929



TROLLEY BARN FROM SW CORNER, DEC 11, 1936

# HISTORIC IMAGES 1905-1941, TROLLEY USE



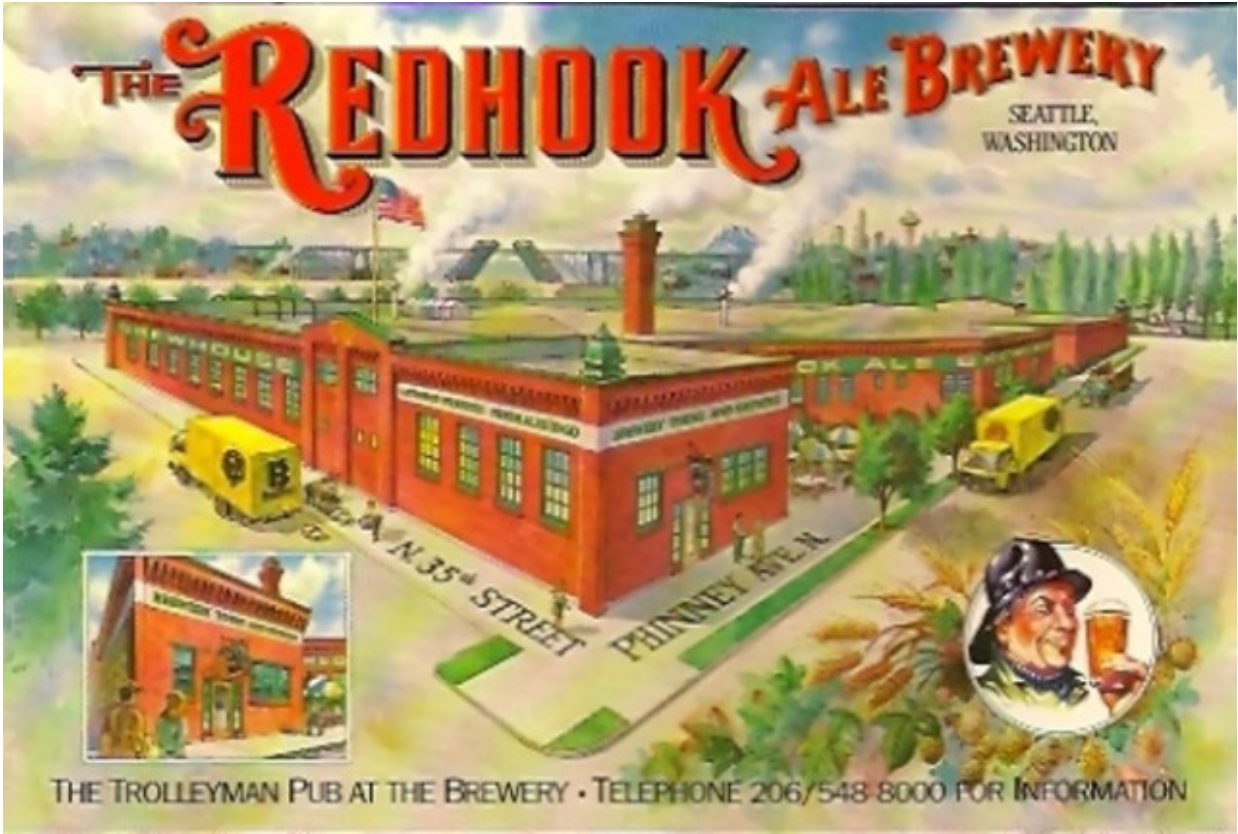


LAWTON GOWEY'S MAY 27, 1968 RECORDING OF THE BARN WHEN IT WAS STILL USED FOR STORAGE.

# HISTORIC IMAGES 1968-2000

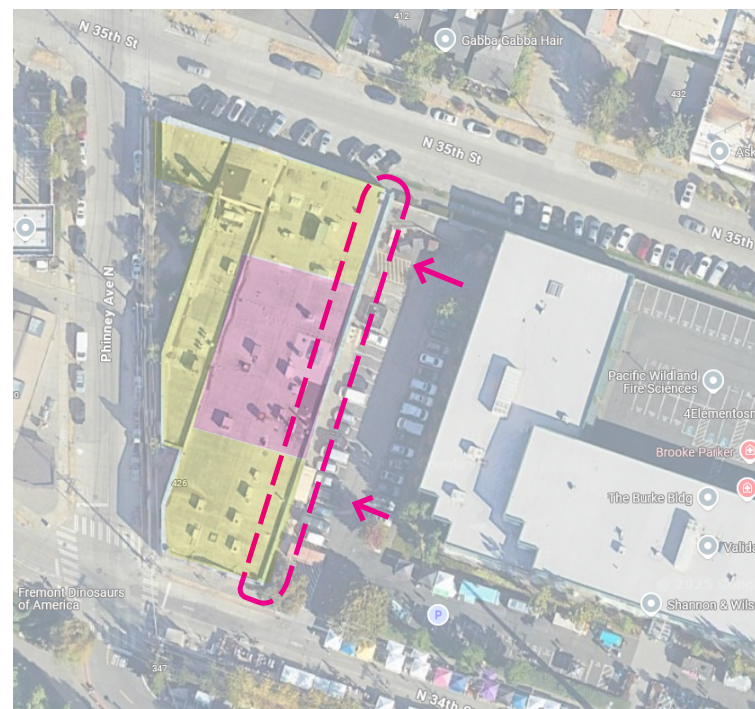
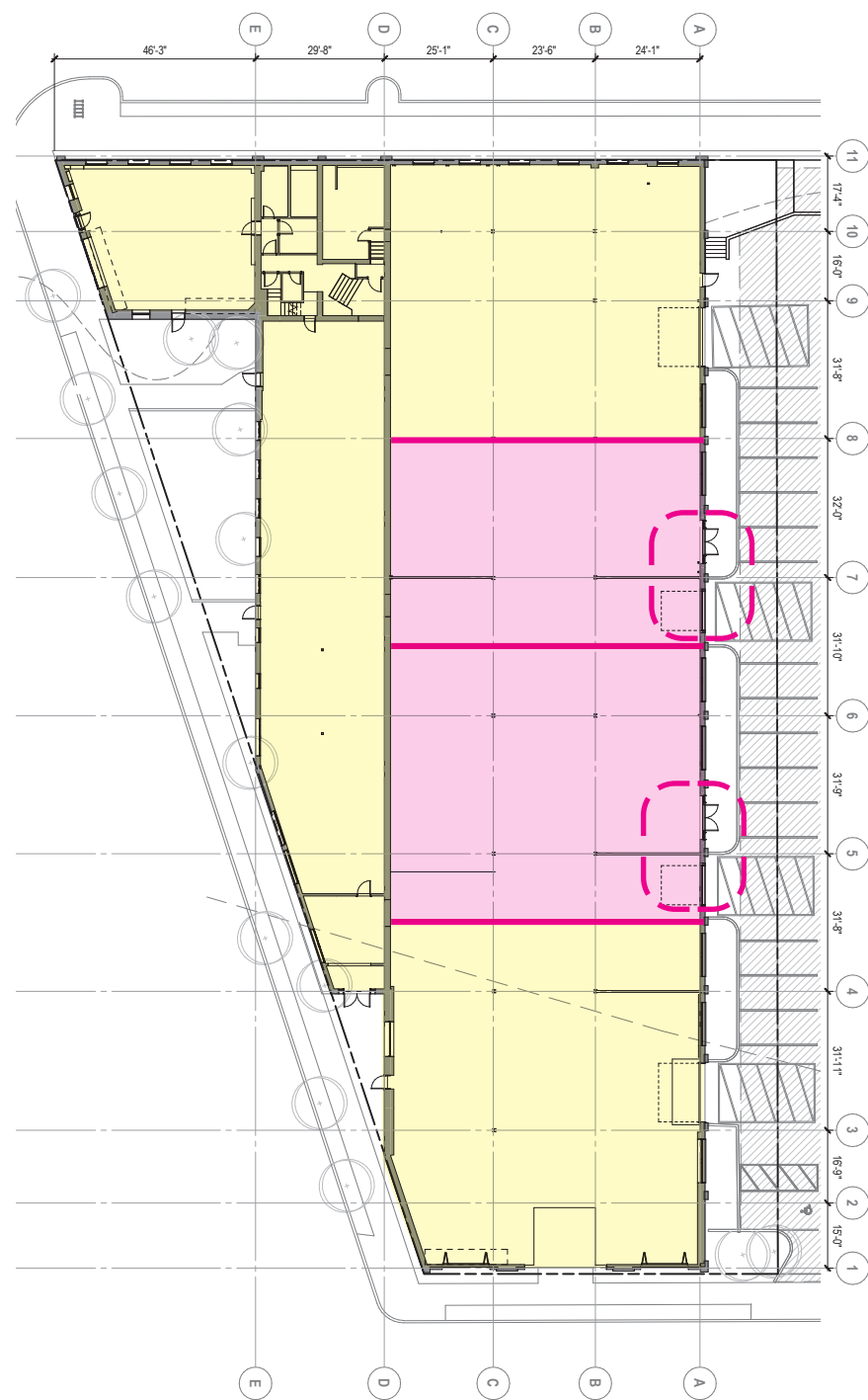


REDHOOK BREWERY, PHOTO TAKEN SOME TIME BETWEEN 1988 AND 2000.

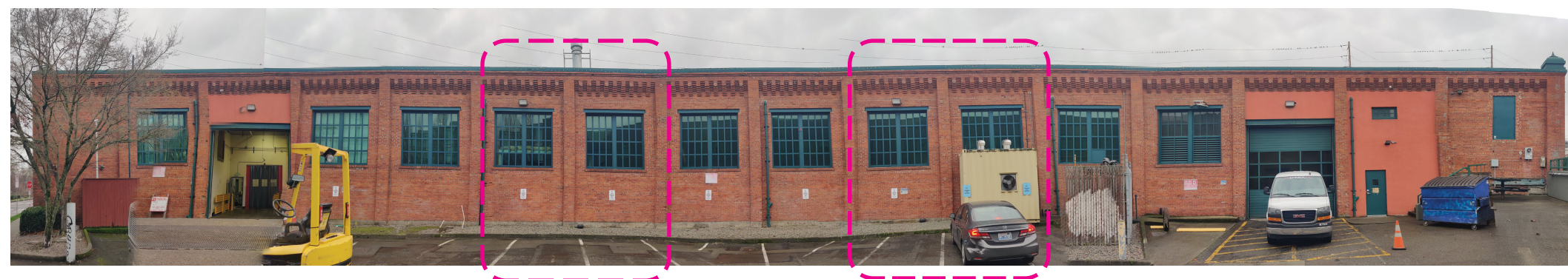


REDHOOK BREWERY PROMOTIONAL ARTWORK

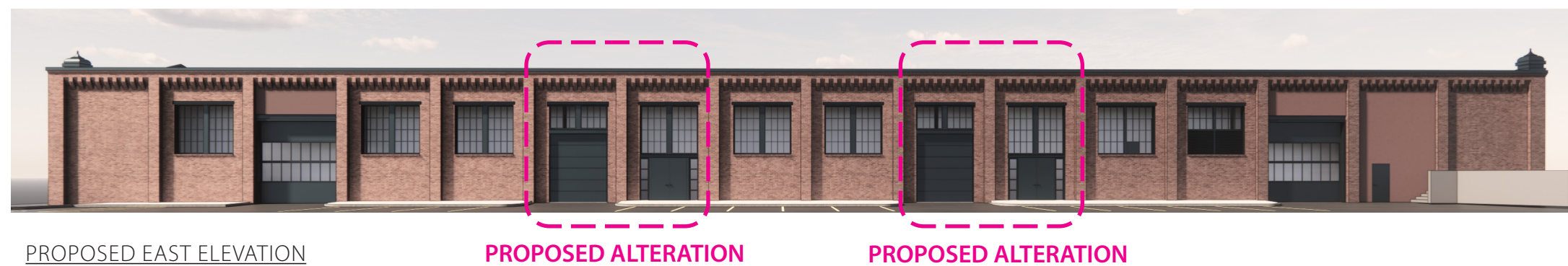




AERIAL PHOTO



EXISTING EAST ELEVATION



PROPOSED EAST ELEVATION

PROPOSED ALTERATION

PROPOSED ALTERATION

## EAST ELEVATION - "BACK" FACADE ALONG INTERIOR LOT LINE





EXISTING



PROPOSED - PREFERRED



ALT 1 - REMOVE SIDELIGHTS & ADD GLAZING TO TOP OF OVERHEAD DOORS



ALT 2 - MINIMIZE STOREFRONT

# RENDERED ELEVATION





35TH AVE VIEW - EXISTING

3400 PHINNEY AVE NORTH





35TH AVE VIEW - PROPOSED

3400 PHINNEY AVE NORTH

GRAHAM BABA ARCHITECTS





35TH AVE VIEW - EXISTING

3400 PHINNEY AVE NORTH





35TH AVE VIEW - PROPOSED

3400 PHINNEY AVE NORTH





## 34TH AVE VIEW - EXISTING

3400 PHINNEY AVE NORTH

GRAHAM BABA ARCHITECTS

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## 34TH AVE VIEW - PROPOSED

3400 PHINNEY AVE NORTH

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## 34TH AVE VIEW - EXISTING

3400 PHINNEY AVE NORTH

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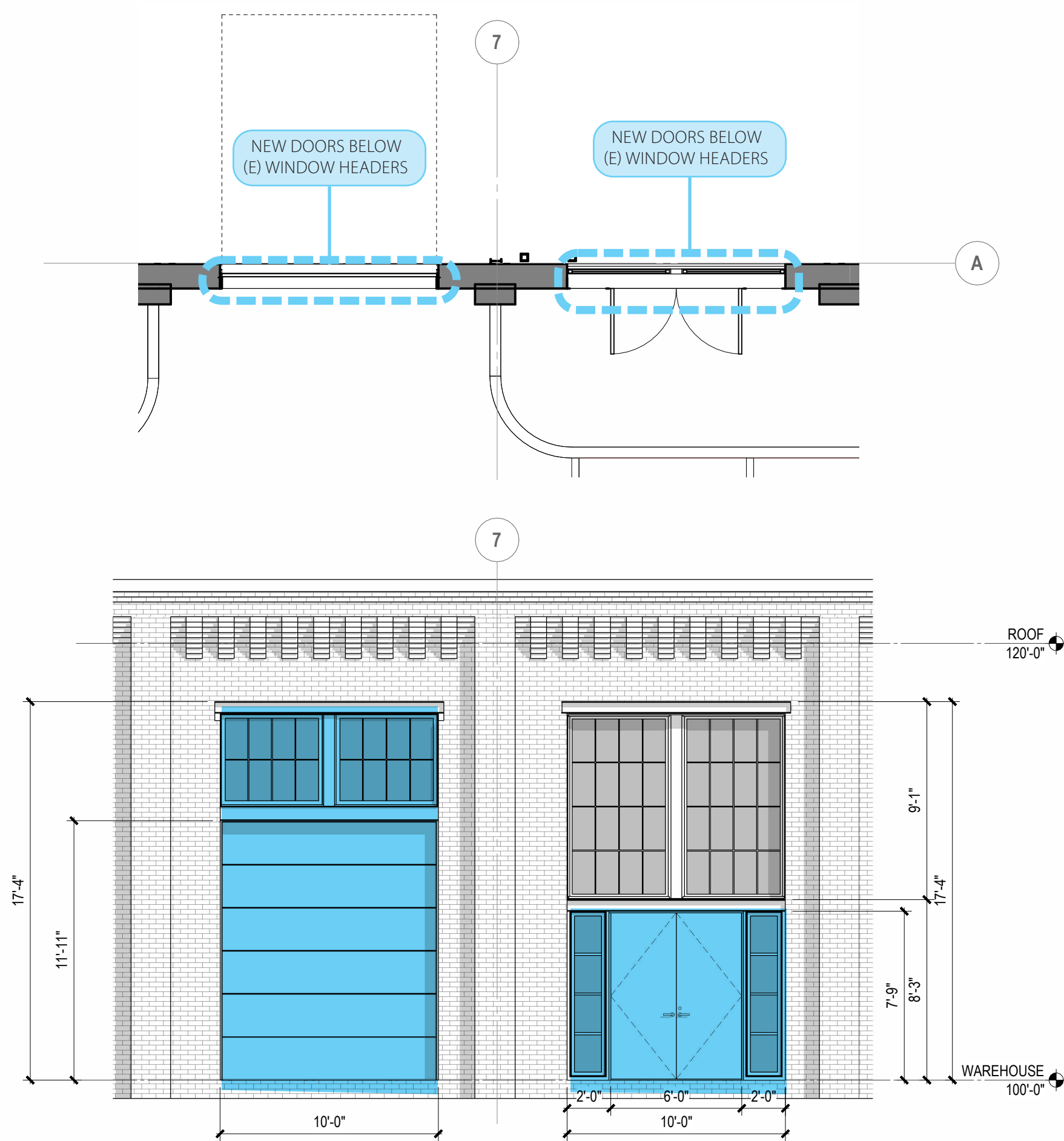
## 34TH AVE VIEW - PROPOSED

3400 PHINNEY AVE NORTH

GRAHAM BABA ARCHITECTS

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# ENLARGED EAST ELEVATION AT PROPOSED OPENINGS