



The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-1649
Street Address: 700 5th Ave Suite 1700

Landmark NOMINATION Application

Name: Stores and Garage for Olive Way Improvement Company

Year Built: 1924

Street and Number: 1550-1560 E Olive Way / 410-422 E Denny Way, Seattle WA 98102

Assessor's File No. 744950-0045

Legal Description: Lot 9, Block B, Rowe's First Addition to the City of Seattle, according to the Plat thereof, recorded in Volume 11 of Plats, Page 42, in King County, Washington; AND ALSO, Lots 5, 6, 7, and 8, Block D, Rowe's Second Addition to the City of Seattle, according to the Plat thereof, recorded in Volume 12 of Plats, Page 4, in King County, Washington; EXCEPT that portion of Lot 7 and Lot 8, condemned in King County Superior Court Cause Number 190861 for the Widening of Olive Way, as provided by Ordinance Number 41943 of the City of Seattle. Situate in the County of King, State of Washington.

Plat Name: AND **Plat:** Rowe's 2nd Addition **Block/Lot:** Block D/Lots 5-8
Plat: Rowe's 1st Addition **Block/Lot:** Block B/Lot 9

Present Use: Retail and garage (vacant)

Present Owner: Walter Wenteh Lu & Keiko Lu **Owner agent:** Charlie Bauman, Guntower Capital
c/o Alan Zemek 1421 34th Avenue, #300
1316 Laclair Avenue Seattle WA 98122
Pittsburgh, PA 15218 Email: charlie@guntowercapital.com

Original Owner: Olive Way Improvement Company

Original Use: Stores and garage

Architect: Lawton & Moldenhour

Builder: Great Northern Construction Company

Submitted by: DPHRC - David Peterson Historic Resource Consulting **Date:** December 19, 2022
PO Box 115 / Seattle WA 98111 / 206-376-7761 / david@dphrc.com

Reviewed by: (Historic Preservation Officer) **Date:**



Stores & Garage for Olive Way Improvement Co.

1550-1560 E Olive Way / 410-422 E Denny Way

Seattle Landmarks Preservation Board

December 19, 2022

**1550-1560 E Olive Way / 410-422 E Denny Way
Seattle Landmark Nomination**

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I. INTRODUCTION

This report documents a commercial building, located at 1550-1560 E Olive Way / 410-422 E Denny Way (at the northwest corner of E Denny Way), in the Capitol Hill neighborhood. This one-story structure was originally built as a garage and store building for the Olive Way Improvement Company in 1924. This report was written at the request of Guntower Capital, a developer acting for the property owner, in order to ascertain its historic significance prior to future development of the site.

This report was written and researched by historic resource consultant David Peterson. Unless noted otherwise, all images are by the author and date from September 2022. Sources used in this report include:

- Material on file at the Seattle Department of Construction and Inspections (SDCI) microfilm library, including copies of original drawings and early permits.
- Newspaper, book, city directories, and maps referencing the property (see bibliography).
- Author's on-site photographs and property review.
- King County current and historic tax records; the former accessed online, and the latter obtained from the Puget Sound Regional Archives at Bellevue College in Bellevue, Washington. This includes the 1937 King County tax assessor photograph of the subject property to assess changes to the exterior to the building.
- Seattle Municipal Archives historic photos, including two 1975 photos of the building.

Research also included several site visits to view and document current conditions of the neighborhood, site, and building.

II. BUILDING INFORMATION

Name (historic/current): Stores and Garage for Olive Way Improvement Company

Year Built: 1924

Street & Number: 1550-1560 E Olive Way / 410-422 E Denny Way, Seattle WA 98102

Assessor's File No.: 744950-0045

Original Owner: Olive Way Improvement Company

Present Owner: Walter Wenteh Lu & Keiko Lu
c/o Alan Zemek
1316 Laclair Avenue
Pittsburgh, PA 15218

Owner agent: Charlie Bauman
Guntower Capital
1421 34th Avenue, #300
Seattle WA 98122
Email: charlie@guntowercapital.com

Original Use: Stores and garage

Present Use: Retail and garage (vacant)

Original Designer: Lawton & Moldenhour, architect

Original Builder: Great Northern Construction Company

Plat/Block/Lot: Plat: Rowe's 2nd Addition / Block: D / Lot: 5-8 and
Plat: Rowe's 1st Addition / Block: B / Lot: 9

Legal Description: Lot 9, Block B, Rowe's First Addition to the City of Seattle, according to the Plat thereof, recorded in Volume 11 of Plats, Page 42, in King County, Washington; AND ALSO, Lots 5, 6, 7, and 8, Block D, Rowe's Second Addition to the City of Seattle, according to the Plat thereof, recorded in Volume 12 of Plats, Page 4, in King County, Washington; EXCEPT that portion of Lot 7 and Lot 8, condemned in King County Superior Court Cause Number 190861 for the Widening of Olive Way, as provided by Ordinance Number 41943 of the City of Seattle. Situate in the County of King, State of Washington.

III. ARCHITECTURAL DESCRIPTION

A. Site and Neighborhood Context

The subject property is situated at the northwest corner of E Denny Way and E Olive Way, on the steep west flank of the Capitol Hill neighborhood. The parcel is trapezoidal in plan, oriented east-west, and measures approximately 184 feet on the north, 128 feet on the south, 114 feet on the east, and 100 feet on the west. The site slopes sharply, dropping approximately 10 feet from the northeast to the southwest property corner. There is an alley along the north property line. The subject building occupies the entire parcel, and the primary facade faces E Olive Way. *[See Figs. 1-6 for current maps and photos of the site]*

Surrounding building vary in terms of age and type. To the west of the subject property, sharing a property line, are two apartment buildings – the Casa Nova, a 3-story wood frame Modern style building constructed in 1963; and the Bellevue Apartments, 3-story brick veneer wood frame building constructed in 1910.

To the north of the subject site, across the alley, are three buildings – Faneuil Hall, a 5-story Tudor Revival style apartment building constructed in 1928; a one-story wood frame single family house built in 1920; and the Iliad, a 4-story Modern style wood frame apartment building constructed in 1965.

To the east, across E Olive Way, are two structures – the St. Florence, a 4-story ca. 1914 brick apartment building; and a one-story market building constructed in 2007.

To the south, across E Denny Way, are two apartment buildings – the Olive Crest, a 3-story brick building with a triangular footprint, constructed in 1924; and the Oleta, a 3-story-with-basement brick veneer structure completed in 1910. The Olive Crest Apartments were designed by the same architect and developed by the same owner as the subject building. Similarly, the building to the southwest of the Olive Crest, a 6-story brick apartment building called the Burlingame at the corner of E Olive Way, Bellevue Avenue E, and E Howell Street, was developed by the same owner but with a different architect in 1928.

The immediate surroundings are a dense mix of commercial, mixed-use, and residential structures, with many apartment buildings and some single-family houses nearby. Both streets adjacent to the site – E Denny Way and E Olive Way – are busy arterials from downtown to the top of Capitol Hill, and both serve as access points to or from the I-5 freeway. Broadway Avenue, four blocks east of the site, extends a mile north and forms the primary commercial spine for the neighborhood.

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 neighborhood in general is notable throughout the city for a vibrant urban environment, particularly in recent decades, and continues to undergo commercial and residential development.

Designated Seattle historic landmarks within a quarter-mile radius of the subject site include:

- The Ward house (1882, altered) at E Denny Way and Belmont Avenue E.
- The Alexander Pantages House (1907), at E Denny Way and Harvard Avenue E.
- Avon/Capitol Crest Apartments (1905), at E Denny Way and Broadway.
- Cal Anderson Park, Lincoln Reservoir and Bobby Morris Playfield (1901, Olmsted Brothers, altered), at Nagle Place and 11th Avenue between E Pine Street and E Denny Way.
- San Remo Apartments (Wm. van Sicken, 1906) at E Thomas Street and Belmont Avenue E.

B. Building description

The subject structure was originally constructed as a store and garage building in 1924. Until 2020, the building was occupied by small retail and commercial tenants, and has been mostly vacant since that time. The last tenant left in late 2022. *[See Figs. 7-60 for current photos of the building]*

The building is massed as two parts—a one-story retail component along E Olive Way, and a lower, one-story garage extending westward that is accessed from the alley and E Denny Way. Both components feature partial basements that are accessed from E Denny Way. The building is post and beam construction over a concrete foundation. Heavy timber trusses supported midspan by a single line of posts are used in the garage. Perimeter and some interior walls are unreinforced brick masonry. Roofs are flat, with either membrane or built-up surfacing.

The retail component is organized into six wide, slightly recessed storefronts along the east facade, and two similar window bays along the south facade. Buff-colored field face brick laid in running bond, with buff-colored glazed terra cotta ornament, clads the retail block on its two street frontages. The field brick is currently painted, a non-original condition. Each bay features curved top corners, and is framed by a coiled terra cotta band that meets in a stylized fleur-de-lis terra cotta block at the top of the opening. The base of the coiled terra cotta bands rests on blocks identified in the original drawings as sandstone.

The roof of the retail component features a low parapet with terra cotta coping. Terra cotta brackets surmounted by decorative urns (where remaining) provide emphasis between storefront bays. Below the brackets are globe sconce light fixtures, which are replacements of the original fixtures, but date to some time between 1975 and 2007. A recessed panel featuring header brick laid in a stack bond (in random shades of light and dark buff, no longer visible under the paint) is located above each storefront in the sign band below the parapet.

On the east facade, each storefront typically features a recessed center entry, flanked by glazing on masonry bulkheads faced with marble. Because the sidewalk grade drops from north to south across the east facade, and because the storefronts have a uniform header height, the first and second storefronts (from the left) are taller and feature transom windows. Storefronts—especially the first, second, third, and fourth—retain some original features, which may include green marble cladding at bulkheads, turned wood posts connecting the storefront glazing corners, recessed awning boxes, and decorative wood framing around entries.

The sixth or northernmost storefront on the east facade was originally an open, vehicular entry to the garage, accessed via a ramp. Wheel guards are still visible at the base of this storefront. The adjacent fifth storefront functioned as a small retail or auto showroom space related to the garage, and connected down to the garage level by rear stairs, which also led up to a mezzanine level lit by windows on the alley. In 1946, the sixth storefront was reconfigured to serve as a very shallow retail shop, with a level wood frame floor built over the descending ramp as far as head height would allow (which was not the full length of the ramp). At the same time, the far end of the ramp was sealed off from the rest of the garage with masonry and concrete, leaving an interstitial space between the back of the small retail shop, as it remains at present.

Interiors of the six retail shops vary and have been altered over time by multiple tenants, and all feature contemporary finishes installed in recent decades. Several are in very poor condition, and no significant interiors remain. At present, many of the east facade storefronts or portions of the storefronts are not fully visible because they are blocked by protective plywood sheathing for security.

On the south facade, the two window bays of the retail component feature glazing rather than entries. The easternmost bay, on the corner, has a transom and full glazing below the recessed awning box. The adjacent bay to the west features non-original faux-lite transom windows set above a high brick sill wall.

There is a partial basement level below the retail component is accessed from E Denny Way, below the two south facade window bays, which was not investigated for this report.

The south facade is dominated by garage component of the building. At the east part of the garage on the south facade, an entrance bay with a short ramp provides vehicle access from E Denny Way to the garage interior. Extending westward from the entrance are six additional window bays, with a basement level below. As part of the ramp and garage entry, there is an adjacent person door, separated from the vehicle entry by a low wall. The original architectural drawings indicate that the person entry was originally a window; this alteration was made at an unknown time.

The south facade is faced with rug brick, and features terra cotta parapet coping that matches the coping of the retail component, albeit without the brackets and decorative urns. Windows on this facade are nearly square and wood frame, with two 6-over-9 fixed wood sash divided by a center mullion.

At the basement level below the garage are three small storefronts accessed from E Denny Way, which in recent years were occupied by small shops or offices. On the original drawings, these spaces are shown as private parking stalls; it is unclear when the spaces were renovated into commercial spaces. These interiors feature contemporary partition walls with no significant finishes, and are in poor condition.

The remaining facades are utilitarian. The west facade, facing the adjacent building, is rug brick over a concrete basement level, and features industrial steel sash windows with concrete headers. The north facade, facing the alley, has a series of variously-sized industrial steel sash windows at the west end; and at the east end, there are wood sash double hung windows at a mezzanine level. Near the center of the north facade is another vehicular entry for the garage, which installed in place of two windows in 1958.

C. Summary of primary alterations

The subject building has undergone some alterations over time, and is poor condition due to deferred maintenance and recent vandalism. However, the commercial storefronts retain some degree of integrity. The 1937 King County Tax Assessor photographs, historic architectural drawings, historic building permits, and a visual review of the property provide information regarding alterations to the building.

Below are the major historic permitted alterations to the building, not including permits for signage, mechanical and electrical work, minor tenant alterations, or the like:

Permit	Date	Est. Cost	Comments on permit
229366	1923	\$40,000	Build (1 story, mill constr., public garage & repair shop)
370608	1946	----	---- [alteration of garage ramp at sixth bay on east facade to commercial space]
466551	1958	\$500	Alter entry of exist. bldg. (repair garage)

The primary alterations to the building are:

- E Denny Way facade: Widening of garage entry; alteration of basement level parking stalls to commercial spaces. (Unknown time)
- E Olive Way facade: Change sixth bay from garage ramp to commercial space. (1946)
- Alley facade: Change two windows into garage entry. (1958)
- E Olive Way facade: Exterior and interior store alterations over time to suit tenants (1924 - present).

III. HISTORICAL CONTEXT

A. Development of the Broadway District/Capitol Hill Neighborhood

Early Context and the Duwamish

The subject site, and all of the area that makes up present day Seattle, is part of the lands that have been inhabited by the Duwamish Indians – a subgroup of the indigenous Coast Salish People – for over 10,000 years, after the retreat of the last glaciers that covered and shaped the land. The Duwamish maintained numerous settlements in what became the greater Seattle area, primarily along the shorelines of Puget Sound and inland freshwater lakes and streams, all of which provided abundant fishing and hunting grounds.¹ Countless of these locations are identified with Duwamish place names and imbued with significance.

The Duwamish kept extensive kinship, spiritual, and trade networks with nearby indigenous communities, including the People of the Place of the Clear Water (known as the Suquamish); and related Duwamish groups – the Shilshoobsh or People of the Tucked Away Inside (associated with the Salmon Bay/Shilshole area), and the Hachooabsh or Lake People (associated with the Lake Washington and Lake Sammamish area). During the winter, tribes lived in large cedar longhouses, each home to 25 to 30 members of family groups. During summers, the families scattered to collect food, and lived in temporary shelters.

Initial white European exploration and mapping of the area occurred ca. 1770s-90s, establishing European names for existing landforms and waterways, such as Puget Sound. The Europeans also brought smallpox and other diseases, which within a few years had severely impacted the indigenous population. Around 1800, small numbers of white Euro-American settlers began to colonize the area, and were primarily engaged in fur hunting and trading with the indigenous population. As an effort to encourage settlement by white Americans in the area, the United States established the Oregon Territory in 1848, and created the Donation Land Claim Act in 1850, followed by the Homestead Act in 1862.²

During the 1850s, the U.S. federal government began to negotiate treaties with the Coast Salish tribes in order to consolidate land for white colonial settlers. At that time, the Duwamish gave up more than 54,000 acres (comprising of much of today's King County, including Seattle) in exchange for hunting and fishing rights, and agreed to remove to reservation land.³ In September 1851, some of the first white Euro-American settlers to the present-day Seattle area – the Denny Party – arrived at Alki Point.⁴ The Duwamish, led by Chief Seattle (*Seeathl*), interacted regularly with the Denny Party and helped them survive the difficult winter that followed. By 1853, the Denny Party moved to a new location near present-day Pioneer Square – known to the Duwamish as Little Crossing-Over Place (*sdZéédZul7aleecH*),

¹ "Duwamish" is the common anglicized pronunciation of the Lushootseed name *dxʷdəwʔabš*, meaning "People of the Inside Place." The Coast Salish are a group of ethnically and linguistically related Indigenous peoples of the Pacific Northwest Coast, living in British Columbia, Canada and the U.S. states of Washington and Oregon. Thrush, p. 23.

² Riddle, Margaret. "Donation Land Claim Act, spur to American settlement of Oregon Territory, takes effect on September 27, 1850," HistoryLink essay 9501, August 9, 2010, www.historylink.org. The 1862 Homestead Act was also open only to whites until the post-Civil War 1866 Civil Rights Act and the 14th Amendment guaranteed that African Americans were eligible as well. ("African American Homesteaders in the Great Plains," Homestead National Historical Park, Nicodemus National Historical Site. National Park Service, <https://www.nps.gov/articles/african-american-homesteaders-in-the-great-plains.htm>).

³ "Treaty of Point Elliott," Duwamish Tribe, <https://www.duwamishtribe.org/treaty-of-point-elliott>.

However, "the Muckleshoot Indian Tribe is composed of descendants of the Native people who inhabited the Duwamish and Upper Puyallup watersheds of central Puget Sound for thousands of years before non-Indian settlement... The name Muckleshoot is derived from the Native name for the prairie on which the Tribe's reservation was established... Following the reservation's creation in 1857, the Tribe and its members became known as Muckleshoot, rather than the historic tribal names of their Duwamish and Upper Puyallup ancestors." ("Origin and Ancestors," We Are Muckleshoot, Muckleshoot Indian Tribe, <https://www.wearmuckleshoot.org/our-history>).

⁴ For a more extensive and nuanced description of the Denny Party's interactions with the Duwamish, see "Terra Miscognita," Chapter 2 in Thrush, pp. 17-39.

and the site of an abandoned longhouse – where the settlement eventually developed into the city of Seattle.⁵

By 1857, as pressure from white Euro-American settlers increased, the Duwamish and other indigenous people throughout the Duwamish/Lake Washington and Upper Puyallup River areas moved to the Port Madison Reservation in Kitsap County or the Muckleshoot Reservation near present-day Auburn.⁶ However, many Native people chose not to move, and instead remained in Seattle due to strong cultural ties to the area. Although they were sought by the white townspeople for their labor and trade, deep-seated prejudices by the white settlers flared repeatedly over the decades. Rapid growth in Seattle after the arrival of the railroad in the mid-1880s, and urban development after the 1889 Great Fire, pushed white settlers inexorably outward into what had formerly been Duwamish lands.⁷

Broadway District/Capitol Hill

The subject property is situated at the northwest corner of E Denny Way and E Olive Way, two blocks east of Interstate 5, and four blocks west of Broadway Avenue. The site is located at the southern edge of what is today called the Capitol Hill neighborhood, where the area begins to overlap the First Hill neighborhood approximately five blocks to the south, connected to it by the Broadway Avenue commercial corridor. The area around the subject site was originally called the Broadway District at the turn of the 20th century, and was located on the hillside above the older, more working-class and industrial Cascade neighborhood to the west. Easy access to downtown, and the intersection of residential, commercial, and institutional development patterns, were important factors in the growth of the Broadway District area. Notably, the wide curve of E Olive Way between Bellevue Avenue and Broadway was cut through the earlier, pre-existing street grid in the early 1920s.

The area around the subject site developed relatively early in the city's history. Seattle's founders had settled on Elliott Bay in 1852, and incorporated as a town in 1869. City limits by 1875 only extended as far north from downtown as Howell Street, one block south of the subject site. In 1883, the strip of land between Howell and Galer Streets, including the subject site, was annexed to the city. At that time, the area around Broadway Avenue was known as Broadway Hill or the Broadway District, centered around the north-south Broadway Avenue commercial and residential spine that was rapidly beginning to develop north from First Hill.⁸

First Hill had developed by 1880 as a fashionable neighborhood, with large homes of the city's predominantly white elite, situated near, but removed from, downtown. Expanding north, white Seattle pioneer David Denny, acting as the executor of the John Nagle Estate, platted, sold, and leased property along Broadway Avenue beginning in 1880. Almost two miles to the north, white businessman James Moore and his Moore Investment Company developed 160 acres through a series of plats between 1900 and 1906 in the 40 blocks east and south of Volunteer Park, itself established only a few years earlier. Moore named the site "Capitol Hill," possibly after another neighborhood of the same name in Denver, Colorado (where he once lived), or possibly based on an expectation that the state capitol might be located there.⁹ This area also became popular with Seattle's predominantly white elite. Over time, "Capitol Hill" came to refer generally to a much larger area than Moore's original development, extending southward along and encompassing the Broadway district to First Hill, the Cascade neighborhood on the west, and the Madison Valley and Central District to the east.

⁵ Thrush, pp. 37-38.

⁶ "Origin and Ancestors," We Are Muckleshoot, Muckleshoot Indian Tribe, <https://www.wearemuckleshoot.org/our-history>.

⁷ Thrush, pp. 82-86.

⁸ Dorpat, Paul, "Seattle Neighborhoods: Capitol Hill – Thumbnail History," HistoryLink essay 3188, HistoryLink.com, May 7, 2001.

⁹ Williams, pp. 15-17.

Both First Hill and Capitol Hill 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, Madison Street sliced at a southwest to northeast angle, connecting downtown to what is now the Madison Park neighborhood on Lake Washington waterfront. 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.¹⁰

Cal Anderson Park, five blocks east of the subject site, was established in 1901 as “Lincoln Park” and was the first in Seattle designed by the Olmsted Brothers. The large park was 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 1901.¹¹ The reservoir largely dominated the northern portion of Lincoln Park (located underground since 2005). The southern portion had one of the city’s first children’s playgrounds to be developed (1907), with the “playground” concept having been introduced to Seattle by the Olmsteds. The southern portion of the park also included a baseball field. In 1922, the Parks 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; the latter was named after Washington State’s first out gay legislator).

Several institutions had built significant structures in the vicinity by the mid-1910s, including the Seattle or Broadway High School at Broadway Avenue and Pine (1902, demolished except for the Auditorium portion of 1911, now known as Broadway Performance Hall); the Odd Fellows Temple (1910) at 10th and Pine; the Masonic Temple (Saunders & Lawton, 1916), known in recent decades as the Egyptian Theater; and the original Cornish School at Broadway Avenue and Pine (Thompson & Thompson, 1906, altered), now known as the Booth Building.

On the interior of the hills and on lower slopes of Capitol Hill, working-class homes and small apartment buildings had been built, with scattered churches and commercial buildings, by the 1910s. More modest wood-frame homes and duplexes, and grittier commercial uses such as horse liveries and wagon works, were located in the vicinity of 10th, 11th, and 12th Avenues along Pike and Union Streets. The dense neighborhoods at that time are apparent in period photographs.

From about 1905 to about 1930, the Pike-Pine-Broadway area a few blocks southeast of the subject site developed into an early “Auto Row,” characterized by numerous automobile dealerships, auto repair shops, parts suppliers, paint shops, and parking garages.

Northeast of the subject site, the Broadway District was associated with shops and stores, with single family homes and apartment buildings close by. In the 1920s, the Broadway district boomed to become one of the city’s premier shopping areas, as commercial development expanded. The blocks west of Broadway were heavily developed with new brick apartment buildings, to take advantage of views and convenient north-south streetcar lines along Belmont and Summit Avenues.

Capitol Hill, like many other Seattle neighborhoods, was a largely white neighborhood due to discriminatory, racially restrictive covenants within real estate developments and transactions that began to appear in Seattle in the early 1900s, and “redlining” practices in the mortgage loan industry that began

¹⁰ Rochester, Junius. “Seattle Neighborhoods: Madison Park – Thumbnail History,” HistoryLink.com Essay #2808, November 16, 2000. Horse-drawn streetcars had been introduced in Seattle in 1884, cable cars in 1887, and electric streetcars in 1889. By 1892, Seattle had 48 miles of streetcar lines and 22 miles of cable car lines.

¹¹ “History,” Seattle Public Utilities, www.seattle.gov.

in the mid-1930s. The practices were finally outlawed by the Fair Housing Act of 1968 and Washington State laws in 1977, but vestiges of the discrimination remain to the present day.¹²

The Great Depression of the 1930s led to general economic stagnation nationwide, including in Seattle, but ended with the mobilization necessary at the start of World War II. In 1946, Broadway High School closed because enrollment had dropped as families chose to settle in other sections of the city. It was replaced by the Edison Technical School, a vocational training institution.

During the 1950s and the early 1960s, the construction of what became the Interstate 5 freeway created an emphatic separation between Capitol Hill and the Cascade neighborhood to the west. The highway, built along the steep west flank of Capitol Hill, required the demolition of a wide north-south swath of existing residential blocks. A few major streets, such as E Denny Way and E Olive way, both adjacent to the subject site, were reconstructed to bridge over the highway.

By the early 1960s, Capitol Hill was associated with counterculture groups, political activism, protests, and demonstrations. The neighborhood also became a hub for the city's gay community, which prior to that time had developed largely in the Pioneer Square area. The Dorian Society, established in 1967 as the earliest LGBTQ organization in Seattle, and other social support groups were headquartered on Capitol Hill. By the 1970s, numerous LGBTQ-owned businesses, bars, and restaurants had been established. The neighborhood also continues to play a central role in Seattle's LGBTQ community, and is the site of many LGBTQ events and festivals throughout the year.

In 1966, Seattle Central Community College was established on the site of the Edison Technical School. Expansion continued from the 1970s to the 2000s, resulting in the demolition of many commercial buildings along Broadway and on the west side of Cal Anderson Park.

Since 2000, zoning along Broadway Avenue was changed to allow taller buildings and higher densities, resulting in increased development of commercial and mixed-use buildings. Cal Anderson Park was redeveloped in 2005. Surface light rail, and underground light rail, were brought to Broadway Avenue in the 2010s. In the nearby primarily residential blocks between I-5 and Broadway, increasing redevelopment of the ca. 1920s-1970s building fabric has occurred, following city-wide population growth. The neighborhood remains one of the densest neighborhoods in the city.

Extension of E Olive Way

In 1896, the only streetcar tracks in the neighborhood of the subject site ran the length of Broadway in the Broadway District, and connected to downtown via a cable car line on Madison Avenue. By the early 1900s, streetcar lines had expanded to serve more of the rapidly-growing Capitol Hill. The area around the subject site was served by a north-south loop down Bellevue Avenue N and Summit Avenue N, reaching as far north as Belmont Avenue N. This line opened in 1907 and connected to downtown via new lines on Pine Street. A one-block extension on Melrose Avenue provided connection to streetcars on nearby Pike Street as well.

In the early 1900s, streets in the vicinity of the subject site followed a grid pattern. Olive Way extended northeastward from downtown, intersecting with, and stopping at, Bellevue Way. Pike and Pine Streets were two of the earliest streets connecting downtown to First Hill and Capitol Hill, because they were able to accommodate a gentle grade.

As early as 1907, businesses, residents, and city officials had pushed to find an alternate route uphill from downtown to the growing Broadway District due to congestion on Pike and Pine Streets. Various

¹² Honig, Doug. "Redlining in Seattle," HistoryLink essay 21296, October 29, 2021.

alternatives were contentiously debated for years, because the chosen right-of-way would require the condemnation and removal of any number of properties and buildings. Due to the multi-year controversy, development in the area slowed to a halt, since no property owner wanted to build or make improvements until the issue was settled. Finally, in July 1922 the City Council approved a route, connecting Olive Way at Bellevue Avenue in a long curve up to John Street and Broadway. A newspaper article noted that “The adjacent property through which Olive Way passes did not seek the improvement and had no need of it. The downtown retail and business sections of the city and the North End residential sections which did seek the relief offered by it, wanted the new street, and so were included in the improvement district which will pay for it... [Thus,] the heavier burden of the cost [was] assessed against the most greatly benefited, instead of the adjacent properties.”¹³

The new Olive Way extension purposely did not include a street car line, in order to improve traffic flow. The regrading and construction work was completed in June 1923.

B. Development History of the Building

The subject building was originally constructed in 1924 as a garage and store building for the Olive Way Improvement Company (see additional information about the company elsewhere in this report). *[See Figs. 61-67 for historic photos of the building]*

The site consists of lots from two adjacent plats, Rowe’s First Addition and Rowe’s Second Addition, which were both laid out in 1904. The subject building site was originally rectangular in plan and measured approximately 100 feet by 203 feet, oriented east-west, and located at the northwest corner of E Denny Way and Summit Avenue. Sanborn fire insurance maps indicate that in 1917, the west end of the site was occupied by a two-story wood frame dwelling, and the eastern half was undeveloped. In 1922, a triangular portion of the southeast corner of the property was condemned for the Olive Way right of way extension, resulting in the present property dimensions.

The Olive Way Improvement Company likely bought the property around 1923. First mention of the development of the property appears in a November 1923 news brief, stating that drawings by architecture firm Lawton & Moldenhour had been submitted for a new one-story mill construction garage to be built on the site, for the Olive Way Improvement Company. The building was expected to cost \$30,000 and its dimensions were to be 114 by 128 feet.¹⁴ However, a month later, the project was described as a two-story brick and concrete garage, and the Great Northern Construction Company was to build it.¹⁵ The building permit, issued around December 6, 1923, noted that the building was now cost \$40,000 and measured 128 by 184 by 100 feet.¹⁶ Construction was completed in 1924.

Lawton & Moldenhour’s design originally featured a garage and five stores. The garage could be directly accessed from E Denny Way, or from E Olive Way via a ramp that was located in the northernmost (or sixth) bay of the E Olive Way facade. The adjacent fifth storefront bay was intended to serve as a retail, office, or showroom space associated with the garage, to which it was connected by internal stair, and included mezzanine level office space lit by windows along the alley. Of the other four storefronts along E Olive Way, the southernmost or first bay offered the largest floor area for a store. It also included internal stairs to a partial basement below, accessed off of E Denny Way.

¹³ “Olive Way now ready,” *Seattle Times*, June 17, 1923, p. 2; “Opening of Olive Way proves boon,” *Seattle Times*, June 24, 1923, p. 8. For a few months in late 1923, brief consideration was given to naming the extension Harding Way in honor of the recently deceased President Warren G. Harding, who had visited Seattle just before his death in August of that year.

¹⁴ “Garage to cost \$30,000,” *Seattle Times*, November 4, 1923, p. 18.

¹⁵ “New theater planned,” *Seattle Times*, December 9, 1923, p. 23.

¹⁶ “Building permits,” *Seattle Times*, December 6, 1923, p. 27.

In the mid-20th century, the garage was reconfigured to have a vehicular access directly from the alley, which made the ramp off of E Olive Way redundant and allowed it to be converted into a small store.

Occupants

A review of reverse listings in city directories indicates that the property since the 1930s was occupied by a series of small businesses focused on neighborhood services.¹⁷ Such businesses in the 1930s through 1950s included a clothes cleaner, a salon, shoe repair shop, a florist, and a realtor's office. Over the years, the type of business in the storefront often remained the same, even after a change in name or ownership. Some of these types of services remained tenants through the 1970s, even as the tenant mix began to change. Other shorter-term businesses included a tailor/reweaver, a beverage store, and an appliance repair service. As early as the 1940s, some businesses were occupying the small commercial spaces at the basement level under the garage along E Denny Way.

By the 1960s and 1970s, some small professional firms began to occupy the E Olive Way storefronts as office space. These included a public relations firm, a mechanical engineer, an industrial designer, and a graphic design and printing shop.

By the 1980s and 1990s, the building tended to be occupied by larger, national chains offering neighborhood services, rather than small local shops. These included a Supercuts hair salon, Subway sandwich shop, and H & R Block tax service. In addition, during this period the building was occupied by food service companies, including a Moroccan restaurant which occupied three adjacent store spaces, and a locally-owned bakery and catering company. The property was typically occupied by at least one restaurant through the 2000s.

The garage space was consistently occupied by auto repair or auto body firms until the 1980s, when it was used as catering or restaurant-related space, and then in the 2000s as a dog day care facility.

Later Owners

It is not clear whether the Olive Way Improvement Company sold the project shortly after its 1924 completion, or if the company retained it as an asset. Tax records indicate that the owner in 1937 was the Prudential Insurance Company.

In 1943, Prudential sold the property to Myer Lurie, a Seattle businessman and real estate investor.¹⁸ In the 1950s, Lurie was president of the Lurie Construction Company, which built "hundreds of buildings in several states, including apartment houses, commercial, industrial, and medical buildings," and owned and operated the Twilighter chain of hotels and motels in California, Arizona, Florida, and Texas.¹⁹ Lurie also owned and operated a jewelry store in Seattle. Lurie died in Santa Barbara, California, in 1966 at age 72.²⁰

In 1965, the subject property was sold by Lurie to N & K Realty.²¹ No additional significant information could be found about the realty company. Later owners were not identified. In 1987, then-owner Olive & Denny Properties sold the subject property to Walter Wenteh Lu and Keiko Lu, the current owners.

¹⁷ Polk's Seattle City Directory for 1938, 1948, 1958, 1968, 1978, 1988, 1996. Reverse listings, which show the name associated with a specific address, are not available in Polk's Seattle Directories until 1938, and the last offered was for 1996.

¹⁸ "Real estate trade active," Seattle Post Intelligencer, October 31, 1943, p. 23.

¹⁹ "Seattle family operates vast chain of hotels, motels," Seattle Times, January 18, 1959, p. 29.

²⁰ "Myer Lurie" obituary, Seattle Times, September 26, 1966, p. 47.

²¹ "Apartment sales top realty deals," Seattle Times, March 28, 1965, p. 90.

C. The Original Owner: Olive Way Improvement Company / Andrew Burns

News articles and architectural drawings indicate that the subject building was constructed for the Olive Way Improvement Company, which was active in Seattle from about 1923 to 1928.²² The company appears to have been owned by Andrew Burns. *[See Figs. 68-69 for other developments by Burns]*

Two other projects were identified that were developed by the Olive Way Improvement Company, besides the subject building—the Olive Crest Apartments and the Burlingame Hotel. The Olive Crest is located across E Denny Way from the subject site, at 1500 E Olive Way. It is a 3-story brick building designed by Lawton & Moldenhour, and was constructed in 1924. The Burlingame is a 6-story apartment building adjacent to the Olive Crest, at the double corner of Olive Way, E Howell Street, and Bellevue Avenue.²³ This building, initially operated as the Burlingame Residential Hotel, was built by the J. R. Delvendahl construction company and completed in 1929. The architect could not be identified. According to another news article, the building was constructed for Andrew Burns, who was therefore presumably the head of the Olive Way Improvement Company.²⁴ A separate company, the Johns Hotel Corporation, was to operate the building.

Andrew Burns, a white builder and developer, appears to have undertaken several apartment-hotel projects in Seattle, primarily during the late 1920s. He was born in the small village of Rhynd, near Perth, Scotland, in 1864. He immigrated to the United States first in 1890, then apparently returned to Scotland, married, and returned to the United States with his wife Grace in 1892. They settled in Spokane, Washington, where they raised a family, and where Andrew was employed as a carpenter and later as a mill superintendent.²⁵ Between about 1902 and the mid-1910s, Burns operated at least two general contracting firms in Spokane, including Burns, Hall & Hamilton, and the Northwest Municipal Construction Company.²⁶

In the late 1910s, Grace Burns died, and by 1920 Andrew had moved to Seattle with one of his daughters. Then in his mid-50s, Burns established a house-building business, and also was partner in Stanley & Burns, a detail millwork company.²⁷ As evidenced by the subject building constructed in 1924, he was also an active real estate developer.

Two other projects developed by Andrew Burns include the Caledonian Hotel in 1925, and the Stratford Hotel in 1927. Both buildings were constructed with 99-year ground leases for the projects.

The Caledonian was located on 7th Avenue just south of Union Street, and was designed by architect Andrew McQuaker. The building was estimated to cost \$200,000. Andrew Burns and Andrew F. Mowat formed the Caledonian Investment Company to develop the building; Mowat was also the general contractor. The 111-room hotel was 6 stories, on a 60 by 120 foot lot, and was of concrete and brick

²² No incorporation records or other documents for the company exist in the Washington State Archives, holder of the Secretary of State's historic corporation register. Other entities with similar names that were active during the 1920s do not appear to have any relationship to the Olive Way Improvement Company. These include the Olive Way Building Company (corporation filed in 1924, stricken from records in 1935), which formed primarily to build the 7-story Times Square Garage at 6th Ave and Olive. Other corporations with similar names—Olive Investment Company (1928-1933), Olive Way Properties Inc. (1929-1933), and Olive Way Investment Company (1930-1933)—were not incorporated before 1924, when the subject building was constructed.

²³ "New building on Olive Way," Seattle Post-Intelligencer, May 23, 1928, p. 12.

²⁴ "Fine view from big structure on Olive Way," Seattle Times, May 3, 1929, p. 30. King County Assessor records online state that the building was completed in 1925.

²⁵ Federal census of 1900; 1894 Spokane City Directory. Burn's obituary states that he came to the United States in 1887, to Spokane in 1889, and to Seattle in 1921 ("Andrew Burns," Seattle Post-Intelligencer, April 27, 1951, p. 29).

²⁶ Spokane City Directories, 1903, 1908, 1912.

²⁷ 1920 federal census; 1922 Polk's Seattle Directory.

construction. Perhaps unsurprisingly, all of the millwork was supplied by Stanley & Burns.²⁸ By 1927, Burns had sold off the property.²⁹ The building was demolished in the late 1950s for the construction of the I-5 freeway through downtown.

The Stratford was located at the southwest corner of 3rd Avenue and Seneca Street, filling a 60 by 111 foot lot. The 9-story, reinforced concrete building featured 125 hotel rooms with ground-level retail. Brick exterior cladding was highlighted with terra cotta ornament. Like the Caledonian, it was designed by architect Andrew McQuaker. The Western Construction Company built the hotel, which had an estimated construction cost of \$275,000.³⁰ The building was demolished in 1978 for the construction of a new office tower.³¹

Burns appears to have retired during the 1930s, and was mentioned occasionally in social listings during the 1940s in relation to his participation in the Scottish Rite Masonic activities and the First Presbyterian Church. He died in Puyallup in 1951, at age 86.³²

D. The Architect: Lawton & Moldenhour

The partnership of George Willis Lawton and Herman A. Moldenhour, both white men, was active in Seattle in the 1920s, when the firm was closely associated with the design of larger office buildings and numerous apartment buildings.³³ *[See Figs. 70-81 for other projects by Lawton & Moldenhour]*

George Lawton, the older partner, was born in Wisconsin in 1864. He came to Seattle at age 25, in 1889, the year of the Great Fire. Lawton was immediately employed as a draftsman by the newly-formed partnership of Charles W. Saunders (1858-1935) and Edwin W. Houghton (1856-1927), which rapidly undertook many significant and prominent commissions in the rebuilding post-fire city.³⁴ In late 1891, Saunders & Houghton dissolved their firm and each established independent practices. Lawton appears to have remained in Saunders' employment, although work likely slowed between the period of the nationwide financial panic of 1893 and the local economic recovery starting with the gold rush in 1897.³⁵

In 1898, Saunders and Lawton formed a business partnership, which lasted until 1915. During this period of almost two decades when Seattle was experiencing considerable growth, the firm produced a notably wide range of building types and employed a wide breadth of architectural styles. Projects included apartments, hotels, department stores, schools, single family houses, institutional and religious buildings, and utilitarian structures such as warehouses and mills. While much of the firm's work is no longer extant, remaining buildings in Seattle include Walla Walla (later Horace Mann) Elementary School (1901-02), Beacon Hill Elementary School (1903-04, now El Centro de la Raza), the San Marco Apartments (1905, altered), L'Amourita Apartments (1909, a Seattle landmark), the UW's Cunningham Hall (1908-09, altered, a Seattle landmark), and the Masonic Temple (1912-16, now the Egyptian Theater; project completed by Lawton alone).

²⁸ "Caledonian Hotel is ready," Seattle Times, November 1, 1925, p. 33.

²⁹ "8 story hotel will rise at Third, Seneca," Seattle Post-Intelligencer, May 24, 1927, p. 4.

³⁰ "8 story hotel will rise at Third, Seneca," Seattle Post-Intelligencer, May 24, 1927, p. 4.

³¹ Lane, Polly. "Office tower planned," Seattle Times, December 12, 1977, p. 1.

³² "Andrew Burns," Seattle Times, April 26, 1951, p. 28; and Seattle Post-Intelligencer, April 27, 1951, p. 29.

³³ Derived largely from Andersen, Dennis, and Michael Houser, "Lawton & Moldenhour," in Ochsner, p. 453.

³⁴ Ochsner, Jeffrey, and Dennis Andersen, "Charles W. Saunders," in Ochsner, pp. 64-69; and Ochsner, Jeffrey, and Dennis Andersen, "Edwin W. Houghton," in Ochsner, pp. 76-81.

³⁵ 1892, 1895 Polk's Seattle Directory.

In 1915, the partners dissolved the firm as Saunders sought to reduce his workload to pursue other interests. Lawton established an independent practice, and was assisted by long-time employee Herman Moldenhour.

Herman A. Moldenhour was born in Yankton, South Dakota in 1880. At age 2, his father died, leaving his mother a widow and Herman her only child. In 1893, Herman and his mother moved to Seattle, where she worked as a laundress. Herman attended school to eighth grade, then dropped out to find work.³⁶ For several years he was employed in a variety of odd jobs. In 1900, he began work as an office boy at Saunders & Lawton, and apparently began an apprenticeship. From about 1905 to 1915, he was employed as a draftsman in the office.

However, after 1915 and now in the office of Lawton's independent practice, Moldenhour was typically listed as an associate architect in newspaper notices and in city directories. Projects by the firm at this time include the Woodland Court Apartments (1917) at Fremont Avenue and N 50th Street, the Franklin Apartments (1918, a Seattle landmark) at 2132 5th Avenue, and the nearby Castle Apartments (1918, a Seattle landmark) at 2132 2nd Avenue.³⁷

In 1922, Moldenhour was made a partner, and the practice was renamed Lawton & Moldenhour. As was typical in the previous decade, many of their buildings were designed in the Colonial Revival or Tudor Revival style, and often included terra cotta or cast stone ornament.

The firm continued to design apartment buildings in neighborhoods throughout the city, including the Fifth Avenue Court (1922) at 5th Avenue and Blanchard Street in Belltown; Olive Crest Apartments (1924) at 1510 E Olive Way, a block from the subject site; Cascadia Apartments (1924) at 1621 17th Avenue on Renton Hill; and Hawthorne Square (1923), a unique full-block garden townhouse apartment building at 4800 Fremont Avenue near Woodland Park.³⁸

Less common project types for Lawton & Moldenhour included institutional and utilitarian buildings. Examples are the Ravenna United Methodist Church (1922) at 33rd Avenue NE and NE 60th Street; a 5-story YMCA building (1923) for the Bremerton Navy Yard that featured dormitories, a gymnasium, and a pool; and St. John Danish Lutheran Church (1925), now the Eritrean Community Building, at 2400 E Spruce Street.³⁹

Lawton & Moldenhour's store and office building projects in the late 1920s were substantial, and reflected an increase in the scale and complexity of the firm's work. Projects in downtown Seattle included the 7-story Bigelow Building (1924, demolished) at 4th and Pike; a 5-story addition (1923, altered) to the ca. 1910 3-story Century Building at 1518 3rd Avenue; and the elegant 4-story Carman Building (1923, demolished) at 5th Avenue and Pine Street which housed as its sole tenant an exclusive women's' clothing store and featured interiors by Andrew Willatsen. The Carman Building was built by the Great Northern Construction Company, the general contractor for the subject building.⁴⁰

The two largest downtown projects by the firm were the Liggett Building (1927, a Seattle landmark), also known as the Fourth and Pike Building; and the Republic Building (1927-28), also known as Melbourne Tower, at 3rd Avenue and Pike Street. Both are 10 stories, feature reinforced concrete frame construction, and are entirely clad with ornate terra cotta on their two street-facing facades.

³⁶ Brown, Charles, "Retired architect is 90 years young," Seattle Times, November 15, 1970, p. 44.

³⁷ "New apartment house near big Seattle park has many modern and distinctive features," Seattle Times, September 9, 1917, p. 14; and "Nearly \$10,000,000 total of 1918 building in city," Seattle Post-Intelligencer, October 28, 1918, p. 8.

³⁸ "Apartment bond issue offered," (Cascadia Apartments), Seattle Post-Intelligencer, December 14, 1924, p. 63.

³⁹ "Real estate," Seattle Times, September 24, 1922, p. 28; "Navy Y to cost \$150,000," Seattle Times, June 3, 1923, p. 16; "Seattle building permits," Pacific Builder and Engineer, August 8, 1925, p. 3.

⁴⁰ "New structure open," Seattle Times, January 13, 1924, p. 15; "Will enlarge building," Seattle Times, April 8, 1923, p. 21; "Carman Building most beautiful," Seattle Post-Intelligencer, September 9, 1923, p. 83.

Two unbuilt projects would perhaps have been Lawton & Moldenhour's largest and most elaborate designs—a hotel for L. N. Rosenbaum (1925), and a skyscraper to be called the Insurance Tower (1928).

The proposed 12-story hotel was to be located at the southeast corner of 9th Avenue and Pine Street, and was financed by a cadre of New York investors led by Rosenbaum, a speculative developer and former Seattleite. Lawton & Moldenhour's elegant Italian Renaissance Revival design featured extensive ground-floor retail and a roof garden. However, by early 1926, Rosenbaum instead decided to develop what became the Paramount Theater (1926-28, Rapp & Rapp, with B. Marcus Priteca) on the site.⁴¹

The proposed 37-story Insurance Tower, for a group of investors led by Seattle developer Calvin H. Hagan, was to be sited at the southeast corner of 2nd Avenue and Spring Street. The building was to contain leased space for insurance companies, and would have rivalled in prominence the Smith Tower (1914), and also the Northern Life Tower (1927-29, Albertson, Wilson & Richardson, later called the Seattle Tower) which was then under construction nearby. Lawton & Moldenhour's design, revealed in January 1928, featured terra cotta cladding, Mayan-inspired ornamentation, and stepped-back massing that was described as "inspired by the New York City building code."⁴² The estimated cost of the Insurance Tower was \$1,500,000. As part of the project, a \$400,000 half-block parking garage was also to be built on the east side of 3rd Avenue from Spring to Madison Streets, connected to the tower by an underground tunnel.⁴³

Two months later, in March 1928, Lawton died unexpectedly at age 64, and the insurance tower project apparently did not go forward.⁴⁴ Moldenhour retained the firm name for a few years, then continued with an independent practice in the 1930s and 1940s. Moldenhour's work may have been impacted by the Depression, or he may have focused on smaller projects, as no projects from this period could be identified. For the second half of the 1940s, he served as the supervising architect for the Port of Seattle's Sea-Tac Airport Administration Building, then retired in 1949 or 1950. Moldenhour died in December 1976 at the age of 96.⁴⁵

The subject building, a one-story store and garage building constructed in 1924, would have been a relatively small and atypical project for Lawton & Moldenhour. No similar designs could be identified for 1922-1928, the period that their firm was active.

E. The Builder: Great Northern Construction Company

News accounts indicate that the subject building was built by Great Northern Construction Company, a Seattle firm operated by Arthur Gerbel and John J. Frantz. Corporate records indicate the firm was organized in 1917, and was disbanded in 1926.⁴⁶ Services offered included general contracting and construction financing. The company had no connection to the Great Northern Railway.

Arthur Gerbel was born in Vienna in 1873, and immigrated to America in 1892. He arrived in Seattle in 1900. In 1908, he formed the Elliott Bay Mill Company, and was its president until 1912.⁴⁷ John J. Frantz

⁴¹ "Building activities of week maintain Seattle realty record," Seattle Times, June 14, 1925, p. 12;

⁴² It was a common architectural practice of this era to create "styles" by appropriating motifs and forms from other cultures.

⁴³ "\$1,500,000 is cost of insurance structure," Seattle Times, January 13, 1928, p. 1; and "Mammoth tower for Second Avenue-Mayan ornamentation to be followed," Seattle Times, January 13, 1928, p. 15.

⁴⁴ "Geo. Lawton passes after brief illness," Seattle Post Intelligencer, March 29, 1928, p. 3.

⁴⁵ "Herman A. Moldenhour dead at 96," Seattle Times, December 18, 1976, p. 43.

⁴⁶ "Great Northern Construction Company," Articles of Incorporation, corporate records, Washington State Archives.

⁴⁷ "Arthur Gerbel, Sr., dies after heart attack," Seattle Times, May 30, 1941, p. 13; "Arthur Gerbel drops dead in U.S. office," Seattle Post-Intelligencer, May 30, 1941, p. 11.

was born in Ohio in 1883, and moved to Seattle in 1900.⁴⁸ In the early 1900s he worked at his father's firm, the John S. Frantz Building & Realty Company. By 1910 he was listed in city directories as a building contractor.

Announcements of the Great Northern Construction Company first appear in brief newspaper notices in 1918 and 1919, when projects undertaken included a \$20,000, 18,000 square foot building addition to a food processing building; a new garage on lower Queen Anne that measured 120 by 120 feet in plan; and a two-story-with-basement, 90 by 120 foot mill-type construction garage for F. H. Bloedel at 6th Avenue and Union Street valued at \$40,000.⁴⁹

Later projects, in the early 1920s, include a two-story "automobile building and garage" at Fourth Avenue and Vine Street for Arnold Zbinden & Sons, by architect R. H. Rowe; the Seattle Moose Lodge, a three-story terra cotta-clad reinforced concrete building located on the east side of Eighth Avenue and University Street designed by J. C. McCauley; the Mack Truck Factory Building at 9th Avenue and Roy Street (Henry Bittman, 1922, demolished); the Keystone Apartments (Frank Fowler, 1922, demolished) located at Terry Avenue and Pike Street for the Keystone Investment Company; and the Humphrey Apartments (Warren Milner, 1923) at the northwest corner of 2nd Avenue and Blanchard Street.⁵⁰

In the mid-1920s, the firm constructed several prominent buildings in downtown Seattle, including the two-story terra cotta clad Broderick Building (John Graham, 1923) across from Pike Place Market at the northeast corner of 1st Avenue and Pike Street; the 16-story, terra cotta-clad Medical Dental Building (John Creutzer, 1924-25) at 5th Avenue and Olive Street; and the 4-story Carman Building (Lawton & Moldenhour, 1923, demolished) at 5th Avenue and Pine Street. The latter appears to be the only project that was built by the Great Northern Construction Company and designed by Lawton & Moldenhour, other than the subject building.

J. J. Frantz died in 1925, and Arthur Gerbel closed the office the following year.

In later years, Gerbel worked the administrator for the Medical Dental Building, and served as the manager for the Fourth and Pike Building (Lawton & Moldenhour, 1927, originally known as the Liggett Building). According to his obituary, he also acted as a promoter for the construction of the Broadway Market on Capitol Hill (Charles L. Haynes, 1928, altered), the Brooklyn Building in the University District (Charles L. Haynes, 1929, demolished), and the Textile Tower (Earl Morrison, 1931) downtown. Gerbel died in 1941, at age 68.

⁴⁸ "Frantz funeral Thursday," *Seattle Times*, July 16, 1925, p. 19.

⁴⁹ "The 'Nut House' expands," Henry Broderick Inc. advertisement, *Seattle Post-Intelligencer*, April 19, 1918, p. 14; "Growth of city demands more garages," Henry Broderick Inc. advertisement, *Seattle Post-Intelligencer*, May 26, 1919, p. 16; "Returns of building for May show material gains over early part of year," *Seattle Post-Intelligencer*, June 8, 1919, p. 45.

⁵⁰ "Modern garage to cost \$75,000," *Seattle Times*, March 21, 1920, p. 22; "Moose let contract," *Seattle Times*, July 31, 1921, p. 24; "Big structures now nearing completion," *Seattle Times*, October 29, 1922, p. 44; and "Apartments to cost \$230,000," *Seattle Times*, April 15, 1923, p. 19.

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VI. LIST OF FIGURES

Current maps, aerial photos, and neighborhood context

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Note:

The abbreviations below are used in source citations for the following figures and images:

DON	Department of Neighborhoods, Seattle Historic Building Inventory
KCTA	King County Tax Assessor
MOHAI	Museum of History and Industry
PSRA	Puget Sound Regional Archives, historic tax assessor records
SDCI	Seattle Department of Construction and Inspections
SMA	Seattle Municipal Archives
SPL	Seattle Public Library
UWSC	University of Washington Special Collections, Allen Library

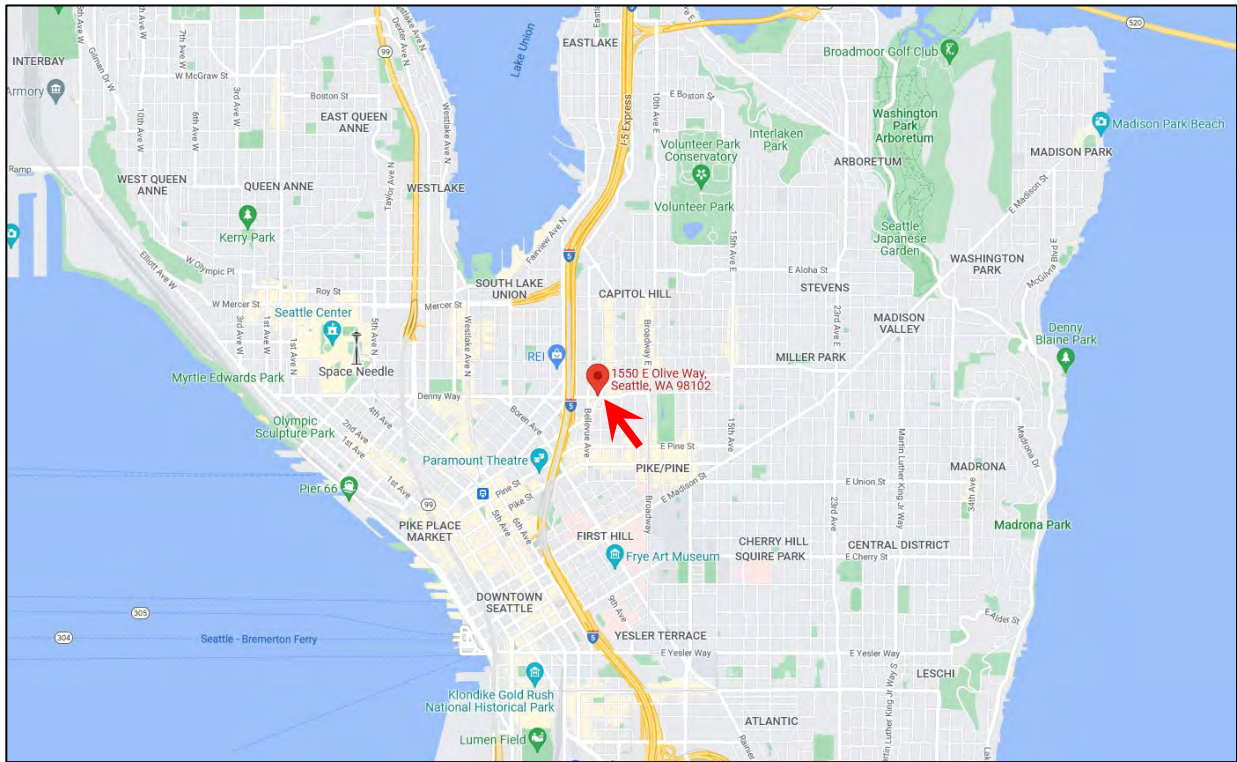


Fig. 1 – Map showing the subject site in relation to the city, in 2022. North is up. Subject site indicated by red arrow and marker. (Google Maps)

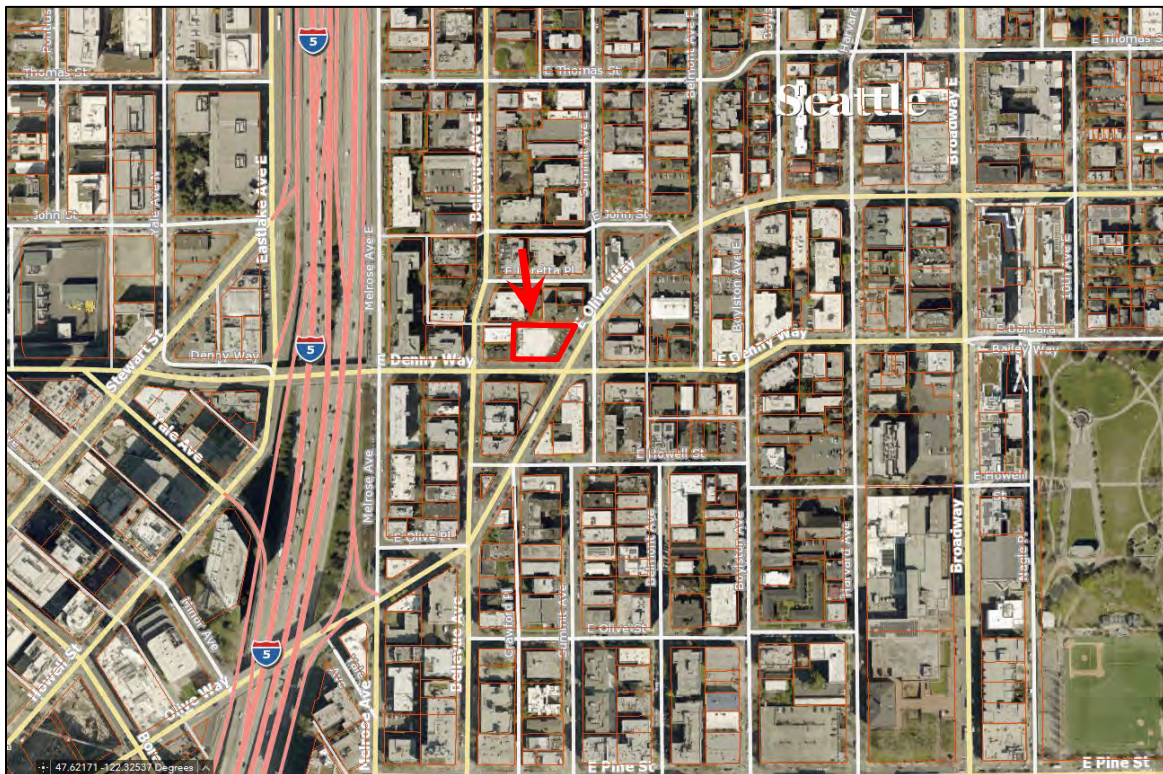


Fig. 2 – Neighborhood aerial photo; subject site indicated by arrow and red box. North is up. Cal Anderson Park is visible at lower right. (Google Maps 2022)



Fig. 3 – Aerial photo of the block; subject parcel indicated by arrow and red box. North is up.
(KCTA GIS 2022)

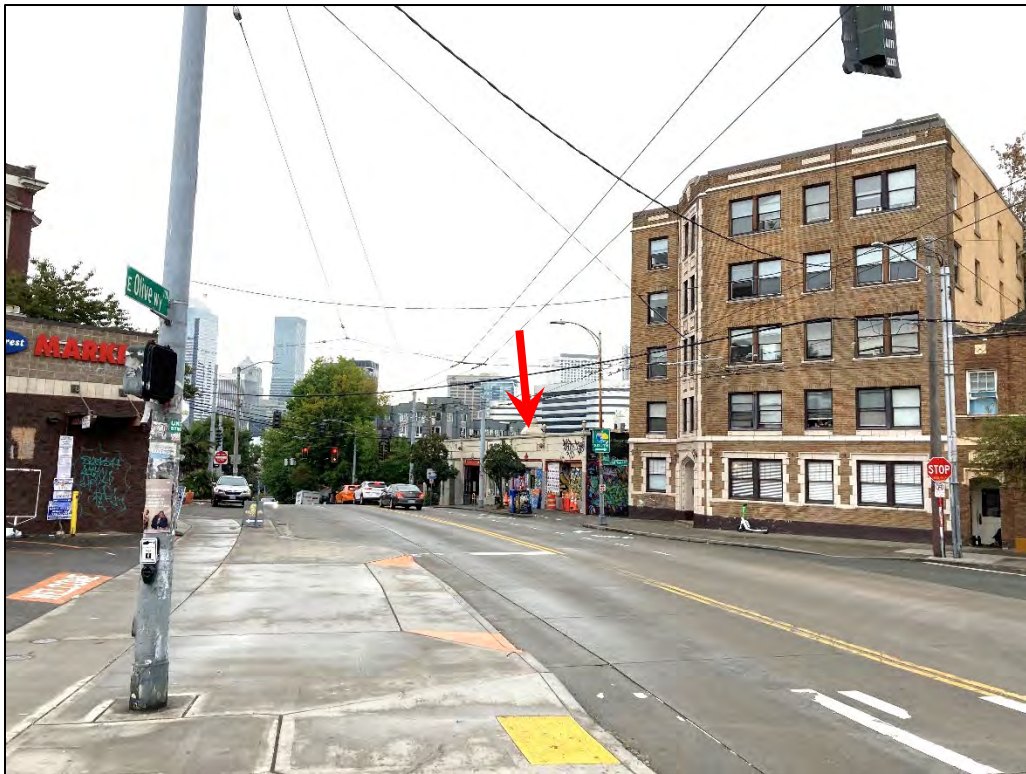


Fig. 4 – Context: View south on E Olive Way. Subject building indicated by arrow.



Fig. 5 - Context: View west on E Denny Way towards site, from Summit Avenue. Subject building indicated by arrow.



Fig. 6 - Context: View east on E Denny Way towards site, from Bellevue Avenue. Subject building indicated by arrow.



Fig. 7 - South facade.



Fig. 8 - South facade, west part.



Fig. 9 – South facade, center part.



Fig. 10 – South facade, detail of windows.



Fig. 11 – South facade, detail of basement level storefront.



Fig. 12 – South facade, east part.



Fig. 13 – South facade, detail of parapet trim at garage and retail components.



Fig. 14 – Southeast building corner, showing retail component.

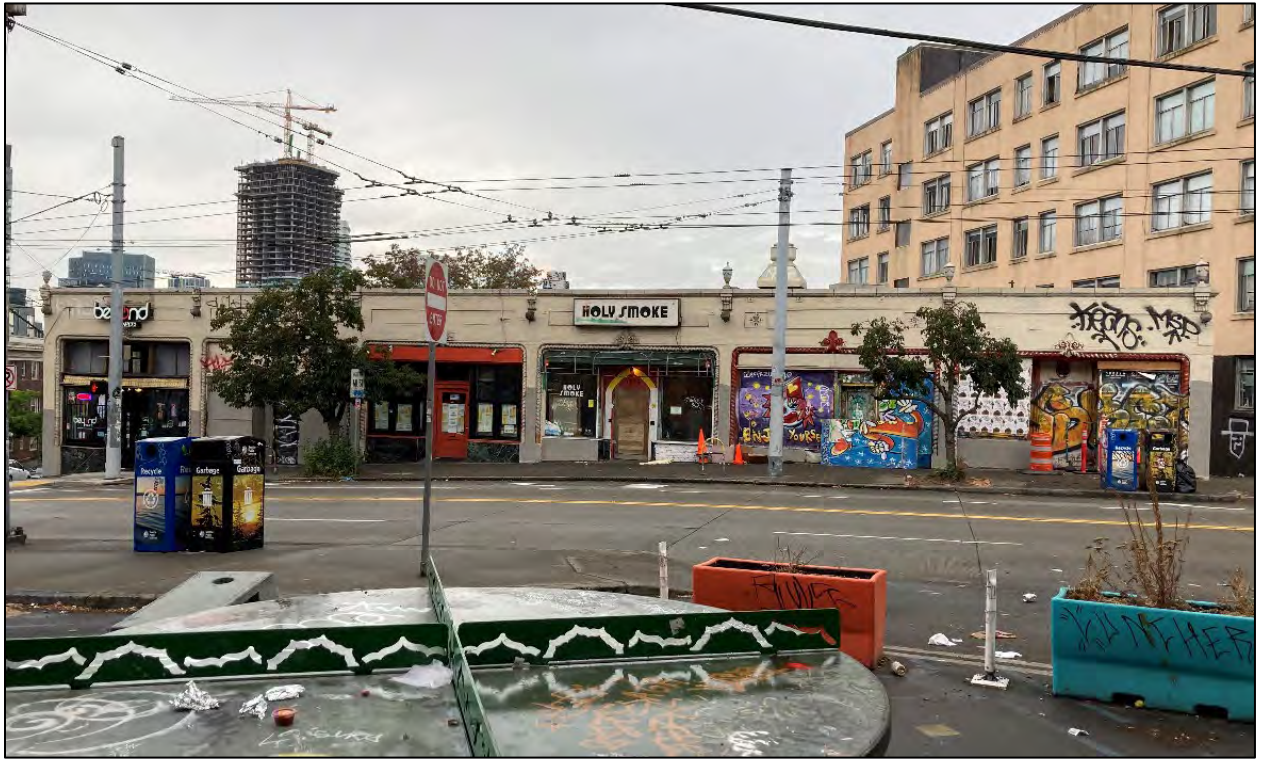


Fig. 15 - East facade.



Fig. 16 - East facade, south part.



Fig. 17 – East facade, north part.



Fig. 18 – East facade, view north along sidewalk.



Fig. 19 – Northeast building corner, showing alley.



Fig. 20 – East facade, first bay.



Fig. 21 – East facade, first bay, detail of lower part.



Fig. 22 – East facade, first bay, interior.

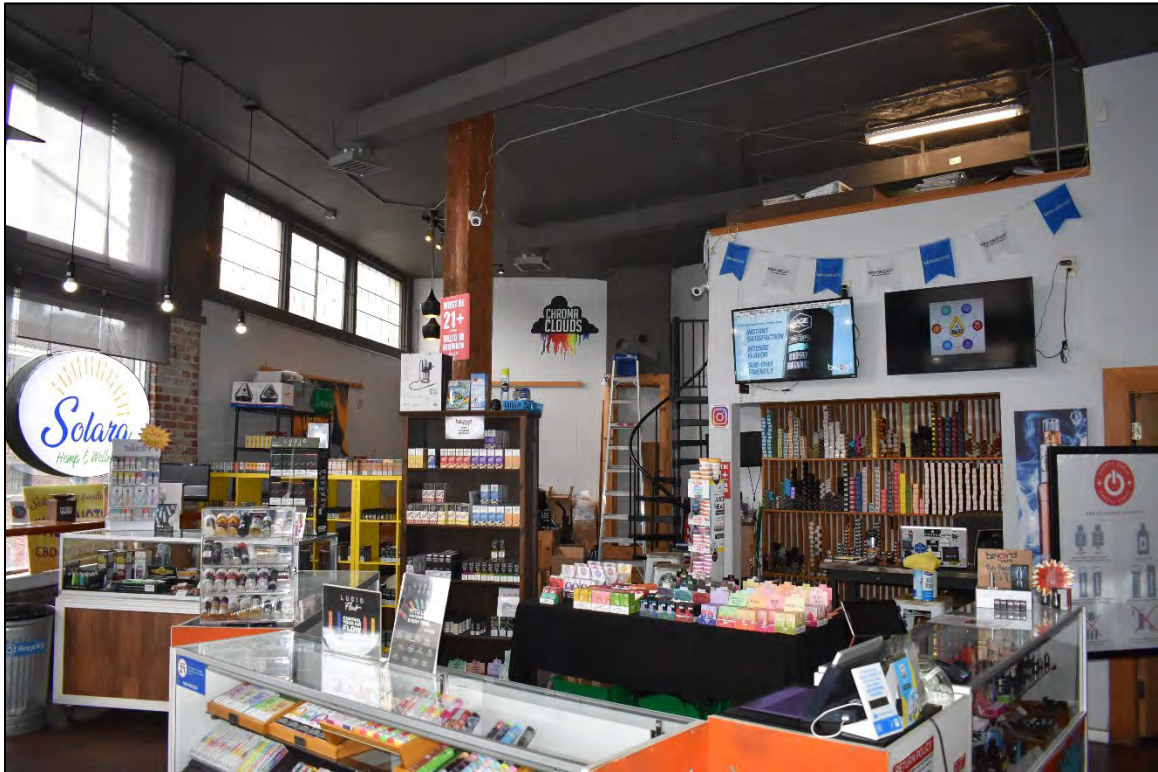


Fig. 23 – East facade, first bay, interior.

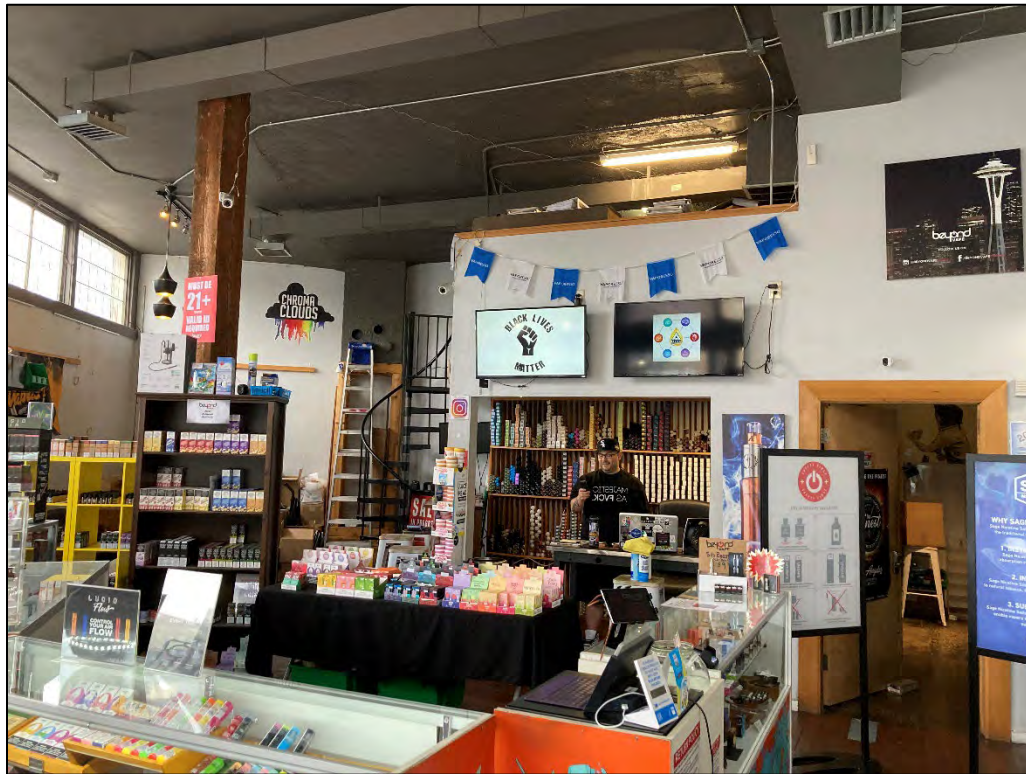


Fig. 24 – East facade, first bay, interior.



Fig. 25 – East facade, first bay, interior.



Fig. 26 – East facade, first bay, interior.



Fig. 27 – East facade, second bay.



Fig. 28 – East facade, second bay, interior.



Fig. 29 – East facade, second bay, interior.



Fig. 30 – East facade, third bay.



Fig. 31 – East facade, third bay, interior.



Fig. 32 – East facade, third bay, interior.



Fig. 33 – East facade, fourth bay.



Fig. 34 – East facade, fifth bay.

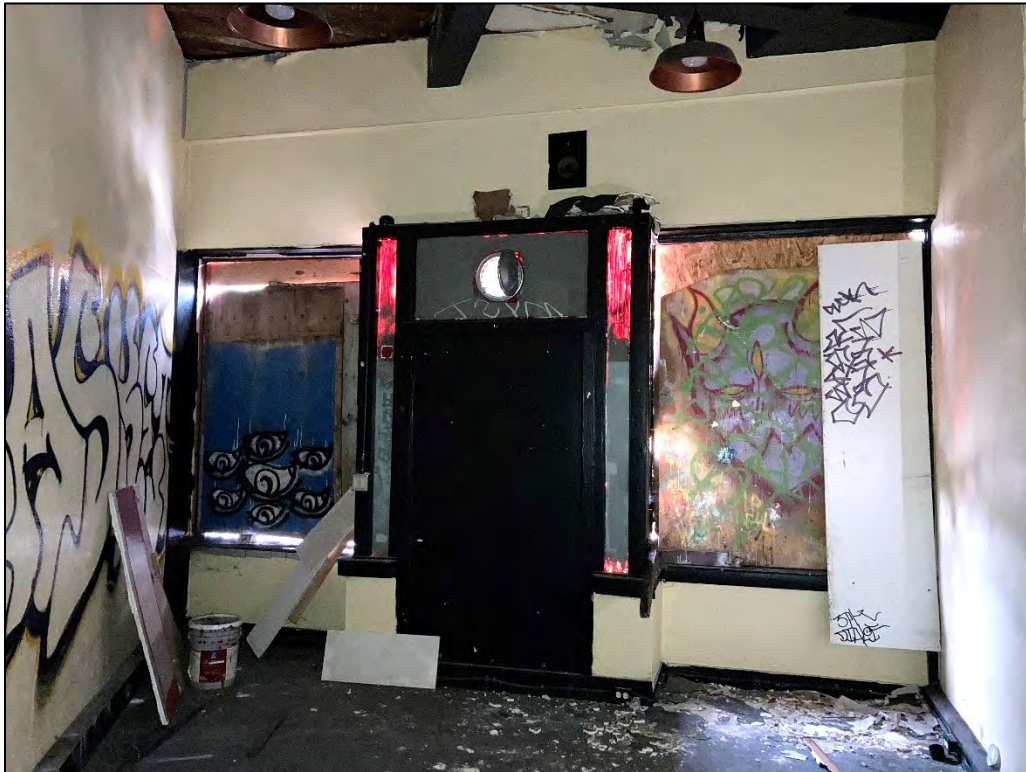


Fig. 35 – East facade, fifth bay, interior.



Fig. 36 – East facade, fifth bay, interior.



Fig. 37 – East facade, fifth bay, interior, showing stairs to mezzanine.



Fig. 38 – East facade, fifth bay, interior, mezzanine level.
Windows visible face alley.



Fig. 39 – East facade, sixth bay.

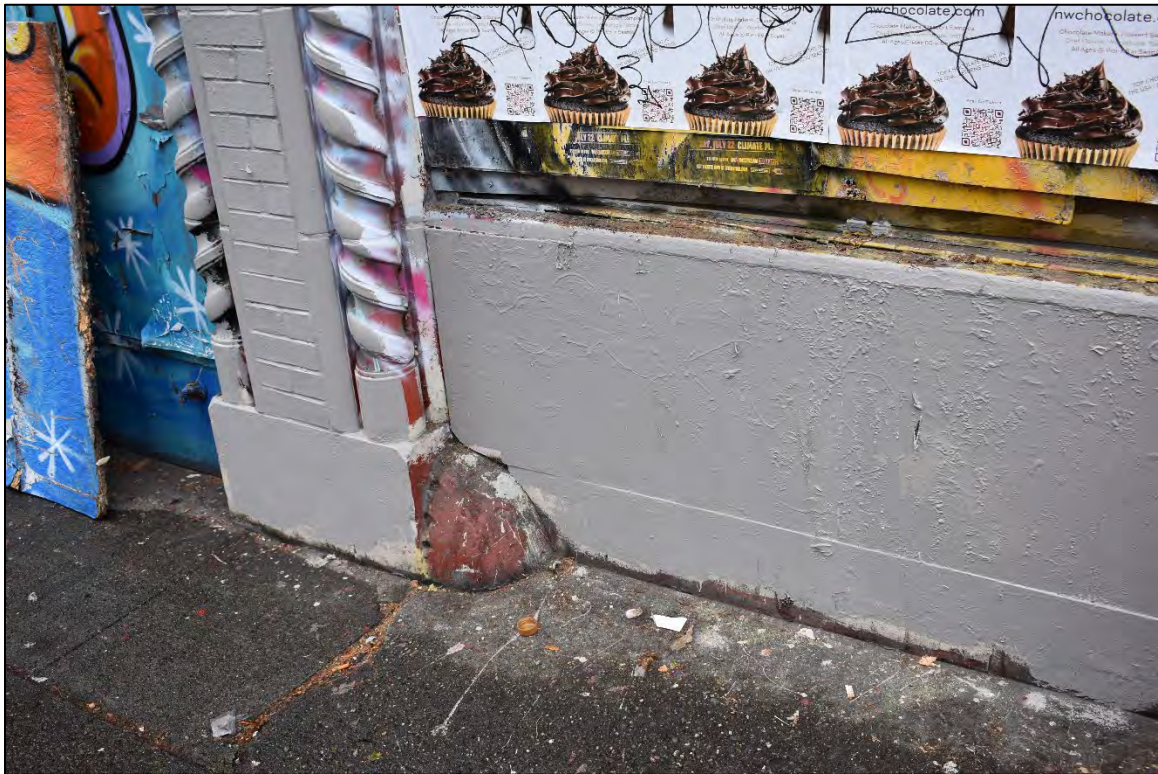


Fig. 40 – East facade, sixth bay, showing wheel guards at former garage entry.



Fig. 41 - East facade, sixth bay, interior (a former garage entry).



Fig. 42 - East facade, sixth bay, interior (a former garage entry).
Wood frame wall visible is the back of the store that was built in the former ramp space.



Fig. 43 - East facade, detail of glazed terra cotta ornament above storefront.



Fig. 44 - East facade, detail of glazed terra cotta bracket, painted brick wall, parapet urn, and light fixture.



Fig. 45 - East facade, detail of storefront entry trim.



Fig. 46 - East facade, detail of storefront window with turned wood corner post.



Fig. 47 – North facade, view west along alley.



Fig. 48 – North facade, east part. Windows visible at left light the mezzanine of the fifth storefront.



Fig. 49 – North facade, center part.



Fig. 50 – North facade, west part.



Fig. 51 – West facade.



Fig. 52 – West facade, detail of window and masonry.



Fig. 53 – Garage interior, view south showing access to E Denny Way.



Fig. 54 – Garage interior, view north showing access to alley.



Fig. 55 – Garage interior, view west.

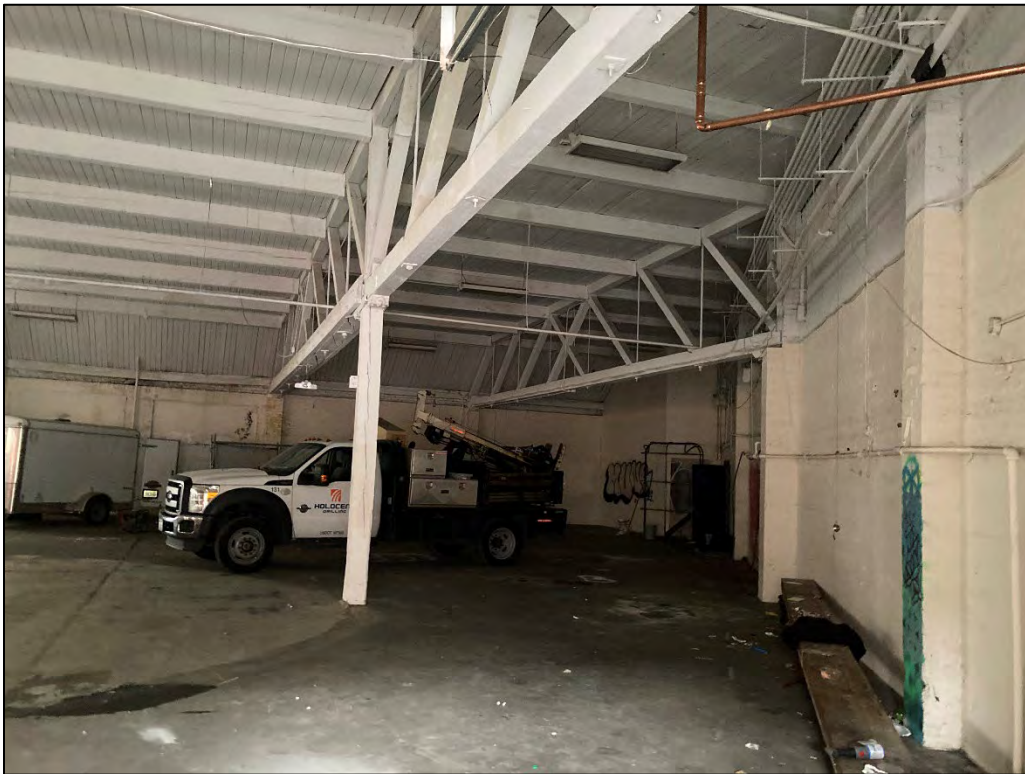


Fig. 56 – Garage interior, showing trusses at angled northwest corner of garage.



Fig. 57 - Garage basement, interior, showing westernmost retail space accessed from E Denny Way.



Fig. 58 - Garage basement, interior, showing westernmost retail space accessed from E Denny Way.



Fig. 59 – Garage basement, interior, showing easternmost retail space accessed from E Denny Way.



Fig. 60 – Garage basement, interior, showing easternmost commercial space accessed from E Denny Way. The space was originally basement space for the southernmost retail space on E Olive Way, and was connected by internal stair.



Fig. 61 - 1937 tax assessor photo. (KCTA)



Fig. 62 - 1937 tax assessor photo detail of adjacent property, showing sixth bay of east facade of the subject building, when it was a garage entry from E Olive Way. (KCTA)



Fig. 63 – 1945 view north on E Olive Way at Bellevue Avenue, after the former was cut through in 1923. Subject building hidden but located in distance, at left. (SMA 54404)



Fig. 64 – 1953 view north on E Olive Way from E John Street. (SMA 44501)



Fig. 65 - 1953 view south on E Olive Way from Boylston Avenue E. (SMA 44506)



Fig. 66 - 1975 view of subject building. (SMA 181774)



Fig. 67 – 1975 view of subject building, detail of storefront. (SMA 181775)

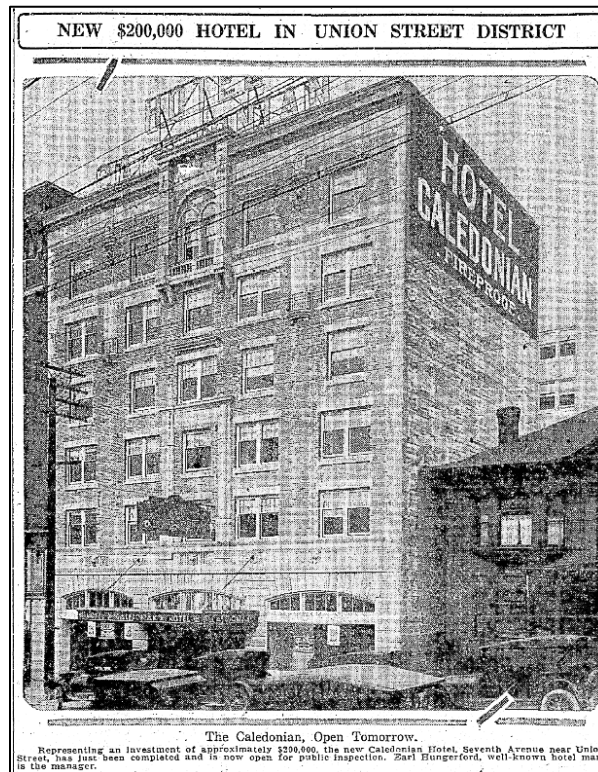


Fig. 68 – Developed by Andrew Burns: Caledonian Hotel (Andrew McQuaker, 1925, demolished). Burns developed this through his Caledonian Investment Company. (Seattle Times, Nov. 1, 1925, p. 33)

8-STORY HOTEL WILL RISE AT THIRD, SENECA

\$1,184,000 Lease is Signed For
Corner; \$275,000 Building
To Start Immediately

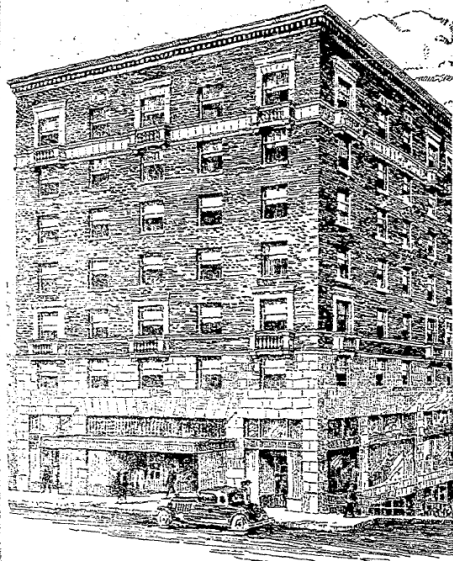
Closing of a ninety-nine-year
lease on the southwest corner of
Third Avenue and Seneca Street,
at a total ground rental of \$1,184,
400, and awarding of contract for
the construction there of a \$275,000
hotel and store buildings, were an-
nounced yesterday by John Davis
and Company.

The building is to face seven
stories on Third Avenue and eight
stories on Seneca Street. It will
occupy an area 50x111 feet in size.
The lessor is the Sanderson-Red-
field Investment Company, of which
W. N. Redfield is president. The
lessee is Andrew Burns, well-
known here as a builder.

BEGINS AT ONCE

Construction is to begin at once,
under a contract to the Western
Construction Company, and to be
completed by February 1, 1928.
Plans prepared by Andrew Mc-
Quaker, architect, call for a rein-
forced concrete building of 125
hotel rooms and nine stores, six of
these on the Seneca Street front

Another New One



Here is shown perspective for the proposed Stratford Hotel
Building, to be built at once at the southwest corner of
Third Avenue and Seneca Street, on a site leased for ninety-
nine years at a total rental of \$1,184,400. The hotel and
store building is to cost \$275,000.



Fig. 69 - Developed by Andrew Burns: Stratford Hotel (Andrew McQuaker, 1927, demolished). Burns did not develop this through his Olive Way Improvement Company. (Seattle Post-Intelligencer, May 24, 1927, p. 4 showing proposal, and period postcard showing as built)



Fig. 70 - Saunders & Lawton: Masonic Temple (1912-16, now Egyptian Theater). The building was completed by George Lawton. (Joe Mabel)



Fig. 71 – Lawton & Moldenhour: Castle Apartments (1918).
The building is a designated Seattle landmark. (Joe Mabel)



Fig. 72 – Lawton & Moldenhour: Franklin Apartments (1918).
The building is a designated Seattle landmark. (KCTA)



Fig. 73 – Lawton & Moldenhour: Ravenna United Methodist Church (1922). (Google Streetview)



Fig. 74 – Lawton & Moldenhour: Hawthorn Square (1923). (NW Multiple Listing Service)

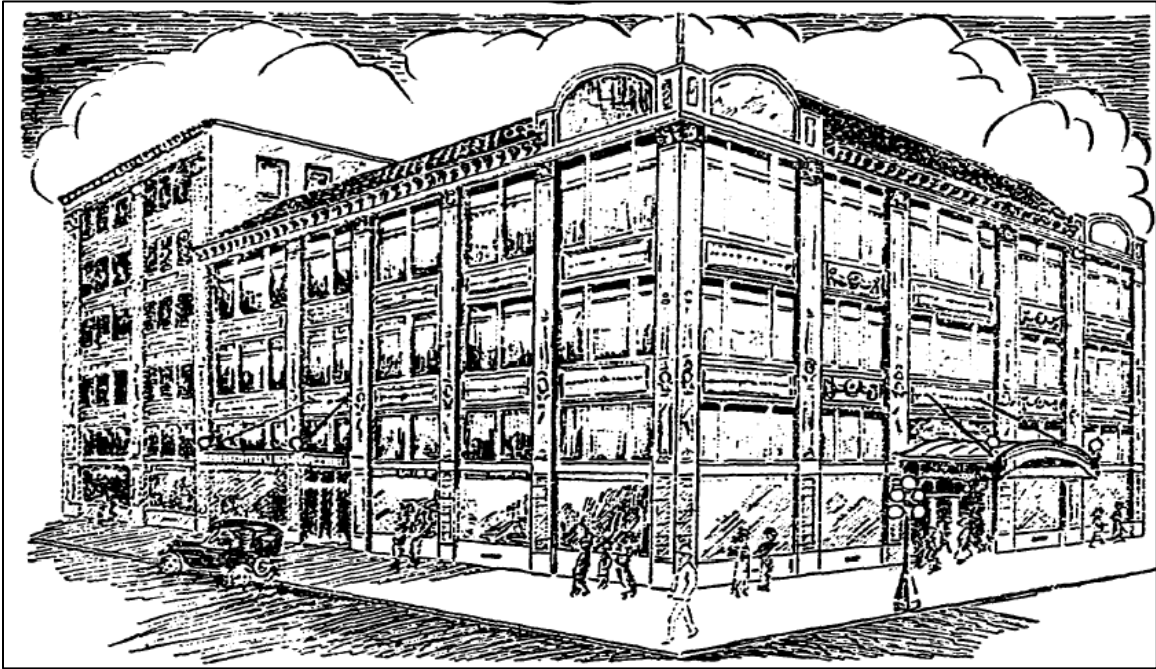


Fig. 75 - Lawton & Moldenhour: Carman Building (1923, demolished) at the southwest corner of Pine Street and 5th Avenue. Like the subject building, this was built by the Great Northern Construction Company. (Seattle Post-Intelligencer, September 9, 1923, p. 83)



Fig. 76 - Lawton & Moldenhour: Bigelow Building (1924, demolished). (KCTA)



Fig. 77 – Lawton & Moldenhour: Olive Crest Apartments (1924). (Apartments.com)



Fig. 78 – Lawton & Moldenhour: St. John Danish Lutheran Church (1925).
(St. John Lutheran Church)



Fig. 79 – Lawton & Moldenhour: Liggett Building (1927), a.k.a. the Fourth and Pike Building. The building is a designated Seattle landmark. (DAHP)



Fig. 80 – Lawton & Moldenhour: Republic Building (1927, now the Melbourne Tower). (MelbourneTower.com)

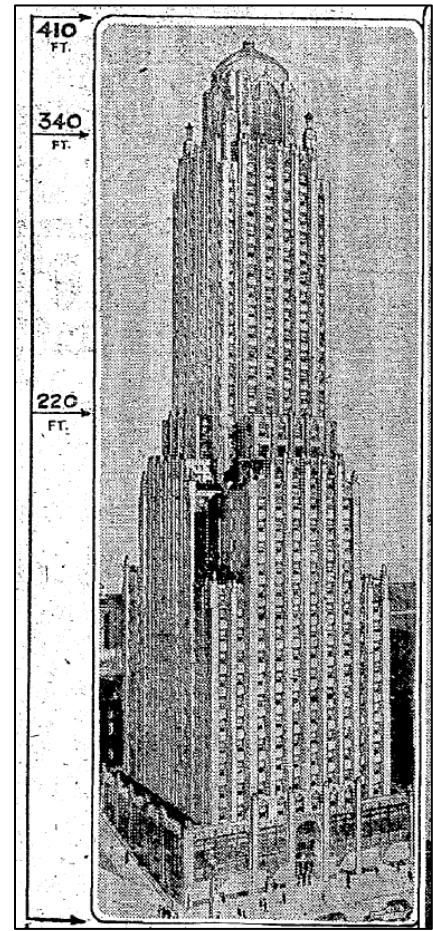
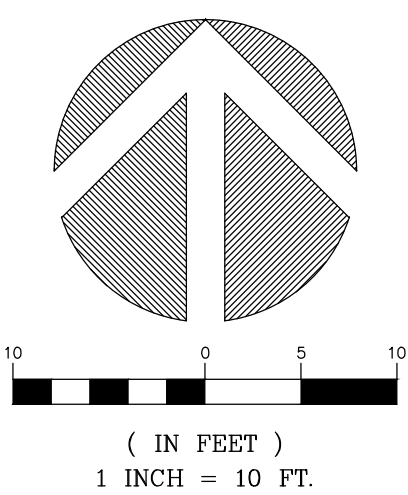


Fig. 81 – Lawton & Moldenhour: Proposed but unbuilt projects

(Left) Proposed Hotel for L.N. Rosenbaum (1925, unbuilt) for the southeast corner of Pine Street and 9th Avenue. Instead, Rosenbaum later built the Paramount Theater on the site, with different architects. (Seattle Times, June 14, 1925, p. 12).

(Right) Proposed Insurance Tower (1928, unbuilt), for the southeast corner of 2nd Avenue and Spring Street. The 37-story building featured Mayan-inspired ornamentation and would have rivaled the Smith Tower in prominence on the skyline. (Seattle Times, January 13, 1928, p. 15)

ALTA/NSPS LAND TITLE SURVEY



INDEXING INFORMATION			
SE 1/4	SW 1/4		
NE 1/4	SECTION: 29		
SW 1/4	TOWNSHIP: 25N		
	RANGE: 04E, W.M.		
	COUNTY: KING		

ALTA/NSPS LAND TITLE SURVEY

TAX PARCEL NO. 7449500045

1550 E OLIVE WAY

1550 E OLIVE WAY

SEATTLE, WA 98102



TERRANE

10801 Main Street, Suite 102
Bellevue, WA 98004

p: 425-458-4488 | e: info@terrane.net

JOB NUMBER: 220815
DATE: 08/10/22
DRAFTED BY: TDB
CHECKED BY: TBR/EJG
SCALE: 1"=10'

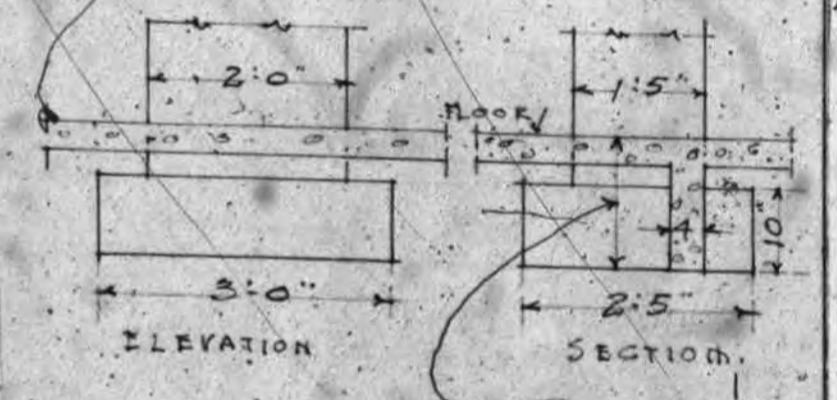
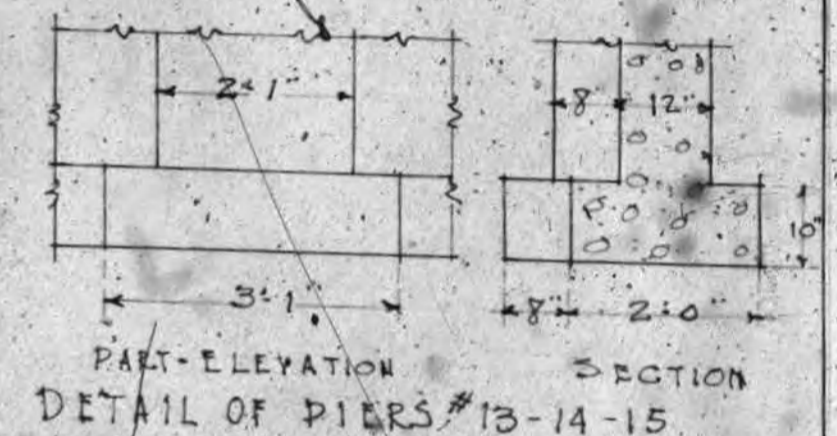
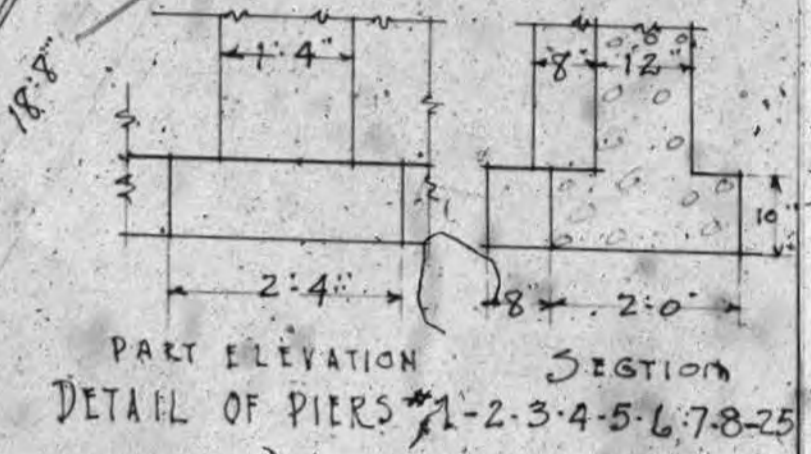
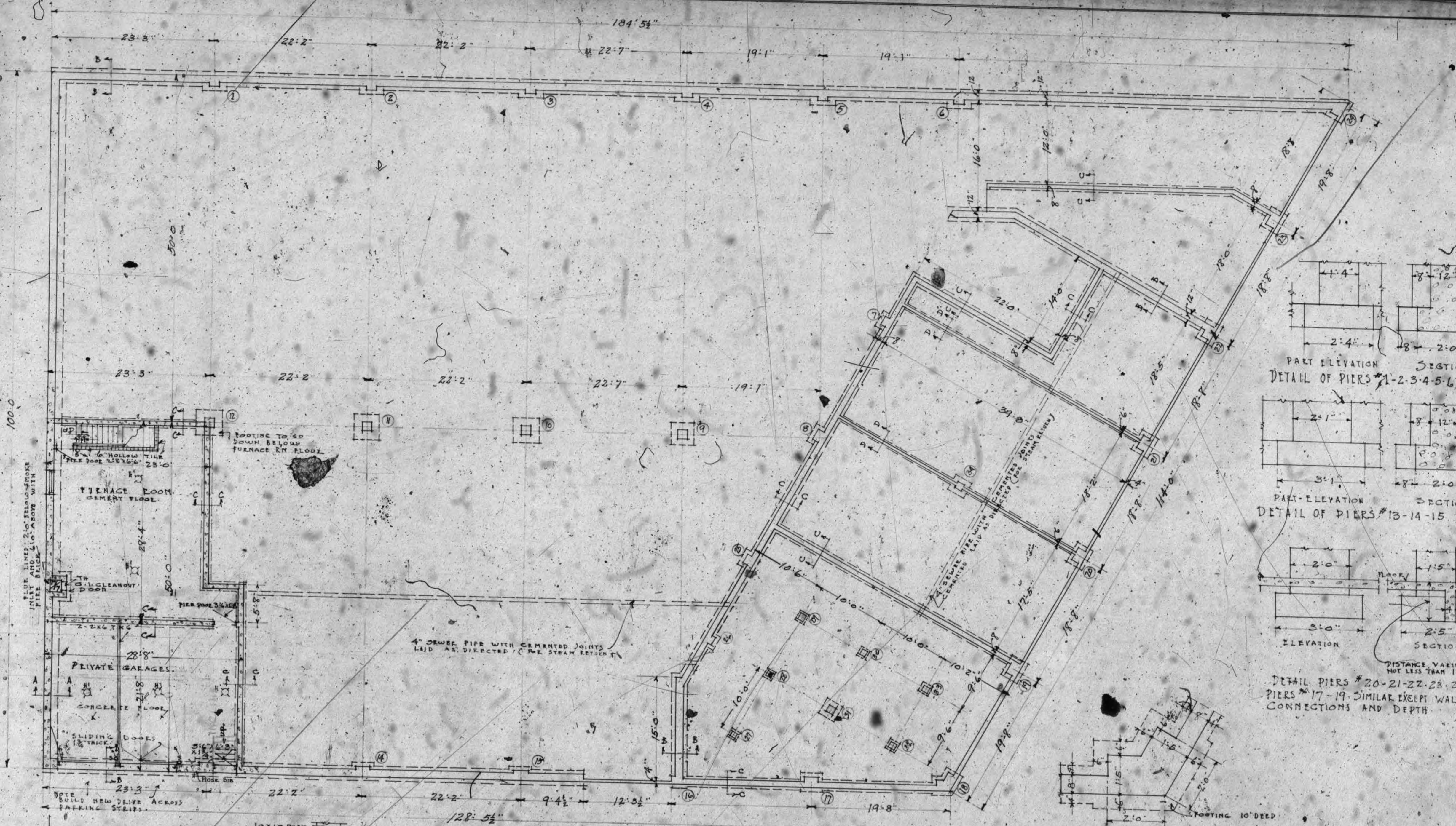
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NO.	DATE	DESCRIPTION

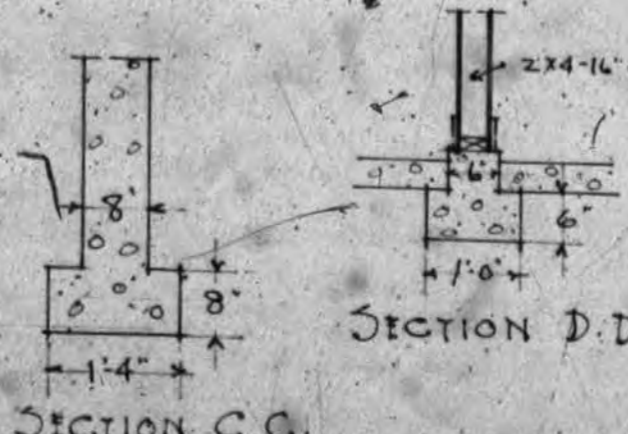
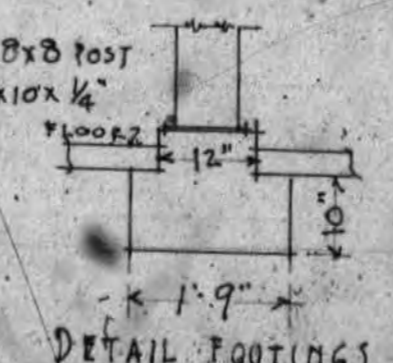
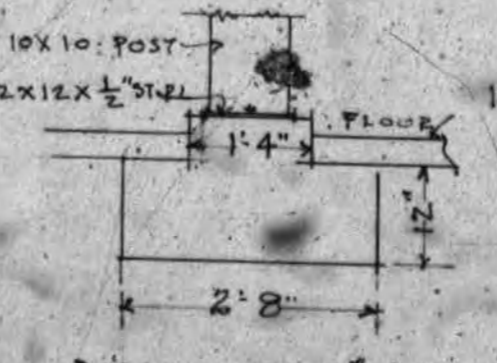
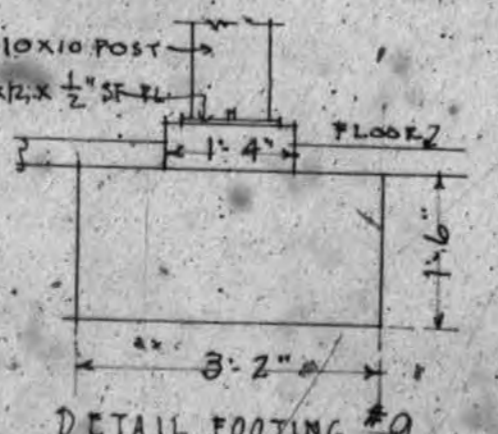
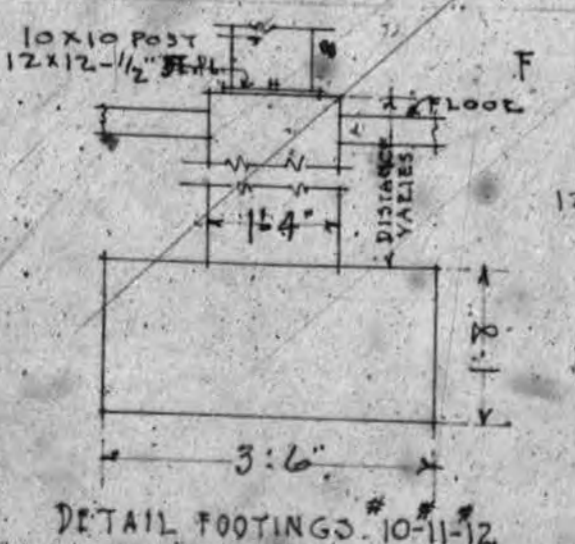
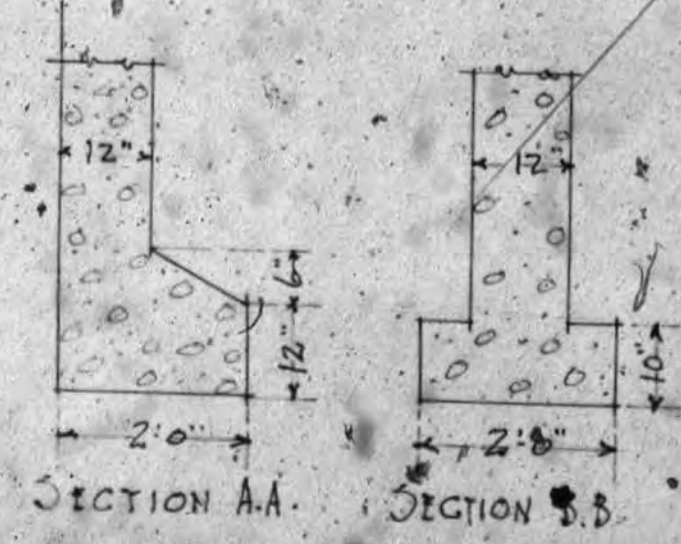
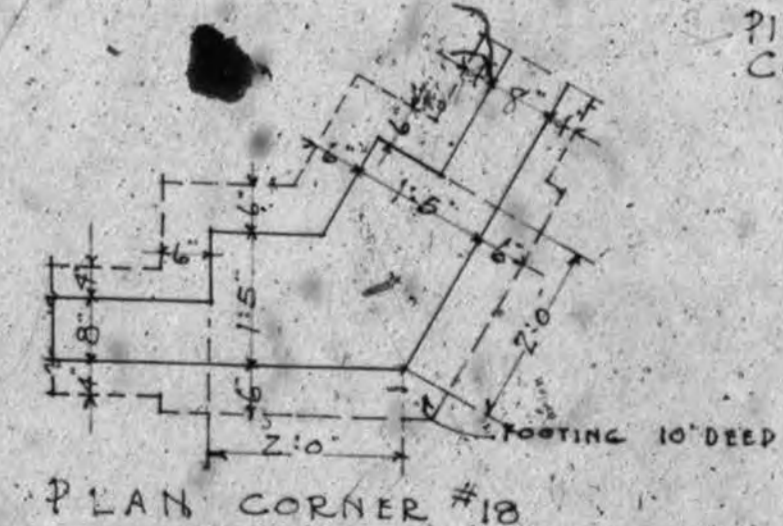
SHEET NUMBER

2 OF 2

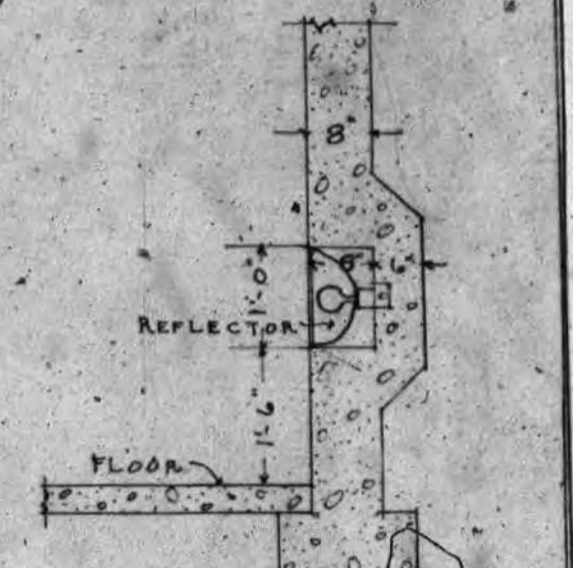
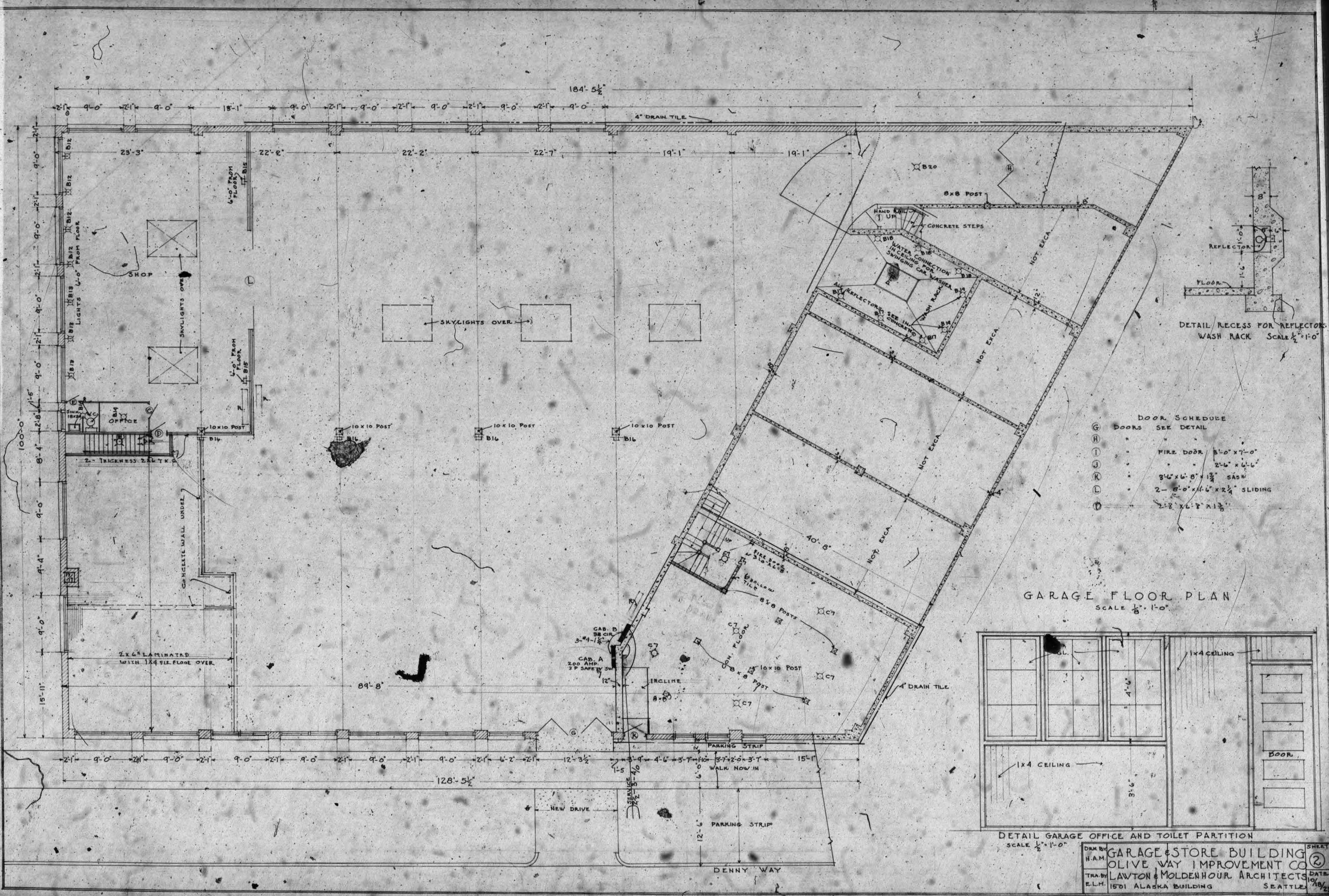
We are the measure | terrane.net



DETAIL PIERS #20-21-22-23-24
PIERS #17-19. SIMILAR EXCEPT WALL CONNECTIONS AND DEPTH



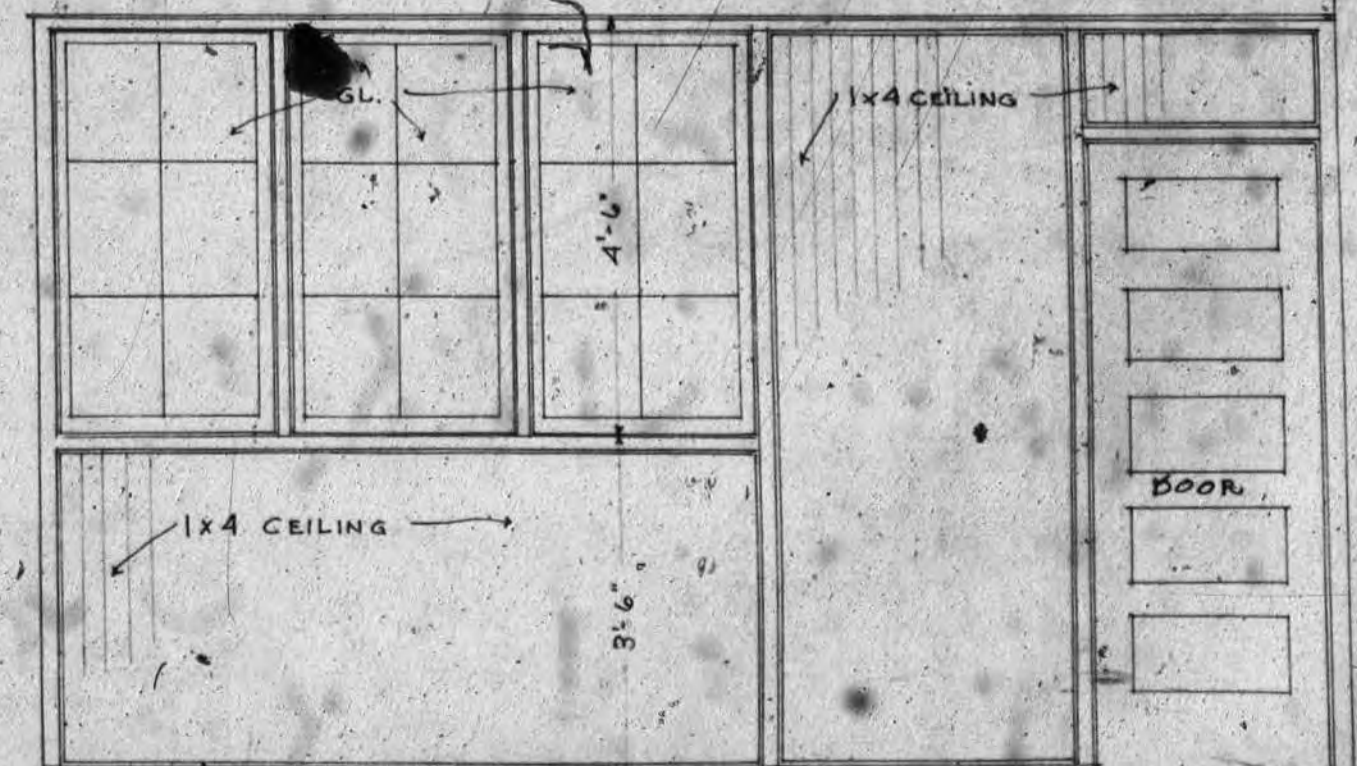
DRAWN BY H.A.M. GARAGE & STORE BUILDING
 TRACED BY M.B.M. OLIVE WAY IMPROVEMENT CO.
 1501 ALASKA BUILDING SEATTLE
 DATE 1918



DOOR SCHEDULE

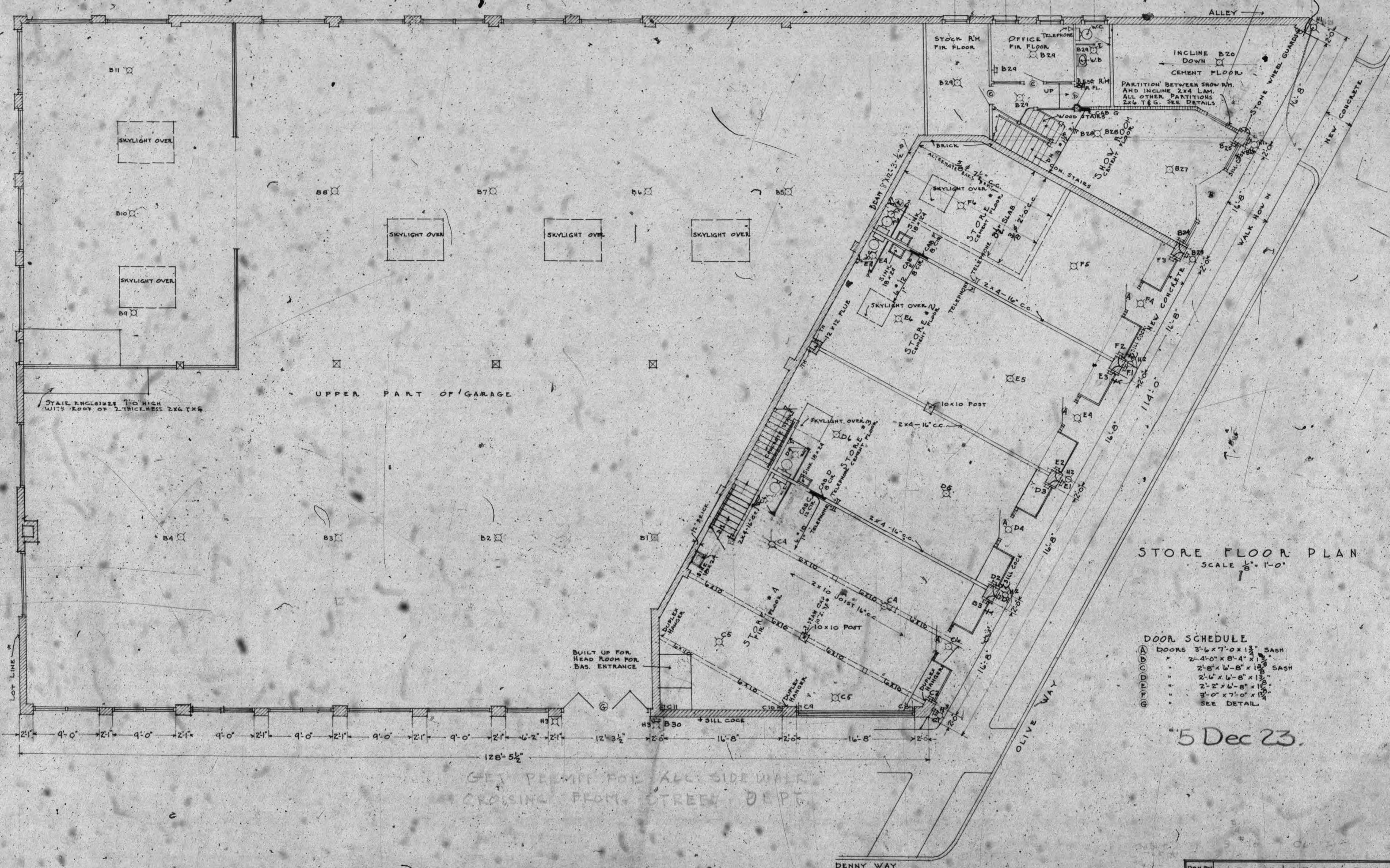
G	DOORS	SEE DETAIL
H	"	"
I	"	FIRE DOOR 3'-0" x 7'-0"
J	"	2'-6" x 6'-6"
K	"	3'-4" x 6'-8" x 1 3/4" SASH
L	"	2 - 8'-0" x 11'-6" x 2 1/4" SLIDING
M	"	2'-8" x 6'-8" x 1 3/4"

GARAGE FLOOR PLAN
SCALE 1/8" = 1'-0"



DRN BY H.A.M.
 TRN BY E.L.H.
 GARAGE & STORE BUILDING
 OLIVE WAY IMPROVEMENT CO.
 LAWTON & MOLDEHOUS ARCHITECTS
 1501 ALASKA BUILDING SEATTLE

SHEET 2
 DATE 10/18/23



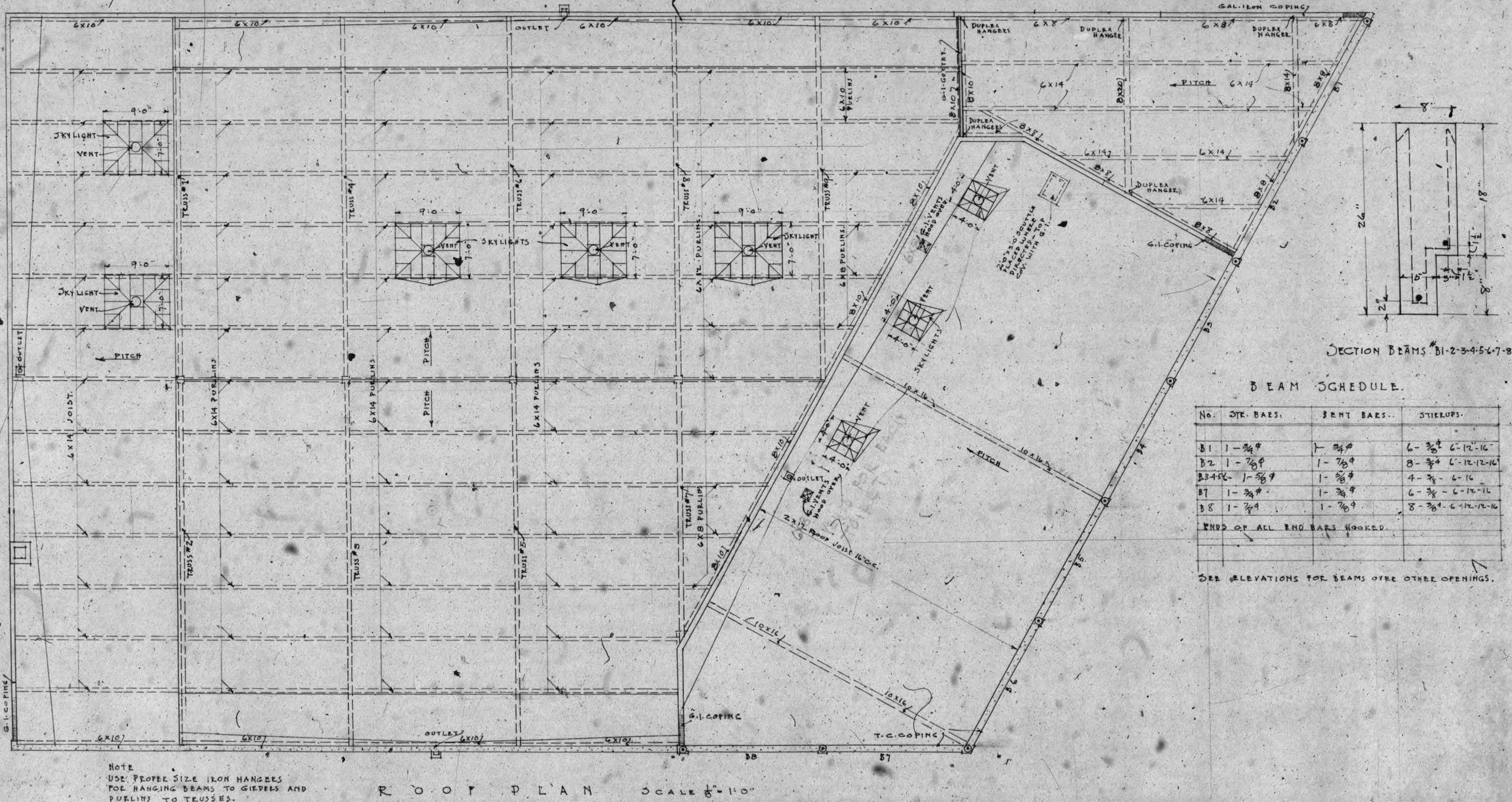
STORE FLOOR PLAN
SCALE 1/8" = 1'-0"

DOOR SCHEDULE

DOORS	3'-6" x 7'-0" x 1 1/2"	SASH
"	2'-4" x 8'-4" x 1 1/2"	"
"	2'-8" x 6'-8" x 1 1/2"	SASH
"	2'-6" x 6'-8" x 1 1/2"	"
"	2'-2" x 6'-8" x 1 1/2"	"
"	3'-0" x 7'-0" x 1 1/2"	"
"	SEE DETAIL	

5 Dec 23.

GET PERMIT FOR ALL SIDEWALK
CROSSING FROM STREET DEPT



NOTE
 USE PROPER SIZE IRON HANGERS
 FOR HANGING BEAMS TO GIRDERS AND
 PURLINS TO TRUSSES.

ROOF PLAN SCALE 1/8" = 1'-0"

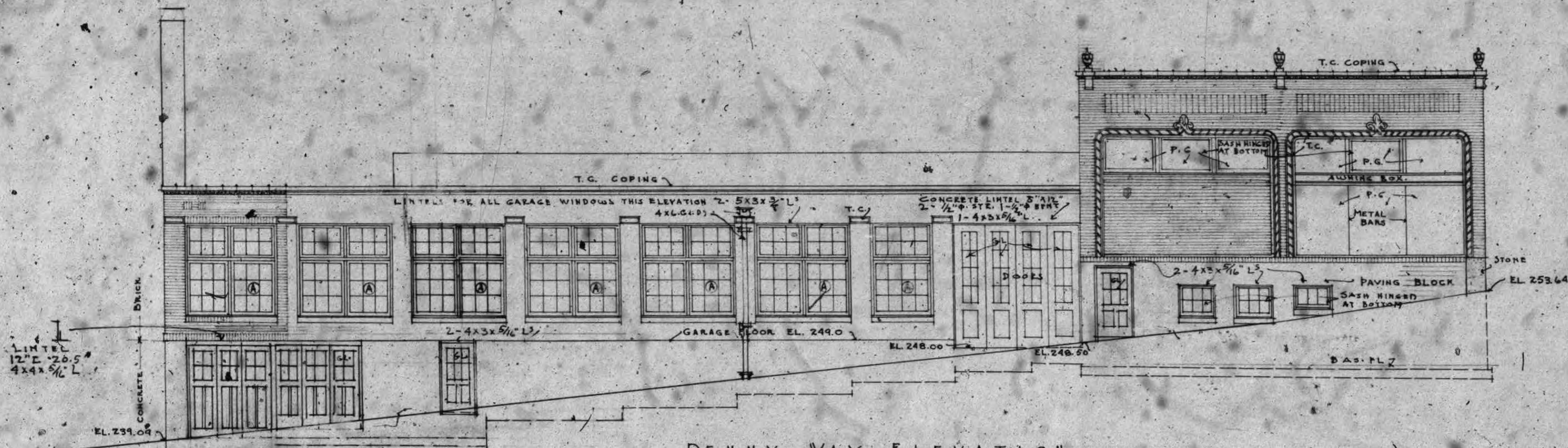
SECTION BEAMS B1-2-3-4-5-6-7-8

BEAM SCHEDULE

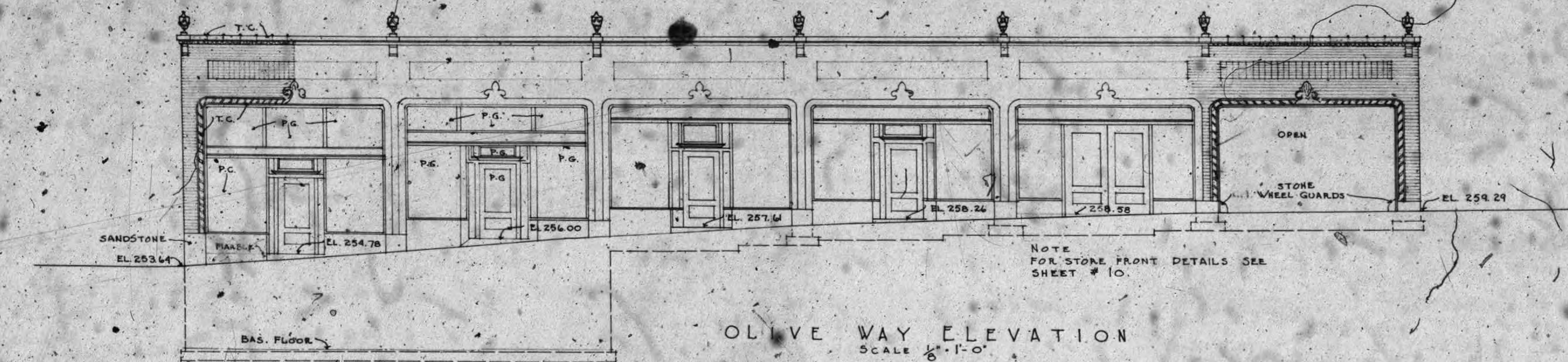
No.	STE. BARS.	BENT BARS.	STICKUPS.
B1	1-3/4"	1-3/4"	6-3/8" 6-12-16"
B2	1-7/8"	1-7/8"	8-3/4" 6-12-16"
B3-5-6	1-5/8"	1-5/8"	4-3/8" 6-16"
B7	1-3/4"	1-3/4"	6-3/8" 6-12-16"
B8	1-7/8"	1-7/8"	8-3/8" 6-12-16"

ENDS OF ALL END BARS HOOKED

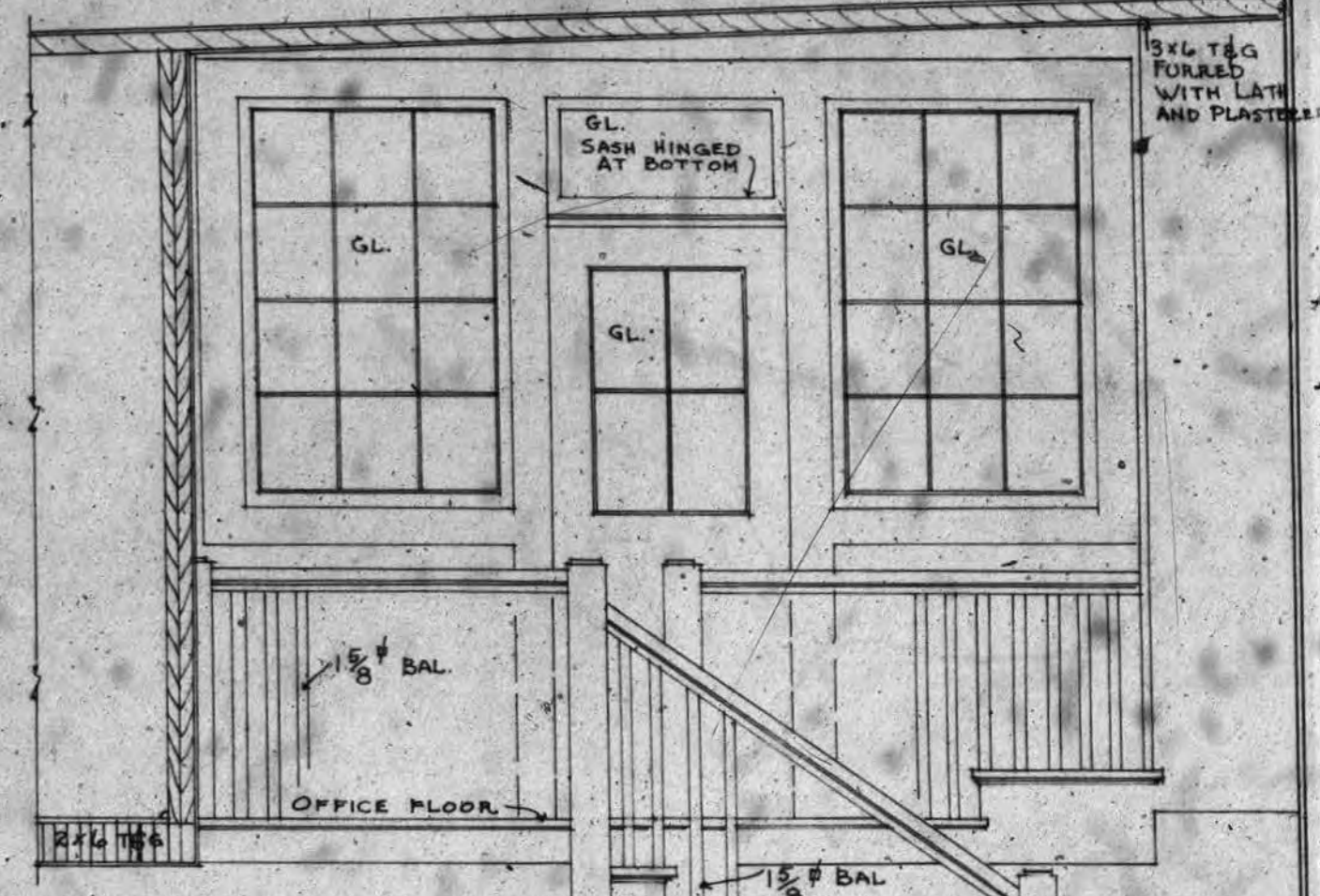
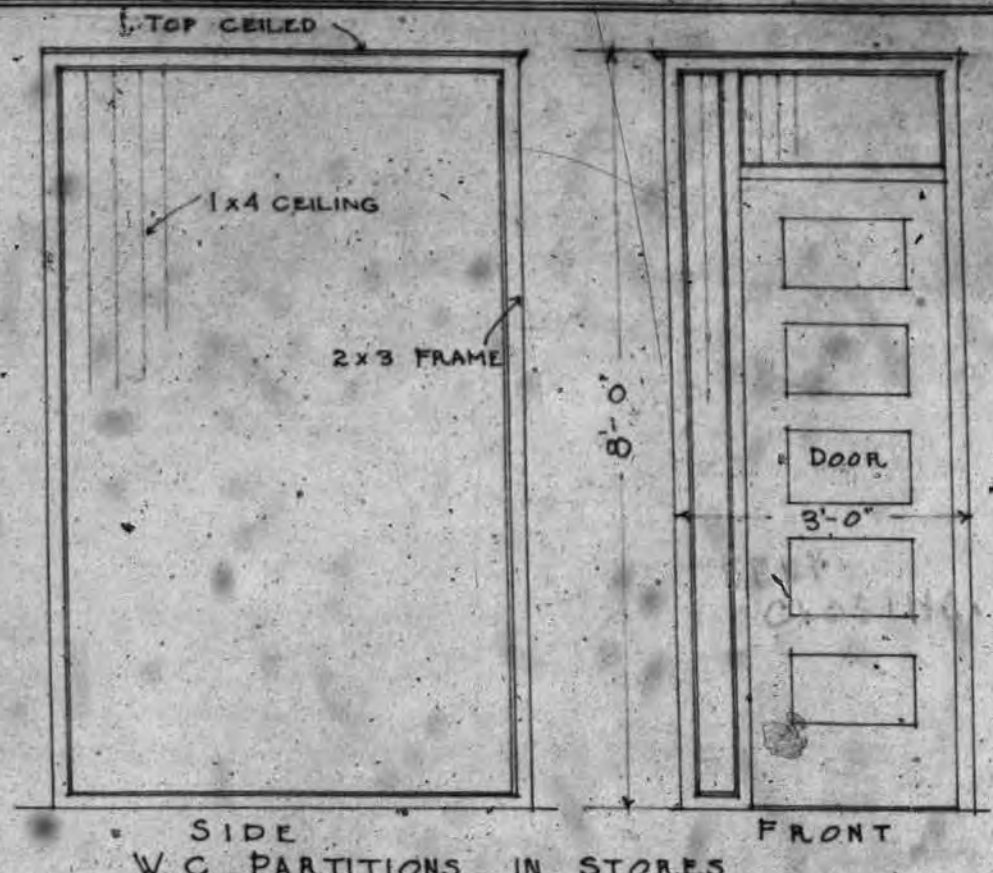
SEE ELEVATIONS FOR BEAMS OVER OTHER OPENINGS.



DENNY WAY ELEVATION
SCALE 1/8" = 1'-0"

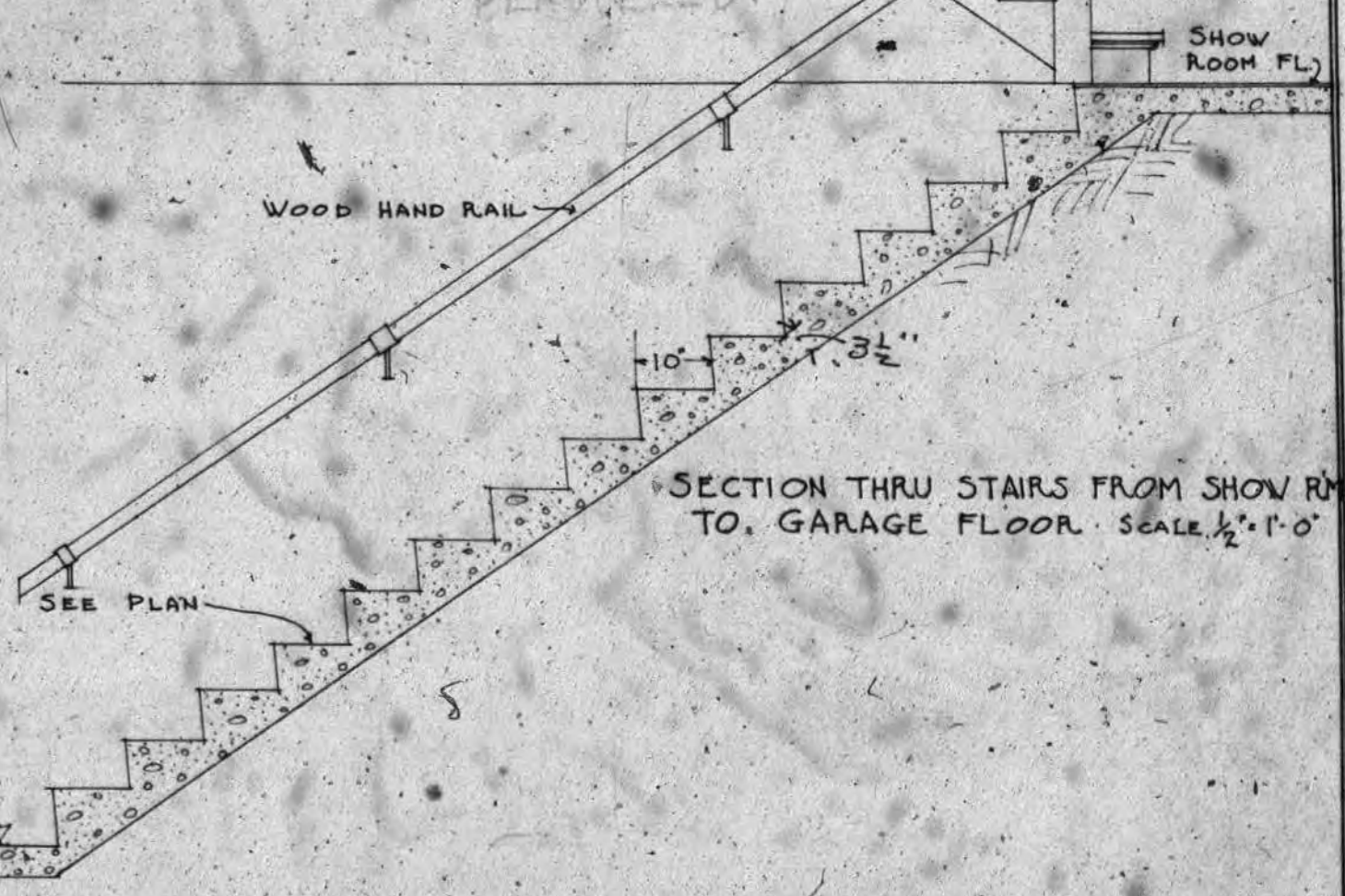


OLIVE WAY ELEVATION
SCALE 1/8" = 1'-0"

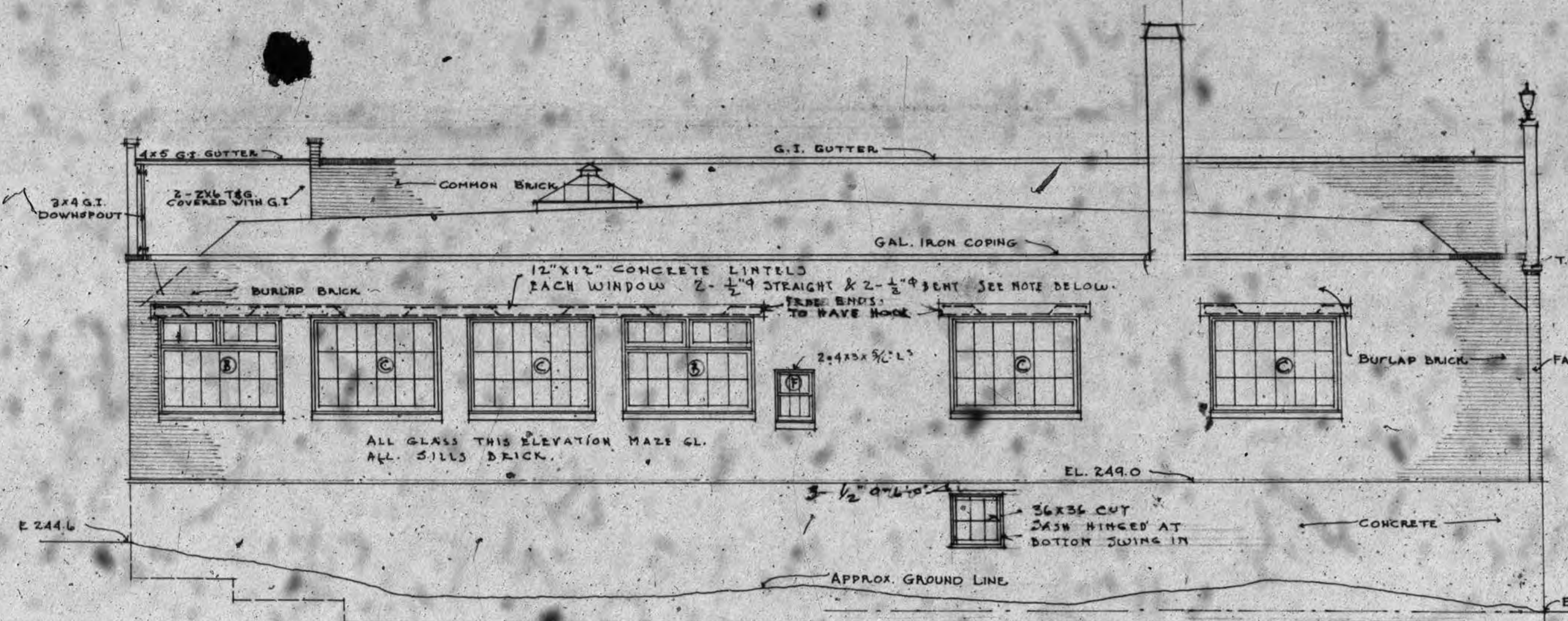


STAIRS AND RAILING TO OFFICE

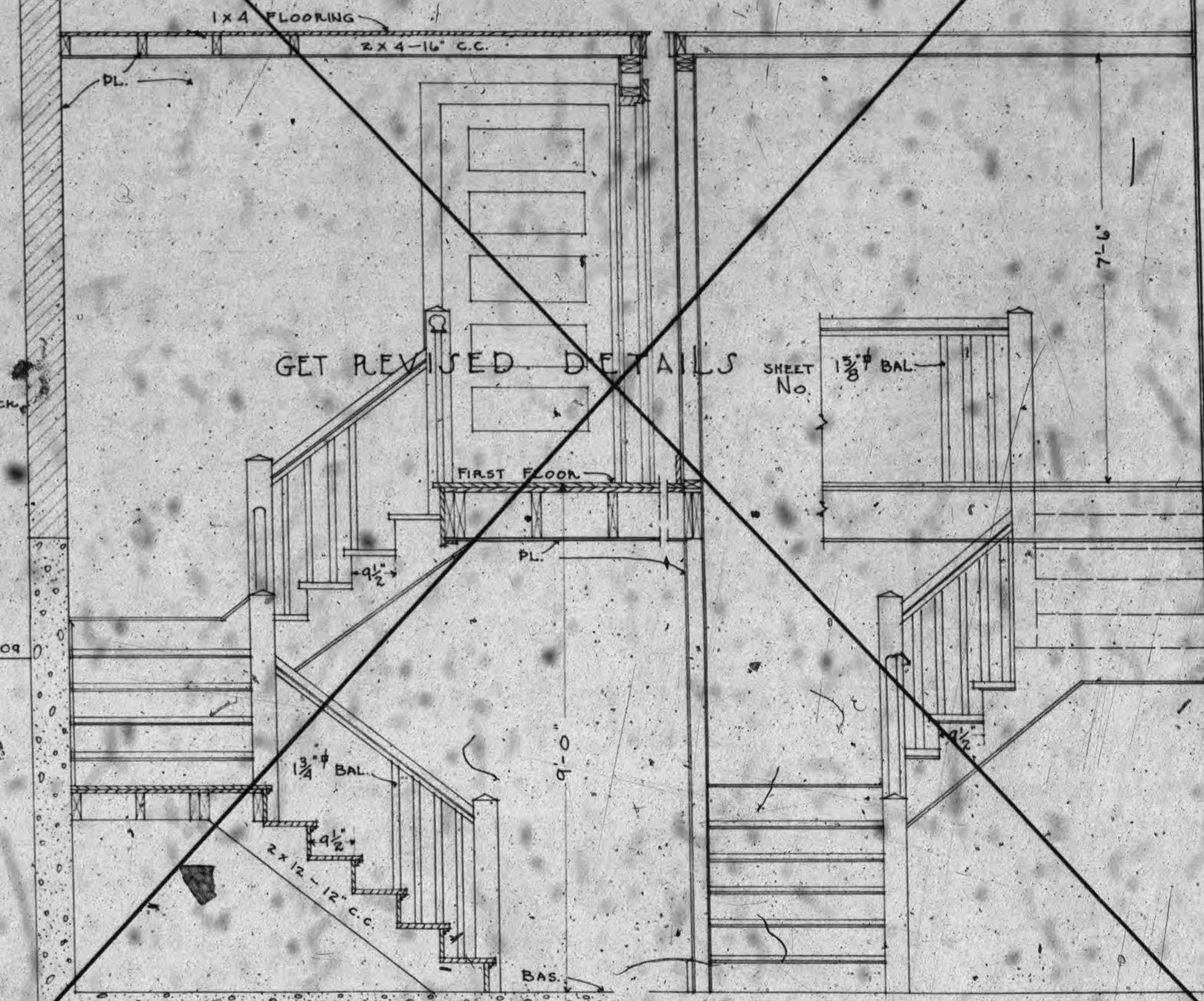
NOTE
ROUGH STAIR CARRIAGE
2x4 LAMINATED



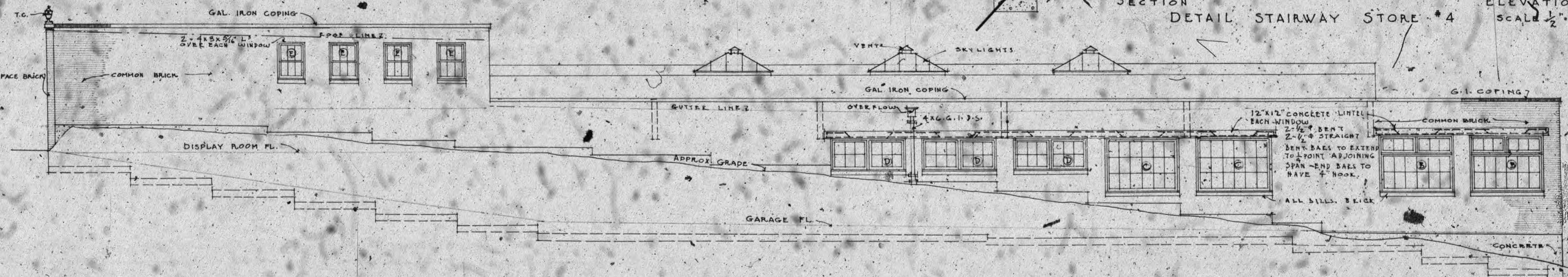
SECTION THRU STAIRS FROM SHOW ROOM TO GARAGE FLOOR. SCALE 1/2" = 1'-0"



WEST ELEVATION
SCALE $\frac{1}{8}'' = 1'-0''$

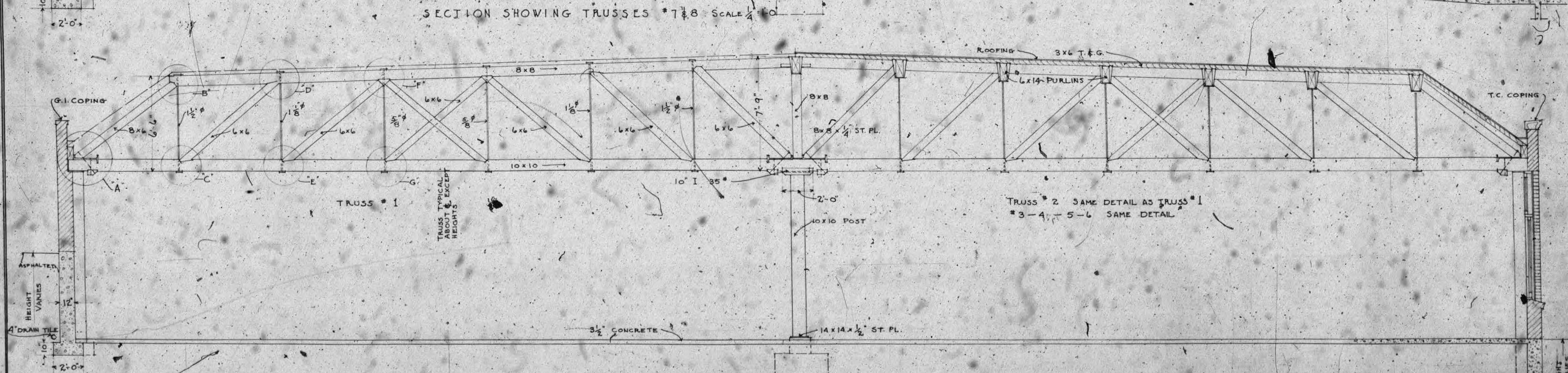
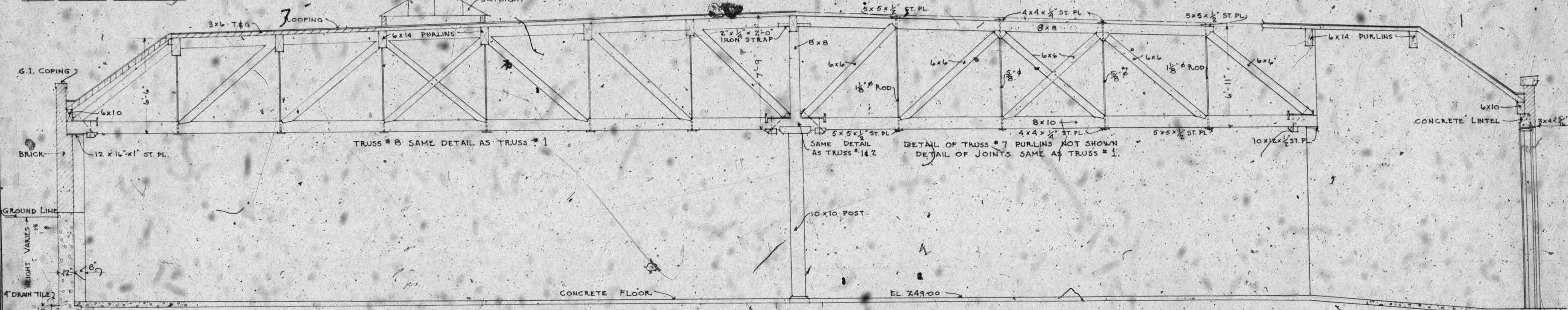
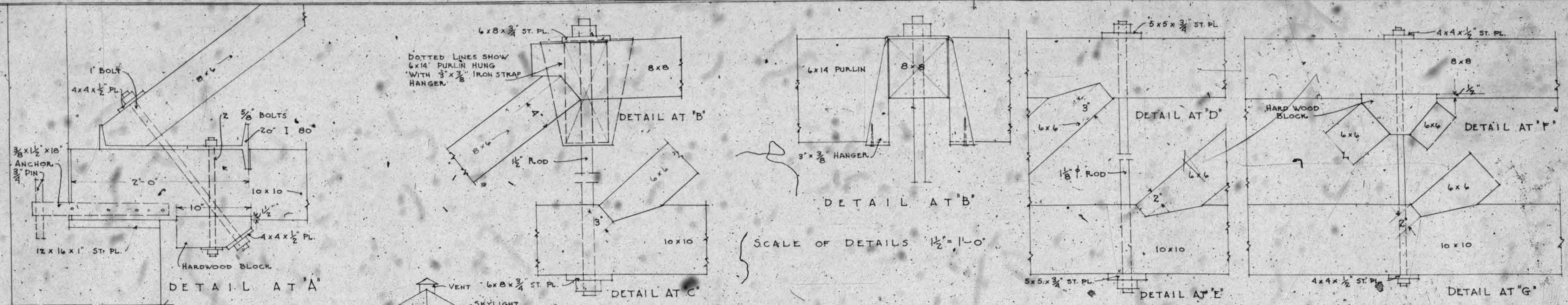


SECTION
DETAIL STAIRWAY STORE # 4
ELEVATION SCALE $\frac{1}{2}'' = 1'-0''$

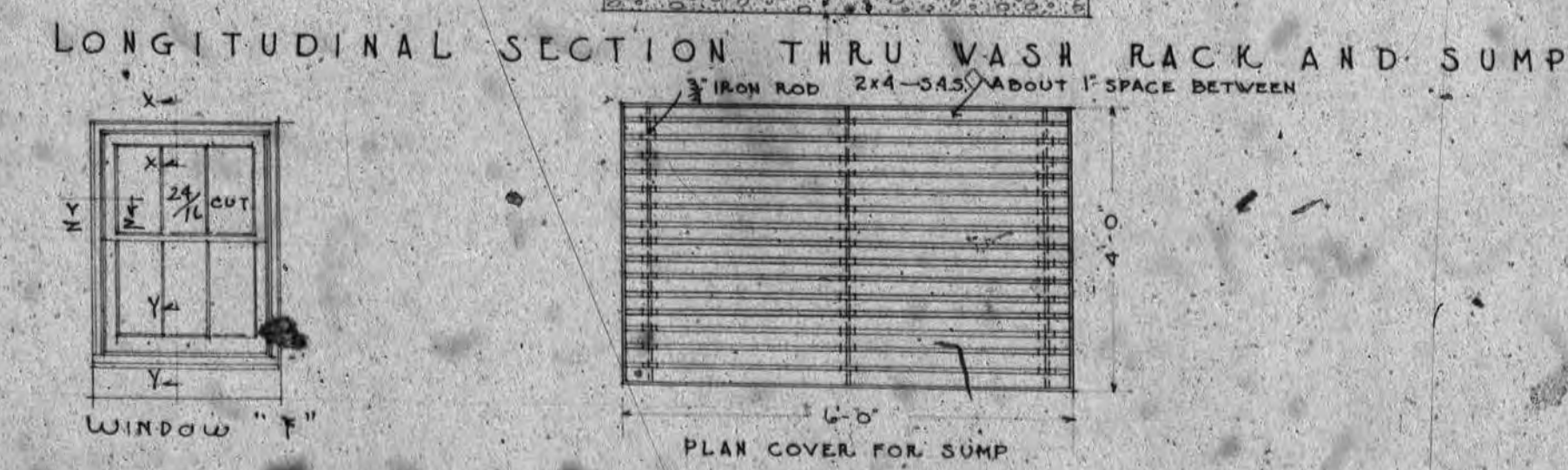
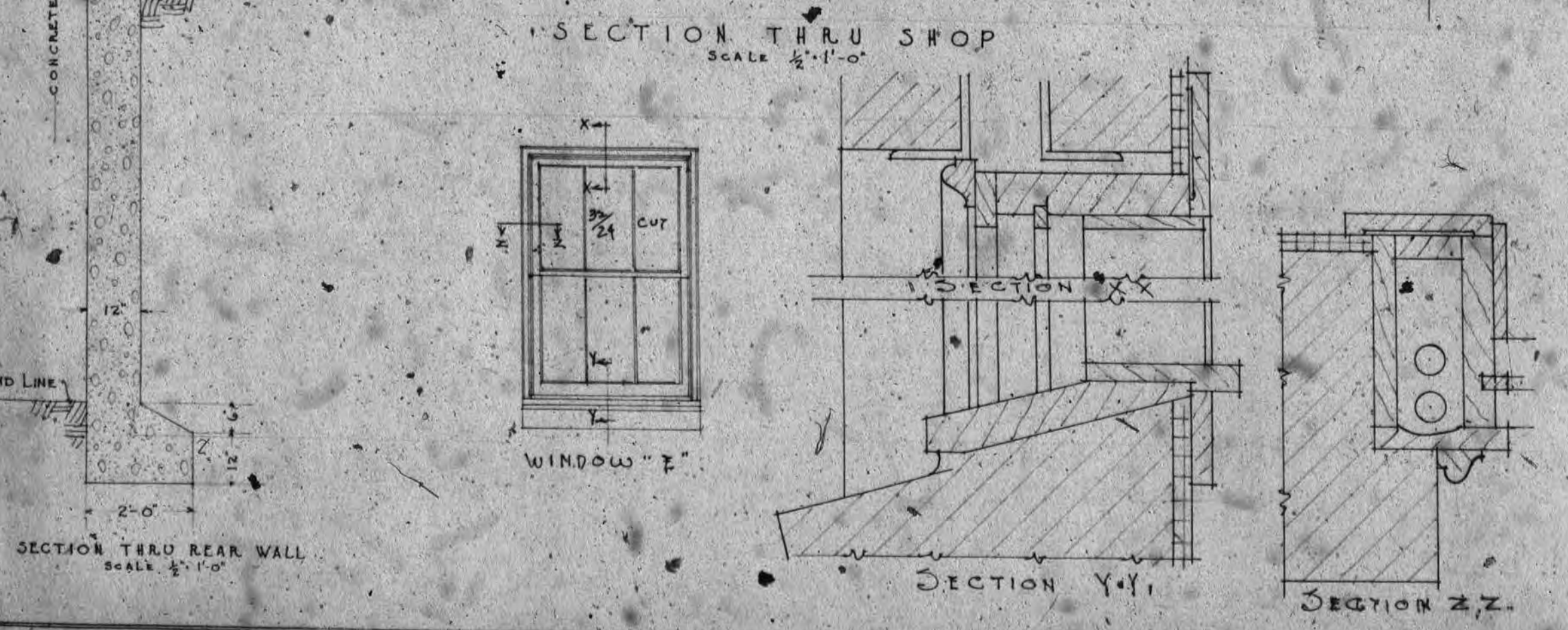
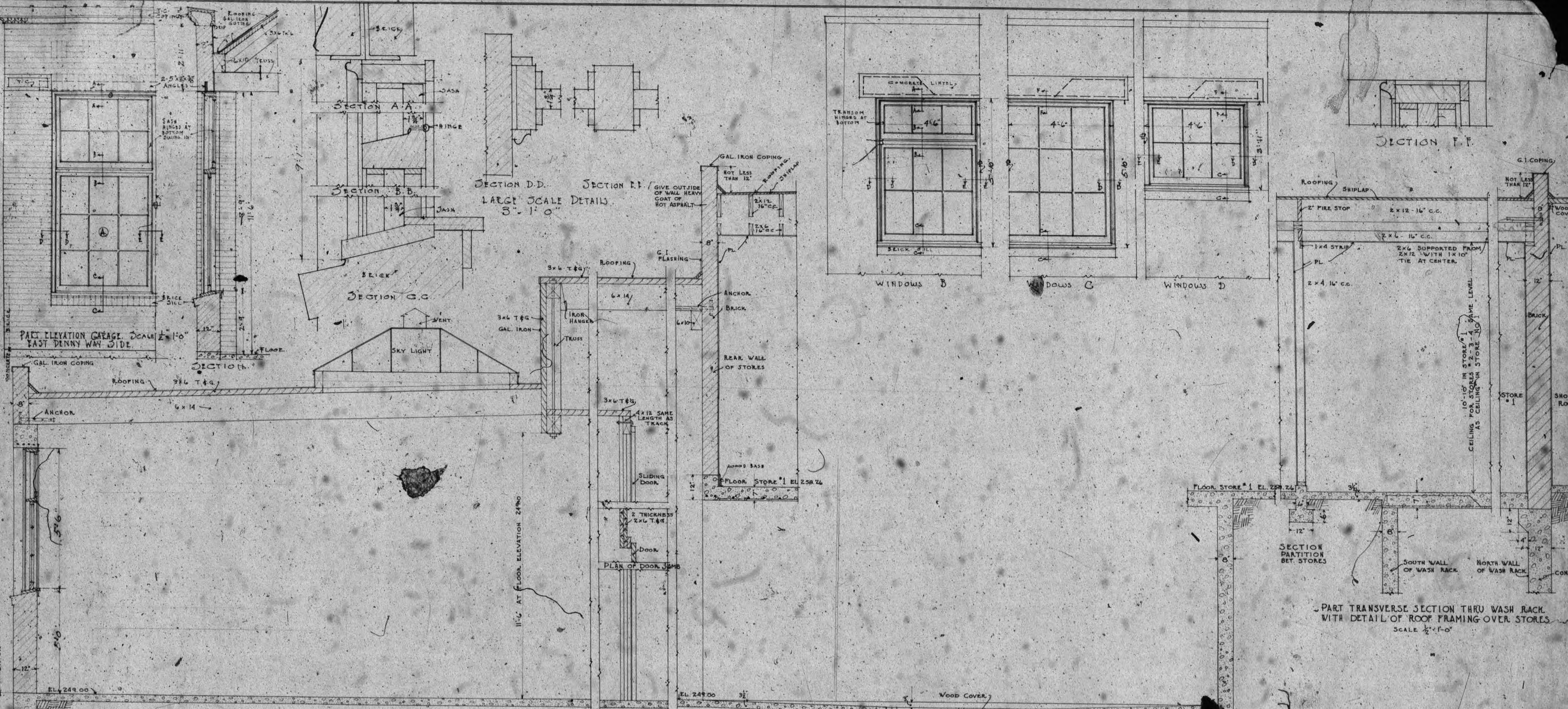


ALLEY ELEVATION
SCALE $\frac{1}{8}'' = 1'-0''$

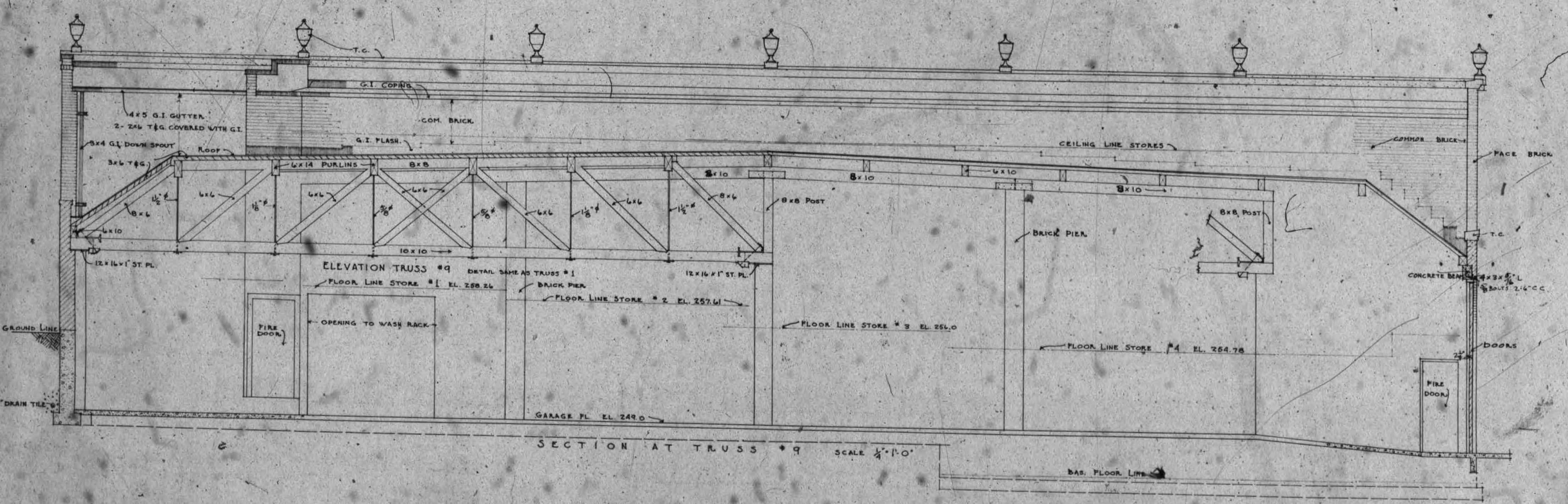
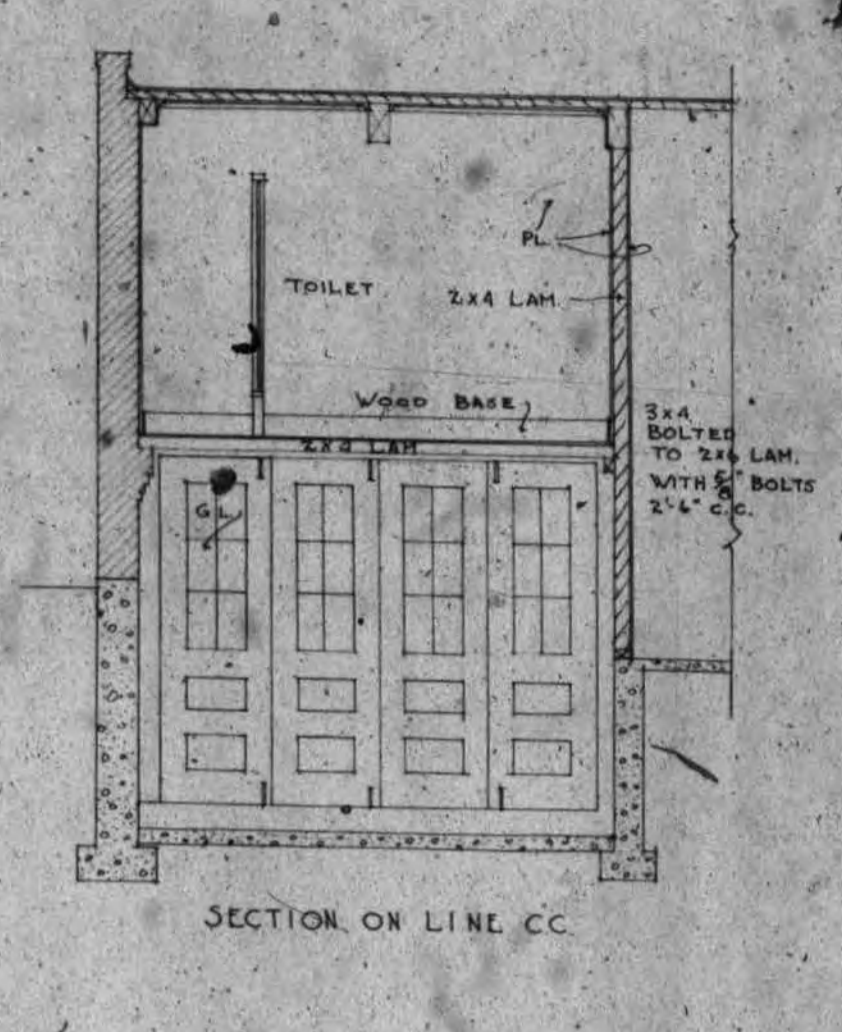
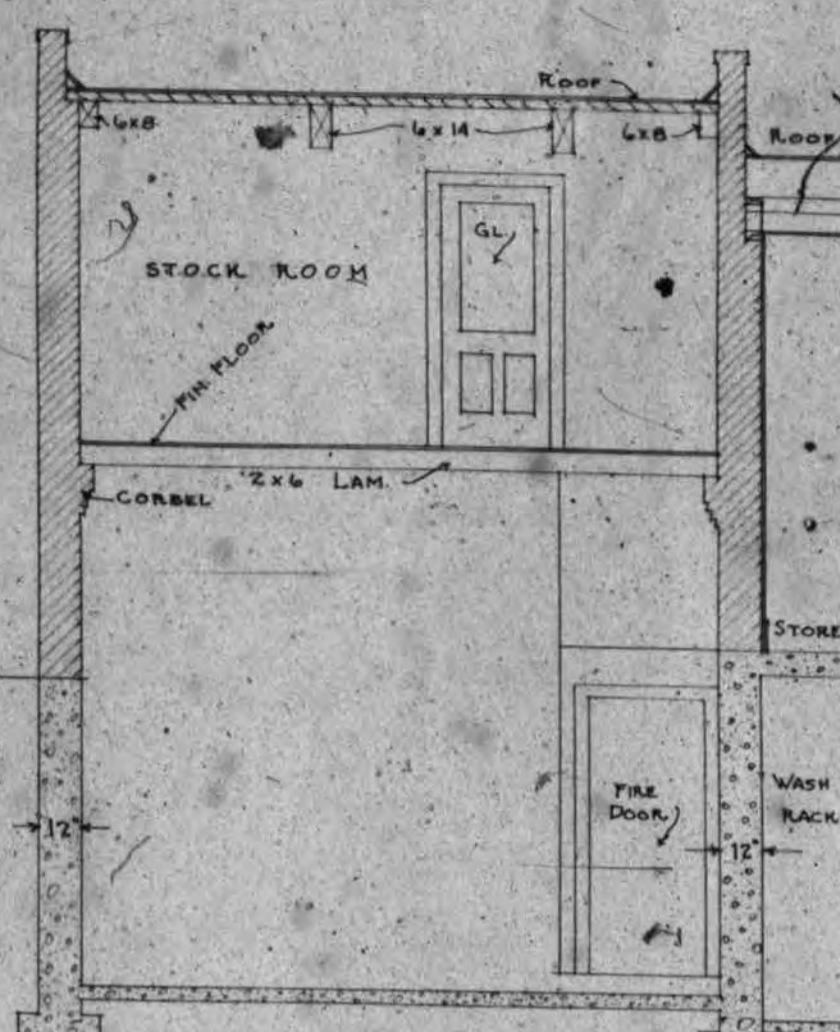
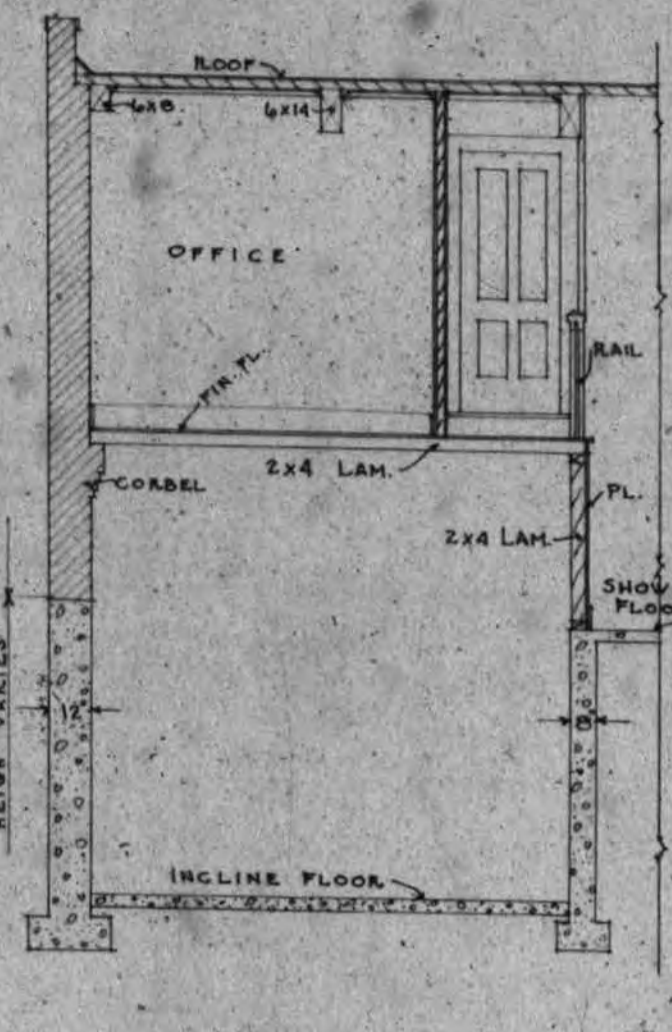
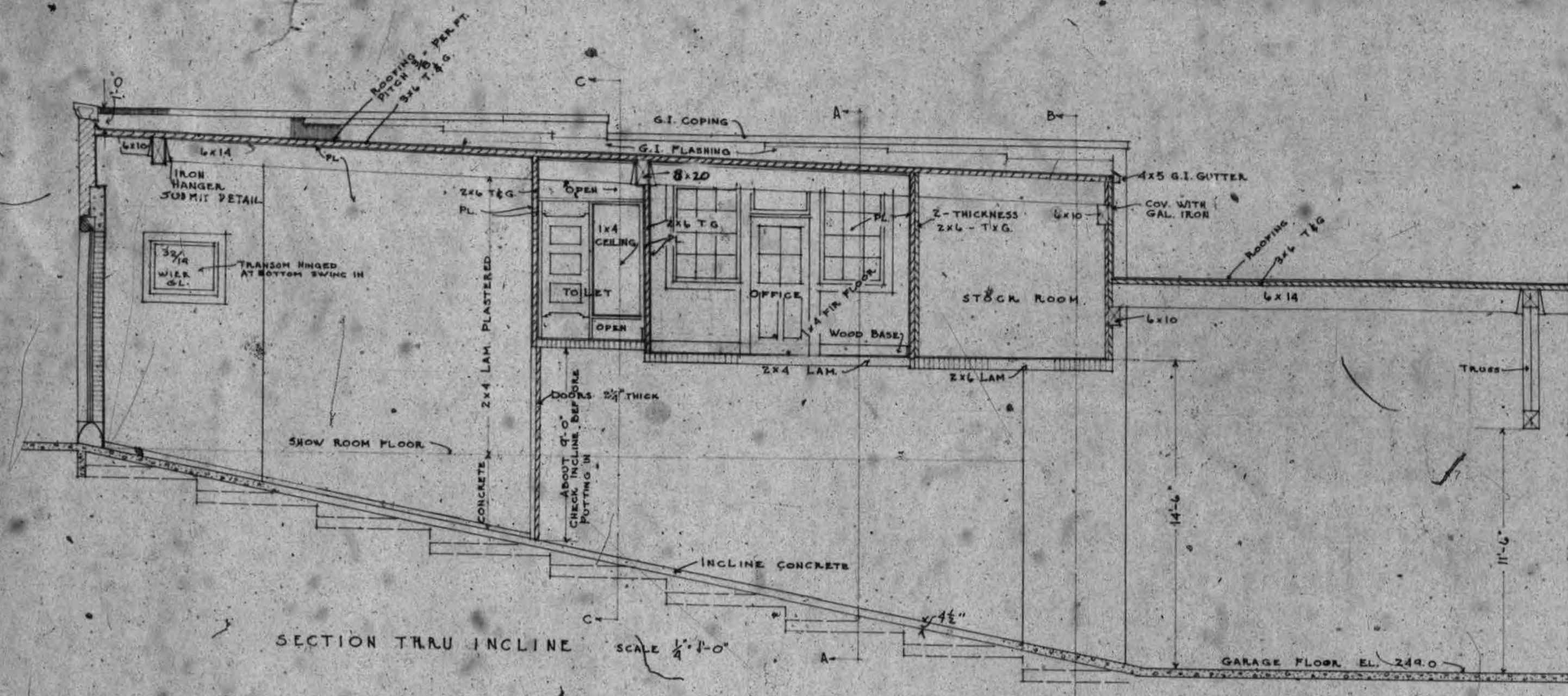
DRN. BY H.A.M.	GARAGE & STORE BUILDING OLIVE WAY IMPROVEMENT CO.	SHEET 6
TRACED BY E.L.M.	LAWTON & MOLDENHOUR ARCHITECTS	DATE
	1501 ALASKA BUILDING SEATTLE	



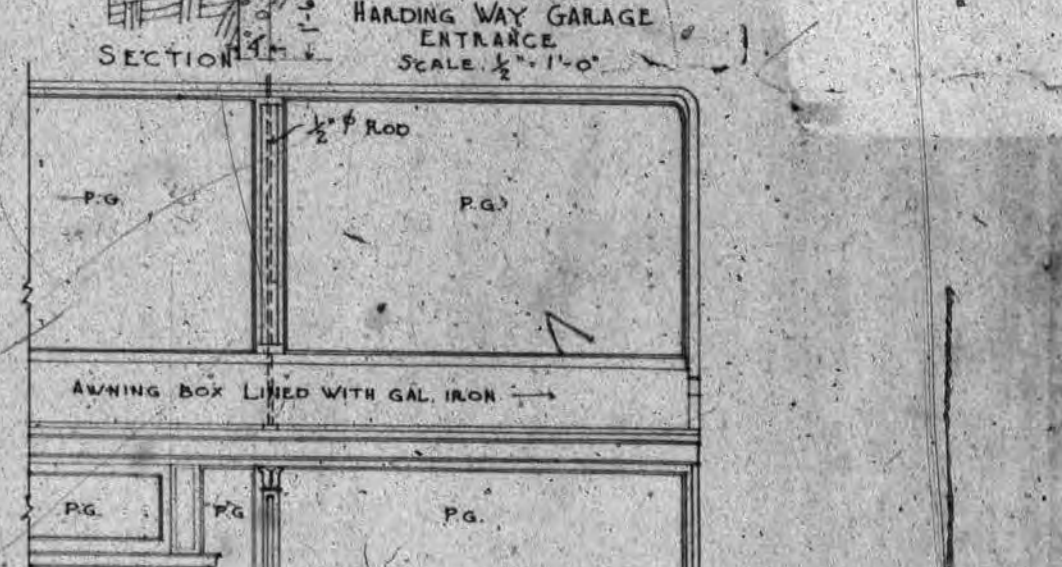
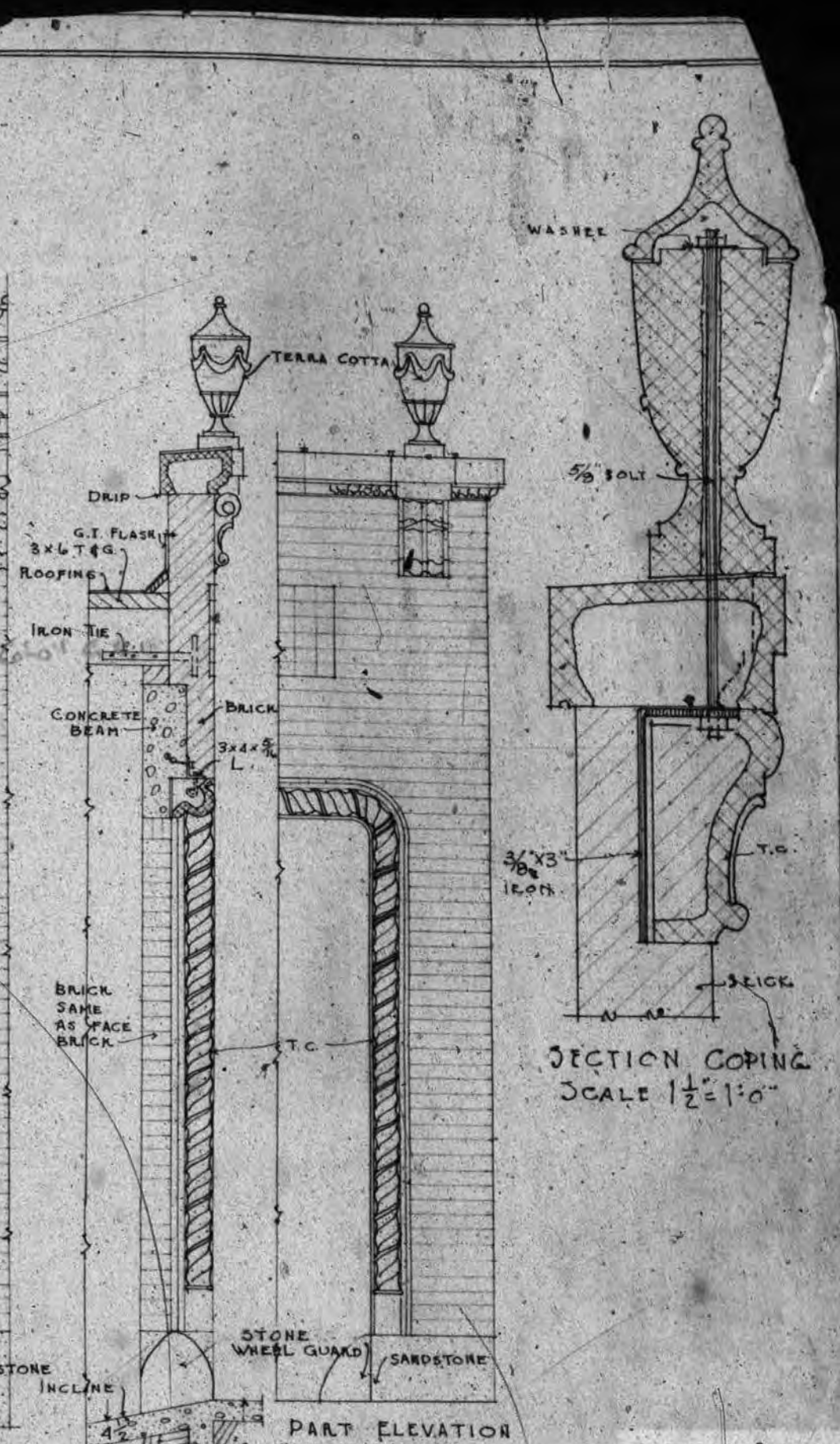
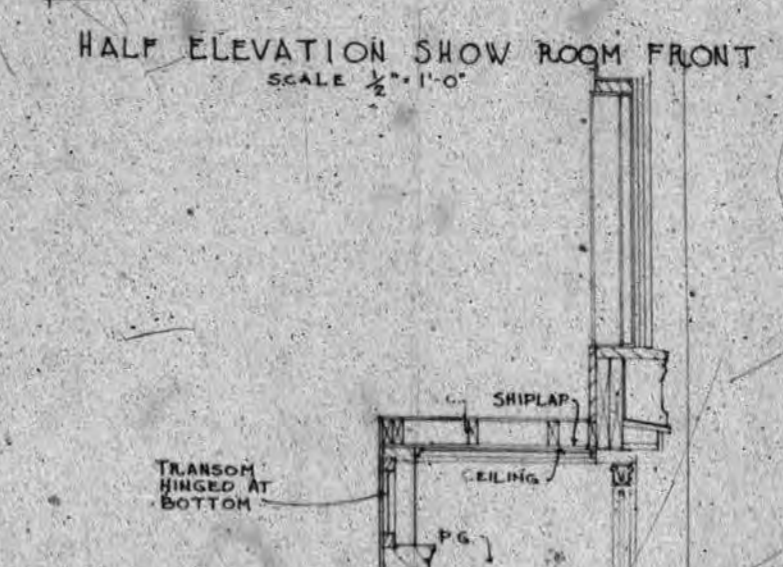
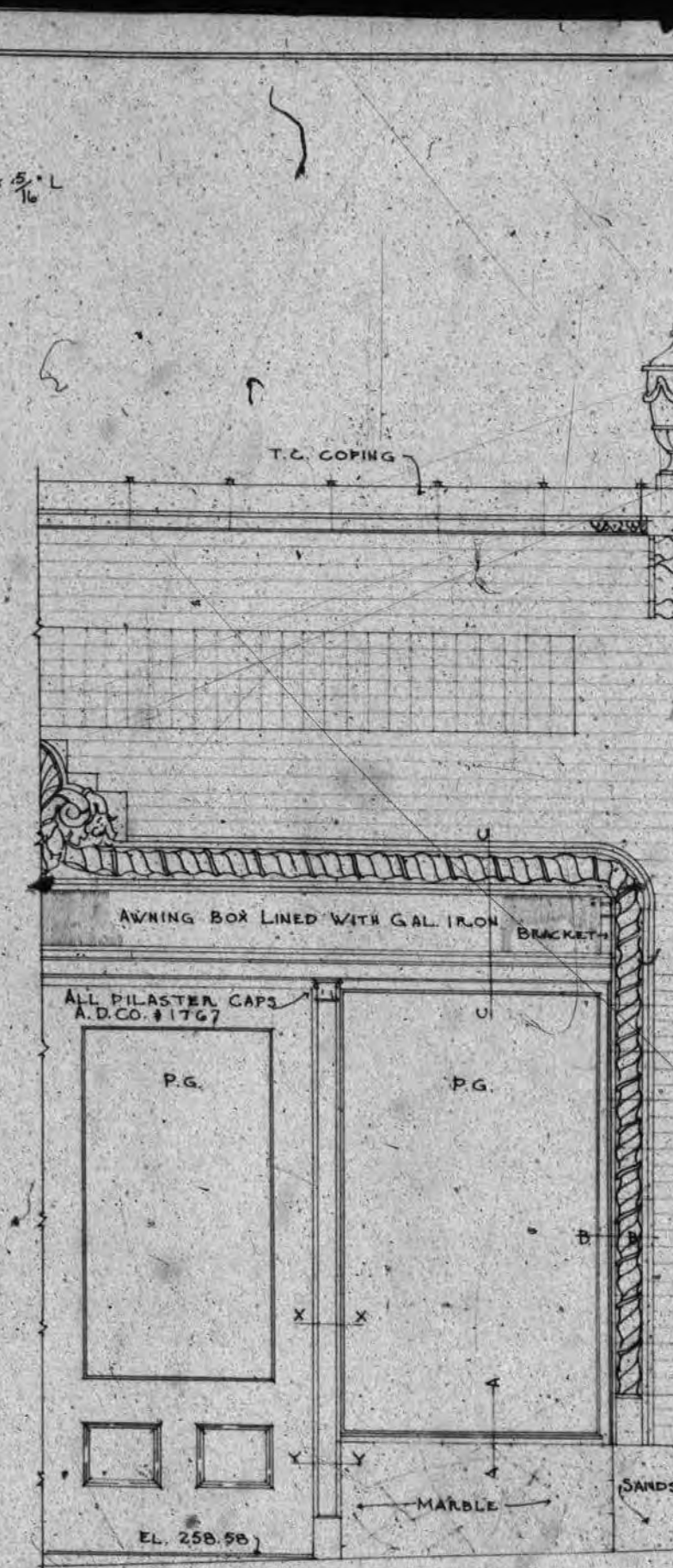
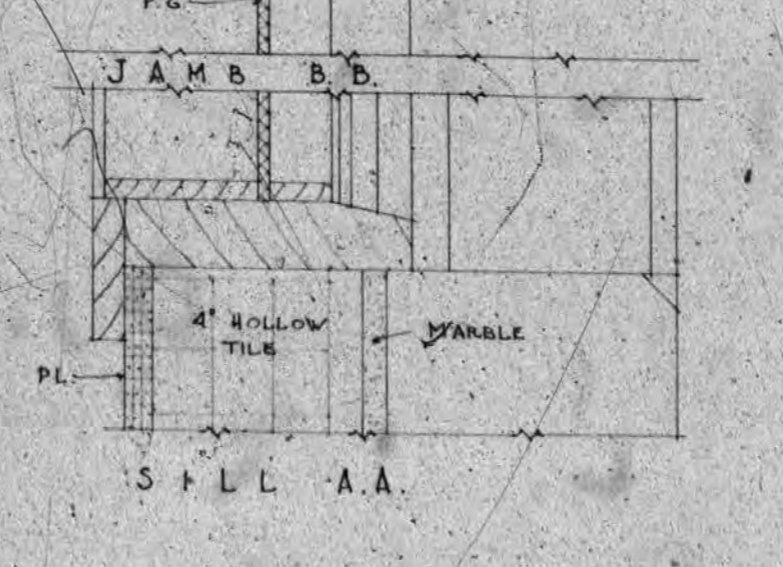
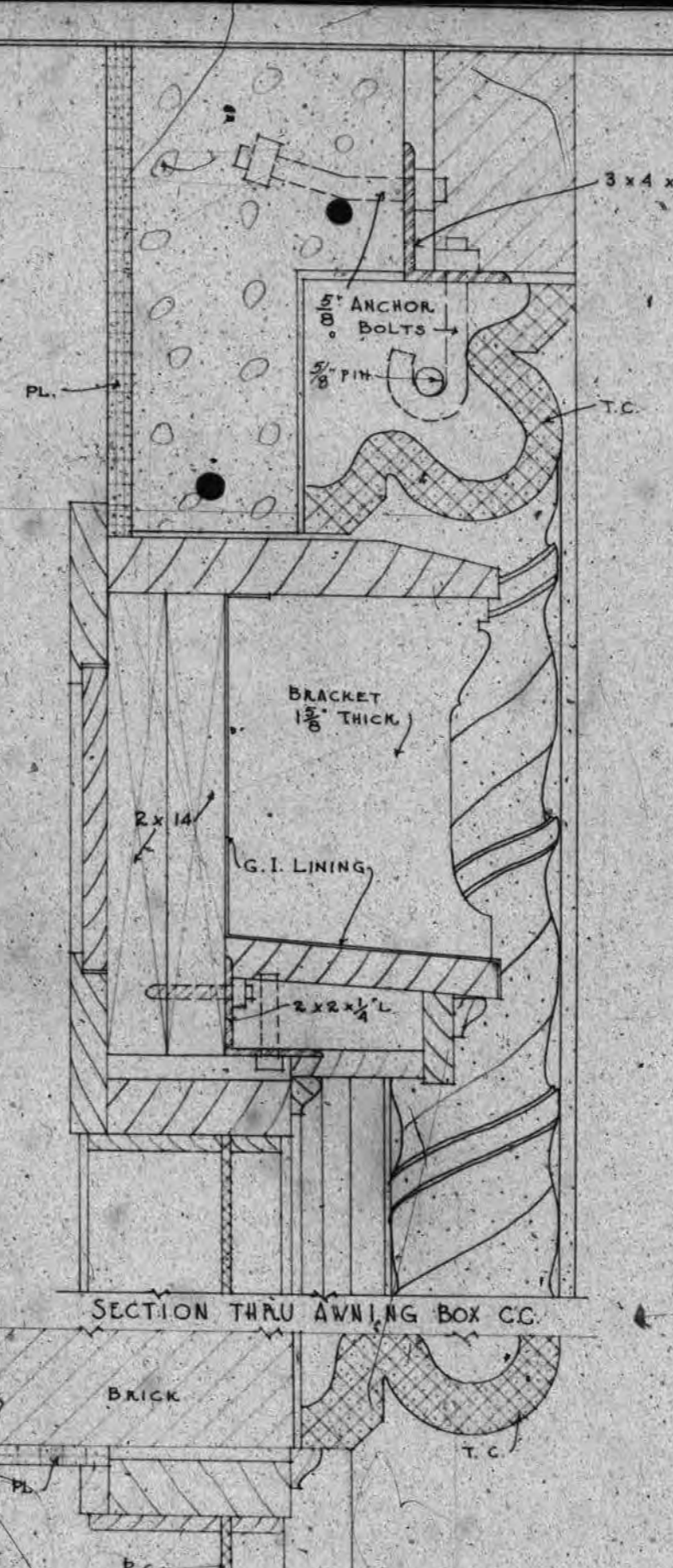
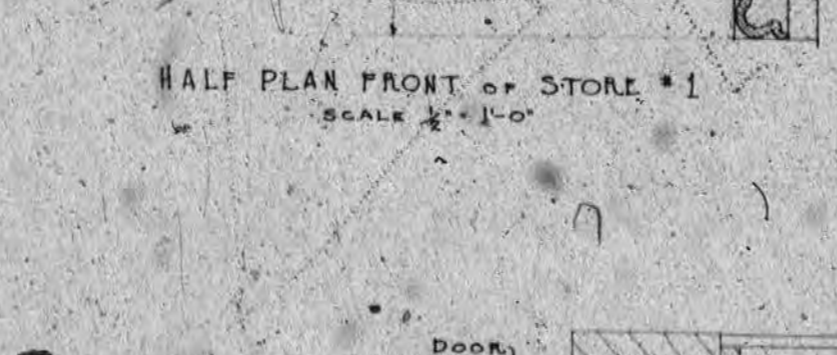
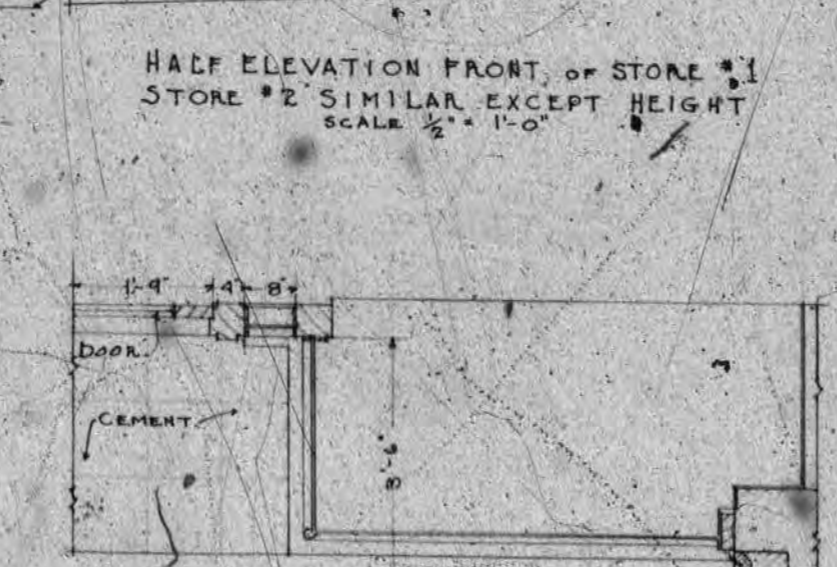
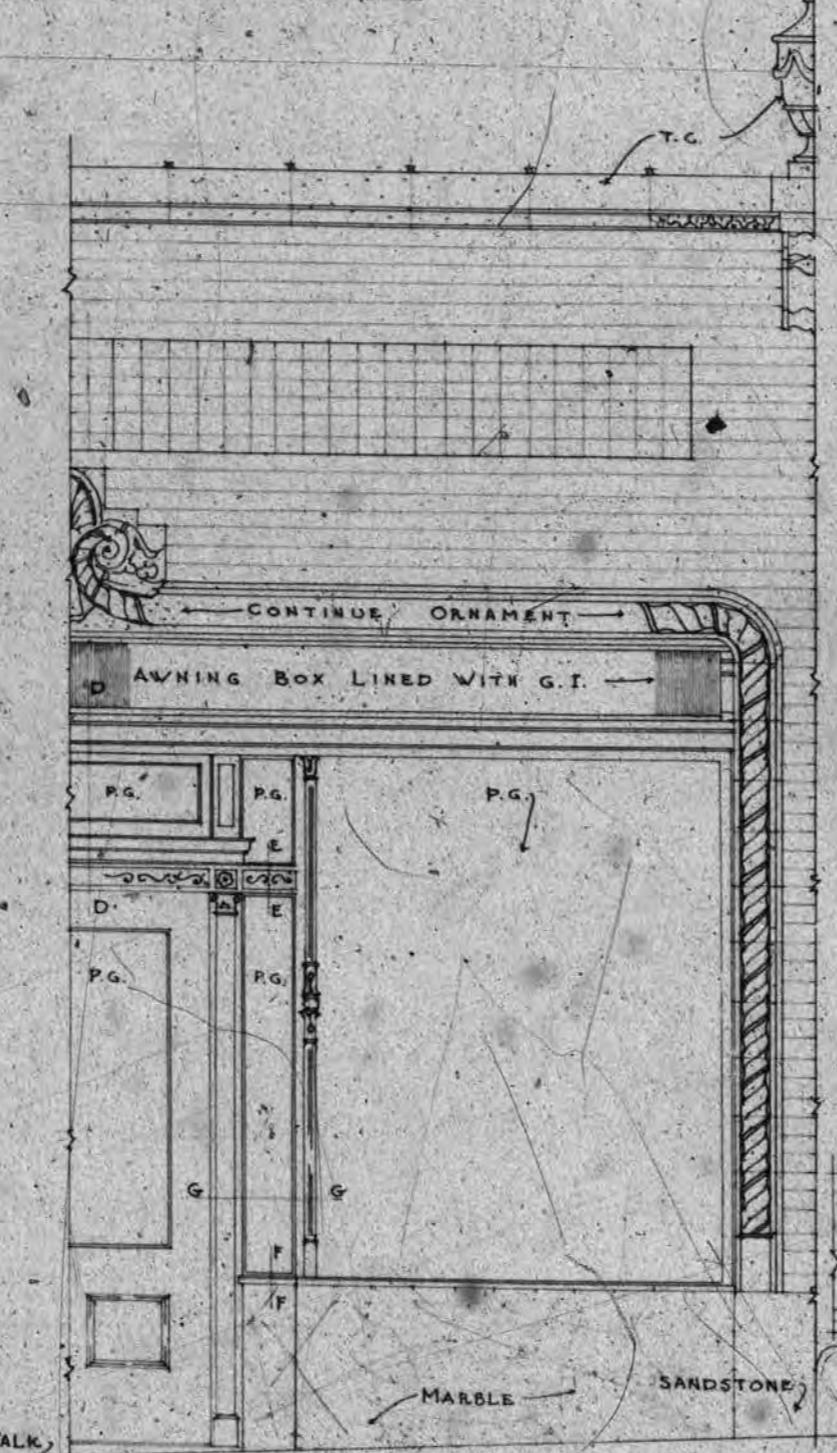
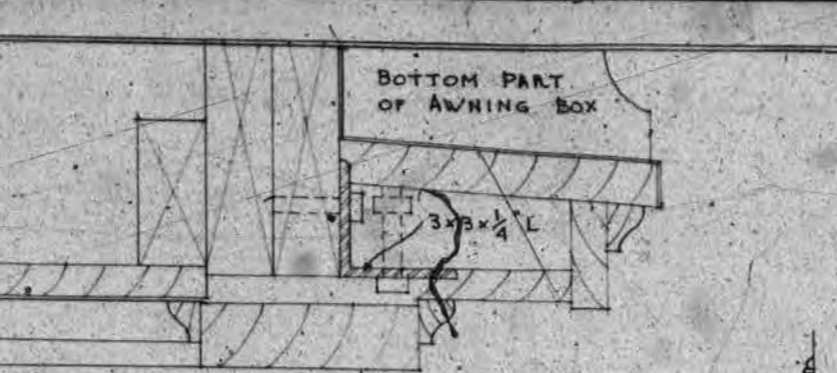
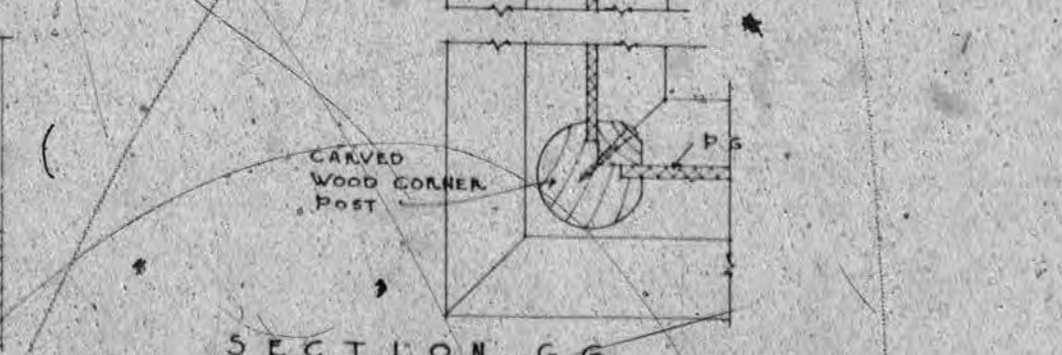
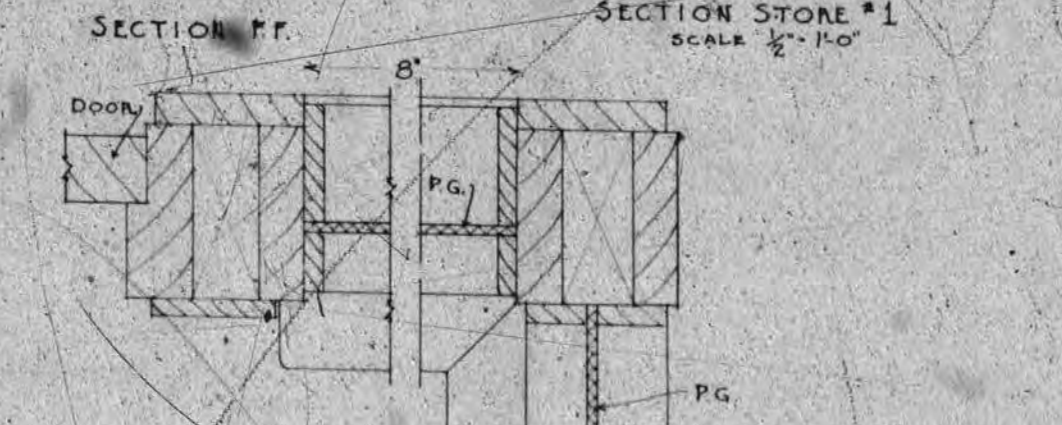
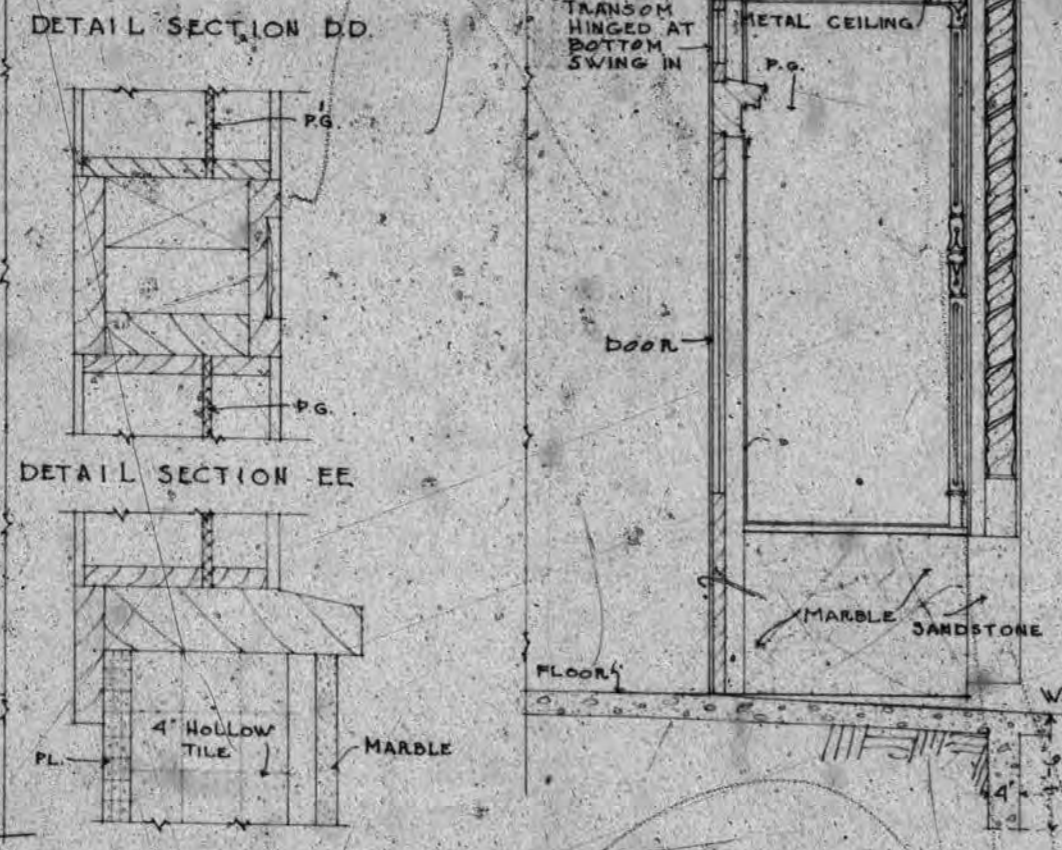
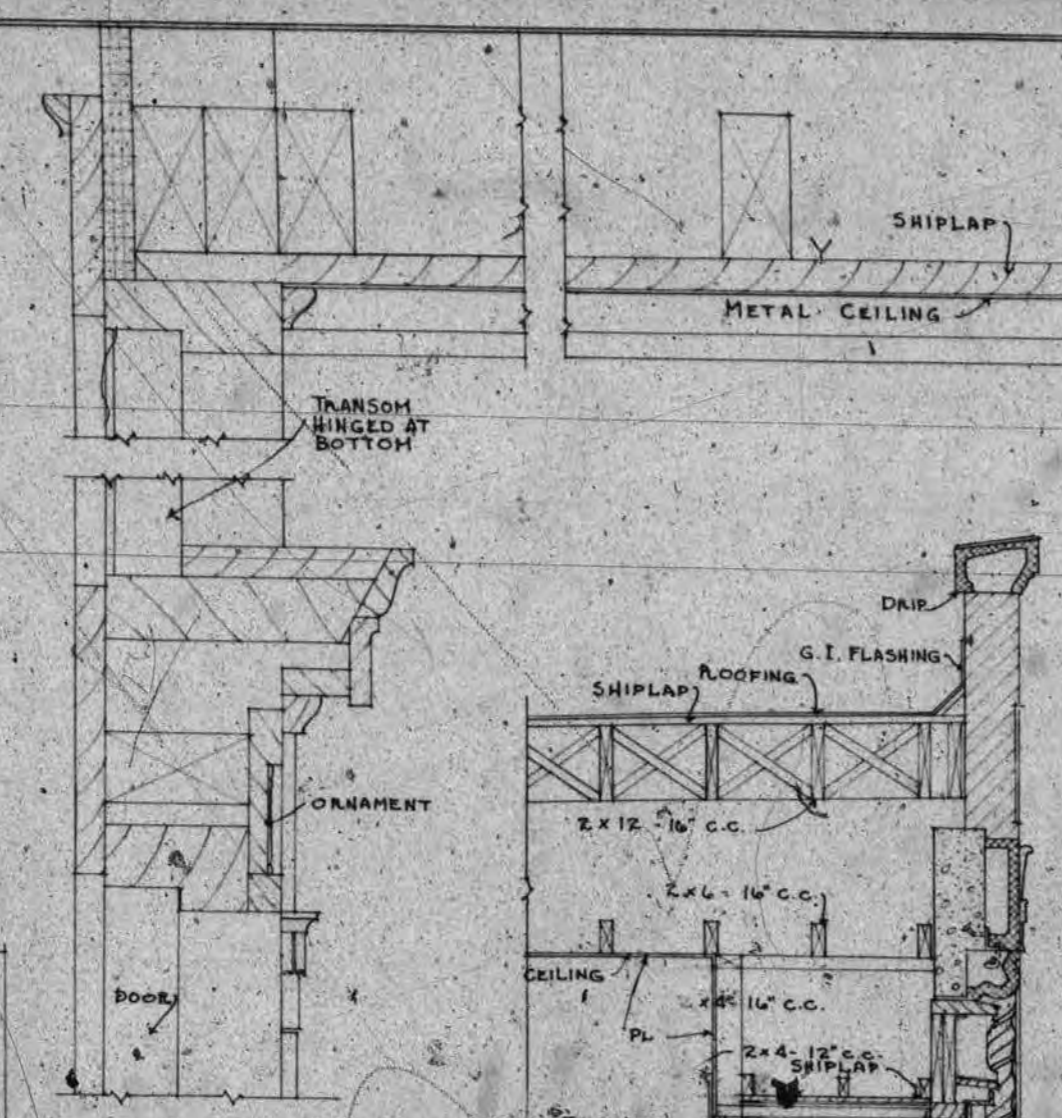
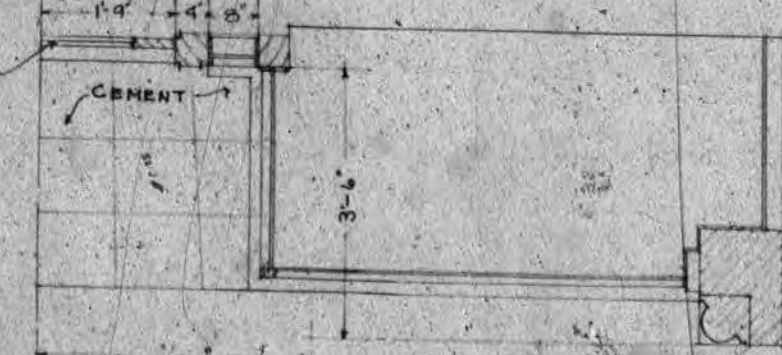
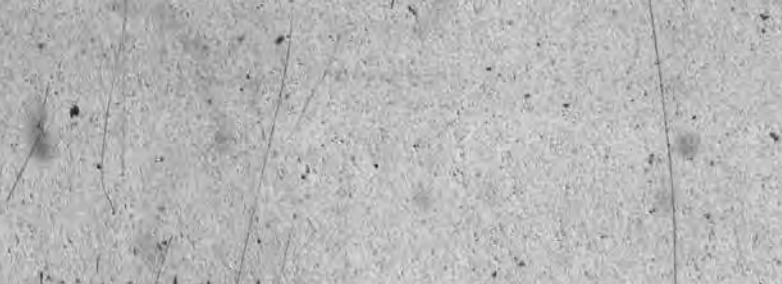
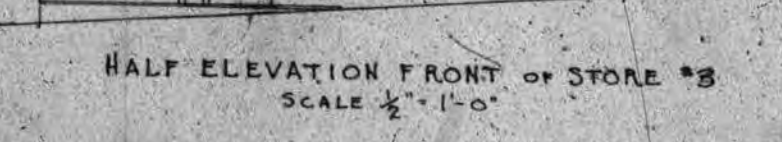
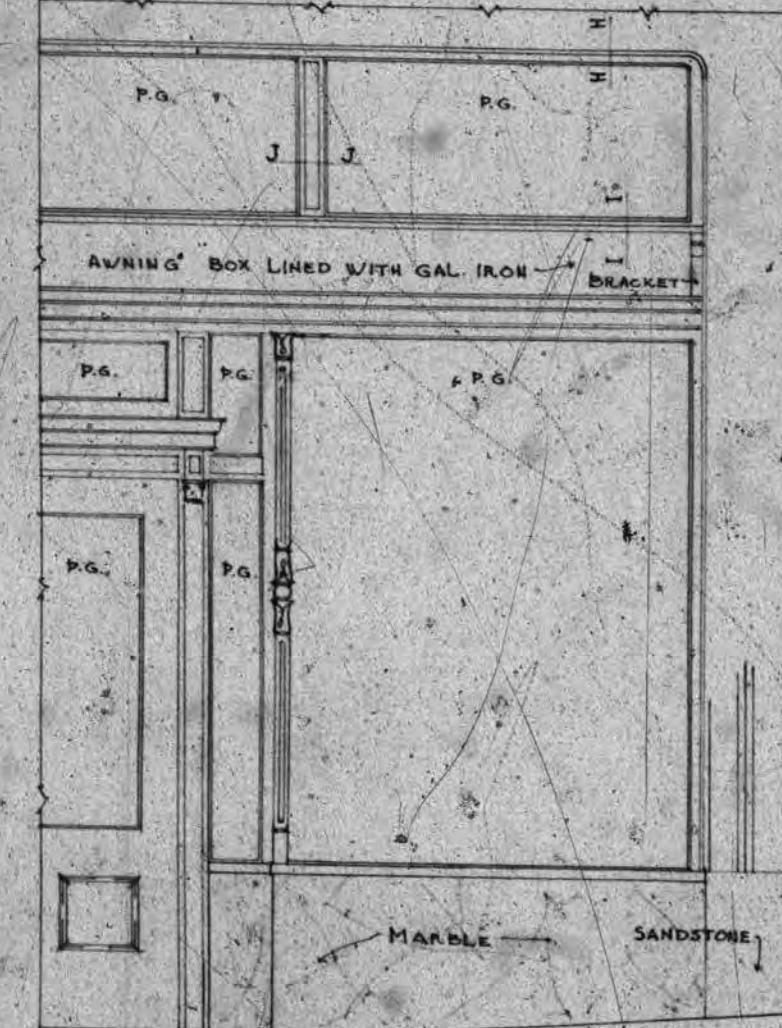
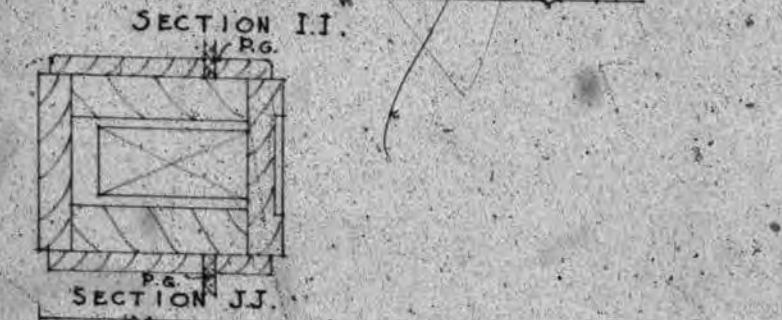
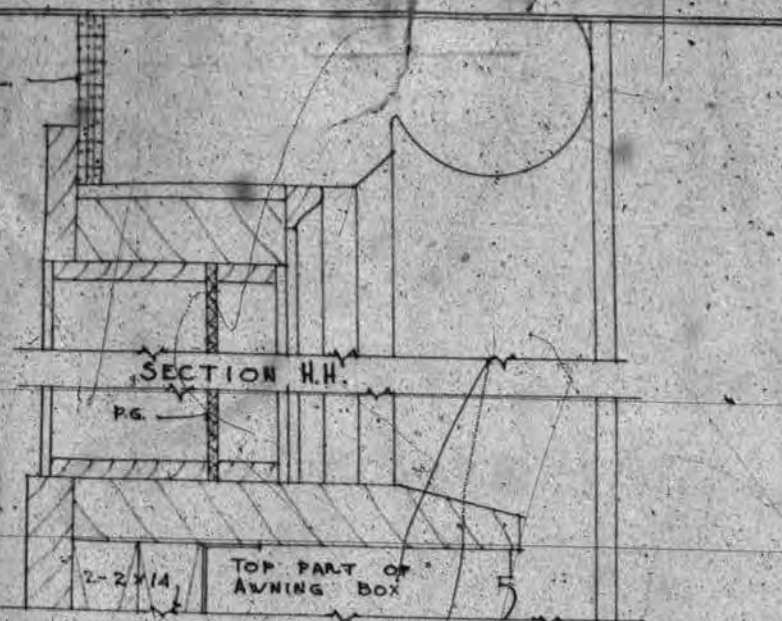
DRAWN BY H.A.M. GARAGE & STORE BUILDING
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 DATE 10/19/23



5 Dec 23



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