



The City of Seattle

Landmarks Preservation Board

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

REPORT ON DESIGNATION

LPB 611/08

Name and Address of Property: **Securities Building
1904 Third Avenue**

Legal Description: Lots 9 through 12, Block 50 of A.A. Denny's Addition to the City of Seattle, King County, Washington, and the vacated alley adjoining said lots, as per Plat recorded in Volume 1 of Plats, Page 99, records of King County. Situate in the City of Seattle, County of King, State of Washington.

At the public meeting held on November 5, 2008, the City of Seattle's Landmarks Preservation Board voted to approve designation of the Securities Building at 1904 Third Avenue, as a Seattle Landmark based upon satisfaction of the following standard for designation of SMC 25.12.350:

- B. It is associated in a significant way with the life of a person important in the history of the City, state, or nation; and*
- C. It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, City, state or nation; and*
- D. It embodies the distinctive visible characteristics of an architectural style, period, or of a method of construction; and*
- F. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or the City.*

STATEMENT OF SIGNIFICANCE

The Securities Building is directly associated with the initial period of downtown commercial expansion that occurred between 1902 and 1920 as a result of local economic prosperity after the Klondike Gold Rush and in tandem with explosive population growth and suburban neighborhood development. Modern downtown urban scale began with the construction of the earliest steel-frame highrise buildings and the establishment of a concentration of banking

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enterprises and department stores along Second Avenue from Cherry Street to Pike Street. The initial regrading of Denny Hill and the commercial redevelopment of the former University Grounds (University/Metropolitan Tract) were major factors that facilitated northward and eastward commercial expansion. The Securities Building is also directly associated with a subsequent developmental era between 1920 and 1930 when the modern downtown commercial district was fully established. It is also directly associated with a crucial period mid-twentieth century when downtown commercial redevelopment began to occur after nearly 20 years of stagnation as several major modern municipal government and new commercial buildings were constructed.

The Securities Building is a particularly important and illustrative office building dating from three periods of downtown commercial real estate development; most significant are its associations with the pivotal period of early-twentieth century highrise construction and the northward expansion of the commercial district. It is directly associated with James W. Clise, a Seattle financier, business leader and civic activist who played an important role in the history of the City. The Securities Building is an exceptional example of the work of an important Seattle architect and engineer, Frank P. Allen and is also directly associated with the careers of two other highly-regarded Seattle architects: John Graham, Sr. and Henry Bittman. Furthermore, the initial 1913 wing of the Securities Building exhibits distinct architectural character; it is a notable example of Beaux-Arts design. Although portions of the 1913 wing have been altered and modernized, the majority of the exterior of the Securities Building is relatively well-preserved and a significant portion of the original elegant entry lobby is well-preserved.

Historic Context

In 1889, the Great Fire destroyed some 64 city blocks to the south of Cherry Street – primarily commercial and industrial buildings and shipping facilities - which had gradually developed over the prior four decades. An important factor in the rapid reconstruction efforts was that the nearby and well-established residential district – that extended north across Denny Hill and east across First Hill - survived the fire. A modern commercial district composed of buildings erected with safer and more fire resistant methods and materials arose over the following two years. Massive load-bearing stone, brick and heavy timber structures were constructed that utilized decorative terra cotta, cast iron, and modern elevator technology. The urban scale of the city was significantly changed as substantial five-story buildings began to characterize the commercial district. However, the new commercial district remained essentially in the same place - concentrated near Yesler Way and First Avenue.

Although the new commercial district remained fixed within five blocks of Yesler Way and First Avenue, substantial commercial construction gravitated further north along First and Second Avenues and toward the well-established residential district. First Avenue to the north of Yesler Way became a major shopping street. While business blocks and the growing retail trade expanded uphill, Second Avenue to the north of Marion Street remained largely residential. Gradually the southern portion of Second Avenue between Yesler Way and Marion Street became a second major north-south business thoroughfare. Step grades

limited foot and horse-drawn carriage traffic further uphill to Third Avenue, which remained dominated by family homes and churches.

Commercial development and retail activity had been concentrated along First Avenue ever since the earliest street regrading efforts had occurred in the late 1870s. Pike Street also functioned as a main transit route between Lake Union and the central waterfront. By the early 1900s the area around First Avenue and Pike Street was a center of small-scale commercial activity and residential hotels. Scattered within the commercial core and to some smaller degree within the residential district were smaller enterprises like cabinetmakers, machine shops, livery stables, and milliners. Warehouses and wholesale businesses gravitated to the south of the commercial district and nearer the railroad lines and working waterfront. Western Avenue began to be dominated by wholesale produce warehouses and manufacturing activities. Heavy industrial activities became more concentrated even further to the south of the commercial core as tidelands were filled to accommodate lumber milling, manufacturing, coal storage and associated shipping and railway movement facilities.

In order to create additional industrial land areas to the south of the commercial district, as well as opportunities for commercial expansion northward, major regrading efforts began in 1895. Under the direction of City Engineer R.H. Thompson, various projects were initiated with the intention of reducing the steepest slopes, eliminating the obstructing hills and filling tidelands. In 1897, First Avenue was further regraded and paved north from Pike Street to Denny Way. This was followed in 1903 when Second Avenue began to be extended and paved northward. By 1908, the major task of removing all of Denny Hill began in earnest. It would take over twenty years to completely remove Denny Hill; in the process Fourth Avenue at Blanchard Street would be lowered in elevation by some 107 feet.

In 1907 the University of Washington regents successfully negotiated a long-term lease of the former University Grounds, which encompassed several contiguous blocks between Seneca and Union Streets and along both sides of Fourth and Fifth Avenues. While the University had relocated to its north end campus in 1894, it was not until early 1908 that a comprehensive master plan for the redevelopment of the Metropolitan Tract by the Metropolitan Building Company was finalized and made public. The ambitious scheme called for a concentration of ten-story business blocks unified by Beaux-Arts design principles and a formalized spatial relationship. This visionary plan signaled that the commercial district would certainly shift northward and that Fourth and Fifth Avenues would become major thoroughfares.

By the early 1900s, the Seattle's earliest steel-frame, highrise buildings had begun to be constructed along Second Avenue to the north of Yesler Way; simultaneously explosive population growth began to occur as the city limits grew far beyond the original residential and commercial districts. This phenomenon brought about local interest in city planning that was influenced by the broader City Beautiful movement; the Olmsted Brothers were hired to plan an extensive park and boulevard system and efforts were begun by the Washington State Chapter of the AIA to promote a plan to guide future development in the growing downtown district.

A variety of concepts and proposals were promoted until the Municipal Plans Commission was created and the visionary *Plan of Seattle* was prepared in 1911 by Virgil G. Bogue. The *Bogue Plan* - as it became known - was based on Beaux-Arts design ideals; it addressed a 150 square mile area and included design schemes for future port and harbor facilities, railroads, street car lines, urban streets and highways. A centerpiece of the plan was the creation of a monumental civic center proposed at a location in the newly regraded area, known as the Denny Regrade to the north of Virginia Street. The *Bogue Plan* generated great controversy and proved to be unpopular and infeasible for a variety of political and economic reasons. Principal among the opponents were property owners and investors with financial interests in the older commercial core near Yesler Way who feared a significant decrease in the value and utility of their properties.

By 1910 the commercial core had shifted northward and significant commercial real estate development was occurring within the former residential district. By then, regulations had been adopted that limited building heights to 200 feet - or sixteen stories high - and in 1912 the City government enacted an innovative ordinance that governed building heights in greater detail according to lot coverage and set particular construction requirements. Following a nationwide trend, several major highrise buildings were constructed - primarily located along Second and Third Avenues. Distinctive multi-story civic, commercial and hotel buildings were also being built as the urban scale and extent of the commercial district changed dramatically prior to World War I. With the opening of the elegant five-story Frederick and Nelson Department Store at Fifth Avenue and Pine Street in 1919, the fashionable retail center made a rather dramatic northward shift from Second Avenue and Marion Street.

Most of Denny Hill to the west of Fifth Avenue had been removed by 1911; however, the lengthy civic debate over the *Bogue Plan* (that was ultimately rejected by voters in 1912) delayed real estate development in the vicinity. The anticipated major commercial development to the north of Stewart Street was slow to occur. With only a few exceptions, it was not until the early 1920s that sizable hotel and apartment house construction occurred.

Securities Building History

In 1904, during the initial stages of the removal of Denny Hill a group of local investors purchased the entire city block between Third and Fourth Avenues and Stewart and Virginia Streets. The investment group included J.W. Clise, William Pitt Trimble, C.J. Smith and others; it would become known as the Washington Securities Company. In early 1907, the *Seattle Post Intelligencer* reported that architects Graham and Myers were preparing plans for C.J. Smith to erect a modern, fireproof office building at the northeast corner of Third Avenue and Stewart Street. The ten-story steel structure would be constructed at a cost of \$300,000 and clad with glazed terra cotta. It was reported that the building would house some 250 offices, multiple retail shops, a bank at the ground floor level and a basement level café and rathskeller. It was the owners' intention to eventually construct additional harmonizing buildings on the entire city block. The building was referred in press coverage as the "C.J. Smith Building" it is not known what relationship, if any, Mr. C.J. Smith may have had with Mr. Clise's business colleague, L.C. Smith. At the time, the nearby New Washington Hotel was under construction and work on the Moore Theater was about to

begin. However, while excavation work for the new office building did begin, construction work did not proceed.

In late August 1909 the *Seattle Post Intelligencer* ran a news article with the headline “Mushroom Growth of New Buildings” describing the number of large buildings that were being constructed in the business district to the north of University Street. The article noted that the upper end of Second Avenue had been the focus of intense development during the prior six months but that new hotels and offices buildings were being constructed at a phenomenal rate throughout the north end of the burgeoning business district. The article also noted that the Washington Securities Company had decided to proceed with the construction of its new ten-story steel and concrete office building at Third Avenue and Stewart Street. However, again the project did not actually proceed.

Finally on March 21, 1912 the *Seattle Post Intelligencer* reported that the Washington Securities Company would indeed proceed with the development of their property in the regrade area. The article stated that J.W. Clise had announced that “as a direct result of the defeat of the Bogue civic center plans construction work will immediately proceed” on the “first unit” of the building. The anticipated total cost of construction was \$1,000,000; however, the initial section – half of the planned building – would first be completed at a cost of \$500,000. Clise stated that the project had been postponed since the fall of 1911 due to the Bogue plan proposals that had to be decided by a public vote. He noted that “due to the injurious effects the plan would have on our properties, we postponed work until the issue could be defeated.”

A very extensive set of architectural plans for the “Smith Building” was prepared by architect/engineer Frank P. Allen, Inc. and submitted for a building permit in late 1912. By this date, Mr. Allen had moved to San Diego in order to serve as the Director of Works for the Panama-Pacific Exposition to be held in 1915. It appears that John Graham, Sr. took over supervision of the completion of the drawings and the construction of the project. Interestingly, there are some distinct similarities between the Graham & Myers initial 1907 design concept and the final design.

The Securities Building was the first and the only substantial commercial office building to be constructed north of Pine Street during this era; however, this development did not succeed in attracting other major commercial real estate development. It is not known what specific circumstances may have occurred that the construction of the planned additional wing to the north was not undertaken. The cost of the anticipated full construction may have proved to be too great in conjunction with the construction of a significant number of other highrise buildings and large commercial blocks elsewhere in the business district, all of which must have diminished the market for office space and real estate investment. In this case, the building may have indeed been just too far north. Several other downtown buildings were also constructed during this era with only partially realized original designs, including: the Melhorn Building; J.A. Bailleargeon Store Building; the Central Building; the County-City Building (King County Courthouse); the Rector/Governor Hotel (St. Charles Hotel) and the YWCA Building.

As noted above, the Washington Securities Company struggled with financial problems related to the construction and the management of the Securities Building. It was not until the 1920s when the presence of a major department store, Frederick and Nelson, solidified the location of the future downtown retail core that the investment proved to be profitable. The local economic prosperity of the 1920s stimulated the development of numerous major highrise commercial buildings, as well as smaller-scale bank and commercial buildings and entertainment facilities. During this era major hotels and apartment hotels, apartment buildings and modern commercial buildings were constructed in the general neighborhood as the downtown commercial district was fully established.

In October 1924, architect Henry Bittman reported that he had completed plans for a four-story wing addition to the east of the Securities Building that would be constructed at a cost of \$250,000. It was a distinctive terra cotta clad extension designed in character with the original ten-story building. At the time, Washington Securities Company President, J.W. Clise stated that five more four-story units would be built elsewhere on the block. The company also intended to eventually add a six-story intension to the Bittman wing (and to the other planned wings) to match the overall height of the original ten-story Securities Building. The initial four-story wing was indeed added; however, the other four wings to the north were not. In 1929, the Security Public Market was constructed at the north end of the block; it was also designed by Henry Bittman. In 1938, Bittman designed a Streamline Moderne gasoline station that was constructed on the open parking lot to the north of the 1925 wing. In 1940, he designed the Streamline Moderne marquee that remains in place along the southwest corner of the 1913 wing. In 1947, Bittman designed the additional floors that were added to the 1925 wing in order to match the height of the original 1913 building. Portions of original terra cotta ornament and cornice appear to have been removed from the original 1913 wing in order to create a more modern and unified overall appearance. This latter project appears to have been one of the first major downtown commercial redevelopment projects undertaken after nearly 20 years of stagnation due to the economic depression and world war.

In 1960, James W. Clise's son Charles F. Clise announced that the Washington Securities Company had plans to build a major new 35-story wing on the land parcels between the Security Building and the Security Market Building. Designed by Bittman & Sanders, the successor firm to Henry Bittman, this project did not proceed. In 1961, the adjacent parking garage facility was constructed and inner connected to the both the Securities Building and the Security Market Building. During this era the distinctive Art Moderne exterior design of the Securities Market Building was heavily altered and the original entrance lobby of the Securities Building was remodeled and modernized. In 1992, the highly decorative original Third Avenue entry lobby underwent a major rehabilitation and restoration project designed by Bittman Vammer Taylor, the successor firm to Bittman & Sanders.

James W. Clise

James W. Clise was a Seattle financier, business leader and civic activist important to the history of Seattle. He played a significant role in the development of downtown Seattle through a wide range of business interests and building investments, in addition to his involvement with local shipbuilding, farming and water reclamation endeavors.

James William Clise (1855-1939) was born and raised on a small farm in Ellenboro, Wisconsin. At the age of 13 he settled in Stockton, California where he had an uncle and worked for a small general merchandise store. He remained in Stockton for seven years, worked hard and was able to move to Denver, Colorado with a nest egg. There, he established a building materials business – milling lumber using portable equipment. He also herded cattle and superintended a ranch that he owned. He was coaxed to visit Seattle by his sister's husband who sensed it could provide great economic opportunities. J.W. Clise visited the city and then returned to Denver where he liquidated his Denver assets. He then returned to Seattle, arriving shortly after the fire of 1889.

As “J.W. Clise, Agent” he organized the Clise Investment Company and played an important part in post-fire reconstruction and the subsequent expansion of the business district. Initially, he primarily handled real estate and other investments for himself and others. He also managed property and represented prominent Eastern investors who developed business blocks during this era. Several were from Syracuse, N.Y. including L.C. Smith. J.W. Clise is said to have invested hundred of thousands of dollars in property and buildings in Seattle and elsewhere in the state during this period. He acquired investment interests in the Seattle Lighting (and Gas) Company including real estate that he later sold to Union Pacific for the construction of Union Station (1908-11). He also formed the Washington Trust Company, which merged with the Dexter Horton Bank in 1911.

One of his early successful real estate investments was the construction of the Globe Building on First Avenue (Max Umbrecht, 1901). It appears to have been developed in conjunction with J.W. Clise's role as the manager of the Globe Navigation Company, which was established by Eastern investors. The company operated four steamships and several large wooden schooners - based out of Ballard - that successfully handled trade throughout the Pacific Rim. The company was sold to Skinner and Eddy Shipyards prior to World War I.

In 1904, a group of local investors purchased the entire city block between Third and Fourth Avenues and Stewart and Virginia Street, during the initial stages of the removal of Denny Hill. The group included J.W. Clise, William Pitt Trimble, C.J. Smith and others; it would become known as the Washington Securities Company. The enterprise was created in anticipation of local population growth and the associated financial opportunities. However, development of the property appears to have been slowed by actual economic conditions and subsequent uncertainties on the part of the property owners and investors due to the proposed *Bogue Plan*.

During this period, J.W. Clise also developed irrigation canals (via the Selah and Moxie Canal Company) in the Yakima Valley in order to make formerly arid land suitable for farming purposes. He was an active member of the Seattle Chamber of Commerce and served two terms as president. He was heavily involved in the establishment of Fort Lawton and actively advocated for the construction of the Lake Washington Ship Canal and Government Locks.

James W. Clise was particularly opposed to the *Plan of Seattle* as proposed by Virgil Bogue and promoted by the Municipal Plans Commission. His opposition was due not only to the long-term civic financial obligations required to implement it, but its effect on his own real estate holdings and those of investors he represented or was associated with. He personally raised \$1,000 each from ten of his associates in order to mount an organized campaign to defeat the ballot measure that was put before Seattle voters in 1913. Uncertainty related to the placement of a new Civic Center caused J.W. Clise tremendous concern. The site of the proposed new Civic Center was located in fairly close proximity to Washington Securities Building project site – which slowed its development - but his concerns were primarily related to other property interests near Yesler Way and the old commercial core.

In about 1908, prior to the establishment of the Municipal Plans Commission and the Civic Center planning effort, J.W. Clise apparently sold a group of properties near the city hall (then located at Yesler Way and Third Avenue) to L.C. Smith. This was a significant land purchase in terms of monetary value and L.C. Smith wanted assurances that the any future civic buildings would remain in the same basic location. J.W. Clise was “astounded” when a few years later the *Bogue Plan* proposed creating a civic center a significant distance north of the old commercial core. Given his financial and other ties to Mr. Smith, he felt obligated to prevent such a move. The campaign that he mounted was indeed successful and the *Bogue Plan* was defeated at the polls, primarily due to public finance arguments. The Civic Center remained essentially where it had been, near Yesler Way and the Pioneer Square neighborhood and Mr. Smith proceeded with the completion of his highrise office building, the Smith Tower (Gaggin & Gaggin, 1910-1914).

Given his background, J.W. Clise enjoyed travel and farming including growing crops and raising animals. He and his wife (Anna Herr Clise) purchased property near Redmond, Washington and established an impressive 420-acre dairy farm that became known as Willowmoor Farm (now Marymoor Park). Mr. Clise became very well known for his prize-winning herd of 300 Ayrshire cattle. He became an international authority on cattle breeding and received an honorary Masters’ degree from Washington State College in animal husbandry. Anna Herr Clise, who married J.W. Clise in 1886, was also from Ellenboro, Wisconsin. She was one of the founders of Children’s Orthopedic Hospital and was a recognized horticulturist who donated her famous orchid collection to the Volunteer Park Conservatory. Mrs. Clise died in 1936, after which Mr. Clise primarily resided in Altadena California and at the Rainier Club.

Frank Phillips Allen, Jr.

The original highly ornamental ten-story (1912-13) portion of the Securities Building was designed by Frank P. Allen. However, Allen moved to San Diego California in 1912 in order to serve as the Director of Works at the Panama Pacific Exposition that was held in 1915. John Graham, Sr. appears to have supervised the building construction and he is periodically incorrectly credited with its design.

Frank Phillips Allen, Jr. (1881-1943) was born in Grand Rapids, Michigan where he was trained in the architecture profession by his father, Frank P. Allen, who was himself a practicing architect. After having served in the Spanish-American War, Frank P. Allen, Jr.

joined his father and they practiced together in the firm of Frank P. Allen & Son. In the early 1900s, Frank, Jr. moved to Chicago where he worked as a draftsman for Daniel Burnham until 1904. He migrated west and settled in Seattle for health reasons. Reportedly, he established his own architecture and contracting business. He may have been responsible for the construction of the Perry Apartment Hotel (1906-07, destroyed) designed by Heins/LaFarge with local architects Somervell & Cote. He served as a consulting engineer related to the construction of the Lewis and Clark Exposition held in Portland, Oregon in 1905. His prior experiences lead to his selection in c.1907 to serve as the Director of Works for the Alaska-Yukon-Pacific Exposition, a position he held until the conclusion of the event in late 1909. During this period, he continued an independent practice as a consulting engineer. The 1909 *Polk's Directory* includes an advertisement for "Frank Allen, Inc. Engineer" stating that the firm offered "Consulting and Contracting – All Classes of Engineering Work – Designed and Erected – Bridges, buildings, dams, steel reinforced concrete construction." However, by 1910 his *Polk's* listing identifies him as the president of "Frank Allen, Inc." and the companion advertisement identified the firm as "Architects and Engineers" specializing in "All classes of building and engineering construction - designed and erected." He continued to be listed as such in local directories until 1914. The very detailed and complete – 25 or more sheets - set of architectural drawings prepared for the construction of the Securities Building includes a printed label on each sheet noting "Frank Allen, Incorporated – Architect – Engineer – Job Number Twenty-Two" Press accounts indicate that he departed for San Diego in early 1912 in order to assume his duties as the Director of Works for the Panama Pacific Exposition. The plans were filed for a building permit in late November 1912, so it is somewhat unclear what his role was in the actual design of the building. This is further complicated by the rough similarity of the final design to that of a rendering that was published in 1907 for a building to be constructed on this site designed by Graham & Myers. Other Seattle buildings that Allen is believed to have designed and/or constructed during this period include the New Rector Hotel (1908), the Hotel Oxford (1909) and the Crary Building and the Waldorf Hotel, both destroyed.

Allen went on to play a major role in the design and construction – including the landscape plan and irrigation system - of the entire Panama-Pacific Exposition held in 1915. He had exclusive charge of all construction work and was particularly involved in the construction of the Cabrillo Bridge and contributed toward the architecture and engineering of the Administration Building and the Montezuma Gardens. He designed the Sacramento Valley Building/United States Building, the San Joaquin Valley Building and drew up the plans for the Canadian Building. He returned to Seattle in 1917-1918, owning and operating a shipyard, the Allen Shipbuilding Corporation, located in Ballard. During World War I the company constructed numerous wooden ships for the United States Maritime Corporation. He returned to Southern California after the war where he designed and constructed the Park Manor near Balboa Park (1925). He is known to have designed numerous other commercial and residential buildings in the San Diego area, where he was considered to be a leading local architect. He moved to Los Angeles in 1932. He died on July 5, 1943 due to a truck accident at a construction site in Wellington, California.

John Graham, Sr.

John Graham, Sr. was one of the city's most prominent and important architects; he was responsible for the design of numerous highly distinctive downtown office buildings. He appears to have supervised the construction of the 1913 portion of the Securities Building and is periodically credited with its design. The confusion may lie in the fact that in 1907, while in partnership with David Myers, Graham and Myers prepared an initial design concept for a modern, fireproof ten-story building for the same client on this site. There are distinct similarities between the initial 1907 design concept and the final design. It is unclear how or why Frank P. Allen assumed responsibility for the final design that was developed four years later.

John Graham, Sr. (1873-1955) was born in Liverpool and apprenticed as an architect in England prior to moving to Seattle in 1901. The architectural partnership of David J. Myers and John Graham, Sr. was established c.1905 and continued until 1910; the firm is known to have designed numerous commercial office buildings (including the Haddock Building (1908) and Lyon Building, 1909), apartment buildings, hotels, private residences and several buildings constructed for the Alaska-Yukon-Pacific Exposition in 1909. Myers went on in 1911 to work with Virgil Bogue on the ill-fated *Plan of Seattle* and produced many of the drawings for its proposed architectural and urban design projects. He later served on the architecture faculty at the University of Washington prior to entering into the prolific partnership of Schack, Young and Myers in 1920.

John Graham, Sr. went on to practice independently gaining broad recognition and success for the design of a wide range of building types executed in architectural styles from the Tudor Revival to the Art Deco masterpieces of the Exchange Building and the U.S. Marine Hospital (with Bebb & Gould). He was responsible for the design of many of the city's most important landmarks. His career work included distinctive private residences; the Ford Motor Company assembly plant (1913); numerous downtown office buildings [Joshua Green Building (1913); Dexter-Horton Building (1921-24); Bank of California (1923); Exchange Building (1929-31)]; department stores [Bon Marche (c.1912, destroyed); Frederick & Nelson (1916-19) and the Bon Marche (1928-29)], hotels [St. Charles Hotel (1911); Spring Apartment Hotel (1922); Roosevelt Hotel (1930)]; institutions [four buildings at the University of Washington, 1927-28 and the U.S. Marine Hospital (1931-34)]; as well as churches, yacht clubs and apartments building. Between 1914 and 1918, Graham served as a supervising architect for the design and construction of Ford Motor Company assembly plants constructed across the nation and established an office in Detroit for that purpose.

Henry Bittman

The firm of Henry Bittman was responsible for the design of both the 1925 and the 1947 additions to the Securities Building, as well as multiple minor interior remodeling projects and the design of buildings on the adjacent land parcels also owned by the Washington Securities Company. Henry Bittman's office was housed in the Securities Building and he appears to have been closely associated with Mr. Clise and the Securities Building for most of his career.

Henry W. Bittman (1882-1953) and his firm were responsible for the design of numerous highly distinctive terra cotta clad buildings in Seattle, including a significant number of downtown commercial buildings constructed during the 1920s. Bittman grew up in the Greenpoint neighborhood of Brooklyn, New York. His father was a successful interior designer from whom he gained both design and business skills. His initial training and education at Cooper Union focused on structural engineering and he initially worked in Chicago as a bridge designer. After arriving in Seattle in 1906, he entered into a short-lived partnership with Seattle architect William Kingsley. By 1908, Bittman had established his own engineering practice designing structural steel and reinforced concrete systems for new buildings during an era of intense residential and commercial development. However, it was not until 1923 that he was licensed as an architect in Washington State. After 1923, his firm appears to have been particularly successful and highly productive. A crucial and important factor in the success of the firm was the talented designer, Henry Adams. Adams worked with Bittman continuously after c.1908 and is believed to have been responsible for many of the more striking building exteriors and interior spaces produced by the firm.

The Bittman firm specialized in the design of commercial buildings – especially the store and loft building type – as well as industrial facilities, apartment houses, hotels, civic buildings and theaters. Bittman had worked in Chicago and appears to have been influenced by the modern idiom of the Chicago School. His loft buildings often incorporated Chicago-style windows (a fixed central panel flanked by narrow operating windows). The firm is credited with the design of a remarkable number of highly detailed, well proportioned, and structurally innovative buildings in downtown Seattle. Among the firm's most notable and highly regarded works are two highrise buildings constructed in the then burgeoning north end of the downtown commercial district. The Terminal Sales Building was constructed in 1923 and modeled after similar “terminals” in New York, Chicago and San Francisco. The full block form, industrial character, fenestration and degree of terra cotta detailing of this highly distinctive 11-story building appears to have been a model for the design of several subsequent smaller store/loft and warehouse projects. The 12-story United Shopping Tower (Olympic Tower, 1928-31) was executed in the Art Deco style and is illustrative of the range and skills of Bittman and the firm members.

In addition to the Terminal Sales Building and United Shopping Tower, which are both within two blocks of the Securities Building, and the Eagle Temple there are several other highly notable, extant Seattle projects designed by the Bittman firm, including: the Decatur Building (1921); the Mann Building/Embassy Theatre (1926); the Volker Building (1928); and the 1929-1931 addition to the King County Courthouse. Distinctive nearby office and commercial buildings designed by the firm include: the Tyee Building (1925); and possibly the – yet to be verified - Standard Clock and Suit Building (1925), the White Garage (1928) as well as the heavily altered Securities Market Building (1929).

Bittman's success during the 1920s and his investment in several income-generating properties allowed him to survive the poor economic conditions of the 1930s. During the late 1930s and early 1940s he embraced the Streamline Moderne design mode and later adopted the International Style. One of his last major projects was as an associate architect and engineer for the Seattle Post-Intelligencer Building (now Group Health offices) constructed

in 1947. Bittman continued to practice in Seattle – with his offices in the Securities Building - until his death in 1953. The successors firms were Bittman and Sanders, and Bittman Vammer Taylor, P.S. both of which included firm principal Herbert Bittman, Henry Bittman’s nephew.

PHYSICAL DESCRIPTION

Site, Setting and Urban Context

The Securities Building is located on the entire southern third of a full city block along the entire blockfront of Stewart Street between Third and Fourth Avenues. The building site slopes slightly downhill to the east along Stewart Street and slightly uphill to the north along Third and Fourth Avenues. Immediately adjacent at the center of the block is a three story, 1960s era parking that is inter-connected to the former Securities Market Building (now Bed, Bath & Beyond Store) located on the northern third of the block. The Securities Building is formally oriented toward both Third and Fourth Avenues and to Stewart Street. There is no alley bisecting the block. The original formal entry is oriented toward Third Avenue; an intact group of historic low-scale garage, retail and office buildings (c.1910-1928) are located along the opposite side of Third Avenue. The distinctive mid-century modern Circular Ramp Garage (Bon Marche/Macy’s Parking Garage, 1959) is located kitty-corner at the southwest corner of Third Avenue and Stewart Street. The Bon Marche (Macy’s, 1929, 1953) is located directly across both Stewart Street and Olive Way to the south.

The regular north-south street grid that typifies the downtown commercial core is broken along Fourth (and Third) Avenue at Olive Street where Stewart Street and Olive Way intersect at an acute 17-degree angle to Fourth Avenue; thus, creating a distinctive angular street intersection within the overall regular street grids to the north and to the south. Due to the westward angle of Third Avenue at this intersection, the Securities Building is very visible from various southern view points along the street. Due to the intersection of Stewart Street and Olive Way at Fourth Avenue a triangular land parcel was created between Fourth and Fifth Avenues and a small triangular median and planting area is located along the west side of Fourth Avenue. This unique street intersection and urban space is distinguished by prominent and architecturally distinctive buildings at each of its five corners. In addition to the Securities Building, the intersection includes: the Times Square Building (designed by Bebb & Gould, 1913-15); the Bergonian Hotel (designed by Stuart & Wheatley, 1926); aforementioned Bon Marche (designed by John Graham Sr. 1929, 1953); and the Tye Building (designed by Henry Bittman, 1925).

The Securities Building is a distinctive multi-story commercial block that was built in three major construction phases. The initial ten-story, 1913 wing located at the northeast corner of Third Avenue and Stewart Street was constructed as the first phase of a grand Beaux- Arts inspired design scheme that anticipated the construction of a second duplicate wing to the north side along Third Avenue. Instead, the original building was expanded eastward in 1925 along Stewart Street with a three-story wing fronting Stewart Street and Fourth Avenue. Eight additional stories were added above this wing in 1948.

Current Exterior Appearance

The original 1913 wing has an irregular footprint with 87' frontage at Third Avenue and 110' at Stewart Street. An L-shaped, eight-story shaft/cap is offset to the south and measures approx. 52' x 110' with an elevator corridor wing at the northwest corner measuring approx. 29' x 48.' The 1925/1948 wing is interconnected to the original wing at the second through tenth floor levels. It is L-shaped at the second and third floor levels and rectangular shaped (approx. 52' x 122') at the fourth through tenth floor levels.

The original 1913 wing exhibits a distinctive three-part vertical block façade composition and the 1925 wing addition (dominated by the 1948 tower) exhibits a similar but more minimal façade design. The original wing and the remaining portions of 1925 addition exhibit distinctive Beaux Arts style architectural elements.

The steel frame and reinforced concrete structure with foundation and basement is entirely clad with white, satin-finish, glazed terra cotta. The 1913 building as constructed incorporates fine Beaux Arts style architectural detailing; it includes a formal entry vestibule and lobby oriented toward Third Avenue that is indicative of the original architectural design and intention. At Third Avenue the base of the original wing encompasses the lower two floor levels and the third floor level of the tower. The base is accentuated by rusticated terra cotta panels and an off-set entrance bay at the north side of this façade. The entrance bay is embellished with two-story fluted columns to each side of the entry vestibule. The entry bay is capped by an ornate denticulated entablature that wraps around the façade to the first bay on Stewart Street. Originally the entry bay was further articulated by setback loggia and capped by a terra cotta balustrade at the third floor level, which has been removed. The design of this element is indicative of the original design scheme that anticipated this entry being at the center of a much wider façade with two identical flanking wings. The remainder of the storefront level and base to the south is divided into three bays with ornate terra cotta clad piers, columns, column capitals and spandrels. The tall display level windows have been altered by the addition of a modern spandrel. Original granite and terra cotta banding and bulkheads remain in place. Second floor level windows remain intact with ornate cast iron mullions and tripartite configuration.

The Third Avenue façade also includes additional ornate treatment and features at the third floor level. The feature is divided into three bays that correspond with the bays of the shaft above; within each bay are pairs of windows flanked by highly ornate terra cotta pilasters and surmounted by a floral decorated intermediate cornice. The end piers are further embellished with green oval medallion panels inscribed with "S" and adorned by wreaths.

The remainder of the original base at Stewart Street is similarly detailed with the exception of a second formal entry bay composed of a three bay wide offset at what is now the center of the south façade. This bay projects slightly from the main south façade and extends to the third floor level incorporating an ornate cornice element and a tall arched window above a secondary entryway. Two tall rectangular windows that flank the entryway have been altered due to the introduction of modern spandrels. The design of this entry vestibule is also indicative of the original design scheme that anticipated a much larger building with the

eastward extension of the original tower wing and a wide formal façade oriented toward Stewart Street.

The shaft of the original 1913 wing is divided into three enframed central bays at Third Avenue and eight bays at Stewart Street. The corner piers at Third Avenue and the westernmost bay on Stewart Street are clad with rusticated terra panels. Recessed window bays extending to the ninth floor level are capped by segmental arches (with scrolled head ornament) and separated by terra cotta clad piers and fluted spandrels. The building is capped at the tenth floor level, which exhibits the same fenestration pattern but is distinguished from the shaft by an intermediate cornice adorned with smaller green terra cotta medallions. Originally the building cap included a highly ornate terra cotta cornice with large elaborate terra cotta corner medallions and an ornate balustrade. These distinctive features have been removed and replaced with a simple unadorned parapet cap, possibly in order to unify it with the adjacent tower addition.

The three-story base of the adjacent and interconnected 1948 tower was originally constructed in 1925; it was designed with matching floor plates and a similar fenestration pattern to the original 1913 base. It exhibits more elaborate terra cotta detailing than the newer tower/shaft above. The terra cotta cladding is rusticated, spandrels are decorated and most of the window bays include terra cotta mullions. Original granite bulkheads remain in place. The facades of the 1925 addition are divided into four bays at Stewart Street and six bays at Fourth Avenue. The Fourth Avenue façade also includes more terra cotta ornamentation and subtle details indicative of an anticipated future addition to the north. The northern three bays are slightly recessed (and were originally capped by an ornate open balustrade) that with the addition of three more northern bays would have functioned as the central entry bay of a wider façade with two flanking wings, similar to the Third Avenue façade.

An articulated parapet wall and the ornate balustrade above the third floor windows were removed with the addition of the shaft in 1948. The bay spacing of the shaft corresponds with that of the 1925 base. The flush terra cotta cladding, trim and spandrels are unadorned. The pier spacing and window bays on Stewart Street are significantly wider than those of the 1913 shaft. While the terra cotta cladding, floor plates, window heads and intermediate cornices all align, the newer facade strongly contrasts with the older adjacent façade due to the greater bay spacing and wider bands of windows within each bay. The two facades are unified by the continuous intermediate cornices and the simple unadorned parapet cap that was installed at the 1913 wing in order to modernize its appearance.

The north elevations of the original 1913 office tower and elevator wing, and the 1947 tower wing are much less visible or detailed than the principal west, south and east elevations. Typical terra cotta detailing, fenestration and cladding of the west elevation shaft and cap extends across the north elevation of the office wing and the setback west elevation of the elevator wing, as well as east elevation of the elevator wing, although both of these elevations are more utilitarian in character. A non-historic tower addition has been made to the north end of the elevator wing in order to functionally connect the adjacent garage building to all floor levels of the Securities Building. The north elevation of the 1947 tower

wing is very similar in character with the south elevation in terms of cladding and fenestration.

Non-Historic Exterior Alterations

For the most part all of the original upper floor windows [primarily double-hung, wooden, one-over-one in the shaft and third floor level and tripartite at the second floor level] remain in place. Storefront and display windows have been slightly modified and modernized but remain partly in place. The greatest exterior alteration has been the removal of the balustrade at Third Avenue and the ornate cornice and parapet features. A non-historic elevator tower addition has been made to the north end of the elevator wing, but it is not very visible or obtrusive. The modern stainless steel and aluminum canopy that wraps the entire Third Avenue storefront and southwest corner of the 1913 wing was installed in 1940 and is an historic alteration. New mahogany and bronze inset doors flanked by restored ornate fluted and capped mahogany pillars and green marble surrounds were installed at the Third Avenue entry vestibule as part of a major lobby restoration project in 1992. Similar doors and marble surrounds were also added to the Stewart Street entry vestibule. Historically, due to its visibility, a variety of large rooftop advertising signs have been in place above the 1913 wing.

Significant Interior Features and/or Finishes

The highly decorative Third Avenue entry lobby underwent a fairly major rehabilitation and restoration effort in 1992. It is a particularly distinctive lobby embellished with Classical-inspired decorative motifs. The original lobby pillars are entirely clad with a cream color Mexican onyx highlighted with red and yellow veins above green (Vermont) marble bases. Floors are finished with a highly distinctive mixture of Venetian glass mosaic tile in polychromatic (blue/green/yellow/cream) colors and cut in small irregular squares. Elaborately decorated elevator doors with ornate sand cast surrounds and original circular floor indicators remain in place. An ornate plaster ceiling with elaborate coved details includes three original skylight openings with original sand cast ironwork details. New stained glass panels in character with the space and with artificial lighting above have been installed as have been period reproduction pendent and sconce light fixtures. Restored and reproduction Honduran mahogany window and door trim, new marble and mahogany panels and green terrazzo flooring at the Stewart Street entryway have also been introduced. The new work is in character with the restored historic features which had been covered over or altered due to remodeling efforts in the 1960s.

Interior exit stairwells within the 1913 wing exhibit distinctive white Alaskan marble and ornate cast iron risers and handrails. With the exception of the lobby and stairwells, there do not appear to be any other intact or architecturally significant interior building features, finishes or public spaces worthy of consideration for historic preservation purposes.

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The features of the Landmark to be preserved include:

The exterior of the building and the interiors of the Third Avenue and Stewart Street lobbies, but excluding the post 1947 additions to the exterior.

Issued: November 17, 2008

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