The City of Seattle

Landmarks Preservation Board

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

LPB 494/14

REPORT ON DESIGNATION

Name and Address of Property: **Ainsworth & Dunn Warehouse**
2815 Elliott Avenue

Legal Description: Lots 1, 2, 3 and 4, Block 169A, Supplemental Plat of Seattle Tidelands, in King County, Washington, except the southwesterly 8 feet in width thereof; Also Lots 5, 6, 7, and 8, Block 13, of the Town of Seattle, as laid out on the land claim of Wm. H. Bell, and the northwesterly extremity of the claim of A. A. Denny (commonly known as Bell & Denny's Addition to the City of Seattle), according to the Plat thereof recorded in Volume 1 of Plats, Page 29, in King County, Washington.

At the public meeting held on August 20, 2014 the City of Seattle's Landmarks Preservation Board voted to approve designation of the Ainsworth & Dunn Warehouse at 2815 Elliott Avenue as a Seattle Landmark based upon satisfaction of the following standards for designation of SMC 25.12.350:

C. It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, City, state or nation.

D. It embodies the distinctive visible characteristics of an architectural style, or period, or a method of construction.

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.

DESCRIPTION

Site and Neighborhood Context

The subject building is located across the street from the Elliott Bay waterfront, at the north end of Belltown, where Belltown begins to merge with the lower Queen Anne neighborhood. The subject tax parcel measures approximately 112 feet by 240 feet, and occupies the entire block bounded by Broad Street on the north, Elliott Avenue to the east, Alaskan Way to the west, and Clay Street to the south. To the west is a separate tax parcel, also held by the owners of the

subject property, 8 feet by 240 feet, which was presumably separated from the original 120 by 240 foot parcel around 1900 for a railroad right of way. The subject building measures approximately 112 by 120 feet, and fills the northern half of this parcel. A surface parking lot occupies the southern half of the parcel; until 1965, this had been occupied by a one-story wood frame warehouse structure. Between the subject building and Alaskan Way are active railroad tracks and right of way. The site is essentially flat, with an approximate five foot grade change from east to west across the site; however, the terrain in the blocks east of the site climbs steeply uphill to First Avenue.

This area had traditionally been characterized as a somewhat gritty, working waterfront from the 1890s through the 1960s, but in the past half-century the neighborhood began to be redeveloped as port and waterfront activities left the immediate area. However, the continuing presence of docks and piers, active railways, some industrial structures, and expansive views of Elliott Bay set this neighborhood apart from Queen Anne or Belltown to the north and west, and connect the neighborhood to the central downtown waterfront to the south. The neighborhood today is instead characterized by numerous mid-rise (and often mixed-use) apartment and condominium buildings, with some office and restaurant space as well. Some older buildings have been repurposed for new uses, including the subject building. Elliott Avenue adjacent to the site, and Western and First Avenues uphill from the site, are major north-south arterials leading to downtown from Queen Anne, but also Magnolia, Ballard, Crown Hill, and other northwest Seattle neighborhoods.

To the north of the site is the Seattle Art Museum's nine-acre Olympic Sculpture Park, which opened in 2007 and was built on the site of a former Union Oil petroleum transfer and distribution facility. The award-winning design negotiates between street and railroad rights-of-way, and connects to the south end of Myrtle Edwards Park on the waterfront.

To the south of the site is the former American Can Factory, an imposing two-block long structure constructed in 1916 with a major addition in 1925. The building in the 1970s was remodeled to serve as the Seattle International Trade center building, but today it houses Real Networks and part of the Art Institute of Seattle.

To the west of the site is Pier 70, originally called Pier 14, which was owned and constructed by the same owners of the subject building in the early 1900s. The building was remodeled in the 1990s and today is occupied by offices and a restaurant.

To the east of the site, occupying the entire block, is the Olympic Apartments, a 16-story reinforced concrete building constructed in 2001.

Designated Seattle historic landmarks within four or five blocks of the subject site include:

- Seattle Labor Temple, located uphill at Broad Street & First Avenue;
- New Pacific Apartment Building, at First Avenue & Vine Street;
- Belltown Cottages (waterfront-related worker housing) located at Vine Street & Elliott Avenue.

A 1975 historic resources inventory of the neighborhood by Victor Steinbrueck and Folke Nyberg (part of their citywide inventory project) placed this site within the boundaries of the Denny Regrade. Their inventory describes three categories of historic building significance:

significant to the city, significant to the community, or of no significance. Their inventory called out the subject building as being "significant to the community."

For City of Seattle planning purposes, the site is located in a DH2/65 Zone (Downtown Harborfront 2 with a 65 foot height limit), and falls within the boundaries of the Belltown Urban Center Village.

Building Exterior and Structure

The subject is a masonry and heavy timber building measuring 112 by 120 feet in plan, with two stories with a basement. The north, east, and west elevations are built to the property lines and feature original windows and doors with segmental arch headers on both stories. The roof is flat, with high, slightly projecting parapet featuring a corbelled top and corbelling at the roof line. Masonry is red brick, with sandstone window sills and sandstone coping along the top of the parapet. In some locations, the sandstone is spalling. Windows are wood sash, generally with 12 over 12 divided lights. Nearly all of the original windows on the north, east, and west elevations appear to retain original sash. In general, windows are not regularly spaced across the elevations, and no elevation exactly matches the other.

The south elevation, originally a party wall with no openings, today features a large semicircular arched opening (put in during the mid-1970s) used as the main entrance to the restaurant on the ground floor. A metal curving entry marquee was installed in 2004. Exterior stairs provide access to the basement at the western end of this elevation.

The west elevation, facing the railroad right of way and Alaskan Way beyond that, is divided into six bays. Each of the three pairs of two bays features a loading dock with a large arched opening on the first floor. Loading dock doors, although no longer used, are wood frame panels with glazing in the upper portion. Several window openings feature steel hangers embedded at the corner brick, presumably original, which appear to have supported shutters. On the second floor, two of the six windows are modern and without divided lights. At the far southern end of this elevation, a basement-level brick window opening has been filled in.

The north elevation, facing Broad Street, is divided into nine bays, with a large arched opening similar to the loading dock openings on the west side. In the 1937 photo of the building, this access was enclosed by a hanging sliding door on a track, and was probably used for vehicles or large deliveries. Today, this access is used for deliveries to the restaurant, and the doors and wall infill dates to recent years. A small opening to the right was originally the door to the offices.

The east elevation, facing Elliott Avenue, is composed of six irregular bays. The most notable feature is the non-original building entrance on this side, which is double-height and has a projecting brick surround. This entrance was created in 1969 by architect Roland Terry by enlarging and engaging the first and second floor window and door openings which had originally been located here. The entrance leads directly to stairs accessing the second floor.

Building structure features unreinforced masonry walls, approximately 24 inches thick at the first floor, on board-formed concrete foundation walls. Primary north-south oriented heavy timber beams are supported by the exterior walls, without corbelling at the beam support location, and at the interior by five rows north-south and four rows east-west of approximately 18 x 18 inch heavy timber posts (20 feet on center east to west, and 22 feet 5 inches on center north to south). At the basement, the posts are supported by wide concrete columns. Some beams are constructed

of two smaller members, bolted together. The beams are supported on the posts by timber imposts, generally finished with upward curving or chamfered bottom edges. The posts supporting the floor beams are stabilized by angled heavy timber bracing. Floor joists are pairs of 4 x 20 inch timbers spaced approximately 16 inches on center, supporting 2 x 4 inch laminated floors. A 1902 news article stated that the building was designed to support floor loads of 1,000 pounds per square foot.

A structural assessment performed in 1977 by Chalker Engineers of Tacoma stated that the subject building was sturdily built:

> *"The condition of the building in general and the masonry in particular appears quite good. It has apparently withstood past earthquakes, including that of 13 April 1949, without any noticeable distress. Neither the masonry walls nor the ties at the floor and roof show any signs of past seismic damage. The masonry work is tight and the mortar seems to be sound.*
>
> *Ties were found at sufficient locations to indicated that a serious attempt was made in the original structural design to tie the masonry walls to the floor and roof systems. The floor joists consist of pairs of 4x20 [inch] spaced timbers at about 2 foot 4 inches on center. Every third pair had an anchor strap coming over the top of the two 4x20 members next to the wall and hooking down with a small lip....The roof joists are 2x at 16 inches on center with every fourth joist anchored to the bearing wall (east wall) by a steel strap nailed to the side of the joist. The south wall parallel to the joist was tied at approximately 8 feet 0 inches on center with steel straps over top of joist and was nailed to blocking between the first and second joist.*
>
> *The parapet wall is 18 inches thick and varies from 12 inches high along the east wall to 45 inches high along the west wall..."*

The report went on to recommend steel bracing the parapet wall with angled anchor bolts, which were then installed in 1977 or 1978.

Besides the parapet bracing, the roof today also features one stair penthouse providing access, as well as various mechanical equipment, and modern and presumably original (but updated) skylights. Historical photos show that large tanks and equipment were once located on the roof, but they are no longer there.

Interior

The ground floor is occupied by a restaurant, while the upper floors are occupied by offices. The basement is mostly empty, with only a small office and mechanical equipment, as well as limited storage. Ceiling heights are 10 feet in the basement, and 12 feet on the first and second floors. The floors are concrete in the basement, wood on the ground floor dining areas, and tile in the ground floor kitchen and service areas.

The main or public access to the ground floor restaurant is from the south side of the building, entering into a foyer and waiting area. Dining areas are generally to the east and west, with the kitchen located at the central north portion of the building, which allows staff and delivery access from the north. The restaurant interior is large and generally wide-open, with heavy timber structure visible. Dining areas are divided primarily by furniture or non-structural partitions. There is a freight elevator shaft near the center of the building with some original equipment at the top roof penthouse, and a modern chain-driven service lift located in the basement. Although

the kitchen and food preparation areas are updated for health and building codes, heavy timber structure is still exposed at several locations.

The three or four second-floor tenant offices are reached from the stair accessed from the sidewalk on the east elevation. The stair enclosure leads to an interior corridor and foyer lit by a skylight with a glazed hipped roof, which appears to have been installed in 1970. The office suite finishes are largely contemporary, although brick is exposed where possible at the inside of the perimeter walls, and the heavy timber posts and braces are generally exposed.

The basement is largely empty, and used for light storage and an office related to the restaurant, and building support spaces and machinery.

Summary of Primary Alterations
The exterior of the building is largely intact, with the exception of the new entrances on the south and east elevations. The interior is relatively intact, with large open areas still apparent, in spite of partitions installed in order to accommodate the restaurant and office uses.

Drawings are on file from c.1948 and c.1970s which detail minor alterations to the building by Seattle architects Theo Damm and Roland Terry.

Besides the large number of mechanical permits related to the building over the years, the known, permitted alterations to the building are as follows:

Date	Permit	$ Cost	Work
1902	13703	40,000	Build [original permit]
1908	65497	--	--
1909	80353	--	--
1934	310294	--	--
--	369703	--	--
--	389626	--	Nash Kelvinator warehouse
1953	424375	6,000	Alter bldg; install additional stairway from 2nd fl. to street
1956	444581	10	Complete work on #424375
1957	455058	10	Complete work on #424375, 444581
1958	466827	10	Complete work on #424375, 444581, 455058
1968	468705	1,000	Install 152 automatic sprinklers
1970	537384	12,000	Alt. por. bldg. & occupy 2nd fl. as offices [changed occupancy to restaurant]
1970	538108	1,000	Renewal #537384
1971	542672	5,000	Const. partitions & alter 2nd floor
1972	544403	250	Alter existing building
1973	550064	1,500	Alt. int. exist. bldg.
1973	550635	5,800	Alt. por. 2nd flr. exist. bldg.
1974	552646	1,500	Heating/AC
1974	5553692	1,800	Alter portion of bldg and occupy as office space per plan
1975	556949	600	Alter portion of 1st floor of exist. bldg. and inc. occupancy to 499
1975	557099	12,000	Install sprinkler system on main floor

Later permits after 1975 are relatively minor, involving alteration of interior partitions, signage, or mechanical work.

Additional alterations to the building based on observation of photos, as previously described in this report, include:

- Two windows on west elevation replaced with modern sash
- Non-original entrances on south and east elevations
- Interior altered with installation of kitchen, bathrooms, etc. on first floor, and offices on second floor.

STATEMENT OF SIGNIFICANCE

Piers, Warehouses, and the Development of Seattle's Central Waterfront

The early commercial development of Seattle (c. 1850s-1880s) largely relied on ships for the receipt of imported goods, and for the distribution of lumber, coal, fish, and other products for export—a connection to the transcontinental railroad did not reach the city until 1883, by way of Tacoma. The numerous piers of Seattle's emerging port centered on what is now the Pioneer Square area, but quickly expanded northward along the waterfront (today known as the central waterfront). However, due to steep bluffs as one moved northward along the waterfront, the piers and associated waterfront buildings and infrastructure were limited to a relatively narrow corridor parallel to the shore. South of the Pioneer Square area, industries reliant on the waterfront would expand with a network of trestles and piers over extensive mudflats and tidelands, which would eventually be filled in by the early decades of the 20th century.

The central waterfront developed as a series of piers extending into the water from the shore, with railroads on trestles over the tidelands, running parallel to the shore, to service the piers. These local railroads were first introduced in the 1870s and 1880s, and provided an effective means to transfer large amounts of heavy goods to or from ships. Eventually, larger railroads such as the Great Northern were introduced to the waterfront. In 1887, the city established Railroad Avenue (later called Alaskan Way) as an attempt to introduce order into a largely unregulated corridor, particularly needed after the rebuilding of the area following the great fire of 1889.

Railroad Avenue was initially built on pilings, and surfaced with wood planks. Piers were located on the waterside, with warehouses, shops, stores, and industries on the land side. Busier locations were completely planked across the width of the street, but for most of the central waterfront, short lengths of plank "bridges" connected landside to waterside between the north-south running railroads, leaving large gaps. The corridor accommodated several railroad "through" rights-of-way, as well as side service tracks adjacent to the landside buildings, and rail spurs to the piers, for the loading and off-loading of goods. On the tracks were long moving trains, or stationary cars, often blocking access between the piers and the landside buildings. The street also had to accommodate large numbers of horse-drawn carriages and freight wagons moving between the piers and landside buildings, as well as crowds of dock workers, piles of packing containers and pallets, lifts and other moving equipment, and trucks or other motor vehicles in later years. As Railroad Avenue became more crowded, waterfront-related businesses and industrial activities expanded to what became Western Avenue.

The waterfront would be the subject of repeated efforts by the City Engineer Reginald Thomson to reduce congestion and establish order during the period of heavy growth from the late 1890s to the 1910s, including the establishment of inner and outer harbor lines in 1895, the re-alignment

and rebuilding of piers in the years following the establishment of a waterfront plan in 1898, and the completion in 1905 of the Great Northern railroad tunnel which allowed some trains to bypass the central waterfront completely. Between 1911 and the early 1930s, seawalls were constructed in phases along the waterfront, Elliott and Western Avenues were regraded, the mudflats under Railroad Avenue's trestles were backfilled (erasing the large gaps that had existed between the planking).

Prior to the development of containerized ports in the late 1950s and early 1960s, the daily dockside loading and off-loading of goods, and their associated distribution to or from the docks, was a heavily labor-intensive and somewhat chaotic affair. According to author Marc Levinson, at a typical American port from that period, large numbers of workers would gather at the docks in the morning seeking available work, then typically over the course of a week a ship would be unloaded, goods sorted, and the ship would be reloaded. Rather than bulk goods, which are defined as goods which can simply be loaded or poured into a ship without sorting (such as grain or coal), most ships carried "break bulk" goods, which are defined as goods that are separately packaged and must be sorted and loaded with some care. Additionally, ships generally carried multiple kinds of goods in their holds, going to multiple ports, so longshoremen had to carefully load in order to maximize the carrying capacity of the ship, avoid damaging the goods or their containers, and load in such a way that the goods would be off-loaded in the order of the next ports visited. While lifts, winches, and some moving equipment was available, powered by animal or motor, much of the work was simply by hand.

In Seattle, a wide variety of businesses developed along Railroad Avenue, often housed in warehouse or industrial structures. Some warehouse buildings were connected through ownership or use to corresponding piers across Railroad Avenue, such as the subject building. In some cases, the warehouses were not directly across from the pier, but blocks away. Transport of goods over this relatively short distance between pier and corresponding warehouse appears to have been accomplished by cart or truck over planked roadway, rather than by rail (perhaps a negligible issue in the labor-intensive pre-containerized era). By the 1930s, some piers were connected to landside warehouses or industrial buildings by skyways, tramways, or vehicular bridges.

There are several examples of piers and related warehouses or structures which are no longer extant, either in part or in whole:

- The Schwabacher Dock, at the foot of Union Street, had two c.1890s adjacent warehouses related to this important early Seattle dry goods store, as well as a third structure, the Schwabacher Brothers Building. While the dock and buildings no longer survive, a successor to the Schwabacher Brothers Building (Saunders & Lawton, 1910, altered) remains at 1414 Alaskan Way.
- The Gaffney and Virginia Docks, at the foot of Virginia Street, were constructed in 1902 and 1908, and the Virginia Dock housed a salmon fishing and canning company. The docks and pier shed were connected to a warehouse on the other side of Railroad Avenue by an overpass. No additional information could be found about the warehouse, and it is no longer extant. In the 1980s, the pier shed was demolished and the dock is now public waterfront open space, maintained by the Seattle Parks Department as Pier 62/63.
- The c.1900 Chlopek Fish Company/Booth Fisheries pier (no longer extant) located between Wall Street and Vine Street maintained two warehouses across Railroad Avenue,

which were used for smoking and processing fish. A skyway connected the pier to the warehouses. One of the warehouses remains today in an altered condition, at 2501 Elliott Avenue (today occupied by Vine Street Storage). Also, Booth Fisheries constructed the nearby worker cottages on Elliott Avenue, which are today designated Seattle landmarks known as the Belltown Cottages).

- The City and Port of Seattle owned and developed in 1914 the Bell Street Pier and an adjacent four-story warehouse on the central waterfront. The buildings are no longer extant, having been rebuilt for use as the Port offices.

Examples of remaining piers and related warehouses in Seattle include the following:

- Pier 57 (originally Pier 6)– Today known as the Bay Pavilion and occupied by restaurants and shops, this pier was originally constructed in 1902 for the John Agen Company. Agen's Alaska Butter and Cream Company occupied most of the pier shed, which operated as a cold storage warehouse. A few years later, Agen moved the butter and cream company out of the pier shed and commissioned architect John Graham Sr. to design a larger five-story cold storage warehouse, which was completed in 1910 and still stands on Seneca Street between Alaskan Way and Western Avenue (1203 Western Avenue). This location, a block south of Pier 6/57, was presumably still serviced by ships arriving at that pier, although Agen sold the pier to the Chicago Milwaukee & St. Paul Railway by 1911. In 1912, the pier was still called the Agen Dock and housed a variety of tenants, including shipping firms. Today the Agen warehouse on Western is known as the Olympic Warehouse and Cold Storage building, and is both a designated Seattle landmark as well as a National Register listed property.
- Pier 59 (originally Pier 8) – First known as the Pike Street Pier, and now as the Seattle Aquarium, this pier was initially constructed in 1896 for Ainsworth & Dunn, the builders of the subject building. However, to conform to pier alignment requirements, the structure was rebuilt and completed in 1904. The pier housed several tenants, but in 1916, the Pacific Net and Twine Company took over the pier. Shortly thereafter, this marine and fishing supply company commissioned John Graham Sr. to design a warehouse at 51 University Street, directly adjacent to the Agen warehouse mentioned above, and over two blocks south of Pier 8/59. Both the pier and the warehouse are designated Seattle landmarks.

Development and Use of the Building and Adjacent Pier
In 1901, the Seattle salmon-packing firm Ainsworth & Dunn built Pier 14 (today known as Pier 70), across from the subject site of this report. In 1902, they constructed the subject building for use as a warehouse, to operate in tandem with the pier. Before this time, they had been located at Pier 8 (today's Pier 59).

Pier 14/70 was the first large pier at the north end of the waterfront, and measured over 200 by 500 feet. Early main tenants included the Puget Sound Wharf and Warehouse Company, and the American and Hawaiian Steamship Company. Other steamship companies included the English Blue Funnel and the German Hamburg American lines, and the pier also handled imports of cotton, tea, rubber, and soybeans. In the 1940s the pier was used by the Coast Guard, and during World War II it was used as a warehouse and distribution center for the Washington State Liquor Control Board. By the 1970s, the pier was no longer used by shipping firms, and was instead

remodeled into shops and restaurants. It was remodeled again in the late 1990s following its purchase by a new owner, and is now occupied by offices and a restaurant.

When constructed in 1902, the subject building appears to have been sited to take advantage of its proximity to rail, water, and roadways. The 1905 Sanborn map shows the warehouse connected to rail lines in a typical fashion, via side tracks directly adjacent to the loading docks on the west side of the building. The same 1905 map shows the pier connected to rail lines again in a typical fashion, via a rail spur off of side tracks. In both cases, such an arrangement would have allowed relatively easy transfer of goods directly to or from a rail car which had come from one of the "main line" railroads. However, the pier and the warehouse were not directly connected by rail to each other, so goods would have to be transported by some means other than rail. Additionally, due to a gap in the planked surface of Railroad Avenue between the pier and the warehouse, transporting goods the short distance between the two in 1905 would have required a vehicle using the Broad Street right of way. Photographs from the 1930s show trucks being used at the loading docks to facilitate loading and offloading goods.

The Ainworth & Dunn warehouse, after 1902, appears to have served as additional storage space for Ainsworth & Dunn, and was leased to tenants, although the names of tenants are difficult to trace. Polk's Seattle Directory, newspaper advertisements, and period maps provide some clues to identify tenants. The building was originally addressed as 2819 Elliott, with the building to the south addressed as 2801. The building to the south in 1905 was shown on Sanborn fire insurance maps as a relatively small building oriented along the east side of the parcel, and described as the Kerry Mill Company lumber shed; by 1912, it is shown on the Baist map as wood frame and wood floor "general warehouse." Later, when this building was demolished in 1965, the subject building was addressed as 2801.

Around 1905, the subject building was used by the Puget Sound Wharf and Warehouse Company. Then it served as Frederick & Nelson's Department Store warehouse from about 1907 to about 1912, as indicated by city directories and the 1912 Baist map. After 1937, when Polk's Directories offer reverse listings, tenants in the subject building are still remarkably few in evidence. The building could accommodate multiple occupants at the same time, and had multiple associated addresses. In many years of the 1930s through the 1960s, the building is simply listed as vacant, or not listed at all.

From at least 1934 (as evidenced by photographs) to about 1944, the tenant was I. F. Laucks Incorporated, which was an analytical and consulting chemists firm, and the space served as "Plant No. 2" of their waterproof glue manufactory. They also occupied the one-story wood frame warehouse structure that was located on the adjoining lot to the south. Soybeans (or soya), the primary component in Laucks' waterproof glues, were received from the pier across the street and stored and processed in the subject building. Photographs from 1934 show bags of material, likely soybeans, packed against the windows of the subject building. Signage visible in a 1935 photograph of the waterfront indicates that soybeans to be used for animal feed were milled or stored in the wood-frame south building on site.

In 1949, the subject building was occupied by a wholesaler for Nash-Kelvinator refrigerators. In 1951, the space was used by Standard Table Inc., which was described as a wholesale lumber company, which may also have used the adjacent structure to the south. From 1954 to 1968, it was listed mostly as vacant, but did serve as a distribution center for Hotpoint brand appliances from about 1958 to 1964. In 1965, a letter on file from the Dunn family (the owners by that time

of both the subject parcel and the building to the south) planned to demolish all of the buildings on both properties by the end of April that year, but only the structure to the south was removed. It is not clear why the subject building was not also demolished.

In 1970, a permit was granted to change the building from a warehouse to a restaurant, and office use on the second floor, with additional related permits through the 1970s. Alterations to the exterior of the building to accommodate these changes include the semicircular entrance on the ground floor of the south elevation, and an enlarged and heightened entry on the east elevation providing access to the second floor. In 1970, the occupants were the Old Spaghetti Factory restaurant on the ground floor, and Roland Terry Architects (later Terry & Egan) on the second.

In 1978, the subject property was transferred from the various members of the Dunn family to the Meyer and Breeses families. In 1991, OSF International Inc., the holding company of The Old Spaghetti Factory restaurant based in Portland, Oregon, purchased the property. Today it is held by the Dussin Family Holdings, the successor company to OSF International. While the Old Spaghetti Factory has remained in the building to the present day, the second floor occupants since the 1970s have housed a variety of small offices, including an interior design firm, civil engineers, a small accounting firm, maritime and freight companies, a telephone answering service, and others.

Ainsworth & Dunn

The building was originally constructed in 1902 by the Seattle salmon-packing firm Ainsworth & Dunn for use as a warehouse, to complement their newly-built Pier 14 (now Pier 70) directly across the way, on the waterfront.

This firm was founded by Elton E. Ainsworth and Arthur George Dunn. Elton E. Ainsworth was born in 1865 in Cape Vincent, a small village in northern New York at the junction of the Lake Ontario and the St. Lawrence River, where his father was a fisherman. In 1885, he began working in the lumber business in Detroit, Michigan; then in California the next year; and then locating timber claims in the Lake Cushman area near Hood Canal in Washington State the year after that. By 1888, he had moved to Seattle.

In 1889, Ainsworth wrote to his childhood friend and neighbor in Cape Vincent, Arthur George Dunn (born 1861), to join him in Seattle to find his fortune. Dunn agreed, moved, and that year they established Ainsworth & Dunn, and eventually formed the Seattle Fish Company, which grew slowly but steadily over the years. They built a waterfront warehouse at the foot of Seneca Street where they operated the fish business, as well as a hay and feed business. The 1890 Seattle Polk's Directory listing for them advertised sale of fish, poultry, and game.

At first, their Seattle Fish Company traded solely in fresh fish, but eventually they found they were receiving more salmon than they could accommodate selling fresh (and in fact, were the first, in 1889, to ship fresh salmon from Seattle to eastern cities). Around 1895-96 they constructed Pier 8, at the foot of Pike Street (now known as Pier 59), to accommodate their new cannery. Almost immediately, the pier had to be rebuilt to conform with new municipal requirements for the pier alignment—not perpendicular to the shore, but angled northeast-southwest (as they are today). This rebuilding was completed for Ainsworth & Dunn by 1904, and shortly thereafter, dock space was leased to Willis Robinson, a grain and hay dealer, and the

Northwestern Steamship Company. At some point thereafter, and at least by 1912, Ainsworth & Dunn had sold this pier.

However, shortly after the construction of the Pier 8/59 cannery, Ainsworth & Dunn constructed another highly successful salmon cannery in 1897, this one located in Blaine, Washington, near the Canadian border. With this second cannery, the firm was eventually one of the largest salmon packing enterprises on the West Coast.

In 1901, the firm sold all of its fresh fish and canned salmon holdings to a newly-formed conglomerate, the Pacific Packing and Navigation Company, which had consolidated almost two dozen fishing and canning companies between Washington and Alaska. The conglomerate had incorporated in New Jersey, and was supposedly backed by wealthy Eastern capitalists, in an attempt to control four-fifths of the canned salmon business in the country. That conglomerate went bankrupt two years later, and in 1904 Ainsworth & Dunn re-purchased their Blaine cannery at a fraction of the price they had sold it for (although they apparently did not re-purchase the Seattle cannery). They continued operating the Blaine cannery at great profits for another decade, until retiring from the packing industry in 1913 or 1914, establishing a lasting reputation as "among the most successful and most highly respected men to ever engage in the business."

Also in 1901, Ainsworth & Dunn built Pier 14 (today known as Pier 70), across from the subject site of this report, and relocated there for several years. In 1902, they constructed the subject building for use as a warehouse, to operate in tandem with the pier. Ainsworth & Dunn was listed as salmon packers at Pier 14 until about 1910, when their offices were located in the White Building in the Metropolitan Tract downtown. By the late 1920s, their offices were in the Securities Building, and the company was described as a real estate firm. The Ainsworth & Dunn Dock at Pier 14 was listed as a separate holding. The partnership, and later the Dunn family descendants, retained ownership of Pier 14/70 and the subject building until 1978.

Beyond their business interests together, Ainsworth and Dunn remained close friends and neighbors throughout their lives. Ainsworth had married his wife Helen in 1894 in Victoria, British Columbia. They resided in a "palatial home" on First Hill at 1305 Minor Avenue, and raised a single child, Helen. Dunn, with his wife Jeannette and their five children, lived in a mansion literally around the corner, at 1121 Union Street (neither house remains today).

Ainsworth was also a director of the National Bank of Commerce, was a member of the Rainier Club and the Seattle Chamber of Commerce, and was a member and president of the Seattle Golf Club. Ainsworth died in Seattle after a sudden attack of a recurring abdominal malady in 1914, at the relatively young age of 49. His Seattle Times obituary remarked on his "many realty and commercial holdings," and noted that the Ainsworth & Dunn dock in Seattle was "valued at $500,000, [and was] considerably valuable downtown realty near the regrade district" and that the two canneries in Seattle and Blaine had been "the most modern canneries in the state." The firm continued to operate under the name Ainsworth & Dunn, even after Ainsworth's death.

Dunn lived three decades longer than his friend, and is also notable today for another property developed during his later years. In 1914, he purchased ten of his friend John Agen's twenty acres of land in the forested slopes Puget Sound, northwest of Seattle, for a summer home away from the city. Dunn had been offered property in The Highlands, an exclusive enclave just to the north, was put off by the restrictive community covenants that, for example, prevented him from keeping chickens he wanted to raise. Dunn and Agen then hired the Olmsted Brothers landscape

firm of Brookline, Massachusetts, to design and develop their adjoining estates simultaneously, which they did between 1915 and 1920. The Seattle architecture firm Bebb & Gould designed very modest cottages for the site, and the Dunn family spent their summers there. Dunn was an enthusiastic and skilled gardener, and developed and maintained the plantings and much of the garden himself. Today, this property is the publicly-accessible E. B. Dunn Historic Garden Trust, and is listed on the National Register of Historic Places.

Dunn's wife died in 1929 at the summer home, but he continued to live in Seattle, active in the business community and investing in real estate. He died in 1945, at age 83.

The I. F. Laucks Company

I.F. Laucks used the building (and the structure which had occupied the parking lot to the south) from about 1934-1944 as their manufacturing "Plant No. 2" for their waterproof glue and paint products, which used crushed soybeans as its primary component. Their original manufactory, Plant No. 1, was located at 5417 East Marginal Way, while the main Laucks office was located in the Maritime Building, in downtown Seattle. According to one source, the I.F. Laucks Company, an analytical and consulting chemists firm, *"pioneered the use of soybean glue for the plywood industry in America, starting in 1923. This was the first important use of soy protein or soy flour in an industrial product. More important, it was the first commercially successful example on a significant scale of the new concept of making industrial products from soybeans. As such, it was a harbinger of the larger chemurgy movement that began in the late 1920s and 1930s. At the same time, it served as one of the earliest markets for American-grown soybeans."*

The company had been founded in Seattle by Irving Laucks, who was born in Ohio in 1882. He attended the Case School of Applied Science in Cleveland, then moved to the Pacific Northwest in 1904, in search of opportunities in the mining business in the years following the Yukon gold rush. In 1908, he founded Laucks Laboratories with Myrl J. Faulkenberg, which provided assaying and metallurgical services for gold field operations.

Because of the global disruptions of the European powers (and their colonies) caused by World War I, goods from Asia which had previously been shipped westward to Europe through the Suez Canal began to be shipped eastward to Seattle and other American west coast ports. Laucks was hired by the US government to test and certify finished and raw products arriving from Asia, inspecting for quality. This exposed Laucks to soybean meal, which at the time was primarily used as hog feed in the Midwestern United States. During this period, in 1918, Laucks Laboratories became the I. F. Laucks Company.

Encouraged in the early 1920s by a representative of the nearby Olympia Veneer Company, Laucks developed a soy-based glue which could be used in the manufacture of Douglas fir plywood. Plywood had only been first developed in 1905, and the necessary component binding glues were made from casein, a protein found in cows milk. Plywood was becoming particularly attractive in the manufacture of automobile interiors (such as dash boards) and exterior components (such as running boards), because it could be formed into a curved surface. Unfortunately, casein-based glues were found to fail in humid conditions, causing delamination of the plywood. By 1926, Laucks' soy-based glues were not only waterproof, but easy to work with, inexpensive, and was particularly suited for use with high-moisture-content Douglas fir. With the advance of soy-based glue, the American plywood industry expanded dramatically, particularly during and after World War II.

I.F. Laucks was also important in the development of other soy-based products, particularly the beginning process and patents for soy protein isolates. Laucks received patents in 1934, which were then sold to the Glidden Company in 1943, who then improved on the process to create the world's first commercial isolated soy proteins, an important product in the processed foods industry.

Laucks retired to Orcas Island in 1942, and the Laucks Company moved out of the subject building around 1944. In 1950, most of the Laucks Company assets were sold to the Monsanto Corporation. In 1951, under new ownership, Laucks' name was changed to Laucks Testing Laboratories, Inc., which continues to operate as an analytical laboratory in Seattle, although owned as a subsidiary of a Minneapolis-based testing laboratory.

The Architect, Stephen Alston Jennings

Although no original drawings for the building appear to exist, news accounts at the time state that the designer of the subject building was S. A. Jennings.

Stephen Alston Jennings was born in Chicago in 1857. His father, George W. Jennings, was partner in Jennings & Goodwillie, a lumber, contracting, and building firm in Chicago in the mid-1800s which participated in the rebuilding of Chicago after the Great Fire of 1871.

Stephen grew up in Chicago, attended schools there, and worked with his father at the lumber business. He attended the University of Illinois, and graduated with studies in civil engineering and technology. After graduation, he worked as assistant civil engineer for the Detroit & Bay City railroad company, doing survey work. Following that, he was a superintendent of construction in Springfield, Illinois, but shortly thereafter moved out West on account of poor health. He settled in Bismarck, Dakota Territory, where he established an office, remaining there for two years. His first job was as superintendent of construction of the territorial (and later state) capitol, which began in 1883.

In 1886, he moved back to Chicago and opened an office in Evanston, Illinois, where he practiced architecture from about 1885 to 1895. His work included commercial buildings, a university dormitory, residences and duplexes, but he was known for particularly impressive Queen Anne or Shingle Style homes for the wealthy. He was a prolific architect, and at least seven of his buildings in Evanston are locally designated landmarks. He also designed at least one church there, St. Mary Catholic Church (1892), which is listed on both local and national historic registers. Other work during this period included residences in St. Paul, Minnesota; a large hotel in Wellston, Ohio; and a large home on the Potomac River outside Washington DC.

In 1899, at age 42, Jennings moved to Seattle, and maintained an office in the Dexter Horton Building. The following year, he shared his office space with H. B. Lind, an attorney and real estate agent.

In 1901, he was listed in city directories as living and having an office at The Otis, an ornate boarding house located at the corner of Summit Avenue and Columbia Street. By 1904, he is listed at that address with his wife. The Jennings' names appeared occasionally in the newspaper society columns, and appear to have been at least acquaintances with John Agen, a wealthy owner and builder of a downtown waterfront pier.

The following Seattle-area works below by Jennings were discovered through post-1900 newspaper and periodical accounts, and is therefore not a complete list:

- (1900) Two-story frame dwellings at 815 17th Avenue and 420-32 N. Broadway, as well as a large residence in Washington Park.
- (1902) Ainsworth & Dunn warehouse, the subject building of this report.
- (1903-1904) The Adrian Court Apartments, at the southwest corner of Summit Avenue and Madison Street, about a block from The Otis, where Jennings lived. This structure was described in several sources as the first concrete building in Seattle. The owner was George Mahoney, a local builder and art enthusiast. The apartment building was 112 feet square, three stories plus basement, and was constructed by the Whitemore Concrete Company for approximately $40,000. The building was demolished (probably in the 1960s-70s) and the site is now occupied by part of Swedish Hospital.
- (1907) James and Mary Ball House, Queen Anne neighborhood, Seattle.
- (1908) The seven-story Haight Building at the southeast corner Second Avenue and Pine Street, valued at $100,000 and built for James A. Haight. This early high-rise office building is still extant, with retail at the ground floor and apartments above, and is also known as the Second & Pine Building.
- (1910) Two buildings for the Vulcan Iron Works new plant, described as one-story structural steel and glass warehouses measuring 145 by 166 feet, and valued at $5,000 each.
- (1912) A six-story apartment house in Victoria, British Columbia, for the Dominion Trust Company, valued at $200,000.

Little additional information regarding Jennings' later years could be discovered for this report. He is listed in Seattle city directories as an architect until about 1915. According to census records and city directories, he appears to have moved to the Detroit area by 1918, where he worked as a construction superintendent and architect for a building company until at least 1920. Jennings died in 1930, in Grosse Pointe, Michigan.

The Builder, Gribble, Skene & Company

Contemporary news accounts at the time note that the contract for the construction of the subject building was awarded by S. A. Jennings to the firm Gribble, Skene & Company.

Only limited information was found about this company and the partners. The firm—often called Gribble & Skene—was formed in 1899 and operated until about 1908 or 1910. A 1904 newspaper profile notes that the firm was an "exceptionally able" contractor. They were founded in 1902 by J. L. (Justice Lee) Skene and F. (Frederick) M. Gribble, both of whom had been in building for over a decade by that time. Both had moved to Seattle in or around 1900. Previous projects they had worked on together or in other partnerships (all built before 1904) included the Seattle Electric car plant, Standard Oil plant, Standard Furniture warehouse, Seattle Laundry Company building, the Hambach Building (by Gribble & Duhamel), and the W. D. Hofius residence. Their office was located in the Hinckley Block, downtown.

Little additional information could be found regarding Frederick M. Gribble. According to census records and city directories, he was born in Marquette, Michigan around 1862, and moved via Fargo, Dakota Territory, to Tacoma, Washington, by 1885. He lived in Tacoma with his wife, Jessie, in the 1890s and was listed as a carpenter/contractor/builder. In 1898 or 1899, he was a partner in the Tacoma construction and brickmaking firm of Gribble & Duhamel (later Magrath, Gribble & Duhamel), apparently at the same time as his partnership with Skene. A 1903 news piece mentions Gribble purchasing two lots with the intent to construct his own residence, at the corner of Sixteenth Avenue and Prospect Street in Seattle, and the 1906 city directory confirms his family living there at 955 16th Avenue.

Justice Lee Skene was born in Jo Daviess County, around Galena, Illinois, in 1872. He was educated in Valparaiso, Indiana, and was an architect in Iowa in 1890. He was a partner in Gribble & Skene from 1899 to 1905, and then went to British Columbia, where he built many important buildings in the next decade, including the Vancouver Hotel, the Vancouver Opera House, St. Joseph's Hospital, the Empress Hotel in Victoria (b. 1904-08), St. Joseph's Hospital, the A. D. MacRae residence, and others. In 1914, Skene was listed as a general contractor living and based in Victoria, B.C., with another office in Vancouver B.C., and was also a partner in the Sidney Island Brick and Tile Company. Little later information could be discovered about Skene for this report.

By 1910, Gribble was listed as living at 1620 or 1625 13th Avenue, and as a partner in the Gribble-McCaughey Company, contractors. In 1913, he is listed as a sole contractor with offices in the Lippy Building at Third and Columbia, and was still listed as a contractor as late as 1921. In the late 1920s, he moved to Tacoma, and died there in 1933 at age 71.

Heavy Timber, "Mill," or "Warehouse" Construction in Early 20th Century Seattle

In the 19th century, rapid urbanization, frequent use of wood as a building material, ineffective or nonexistent building codes, and limited firefighting capabilities created a constant danger of fire in cities. Seattle's calamitous Great Fire of 1889 was fueled in large part by the wooden buildings that made up a considerable amount of the downtown core, as well as wood plank sidewalks and docks. Wood was an abundant and relatively inexpensive material in Seattle, whereas brick was frequently unavailable. Where there were blocks of brick buildings, there were also frequently wood-frame buildings which dated from the earlier decades of pioneer settlement, only forty years before. After the Great Fire, Seattle builders became more aware of better fireproofing construction techniques.

In the late 1880s, a completely fireproof building system was developed in Chicago which used terracotta to protect an iron or steel building frame, which can bend and fail when exposed to high heat. Other refinements developed at that time, incorporating brick or stone enclosures or partitions, iron framing, terracotta floors, and terracotta or plaster fireproofing, all of which were covered in the Seattle press. However, these techniques were more expensive and/or time-consuming than the traditional wood or masonry methods, and all of the materials were not necessarily easily available in Seattle. Such techniques were used on projects with sizeable budgets such as major public buildings (the 1890 county courthouse, for example), or in later high-rise construction such as the 1903 Alaska Building.

Instead, builders commonly used "mill construction," also known as "slow burning" or "fire resistive" construction, sometimes also called "heavy timber" or "warehouse" construction. It

was developed in New England in the early 1800s for textile mills, where fires were a constant hazard due to accumulations of highly flammable cotton lint.

Mill construction is characterized by the use of masonry walls for fire containment, oversized wood structural elements that will char but not burn through in the event of a fire, and thick plank floors that are intended to char rather than burn. Furthermore, builders guides such as Frank Kidder's *Architects and Builders Pocketbook* (1885) stated that the exterior masonry walls (almost always brick in Seattle, rather than stone) shall be "concentrated in piers and buttresses with only a thin wall containing the windows between, and the floors and roof of which shall be constructed of large timber...; the girders being supported between the walls by wooden posts." Additionally, enclosed stairs or shafts to contain fires from spreading to multiple floors, and sometimes sprinklers and standpipes, were supposed to be included in the construction technique, but were often left out by builders. Floor joists were sometimes set into niches in the masonry walls, or the walls were corbelled to better support the timber structural members, although this was not done in the subject building.

This technique was affordable and incorporated construction methods familiar to most builders, and was used for a wide variety of building types, not just mills, but also warehouses, factories, light industrial shops, and so forth. For heavier floor loads (such as warehouses), the size of the heavy timber structural elements used in construction would be increased as necessary. Some of these heavier floor loads required an additional layer of structural members, so that there were heavy timber girders supporting the heavy timber beams, which then support the plank flooring—this variant, sometimes referred to specifically as "warehouse" construction (as opposed to mill construction, where the girders would not have been necessary due to lighter loads) describes the subject building. Iron and steel anchors, post caps, hangers, and straps were developed and used after about 1890 to more securely connect structural elements together; of these, only steel straps at floor joists (as described by the 1977 structural survey mentioned previously in this report) appear to be used in the subject building.

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The features of the Landmark to be preserved include: The exterior of the building, the exposed interior heavy timber structural system on the first floor, and the portion of the site adjacent to the west side of the building.

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