



The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649, Seattle WA 98124-4649

Street Address: 600 4th Avenue, 4th Floor

REPORT ON DESIGNATION

LPB 126/17

Name and Address of Property: Crescent-Hamm Building
4302 SW Alaska Street / 4559 California Avenue SW

Legal Description: That portion of Lot 23, lying south of the boundary line as established by agreement recorded March 25, 1935, under Recording Number 2845845, and all of Lot 24, Block 1, Holbrook & Clark's Addition to West Seattle, according to the plat thereof recorded in Volume 6 of Plats, page 48, in King County, Washington; together with that portion of West Alaska Street adjoining said Lot 24, vacated by Ordinance Number 50159 of the City of Seattle.

At the public meeting held on February 15, 2017 the City of Seattle's Landmarks Preservation Board voted to approve designation of the Crescent/Hamm Building at 4302 SW Alaska Street / 4559 California Avenue SW as a Seattle Landmark based upon satisfaction of the following standard 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

The Crescent-Hamm Building is located at the northwest corner of California Avenue SW and SW Alaska Street in West Seattle's primary business district commonly known as "the Junction." The two-story buff brick and terracotta building is 50' x 117' and occupies all of lots 23 and 24 in block one of Holbrook & Clark's Addition to West Seattle. Seattle architect Victor

**Administered by The Historic Preservation Program
The Seattle Department of Neighborhoods**

"Printed on Recycled Paper"

W. Voorhees designed the building in 1925 for developer and property owner W. T. Campbell, and the Commercial Construction Company completed it in 1926. The building's setting, location, and architecture all reflect its significance to the history of the Junction.

Site Context

The West Seattle Junction, locally known as “the Junction,” derives its name from the meeting of two major streetcar lines at the intersection of California Avenue SW and SW Alaska Street. A commercial district grew up around this intersection after 1907, when Seattle annexed West Seattle and the streetcar lines were completed. Today, the district is situated along California Avenue generally between SW Genesee Street and SW Edmunds Street (figures A1 and A2).

The Junction’s setting and buildings reflect phases of West Seattle’s early 20th century establishment and subsequent growth. A recent survey of properties in the district found the largest collection of extant buildings were erected between 1918 and 1930. Most of the buildings are masonry or concrete and reflect restrained architectural treatments on basic one- and two-part commercial block building forms. Some exhibit elements of popular architectural styles from their period of construction, such as Classical Revival and Streamline Moderne. The north and south edges of the district, in particular, include later mid-century buildings that are freestanding and oriented to the automobile.

In recent years, multi-story buildings have begun to replace the smaller early- and mid-20th century structures, disrupting the district’s pedestrian- and early automobile-oriented massing and scale. Examples of this trend can be found on the east edges of the district on 42nd Avenue and in the 4700 block of California Avenue. Even the prime southeast corner of the Junction’s main intersection now features a new six-story, mixed-use building.

Elaboration

The Crescent-Hamm Building is an example of a two-part commercial block, a building configuration characterized by distinct upper and lower zones reflecting differences in the use of interior spaces. The building’s street-level interior and mezzanine have functioned as public space, including retail and service-oriented businesses, while the upper level has functioned as private spaces, including apartments, and small professional offices. This configuration is common among early 20th century commercial buildings between two and four stories in height.

The Crescent-Hamm Building has two primary facades, with the long south elevation facing Alaska Street and the short east elevation facing California Avenue (figure C2). Ground-floor storefronts line both sides of the building. A paved alley passes along the west (rear) side of the building. An adjacent one-story building (at 4553 California) is continuous with the Crescent-Hamm Building’s north wall. The west two-thirds of the second story steps back along the north elevation, presumably to preserve light and ventilation should the north parcel be redeveloped with a taller building (figures A3 and A4). Upper-story windows of the Crescent-Hamm are visible above the adjacent building’s roofline.

The building has a concrete foundation and a full basement. The exterior is nine-inch solid brick, with a buff-color facing and cream-colored terracotta ornamentation. A flat roof with a brick parapet accented by a classically-inspired terracotta entablature on the primary east and south elevations. The entablature features a projecting dentilled cornice and a band of rosettes within the frieze. Another terracotta entablature divides the first and second stories, visually articulating the building into two distinct zones. Second-story windows – both single and paired – feature 1/1 double-hung sashes with terracotta lintels, appearing as they did historically.

East Elevation (California Avenue)

Masonry piers with applied brick facing (painted blue) and wood transoms frame two primary storefront bays on the east elevation (figures C3 and C4). The tall transoms suggest a voluminous first-floor interior. The south storefront has an inset central entrance flanked by large display windows set in metal frames resting on low masonry bulkheads. The north storefront includes two side-by-side access doors at the left and a roll-up overhead door at the right. The left opening leads to a straight-run staircase to the basement, which currently functions as a tavern.

The second story features four window openings each with paired 1/1 windows, replacement vinyl sashes set in wood frames. A sign, for the current tenant, Easy Street Records, is attached by a single arm and projects from the second story of the southeast corner of the building.

South Elevation (Alaska Street)

The first story has six bays (figures C5 and C6). Large display windows in the easternmost bay are a continuation of the east-facing corner store. The windows are set in metal frames and situated atop a low masonry bulkhead that is faced with brick veneer and painted blue. Tall wood transoms are set below the elaborate entablature that separates the first and second stories. The two remaining east bays are solid buff brick walls enframed by terracotta piers and the entablature. Historically and currently, these bays have featured signs – both painted and attached. There is a small, metal window just beneath the entablature in the bay immediately east of the formal arched entryway. Although not original, this window has been there since at least 1956 (figure B6). A shed roof is attached to the wall below this window, providing shelter for a bus stop.

An inset formal terracotta-framed entrance occupies the center bay of this elevation, giving access to the second story and mezzanine levels (figures C6 and C7). Above the entrance is a round-arch window set within an elaborately ornamented terracotta panel. The window itself is replaced; the original glass featured muntins forming a fanlight pattern. The window lintel is ornamented with dentils, and a terracotta scroll keystone tops the window. In the corners above the window are rosettes set within a leafy pattern.

Storefronts occupy the remaining two west bays (figures C6 and C8). The storefront immediately west of the arched formal entryway, addressed 4306 SW Alaska Street, has an inset central entrance with large display windows set in metal frames and situated atop low

masonry bulkheads. Above the storefront are four 1/1 metal windows. The westernmost storefront bay includes two inset central entrances leading to two separate retail spaces (addressed 4308 and 4310 SW Alaska Street). On either side of the entrances are display windows set in metal frames and situated atop slightly higher masonry bulkheads faced with brick veneer and painted brown. Above the storefronts are four 1/1 metal windows which provide light to the mezzanine level. These windows replaced large transoms by 1937 (figures B3 and B5). Atop the roof is an enclosed wood-frame stairwell that is visible from Alaska Street (figures C5 and C6).

West (Rear) Elevation

The alley-facing west elevation is unadorned (figure C9). Much of the wall is smooth-finished, painted concrete. There are three small windows on the upper floor, three large windows at the mezzanine level, and three ground-level access doors at the northwest corner. A sizeable brick chimney extends above the roofline at the rear of the building.

Interior

The distinctions in use of interior spaces in the Crescent-Hamm Building follow the pattern of a typical two-part commercial block. First floor and mezzanine-level spaces remain accessible to the public as retail stores and offices. The primary retail spaces facing east toward California Avenue have always functioned as public places, including a major dry goods store, a large drug store, grocery stores, and now a combined record store and cafe. The prominence of these spaces is reinforced by tall ceilings at the front and open mezzanine-level balconies at the rear. Today, these two retail spaces flow together via an open passageway, and the mezzanine balcony serves both sides of the space (figures C10 through C13).

The secondary commercial spaces, facing Alaska Street, also have functioned as public shop spaces, housing a variety of small businesses over the years. Their secondary status is reinforced by shorter ceiling heights and less prominent locations within the building. An enclosed mezzanine level above these spaces, which today houses a real estate office, is accessible only through the formal entryway on the south elevation.

Second-floor spaces are more private and have limited access. Entrance to the upper floor is through the prominent and highly ornamented doorway on the south elevation. Inside the door, a dog-legged or U staircase with a landing leads up to the second floor (figures C14 and C15). At the landing is a door that leads back to the offices occupying the mezzanine space. A pair of south-facing windows at the top of the stairs illuminates the way to a central east-west corridor (figures C15).

The second-floor interior now functions exclusively as apartments, with a live-in manager. The spatial configuration of that double-loaded corridor is original. The corridor itself is largely unadorned but maintains some original features such as the ceiling height, plaster walls, wood baseboards, and trim. Newer carpet covers the floor, and newer globe lights illuminate the space. Doors to the individual units have been replaced with solid, smooth-finished versions

(figure C16). There is a fire door with stairs down to the alley at the northwest corner of the building.

The building has a full basement. A tavern, accessed through a central opening on California Avenue, has occupied the front (east) portion of the basement since the late 1970s. The basement also can be accessed through a rear alley-side door.

Change Over Time & Historic Fabric

The Crescent-Hamm Building has experienced changes typical for an early 20th century commercial building. Collectively, the changes have chipped away at the building's character, but overall it still maintains the qualities and key features that communicate its historic function as a retail and residential block.

Changes to the storefronts include:

- the mid-century installation of new display windows set within metal frames,
- modified bulkheads that are slightly taller and refaced with painted tile veneer,
- localized areas of damaged/patched terracotta, likely due in part to signage changes, and
- the replacement of some wood transom windows on the east elevation, perhaps as awnings and/or signage was installed or removed.

The earliest photograph of the building documents a canopy over the formal entrance on the south elevation (figure B3). That canopy was still extant in 1937 (figure B5), but had been replaced with a larger canopy that spanned nearly the entire south elevation by 1956 (figure B6). A similar canopy also had been installed above the east-facing storefronts, and remained there until both canopies were removed in 2013.

The north storefront facing California Avenue has undergone the most change. It began as a traditional storefront with an inset central entrance and large display windows, but by 1937 the storefront was removed to accommodate an open-air market (figure B5). Another traditional storefront with display windows and bulkheads was installed during the early- to mid-1950s (figure B6). To accommodate the opening of a café in the space, the storefront was again modified in 1999 to reflect an open-air quality. New glass transoms that mimicked the south storefront were installed as was an overhead, roll-up door giving access to the café at Easy Street Records (figures C3 & C4). On the interior, permit records from the 1999 renovation show modifications that include expanding the mezzanine footprint and adding framing and railings. It is important to note that, while changes have been made and historic fabric is missing, a mezzanine area historically existed in this space.

Upper story exterior changes are limited to the windows grouped singly and in pairs. 1/1 vinyl replacement sash set within wood frames occupy original openings on both street elevations.

Despite alterations over the years, the Crescent-Hamm Building retains many key design elements of its earliest decades. A major character-defining feature of the building is its exterior material, namely the buff brick and terracotta common during the 1920s. Architect

Voorhees used these materials, particularly the terracotta, to enhance other commercial buildings. Two buildings across the street from the Crescent-Hamm Building are evidence of this pattern – the former J. C. Penney’s and Ernst Hardware building (1926, 4520 California Avenue SW) and the former Arcade Public Market (1930, 4548 California Avenue SW), (figures D2 and D3).

Other notable qualities still extant include massing, the organization of facades, including storefront configurations with expansive display windows and transoms, and fenestration. Additionally, the building’s general plan, circulation patterns, and the voluminous first-floor interior with tall ceilings and a balcony mezzanine are extant. The Crescent-Hamm Building’s design, materials, and workmanship reflect the trends in early 20th century commercial architecture, while its setting and location reveal its importance in the history of the Junction.

SIGNIFICANCE

The Crescent-Hamm Building is a pivotal commercial building in West Seattle. Completed in 1926 during a decade of rampant growth, the building remains a familiar visual anchor at the center of “the Junction,” West Seattle’s most prosperous business district. It was designed by the prolific architect Victor W. Voorhees at the behest of W. T. Campbell, a highly successful local developer and community booster of the period. Although altered in minor ways, the building retains typical massing, spatial arrangements, and distinctive terracotta detail of a 1920s business block.

Introduction

“West Seattle is now having the most substantial growth in the history of that district and business is developing accordingly. We expect 1925 to be one of our best years.”

– W. T. Campbell, Seattle City Councilman & West Seattle Real Estate Developer

Throughout the Pacific Northwest, the nationwide prosperity of the 1920s brought an influx of new populations, economic growth, and physical change. At the close of World War I, all of Seattle’s earliest neighborhoods experienced rapid expansion. A citywide building boom ensued.

In West Seattle, where annexation to Seattle in 1907 and major transportation improvements had only recently put the neighborhood on the citywide map, a second wave of economic confidence swept through the business community. Developers and boosters were more organized, better connected, and more strategic than their counterparts had been a generation earlier. Commercial building turned toward the architect-designed, mixed use, “permanent” business block model that prevailed through the 1950s.

The Crescent-Hamm Building was part of this trend. Built in the Junction business district in the heart of West Seattle, the building boasted a prime location at the meeting of two key

streetcar lines. It represented a very large investment on the part of prominent local realtor William T. Campbell, and stands as a high point in his career as a commercial developer. The building was named first for one of Campbell's early tenants, Crescent Dry Goods, and later acquired the name of its long-time second owner, Aline Hamm.

Today, this familiar building's siting at the intersection of California Avenue and Alaska Street, its 1920s massing and details, its record of long-time commercial tenants, and its name reflect the history of the neighborhood.

West Seattle & The Junction

The beach at Alki Point was home to some of the area's earliest Euro-American settlers, the Denny Party. Cautiously received by the native Duwamish people in 1851, most of the newcomers resettled east across Elliott Bay soon thereafter. The uplands of the Duwamish Peninsula would remain a forested, hard-to-reach wilderness for several more decades. It was the availability of reliable transportation, to and from Seattle in particular, that would determine the progress of growth on the peninsula.

In 1888, the West Seattle Land and Improvement Company platted large tracts of land on the uplands to the north on the part of the peninsula now called the Admiral District. The company announced “an ambitious plan to create a great city across Elliott Bay from Seattle,” and launched a ferry service connecting Seattle to a landing at the foot of the bluff near Duwamish Head.

Before long, it was clear that additional transportation links were needed to climb the steep hills from the ferry terminal on the east shoreline to the few fledging residences and clusters of shops on the uplands. For property developers like Thomas Ewing, who was part of a group that incorporated the West Seattle Cable Railway in 1890, better transportation seemed critical to jumpstart real estate development. However, the cable railway business was, at least in part, the victim of poor timing. The great Seattle fire of 1889 refocused the attention and resources of many on rebuilding the 64 blocks that burned, and a nationwide financial panic in 1893 slowed development throughout the region. Never able to turn a profit, the West Seattle Cable Railway ended service in 1898. As a result, the community of West Seattle was slow to develop through the 1890s.

In 1902, West Seattleites voted to incorporate as a fourth-class city. The city boundaries included much of the land from Duwamish Head south to what is now Lander Street (figure A12). The new municipality immediately purchased the abandoned cable rail system and retrofitted it to function as an electric railway. Finally, not a moment too soon for developers and residents of West Seattle, the one-mile-long electric line began service on December 28, 1904. The system was West Seattle's pride and joy, and briefly gained fame as the first municipally owned streetcar system in the entire country. The cars left the ferry dock climbing north along Cascade Avenue, then hair pin-turning south onto California Avenue nearly as far as Admiral Way (figure A13). Residents soon called for an extension of the line south, but the tiny system could not be expanded beyond West Seattle city limits. With an eye towards future

streetcar connection to Seattle, local officials wisely determined within a few years time to sell the system to the powerful Seattle Electric Company for \$30,000.

Beyond transportation, though, better infrastructure systems and a reliable water supply were also needed to attract growth to West Seattle. Annexation to Seattle would solve these challenges, Mayor L. C. Erven argued. West Seattle first needed to annex the various small neighboring communities, including Youngstown, Alki, and Spring Hill, which it did after a local election on May 25, 1907. After many years of debate and local effort, West Seattle voters finally approved annexation into the city of Seattle on June 29, 1907 (figure A12).

Prior to 1907, commercial development in West Seattle was largely concentrated in the area now known as the Admiral District. Forces began to converge that changed that development pattern. Five plats were filed on the central uplands in a swampy area about one mile south of Admiral. The second-oldest of these – and the future site of the Crescent-Hamm Building – was Holbrook & Clark’s Addition to West Seattle, recorded by Frederick W. D. Holbrook, Nellie J. Holbrook, and Albert Jackson in 1890. That plat extended four blocks west of California Avenue between today’s Oregon and Alaska streets. The other plats were filed in 1888, 1903, 1906, and 1907. Annexation itself expanded city services such as electric and water service, road enhancements, sewers, and fire protection. News of road grading and sidewalk and building projects filled editions of local newspapers throughout 1907.

But the biggest factor in the emergence of a new commercial district at this location was a long-anticipated transportation improvement that also occurred in 1907. That year, the Seattle Electric Company extended the little Admiral line south to what is now Alaska Street and completed a major new line from downtown Seattle via a bridge over the Duwamish River, up through Youngstown, and all the way south to Fauntleroy Park. The "junction" of the Admiral and Fauntleroy lines at California Avenue and Alaska Street created what has ever since been known as the West Seattle Junction, or simply “the Junction.”

Within just a few years, the Junction boasted a critical mass of new commercial buildings. The first were rudimentary wood-frame shacks largely devoted to real estate offices and modest false-fronted wood stores. In 1907 the Seattle Electric Company built a “substantial brick and cement structure” on California Avenue (no longer extant) to service its lines (figure B1). Then came Carpenter’s Hall, a two-story frame building; a small brick building for the Seattle Lighting Company; and the wood-frame Apollo Theater, all still extant, and all in place by 1910. Realtor W. T. Campbell’s properties at the Junction included several small wood-frame structures. But he envisioned permanent, architect-designed retail and apartment buildings that would set a standard for scale and quality. His vision first became reality with the completion of his red-brick Campbell Building in 1911, at the northeast corner of California and Alaska.

As World War I came to an end and the new decade began, renewed economic optimism took root in the Junction. The West Seattle Commercial League (later renamed Commercial Club) gained strength and credibility as it worked to promote prosperity throughout West Seattle. The club quickly reached several goals: new sections of streetcar tracks along Fauntleroy Avenue (now Way), paved roads to accommodate automobiles and, perhaps most exciting, the opening of the new Spokane Street drawbridge in late 1924. And, if enhanced promotion of West

Seattle was a goal, the Commercial Club succeeded given all the coverage it received in the *Seattle Times*. Headlines like “Work Started on \$50,000 Building,” “West Seattle Grows Fast,” and “West Seattle Shows Effects of Publicity,” appeared frequently, surely to the delight of architects and developers.

From 1920 to 1925, at least eight substantial brick and/or concrete buildings were erected there, replacing modest wooden storefronts and filling vacant lots. Campbell himself actively participated in the boom. In 1925, he hired architect Victor W. Voorhees to design and oversee the construction of the Crescent Building, the first and only permanent commercial block ever to stand at the northwest corner of the Junction.

Other prominent builders took part in the rampant growth of that decade. Fellow developer Laurence J. Colman hired architect Arthur L. Loveless to design a two-story building (demolished) at the southeast corner of the Junction intersection, and Lyman B. Russell hired Voorhees to design a large, single-story block that would house the Ernst Hardware and J. C. Penney businesses for years to come (figure D2). Ernst Hardware and Penney’s were among the first national retail chains to open in the Junction, in 1926 and 1927, respectively. Their arrival – and others such as Woolworth’s five-and-dime variety store and the Kress Company – is an important milestone in the history of the Junction that illustrates the dominance of the district as West Seattle’s retail center.

Although historians have not studied the full effect of the Great Depression on the Junction's economy, there is ample evidence of bank closures and property changing hands. For instance, the West Seattle State Bank, which had outgrown its space in the Campbell Building and moved across the street in 1925, closed its doors July 13, 1933. And, the effects of the Depression certainly seem to have factored into Campbell’s decision to sell the Crescent Building to Aline Hamm in 1931 and then to release all interest in the Campbell Building and Arcade Public Market in December 1934. The Great Depression brought to an end Campbell’s long association with this prominent Junction intersection.

Meanwhile, the effects of the Depression and the growing popularity of automobiles and buses doomed the long-struggling municipal streetcar system. The city began phasing it out in the late 1930s. The last streetcar ran in West Seattle on November 16, 1940, giving way to the automobile era in Junction history.

Automobiles were nothing new in the Junction, but the district had developed around the pedestrian-oriented streetcar system, and it now had to adapt to the absence of streetcar service. Gradual change occurred after the opening of the viaduct connecting the Spokane Street Bridge with Admiral Way in 1943 and the Fauntleroy Expressway in 1965. Both projects improved automobile and bus transportation to and from West Seattle, allowing shoppers easier access to new suburban shopping centers in other parts of Seattle. Nevertheless, the Junction business district thrived through the 1950s, perhaps longer than other comparable neighborhood districts throughout Seattle. This may have been due in part to the increased number of defense and aviation industry workers living nearby, and to some modern retail stores, such as supermarkets, replacing outdated ones like the shopping arcades.

The Junction weathered national and local downturns in the 1970s and 1980s, but in recent years has experienced a revival. Longtime businesses like Easy Street Records remain, while many newer shops like Cupcake Royale have opened. In 2015, the popular West Seattle Farmers' Market relocated to California Avenue (between Oregon and Alaska streets) on Sunday mornings. In fact, growth and density pressures concern longtime property owners and residents who frequent shops in the district. Large multi-story buildings now occupy lots near and along California Avenue, threatening the continued existence of solid early-20th century structures like the Crescent-Hamm Building.

Crescent-Hamm Building History

In 1908, W. T. Campbell purchased the two lots on which he would later build the Crescent Building from Cecil and Helen Upper and F. N. and Alice Handschy. With this purchase, Campbell owned four lots of prime real estate at this important intersection where the two streetcar lines merged. Campbell paid \$5,000, a price that suggests the lots had improvements. Indeed, Baist's 1912 Real Estate Atlas depicts the property as it existed for more than a decade, with a one-story wood building occupying the east half of both lots and a small outbuilding at the rear of the parcel (figures A7 and A8). The Sanborn Fire Insurance Company's 1917 map of the Junction shows the same structure, noting it functioned as a retail shop and drugstore (figure A9).

In 1925, Campbell commissioned architect Victor W. Voorhees to design a new two-story retail and apartment building on the property. The City of Seattle issued a building permit for the project on October 13, 1925, and the Commercial Construction Company began work shortly thereafter. Although the permit record does not include architectural drawings, the construction is richly recounted in the city inspector's notes, which began on October 22, 1925 and continued through October 4, 1926. Inspector Hanson noted on December 22nd that "work started on [the] terracotta facing," and noted completion of the terracotta work during his January 13th inspection. The construction of a mezzanine may have been an afterthought, as Voorhees later applied for a separate permit to complete "a balcony space." Inspectors made 34 visits to the property during construction.

The building apparently was complete enough to allow tenants to move in by late March 1926, although inspectors kept after the contractor, and then the architect, through the summer to finish out the "self-closing fire doors" with acceptable "rebound hardware." Jamieson-Daly Drug Company, which had operated out of the previous building, returned to occupy the prominent corner storefront. The Crescent Dry Goods business, formerly Anderson Dry Goods, moved in next door. Lutz's Ladies Ready-to-Wear & Millinery, which advertised itself as "the store for the college girl and her mother," occupied the "entire large mezzanine floor at the rear of the store," in the space above the Crescent Dry Goods business, facing California Avenue. The *West Seattle Herald* noted, "The mezzanine floor, which is something of a novelty in this district, is easily reached by an incline [and] it is especially well lighted by windows."

Local newspapers featured Campbell's new building several times between March to June, perhaps because of his city councilman status. It was pictured in two editions of *The Seattle Times*. Almost immediately there was confusion over what to call the building. The *West*

Seattle Herald explained why: “He [Campbell] couldn’t call it the Campbell Bldg., because that name was already used for his older building across the street. The name ‘Junction Bldg.’ was already preempted by Mr. Colman’s edifice diagonally across the intersection. He finally settled on the same name as that used by the dry goods firm which occupies part of the building, so it is officially ‘the Crescent building.’” This name survived into the mid-1950s, long after the Crescent Dry Goods business moved out.

Businesses soon occupied the building’s storefronts lining both Alaska and California streets, and tenants moved in upstairs. Heloma Beauty Parlor and The Fixit Shop occupied the Alaska Street storefronts. The Junction Dentist and several apartment dwellers occupied the second floor spaces. The first major turnover came in 1931 when both Crescent Dry Goods and Jamieson Drug Store moved out of the Building and to the Admiral District. The reasons for their relocation are not known, but perhaps they moved because Campbell was preparing to sell the building. Or, perhaps their move came in response to the opening of several major retailers in the area, including Kress, J. C. Penney, and Ernst Hardware.

In 1930, just as the national economy was in decline, Campbell completed his new Arcade Public Market building (figure D3), also designed by Voorhees, across the street from the Crescent and adjacent to the Campbell Building. He now owned three significant commercial properties in the Junction business district. Any number of factors could have influenced Campbell’s decision to sell the Crescent Building, but it likely was related to his recent mortgage of the four lots across the street and a growing inability to carry his debts during the declining economy. Regardless of his reasons, he sold it to Aline Hamm for \$100,000 in 1931. This was not an isolated deal between Hamm and Campbell. Just five months earlier, Hamm had purchased a Campbell property in the Admiral District, bringing her “total frontage of improved business property along California Avenue” to 230 feet.

Aline Demaray Hamm, a Minnesota native, came to Seattle in the early 1890s. She married German native and hotel, restaurant, and real estate entrepreneur Dietrich Hamm. The couple amassed considerable landholdings, including a 400-acre farm south of Seattle overlooking the Duwamish River, in today’s South Park area. Dietrich was partnered with Ferdinand Schmitz in Hamm & Schmitz Land Company, which was active in Seattle and King County in the early 1900s. Dietrich was an original member of the Duwamish Waterway Commission, and, in 1909, was instrumental in the effort to straighten the Duwamish River. South Park’s Hamm Creek is named for Dietrich Hamm. After his death in 1918, his wife took on his real estate business, which she continued into the 1930s.

Shortly after Aline Hamm acquired the Crescent Building, People’s Drug Store moved in as a ground-floor tenant and remained for nearly a half-century. In the 1930s, Hamm’s son Charles, an accomplished musician, worked for the business and for a time lived upstairs in one of the apartments. Bessie Ward briefly served as the Crescent apartments manager. Grocery businesses came and went, including William Galster’s grocery (late 1930s) and Hansen’s Food Center (late 1940s).

When Aline Hamm died in 1947, the building transferred to her heirs (her adult children, with Charles serving as trustee). Charles managed the building, as his name appears on building

permit applications and later announcements about the sale of the building. The Hamm family owned the building for 37 years until Charles sold the building in 1968 for \$215,000 to C. J. Pinard and Ralph Lao. It transferred to Georgy and Irma Yen in 1980.

Easy Street Records has occupied the corner store space since 1989. A decade later, the independent record shop expanded to include a full-service café, occupying both store spaces facing California Avenue. The added space allowed for in-store music performances that now number close to 200, with appearances by Pearl Jam, the Sonics, and Mudhoney, to name a few. The unique selection of new and used music on CD and vinyl records and in-store performances have earned the shop high praise. In 2010, *Rolling Stone* listed Easy Street Records among the best record stores in the nation.

Property Developer: William T. Campbell (1870-1951)

William T. Campbell was born in 1870 to Donald T. and Pearl J. Campbell. He grew up in rural southern Minnesota, first on a farm in South Branch Township in Watonwan County, and then on a farm near Vernon Center in Blue Earth County. W. T. was the oldest of at least seven children: Nancy (or Nona), Emily (or Emma), Maud, Oliver G. (or George), Mary, and Donald. In 1894, Campbell graduated from the Normal School of Mankato, where presumably he met his future wife Jennie.

The couple moved to West Seattle in 1898, each obtaining a teaching license from the State of Washington. They both worked at West Seattle School, also known as West Seattle Central School and the Brick School. As principal, W. T. was instrumental in starting the high school program in 1902. In an early display of political interest, Campbell ran on the Democratic ticket for County Superintendent of Schools in 1902, a contest he lost to W. G. Hartranft. Although W. T.'s career in education was brief, his and Jennie's work undoubtedly influenced their son Ernest W. Campbell, who served as the superintendent of the Seattle public school system from 1956 to 1965.

W. T. left education for real estate and civic activism in 1904, just as West Seattle incorporated and was developing southward. He published his first ads selling property in *The Seattle Times* in early 1904. For a short period, he worked out of a small real estate office on California Avenue at Prince Street, now Admiral Way. Campbell quickly gained a "reputation for square dealing," winning the glowing endorsement of the *Seattle Mail and Herald* in his failed bid against Republican attorney Ralph D. Nichols for state senate in 1906. The endorsement read in part, "Mr. Campbell stands for all that is highest and best in American home life, and if elected, the people and the homes of King county [*sic*] and the state of Washington will have in him an earnest champion of everything that ennobles, and the cause of darkness an uncompromising, vigilant and persistent enemy."

Campbell's career move from education to real estate was perfectly timed. As the municipality negotiated the sale of the rail system, Campbell made the strategic purchase of two lots at the northeast corner of California Avenue and Ninth Street (now Alaska Street) in anticipation of the coming rail line and annexation. In 1907, perhaps in an effort to attract business to West Seattle, Campbell opened an office in the Colman Building in downtown Seattle, where he

worked with A. C. Thompson until 1914. In 1915, the pair moved to the Campbell Building, where they worked for three years. On his own again, Campbell relocated his office to 2357 California Avenue (demolished) next to the Portola Theater in the Admiral district (figure B2). His office remained in the Admiral district until 1940, after which he made his final office move to 4412 California Avenue within the Junction.

Independently and with business partners, Campbell placed dozens of advertisements of property for sale in *The Seattle Times* and various West Seattle newspapers each year through 1920. Judging by the advertisements, the bulk of Campbell's work from 1904 to 1920 involved selling single-family residences in West Seattle. He also worked successfully in commercial real estate, occasionally serving as the builder on his projects. His professional and political rise aligned with the quickening pace of development in the Junction, where his best-known projects were completed. In his commercial development, Campbell commissioned two of Seattle's most prolific early 20th century architects – Arthur Loveless and Victor Voorhees, both known for their residential architecture.

Campbell owned stock and held leadership positions in the West Seattle State Bank, a “full-fledged commercial and savings bank” that was led by W. F. Paull. In what must have been a convenient arrangement for both entities, Campbell kept his real estate business in the space adjacent to the bank in the Campbell Building. Perhaps recognizing a more lucrative opportunity in renting this prime retail space, Campbell moved out in 1919. The bank soon outgrew its space and relocated in 1925, ushering in an era of retail occupancy.

Campbell's involvement in commercial and civic affairs increased in the 1920s. The newly formed West Seattle Commercial League (later the Commercial Club) elected Campbell as their first president in 1921. They soon drafted Campbell to run for Seattle City Council, a seat he won in March and held until 1929. During his tenure he sought numerous transportation enhancements, most notably involving the Spokane Street bridge and improved crossings of the Duwamish Waterway. His interest in transportation carried through to his post-Council service back on the West Seattle Commercial Club, on whose behalf he sought state highway status for West Spokane Street, Harbor Avenue Southwest, and Alki Avenue in 1936.

Looking back, Campbell championed improvements and actively developed property in the Junction for more than 30 years. Although he was not immune to the effects of the Great Depression, he maintained a presence in West Seattle real estate and development circles through mid-century. As late as age 73, he advertised his services in the 1943 Seattle city directory:

Home Ownership
Makes
Happy Families
There's a Home Built Just For You
Buy a Home
W. T. Campbell *Preferred Real Estate*
For More Than 45 Years
4412 California Av. Telephone WEst 4000

Campbell resided in West Seattle all his years in Washington. At a fairly early date, his parents Donald and Pearl Campbell and their youngest son Donald moved to Seattle to live with W. T. and his family, as noted in the 1910 federal census. From approximately 1908 to 1918, Campbell and his family lived on Stevens Way near 56th Avenue SW. His home for the remainder of his life, from 1918 to 1951, was at 4222 California Avenue, the current location of the U. S. Post Office, just up the street from the Crescent-Hamm Building. He died at age 81.

Architect: Victor W. Voorhees (1876 – 1970)

Seattle architect Victor W. Voorhees, a native of Cambria, Wisconsin, began his career in real estate in Minneapolis, Minnesota, before relocating to the Seattle area in 1904. He initially worked for the Chicago, Milwaukee & St. Paul Railroad, but within a year, he had established the architectural firm Fisher & Voorhees, though he had no formal training in architecture. His earliest commissions were in the Ballard area near his business, but he quickly branched out, eventually working for clients in most Seattle neighborhoods.

Voorhees is perhaps best known for his popular book of house plans, *Western Home Builder*, first published in 1907. Historians Dennis Alan Andersen and Katheryn Hills Krafft describe Voorhees as “one of the most successful local architects to promote standardized drawings and specifications for direct sale to potential homeowners and builders.” His catalogue was so popular, he issued an expanded sixth edition in 1911. Residences, however, represent only part of his body of work. He is associated with the design of more than 110 building projects throughout Seattle, including retail and commercial buildings, hotels, apartment blocks, single-family dwellings, factories, and industrial buildings. Some well-known designs include Washington Hall (1908, figure D6), the Georgetown City Hall (1909), Washington Arms apartments (1919), the Vance Hotel (1926), and the Lloyd Building (1926, figure D7).

Continuing research suggests that Voorhees designed a substantial number of commercial buildings in West Seattle as early as 1913, as the community developed after annexation in 1907. Among his first Junction projects was the Campbell Building addition in 1920, after which he earned several commissions through prominent builder-developers. The *Daily Journal of Commerce* noted three Voorhees projects there with a thirteen-month period in 1923 and 1924, and he had three more by the close of the decade, including the Crescent-Hamm Building. No other architect has had such an influence on the early development and lasting appearance of the district as Voorhees.

Other surviving Voorhees buildings in the Junction include the Campbell Building (1920 addition; 4554 California Avenue SW), the J. C. Penney / Ernst Hardware Building (1926; 4520 California Avenue SW), and the Arcade Public Market (1930; 4548 California Avenue SW). Voorhees is credited with the design of retail and small office buildings beyond the Junction district, including Perry’s 10-cent Store/Wells Fargo Bank (1920; 2344-2352 California Avenue SW), “one of the oldest and most intact commercial buildings” in West Seattle’s Admiral District.

In 1930 Voorhees also designed a handsome theater building for Campbell for a site near the Junction at Alaska Avenue and 39th Avenue, but the project was never executed. Nevertheless, the architectural drawings survive as another example of this enduring partnership.

Voorhees maintained an aggressive pace until about 1930, but his name and business appeared in the Seattle city directories until 1957, after which he moved to California. He died in Santa Barbara in 1970.

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The features of the Landmark to be preserved include: *The exterior of the building.*

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Sarah Sodt
City Historic Preservation Officer

Cc: Tracey Hsia, Yen Properties LLC
Ellen Mirro, The Johnson Partnership
Jessica Clawson, McCullough Hill Leary
Clay Eals, Southwest Seattle Historical Society
Jordan Kiel, Acting Chair, LPB
Nathan Torgelson, SDCI
Tina Capestany, SDCI
Ken Mar, SDCI