



The City of Seattle

Landmarks Preservation Board

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

Street Address: 600 4th Avenue, 4th Floor

LPB 202/17

REPORT ON DESIGNATION

Name and Address of Property: **Eldridge Tire Company Building
1519 Broadway**

Legal Description: Lot 9 in Block 15 of addition to the City of Seattle, as laid off by D.T. Denny, guardian of the estate of J.M. Nagle (commonly known as Nagle's Addition to the City of Seattle) as per plat recorded in Volume 1 of Plats, page 153, records of King County, except the west 8 feet thereof condemned for alley, situate in the city of Seattle, County of King, State of Washington.

At the public meeting held on March 15, 2017 the City of Seattle's Landmarks Preservation Board voted to approve designation of the Eldridge Tire Company Building at 1519 Broadway 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; and*
- D. *It embodies the distinctive visible characteristics of an architectural style, or period, or a method of construction.*

DESCRIPTION

Location & Neighborhood Character

The subject building is located midblock on the western side of Broadway, between Pike and Pine Streets. Cal Anderson Park and Bobby Morris Playfield, extending three blocks north-south from E Denny Way to E Pine Street, lies northeast across Broadway and E Pine Street. The surrounding neighborhood is a mixture of commercial and apartment buildings, dating in age from the early 1900s to the present day, with some older single-family residential buildings located a few block to the northeast. The subject building is within the Pike/Pine Commercial District. The campus of Seattle Central College (formerly Seattle Central Community College) is located directly to the north.

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

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Site

The site measures 120 feet east-west and 60 feet north-south. The site is mostly flat, sloping less than six feet to the south. The building is located on the eastern side of the site, adjacent to the sidewalk. More than three quarters of the site is a paved parking area, accessed through a porte-cochère at the center of the building. Sidewalls of the adjacent buildings enclose the site to the north and south, and a metal fence encloses the western side adjacent to the alley. A curb cut at the center of the street frontage allows vehicles to enter the parking lot.

Building Structure & Exterior Features

The former Eldridge Tire building is a small one-story retail building measuring approximately 60 feet north-south by 25 feet east-west. Stylistically it could be identified as Spanish or Mission Revival. It consists of three bays. The northern and southern bays are enclosed retail spaces, and the central bay is an open porte-cochère allowing cars to access the parking area. Cladding is stucco. The retail bays each have a wall parallel to the sidewalk with a storefront entry, central door and transom above, with two flanking windows with tiled wall below. Original black 4" x 4" tile with a single line of turquoise tile exists under beige paint. Each retail bay also has a wall angling back towards the porte-cochère at a 45 degree angle with a single plate glass arched top window, and a decorative arched tile panel above, now painted over. Rooflets of red quarry tile cap the parapets at the retail spaces. Pilasters at each corner project above the parapet and are also capped with red quarry tile rooflets. The sloped roof over the porte-cochère was originally clad with clay tile roofing, and is now covered with asphalt shingles. A metal refrigeration unit is located at the western façade of the southern retail space.

Plan & Interior Features

The plan is simple, with two retail spaces on either side of the porte-cochère. The southern retail space now houses a fast food restaurant; the northern space houses a barbershop. The interiors of these spaces are small with retail at the front, and service or kitchen in the back. The interiors of the retail spaces have been altered.

Documented Building Alterations

The original permit was issued in 1925. There have been some changes to the building over the years besides the repaired fire damage noted in the permit record. The interiors have been refitted for alternate uses. The remodel and change of use to a barbershop in the northern interior space occurred in the mid-1960s. The remodel for a restaurant in the southern interior space occurred some time before 2010. Also before 2010 the red tile roofing over the porte-cochère was replaced with asphalt shingle roofing. The original black and turquoise tiles located under the windows have been painted over, but still exist.

Date	Designer	Description	Permit #
1925	A.H. Albertson	Build	241449
1942		Repair fire damage	354337
1952		New fire doors	418388

STATEMENT OF SIGNIFICANCE

Historic Neighborhood Context

The project site is situated within the Pike-Pine retail corridor near the southeastern edge of the Capitol Hill neighborhood.

The Capitol Hill neighborhood is located on a long north-south ridge that overlooks the central business district and Lake Union to the west, and the Madison Valley and Lake Washington to the east. The first known use of the area by European American settlers was for a cemetery, later named Lake View Cemetery, at the area's highest point, near its northern end. Logging of the area began in the 1880s, followed soon after by residential subdivisions. James Moore (1861-1929), Capitol Hill's chief developer, gave the hill its name in 1901, the area having previously been known as Broadway Hill. Moore is thought to have chosen the name for the quarter section of land he purchased in 1900, primarily because his wife came from Denver, another western city that had its own Capitol Hill.

J. H. Nagel's First Addition, bounded by Harvard Avenue on the west, a half block east of 14th Avenue on the east, Union Street on the south and Thomas Street on the north, was platted by David Denny in 1880, as trustee and guardian of the estate of John H. Nagel, who was at that time confined to the Insane Asylum for Washington Territory. Nagel, a German immigrant and early Seattle pioneer, had homesteaded the area amounting to 161 acres in 1855, raising fruits and vegetables. Denny left an "open tract" that encompassed most of Nagel's original farm, lying one block east of Broadway to the east side of 12th Avenue, and from the north side of Gould Street (now Pine Street) to the south side of Hawthorn Street (now Denny Way), possibly in hopes that Nagel would eventually recover. However, Nagel died in the mental institution in 1897. The City of Seattle purchased 11.133 acres of the open tract for use as a reservoir. The reservoir and hydraulic pumping station were completed in 1901, with the remaining area developed as a park (1902, Olmstead Brothers), and playfield (1908). The reservoir and park were named Lincoln Reservoir and Lincoln Park and in 1922 renamed Broadway Playfield to avoid confusion with the new Lincoln Park in West Seattle. The playfield was renamed the Bobby Morris Playfield in 1980. In 2003, the entire site was named Cal Anderson Park in honor of Washington State's first openly gay legislator.

Many of the new plats were laid out in conjunction with streetcar lines, specifically to attract new property owners. The Yesler Way cable car line to Lake Washington opened in 1888. Within 12 months, builders constructed approximately 1,569 homes within three blocks of the cable car line. In 1901, the City Park trolley line was constructed from downtown to what would become Volunteer Park. By 1909, the Puget Sound Traction Light and Power Company would extend three more lines north along the Capitol Hill Ridge. Similar to the City Park line, the Capitol Hill line approached the ridge along Pike Street to reach the last long leg of its route on 15th Avenue. Another line followed 19th Avenue, and the 23rd Avenue line was laid along the line of the old wagon road as far north as Portage Bay, and to the entrance of the 1909 Alaska-Yukon-Pacific Exposition on the University of Washington Campus. Another streetcar line running up Pike Street was laid by 1912. See figure 18. Capitol Hill quickly became a "streetcar suburb" with residential areas constructed to the sides of the business and transportation strips of Broadway, 15th Avenue, and 19th Avenue. By 1912, more than 40 additions had been platted within the Capitol Hill area, including

Fourth, Yesler, and Moore's seven Capitol Hill tracts, and the several Pontius additions. Capitol Hill became a mix of large grand houses and modest family houses, often sharing the same block. As platted, the lots are generally small, usually around 60' x 120'. Many of these homes were built in the form of the efficient "Seattle Box" style.

An increase in residents made neighborhood schools a necessity. The earliest schools in the area were built in 1890, designed by the firm Saunders & Houghton. Pontius School (now called Lowell School) was located on the northern end of the neighborhood, and T.T. Minor was on the southern end. Two more schools were built in 1902: the Walla Walla School (now Horace Mann, City of Seattle Landmark) by Saunders & Lawton, and Seattle High School, later renamed to Broadway High School (now Seattle Central College), designed by Boone & Corner. In 1905 the Summit School (now the Northwest School, City of Seattle Landmark) was constructed on the southern end of the neighborhood, designed by school district architect James Stephen. One year later Isaac I. Stevens School, also designed by Stephen, was constructed on the neighborhood's northern end.

Because of the proximity of large Catholic churches and schools built in the area at that time—including Holy Names Academy (1907) at 22nd Avenue E and E Aloha Street, St. Joseph's Church (1907) and School (1908) on 18th Avenue E, and Forest Ridge School (1907) on E Interlaken Boulevard—many large Catholic families moved into the neighborhood.

Other areas developed a more unified character of grander houses. The first was "Millionaire's Row" developed by Moore on 14th Avenue just south of Volunteer Park, followed by what became known as the Harvard-Belmont district.

St. Luke's Hospital was built in the 1920s on 15th Avenue E. The hospital was purchased in 1947 as one of the first medical facilities for the Group Health Cooperative, which still maintains a Capitol Hill campus on that site.

The Pike-Pine corridor developed as a commercial district east of downtown along Pike and Pine Streets from the 300 block until 15th Avenue intersects with E Madison Street. This area served as the center of automobile sales and associated services from around 1906 until well into the 1950s. The earliest dealerships were located on Broadway, near Broadway High School. By 1909 at least 20 auto dealers operated in the Pike-Pine neighborhood. Examples of major dealers include the Broadway Automobile Company (Detroit Electric) showroom, located at Broadway and Madison Street; the (Pierce-Arrow) Motor Car Company, located on E Union Street and Broadway; the Seattle Motor Car Company (Franklin Motor Cars) located at 1423 Tenth Avenue; Nute & Keena (Packard Motor Cars) was at E Pike Street and Belmont Avenue; Olympic Motor Cars (Peerless, Chalmers-Detroit, and Hudson) at 1317 Fifth Avenue; Cummings Motor Car Company at 310 E Pike Street; and M.S. Brigham Motor Car Co. at 915 E Pike Street. As late as 1940, fourteen new car and seventeen used car dealerships remained in the area. Other automotive-related businesses clustered in the area, and by 1909 the area included shops three auto parts stores, at least eight tire stores, and businesses offering auto repair, auto tops, bodies and windshields.

In 1936, the block formed by the intersections of E Pike and E Pine streets and Broadway and Harvard Avenue housed auto-related industries including Eldridge Motors Inc., Auto Loans, an “Auto Kitchen,” Regalia Auto Parts, Bill Strom’s Auto Rebuild, Eldridge Tire, Stewart Warner Service Station, and the Austin Finance Bank, which specialized in auto loans. In 1936, the only two buildings on the block that were not part of the auto industry were the Masonic Temple and the White Log Tavern on E Pine Street. See figures 21-22. The early auto dealership buildings were one or two stories tall and made of brick or concrete, with large plate glass windows. Auto services tended to use existing buildings, or smaller-scale wooden buildings with large plate glass windows. As the industry and the district matured, dealerships began to construct larger and more ornate buildings, up to four stories tall, often faced with terra cotta. The design of repair garages focused on fireproof construction of brick and concrete. Examples of auto showroom buildings in the area include the White Motor Co. Building (City of Seattle Landmark) at E Pike Street and Eleventh Avenue, a former Packard Dealership at 1120 Pike Street, and Boone & Company Pontiac (1925) at 1600 Broadway. Other notable buildings in the Pike-Pine corridor include the Lorraine Court Apartments at 1025 E Pike Street, the IOOF Temple at 911 E Pine Street, the Johnson & Hamilton Mortuary at 1400 Broadway, the Hotel Avondale at 1100 Pike Street, the Booth Building (1906) on Broadway (once the home of Cornish College of the Arts), and the Butterworth Mortuary at 300 E Pine Street.

Apartment house development occurred parallel and in some cases immediately adjacent to single-family residential development. Many of the early multi-family buildings provided large units within handsome structures with garden areas, providing housing for families. Later, many of these larger apartments were divided into smaller units for single occupants. Likewise, many larger single-family residences were converted to rooming houses. A few bungalow courts in their various forms were also built in the area within easy walking distance to streetcar lines in the 1920s.

Capitol Hill is now a vibrant community with a thriving business district along Broadway Avenue, 15th Avenue E, and 19th Avenue E. It is home to Volunteer Park and the Seattle Asian Art Museum, St. Mark’s Episcopal Cathedral, as well as other churches, Seattle Central College, Cornish College for the Arts, as well as many shops, restaurants, night classes, and coffeehouses. Madison Street has also seen major redevelopment. Area Landmarks include the Wintonia Hotel at 1431 Minor Avenue, the First Covenant Church at 1500 Bellevue Avenue E, the Summit School/Northwest School at 1415 Summit Avenue, the Old Fire Station #25 at 1400 Harvard Avenue, the Kelly-Springfield Motor Truck Company Building at 1525 Eleventh Avenue, the White Motor Company Building at 1021 E Pine Street, the First African Methodist Episcopal Church at 1522 14th Avenue, and the Lincoln Reservoir at 1000 E Pine Street.

Note: A history of the Capitol Hill area is available in the form of a “context statement” in the City of Seattle’s Department of Neighborhoods Historic Preservation Program “Historic Property Survey Report: Seattle’s Neighborhood Commercial Districts,” available at: <http://www.seattle.gov/neighborhoods/preservation/contextcommercialreport.pdf>.

4.2 Building History: Eldridge Tire/1519 Broadway

The subject building was constructed by the Eldridge Buick Company in 1925 for a tire and service shop. The architect was A. H. Albertson, and the builder was Stewart Construction Co.

Eldridge Tire used the building for ten years until 1936, when it was leased to Broadway Tire Service. The building was conveniently located near the main Eldridge Buick dealership located on the same block at 802 Pike Street, and accessible through the alley. By 1944, Davies Chevrolet Co. had located its repair shop there. In 1960 Lyle Auto Cleaning was briefly located in the northern portion of the building, while the southern portion was vacant. In 1963, a taxi service purchased the building, but was only in operation at that location for a few years. By 1966, Hasson Shoe Repair occupied the southern portion of the building, and Mel's Barber Shop occupied the northern portion. In 1970, Sam's Barber Shop had replaced Mel's. Today, the northern portion of the building is still occupied by a barber shop. The southern portion was converted to a restaurant by 2010, when it was occupied by the Broadway Café. Today the tenant is Tacos Guaymas. See figures 31-32.

Historic Architectural Context: Mission Revival Style

The Mission Revival style was popular between 1890 and 1930 as a regional revival style, especially in the western United States. In the later nineteenth century, Spanish Franciscan mission churches inspired California architects like A. Page Brown, Bernard Maybeck, Irving Gill, and especially Lester S. Moore to create a regionally-appropriate style counterpart to the Colonial Revival. The Southern Pacific Railway and Santa Fe (AT&SF) Railway used the Mission Revival style for train stations and other related tourist and train buildings, such as the San Diego National City and Otay Depot (1896). The style became especially popular after 1893 when A. Page Brown employed it for the California Pavilion at the World's Columbian Exposition in Chicago. See figures 33-34.

The main fair buildings of the 1905 Lewis & Clark Centennial Exposition in Portland, Oregon featured the Spanish Renaissance style, with shaped parapets, stucco exterior and Baroque ornamentation to display an Arts and Crafts aesthetic. The simplicity of the forms highlighted the quality of materials of the Arts and Crafts movement in the Pacific Northwest.

The Mission Revival style was popular in Seattle. Landmarked buildings in this style include: L'Amourita Apartments (1909), Fire Station #13 (1928, architect uncertain), Fire Station #14 (1927, Daniel R. Huntington), Fire Station #16 (1928, architect uncertain), Fire Station #37 (1925, Huntington), Fire Station #38 (1930, Stewart), the Fremont Library (1921, Huntington), the University Heights School (Bebb & Mendel, 1902) and the Metropolitan Press Printing Company Building (1923, Stoddard & Son). Another significant Mission Revival-style building nearby the subject building is the Booth Building (1906), on Broadway. Mission Revival-style automotive buildings identified in the City of Seattle Historic Resources Survey Database include the Pontius Garage at 421 Eastlake Avenue E (1926, William Bain, Sr.), the Olsen-Nicholson signal station (1930) at 1433 34th Avenue, the Eldridge Buick showroom at 4500 University Way (1926, Schack, Young & Meyers), the Durant-Star Co./Dunn Motors Showroom at 333 Westlake Ave N (1928, Victor Voorhees), the Wilson Motor Company (1905, remodeled and expanded 1923) at 5320 Ballard Ave., and the Goodwin Texaco building at 2101 Third Avenue (1926).

Elements of the Mission Revival include stucco walls, tile roofs, arched or shaped parapets, arched openings, wide eaves with exposed rafter tails, and square towers. This differs from the Spanish Revival. The former Eldridge Tire shop exhibits features of the Mission Revival style including the parapet with red tile rooflet, pilasters extending up beyond the main datum of the parapet, arched windows, exposed rafter tails at the wide eave of the porte-cochère, and arched window openings.

Historic Architectural Context: Auto Showrooms, Dealerships, and Automotive Service Stores in Seattle

The subject building was designed as a one-story automobile parts and service building. The automobile entered the American national commercial market in the early 1900s, when manufacturers developed nationwide retail sales networks. Franchises were granted to “agents” to develop dealerships to sell, repair, and promote the dozens of available models. In the beginning, these dealerships were often associated with other transportation-related sales including livery stables, blacksmiths, or bicycle shops, and the sales buildings themselves reflected these products and services. Automobile sales soon eclipsed these sideline businesses. By 1913, local Seattle dealerships included Ford, Buick, Overland, Cadillac, Studebaker, Chalmers, Winton, Packard, Hudson, Pierce-Arrow and several others. Around that time the first buildings designed exclusively for automobile sales began to appear in American cities.

Between 1910 and 1920, automobile manufacturers began to influence the design of dealer showrooms, which in turn influenced service centers. Manufacturers encouraged dealers to build grand, even palatial, buildings that were on par with downtown banks and hotel buildings. These showrooms became corporate status symbols, and showrooms became virtual sales palaces, where affluent potential buyers were entertained with subtle salesmanship. These buildings built just before and during the 1920s were often two- or three-story buildings flush with their streetfront property lines and featured large plate glass windows that allowed better views of the automobiles inside. The exterior façades were patterned similar to other contemporary commercial buildings. The buildings were often constructed of reinforced concrete to allow fireproof construction and to accommodate heavy loads of vehicles that were often serviced on upper floors above the showroom. Brick masonry, cast stone, and terra cotta were used on the exterior, the latter two often highly ornamented with eclectic compositions of Classical detailing. The Pacific McKay Building (1925) on Mercer Street, designed by architects Harlan Thomas and Clyde Granger, was probably the best example of a 1920s dealership in Seattle until its demolition in 2009. Other auto row buildings with terra cotta cladding include the White Motor Company Building (City of Seattle Landmark, 1917, Julian F. Everett with William R. Kelley) on Capitol Hill and the Cosmopolitan Motors/Murray Marsh Building (1925, Earl A. Roberts) on Westlake Avenue. Examples of Mission or Spanish Revival auto showrooms include the Eldridge Buick showroom at 4500 University Way (1926, Schack, Young & Meyers), the Durant-Star Co./Dunn Motors Showroom at 333 Westlake Ave N (1928, Victor Voorhees). All of the auto dealerships used large plate glass windows for their showrooms.

These new dealership buildings tended to cluster, often near wealthy residential areas, creating “auto rows.” The first auto row in Seattle was on Capitol Hill’s Broadway, but

others developed along Westlake Avenue, Mercer Street, and Pine Street. Service centers and other automotive-related parts stores were also located near these auto rows. As automobiles became popular, the need arose for parking and auto services, and new businesses sprang up to serve this demand. Prior to the early 1900s, auto service shops had no distinct typology, as they were usually associated with other transportation-related sales, including livery stables, blacksmiths, or bicycle shops. Gasoline was originally sold at businesses such as hardware stores and blacksmith shops, but in 1907 Standard Oil opened Seattle's first drive-in filling station. By 1909, at least eight stores were selling tires in Seattle. These included the Ajax-Grieb Rubber Company, Firestone Rubber Company, Chanslor & Lyon selling Hartford Tires, Gorham Rubber Company selling Goodrich Tires, Michelin Tire, Republic Tire Company, and Diamond Tire Company. Three of the tire businesses—Firestone, the Fisk Rubber Company, and Chanslor & Lyon—were located in a retail space on the ground floor of the Roe Apartment building. In 1911, the Mitchell Motor Car Company opened a dealership in Seattle at the corner of Broadway and E Pike Street, with a service department as part of the business.

By the 1920s, filling stations also offered parts and repair, as did auto dealerships and independent auto service stations. Auto service buildings took different forms, from humble gas stations to multi-story utilitarian garages such as the Garage Building for George L. Seibert in Westlake, to more elaborate parts and service stores and garages, such as the Donahoe Garage by Charles Haynes, built in 1916, and the Firestone Tire Service Station by the Austin Company built in 1930.

During these years Seattle was also undergoing profound changes in character, including rapid population growth. Private automobiles began to replace public transit. As Susan Boyle reported in the Landmark Nomination Report for the Pacific McKay and Ford McKay Buildings:

“Seattle had grown to over 80,670 residents by 1900 as the city's economy had boomed during the Alaska Gold Rush of 1897. By 1910, the city's population had risen to 237,194. Growth was even more expansive in the years preceding World War I, and by 1920 Seattle numbered 315,312. The population began to stabilize the following decade, and in 1930 it was 365,583. During the first three decades of the 20th century, auto ownership grew rapidly in Washington as it did nationwide. Motor vehicle registration in the state rose steadily from 1914 through 1929, before dropping sharply with the onset of the Depression. Percentage of the population with registered autos rose from just over 11% in 1921, to nearly 25% in 1929. The greatest increases in number of vehicles registered occurred between 1916 to 1917, 1922 to 1926, and 1928 to 1929. Between 1928 and 1929, more than 35,000 new vehicles were registered in Washington State. In the following year, with the onset of the Depression, fewer than 3,000 new autos were registered.”

The Great Depression of the 1930s had severe consequences on automobile manufacturers and their dealerships. Many closed entirely; others drastically cut back operations. Automobile manufacturing capacity was redirected to the war effort in the early 1940s. Post-

war prosperity and new highway construction brought increased automobile production and expansion of dealerships and service centers.

As automobiles became streamlined, so did the buildings that housed them, including service stations, parking garages, and dealerships. The former S.L. Savidge dealership (now the Washington Talking Book & Braille Library) designed by Naramore, Bain, Brady, and Johanson, built in 1948, is undoubtedly the finest example of an Art Deco automotive showroom in Seattle. However, even humble gas stations adopted a more modern style.

As the growing cult of the automobile allowed for the expansion of suburbia in the 1940s and 1950s, automobile dealers were encouraged to leave the decaying city cores for outlying areas with land that was less expensive and allowed for large car lots and sprawling one-story showrooms and service centers. Early expansion areas included Ballard, Roosevelt Way, and Lake City, but soon dealerships opened east of Seattle, to the north in Lynnwood, and south as far as Auburn. Architectural style for these new low-rise buildings included Streamline Moderne or boxy International Style knockoffs, evolving into futuristic “George Jetson spaceports.”

Original Building Owner: A. S. Eldridge and the Eldridge Buick Co.

Arthur Symons Eldridge was born in 1873 in Flint, Michigan. In 1891 he enrolled at the Detroit Business College. While in school he worked as a bank messenger and then as an assistant bookkeeper, a position he held until 1893, when he moved to Coos Bay, Oregon, where his parents were living.

In 1894 he moved to Yaquina Bay on the coast of Oregon, where his uncle had arranged a job for him with a jetty project. He worked first as a timekeeper, then a clerk, and then an engineer. In 1895 he went to Lansing, Michigan, to study mechanical engineering at Michigan State College (now Michigan State University). Due to extreme eye strain, he withdrew in his third year.

Once again his uncle arranged a job for him, this time on a breakwater in Buffalo, New York. Eldridge married Alice Rogers of Coos Bay, OR in 1900, and by the age of 26 he was in charge of the breakwater, designing scows and derricks. In 1904, he went into business with his wife's brother-in-law, a wholesaler in Portland, Oregon. Eldridge left the business almost immediately, suspecting it would not be profitable. He applied for a position with the world's largest building contractor, J. G White & Co. of New York, which offered him a position in the Philippines. Eldridge worked as superintendent for a variety of building jobs, including contracts for the U.S. Army. While in the Philippines, Eldridge contracted malaria and in 1909 departed for Victoria, British Columbia, and then Florida to recuperate. He resigned from White & Co. and started the United Engineering & Construction Co. in Portland, OR, serving as vice president and general manager. The company built the Hawthorne Bridge across the Willamette River (Portland, 1910), the eastern wing of the Multnomah County Courthouse (Portland, 1911), the Heilig Theater (Portland, 1910), the Railway Exchange Building (Portland, 1910), and more.

Eldridge got into the business of selling Buicks by first being a Buick owner. Around 1909, he went to purchase a new Buick in Portland and was told that there was a problem with

supply and distribution. He drove to Seattle to investigate, found that Buick sales were flagging, and saw a business opportunity. Eldridge made an arrangement with Portland's Howard Auto Co. to incorporate the Buick Auto Co., and in 1912 established sales and service in Seattle at 905 Pike Street, a 16' x 40' showroom with an upstairs shop. In his first year in business, he sold 88 Buicks—eleven times more than were sold the year before he went into business. In 1913, the Howard Auto Co. expanded the Buick division to Yakima Territory, and then further to Wenatchee and Spokane.

Around 1914 Eldridge bought out his partner, Mel Johnson, gaining full control of the company and changing its name to Northwest Buick Co. That same year Eldridge took over Buick sales for all of Washington, northern Idaho, and Alaska. In 1916, the business started distributing GMC trucks; these were sold from a showroom on Eleventh Avenue, while Buick sales moved to a building on Harvard Avenue and Pike Street. In 1917, the business was reorganized, enlarged, and renamed the Eldridge Buick Co. Within four years the company opened four new stores in the following Washington cities: Everett (1916), Mt. Vernon (1917), Walla Walla (1918), and Yakima (1919). In 1919 Eldridge established the Eldridge Securities Co. in order to finance auto sales and allow buyers to make monthly payments.

In 1925 Eldridge had a new three-story auto showroom designed and built in Spokane (Gustav Pehrson, 1925). Buick president E. T. Strong came to Spokane to dedicate the building. The next year, expanding within Seattle, Eldridge constructed the showroom at the corner of Roosevelt Way NE and NE 45th Street (1926, Schack, Young & Myers). In 1928, Eldridge opened a 9,500 square foot one-story building in Ballard at 2036 Market Street, and another at 205 Westlake Avenue North in the former Edward Roesch Velie Company/Dunn Motor Building.

In 1929 Eldridge joined Hawthorne K. Dent of Seattle to form the First National Insurance Co., serving as vice president and director. Also in 1929, Eldridge met with twelve other Buick dealers—group that represented 50% of all Buick sales in the United States—in Breezy Point, MN. In 1930 Eldridge became director of the Metropolitan Building Co., and served as director of the National Motor Car Dealers' Association. In 1936 Eldridge closed all sales agencies and leased the business properties, and subsequently went into business with his son, founding the Tri-State Finance Co.

Eldridge lived most of his life in Seattle in the Laurelhurst neighborhood, and was a known yachting enthusiast. In 1926, he purchased the Jes-A-Mar, an 83-foot diesel motor yacht designed by Ted Geary, and re-named it Alarwee, which he sold in 1933. Eldridge died in March 8, 1954.

Subsequent Building Owner: Seattle Central College

Seattle Central College, located in the Capitol Hill neighborhood, is an accredited state college, and one of three community colleges that compose the Seattle Colleges District. Currently the central campus provides programs including Information Technologies, Business Administration, Apparel Design, Cosmetology, and Culinary Arts. Seattle Central College also administers short-term job training programs at the Seattle Vocational Institute,

and operates two satellite branches, the Wood Technology facility at 2310 S. Lane Street, and the Seattle Maritime Academy located on the Lake Washington Ship Canal adjacent to the Ballard Bridge. Together the colleges comprise the largest community college district in Washington State, educating more than 50,000 students each year.

The college evolved from the former Edison Vocational Technical Institute, located in the former Broadway High School located on Broadway, on Capitol Hill. The 1902 high school and the adjacent Edison Technical School were converted to a vocational and adult education institution in 1946 for the benefit of veterans who wanted to finish high school.

The first college classes were held in the facility in 1966. The State Community College Act of 1967 established college districts apart from public schools, with a mandate to provide “an open door to education” for all who seek it.

In addition to a central campus, north and south campuses were planned. Both campus facilities were completed in 1970, with the three colleges forming a multi-campus district reconstituted as Seattle Community College. In the mid-1970s the original Broadway High School was demolished, with the exception of the western assembly hall, and replaced with a modern concrete structure. The assembly hall was upgraded and became Seattle Central College’s Broadway Performance Hall. The Seattle Vocational Institute became affiliated with the Central Campus in 1991, under the Washington State’s Work Force Training and Education Act. In addition to the Maritime Academy and Central’s Wood Technology Center, the south campus has two other specialized training centers, one in Georgetown and the New Holly Center.

In March 2014, the Seattle Community Colleges District Board of Trustees voted to change the name of the district to Seattle Colleges, and to change the names of the colleges to Seattle Central College, North Seattle College, and South Seattle College, and offer baccalaureate degrees.

Presently Seattle Central College offers two accredited bachelor’s degree programs, a Bachelor of Applied Science in Applied Behavioral Science, and a Bachelor of Applied Science in Allied Health. The college also offers two-year associate degrees, eligible for the state’s Direct Transfer Agreement that guarantees credits taken will be accepted for transfer to any state university for completion of a Bachelor of Science or Arts. Seattle Central College’s campus also includes the Mitchell Activity Center, an 85,000-square-foot athletic facility constructed in 1996. It includes racquetball and squash courts, an indoor swimming pool, gymnasiums, a strength training facility, and a game room.

Building Architect: A. H. Albertson

The architect for the subject building was Abraham Horace Albertson. Albertson was born in New Jersey in 1872. He graduated from Columbia University in New York in 1895. He practiced architecture in New York with the firm Clinton & Russell before moving to Minnesota in 1905 and then to Seattle in 1907. He came to Seattle as a representative of the New York firm Howells & Stokes. The Seattle office of Howells & Stokes was hired by the Metropolitan Building Company to prepare plans for the development of the University of

Washington's Metropolitan Tract, including the Metropolitan Theater. By 1910, Albertson was a member of the Seattle Branch of the American Institute of Architects. See figure 54. Joseph Wade Wilson went to work at Howells & Stokes in Seattle in 1907, after having graduated from the University of Illinois with degrees in engineering and architecture. Paul D. Richardson became a draftsman at Howells & Stokes after a brief architectural apprenticeship. Between 1917 and 1920, the firm Howells & Stokes evolved into Howells & Albertson. By 1919, Albertson was operating the firm A.H. Albertson & Associates. Both Wilson and Richardson followed Albertson to the new firm. They completed most of the remaining buildings for the development of the Metropolitan Tract, including the White and Stuart Annexes (1922-23, both demolished), the Arena Building (1915, 1922-25, demolished), and the Stimson Building (1923-25, demolished). Albertson also practiced independently during the early 1920s, designing Kerry Hall, at Cornish college of the Arts, in a Spanish Colonial Revival Style (1921). He worked with Édouard Frère Champney to design the Women's University Club (1922), and consulted with John A. Creutzer on the Medical and Dental Building.

Both Wilson and Richardson were generally listed as Albertson's associates on the firm's drawings after 1924. During the next several years, the reorganized firm produced designs for several additions to the old Children's Orthopedic Hospital (now Queen Anne Manor Retirement Community), the Mt. Baker Park Presbyterian Church (1922-25), the Becker Building in Aberdeen (1925-26), the Security Bank Building in Olympia (1926), and the First Presbyterian Church in Yakima (1926-28). The firm also completed some residential projects such as Mrs. Grant Smith House (1926-27, City of Seattle Landmark).

What is considered the firm's most significant work, the Great Northern Life Tower (City of Seattle Landmark, 1927-29, now the Seattle Tower), is a finely detailed step-back Art Deco skyscraper. Later projects include the Trinity Methodist Episcopal Church (1928-29), the City of Everett Municipal Building (1928-29), the Saint Joseph Catholic Church (City of Seattle Landmark, 1929-30), the New Central Branch of the YMCA (City of Seattle Landmark, 1929-31), and the Saint John Catholic Church (1930-31). The firm also completed designs for two buildings on the University of Washington campus during this period, the Law Building (1931-33, now Gowan Hall) and the New Infirmary (1934-1935, now David C. Hall Health Center).

The firm was known as Albertson, Wilson & Richardson after 1935, but the Great Depression of the 1930s had disastrous effects on their practice, as it did with most architectural firms. Richardson died suddenly on April 10, 1939. After Richardson's death, Albertson and Wilson went to work for the Washington State office of the Federal Housing Authority (FHA), closing down their Seattle office. Albertson died on April 18, 1964, and Wilson died on September 7, 1968.

Building Contractor: Stewart Construction Co.

The contractor for the subject building was the Stewart Construction Company.

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

Issued: March 28, 2017

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