

United States Department of the Interior
National Park Service



17

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Colman Automotive Building

other names/site number _____

2. Location

street & number 401 East Pine Street

<input type="checkbox"/>	not for publication
<input type="checkbox"/>	vicinity

city or town Seattle

state Washington code WA county King code 033 zip code 98122

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide local

Ally M 12-24-12
Signature of certifying official/Title Date

Washington State Historic Preservation Office
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register ___ determined eligible for the National Register

___ determined not eligible for the National Register ___ removed from the National Register

___ other (explain:)

[Signature] 2/13/2013
Signature of the Keeper Date of Action

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5. Classification

Ownership of Property
(Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property
(Check only one box.)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

NA

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Commerce/Trade: Specialty Store

Current Functions
(Enter categories from instructions.)

Commerce/Trade: Specialty Store

7. Description

Architectural Classification
(Enter categories from instructions.)

Late 19th and Early 20th Century American
Movements: Commercial Style

Materials
(Enter categories from instructions.)

foundation: Concrete
walls: Concrete, Brick, Cast Iron, Wood

roof: Wood
other: Wood, Steel

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Colman Automotive Building is prominently located on East Pine Street in Seattle's Capitol Hill neighborhood, near Downtown Seattle (see location map at Fig. 1A and 2012 photographs at Figs. 2, 3). Photographs are keyed to the photo key maps at Fig. 1B (First Floor), 1C (Second Floor), 1D (Roof). The building is in the area known as the "Pike-Pine" district of west Capitol Hill and has three exposures on public streets, fronting on East Pine Street, Bellevue Avenue and on Crawford Place. The Colman Automotive Building was designed by the Seattle architectural firm of Webster & Ford in 1915-16 and completed and opened for business in 1916¹ (see original building permit plans at Figs. 4A, 4B, 4C and original elevations at 4D, 4E, 4F). The building retains its basic, original envelope configuration shown in the permit drawings, with limited modifications described below. It is fully built out to the property lines on all street frontages and at the internal property line to the south. The Colman Automotive Building is one of the last surviving buildings from the early period of Seattle's Pike-Pine "Auto Row" district that has not been significantly altered. By 1937, the building included a drive-through gas pump area at the northwest corner of the building, at East Pine Street and Bellevue Avenue (see photograph showing the 1937 configuration of the building at Fig. 5). The structure's exterior retains its basic architectural façade elements from the original 1916 design and construction, with slight modifications dating from 1937 or earlier, including a remarkable series of original wood multipane windows that flood the second floor with natural light, an expressive metal and wood entablature, cast iron/concrete columns that define the minor bays, with monumental two-story masonry piers that define the larger exterior structural bays. The building's interior heavy timber structure is largely in its original 1916 configuration. The current owners of the property have initiated a phased rehabilitation program that involves enhanced weather protection of the building, removal of non-original/non-contributing materials and elements that had been added to the building after the period of significance in order to reveal the building's original features and character, along with the repair or restoration of original elements and installation of new building systems.

Narrative Description

Overview of the Building and Site

The Colman Automotive Building is one of the last surviving buildings from the early period of Seattle's Pike-Pine "Auto Row" district that has not been significantly altered, retaining the great majority of its essential character-defining features.

From roughly 1910 until the late 1920's, Pike and Pine Streets in this area of Capitol Hill were characterized by a series of automobile-related structures and businesses dating from the first period of widespread commercial automobile manufacture, maintenance and repair. The Colman Automotive Building included many of the signature elements of the Auto Row buildings: fire-resistant construction, large showroom windows to display new cars, automobile parking on the second floor accessed either by a ramp or elevator, automobile maintenance and repair facilities on both upper and lower levels, ground level auto showroom space, all wrapped by architecturally-expressive building facades on the primary commercial frontages (see existing conditions diagrammatic building elevation at Figs. 6A, 6B and 1916 elevations drawings at 4D, E, F).

The structure's exterior retains the great majority of the architectural façade elements from the original 1916 design and construction, with slight modifications dating from 1937 or earlier. The building is composed of two tall floors, one at street level (divided into two stepped levels in response to the slope of East Pine Street), with one additional floor above street grade. See building existing conditions plans at Figs. 7A, 7B, 7C and 7D. The structure is made up of repetitive bays, with a forty-five degree angled corner at both levels at the corner of East Pine and Crawford Place, with a similarly-angled cut at the upper level corner at East Pine and Bellevue Avenue. Also see the detailed building description below. At the East Pine Street and Bellevue Avenue elevations, two-story brick piers are used in conjunction with slender cast iron piers to define the overall elevations into major and minor divisions (Fig. 8). However, at the more utilitarian Crawford Place elevation, except for the highly-articulated cast iron/wood and masonry end bay, the remaining four bays

¹ Building permit drawings for the J.M. Colman garage, dated 1916 in City of Seattle archives; Polk's Seattle City Directory May 1916 lists the original automobile-related tenants for 401 East Pine Street.

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are plain but robust brick masonry, including shallow brick arch openings (Fig. 9). Reinforced exterior concrete spandrel beams and framing span between the structural piers at East Pine and Bellevue Avenue (Fig. 10). Heavy timber columns, beams, girders, framing and floor decking characterize the interior structure (Fig. 11).

The original 1916 projecting galvanized metal and wood cornice assemblies remain in place above the second floor windows (with certain missing dentils to be replaced) along the entire length of both East Pine Street and Bellevue Avenue, and on the north bay at Crawford Place (see Figs. 12, 13). Decorative metal scroll brackets and masonry ornamentation mark the intersections of each of the cast iron and wood vertical piers as they meet the projecting cornice (Fig. 14A).

The parapet walls and metal parapet ornamentation are also largely intact and essentially in their original configuration, as is the masonry party wall to the south. Besides the pre-1937 alteration at the northwest corner, it appears that no horizontal or vertical floor plan expansions or additions have ever been added to the exterior of the original 1916 building.

Approximate Building Dimensions:

1. First Floor Plan = 107'-3" X 92'-3" (less 30 sq.ft. chamfer area at NE corner) = 9,864 square feet.
2. Second Floor Plan = 107'-3" X 92'-3" (less 60 sq.ft. chamfer areas at NE and NW corners) = 9,834 square feet

Total Building Area: approximately 19,698 square feet

Interior Building Heights (floor to ceiling):

First Floor A: 11'-7"

First Floor B: 14'-6"

Second Floor: 13'-8"

Exterior Building Heights from existing grade:

At North (East Pine Street): ranges from approximately 29'-0" to 35'-6" to top of parapet.

At West (Bellevue Avenue East): ranges from approximately 32'-6" to 35'-6" to top of parapet.

At East (Crawford Place): ranges from approximately 23'-10" to 29'-0" to top of parapet.

Site Conditions

The Colman Automotive Building site configuration is substantially unchanged since the original 1916 building program. The building's historical physical relationship within its immediate neighborhood has changed since 1916, with increased development in surrounding blocks. The changes in Seattle's development patterns that brought an end to the Pike-Pine "Auto Row" use and operations in the late 1920's and 1930's, including more dispersed development in the newer outlying neighborhoods coupled with much denser development in Downtown Seattle immediately to the west, have continued since 1916 until today. A large new mixed use residential development (located diagonally across East Pine Street) is currently under construction.

Site and Building Development History

The Colman Automotive Building site is located in the Pike-Pine neighborhood of Seattle's Capitol Hill. Capitol Hill and Seattle's topography and geology are generally characterized by moderate to steep slopes and terrain that were carved most recently by an advancing and retreating 3,500 foot high glacial mass of ice and rock which shaped this region approximately fifteen thousand years ago. Prior to the mid-nineteenth century, the area of Capitol Hill and most of Seattle was densely vegetated with a forest dominated by ancient hemlock trees.² The native peoples inhabiting these lands, prior to non-native contact, are collectively known today as the Coast Salish, with the tribes in what is now the Seattle area referred to collectively as Duwamish, though separate villages were known by individual tribal names. There were numerous native villages in present day Seattle, with most located along the shores of present day Puget Sound (to the west of the subject property) and Lake Washington (east of the subject property).

Located directly east of Downtown Seattle, the Pike-Pine area of Capitol Hill was first developed by non-native settlers as a residential area in the late 1870's and into the 1880's. Prior to the development of the Colman Automotive

² Jacqueline B. Williams, The Hill With a Future (Seattle: CPK Ink, 2001) 9.

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Building, the 1904-05 Sanborn Fire Insurance map shows the subject property as vacant. Three small buildings appear on the subject property by the time of the Baist map of 1910.³ Residential and commercial development increased rapidly with the construction of the electric trolley lines that served the area. By 1910, the Polk's directory already identified several motor vehicle-related businesses in the Pike-Pine area. As early as 1912, the trolley lines in Pike Street (one block south) connected the Pike Place Market with Broadway (five blocks east of the subject property). Consistent with the 1916 date shown on the permit drawings, the 1916 edition of the Sanborn map shows the Colman Automotive Building occupying the entire site.

Although the surrounding streets retained a residential focus, with limited commercial spaces, by the time the Colman Automotive Building was constructed in 1916 both East Pine and East Pike Streets were already beginning to feature automobile-related showrooms, repair shops, auto paint and upholstery businesses, parts stores and gas stations. See further discussion of Pike-Pine's "Auto Row" below.

The Colman Automotive Building was largely designed by late 1915 and construction was completed in 1916. Permit drawings for the Colman Auto in the City of Seattle archives were prepared by the architectural firm of Webster & Ford for a "Garage Building for the J.M. Colman Estate, Seattle, Wash." (See Figs. 4A-4F). The building contractor was Hans Pederson, a prominent Seattle builder.⁴ Initially dated 1915, the building permit drawings were updated and modified and show a final 1916 date. The first tenants in the new building are listed in the Polk's Directory in 1916, as described below. The existing building is remarkably intact and closely-represented by the elevation, plan and detail building permit drawings, with a few exceptions (and further described below under the detailed building description sections). Although the drawings show two separate auto showroom spaces on both the northwest and northeast corners of the building, these spaces no longer exist and it is unclear from the historical record or from the existing building if these interior spaces were actually built out as shown in the 1916 drawings. A series of automobile-related tenants occupied the building from 1916 through the 1940's. We know that by 1937 (the date of a King County property tax photograph) the northwest corner at Pine and Bellevue did not have an angled corner at street level but instead is shown built out to the property corner with a corner column and spandrel beams, effectively squaring off the street level commercial space at this corner. This space was occupied by a drive-through filling station in the 1937 photograph (see Fig. 5).

Tenants at the Colman Automotive Building. The Polk's directory's listings⁵ for the Colman Automotive Building illustrates how quickly the early Auto Row tenant rosters could change, reflecting rapid changes in the automobile sales and service industry. The Polk's Directory for 1916 shows that the northeast corner of the building was occupied by the REO Truck Company and the northwest corner was occupied by Robert Taylor Auto Repair. An advertisement in the Seattle Daily Times dated July 30, 1916 also shows the Cox Motor Car Company leased space in the building (Fig. 14B). By 1917 the Polk's Directory indicates that the building had begun its association with the Stanley Automobile Company. The Stanley firm was the distributor for "Stanley Automobiles for Western Washington, Pleasure and Delivery Cars, Mountain Wagons."⁶ In 1917 The Stanley dealership shared the building with United Motors, distributors for Reo, Dart, Cole and Roamer Motor Cars, Indiana, Reo & Duplex Motor Trucks (see Fig. 14C Stanley Steamer advertisement from the Seattle Daily Times dated February 22, 1920). By 1922, the Stanley distributor is no longer listed as a tenant in the Colman Automotive Building and by the following year, United Motors had also moved out of this building, relocating to 1101 East Pike Street on the east side of the Pike-Pine Auto Row. A series of other automobile-related businesses followed as tenants.

The end of the building's historic period of significance is established by the transition from automobile-oriented businesses to general retail and manufacturing operations within the building. The 1943-44 Polk's Seattle Directory indicates that the Colman Automotive Building's tenants were still exclusively automobile-related businesses. 1944 is the last year that this exclusive automobile use can be established through business directory listings. Those users in that

³ "Building History Research Report 401 E. Pine Street Seattle." Historic Seattle (research by Eugenia Woo; prepared for Hunters Capital Development Company) (2011).

⁴ "Building History Research Report 401 E. Pine Street Seattle, 2.

⁵ Polk's City Directory for Seattle, 1915-1955, in Seattle Public Library Central Branch.

⁶ The Stanley Steamer Company (founded by twin brothers F.E and F.O Stanley of Kingfield, Maine) built their first steam-driven car in 1897. Although the company had a large impact on shaping the American public's imagination regarding the automobile, in the approximate 25 years of production, only about 18,000 Stanleys were ever made. In 1918, two years after the Colman Automotive Building's completion and only a year after the Stanley dealership opened for business there, F.E. Stanley was killed in an auto collision with two farm wagons. His brother F.O. Stanley left the automobile business and the last Stanley was made in 1925. For an encyclopedic overview of the historical development of the automobile in the United States and Europe, see Ralph Stein, The Treasury of the Automobile (Ridge Press/Golden Press, New York), 1961 (see Stanley Steamer historical overview pp. 103-111).

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year in the Colman Automotive Building included the Anderson Automobile Service (at 401 East Pine Street), Lowell Auto Repair (407) and Lind Albaugh Auto Repair / Central Auto Top and Upholstery (at 409).

By the time of the 1948-49 Polk's Directory, the building retained one last automobile dealership (Gallagher Motors Auto Dealers). But auto businesses now shared the building with other uses, initially with Puget Sound Appliance Sales. See photo ca. late 1940's at Fig. 15A. By 1951, the sole tenant is listed as Allen Copper Coil. By 1953, the U.S. Post Office had leased the entire building for storage. The building is shown as completely vacant in 1954. In 1955, the Raff's Shoes Company is shown as occupying the entire building. This was the beginning of a long relationship between the Colman Automotive Building and this shoe manufacturer/retailer, based in Seattle, and Raff's Shoes eventually became the owner of the property (see 1970's photograph at Fig. 15B).⁷ Tax records indicate that under the Raff's ownership, the street level use was retail shoe sales and the upper floor was used for shoe manufacture. A prominent vertical "RAFFS" shoe sign was installed on the building's East Pine Street elevation, with a second sign on the angled elevation at the corner of East Pine and Bellevue. The vertical RAFFS sign was eventually modified to say "VIDEO" for a later retailer.

The Colman Automotive Building had a re-connection with the history of the automobile industry in the 1990's when the "General Petroleum Museum" occupied the upper floor of the building. This use was not actually a museum use in the common sense of that word, but rather the location of one man's extensive collection of "petroliana" (automobile and especially historic gas station memorabilia) in the open loft space, combined with a party-hosting and catering business. The collector in this case was Jeff Pedersen, who had collected a large accumulation of signs, gas pumps, and other petroliana in part in connection with his family's business, Pedersen Oil, an independent seller of bulk fuels and operator of filling stations. This use was discontinued in 2003.

The property was purchased in 2012 from the Legg family, longtime owners of the building, and is owned now by Colman Automotive Building LLC. This entity is owned by Michael Malone, a prominent Seattle developer and hotel owner (Sorrento Hotel, 1909) who has focused his work on the renovation of historic structures, particularly in Seattle's Capitol Hill and First Hill neighborhoods. The building is currently occupied by the "Area 21" furniture retailer, with showroom and office at the street level and furniture storage and repair on the upper level.

Exterior Description

North (East Pine Street) Elevation

The East Pine Street elevation is the most prominent building façade for the Colman Automotive Building (Fig. 16). East Pine Street is a major arterial connector between Broadway and Downtown Seattle (located several blocks to the west, across an overpass spanning Interstate 5). Pine Street begins at the Pike Place Market and runs east through Downtown, continuing its role as Seattle's primary commercial shopping street, with major national retail department stores located on this street (including the Nordstrom flagship store and Macy's, occupying the former Bon Marche store). Heading east toward Capitol Hill, Pine Street is also the location of the historic Paramount Theater. Once the street crosses the Interstate 5 overpass to Capitol Hill it is known as East Pine Street.

The building's East Pine Street elevation details had been covered in part by a series of corrugated metal spandrel-level caps, wood/stucco additions, retail signage and other relatively minor cosmetic alterations over the years (Figs. 17A, 17B). The current owner has (in 2012) undertaken a program of carefully removing these later accretions and repairing the underlying historic elements as part of the first phase of a building rehabilitation program. Once these later material coverings were removed, it was confirmed that the building had retained the great majority of its basic architectural façade elements from the original 1916 design and construction, with only slight modifications dating from 1937 or earlier.

As noted, the building is composed of two tall floors, one at street level (divided into two stepped levels in response to the slope of East Pine Street), with one additional floor above street grade. See building existing conditions plans at Figs. 7A, 7B, 7C and existing conditions elevations at Figs. 7D, 7E. The structure is made up of a series of repetitive bay types, with a forty-five degree angled corner at both levels at the corner of East Pine and Crawford Place, with a similarly-angled cut at the upper level corner at East Pine and Bellevue Avenue. Two-story brick piers are used in conjunction with slender cast iron piers to divide the overall elevations into major and minor divisions.

⁷ "Seattle Inventory Field Form 44193." Washington Department of Archaeology and Historic Preservation, 401 East Pine Street, August 29, 1979.

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Angled Corner Bay at East Pine Street and Crawford Place. Beginning at the east end of this East Pine Street elevation, this is the location of a distinctive two-story angled corner bay (Fig. 18). The basic components used in this bay are repeated and re-combined throughout the building elevations at both East Pine Street and at Bellevue Avenue, as follows. The major two-story vertical supports in this bay are cast iron columns, with cast iron base, including structural steel "I" sections embedded in concrete within each column. These steel "I" sections are connected with steel anchor bolts set into cast-in-place concrete footings at each column. Cast-in-place concrete and steel spandrel beams span between these columns. At the second floor spandrel/cornice level, horizontal steel "I" sections span the bay from column to column or column to brick pier at the ends of the bay and these are in turn embedded in cast-in-place board form concrete, visible from the interior of the building. This second floor spandrel zone is made up of a series of galvanized metal panels, although in this particular location that paneling was destroyed at some point in the past and has recently been replaced with painted wood paneling to visually match the original metal panels. In the center of each of these spandrel subdivisions is a scupper opening, presumably used to sweep waste water from the second floor where autos were washed and repaired. This center scupper detail is typical for nearly all bays in all elevations of the building, with the exception of the garage door bay and north bay at Crawford Place.

The street level at this bay contains two large insulated tempered glass storefront units with wood framing and stops. The original 1916 drawings show this opening as a single pane of "plate glass" although this glazing has been replaced - such a large single pane of code-compliant tempered glass would be rare and expensive today. This storefront glazing is set on an original cast-in-place concrete curb/base, recently re-plastered with a cement skim coat, consistent with the specification set out in the original permit drawings.

At the upper story level, the original 1916 wood multipane window units remain in place in relatively good condition, and are arranged as follows (Fig. 19). The lower large section is divided into three units - the two side pivot units are 2 across, 3 high; the large center fixed unit is 4 across, 3 high. Above each of these 3 units is a separate transom unit, with the smaller side transoms hinged at bottom and divided into two units across, and the larger fixed center transom is divided into 4 units across.

At the top of each cast iron column is a scroll bracket in painted galvanized metal. These brackets subdivide and visually support a galvanized metal and wood entablature composed of a series of paneled fascias set below a row of dentils (Fig. 20, also showing the location of a scroll bracket that has been removed in order to create a cast to create replicas to replace two missing scroll brackets, as part of the building rehabilitation and restoration). Above the dentil course, the top cornice moldings are in wood, now covered by a cap of painted galvanized metal. Above this course the entablature continues up to include the parapet, also covered in painted galvanized metal, with round-headed decorative elements that subdivide the parapet.

The two bays that border this angle corner bay (one as the building turns the corner to Crawford Place, the other as it turns the corner to East Pine Street) each have all the same components as the angled bay described above (Fig. 21). However, the Crawford Place bay is slightly narrower (at approximately 10 feet in width) than the adjoining East Pine Street bay (at approximately 13 feet in width), with adjustments in window division sizing and multipane unit configuration to accommodate this variation.

Center Bays at East Pine Street. The three center bays at East Pine Street are bordered on the east and west by 2'-10" wide red brick, monumental masonry piers that run vertically from their bases at sidewalk level to the top of the parapet (Fig. 22). Each of these piers has a concrete and plaster cap at the top, with decorative plaster and ceramic tile detailing at their tops that recalls aspects of English Arts and Crafts detailing (which these architects would have seen firsthand in their country of origin) (Fig. 23). At the spandrel beam level between levels one and two, these brick piers show some limited damage from the signage construction that had been installed here by former tenants (Fig. 24). Between these two brick piers, the three center bays are defined by a pair of cast iron columns as described above. Between these columns, the intermediate bays all repeat the basic components listed above for the angle corner bay, with local variations as follows. The east bay in this group was shown originally in the 1916 drawings with a pair of side-hinged garage doors and cast iron fenders at street level, with fixed glass and wood sidelights. This garage door and sidelight combination was removed at some point in the past and has been replaced with large storefront glazed units that correspond to the three part division system within this bay. A concrete curb replaced the drive cut at this bay. Above the storefront level in this bay, all of the original wood multipane units remain intact and in relatively good condition (Fig. 25). The center large window unit is itself divided into three sections. All the window functions match the units described above for the angled corner bay. Similarly, the original entablature and parapet features have survived and repeat the elements described above.

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Moving west, the middle bay in this group is slightly wider than the two adjoining bays (21'-0" versus 19'-6") with adjustments in window division sizing and multipane unit configuration to accommodate this variation. This middle bay also is shown in the 1916 drawings as having an off-center pair of hinged garage doors with cast iron fenders, located to the west side of this bay, all of which has been removed in the past and replaced with large storefront glazed panels. This middle bay reflects the slope of East Pine Street in its increased storefront height in comparison to the bays to the east. That increased height created the opportunity to introduce a series of wood multipane window units at the storefront transom level. These transom units are shown in the 1916 drawings and survive today in their original configuration, in good condition (Fig. 26). All the window units and functions at the second floor level match the units described above for the angled corner bay. Similarly, the original entablature and parapet features have survived and repeat the elements described above.

The east bay in this group repeats the basic components of the adjoining bays to the east. It is also shown with a garage door combination in the 1916 drawings, now all removed and replaced with storefront systems similar to the adjacent bays.

West Bays at East Pine Street. As discussed above, the two west bays in the East Pine Street elevation appear to have been altered at some point between the 1916 construction and the 1937 King County tax photo. Although the original 1916 drawings show an angled corner here (at both first and second floors), by 1937 the area was built out to the property corner with a corner column and spandrel beams, effectively squaring off the street level commercial space at this corner. This space was occupied by a drive-through filling station in the 1937 photograph (Fig. 5). At some point after 1937 (certainly by the time of the 1970's photograph at Fig. 15) the filling station equipment was removed and the corner was filled in with storefronts. These later storefront additions have in turn been removed in 2012 to reveal the underlying pre-1937 construction at the spandrel area in the west (end) bay, including an interesting cast bracket detail supporting the cast iron columns that extend through the second floor elevation up to the scroll brackets (Fig. 27). A storefront assembly essentially matching the storefronts to the east on East Pine Street has also been installed. At the second floor level, the original configuration with the angled corner bay remains. The features at this angled corner bay at the second floor essentially match the features described for the angled corner at Crawford Place, described above.

West (Bellevue Avenue) Elevation

The Bellevue Avenue elevation repeats the basic structure of the East Pine Street elevation: three center bays bounded by tall brick piers, with narrower bays to either side.

The first bay at the north of this elevation (Fig. 28) is a continuation of the pattern and components described above for the angled corner at the west and east ends of the Pine Street elevation (see above).

Center Bays at Bellevue Avenue. The three center bays of this elevation (Fig. 29) repeat all of the elements of the three center bays described above at Pine Street, with the following differences. The north bay in this group was shown in the 1916 drawings with a storefront composed of "plate glass" with "metal rail", which appears to mean that the glazing was divided into three parts with metal (steel) divisions. If so, this window unit was the only one of its kind in the building. That storefront was removed in the past at some point, replaced now with a simple series of three large panes of insulated unit tempered storefront glass. However, the original 1916 transom level multipane windows above this storefront remain and are in good condition.

The middle bay of this center group has retained its original 1916 multipane storefront system, virtually intact (Fig. 30). This middle bay is divided into three sections, with one large fixed multipane unit in the center (8 units across, 4 high) and an operable pivoting sash at each side. In contrast to the concrete bases at the various East Pine Street elevations, the storefront base/sill in this middle bay is brick, consistent with the 1916 drawings.

The bay immediately to the south in this group was shown in the original 1916 drawings with a double garage door, with each leaf divided in a stile and rail door with multipane glazing (as opposed to the more expensive large single sheets of glass in the "storefront" garage doors on East Pine Street). This opening remains with its original multipane sidelites, but the garage doors have been replaced with a single leaf door and fixed storefront units. Above these units are all of the original multipane transoms, with the center unit fixed, the end units hinged at bottom (Fig. 31). Above this level, the original galvanized metal paneling is intact at the spandrel beam level, as is all of the second floor wood multipane window system. All of the entablature and parapet detailing and components in this bay (which repeat the elements

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described above) remain in place from the original 1916 building.

South Bay at Bellevue Avenue.

The end (south) bay at Bellevue Avenue is unique in that it is the only bay at the building that is bounded on each side by tall brick piers, rather than by cast iron columns or by a combination of brick piers and cast iron (Fig. 32). With the exception of the transom window at the north end of the first floor storefront, replaced in the past with an air conditioning unit, this bay has retained all of its components dating from 1916: its storefront level is divided into three units, with two of the units including a high brick sill at the base (there was originally a restroom behind this wall, now gone). The third division to the south includes a wood and multipane glass egress door that originally allowed access to the street from the stair to the second floor. That stair has been removed and relocated. Above this level, all of the typical original second floor and entablature elements remain in place, in fair to good condition, with the exception of a few of the original panes of glass which will be replaced to match the original as part of the building rehabilitation program.

East (Crawford Place) Elevation

The Crawford Place elevation (Fig. 33) is unusual in several ways. First, a "Place" is a relatively rare type of public way in Seattle's Capitol Hill. Closer to the dimensions of the much more common alleyway than to a street, a "Place" is not an alley but is typically a fully developed public way. However, the scale of these public "Places" (such as Crawford Place) is more akin to a mews or other lane dating from the pre-automobile era. This provides the east elevation of the Colman Automotive Building and the public space adjoining this façade a quieter, more pedestrian-oriented environment. Second, the Crawford Place façade was designed and constructed as a secondary or tertiary public façade, clearly more utilitarian in design than the more exuberant and architecturally-detailed East Pine Street and Bellevue Avenue elevations, which were intended to showcase the automobile-oriented showrooms, garages and dealerships that the building was originally designed to feature and promote.

The Crawford Place elevation is composed of a series of five bays, with all but the north bay constructed largely of red brick masonry. This elevation has clear affinities to some of the elevations seen in the masonry-wrapped commercial horse stables constructed in Seattle and other cities in the last part of the nineteenth century and the use is similar: this elevation contained the only garage access to the second floor, with ramp, similar to the horse stable ramps from the years immediately preceding this building. The four south bays are all defined by wide pilasters/piers in red brick, running from their concrete footings below street grade up to the top of the masonry and concrete parapet.

South Bay at Crawford Place. Beginning with the south bay (Fig. 34), this bay is unique in that it includes a single tall arched opening, originally fitted with a pair of large side-hinged wood stile and rail garage doors, providing access to the wood/heavy timber automobile ramp. The majority of this ramp is now largely demolished, as described below. These large doors were removed at some point in the past and a recessed entry stoop and door were inserted in this opening, together with a second egress door with stair from below. A concrete sill was positioned under the former garage doors and the alley side of the ramp was demolished. Concrete bases support each of the adjoining brick piers that define this bay, with original cast iron fenders protecting their corners at the garage entry. These fenders remain in place and are in good condition. Above the garage door opening was (and remains) a transom area divided into three fixed window units, the side lights with three panes, the center with five panes. These are apparently the original windows in this location, matching those shown in the 1916 drawing, in fair condition. The top of this large door/transom opening is spanned by a 3-ring rowlock arch in the same red brick masonry as the adjoining walls. Above this arch was placed a tension tie rod, spanning from brick pier to brick pier, according to the 1916 drawings.

Center Bays at Crawford Place Elevation. Each of the three center bays in this elevation included a wood multipane window assembly at both the first and second floors. The second floor 1916 era window assemblies are virtually intact (Fig. 35) while the first floor windows have been modified to varying degrees. Each bay also includes a 3-ring rowlock arch in red brick masonry spanning above the second floor window assemblies and a scupper at the second floor level. Under the entire group of center bays runs a single uninterrupted concrete sill with cement plaster skim coating. The window assemblies at the first level in each bay are divided into three sections, with each of these sections including an upper and lower unit. In the south bay, the center upper and lower units are 6 panes across. The side upper and lower units are each three panes across. All of the first floor units in this south bay are operable, with hinges at bottom to open inward. The second floor window assembly has all fixed sash, except for the lower side pivot units. The large fixed center unit is six across and three high, the left lower unit is three across and two high (with a solid infill panel below, which also

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appears in the 1916 drawings), while the right lower unit is three across and two high, without a solid infill panel. This same pattern continues with the middle and north bays in the center section of this elevation, except that the center window units at the first floor are fixed units. Also, as with the south garage door bay at this elevation, at the north bay in this center group there is a tension tie rod spanning from brick pier to brick pier, which also appears in the 1916 drawings.

North Bay at Crawford Place. The north bay at Crawford Place (Fig. 36) repeats the pattern and components of the adjacent angled corner bay at East Pine Street and Crawford Place (described above), except that there is no second floor spandrel scupper in this bay and its south side is framed by a typical building standard full height brick pier from street grade to parapet.

South Wall (at property line)

The south wall located at the property line is not visible from the exterior of the building except for that short portion of the wall that protrudes above the level of the adjoining building, wrapped in painted galvanized metal (Fig. 37). The poured in place concrete footing is shown as L-shaped, with a 12" deep X 1'-8" base in the 1916 drawings. From foundation to the second floor heavy timber framing, a 1'-4" wide cast-in-place concrete wall was installed, which in turn supports a 1'-1" wide solid brick masonry wall at the second level. The 3" ledge atop the concrete wall provides additional support for the second floor girders, described below.

Interior Description

First Floor

First Floor Plan Features. The first floor level of the Colman Automotive Building is shown in the 1916 drawings as a predominately open plan with a series of automobile garage and showroom spaces, with limited partitioning (Fig. 4A). There is no basement level. The entire first floor of the Colman Automotive Building is currently occupied by the "Area 21" furniture store, with most of this floor used as open retail display space (Fig. 7A; photo at Fig. 38). Although the First Floor ceiling structure is covered by ceiling panels of various materials in several locations, and several of the column/beam connectors are cosmetically-concealed by later "capitals" as indicated in Fig. 38, the heavy timber structure and iron connectors remain in place. A "Show Room" at the corner of East Pine Street and Bellevue Avenue is shown as occupying four plan bays in the 1916 drawings, although it is unclear if this space was ever actually constructed. The 1916 plan suggest that the walls enclosing this space were intended to be constructed of nonbearing glass and wood panel system, but there are no details or elevations on the drawings that describe these walls. A combined toilet and sink room are shown as serving this showroom space, to the southwest along the Bellevue Avenue window wall, none of which remains. We know that this corner area (by 1937) had been built out to the corner of the property lines (no angled corner cutoff) and included at least one gas pump and a drive-through filling station area. This area currently has partitioning that was added in more recent years as part of the furniture store use that currently occupies the building. The four plan bays to the east, at the corner of East Pine Street and Crawford Place, were shown in the 1916 drawings as partitioned off and identified as a separate garage space. This partitioning, if ever constructed, is now gone and there is no evidence of its former existence. A toilet room is shown in the 1916 drawings at the southwest corner of this space, with a sink attached to the exterior of this toilet room, none of which remains. The floor level of these four plan bays was originally (and remains) approximately 2'-6" above the floor level of the remainder of the first floor, responding to the slope of East Pine Street. There are currently open stairs connecting these levels in the furniture showroom, as indicated on the existing conditions plan.

The 1916 plan drawing (Fig. 4A) shows a ramp connecting the Crawford Place entry to the second floor. A substantial part of the width of this ramp has been demolished over the years, so now no longer capable of accommodating an automobile. The original width of the ramp has been reduced by approximately one-third apparently in order to provide a required means of egress from the rear of the building onto Crawford Place (existing conditions plan at Fig. 7B cut at intermediate level, Fig. 39A showing ramp above first floor, Fig. 39B showing area where ramp was removed for egress route). Remnants of this ramp are consistent with the construction details described in the 1916 drawings (6" X 12" beams on 3' centers, with tongue and groove decking supporting the finished wood flooring). An office area was added to this southeast corner of the first floor, at some point in the past, including vintage multipane windows from an unknown source (Fig. 40). This office does not appear in the 1916 drawings. A stair to the second floor has been constructed with wood framing and treads (Fig. 41), although this stair does not appear in the 1916 drawings.

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An automobile "washing floor" area is indicated in the 1916 plan (Fig. 4A), at the second bay east from the southwest corner of the first floor. A section detail on the original drawings shows the concrete slab as dished to drain to a central drain. In the bay directly west of this area, the 1916 plans indicate a stairway to the second floor, with a toilet room with two toilets, a large sink and a double sink located outside this room. The stair, toilet room and sinks have all been removed at some point past.

The original 1916 finish floor at the first level was apparently concrete slab on grade in all areas except (possibly) in the "Show Room" area described above. This original slab (with a grid of crack control joints) is currently visible in certain areas at the southwest portions of the first floor (Fig. 41). Other areas have been covered with a variety of thin flooring, including vinyl tile and sheet flooring, carpeting, etc, but the original concrete slab on grade is apparently underlying most (if not all) of the first floor.

First Floor Structure. The structural system of the first floor is divided into column bays, with 12" x 12" wood posts with built up steel angle supports capped with steel "I" connector plates laid horizontally on top of each post (Fig. 42A; plan at 4A). These plates are connected to and support 12"w X 22"h wood girders running in the north-south direction. These girders are supported at the north street wall at the concrete/cast iron columns with concrete support brackets at the brick masonry piers with steel connector plates, and at the south by the concrete wall at the property boundary. The girders support side-mounted steel hangers which hold a series of 6"w X 16"h wood purlins spaced approximately on 40" centers and running east-west. The 1916 drawings show 2-5/8" wood tongue and groove planking above this, supporting the second level wood finish flooring. In the area labeled "washing floor" at the first floor, the structure above is a more complex framework including diagonal purlins, arranged to accommodate the washing floor and drain above on the second floor. In addition to the wood superstructure, the 1916 plan drawings indicates that there is a series of steel frame components located below the first floor deck (see also 1916 details at Fig. 4F), including those providing support in the area of the former garage entry doors (at East Pine Street and the entry from Bellevue Avenue). A series of unusual integral concrete supports with faceted forms were cast into the concrete spandrels at the angled corner bays (42B).

Second Floor

Second Floor Plan Features. The second floor plan shown in the 1916 drawing set gives an indication of the automobile related functions in an early twentieth century urban "auto row" operation (Fig. 4B). This floor included extensive garage space and washing facilities, but also featured a series of three large rooms each labeled "varnishing room", stretching along the entire East Pine Street end of the floor. These rooms were divided from the remainder of the second floor by large sliding doors that would allow cars to be driven into each bay. The two north varnishing rooms could accommodate at least two cars each at the same time, with the west varnishing room apparently able to handle one car at a time. The varnishing operations were aided by the remarkable expanse of operable north-facing multipane windows, all of which remain in their original locations (Fig. 43). The remainder of the floor in the 1916 plan is dominated by garage use, with the ramp (described above) located at the southeast corner, a toilet room with sinks adjacent to the ramp area, a small office space (with an interesting series of wood and glass partitions shown on the 1916 drawings at Fig. 4B) located to the southwest corner. A wood stair originally led to the roof and down to the first floor, located in the southwest corner. Adjacent to this stair was a second "washing floor". The stair and all of these interior partitions were removed at some point in the past.

The current floor plan (Fig. 7C) includes a series of partial and full height wood and drywall partitions that were installed in more recent decades, including a small living, bathroom and office area located along the west wall of the second floor (Fig. 44). A new wood stair connects the second floor with the roof (Fig. 45). As discussed above, the former automobile ramp area has been significantly altered to introduce a second egress stair and egress route at the southeast corner of the building (Fig. 7C plan, Fig. 46). The great majority of the second floor is currently open loft space, used to store and repair furniture in connection with the retail use at the first floor (Fig. 47).

The finish floor material at the second floor is (in nearly all locations) is the original fir tongue and groove floor decking used since 1916. The original finish floor deck condition ranges from good in some locations to fair to heavily gouged in other areas (Fig. 48).

Second Floor Structure. Similar to the first floor structure, the structural system of the second floor is divided into column bays, with 10" x 10" wood posts, but here capped with solid wood capitals supporting 10"w X 16"h wood girders running in the north-south direction (Fig. 4B; Fig. 49A). These girders are supported at the north street wall at the concrete/cast iron columns with integral concrete support brackets (Fig. 49B), at the brick masonry piers with steel

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connector plates, and at the south by the brick masonry wall at the property boundary. The girders support top-mounted 6" w X 12" h wood purlins spaced approximately on 40" centers and running east-west. The 1916 drawings show 2-5/8" wood tongue and groove planking above this, supporting the roof deck and sloped roof membrane. Although the 1916 drawings show a set of five skylights near the center of the roof deck (4B, 4C), it appears that these were never installed. The second floor roof framing shows no indication of framing for these skylights, and the original tongue and groove planking appears to be in place throughout the central bays at the second floor (Fig. 50).

Roof Deck and Parapet

As noted above, skylights shown in the 1916 roof plan (Fig. 4C) are not currently present (existing conditions roof plan at 7D). A relatively recent vintage wood stair connects the second floor to the roof deck, through a stair enclosure built on the roof deck (Fig. 51). The sloped membrane roof is in relatively good condition. The parapets are also in fair condition and appear to have retained all of their historic components, including the plastered concrete caps on the brick piers (Fig. 52) and painted galvanized parapet caps in all other parapet locations, all in fair condition.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions.)

Commerce

Architecture

Period of Significance

1916-1944

Significant Dates

1916

1944

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

NA

Architect/Builder

Webster & Ford Architects (Architect)

Pederson, Hans (Builder)

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

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Period of Significance (justification)

The period of significance of the Colman Automotive Building begins in 1916, the date the building was completed and ends in 1944, the last year of exclusive auto-oriented use for the building.

Narrative Statement of Significance

The Colman Automotive Building is historically significant under criteria A as property that has a direct link to an early automobile-focused commerce and the development and growth of transportation in the city of Seattle. Additionally the building is historically significant under criteria C as a rare surviving example of its type, from the initial period of "Auto Row" architecture in the United States. Expressive in its ornamentation, structure and function, the building is the only currently- identified remaining significant example of the work of the firm of Webster & Ford Architects. The structure is also an early example of the work of Sherwood D. Ford, who would go on to become a prominent Seattle architect. The Colman Automotive Building has retained a high degree of integrity of its character-defining elements, a rarity in a neighborhood where most of the early automobile-oriented buildings have been altered or demolished.

The Colman Automotive Building is an early "Auto Row" building with a high degree of integrity that both expresses a specific moment in time - on the cusp of the larger automobile age - yet dates from (and expresses) a time that still had connections with the urban horse-and-carriage past.

The phenomenal development of automobiles and growth in sales in the United States had profound impacts on urban design and architecture of the twentieth century. The most obvious impacts were on the spread of suburban development and automobile-oriented architecture. A lesser known series of impacts occurred in the early days of the automobile industry, beginning circa 1910 and continuing especially through the 1920's, when automobile sales and service businesses began to construct relatively small, purpose-built, specially-designed operations in or near city centers. These businesses tended to congregate in certain neighborhoods near the downtown shopping areas of major U.S. cities, providing "Auto Row" neighborhoods with block after block of conveniently located showrooms and repair facilities to serve the first generation consumer demand for automobiles. But already by the late 1920's, the need for larger automobile showrooms and sales lots pushed these establishments further and further from the city centers, a trend that continues today. The Colman Automotive Building is a rare surviving example of this first period of Auto Row architecture in Seattle, designed and built prior to the larger and more ostentatious 1920's show palaces for automobiles.

Growth of automobile sales in the early twentieth century.

The following illustrates the rapid growth in the numbers of vehicles manufactured in the early days of automobile use in the U.S.⁸

1896: Production: 8.
1899: Production: 2,500
1900: Production: 4,192
1902: Production: 9,000
1905: Production: 24,250
1906: Production: 33,200
1907: Production: 43,000
1908: Production: 63,500
1909: Production: 127,731
1910: Production: 181,000
1911: Production: 199,319
1912: Production: 356,000
1913: Production: 461,393
1914: Production: 548,139
1915: Production: 895,930 (the year the Colman Automotive Building design and permitting commenced)
1916: Production: 1,525,578 (the year the Colman Automotive Building was constructed and opened for business)

⁸ M.M. Musselman, Get a Horse! (J.B. Lippincott, New York and Philadelphia) (1950).

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Beginnings of Seattle's Auto Row.

In 1915, the year that the Colman Automotive Building design was started, a total of 6,979 automobile licenses were issued in Seattle. By 1920, the number of licenses in Seattle had grown to 44,046.⁹

In the first years of automobile retailing, when there were dozens of independent automobile manufacturers in the U. S., automobile dealers offered their products through specialty retail showrooms that allowed a customer to view a small number of models and review product literature before ordering an automobile.¹⁰ By 1911, the first small scale but significant group of auto-oriented dealerships and businesses had begun to locate in the Pike-Pine neighborhood of Capitol Hill, the area of the nominated building. Forty-one auto dealers are named in the Seattle Polk's Directory for that year, with thirty-one of them near the center of what was becoming the Pike-Pine Auto Row.¹¹ By 1915, the Pike-Pine Auto Row area included showrooms and dealerships for the Pierce-Arrow, Reo, Packard, Oldsmobile, Hupmobile, Saxon, Bauch-Long Electric Cars and others.¹²

The Seattle Auto Row area centered on the east-west running Pike and Pine Streets, roughly between 12th Avenue to the east and Melrose Avenue on the west, just a few blocks from the Downtown office, shopping and entertainment neighborhood. The location of the Colman Building on East Pine Street at Bellevue Avenue was near the western edge of the Auto Row area, not far from the retail shopping district that would soon be developing along Pine Street.

Development of the Colman Automotive Building.

The developer and first owner of the Colman Automotive Building was The Estate of J.M. Colman. James Murray Colman (1832-1906), and his wife, Agnes (Henderson) (ca. 1842-1935) were Seattle pioneers who eventually built a fortune on real estate investments and a variety of business enterprises.

Colman was a mechanic and engineer trained in Scotland and arrived in the Puget Sound area in 1861. James eventually assumed the position of manager at the Henry Yesler Mill, in the area now known as the Pioneer Square neighborhood of Seattle. By the 1880's the Colmans created a successful investment enterprise, leading to the development of such iconic Seattle structures as the Colman Building (Fig. 53), still occupying a full block on First Avenue and Columbia/Seneca Streets in Pioneer Square 1889, enlarged 1904-06), and the Colman Dock, with its famous clock tower (Fig. 54, destroyed). The Colmans also sold the land for Capitol Hill's Volunteer Park to the City of Seattle in 1876. The Estate of J.M. Colman also donated the land for Colman Park in a series of donations in 1907, 1910 and 1934. The Colman family home was located at 716 Fourth Avenue, just a few blocks up the hill from the Colman Block, until 1929 when Agnes moved to 411 Columbia Street (a block away) and eventually to the newer home known as "Laurentide" built in Seattle's Fautleroy neighborhood.¹³

Laurence J. Colman.

After James Colman died in 1906, his estate and related businesses were managed by the Colmans' sons Laurence J. (1860-1935) and George A. (1862-1933). Agnes Colman lived until 1935 at the family's "Laurentide" estate. Laurence was primarily involved with overseeing the development of the Colman Automotive Building. He served as president of the J.M. Colman Estate,¹⁴ while George was vice president of the family company. As opposed to his older brother's focus on real estate activities, George managed the Colman Creosoting Company plant in Seattle.¹⁵ It is also apparent from newspaper accounts that Laurence became increasingly focused on the family real estate holdings and development after his father's death. The Colman Block was at the time the largest property that the family owned, but

⁹ Paul Dorpat, "Auto Row Beginnings", The Seattle Times, September 5, 2003, Pacific Northwest Magazine.

¹⁰ This type of showroom operation continues today at a much-reduced scale in the Seattle Auto Row district, especially for specialized automobile sales such as at the Maserati-Ferrari dealership at 12th Avenue and Union Street. The long-established BMW and Mercedes dealership will close in the near future, with that site to be redeveloped in connection with a large mixed use residential project.

¹¹ Paul Dorpat, "Seattle Now and Then: Auto Row", The Seattle Times, October 10, 2009, Pacific Northwest Magazine.

¹² Polk's City Directory for Seattle, 1915.

¹³ "The Colman Building." HistoryLink.org essay no. 8708,

http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=8708.

¹⁴ "Death Comes to L.J. Colman, Noted Pioneer." The Seattle Daily Times, November 29, 1935, 1, 4.

¹⁵ "George Colman, Seattle Pioneer, Called by Death." The Seattle Daily Times, January 10, 1933, 2.

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Laurence also took charge of the Colman Dock operations and "scores of other property holdings."¹⁶ In a 1909 development project that has ironic connections with the Colman Automotive Building, the J.M. Colman Estate is listed as the permit applicant for a new \$40,000 "three-story brick stable" at 415-423 Boren Avenue North in Seattle,¹⁷ in the First Hill neighborhood, apparently a commercial horse stable operation and investment.

In an article published in 1915 (the year that the Colman Automotive Building project commenced) the Seattle Daily Times reported on a "secret" sale of properties to Laurence Colman and others "in the so-called Pine Street district in particular."¹⁸ It is not clear if this transaction included the site for the Colman Automotive Building, but we can see from City records that the project began in 1915 and the building was completed the following year.

When Laurence Colman died in 1935, in addition to his front page obituary, an editorial entry in the Seattle Daily Times published on the day after his death noted that Colman was "...a pioneer, son of a pioneer father, he faithfully carried forward to the end of his days the constructive tradition of the family. Like his father he was a builder, an improver of property, a constant factor and continuous contributor to the material progress of the city."¹⁹ Laurence Colman was a Trustee of the Seattle Historical Society and a prominent philanthropist in Seattle, donating significant time and money in particular to the YMCA, including substantial support for the construction of the central Seattle YMCA building (1931).

The Colman family's interest in design, engineering, innovation and business enterprises is consistent with the investment profile for the Colman Automotive Building. Although this project was clearly intended to be a profit-driven investment, it included a high level of invention and architectural expression, in a building operation and building type that was at the time still innovative and not without investment risk.

The Colman Automotive Building and Early Automobile Retailing.

The first automobile-oriented buildings developed in Seattle shared several building characteristics with similar "Auto Row" buildings in other U.S. cities. The primary street frontage usually featured architecturally-evocative facades with broad expanses of plate glass storefronts to display the featured automobiles. Besides the showroom, the "hybrid" type of Auto Row building (such as the Colman Automotive Building) also had spaces dedicated to garage parking, washing, lacquering and repairs, with support office and restroom spaces.

Although essentially an early modern building for a very new use, the Colman Automotive Building has clear ties both to the era that had just preceded it and the era just beginning. By 1915-16, automobiles in Seattle were still somewhat revolutionary - it had been barely ten years since the first automobile was sold commercially in Seattle. Horses and buggies were still on the streets and still out-numbered automobiles. Residential and commercial horse stables were very common. The building was designed for new uses serving a new transportation technology (automobiles) yet it has clear affinities with such buildings as multi-level commercial buildings serving the old transportation technology (horse stables from the turn of the century and before).

Given this mix of historical and modern attributes, part of the Colman Automotive Building's significance is that it is an "Auto Row" building that both expresses a specific moment in time - on the cusp of the larger automobile age - and yet is still a product of the last years of the urban horse and carriage past. Early tenants included the Cox Motor Company, which sold Grant automobiles; and the Stanley Auto Agency which sold Stanley Steamer automobiles.

By the mid to late 1920's, Seattle development had pushed further and further from the center of the city, and the ever-increasing demand for automobiles had transformed automobile retailing, requiring larger showrooms and auto sales lots. In 1920 the number of passenger cars licensed in the United States totaled just over 8 million. By 1930, that number was over 23,000,000. During the 1920's over 31,000,000 automobiles were manufactured in the U.S. and during that decade the automobile industry became the nation's leading industry.²⁰ By the 1930's, most Seattle auto dealerships had either moved completely from the Pike-Pine Auto Row, established larger dealerships elsewhere, or had failed in the depression years. At some point between 1944 and 1948, the exclusive automobile use for the Colman Automotive Building ended.

¹⁶ "Death Comes to L.J. Colman, Noted Pioneer." *The Seattle Daily Times*, November 29, 1935, 1, 4.

¹⁷ "Building Plans in Preparation." *The Seattle Daily Times*, February 7, 1909, 28.

¹⁸ "\$75,000 Worth of Realty on Pike and Pine Streets Changes Hands in Secret." *The Seattle Daily Times*, December 3, 1915, 15.

¹⁹ "Laurence Colman." *The Seattle Daily Times*, November 30, 1935, 6.

²⁰ Frank Donovan, *Wheels for a Nation* (Thomas Y. Crowell Company, New York) (1965), 158.

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The Colman Automotive Building and Remaining Auto Row Buildings.

Of the dozens of Seattle's Auto Row era buildings that were originally designed and constructed in the early years of that phenomenon, only a few remain that have not have been significantly altered. Few (if any) from that early stage have retained the integrity of original exterior and interior elements to the degree seen at the Colman Automotive Building. For these reasons only a small number of surviving Auto Row buildings appear to be as potentially significant as the Colman Automotive Building. This group potentially includes a pair of terra cotta-clad buildings from a slightly later phase of Auto Row development: (1) the one-story "Greater Motors" building at East Pike Street and Melrose Avenue (1921); and (2) the structure at 900 East Pine Street, opened in 1926 as the Chrysler auto showroom and related uses. These buildings are more representative of the later phase of the pre-depression era Auto Row, with larger showrooms and characterized by 1920's-era terra cotta facades.

Intense mixed-use residential development activity and pressures in Seattle (especially in such desirable close-in neighborhoods as Pike-Pine) in the past several years have resulted in wide-scale demolition or substantial alterations to nearly all of the former Auto Row buildings in the area, especially those from the first period of Auto Row architecture dating from 1910-1920, but also those from the 1920's. For example, the former Packard showroom 1205 East Pine Street (built 1911, Charles Haynes, architect) has been radically transformed except for portions of its original facades after a total reconstruction and addition of several floors of residential development above the remaining facades. The companion "N&K Packard" dealership built at East Pike Street and Belmont Avenue (1909) has also been significantly modified over the years.

Several others that remain in the former Auto Row area (with perhaps less integrity of character-defining elements) are currently proposed for re-development. These include the Melrose Building at 301 East Pine Street (1915) one-half block from the subject property, and the adjacent former Timken Roller Bearing Building at 1535 Bellevue Avenue, just across the street from the subject property.

In summary, the Colman Automotive Building is a rare surviving example from the initial period of Seattle's "Pike-Pine" Auto Row beginnings. The building retains a high degree of structural and architectural integrity, especially compared with the remaining buildings in the district dating from this period.

The Colman Automotive Building and the Early Auto Row Showroom/Garage/Maintenance Building Type.

Through this mix of historical and modern attributes, the Colman Automotive Building is highly significant as a characteristic example of the first phase of the "Auto Row" type and period, expressing a specific architectural moment in time on the cusp of the automobile age, yet dating from the last years of the urban horse and carriage past.²¹

The Colman Automotive Building features key characteristic features from the first, early phase of the Auto Row buildings. The first automobile-oriented buildings developed in Seattle shared several building characteristics with similar "auto row" buildings in other U.S. cities.²² The first auto row showroom buildings were typically one or two stories tall, without basements and incorporating concrete slab on grade. Wood (and later reinforced concrete) ramps linked the street level with second floor garage spaces. Fire-resistant construction was used to some degree (concrete and masonry walls) but especially the first phase of Auto Row buildings were often built with interior structures of heavy timber and wood decking. Architecturally-evocative facades with broad expanses of plate glass storefronts were used to best display the featured automobiles, especially along the primary street frontages. Besides the showroom, the "hybrid" type of Auto Row building also had spaces dedicated to garage parking, washing, lacquering and repairs, with support office and restroom spaces.

The Colman Automotive Building features all of these characteristic features from the first, early phase of the Auto Row buildings. Although the building was designed to house emerging and very modern uses, at the same time this building relates to the architectural sensibilities of the era just-passed. The building is (on the one hand) a forward-looking and innovative structure, with its large frames of glass at street level, "early modern" expanses of industrial-esthetic multipane window units at the second level, providing the building with a large amount of natural light, and with its

²¹ For comparison, as late as 1912 there were still as many horses on the streets of New York as automobiles. See Eric Morris, From Horse to Horsepower, reprinted at <http://www.uctc.net/access/30/Access%2030%20-%202002%20-%20Horse%20Power.pdf>.

²² See, e.g., the expansive Auto Row or "Motor Row" districts in San Francisco (centered on Van Ness Avenue) and in Chicago (centered in the Near South Side along Michigan, Indiana and Wabash Avenues), among many others in U.S. cities that developed at roughly the same time period as Seattle's Pike-Pine Auto Row.

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innovative concrete detailing and steel floor structure elements to accommodate these astonishing new transportation machines.

Yet even while being essentially a proto-modern building for a new and very modern use, the building has clear ties to the preceding decades. Its cast-iron street façade elements are essentially from the late nineteenth century- yet they are used here in a proto-modern, hybrid manner. While the exterior cast iron has both a decorative role and a structural/protective role, the interior side of these columns is exposed concrete with structural connections. Also, although the building's use of classical architectural elements in the entablature could date from the pre-automobile age, they are rendered in galvanized metals and used in combination with modern elements such as the large glazed window wall expanses. The building was designed for new uses serving a new transportation technology (automobiles) yet it has clear affinities with earlier buildings such as the multi-level commercial buildings serving the old transportation technology - horse stables from the turn of the century and before.

Webster & Ford Architects.

The architectural firm responsible for the design of the Colman Automotive Building was Webster & Ford Architects of Seattle. This short-lived firm was started in 1914 by architects Sherwood D. Ford (1873-1948) and James E. Webster (birth date unknown, died 1917).²³

The historical record concerning James Webster is much more limited than for Sherwood Ford, given Webster's brief career and his death less than two years following the completion of the Colman Automotive Building. Webster had started his own firm, James E. Webster, Architect in 1912. The American Institute of Architects archives list Webster as an AIA member from 1915 until his death in 1917.²⁴ Webster entered into partnership with Sherwood Ford in 1915. This partnership was brief but appears to have been promising. By 1915 (the year they began the design work for the Colman Automotive Building) the firm of Webster & Ford were named in the Seattle Times as the Seattle architects chosen for a collaboration with the Hurley-Mason Company, a major contractor based in Seattle and Tacoma, as part of a group of three architectural firms to combine forces to pursue building and development clients across the Pacific Northwest. The plan was to operate as a combined architectural/engineering/construction enterprise. Webster & Ford were selected as the Seattle-area architects, along with prominent Portland architect Alfred E. Doyle (1877-1928) and the noted Spokane architect Kirtland Cutter (1860-1939).²⁵ The fact that Webster & Ford were selected as the third member of this trio of architectural firms suggests that they were already attracting potential clients with their combined talents and competence.

Sherwood Diemer Ford was born April 10, 1870 in Bedford, England. Ford had migrated to Canada prior to February 1894, the year he entered the U.S. at Newport, Vermont. Ford was married to Virginia Florence (born June 26, 1873) in Lachine, Quebec.²⁶ Ford later married Edith Dabney of Seattle (in 1928) and the couple lived at their Seattle home at 203 Stixrud Drive (now 203 Lake Washington Boulevard East), built in 1919.

Ford had worked as a draftsman with Hartwell, Richardson and Driver, Architects in Boston beginning c. 1900. He then traveled to Seattle and worked in the firm of John Graham & Company from 1907-1914. It was at the Graham firm that Ford first worked with James Webster.

In what would be significant for Ford's and Webster's later work with the Colman Automotive Building, a major focus of the work at John Graham & Company concerned buildings for the newly-developing automobile industry. By 1910, Graham had begun working with the emerging Ford Motor Company on a series of first-generation, small scale automobile assembly plants. From 1913 to 1918, Graham was the supervising architect for Henry Ford's company and the Graham firm designed early Ford plants throughout the country. One of the most prominent buildings designed at the Graham firm during the time that Sherwood Ford (and possibly James Webster) were employed there is the Ford Motor

²³ "Sherwood Ford"; "James Webster". Alan Michelson, University of Washington, Pacific Coast Architecture Database, reprinted at <https://digital.lib.washington.edu/architect/architects/2722/>.

²⁴ "James E. Webster." The AIA Historical Directory of American Architects, at <http://communities.aia.org/sites/hdoaa/wiki/Wiki%20Pages/ahd1047551.aspx>.

²⁵ "Seattle Builders Win Big Contract." Seattle Sunday Times, December 19, 1915, 25.

²⁶ "Sherwood Ford". Alan Michelson, University of Washington, Pacific Coast Architecture Database, reprinted at <https://digital.lib.washington.edu/architect/architects/2722/>.

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Company assembly plant on Seattle's Lake Union, designed in 1913.²⁷ Shortly after this point, both Ford and Webster left the Graham firm to start their own architectural partnership, eventually with offices in the Lyon Building just north of Pioneer Square.²⁸ With several years' of studio work experience at the Graham firm now behind them (much of which likely involving the newly-developing buildings that would accommodate automobiles), Ford and Webster were ready to market themselves to new clients. By 1915, the two architects were successful in convincing the ownership at the J.M. Colman Estate to hire them to design the new project for an automobile-oriented building on East Pine Street.

It is not clear from the historical record which architect (Webster or Ford) had the greatest control over the design of the Colman Automotive Building, or if they shared equally in that work. Both architects were from Great Britain and had likely been exposed to many of the same examples of British historical and contemporary architectural work – they shared a basic architectural heritage. The work at the Colman Automotive Building expresses skill in the manipulation of both traditional and innovative materials for a modern new use (maintenance, storage and sales of automobiles). The Colman Automotive Building appears to be the first significant project that can be definitely attributed to Sherwood Ford after he left to form his own partnership. It also appears to be the only surviving example of the work of Webster & Ford Architects.

After James Webster's death in 1917, Sherwood Ford established his own firm identified as Sherwood D. Ford, Architect, with space in the sixth floor of the Lyon Building, where his studio would be located until 1933.²⁹ The first large project attributed to Ford after establishing his own firm was the Cambridge Apartments, at the southeast corner of Ninth Avenue and Union Street on First Hill. When designed and constructed in 1922-23, the Cambridge was the "largest building of its kind in the city."³⁰ Ford was then engaged in 1927 by a group of businessmen in Walla Walla to develop and build a "luxury high-rise hotel" that could attract and accommodate conventions and travelers. Opened in 1928, the Marcus Whitman was apparently the first hotel project designed by the Sherwood Ford firm.

Ford was also hired to design a lavish new movie theater to be located in downtown Seattle, at Seventh Avenue and Olive Street³¹. Originally to be named The Mayflower, the theater project was developed by the same entity that had hired Ford to design the Cambridge Apartments and the Marcus Whitman Hotel, the Real Estate Improvement Company. Ford originally conceived of the project with a nautical "Mayflower" decorative theme. However, this concept was scrapped and reworked by Ford midway through design, when the project was sold to Hollywood mogul William Fox (1879-1952). Ford's final built design was an eclectic fantasy on the Spanish baroque, with an exterior executed in cast stone and terra cotta.³²

The largest and most complex project designed by Sherwood D. Ford was the Washington Athletic Club tower in Downtown Seattle. In October of 1928, Ford departed on a national tour of recently-completed high-rise, urban athletic club facilities. Upon Ford's return to Seattle from his explorations he entered what must have been an intense design and construction phase, given the building's opening just two years after the first planning discussions for the new site. The sculpted brick masonry and terra cotta massing of this building, rising dramatically at the prominent corner of Sixth and Union, created an iconic new architectural presence in Downtown Seattle.

Sherwood D. Ford was a highly-respected and skilled Seattle architect who was trusted by prominent members of the city establishment to help them bring their projects to reality, beginning with the Colman Automotive Building. He was active in promoting the arts in Seattle and a member of the board of directors for the Seattle Fine Arts Society, along with other prominent architects in the late 1920's such as Carl F. Gould and Harlan Thomas.³³ Ford was an AIA member from 1915-1935³⁴ and was elected president of the Washington State Chapter of the American Institute of Architects in 1928-

²⁷ "John Graham, Sr.". HistoryLink.org essay No. 124, reprinted at http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=124.

²⁸ "Sherwood Ford". Alan Michelson, University of Washington, Pacific Coast Architecture Database, reprinted at <https://digital.lib.washington.edu/architect/architects/2722/>.

²⁹ Ibid, "Sherwood Ford". Alan Michelson.

³⁰ "Building Record Made." *Seattle Daily Times*, December 31, 1922, 53.

³¹ "Construction to be Pushed on Theatre." *Seattle Daily Times*, July 10, 1927, 7.

³² "Deal to Save the Music Hall Theatre From Demolition Falls Through on September 25, 1991." *HistoryLink.org essay No. 4193*.

http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=4193

³³ "Reception Will Feature Art Preview." *Seattle Daily Times*, January 10, 1927, 13.

³⁴ "Sherwood D. Ford." *The AIA Historical Directory of American Architects*, at <http://communities.aia.org/sites/hdoaa/wiki/Wiki%20Pages/ahd1014261.aspx>.

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1929.³⁵ He represented Seattle and Washington in that role in the national convention in Washington, D.C in April of 1929, accompanied by Seattle architects J. Lister Holmes, A.M. Allen and Harlan Thomas.³⁶ Like most other architects in Seattle and around the world, the 1930's and early 1940's were very challenging for Ford. Little work by Ford's firm appears after his Washington Athletic Club project. He died on September 14, 1948,³⁷ survived by his wife Edith Dabney Ford and his brothers Walter H. Ford (Vancouver, B.C.) and Thomas Ford, who had remained in England.³⁸

Summary of Eligibility:

The Colman Automotive Building is eligible for listing on the National Register of Historic Places based on Criteria A and Criteria C. The building is significant in terms of both the history of commerce and the history of transportation in the United States, an early structure that was designed specifically for the retail sale of automobiles and maintenance of automobiles. The building dates from a pivotal time in the transportation history of the United States. It forecasts the modern automobile age yet is of an era with lingering connections to the urban horse-and-carriage past. The Colman Automotive Building is also a significant example of early "Auto Row" architecture. It includes key characteristic elements from the first, early phase of the Auto Row buildings and has retained a high degree of integrity of its original structural and architectural features. The building is a very early work of the prominent Seattle architect Sherwood D. Ford and appears to be the only surviving building attributed to Webster & Ford Architects.

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"James E. Webster." The AIA Historical Directory of American Architects, at <http://communities.aia.org/sites/hdoaa/wiki/Wiki%20Pages/ahd1047551.aspx>.

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"Colman Building", HistoryLink.org essay No. 8708. http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=8708

³⁵ "AIA Seattle Presidents 1894 -." AIA Seattle, http://www.aiaseattle.org/archive_honors_presidents.htm.

³⁶ "Four Architects of Seattle Will Go To National Meeting." Seattle Daily Times, April 10, 1929, 4.

³⁷ "Sherwood Ford". Alan Michelson, University of Washington, Pacific Coast Architecture Database, reprinted at <https://digital.lib.washington.edu/architect/architects/2722/>.

³⁸ "Sherwood D. Ford Funeral Tomorrow." Seattle Daily Times, September 16, 1948, 15.

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"Laurence Colman." The Seattle Daily Times. November 30, 1935.

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Name of repository: Seattle Public Library; King County Records;
University of Washington Special Collections;
Washington Department of Archaeology and
Historic Preservation Archives;

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property Less than One Acre
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1 10 5-50-711 52-73-515
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

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Verbal Boundary Description (Describe the boundaries of the property.)

The nominated area is located in Section 32, of Township 25N, Range 04E of the Willamette Meridian in King County, Washington and is legally described as lot 1 & 2 of block 7 of the Twelfth Avenue Addition Replat. It is otherwise known as Tax Lot 872560-0445 at the said location.

Boundary Justification (Explain why the boundaries were selected.)

The nominated property encompasses the entire urban tax lot that is occupied by the Colman Automotive Building.

11. Form Prepared By

name/title	Stephen J. Day, AIA, partner		
organization	Stephen Day Architecture PLLC	date	August 29, 2012
street & number	1326 Fifth Avenue, Suite 654	telephone	206-625-1511
city or town	Seattle	state	WA zip code 98101
e-mail	Stephen@stephendayarchitecture.com		

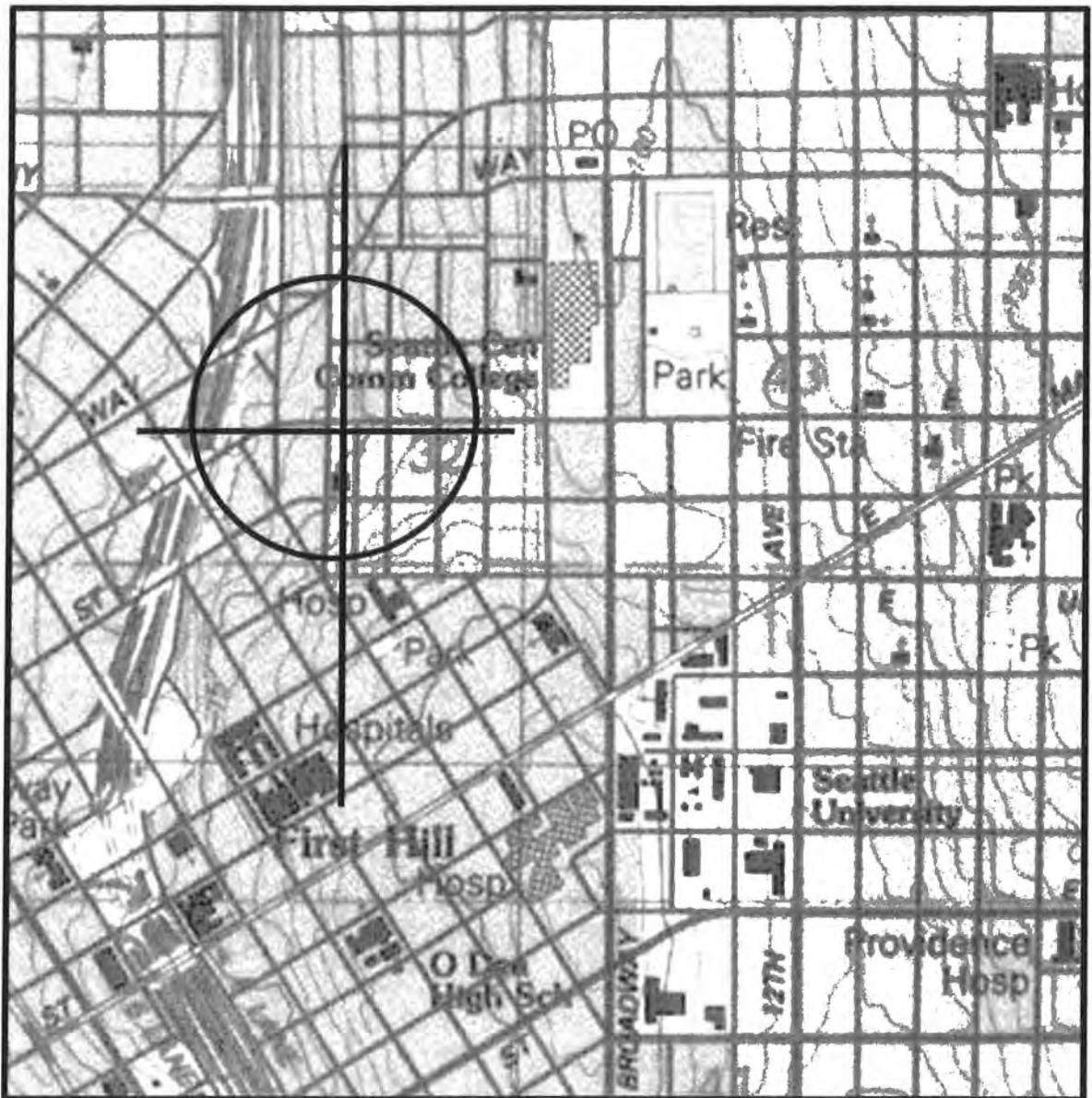
Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs: SEE TABLE OF IMAGES ATTACHED

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.



USGS Quad Map - Seattle, WA

Coleman Automotive Building

401 E. Pine Street
Seattle, WA 98122

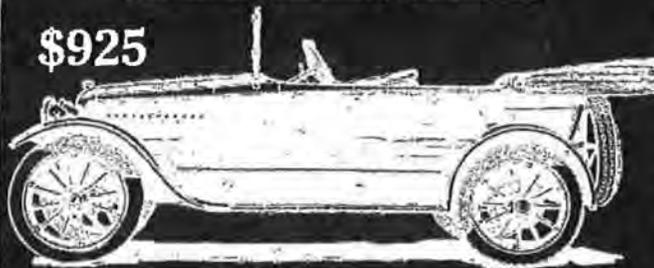
10
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Five-Passenger Touring Car, \$925. Three-Passenger Runabout, \$650. Three-Passenger Sedan, \$1,050.
7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 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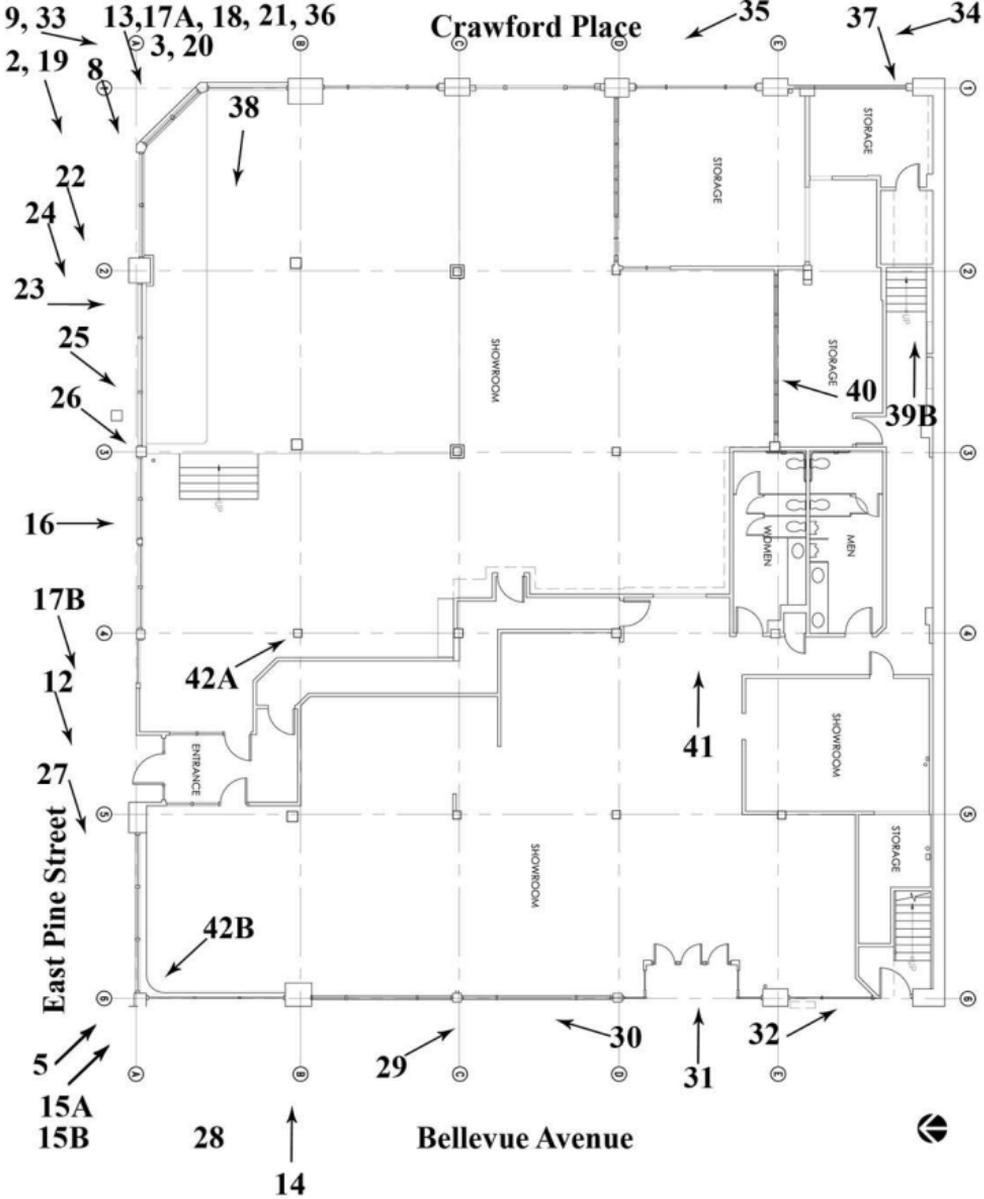
street & number 1620 Broadway, Suite 200 telephone (206) 328-3333

city or town Seattle state WA zip code 98122

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

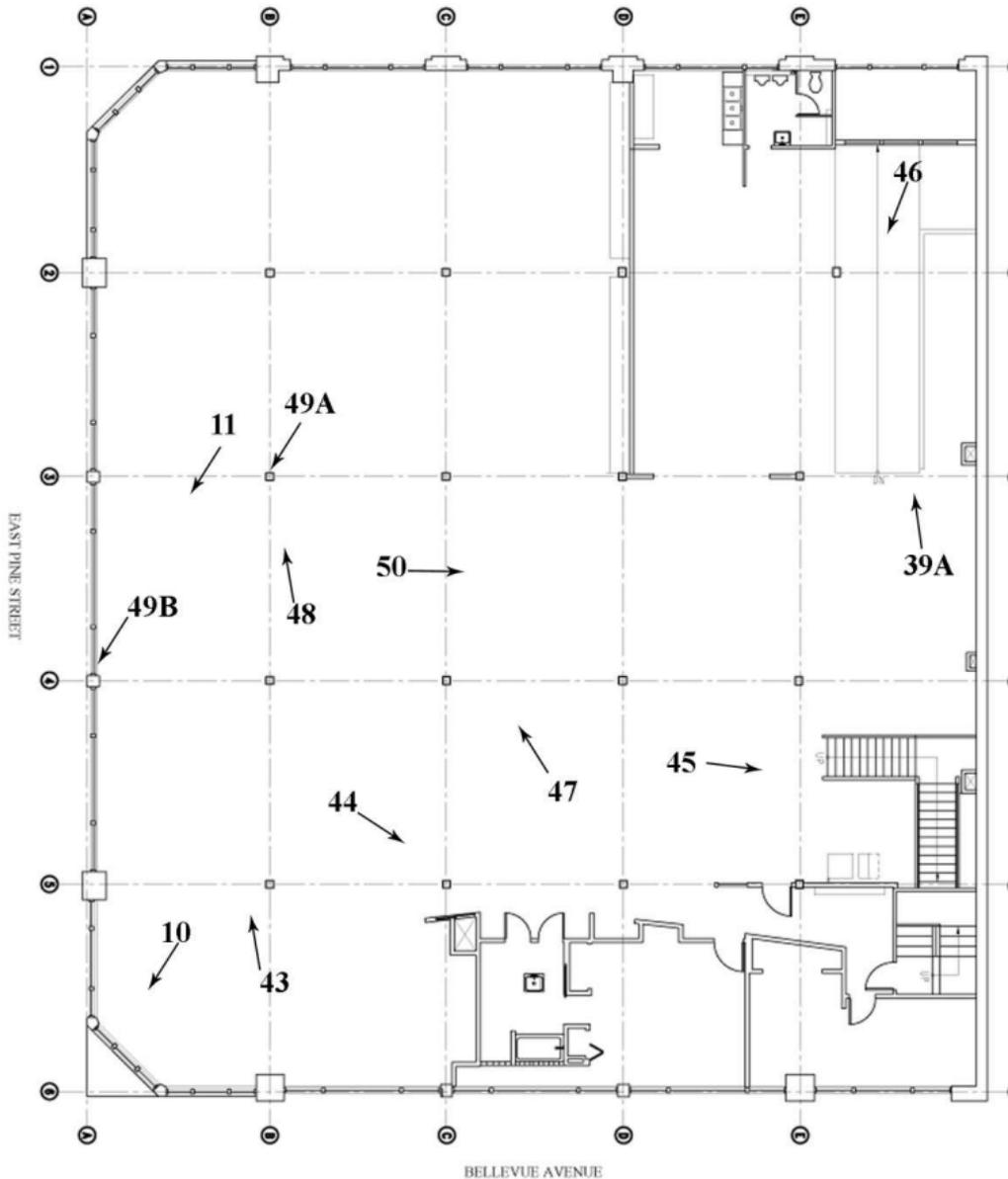
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.





Colman Automotive Building Photo Key Map

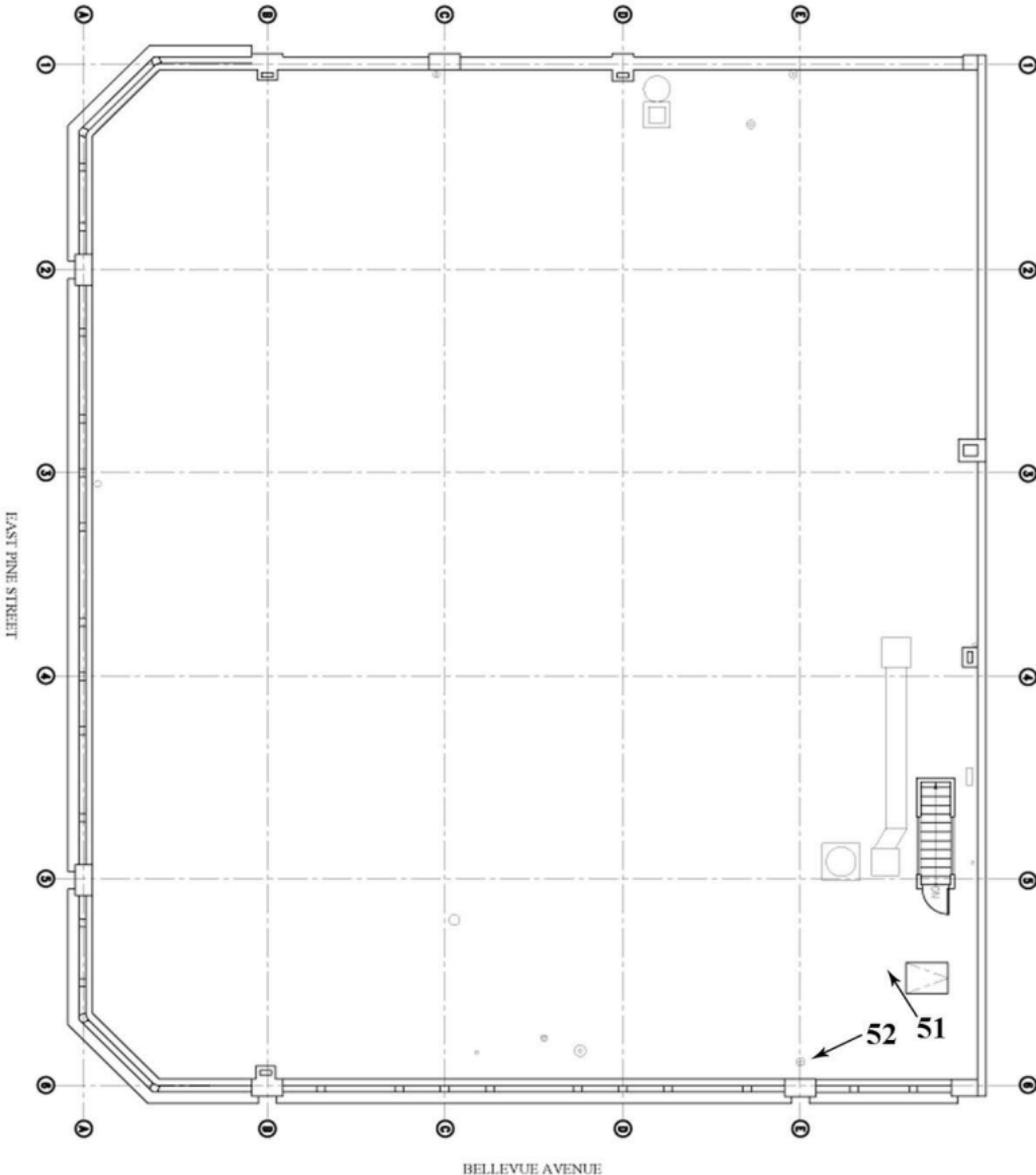
Project no: 12.131.00		Date: 08.03.12
STEPHEN DAY ARCHITECTURE, PLLC 1326 FIFTH AVENUE, SUITE 654 SEATTLE, WA 98101 T 206.625.1511 F 206.374.2370 stephen@stephendayarchitecture.com www.stephendayarchitecture.com	Scale: 3/32" = 1'-0"	Sketch No. FP-01.0
	Title: BELLEVUE & PINE AS-BUILT	Drawing Notes: THIS DRAWING IS NOT FOR CONSTRUCTION OR PRICING PURPOSES.



Colman Automotive Building Photo Key Map Second Floor



Project no:	12.131.00	Date:	08.06.12
STEPHEN DAY ARCHITECTURE, PLLC 1326 FIFTH AVENUE, SUITE 654 SEATTLE, WA 98101 T 206.625.1511 F 206.374.2370 stephen@stephendayarchitecture.com www.stephendayarchitecture.com		Scale:	3/32" = 1'-0"
		Sketch No.	FP-02.0
Title:		Drawing Notes:	
COLMAN AUTOMOTIVE BUILDING AS-BUILT 401 EAST PINE STREET		THIS DRAWING IS NOT FOR CONSTRUCTION OR PRICING PURPOSES.	



Colman Automotive Building Photo Key Map Roof



Project no: 12.131.00		Date: 08.07.12
STEPHEN DAY ARCHITECTURE, PLLC 1326 FIFTH AVENUE, SUITE 654 SEATTLE, WA 98101 T 206.625.1511 F 206.374.2370 stephen@stephendayarchitecture.com www.stephendayarchitecture.com	Scale: 3/32" = 1'-0"	Sketch No. FP-RF.0
	Title: COLMAN AUTOMOTIVE BUILDING AS-BUILT 401 EAST PINE STREET	Drawing Notes: THIS DRAWING IS NOT FOR CONSTRUCTION OR PRICING PURPOSES.



MALLET

ANOTHER
HISTORICAL
RENOVATION BY
MUSKELINA

Area 51
CLOSED

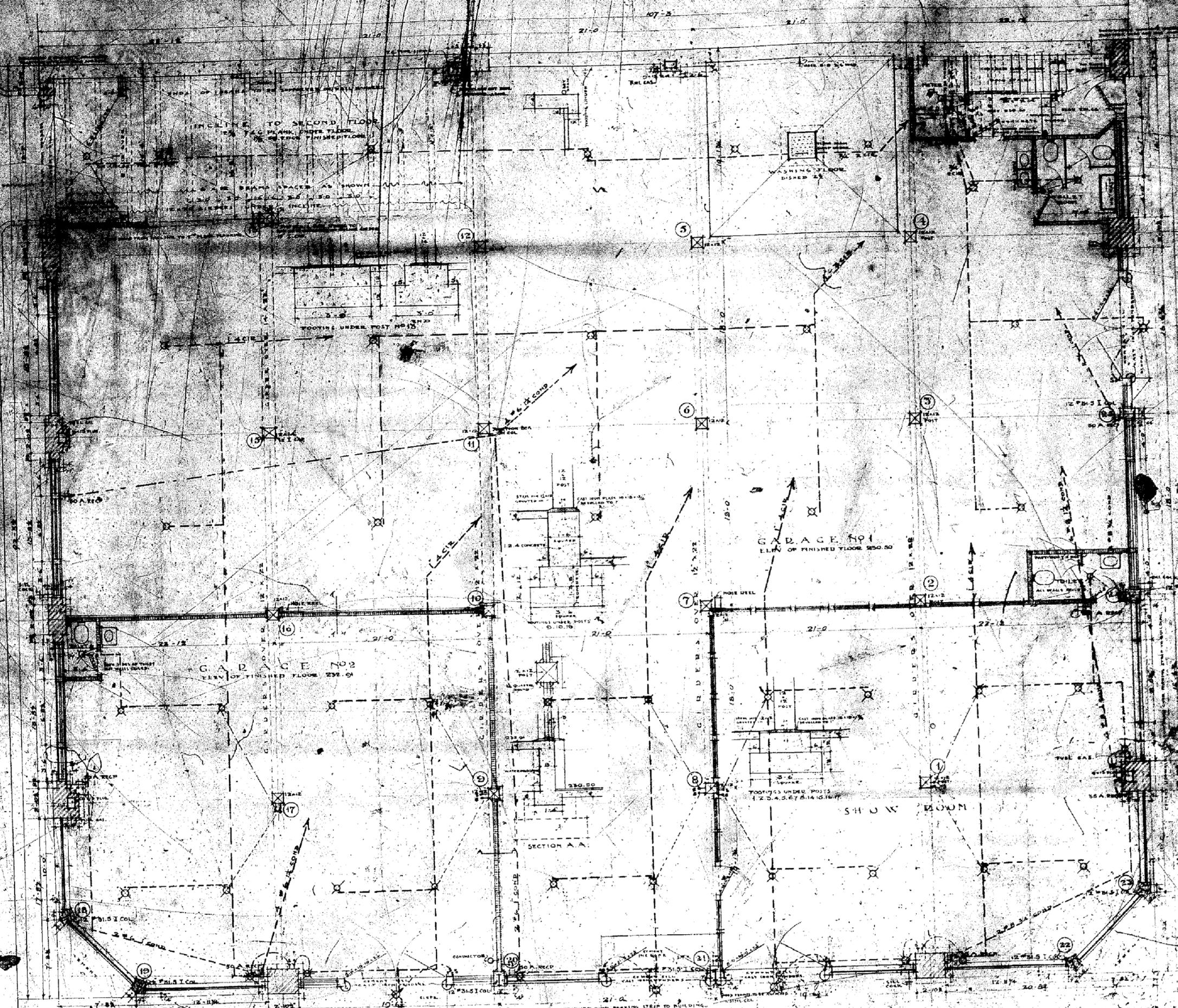
AREA 51

AREA 51

AREA 51

AREA 51





SCHEDULE OF MATERIALS

CONCRETE	BRICK WORK
TWO THICKNESS OF	2 PLANK

NOTE—
ALL MASONRY WALLS & PIERS TO HAVE
CONCRETE FOOTINGS UNDER 12" THICK & 10'
PROJECT 6" ON ALL SIDES EXCEPT WHERE
OTHERWISE MARKED.

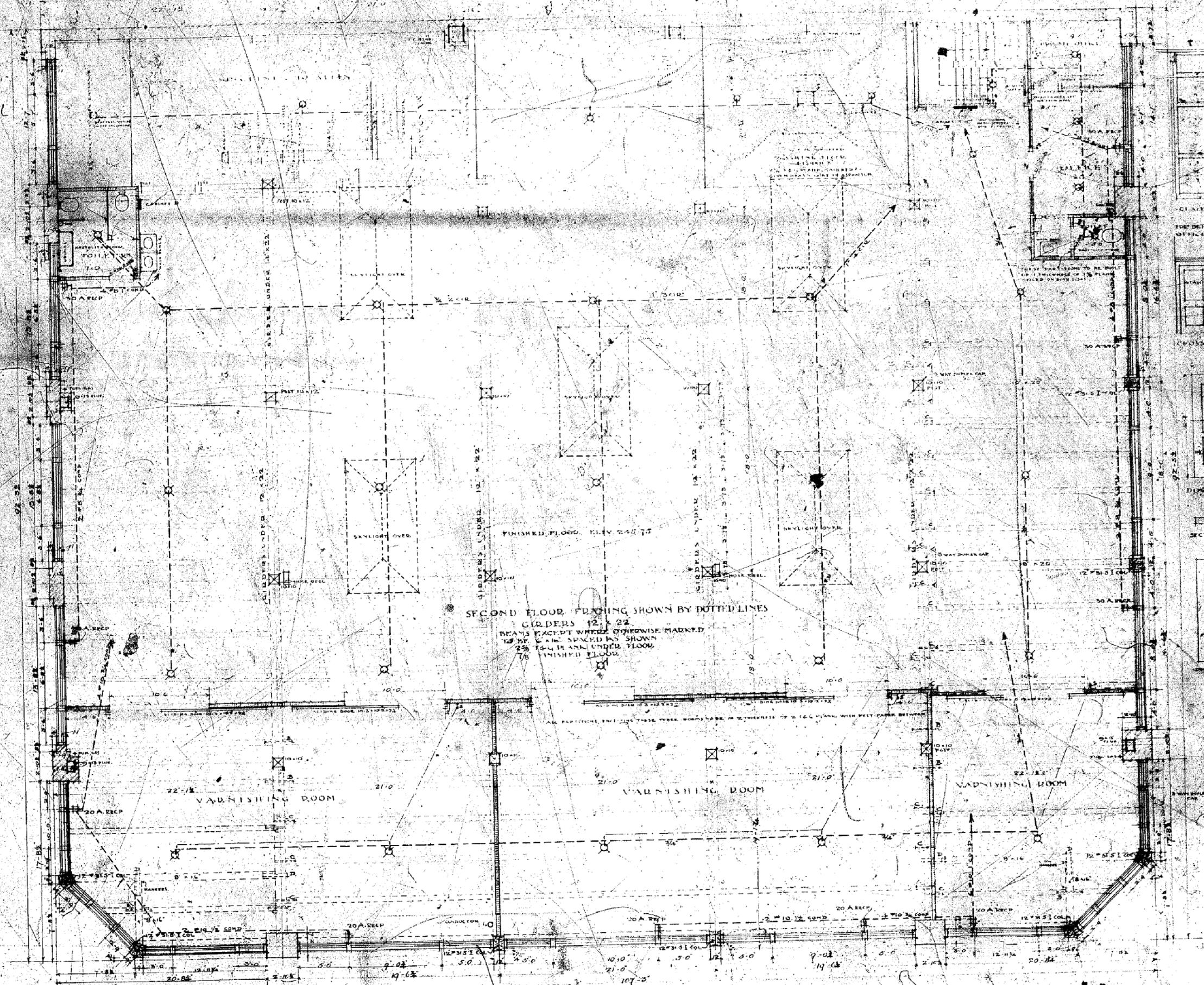
FIRST FLOOR PLAN
SCALE 1/4" = 1'-0"

OPERATION NO. 172
GARAGE BUILDING FOR
THE J. NICOLMAN STATE
SEATTLE WASH.
WEBSTER & FORD ARCHTCTS.

401 E. FINE
1916

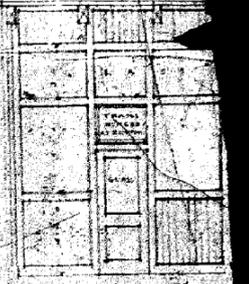
PINE STREET

145120
900 1916



SECOND FLOOR FRAMING SHOWN BY DOTTED LINES
 GIRDERS 12" x 24"
 BEAMS EXCEPT WHERE OTHERWISE MARKED
 12" x 6" x 16" SPACED AS SHOWN
 2" x 4" PLANK UNDER FLOOR
 7/8" FINISHED FLOOR

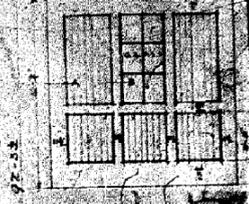
SECOND FLOOR PLAN
 SCALE 1/4" TO 1" = 1'



GLAZED OFFICE PARTITION
 SCALE 1/4" = 1'



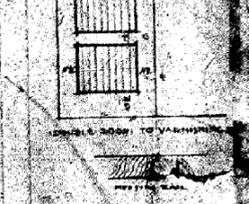
CROSS PARTITION IN OFFICE
 SCALE 1/4" = 1'



DOUBLE DOOR TO VARNISHING ROOM
 SCALE 1/4" = 1'



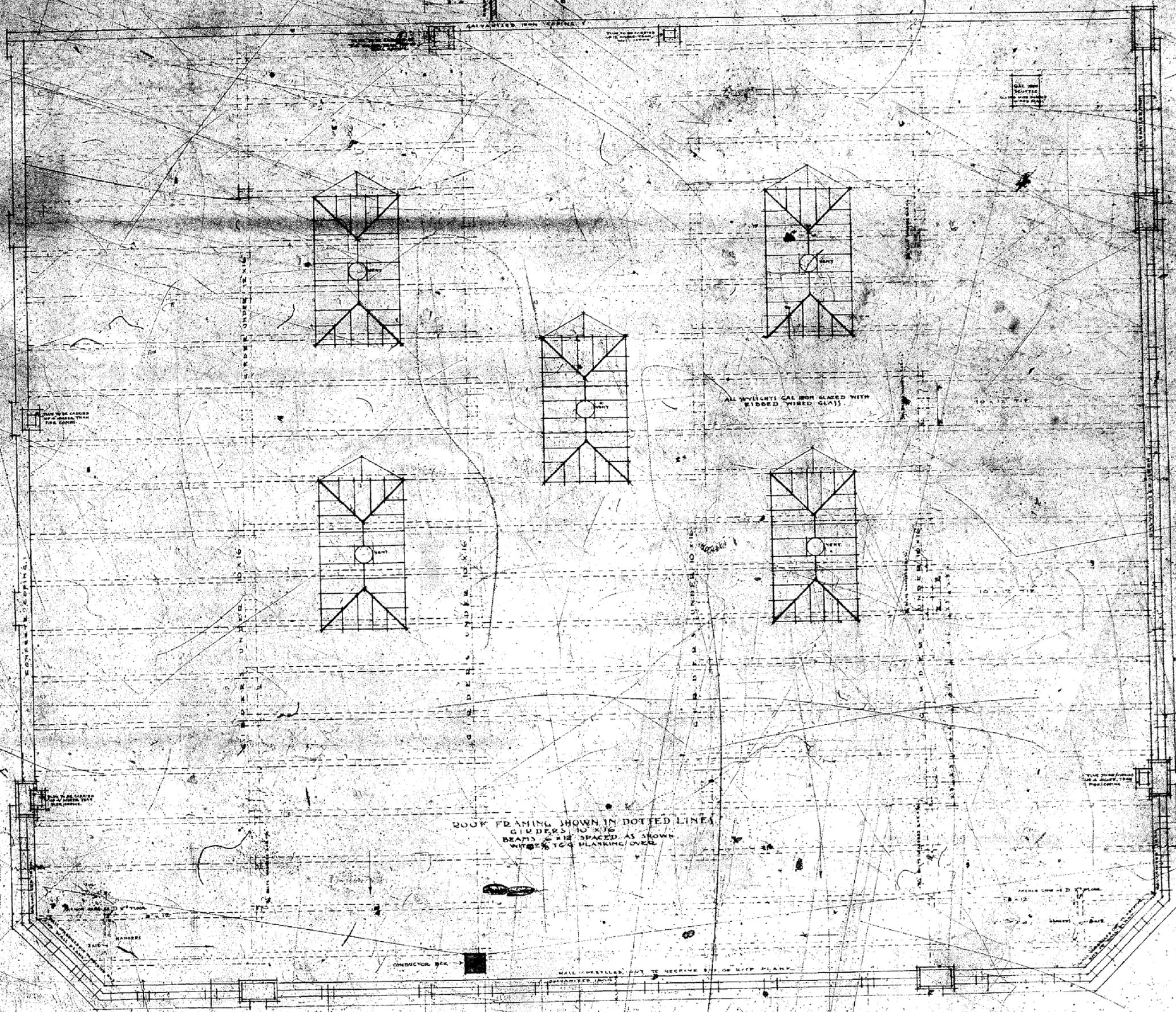
SECTION A
 SCALE 1/4" = 1'



DETAIL AT A-A

4-3129
 SPECIFICATION NO 170
 GARAGE BUILDING FOR
 THE J. MCCORMAN ESTATE
 SEATTLE, WASH.
 WEBSTER & FORD ARCHITECTS.
 2

1916

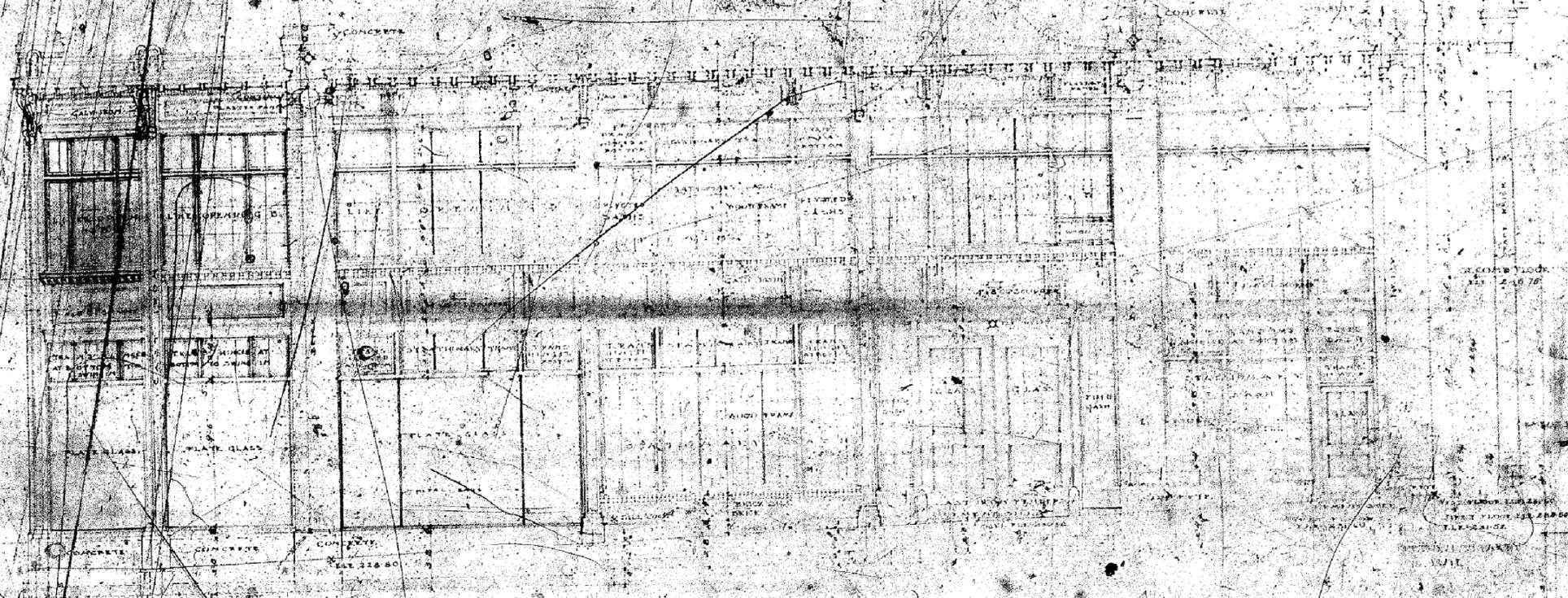


ROOF PLAN
SCALE 1/4" TO 1"

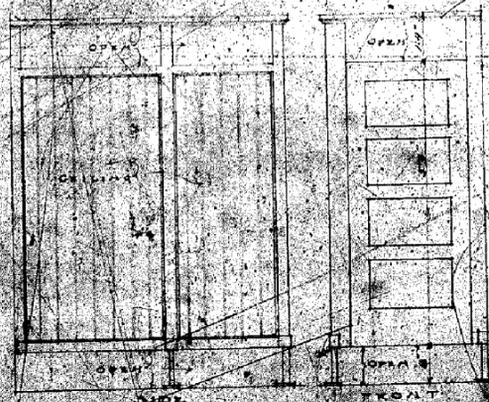
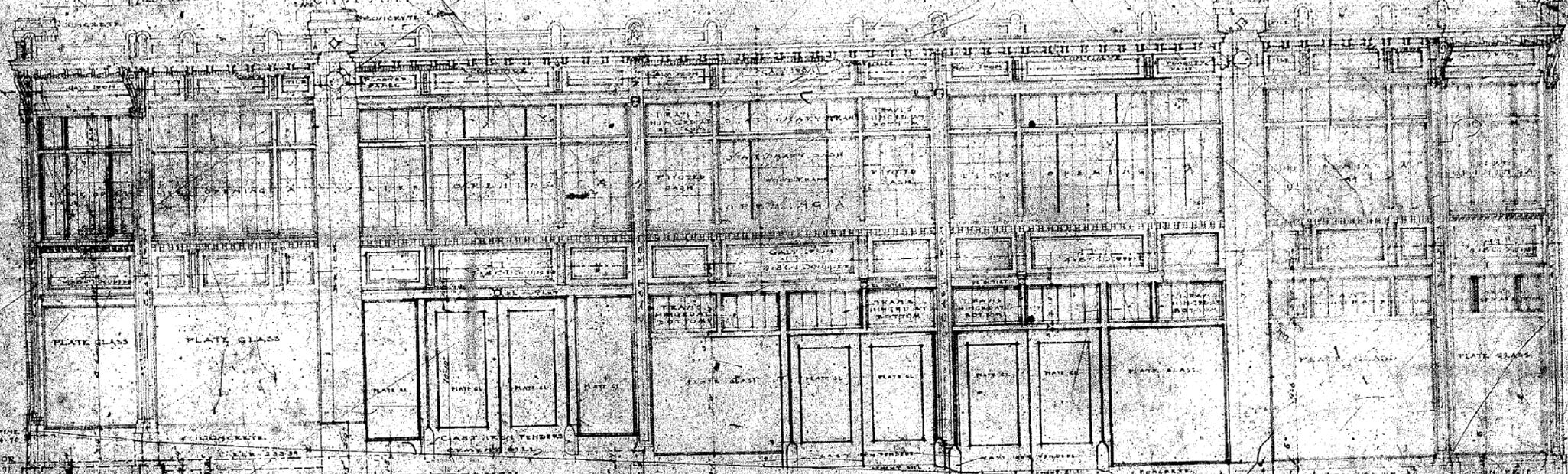
14-129
OPERATION NO 170

GARAGE BUILDING FOR		50
THE J. NICOLMAN STATE		⑤
SEATTLE WASH.		
WEBSTER & FORD ARCHITECTS		

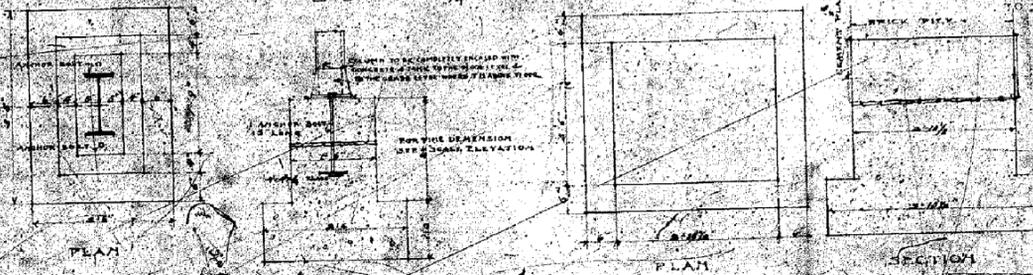
1916



BELLEVUE AVENUE ELEVATION
SCALE 1/4"=1'-0"



PINE STREET ELEVATION
SCALE 1/4"=1'-0"

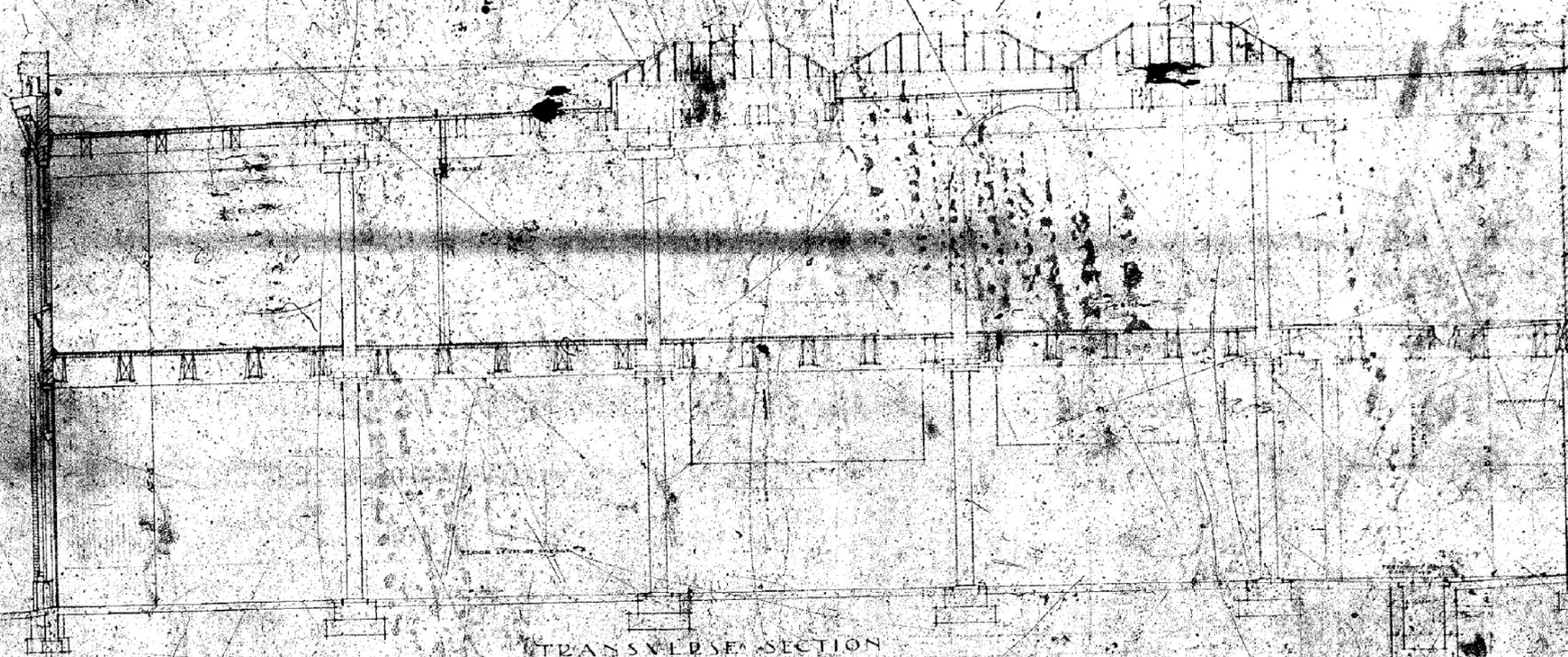
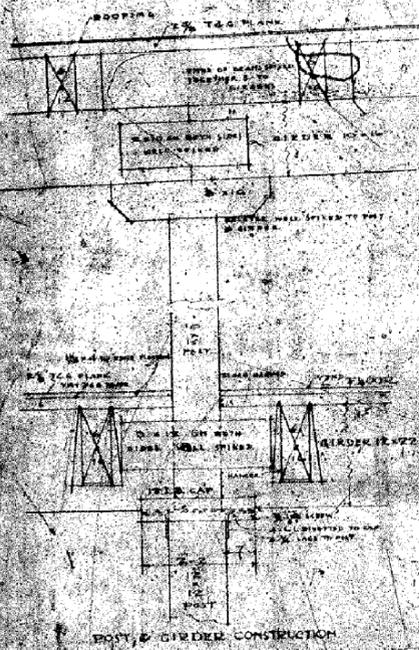


ALL EXTERIOR WALLS TO HAVE PERMITS WASH
ALL EXTERIOR CHIMNEY WALLS ABOVE GRADE
TO BE RECASTED WITH CEMENT

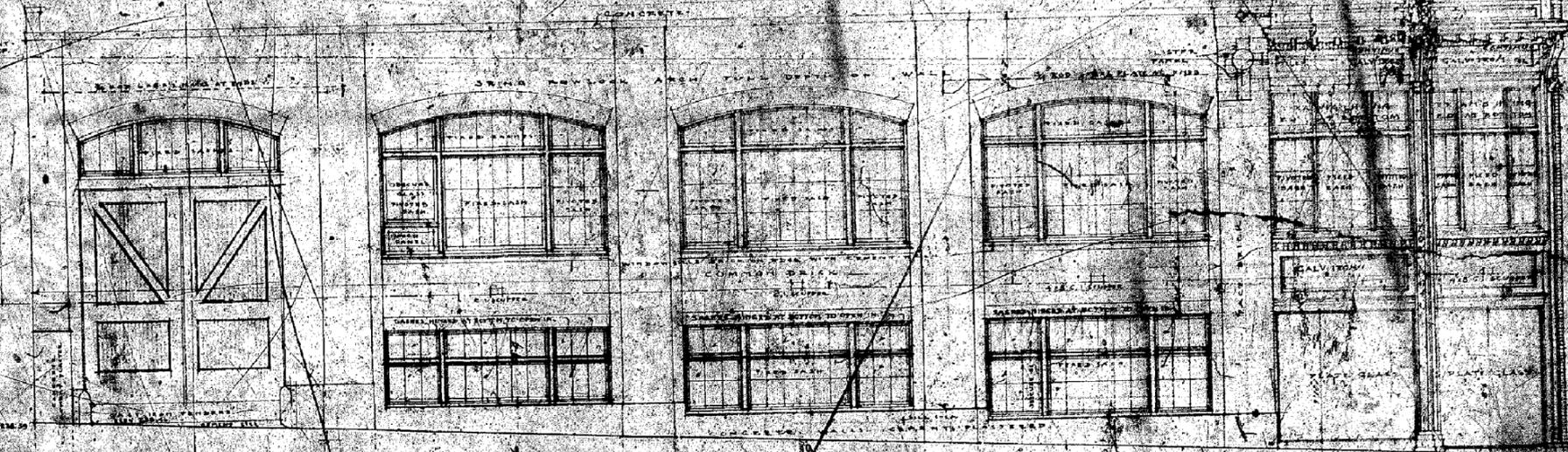
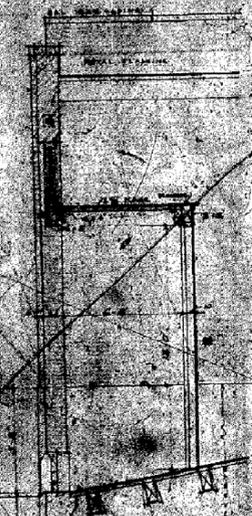
FOR THIS ELEVATION
NO. 14-129
OPERATION NO. 10
GARAGE BUILDING FOR
THE J. M. COLMAN STATE
SEATTLE WASH
WEAVER & FORD ARCHITECTS
1916

TYPICAL CONCRETE FOOTING FOR STEEL COLS
SCALE 1/4"=1'-0"

TYPICAL CONCRETE FOOTING FOR BRICK PIERS
SCALE 1/4"=1'-0"

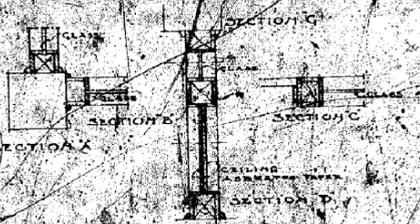
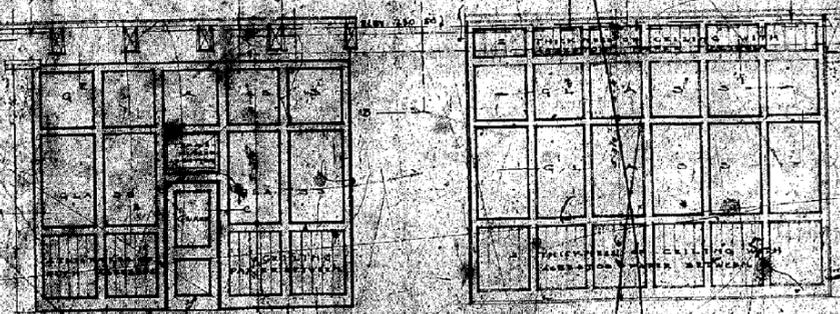


TRANSVERSE SECTION
SCALE 1/4" = 1'-0"



ALL ARCHES OVER 2ND FLOOR WINDOWS TO BE THESE SIZE, NO LACK ARCH FULL LENGTH OF WALL.

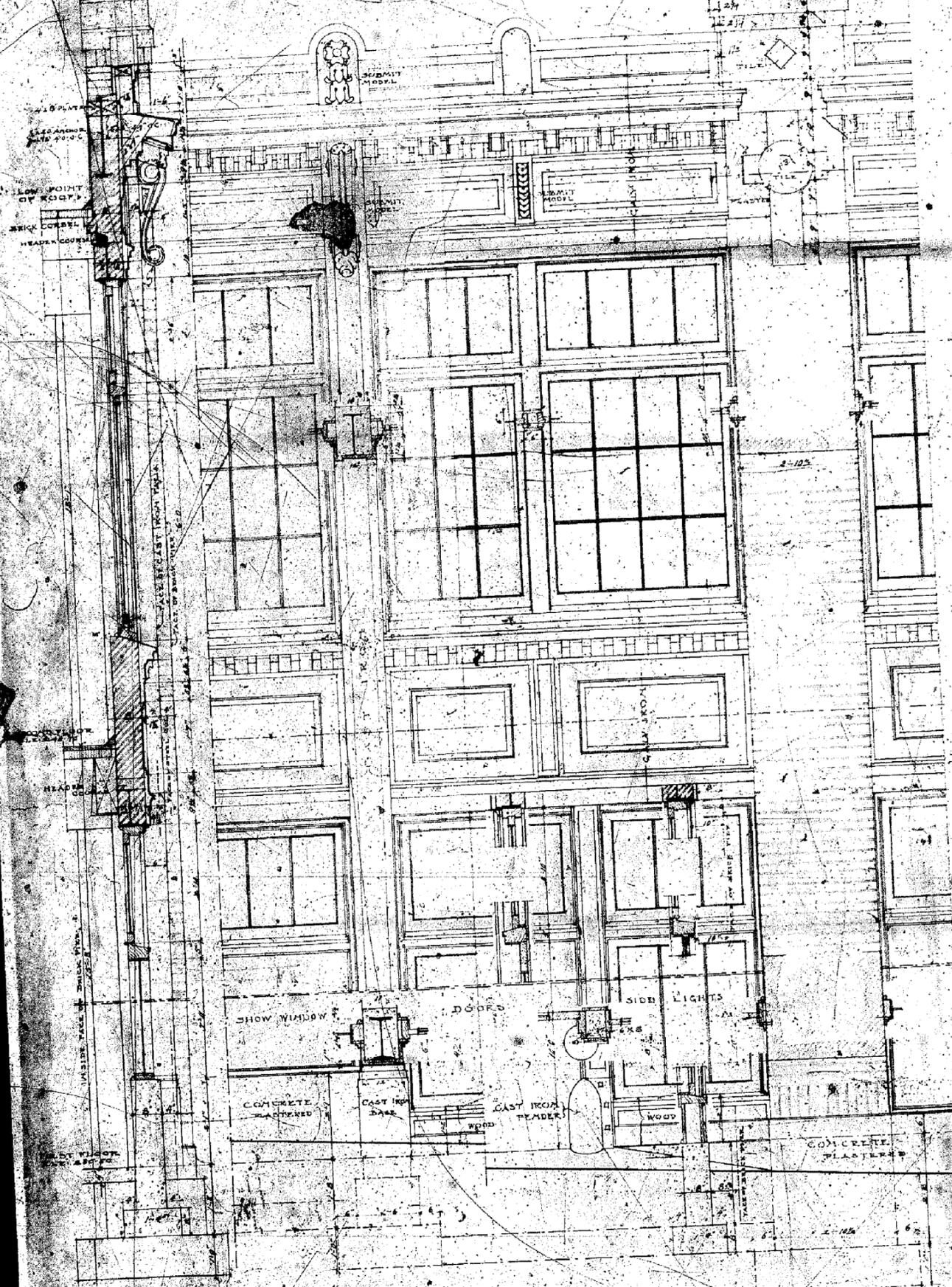
DETAILS OF OFFICE PARTITION
SCALE 3/8" = 1'-0"



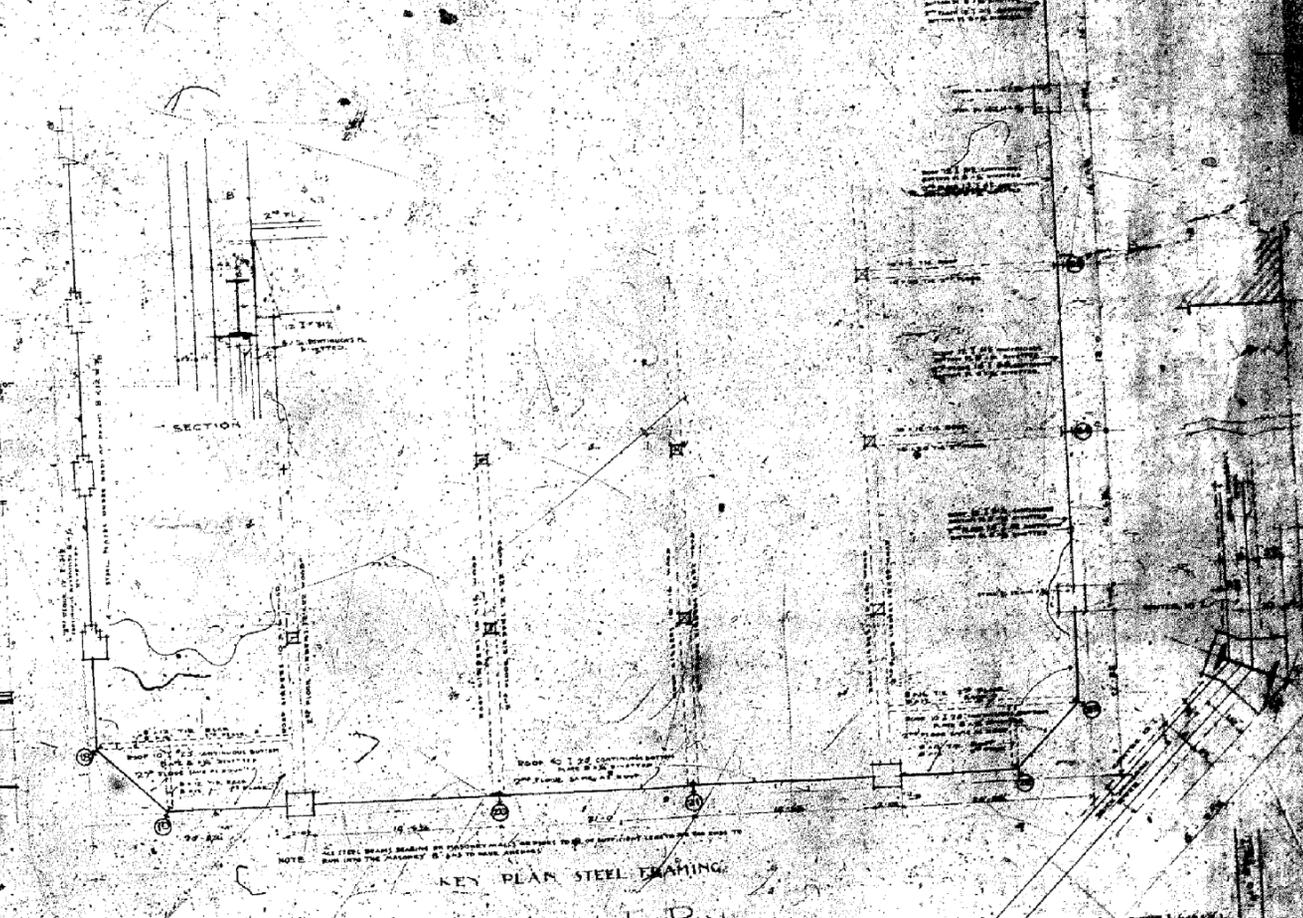
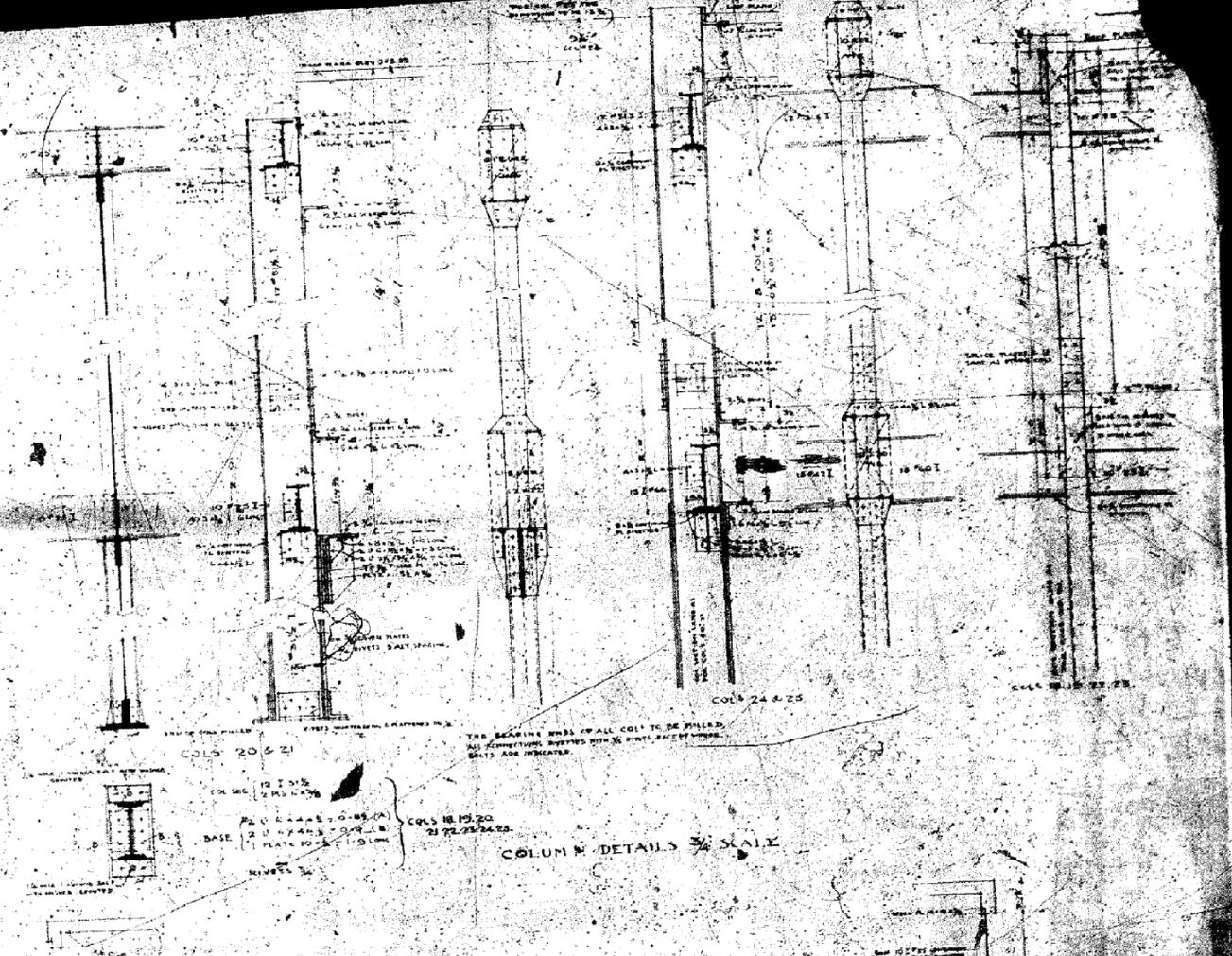
OPERATION NO 170
GARAGE BUILDING FOR
THE NICOLMAN ESTATE
SEATTLE, WASH.
WEBSTER & FORD ARCHITECTS
1916

SECTION THROUGH WALL
SCALE 1/4" = 1'-0"

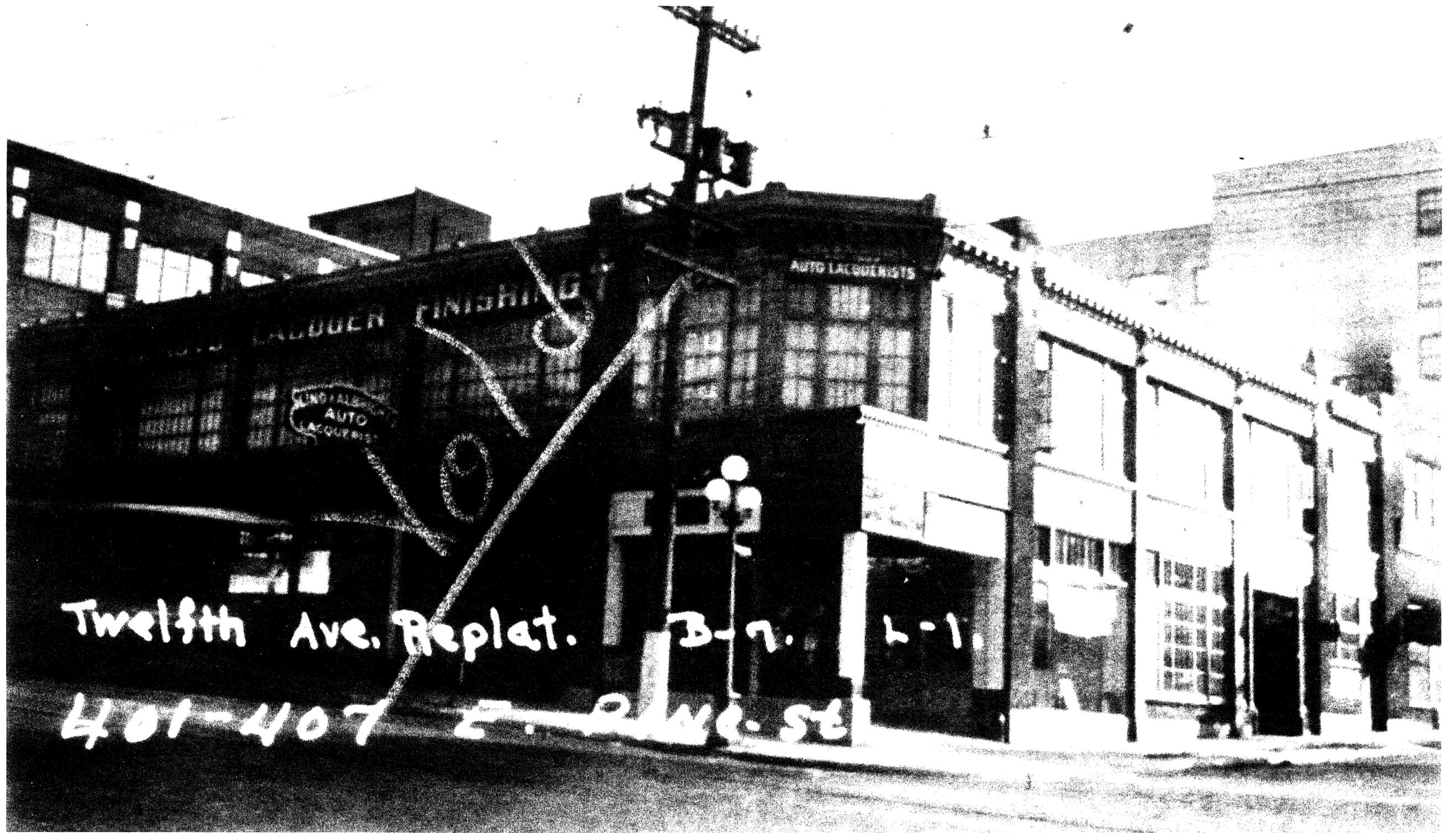
NOTE ON BELLEVUE AVE. SIDE
BRICK WALL TO BE SET BACK
SO THAT TOP OF WALL IS NOT
LESS THAN 18" ABOVE FOOT



EXTERIOR DETAILS
SCALE 3/4"=1'-0"

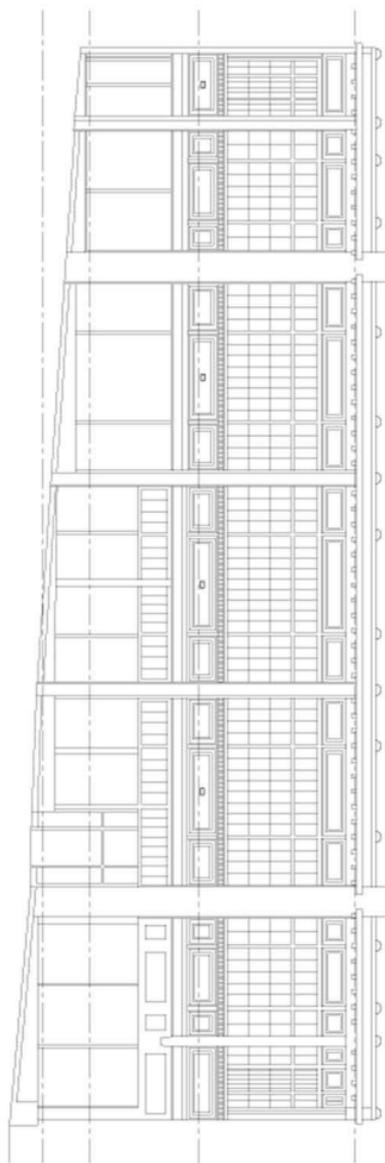
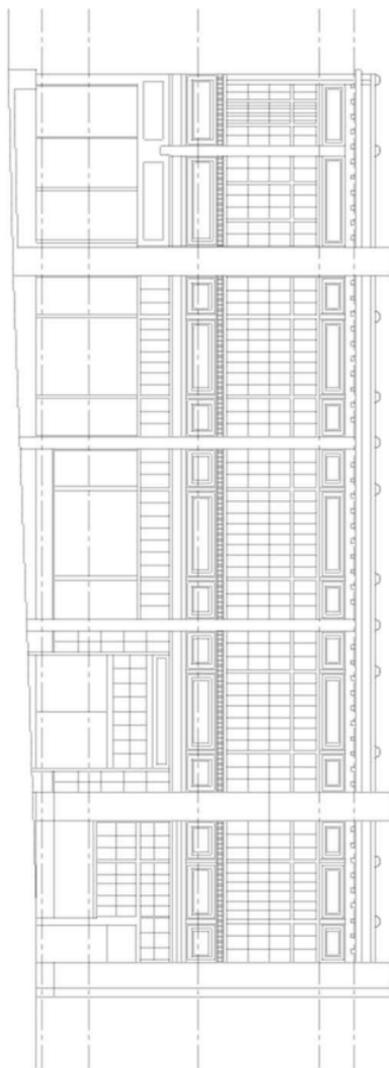


OPERATION NO 70
GARAGE BUILDING FOR
THE S. NICOLMAN STATE
SEATTLE WASH
WEBSTER & FORD ARCHITECTS.
1916

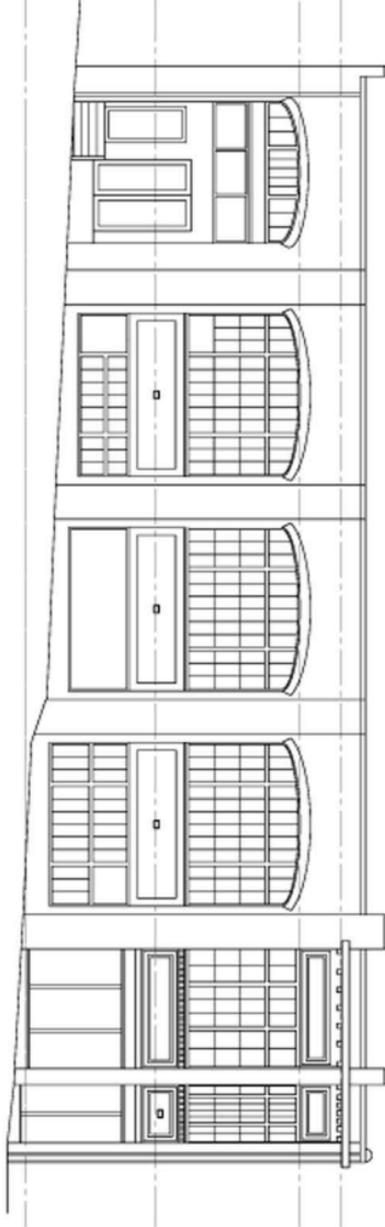


Twelfth Ave. Replat. B-7. L-1.

401-407 E. 2nd St

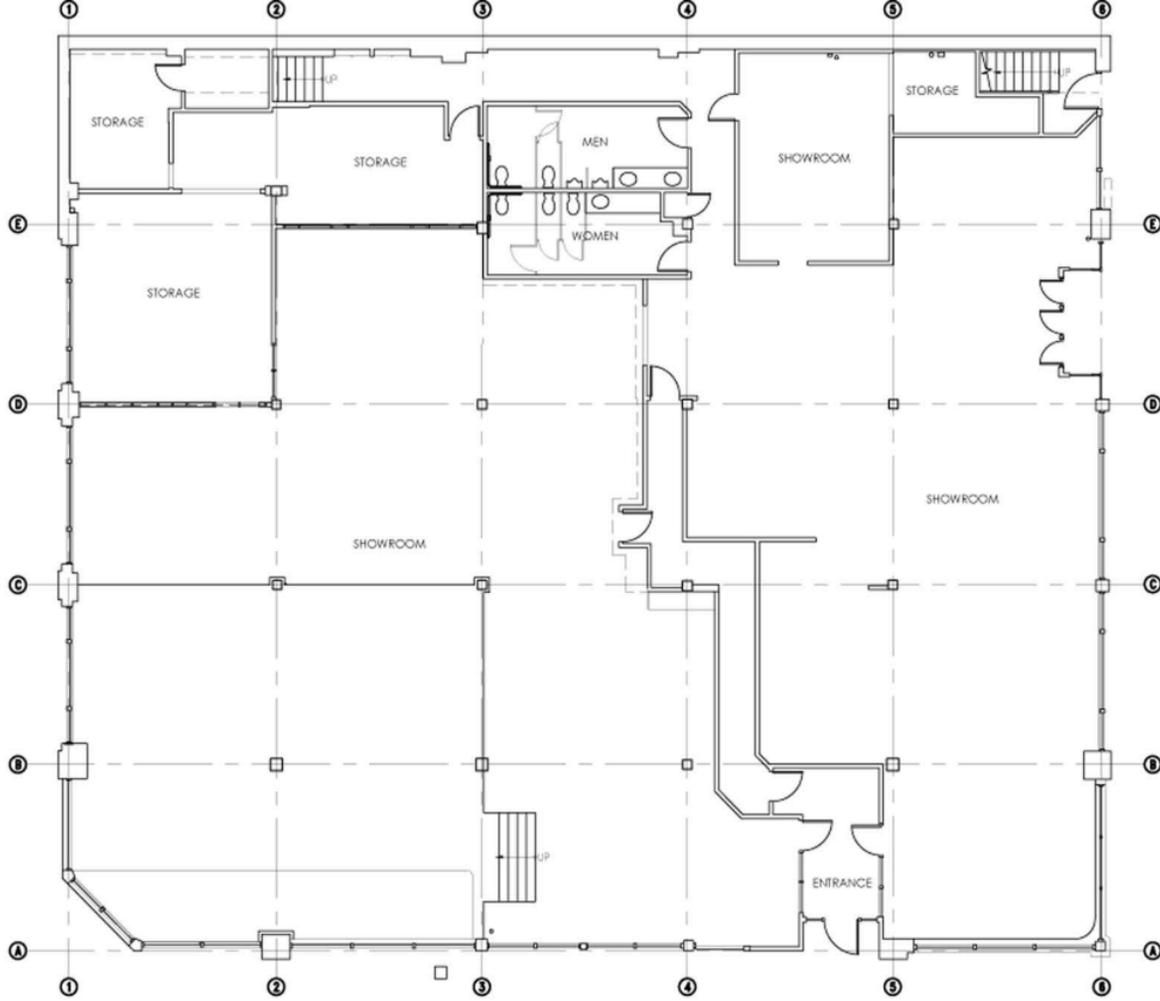


Project no: 12.131.00	AS-BUILT	Date: 08.09.12
STEPHEN DAY ARCHITECTURE, PLLC 1326 FIFTH AVENUE, SUITE 654 SEATTLE, WA 98101 T 206.625.1511 F 206.374.2370 stephen@stephendayarchitecture.com www.stephendayarchitecture.com	Scale: 3/32" = 1'-0"	Sketch No. ELEVATION-01.0
	Title: COLMAN AUTOMOTIVE BUILDING AS-BUILT 401 EAST PINE STREET	Drawing Notes: THIS DRAWING IS NOT FOR CONSTRUCTION OR PRICING PURPOSES.



Project no: 12.131.00	AS-BUILT	Date: 08.09.12
STEPHEN DAY ARCHITECTURE, PLLC 1326 FIFTH AVENUE, SUITE 654 SEATTLE, WA 98101 T 206.625.1511 F 206.374.2370 stephen@stephendayarchitecture.com www.stephendayarchitecture.com	Scale: 3/32" = 1'-0"	Sketch No. ELEVATION-02.0
	Title: COLMAN AUTOMOTIVE BUILDING AS-BUILT 401 EAST PINE STREET	Drawing Notes: THIS DRAWING IS NOT FOR CONSTRUCTION OR PRICING PURPOSES.

CRAWFORD PLACE



EAST PINE STREET

BELLEVUE AVENUE

Project no: 12.131.00

Date: 08.07.12

STEPHEN DAY ARCHITECTURE, PLLC
 1326 FIFTH AVENUE, SUITE 654

SEATTLE, WA 98101
 T 206.625.1511
 F 206.374.2370
 stephen@stephendayarchitecture.com
 www.stephendayarchitecture.com

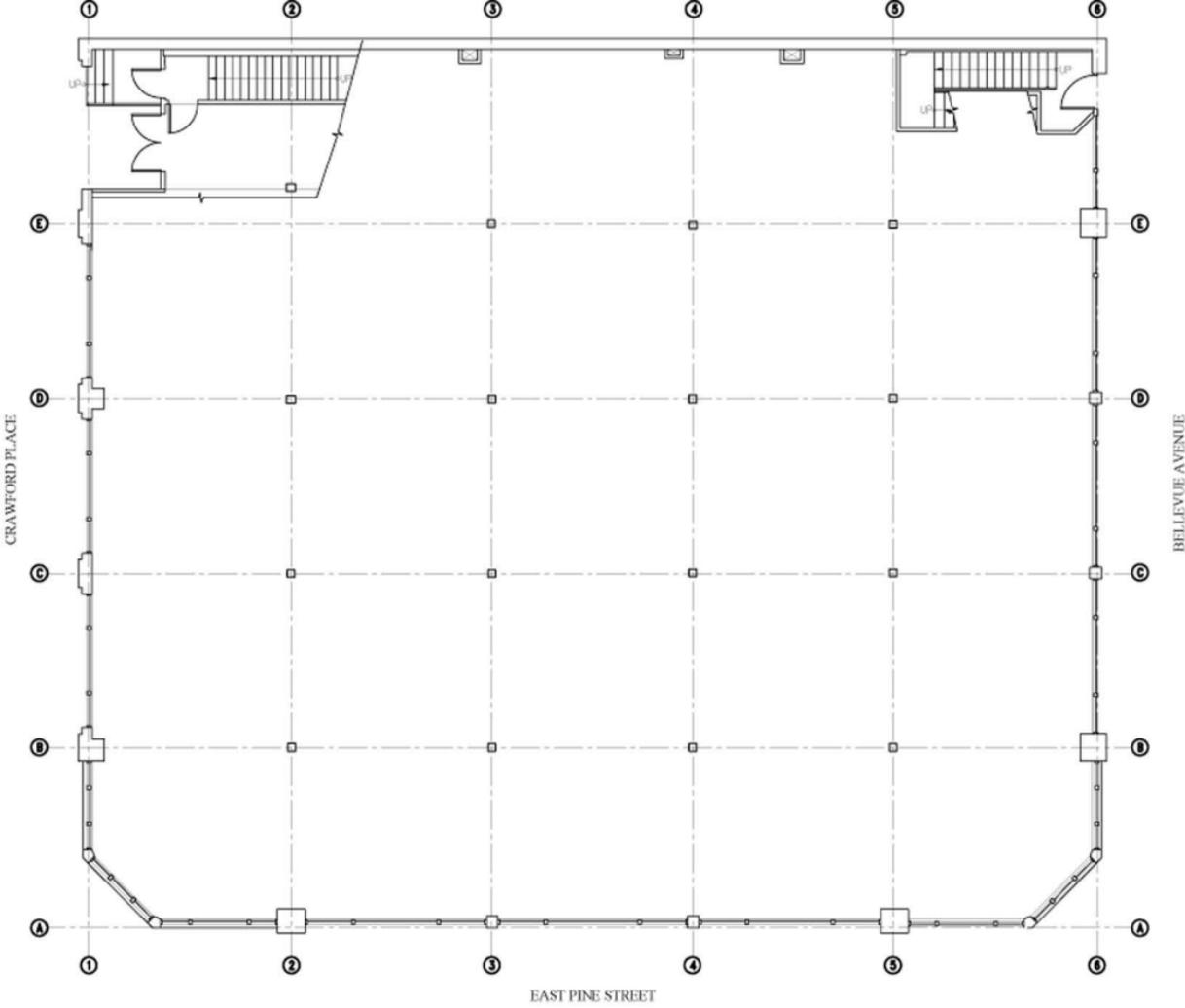
Scale: 3/32" = 1'-0"

Title:
 COLEMAN AUTOMOTIVE BUILDING
 AS-BUILT
 401 EAST PINE STREET

Sketch No. FP-01.0

THIS DRAWING IS NOT FOR CONSTRUCTION
 OR PRICING PURPOSES.





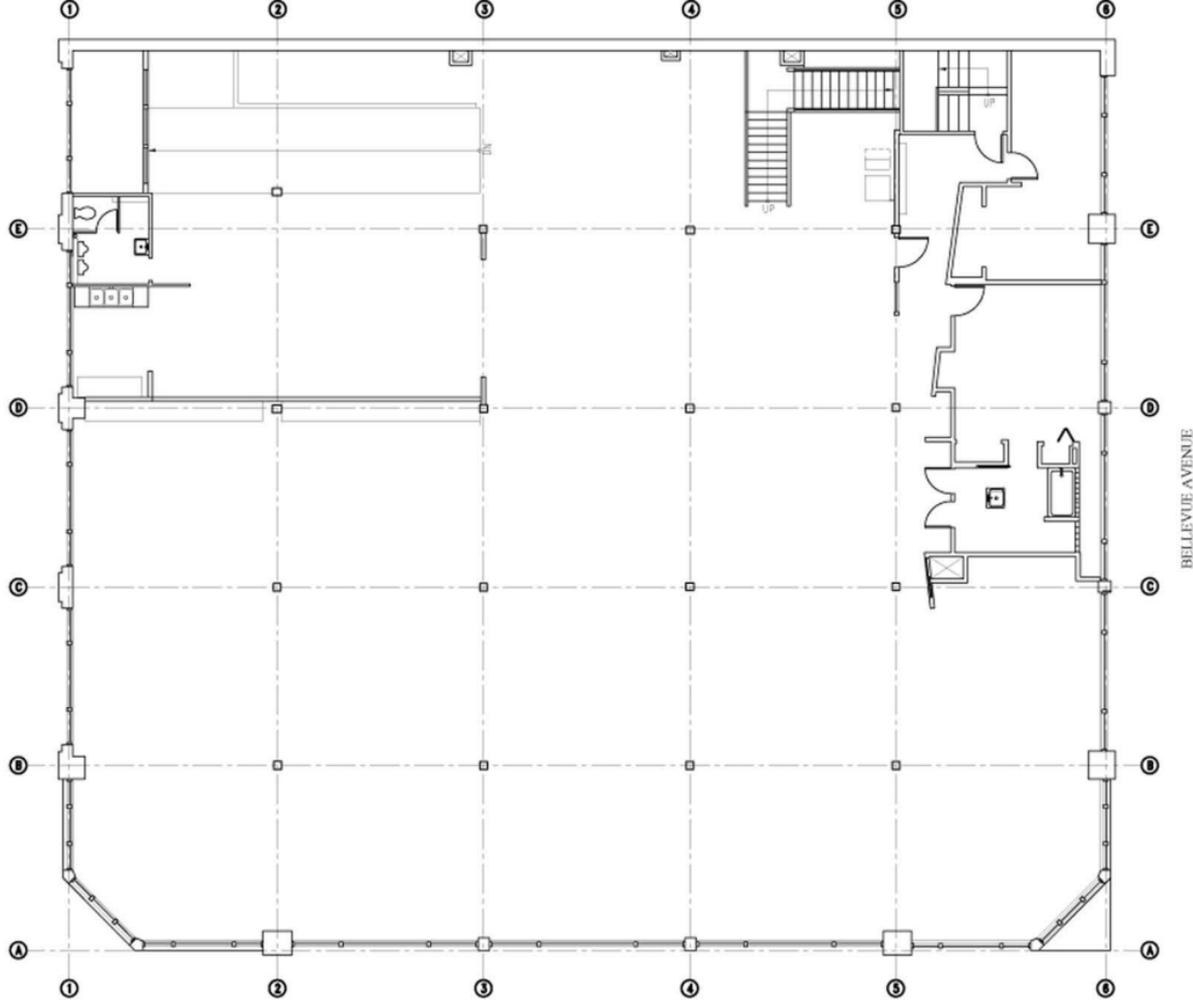
EAST PINE STREET

BELLEVUE AVENUE

CRAWFORD PLACE

Project no: 12.131.00	Date: 08.06.12
STEPHEN DAY ARCHITECTURE, PLLC 1326 FIFTH AVENUE, SUITE 654 SEATTLE, WA 98101 T 206.625.1511 F 206.374.2370 stephen@stephendayarchitecture.com www.stephendayarchitecture.com	Scale: 3/32" = 1'-0"
	Sketch No. FPMZ/0
	Project Address: THIS DRAWING IS NOT FOR CONSTRUCTION OR PRICING PURPOSES.
	Title: COLMAN AUTOMOTIVE BUILDING AS-BUILT 401 EAST PINE STREET

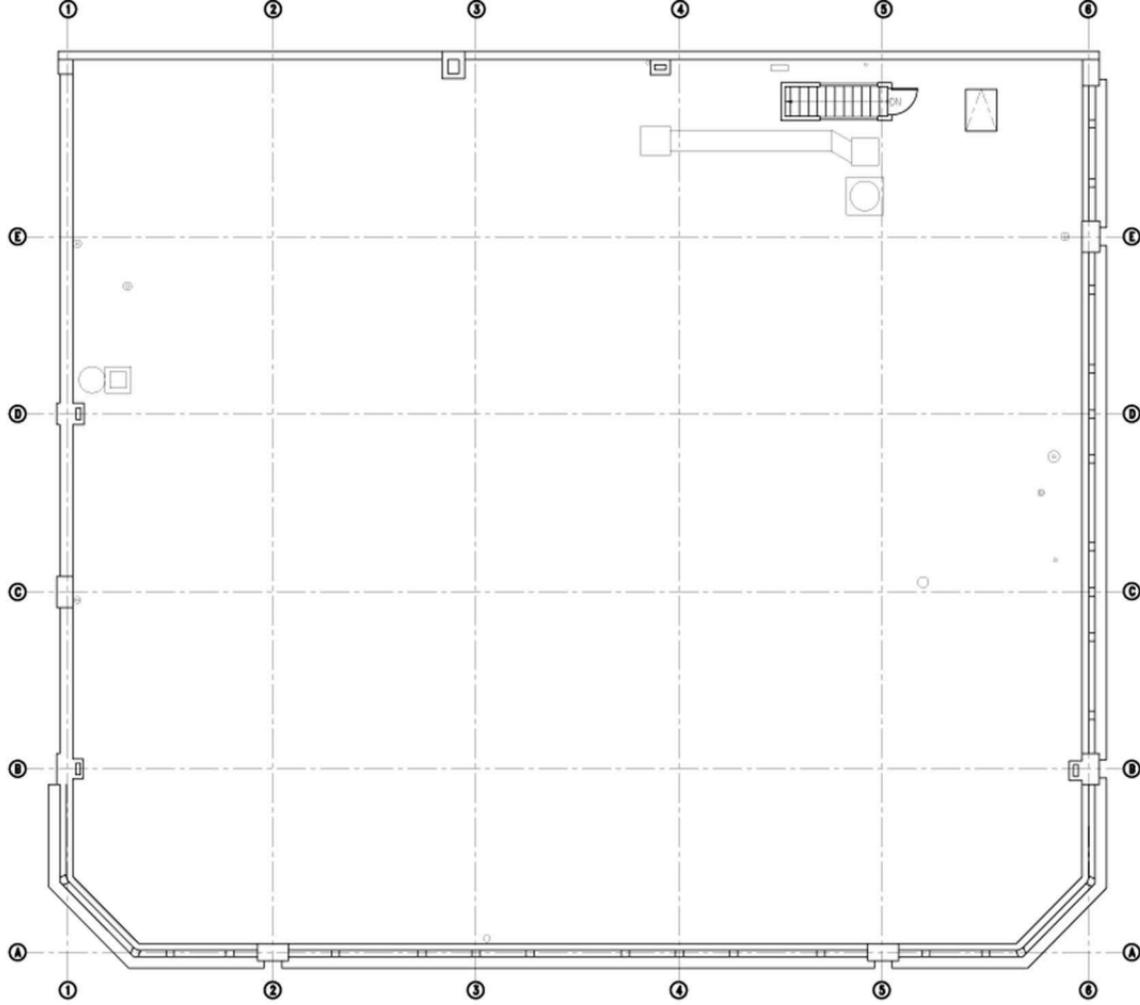




Project no: 12.131.00	Date: 08.06.12
STEPHEN DAY ARCHITECTURE, PLLC 1326 FIFTH AVENUE, SUITE 654 SEATTLE, WA 98101 T 206.625.1511 F 206.374.2370 stephen@stephendayarchitecture.com www.stephendayarchitecture.com	Scale: 3/32" = 1'-0"
	Sketch No. FP-02.0
	Project Name: COLMAN AUTOMOTIVE BUILDING AS-BUILT 401 EAST PINE STREET
	THIS DRAWING IS NOT FOR CONSTRUCTION OR PRICING PURPOSES.



CRAWFORD PLACE



BELLEVUE AVENUE

EAST PINE STREET

Project no:
12-131-00Date:
08/07/12

STEPHEN DAY ARCHITECTURE, PLLC
 1326 FIFTH AVENUE, SUITE 654
 SEATTLE, WA 98101
 T 206.625.1511
 F 206.374.2370
 stephen@stephendayarchitecture.com
 www.stephendayarchitecture.com

Scale:
3/32" = 1'-0"

Title:
 COLMAN AUTOMOTIVE BUILDING
 AS-BUILT
 401 EAST PINE STREET

Drawing title:
FP-REF 0

**THIS DRAWING IS NOT FOR CONSTRUCTION
 OR PRICING PURPOSES.**



MALLET
ANOTHER HISTORICAL RENOVATION BY
HUNTERS CAPITAL
DESIGN AND CONSTRUCTION
MALLETINC.COM 206.702.2175

AREA 51

201



AREA 51











MALLET



DESIGN AND CONSTRUCTION
MALLETINC.COM 206.767.1875

MALLET1228

— — — — —
ANOTHER
HISTORICAL
RENOVATION BY

HUNTERS
CAPITAL



EVUE AVE





12th. Ave. ADD REPLATE

B-7 L-192

4th. St. Pine St



MALLETT
900

AREA

AREA 51

AREA 51

AREA 51

AREA 51



VIDEO

BELLEVUE AVE

Bellevue Ave
E Pike St

AREA 51
MODERN
FURNITURE

AREA 51

AREA 51

AREA 51

AREA 51



MALLET



DESIGN AND CONSTRUCTION
MALLETINC.COM 916.90.0475

ANOTHER
HISTORICAL
RENOVATION BY
HUNTERS

AREA 51

OPEN HOUSE SALE
20%

CLOSED





MALLET

DESIGN AND CONSTRUCTION
MALLETINC.COM 312.247.1813

ANOTHER
HISTORICAL
RENOVATION BY
HUNTERS
L.A. REALTY

AREA 51

20%
SUMMER SALE



AREA 51
CLOSED

AREA 51





AREA 51

SUMMER SALE
20%









AREA 51

AREA 51

AREA 51

AREA 51

20% OFF
SUMMER SALE
STARTS AUGUST 01



AREA 51

10 3075



AREA 51

AREA 51

209

2021





AREA 51









MALLETT

DESIGN AND CONSTRUCTION
MALLETTINC.COM 954.961.8800

CLASSIC







MALLETT
100
MALLETT

Construction sign on a tripod







EXIT





































Utrecht

Utrecht
art supplies

Utrecht
art supplies

105%
PRICE GUARANTEE
GUARANTEED

Minor

Mars 1950 Ave

Utrecht
art supplies



E PINE ST

BROADWAY

BLICK
art materials

BLICK

BLICK

BLICK

BLICK



MELROSE BUILDING

309

305

303

POTAIN

BAR
book
Be

THE CAMBRIDGE

903









WASHINGTON ATHLETIC CLUB

HSBC

HSBC

CELEBRATING 80 YEARS

CELEBRATING 80 YEARS

ONE WAY

ONE WAY

ONE WAY

THE CLUB

BLUE WATER TRAY BREAD



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Colman Automotive Building

MULTIPLE NAME:

STATE & COUNTY: WASHINGTON, King

DATE RECEIVED: 12/28/12 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 2/13/13
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000017

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: Y PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

___ ACCEPT ___ RETURN ___ REJECT ___ DATE

ABSTRACT/SUMMARY COMMENTS:

The Colman Automotive Building is locally significant under National Register Criteria A and C in the areas of Commerce and Architecture. Completed in 1916, the property is one of the last surviving buildings from the earliest period (1910-1920) of development in Seattle's Pike-Pine auto row. Relatively unaltered, the structure ably conveys the forms and patterns typical of the transitional period from horse and carriage stables to auto oriented commercial facilities often located at the edges of commercial downtowns. The building is a fine local example of the small, purpose-built, specially designed auto sales and service operations of the era.

RECOM. / CRITERIA Accept CRITERIA A+C

REVIEWER PAUL R. LUSIGNAU DISCIPLINE HISTORIAN

TELEPHONE _____ DATE 2/13/2013

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



STATE OF WASHINGTON
Department of Archaeology and Historic Preservation
1063 S. Capitol Way, Suite 106 - Olympia, Washington 98501
(Mailing Address) PO Box 48343 - Olympia, Washington 98504-8343
(360) 586-3065 Fax Number (360) 586-3067

Dec 24, 2012

Paul Lusignan
Keeper of the National Register
National Register of Historic Places
1201 "I" Street NW, 8th Floor
Washington, D.C. 20005

RE: **Washington State NR Nomination**

Dear Paul:

Please find enclosed new National Register Nomination forms for the:

- **Colman Automotive Building – King County, WA**
- **Deception Pass State Park – Island/Skagit County, WA**
- **Admiral's House – 13th Naval Dist – King County, WA**

Should you have any questions regarding these nominations please contact me anytime at (360) 586-3076. I look forward to hearing your final determination on these properties.

Sincerely,

Michael Houser

State Architectural Historian, DAHP

360-586-3076

E-Mail: michael.houser@dahp.wa.gov



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past. Shape the Future.