

Shaub Ellison Company Building
1902 Pacific Avenue
Tacoma
Pierce County
Washington

HABS No. WA-210

HABS
WASH
27-TACO,
13-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

**Historic American Buildings Survey
National Park Service
Western Region
Department of the Interior
San Francisco, California 94107**

HISTORIC AMERICAN BUILDINGS SURVEY

HABS
WASH
27-TACO,
13-

The Shaub Ellison Building
HABS No. WA - 210

Location: 1902 Pacific Avenue, at the southwest corner of 19th Street and Pacific Avenue, Tacoma, Pierce County, Washington 98402

UTM Coordinates: 10-542705-5232350

Legal Description: Lots 1, 2 and 3, Block 1904, The Tacoma Land Company's Fourth Addition to Tacoma, W.T., According to Plat Recorded in Book 3 of Plats at Page 60, in Pierce County, Washington

Present Owner: The University of Washington, Seattle, Washington

Present Use: Vacant

Historic Use: Service Garage, Retail Tire Store, Wholesale Tire Distribution Center

Construction Dates: 1931 and 1959

Architect: Original Architect Unknown
Lea, Pearson & Richards Architects, Tacoma designer of the 1959 addition

Builder: J. B. Garrard, Tacoma, original building contractor
Unknown, contractor for the 1959 addition

Significance: The significance of the Shaub Ellison Company Building is both architectural and historical. The building was initially constructed in 1931 by J. B. Garrard for the Shaub Ellison Company as the regions first "super-service station." The Company was built by prominent local businessmen, Charles A. Ellison and Roe E. Shaub. The facility was a response to the emerging automobile age of the early twentieth century. It combined gas pumps, a retail tire showroom, general automotive service and repair facilities, with tire repair and storage for wholesale distribution. The building incorporated skillful Art-Deco design, detailing its cast concrete frame to create a unique image for its industrial and retail use. An addition in 1959 removed or obscured significant portions of this detailing.

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Significant Exterior Features:

- Urban corner site with sloping topography
- Cast-in-place concrete frame, foundation and bearing walls
- Cast-in-place concrete Art-Deco fluting and details
- L-shaped floor plan with Service Garage and Sales Room wings
- Original one and two-story massing
- Flat roof with raised parapet
- Original roof terrace
- Original octagonal "tower" over entry to Sales Room
- Steel frame industrial sash windows
- Original gas pump island in driveway with glazed attendant's office, hipped roof, metal roofing
- Original neon sign on Pacific Avenue
- Original Art-Deco light fixtures and cast concrete sign

Significant Interior Features:

- Exposed concrete and heavy timber structural frame
- Utilitarian service spaces
- Original Sales Room with display cabinets and casework, non-extant
- Elevator

Historic Context

The Historic Warehouse District of Tacoma

In the midst of Tacoma's historic "jobbers" district, the Shaub Ellison Company Building stands out against its surroundings. The historic warehouse district was composed primarily three to five story, heavy timber and masonry structures, which originally dealt primarily in groceries, cured meats, and dairy products. Hardware, dry goods, and other manufactured items represented the bulk of the remaining wholesale activity.¹

The warehouses in this district typically date from the relatively short period between 1884, when the Oregon Railroad and Navigation Company line connecting Tacoma with Portland, opened, and 1912. The arrival of the Cascade Division of the Northern Pacific Railroad in 1886, with its direct links east, firmly set Tacoma as a regional distribution center, and trans-shipping point for ocean-going cargo.²

¹ Tacoma: The Union Depot, page 18.

² A Guide to Architecture in Washington State, page 256-257.

To develop and service property surrounding their terminus on the sloping hill above the western bank of Commencement Bay, the Northern Pacific Railroad laid out two primary rail spurs. The Tacoma Land Company and the Northern Pacific cooperated to create this distinct commercial district, and control uses within it. Along these two spurs, the Land Company insisted on specific uses for any property they sold, enforcing the uniform character of this neighborhood.³

The topography of the district is reflected in the architecture, as its buildings address the parallel rail spurs. The first spur ran in an alley east of Pacific Avenue, approximately one level below street grade. This allowed for unloading and loading into a daylight basement, with displays and retail space on the floor above, facing Pacific. The other rail spur ran a block west of Pacific, on Commerce Street. This spur served loading facilities one level above Pacific Avenue, so that buildings on the west side of Pacific could use their second level for receiving and shipping.⁴

The rapid development of the warehouse district area, as well as its transportation-oriented use, contributed greatly to its uniform identity. By the early twentieth Century, Pacific Avenue was lined by surprisingly uniform buildings. Taken on a whole, these structures defined the economic base on which Tacoma based its early growth. The historic and architectural significance of the district was recognized in 1989 when it was recognized by listing in the National Register of Historic Places.

The Shaub Ellison Company History

Roe E. Shaub and Charles A. Ellison had been in business together for twelve years when they moved their company into its new location on Pacific Avenue. They had met in the Army during World War I, while both were officers stationed at Camp Lewis. In 1920, they formed a successful partnership in the tire business.⁵

Roe Shaub grew up in Tacoma, having moved from Denver in 1891, at the age of one. He attended college at the University of California at Berkeley, studying business. Soon after his graduation in 1916, he volunteered for military service just after the U.S. entered World War I. The Army selected him for Officers Candidate training at the Presidio in San Francisco, and he spent the remainder of his enlistment at Camp Lewis training other soldiers. Upon discharge he worked for a tire company in Seattle until going into business with Charles Ellison.⁶

³ Tacoma: The Union Depot, p. 18.

⁴ Tacoma: The Union Depot, page 18.

⁵ Tacoma Daily Ledger, 1/15/32, p. 9.

⁶ Tacoma Daily Ledger, 1/15/32, p. 9.

Charles Ellison was a native of North Dakota, but moved to Tacoma with his family in 1898. In 1901, he was employed by the Washington Rubber Company, a wholesale business dealing with belts, bicycle tires, solid carriage tires, and other rubber goods. The company shifted to include automobile tires for the growing number of cars in Washington state. Like Shaub, Ellison joined the Army during the World War I, attended OCS at the Presidio, and served his enlistment at Camp Lewis.⁷ After the war, but before the growth in auto ownership, he sold bicycle and sulky tires.

On March 16, 1920, the new partners opened their Tacoma-based Shaub Ellison Company. Roe Shaub's father had been a salesman for the Firestone Rubber Company, and Charles Ellison's brother worked for the U.S. Royal Tire Company of Ohio, in what had been an old cabinet shop. The original business was located at 773 Commerce Street in Tacoma in the corner of the Donnelly Hotel Building. The partners initially sought a distribution franchise, and they were eventually awarded one by the Goodyear Tire Company in 1925.⁸

Despite facilities which were not ideal, the business began to grow. To accommodate the large solid tires still found on many trucks, particularly for the lumber industry the partners soon opened an additional press service for "pressing and grooving" solid tires in a shop at 23rd and C Streets. The business facility was consolidated at 911 Commerce, and later at 732 Commerce, Tacoma.⁹

In an era when cars and trucks typically did not carry spare tires, the Shaub Ellison Company quickly established itself for its prompt roadside assistance around the south end of Puget Sound. It initially dealt almost exclusively with private automobiles, but began to specialize in servicing fleets of vehicles, stocking spare wheels ready to be installed, mounted with tires. When a blowout occurred the customer would simply call, and a spare wheel would be delivered. Shaub Ellison customers called from as far away as Yakima, Port Angeles, and Aberdeen.¹⁰

In 1930 the Goodyear Tire Company expanded the distribution territory for the Shaub Ellison Company to comprise all of southwest Washington. This expansion was accompanied with plans for relocating and expanding the company's retail facilities to the Pacific Avenue site. After relocation the company continued to grow, continuing to emphasize work with the trucking and lumber industries such as the Weyerhaeuser Company, a firm with its headquarters also located in Tacoma. Beginning in the early-1950s, the Shaub Ellison Company opened branch retail facilities in Puyallup, Shelton, and Bremerton, Washington. The company accompanied lumber interests to Alaska and opened two facilities in the early-1960s.

⁷ Tacoma Daily Ledger, 1/15/32, p. 9.

⁸ Early business history of the company was provided by Sanford Shaub and Louise Christensen, a son and daughter of Roe Shaub, in telephone interviews, March 1995.

⁹ Tacoma Daily Ledger, 1/15/32, p. 9.

¹⁰ Tacoma Daily Ledger, 1/15/32, p. 11.

In January, 1954 Charles Ellison died.¹¹ The Shaub family, lead by Roe Shaub's sons, Sanford and William, purchased Ellison's partnership equity from his estate. The company continued to expand, particularly in its truck-related and tire retreading work. In the mid-1970s Shaub Ellison opened facilities in Canada which operated for seven years until increased duty charges brought about closure. Along with lumber interests the company also explored retread operations in Indonesia and the Philippines. In 1980 the Shaub Ellison Company gave up their Goodyear dealership and became one of the 250 service and sales dealerships of the Les Schwab Company of Prineville, Oregon. Currently the Shaub Ellison Company continues to operate five facilities in Puget Sound, two in eastern Washington and two in Alaska.

Under the direction of his son, Sanford Shaub, and grandson, Steven, the company's success continued after Roe Shaub's death in 1976. During his life, Mr. Shaub was known primarily as a prominent business man. He was also known within civic and community affairs in Tacoma, having served as the president of the Rotary Club, Washington State Historical Society, and Chamber of Commerce, as a board member of the Tacoma General Hospital, director of Puget Sound National Bank, and chairman of the University of Puget Sound and the City's Planning Commission.¹²

The Original Building Construction

The construction of the Shaub Ellison was an important event in Tacoma. In the midst of the Depression, new construction was quite limited in the city. Planning and construction of a \$50,000 building on such a prominent site was bound to attract attention. J. B. Garrard, the owner of the site and contractor for the building, estimated 30,000 cars a day passed the building on Pacific Avenue. The first public notice of the planned building was a small note in the Tacoma Daily Ledger on June 28, 1931, which described a two story brick structure with a \$15,000 budget.¹³ The building was constructed eventually with a budget of over \$50,000. It is unclear why the scope and budget increased so dramatically.

According to a son of the original partner, Roe Shaub, the new building's design may have been provided by the Goodyear Tire Company of Akron, Ohio.¹⁴ As the architectural designs for the new building are unattributed, and the Shaub Ellison Company was a territorial distributor for Goodyear, this explanation seems plausible. The building's unique architectural character would have served as an identifiable image and marketing tool for both the local distributing company, Shaub Ellison, and the national one, the Goodyear Tire Company.

11 Tacoma New Tribune, 1/6/54.

12 Tacoma News Tribune, May 19, 1976.

13 Tacoma Daily Ledger, 6/28/31, p. D6.

14 Telephone interview with Sanford Shaub, March 1995.

Regardless of its designer, it is apparent that the new Shaub Ellison Building was intended to be a symbol of the new era, as the economy began to slowly improve, and as the automobile assumed a much more important part in daily life. Art-Deco styling borrowed its name from the *Exposition Internationale des Arts Decoratifs* in Paris in 1925, and consciously strove for modernity and an artistic expression to represent the machine age.¹⁵ While typically represented by residential hotels, apartment buildings and large office towers, Art-Deco styling provided designers with an extremely flexible palette of decoration to choose from. In Tacoma, the Medical Arts Building (currently the Tacoma City Hall) designed by John Graham Sr. and completed in 1930, represents a classic Art-Deco structure, adorned by abstract floral patterns executed in terra-cotta, wood, plaster, marble, and metal.¹⁶

J. B. Garrard, the owner, developer, and contractor for the Shaub Ellison Company Building, obtained the property for \$15,000.¹⁷ An 1888 Sanborn Fire Insurance Map showed no development on the site, but a small house exists in the center of the ungraded, platted 19th Street corridor. In an 1896 map, a small house appears on 19th Street, with "Junk Storage" indicated to either side on Pacific and Commerce Avenues. The 1912 Sanborn survey notes these as "Old Junk," but the house is gone.¹⁸

¹⁵ What Style is it?: A Guide to American Architecture, p. 88.

¹⁶ A Guide to Architecture in Washington State, p. 264.

¹⁷ Tacoma Daily Ledger, 1/15/32, p. 9.

¹⁸ Tacoma Daily Ledger, 1/15/32, p. 11. According to an interview with Mr. Garrard, published on the opening day of the Shaub Ellison Building, the earliest building on the lot was a small house moved onto the corner site when 19th Street was graded. For some time, C. B. Wright's estate owned the property, along with other large holdings in Tacoma. His bequests to Tacoma included Wright Park, Annie Wright Elementary School, and St. Luke's Church. Ownership of the property passed to a Mr. Winkleman who operated a junk business on the lot, until the house burned "some years ago."

Architectural Description

The Site

The Shaub Ellison Company Building occupies a prominent corner site on the west side of Pacific Avenue, across from Tacoma's Union Station site, currently the site of the new Washington State Historical Museum. Located at the corner of Pacific Avenue and 19th Street, the site slopes up the hill approximately fifteen feet to Commerce Avenue. Measuring 90 feet on Pacific Avenue with a depth of 120 feet on 19th Street, the lot is 10,800 square feet. Although smaller than some surrounding properties, the site is wider than the other lots on the west side of Pacific Avenue.

Adjoining the site to the south is the Walsh and Gardener Company Building. This brick, four-story warehouse served as a pipe valve and fitting jobbing house in the first decade of the twentieth century. It is built to the property lines, with a masonry party wall facing the Shaub Ellison site. The Walsh and Gardener Building currently houses a new and used office furniture store.

The Original Building Design

In contrast to the neighboring buildings, the Shaub Ellison Building was set back from Pacific Avenue to create a service drive for its gas pump island. The structure was comprised of two wings, with raised parapets and flat roofs. The rear or Service Garage wing was two stories high, and measured 90 feet by 50 feet. This wing occupied the back half of the site, abutting the Walsh and Gardener Building, Commerce Avenue, and 19th Street. A smaller, 50 foot by 35 foot, one-story Sales Room wing projected forward from this volume on the south side of the lot, and abutted the Walsh and Gardener Building.

A unique feature, a roof terrace, was provided on top of the Sales Room wing, offering customers a place to relax while waiting for their vehicles. This L-shaped configuration opened to a large driveway on the northeast corner of Pacific and 19th. The drive was only accessible from Pacific Avenue because of 19th Street's steep slope as it rose up to Commerce Avenue.

A small island containing four gas pumps originally stood in this drive near the Pacific Avenue sidewalk. A low, glazed attendant's office, hipped roof, metal roofed glazed attendant's office was located at the island; its roofs extended to covered a portion of the pump areas. Above the island, a steel I-beam held a vertical neon sign shaped to reflect the Art Deco character of the building behind it. In large letters, it advertised "Goodyear Tires", with the Shaub Ellison Company name in smaller lettering below.

The corners of the building were articulated with paired vertical pilasters. Single pilasters defined the structural bays within the two-story portion of the structure. Originally, lighting sconces decorated the exterior of these pilasters and illuminated the driveway. (These scones no longer exist.) The public pedestrian entrance to the Sales Room was located at the northeast corner of the one-story wing. Here, the building form was cut on the diagonal, with an octagonal tower and flag pole rising over the door.

On the one-story portion, paired pilasters were set farther apart to accommodate the diagonal corner entry a door and window in the center. The primary bays were further subdivided into three parts by smaller vertical elements extending from just below a horizontal band over the windows to the cornice. The combination of corner elements, primary structural pilasters, and secondary elements created a clear hierarchy of organization on the facades, and expressed the structural rationality and internal functions of the building.

The Shaub Ellison Building was constructed primarily of cast concrete, with a heavy-textured, buff-colored stucco finish on the exterior. In many places on the interior the rough-sawn board forms used in the construction of the building have textured the concrete walls, beams, and ceiling. The concrete slab floors were colored red with "Lithochrome" tinting. The same coloring system was used to provide a light chromium tint at the exterior driveways.¹⁹

Exterior windows were metal frames, with decorative bronze trim in the storefronts on the ground floor, and steel industrial sash with divided lites in the upper floor. Ceramic tiles were used to fill in the panels below the storefront windows on the ground floor.

On the ground level, the structural bays were open, containing either windows or roll-up doors. Storefront windows filled the front bay of the Sales Room, on both sides of the corner entry tower. These windows faced Pacific Avenue, and the paved vehicle area between the two wings of the building. The north facade of this wing was organized symmetrically around a more narrow bay in its center. West of this bay, an overhead door was located at the ground floor. The ground floor of the service garage wing had two primary bays, each containing large overhead-coiling vehicle doors.

The second floor over the Service Garage wing appeared as a solid mass with the exception of sliding metal grilles, and windows punched in the walls between the secondary vertical elements of the facade. This rested on top of the relatively open structural frame below. The second floor consisted of industrial steel sash, characterized by divided lites and narrow muntins. A section in the center of each window was an operable hopper section. One of the second floor openings contained a door, which provided access to the roof terrace and flagpole.

The north facade of the Service Garage, facing onto 19th Street, had window openings on the upper level only of the center bay, flanked by one on each side of the bay. The west elevation of the Service Garage, facing onto Commerce Avenue, contained five windows and two overhead doors, but lacked the articulation and composition of the two primary facades. A solid party wall abutted the Walsh and Gardener Building to the south.

Ornamentation was concentrated at the edges of the Shaub Ellison Building. Paired pilasters at the corners, and the tower at the entrance all contained significant Art-Deco style fluting and molding, integrally cast in the concrete frame of the building. These pilasters, and the secondary elements between them, extended above the horizontal cornice line, creating a visually emphatic silhouette with their ziggurat-shaped tops. The cornice between these verticals was not flat but fluted, stepping in and out at a pronounced angle to the wall below. This fluting was reflected at a smaller scale in panels below the second floor windows.

¹⁹ Tacoma News Tribune, 1/15/1932, p. 9.

As it does today, the Shaub Ellison Building's low-scale massing, and its high styled and exuberant detailing originally stood with recognizable contrast to the typical older, multi-story masonry warehouses in the district with their comparable but more restrained, no-Classical decorative details.

The Building Interior

The interior organization of the Shaub Ellison Company Building was relatively straight forward. The Sales Room was located in the front of the building facing Pacific Avenue. It opened up to the full height of the lower floor, approximately 15 feet. Behind the Sales Room were an office and toilet rooms. Above the office and toilet facilities was a narrow mezzanine containing additional office space. This mezzanine overlooked both the Sales Room and the first service area of the garage through a series of relite windows.

The first service area faced north into the driveway, and contained undifferentiated work space. The other service area was located at the rear of the building, opening east of the driveway through two vehicle doors. At the rear of this space, three specific work stations were created: a greasing pit and greasing hoist on one side of the column line, and a brake tester pit on the other. Both of these areas rose to the full height of the lower floor with the board-formed cast concrete beams and slab exposed overhead.

Support facilities were located in the southwest corner of the building, away from access to the street or driveway. These spaces included a Battery and Vulcanizing Room, a Buffer Room, and toilet/locker facilities for the employees.

The upper floor, opened only onto Commerce Avenue, served as a storage facility and warehouse for regional distribution of tires. It had one vehicle door to allow vehicular access at the north end, and a second vehicle door opening onto a loading dock. Although the exterior walls and floor consisted of concrete, the posts and roof structure were heavy timber. A small elevator and a stair connected the two levels, and served to access the original roof terrace.

With the exception of partitions between the office and garage, and paint there were few finish materials used in the service and warehouse spaces. White paint was used above eye-level with a band of contrasting, dark color to the windows; the rest was unpainted. The building interior was illuminated by suspended, incandescent light fixtures. It also contained an elevator, which was used for passenger access to the upper floor and roof terrace, and probably for movement of parts. The installation of an elevator in a two-story building dating from the 1930s appears unusual. As with the Art Deco styling, and elements such as the pump island, it may have been provided as an expressive example of advanced technology and the optimism of the Shaub Ellison Company.

Additions and Alterations

Both the interior and the exterior of the Shaub Ellison Building have undergone substantial changes. In 1959 an addition, designed by Lea, Pearson and Richards Architects, was constructed over the one-story Sales Room wing, eliminating the original roof terrace. This concrete block addition necessitated the removal of the tower and flagpole at the entrance of the building, and the fluted sections at the top of the cornice.

Although the addition duplicated the form and texture of the primary pilasters with stucco-covered concrete block, it lacked the detailing possible with cast concrete. At the cornice, the pilasters were flush with the parapet, and capped with a thin concrete slab. Secondary vertical elements extended the full height of the second story, in contrast to the partial height of the original structure. The windows were of similar overall dimensions, but the steel sash was divided into horizontally-oriented lites in contrast to the verticality of the original windows.

Large sign boards were also added to the entire building just below the second story windows. The gas pumps, pergola, and sign in the driveway may have been removed at this time. Records are not available to record the date of this removal.

Current Conditions

The process of change on the interior appears to have been an ongoing process. With the exception of the toilet rooms and the Sales Room, none of the wood-framed partitions on the first floor have survived. The Sales Room was expanded, wrapping around the toilet rooms, appropriating part of the south Service Area. All of the support facilities appear to have been remodeled since the 1959 addition.

A large mezzanine was also added over what used to be the south Service Area, extending from the existing mezzanine to the rear of the building. This also extended over half of the first service bay in the Service Garage wing. It was crudely built with 6x6 posts, larger beams, and 4x6 T and G wood decking.

The Shaub Ellison Company left the building several years ago. It is currently vacant, and contains debris, dirt and grime of over 60 years of use. The Sales Room has been stripped of its casework and carpeting has been used to clad several interior walls. Wood posts in the Service Garage show the abuse of time from vehicles and the greasing pit of the brake test area contains oil and other refuse. The existing roof decking on the entire building is in poor condition due to failure of the roofing, and some of it has collapsed. However, with the exception of the roof deck, the building's concrete structure appears to be in relatively good condition.

In the early 1990s, the Shaub Ellison property was acquired by the University of Washington of Seattle as a part of its 46-acre Tacoma Branch Campus. The University's Master Plan call for removal of the single-story Shaub Ellison Building, and redevelopment of the site to allow for construction of a larger classroom building.

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Interviews

Telephone interview with Sanford (Sandy) Shaub (7409 - 86th Street, Puyallup, Washington 98371), (206) 845-6326, March, 1995.

Telephone interview with Louise (Shaub) Christensen (204 SW 292nd Street , Federal Way, Washington 98023), (206) 839-2527, March, 1995.

Figure 7. Current Main Level Floor Plan Sketch, October 1994,
Boyle • Wagoner Architects, Seattle.

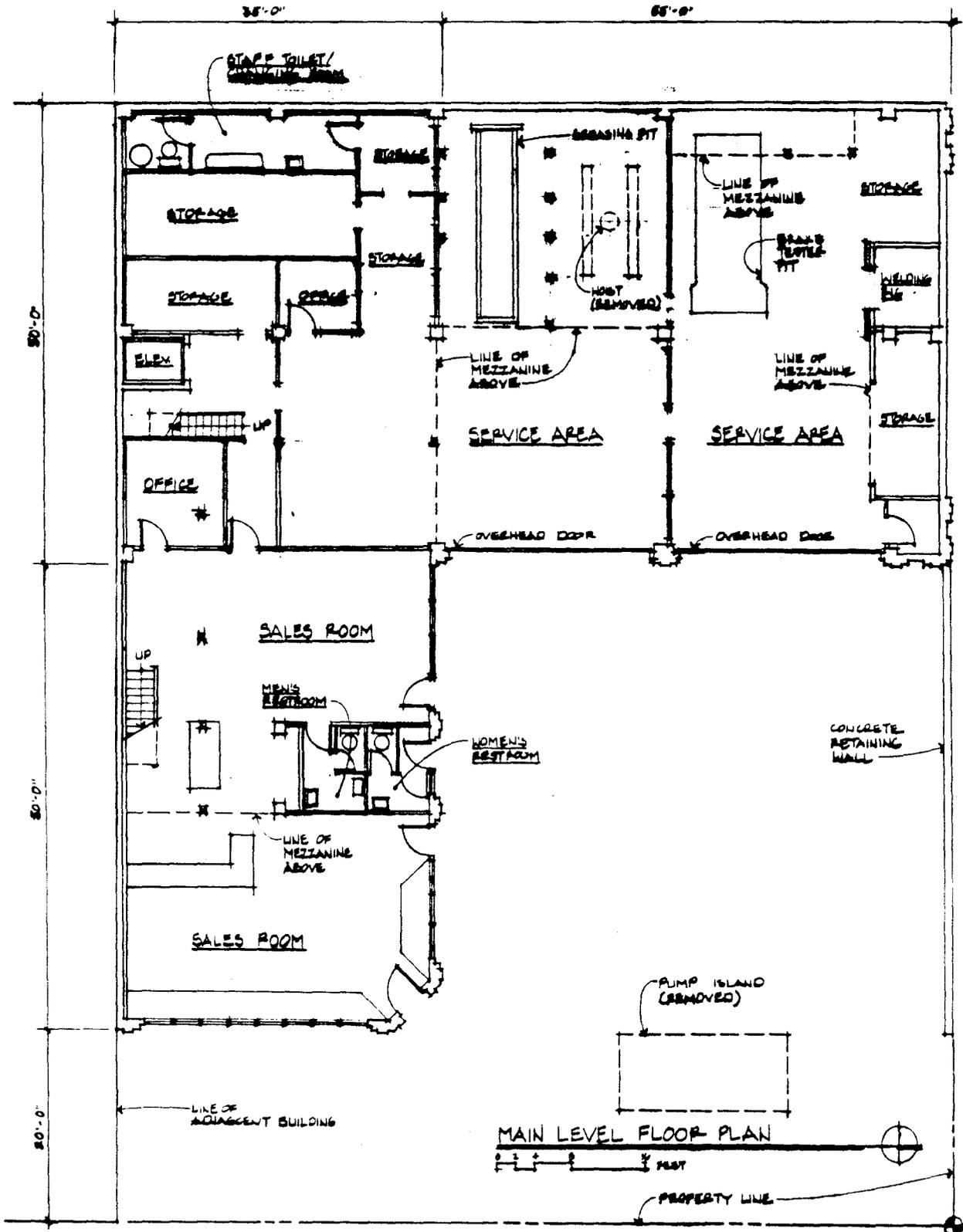


Figure 8. Current Mezzanine Level Floor Plan Sketch, October 1994,
Boyle • Wagoner Architects, Seattle.

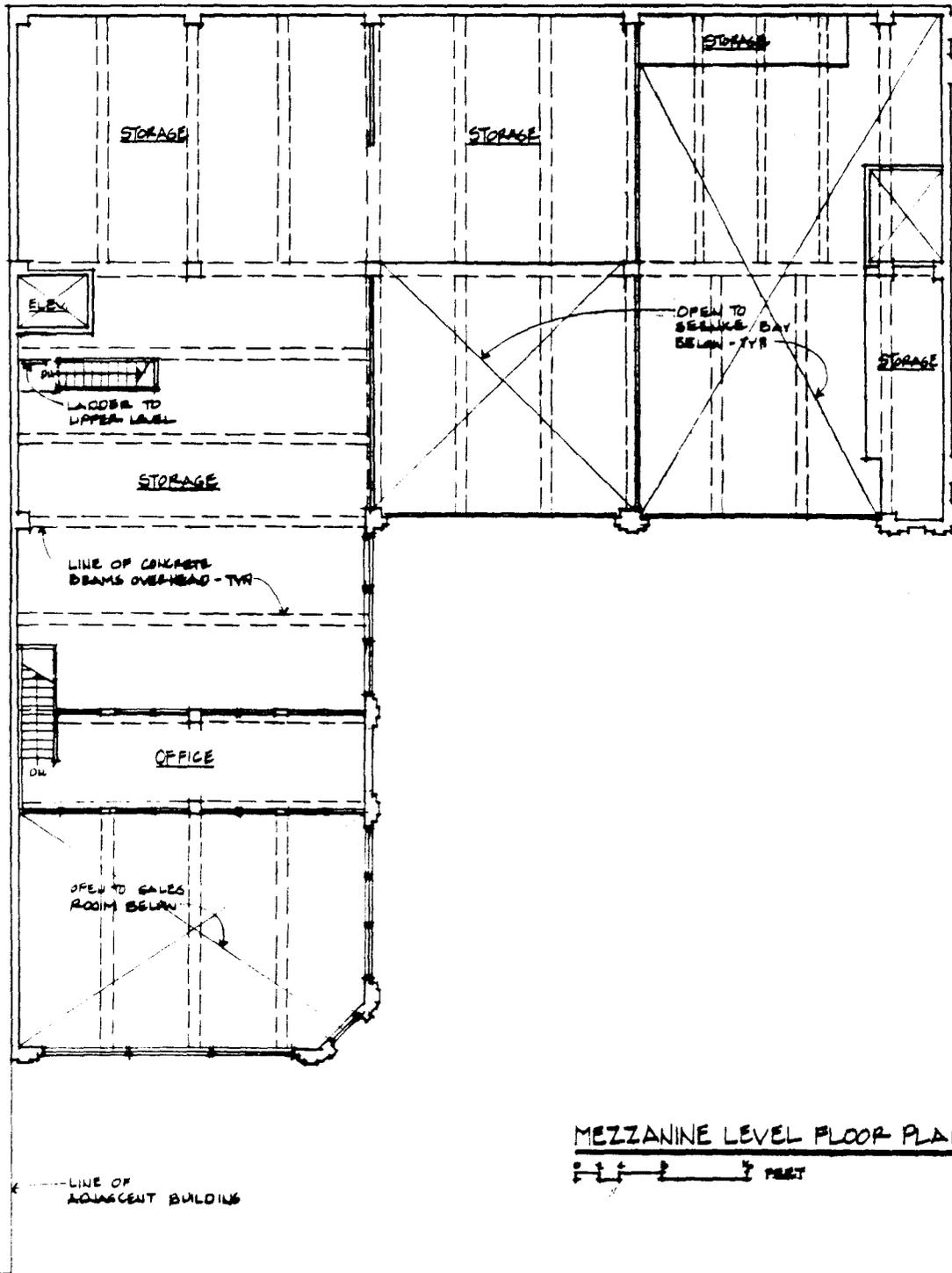


Figure 9 Current Upper Level Floor Plan Sketch, October 1994,
Boyle • Wagoner Architects, Seattle.

