

United States Department of the Interior
National Park Service

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 Fruit and Produce Row Historic District

other names/site number _____

2. Location

street & number Both sides of North First Ave, from West Yakima Ave north to West D St ☐ not for publication

city or town Yakima ☐ vicinity

state Washington code WA county Yakima code 077 zip code 98901

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national X statewide local

Applicable National Register Criteria

X A B X C D

Signature of certifying official/Title

Date

WASHINGTON STATE SHPO

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 of the Keeper

Date of Action

FRUIT AND PRODUCE ROW HISTORIC DISTRICT

Name of Property

YAKIMA, WA

County and State

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	
23	3	buildings
		district
		site
		structure
		object
23	3	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/warehouse

Current Functions

(Enter categories from instructions.)

COMMERCE/warehouse

7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

Materials

(Enter categories from instructions.)

foundation: BRICK, STONE, CONCRETE

walls: BRICK, STONE, CONCRETE

roof: WOOD, SYNTHETICS

other:

FRUIT AND PRODUCE ROW HISTORIC DISTRICT

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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 Fruit and Produce Row Historic District in Yakima, Washington, encompasses a collection of common and cold storage warehouses built between ca. 1898 and 1969. These were predominately utilized for fruit and produce storage and historically serviced by trucks and railroad connections. The district extends along both sides of North First Avenue, from West Yakima Avenue north to West D Street. The district is parallel with the former Northern Pacific Railroad, now the BNSF Railway Company rail corridor. Yakima's commercial core is located on the east side of the BNSF Railway Company rail corridor, across from the historic district. The view connection between this historic district and the Old North Yakima NRHP Historic District (listed 1986) are historically significant, linking the city's industrial and commercial growth along either side of the railroad, the central transportation connection.

The North Yakima plat, recorded in 1885, provides the organizational framework for roads, blocks, and lots, and conveys the development influence of the railroad in shaping the spatial character of the historic district. The historic district spans the three blocks (A, B, and C) established in the plat along the west side of the railroad, along with the east half of blocks 207 through 210 within the same plat, and an unplatted area east of block 210 and south of block A.

Setting and Site

The Fruit and Produce Row Historic District is located across the railroad tracks from the downtown commercial core. Several key east-west roads for truck access connect to the historic district, including Yakima Avenue, the city's main east to west arterial, Martin Luther King Jr. Boulevard, and Lincoln Avenue. Warehouses and industrial buildings extend several blocks north, south, and west from the historic district before transitioning to residential development. The railroad corridor along the east remains in use; most of the spur lines have been replaced with gravel loading and staging areas for shipping.

The 16-acre historic district is topographically level, generally. Most of the common and cold storage warehouses remain in active use, with some at the south end changed to commercial use. The buildings overall remain in fair to good condition and are utilitarian in character without a specific architectural style. They have mostly been built with shared or abutting walls, providing a continuous row of buildings, often historically functionally interconnected on the interior. North First Avenue, paved with concrete, serves the essential role of north to south circulation within the historic district and as space for expanded processing, delivery, and truck access supporting the warehouses.

Plat characteristics laid out the industrial area across the railroad corridor from the most densely platted portion of the city. Blocks A, B, and C were each platted as 180 by 400 feet without an alley, fronting both North First Avenue and the railroad. Each block had eight 50-foot-wide lots, compared to the 25-foot-wide lots in the downtown portion across the railroad. The area south of block A remains unplatted. Blocks 207, 208, 209, and 210, comprising the western half of the historic district, were 300 by 400 feet, including a 20-foot alley between the east and west halves of each block. All lots are oriented towards North First Avenue, except the lots at the south end of block 210, which is oriented to Yakima Avenue.

Railroad spur line development ran north to south and occurred east of the historic district within the 200-foot-wide space between blocks A, B, and C and the railroad mainline; along North First Avenue within the platted right-of-way; and within the alley along blocks 207 through 210. Spur line development widened the alley from 20 to 64 feet and is the basis for the placement of the west walls of warehouses in those blocks, with the walls set at the edge of the spur line corridor for shipping access.

FRUIT AND PRODUCE ROW HISTORIC DISTRICT

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Integrity

The historic district retains a high level of integrity; each aspect is discussed below.

- *Location:* Boundaries that historically defined the historic district remain intact along with the location of streets and the railroad right-of-way. The size and shape of the blocks and rights-of-way remain intact.
- *Design:* The arrangement and hierarchy of streets and arrangement of blocks remain intact. The spatial organization of the blocks around the railroad remains evident through the streets and loading docks.
- *Setting:* The corridor character along North First Avenue and along the railroad right-of-way remain in working common and cold storage warehouse use, conveying a continuity of historic use since the historic district was established.
- *Materials:* The materials of the buildings, loading docks, and roadways remain. Stone, brick stucco, and concrete all support a cohesive historic character to the historic district. Most buildings retain key exterior materials related to their original construction.
- *Workmanship:* The original workmanship remains evident in the concrete, brick, and stone building exteriors, loading docks, wood doors at loading doorways, and wood windows.
- *Feeling:* The feeling of a working agricultural warehouse district remains both along North First Avenue and along the railroad right of way east of North First Avenue. The visual massing and continuity of the warehouses and loading docks and doorways remains.
- *Association:* The warehouses continue to operate as common and cold storage warehouses. The buildings convey the period when the historic district achieved importance and continue to reflect the functional design principles that shaped it.

Exterior building alterations tend to include the following:

- Infilling windows as part of converting common warehouses to cold storage.
- Removal of loading docks as the movement of goods shifted from railroad car to truck. Currently fork lifts run in and out of the buildings, loading goods onto trucks.
- Loading door replacement with new doors as original doors have either worn out or no longer provided an adequate seal for cold storage functions.
- Replacement of wood windows with vinyl windows.
- Adding new mechanical systems to the exterior of buildings to maximize storage space within the buildings.
- Replacement of warehouses with new warehouses to modernize facilities. This has occurred both within the potential period of significance and outside of the period.
- Building loss due to demolition or building failure, leaving empty lots within the survey area.
- The addition of additional stories to provide storage space.

Interior alterations tended to include the following:

- Removing framing to convert multiple floors to a single interior volume, allowing for vertical stacks of stored goods that can be moved by forklift and eliminating the need for elevators or ramps between floors. These changes have kept the buildings in warehouse use without having to be replaced.
- Upgrading mechanical systems and removal of mechanical systems for dry storage. This typically resulted in the loss of original mechanical systems but has allowed the buildings to remain in cold storage use.
- Adding insulation to the interior side of exterior building walls and the underside of floor framing in buildings used for cold storage. This typically consisted of spray foam.
- Removal of packing equipment from cold storage warehouses as specialized packing warehouses were constructed, and then the removal of packing equipment from these buildings as storage shifted to prepackaged fruit, hops, and other goods.

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Historic District Resource Table

Site ID	Address	Historic Name	Year Built (ca.)	Classification
1	15 W Yakima Avenue	Pacific Fruit and Product Co. Warehouse 1	1923	Historic Contributing
2	2 N First Avenue	A. B. Foseen and Co. Warehouse	1908	Historic Contributing
3	104 N First Avenue	N/A	N/A	Vacant
4	15 N First Avenue	Pacific Fruit and Produce Co. Warehouse 2	1930	Historic Non-Contributing
5	27 N First Avenue	Yakima County Horticultural Union Warehouse 2	1927	Historic Contributing
6	29 N First Avenue	Yakima County Horticultural Union Warehouse 1	1922	Historic Contributing
7	2 West A Street	Yakima Horticultural Union Garage	1923	Historic Contributing
8	107 N First Avenue	Cohodas-Lancaster-Frank Company Warehouse	1966	Historic Contributing
9	117 N First Avenue	Helliesen Lumber and Supply Co. Warehouse	1914	Historic Contributing
10	132 N First Avenue	Yakima Fruit and Cold Storage Co. Warehouse 1	1969	Historic Contributing
11	132 N First Avenue	Yakima Fruit and Cold Storage Co. Warehouse 2	1969	Historic Contributing
12	134 N First Avenue	Yakima Fruit and Cold Storage Co. Warehouse 3	1969	Historic Contributing
13	132 N First Avenue	Yakima Fruit and Cold Storage Co. Shipping Office	1969	Historic Contributing
14	201 N First Avenue	J. M. Perry and Co. Warehouse 1	1906	Historic Contributing
15	202 N First Avenue	Prentice Packing Co. Warehouse	1925	Historic Contributing
16	205 N First Avenue	J. M. Perry and Co. Warehouse 2	1911	Historic Contributing
17	209 N First Avenue	Unknown	1968	Historic Contributing
18	212 N First Avenue	N/A	2016	Non-Historic Non-Contributing
19	213 N First Avenue	J. M. Perry and Co. Warehouse 3	1923	Historic Contributing
20	215 N First Avenue	Valley Transfer Company and Peppers-Schoenburg Company Warehouse	1910	Historic Contributing
21	301 N First Avenue	American Fruit Growers, Inc. Warehouse	1927	Historic Contributing
22	302 N First Avenue	N/A	2002	Non-Historic Non-Contributing
23	303 N First Avenue	Unknown	1951	Historic Contributing
24	309 N First Avenue	Lewiston Milling Company Warehouse	1898	Historic Contributing
25	311 N First Avenue	W. E. Roche Fruit Co. Warehouse 1	1898	Historic Contributing
26	312 N First Avenue	Warren and Co. Warehouse	1928	Historic Contributing
27	313 N First Avenue	W. E. Roche Fruit Co. Warehouse 2	1898	Historic Contributing
28	401 N First Avenue	N/A	N/A	Vacant

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Property Data

15 W YAKIMA AVENUE

Historic name: Pacific Fruit and Product Co. Warehouse 1	Year Built: ca. 1923	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 19131923519	Architect/Builder: Unknown/Unknown	
Site ID: 1	Plat: Not platted	

Description

This two- and four-story warehouse building is located at the south end of the block along West Yakima Avenue and has a rectangular plan that extends the full width of the block between First Avenue North (west side) and the railroad tracks (east side). The original brick building is two stories, with two additional stories added that are set back one bay from the front south facade. Commercial storefronts and second story offices extend along the south side of the building, with loading bays along the east and west sides of the four-story warehouse portion. On the north side, the building shares a party wall with the adjacent warehouse, with portions of the north wall's second, third, and fourth story exposed.

Flat roofs with low perimeter parapets cover the two-story south building portion and the four-story warehouse portion. The warehouse portion has two centrally located gable roof skylights. The south portion has a single, centrally located gable roof skylight. Rolled membrane type roofing clads the roofs. The parapet around the perimeter of the building at the second story level is stepped and has decorative brick corbeling consisting of alternating rowlock and header bands below a soldier course and metal cap flashing. The south facade parapet features a series of decorative raised diamond-shape elements, consisting of buff colored brick with a center off-white recessed field. The parapet at the fourth story portion is flat with a metal cap flashing.

The building's structure consists of unreinforced brick masonry at the first and second story (12 inches thick) with a third-floor unreinforced tile (8 inches thick) addition, a fourth story common bond brick addition (8 inches thick, header bond every eighth course) on the west side of the building, and a fourth story unreinforced tile addition on the east side of the building. A concrete base below the brick cladding extends along the east and west facades at the recessed loading docks. A concrete bond beam extends along the top of the third story below the brick fourth story. Wood posts support the interior warehouse floor structure.

Cladding at the first and second story levels consists of brick veneer. Bricks are reddish in color with a raked finish and laid up in a stretcher bond with raked mortar joints tinted red. Brick pattern work is used to highlight transitions between stories, with a projecting belt course between the first and second stories consisting of groups of three brick in an alternating stacked and soldier course pattern. At the base of the parapet, a thinner projecting belt course consists of a rowlock band below a header band. The front south facade features projecting two-story brick pilasters with brick corbel capitals and a vertical, header course band outlining the sides of each pilaster. Projecting buff colored brick pattern work occurs at the top of each pilaster. Brick panels between the first and second story have soldier course bands along their top and bottom edges. The bay above the front entrance features a decorative raised diamond shaped pattern in buff colored brick. The south bay on the east facade has the window configuration of the second story rendered in brick work at the first story. The south facade of the third and fourth stories is clad with painted stucco. The east and west facades and part of the north facade of the third and fourth stories are painted masonry.

The south facade features a diamond shaped window above the front entrance at the second story, with thin wood muntins supporting triangular glass panes. Rowlock bricks outline the window opening with buff-colored brick accents at the side corners. A steel lintel spans this opening.

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Second story window openings on the south, east, and west facades consist of groupings of three windows divided by wood mullions with flat soldier course headers, steel lintels, wood sills and rowlock brick sub sills. First-story west facade window openings consist of single windows and groupings of three windows, the latter divided by wood mullions with flat headers with steel lintels.

Third story window openings on the east and west facades consist of single-window openings cut down through the brick parapet with flat headers with steel lintels. Third story south facade windows overlook the roof of the front two-story building portion. These consist of paired and groupings of three windows divided by wood mullions. Small metal louvers with flat headers provide ventilation at the fourth story.

Entrances consist of loading bays on either side, with associated personnel doorways and the main south and east building entrances.

The loading bays on the east and west sides of the building are recessed below the second story and run the full length of each facade. Each consists of a concrete, raised loading deck with large steel columns along the outer edge of the deck carrying the steel beam supporting the second story above. Wood cross beams are exposed along the length of the ceiling above the deck, with plywood panel infill between the beams. Deck height corresponded with truck and rail car bed height to facilitate the moving of goods. Rail lines originally extended up to and parallel with the east facade, while the west facade was used for receiving and loading trucks. A metal clad stairway at the south end of the west dock connects to the sidewalk along West Yakima Avenue. Flush panel contemporary doors provide access to the building interior on the west facade from the loading deck.

A total of 11 storefronts along West Yakima Avenue occupy the bays between the projecting brick pilasters on this facade, four of which remain intact. A projecting metal canopy supported on projecting beams and metal tie rods anchored back to the building facade extends the length of the building's south facade. The canopy has a decorative fascia with a small stepped sign above the main entrance with the building's address, "15 West." Storefronts consist of a wood frame supporting a doorway and two display windows with bulkheads. A single-lite fixed transom spans each storefront above the canopy. Arrangement variations include a central doorway flanked by display windows or the door at one end. Doors have a tall kick plate with a tall single-lite and a narrow transom above with the storefront number painted on the glass. Wood door and storefront casings have a simple raised bead profile along the inner edge.

The central bay on the south facade serves as the main building entrance with access to the first and second story offices. This doorway features a pair of stained oak single-lite doors set in a deeply recessed paneled stained oak frame. Stacked bond bricks and a soldier course header frame the doorway. Low brick planters flank the entrance.

The main east entrance is accessed from the east loading dock and faces the Northern Pacific Railroad Depot. This doorway features a prominent painted wood surround consisting of a pair of side lights with single upper lites and lower panels with a broken pediment, dentiled header and flanking vertical casings with raised round modillions at the top and bottom. Contemporary aluminum frame doors within this surround provide access to the interior.

Two personnel doors provide access from the third story to the roof over the south two-story building portion and small outdoor staff break spaces.

The building's cladding remains intact with slight changes to the loading docks, moderate storefront and plan alterations, and extensive window changes. Alterations include replacing an operable sash window with a fixed and vinyl 1:1 window and new window frames and trim; installing an exterior mechanical system off the northwest corner of the building with an associated concrete block screen wall; the third and fourth story additions and painting of the tile and brick on these additions on the east, west, south, and partial north facades. Windows infill former warehouse loading doors on the east and west facades. An added metal railing extends along the outer edge of the loading docks for safety due to the dock height. The central doors from one of the storefronts were removed and replaced with a display window and bulkhead matching the adjacent bulkheads. Four storefronts replaced with aluminum display windows and bulkhead. Alterations installed a concrete universal access ramp and new entrance stairs along the east facade.

Cultural Data

The building was constructed ca. 1923, according to 1920 and 1924 Sanborn Fire Insurance maps. The building is an individually distinctive property within the district that serves as a focal point along West Yakima Avenue at the entry to the historic district along North First Avenue.

By 1924, and continuing through at least 1969, the Pacific Fruit and Produce Company operated the building as a cold

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storage warehouse with offices and storefronts along the south side and the shipping department at 5 North First Avenue.

The building was constructed as a two-story warehouse. Wood posts provided support for the interior floor levels. A central, open elevator provided access between the floors within the warehouse portion. By 1950 the third story brick and tile additions had been constructed. The fourth story was added after 1952.

By 1936, the second story offices included the Atlantic Commission Co. fruit buyers, Harold Kyte fruit buyer, Winthrop G. Coffin Jr. Co. brokers, Berndard K. Gage and James C. Hole fruit buyers, Matson Co. fruit shippers, Northwest Apple Exporters, H. S. Denison and Co. fruit buyers, Lane K. Johnson Co. fruit shippers, Addison Miller Inc. lease holders, Walter H. Rothe architect, and the Lamb Fruit Co. of Washington fruit shippers. These offices remained in use by fruit brokers and canners through the 1950s. By the 1960s they began shifting to trucking and manufacturing offices, and by 1969 the majority were vacant. Ground floor retail spaces from the 1930s through 1960s included Stadelman Fruit Company and the Western Union Telegraph Company, along with other small businesses.

Past building addresses include 1–9 North First Avenue and 1–25 West Yakima Avenue.

2 N FIRST AVENUE

Historic name: A. B. Foseen and Co. Warehouse	Year Built: ca. 1908	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132414407	Architect/Builder: Unknown/Unknown	
Site ID: 2	Plat: Yakima North, Block 210, Lots 5–6	

Description

This warehouse and retail building stands at the northwest corner of North First Avenue and West Yakima Avenue. The one-story building has a rectangular plan with a canted southeast corner and spans the full block width. Retail storefronts front West Yakima Avenue, with the main building entrance off the southeast corner. Loading docks and warehouse functions occurred along the side west and rear north facades.

A flat roof with parapets shelters interior spaces. The roof slopes to the north for drainage, with parapets along the south, east, and west sides. Interior wood posts support the roof structure. The south and east parapets feature decorative brick corbeling along the top, with a series of recessed panels between the projecting pilasters. The canted north bay features an asphalt composition shingle-clad hip roof. A brick chimney services the building.

A brick foundation supports the common bond brick masonry (bond course every ninth course) on the south and east facade walls. These walls consist of brick piers with bays between each pier and a steel header (stamped with "Burbach 305") spanning each bay and carrying the brick parapet above. The pilasters extend from grade to the top of the parapet and step out slightly at the base. The steel lintels have decorative floral motif bolt caps. Along the east facade, common bond brick panels infill within the bays below upper window openings. The west and north facade structures consist of hollow clay tile. The northeast addition is a common bond brick masonry structure (bond bricks every sixth course).

Windows on the west facade consist of two: a nine- and 12-lite, both center side pivot windows. Each has a wood sill and flat brick header, with added exterior metal security grilles. A window opening on the north facade at the west end has been infilled with brick. The canted bay off the north side of the northeast addition features vinyl windows. Former window openings on the east facade of the northeast addition are infilled with brick.

East facade window openings occur within each of the bays. The upper row of window openings below steel lintels has been covered over with plywood. Two windows at the south end consist of contemporary aluminum windows with the upper portions boarded over. Two smaller lower window openings at the north end feature contemporary vinyl windows.

Entrances consist of the main building entrance, south storefronts, and west and north service access and loading bays. The main building entrance is located on the southeast corner and faces southeast. A pair of replacement aluminum sash

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doors provide access to the interior. A small standing-seam metal awning projects out over the small front landing. The south facade features three large bays, each spanned by a steel lintel. Each bay contains contemporary aluminum frame display windows and doorways with the original transom locations covered with plywood.

The west facade retains an original wood batten loading bay door at the north end of the facade. The doorway is elevated to allow direct movement between the interior floor and rail cars for receiving and loading goods. A contemporary top-hung loading door with an exterior metal landing is centrally located on the west facade. The north facade retains an original wood batten loading door and associated concrete ramp. The ramp descends as it approaches the building, allowing trucks to back in and their bed height to drop to be level with the loading door threshold. An original multiple-panel wood personnel door provides access to the west end of the northwest addition's north facade. The east facade retains an original personnel entrance at the north end with a wood frame and a contemporary door. The loading bay door on this facade is covered with plywood.

Previous work ca. 1960s to 1970s applied tile to the lower portions of the brick piers and bulkheads on the south and south end of the east facade, installed the aluminum storefronts and doorways, and added a fabric awning at the east end of the south facade. A former service entrance on the east facade has been boarded over. North facade changes added a roll up metal freight door, and a double-leaf loading bay door. Other alterations include painting the brick and terra cotta.


Cultural Data

The building was constructed ca. 1908 according to the Yakima County Assessor. The building has been in use as A. B. Fosseen and Company since at least 1911, selling building materials. The building replaced a former single-story brick building at the corner. By 1920 the company also operated a coal yard on the north side of the building, with a large coal shed, scales, and an office. The building layout included a paint display room along West Yakima Avenue, an office in the southeast corner, building materials and paints and oils stored in the back north portion, and a loading dock along the rear. The northeast addition was constructed between 1921 and 1923 to provide an automobile repair space. By 1950 the bay window on the north facade had been added, along with a former one-story brick warehouse for cement storage (25 by 62 foot) and a one-story cement storage building (52 by 48 foot) off the west end of the north facade.

By 1936, companies operating out of the building included Valley Tile and Marble Company, United Truck Company expeditors, McCune Byron V heating and ventilating, and Sherwin-Williams Company, selling insecticides.

Past building addresses include 2–6 North First Avenue and 101–105 West Yakima Avenue.

104 N FIRST AVENUE

Historic name: Not applicable (N/A)	Year Built: N/A	Status: Vacant
Secondary building: N/A	Style: N/A	
Parcel: 18132411409	Architect/Builder: N/A	
Site ID: 3	Plat: Yakima North, Block 210, Lots 7–11, former A Street right of way, Block 209, Lot 1	

Description

This is a vacant lot with a perimeter fence and asphalt paving.


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15 N FIRST AVENUE

Historic name: Pacific Fruit and Produce Co. Warehouse 2	Year Built: ca. 1930	Status: Historic Non-Contributing
Secondary building: None	Style: No Style	
Parcel: 19131923520	Architect/Builder: Unknown/Unknown	
Site ID: 4	Plat: Not platted	

Description

This two-story warehouse building fronts both North First Avenue and the railroad tracks to the east. It has a rectangular plan and continues cladding details and window configuration from the building to the south, at 15 West Yakima Avenue. The east and west facades are set back to align the loading docks on the facades with the recessed loading docks at the 15 West Yakima Avenue building.

A flat roof with parapets and clad with rolled asphalt composition shelters interior spaces. The brick parapets have a concrete coping. The building is serviced by a brick chimney with a concrete cap located at the northwest corner of the building.

The building has a brick masonry structure with a concrete foundation and shares a party wall with the building to the south but is separate from the building to the north.

Cladding at the first and second story levels consists of brick veneer. Bricks are reddish in color with a raked finish and laid up in a stretcher bond with raked mortar joints. Brick pattern work is used to highlight story transitions, with projecting belt course at the first/second story consisting of groups of three bricks in an alternating stacked and soldier course pattern. At the base of the parapet, a thinner projecting belt course consists of a rowlock band below a header band.

Windows on the east facade occur on a regular rhythm and consist of a single larger opening flanked by narrower openings. All the windows have been replaced with fixed lites. The header, casings, lug sill, and mullions between windows all project from the facade plane and are clad with stucco.

Entrances occur on the east and west facades. The east entrance features a single personnel doorway trimmed with the projecting, stucco clad casings and header. The original concrete loading dock extends along this facade. The west facade includes added personnel and a roll up garage door entry.

Alterations include a railing along the outer edge of the east loading dock, an exterior stairway off the southeast corner of the building, a gable roof canopy over the east entrance, all new windows, and a new east entrance door. Previous work on the west facade added a concrete block addition on the southwest corner of the building, and a stucco clad two-story addition that includes a gable-roofed enclosed stairwell.

Cultural Data

The property was constructed ca. 1930 according to the Yakima County Assessor. The building was constructed by the Pacific Fruit and Produce Company; they leased the land from the Northern Pacific Railroad. The building provided cold storage space on the first and second floors with fruit packing in the basement and part of the first floor. Wood posts support the floor and roof framing. Cooling equipment for the building was located off the southwest corner in a wood frame structure. A brick single-story extension projected off the northwest corner of the building at the north end of the exterior loading dock. A wood shed-roof projected off the east facade over the loading dock.

Past building addresses include 15–23 North First Avenue and 7–11 North First Avenue.


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27 N FIRST AVENUE

Historic name: Yakima County Horticultural Union Warehouse 2	Year Built: ca. 1927	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 19131923523	Architect/Builder: Unknown/Unknown	
Site ID: 5	Plat: Not platted	

Description

This warehouse fronts both North First Avenue and the railroad tracks to the east. The three-story building with a full basement has a rectangular plan. It shares architectural details with the building to the north, 29 North First Avenue. A flat roof, clad with rolled asphalt composition, with parapet shelters interior spaces. The parapet on the front west facade has a terra cotta cornice along the base and features three panels, recessed between projecting pilasters. A terra cotta or concrete coping caps the parapet.

A reinforced concrete foundation supports the building's brick masonry structure. Bonding courses in the brick are every eighth course. The south, north, and east facades feature a lighter red common brick, with a dark red veneer brick on the front west facade. Remnants of a painted sign remain on the east facade and span onto the facade of the building to the north. Small metal vents occur along the top of the third story on the east and west facades. The west facade consists of three vertical bays defined by projecting brick pilasters capped with terra cotta capitals. Vertical header course bands outline the edges of each pilaster. A terra cotta molding course spans the full facade along the top of the pilaster capitals. A painted concrete water table extends along the base of the facade above the concrete foundation. Each bay consists of recessed brick panels at each story that are slightly inset and have soldier course headers and rowlock brick sills to convey the rhythm of window openings. One bay at the north end of the second story has a wood window, consisting of a central window flanked by 1:1 wood windows. The glass on all the windows is covered with plywood. There is a small contemporary window on the north end of the east facade, with mitered wood casings.

Entrances on the west facade consist of an original elevated freight doorway that has been partially infilled to create a smaller double door entry with an added exterior wood landing and stairway. The adjacent opening for the roll up metal garage door was cut into the wall and steel channels added at the jambs to support a steel lintel that spans the opening. The east entrance consists of a board-formed loading dock along the length of the facade. The entrance is centrally placed on the facade and consists of contemporary single-lite doors and side lights with wood casings around the doorway.

The building remains largely intact with only slight window changes. Alterations include boarding over the west window, partial infill of the west doorway, and addition of the west garage doorway. Steel lintels span each of the bricked-in window locations; however, it is not known if they were constructed as window openings or infilled from the start. East facade alterations include partial painting of the facade, installation of the existing doorway, and adding a railing along, and a concrete universal access ramp up to, the loading dock.

Cultural Data

The building was constructed c.1927, according to Sanborn Fire Insurance maps. The building is an individually distinctive property within the district that serves as a focal point and relates architecturally to the adjacent 29 North First Avenue building.

The building replaced a pre-1905 concrete warehouse and functioned as an extension of the warehouse at 29 North First Ave, with interconnecting doorways at each floor level. The building was operated by the Yakima County Horticulture Union through 1955. Wood posts support the floor and roof framing. A loading platform extended along the east side of the building north all the way to West B Street, linking all the buildings and extending across the east end of West A Street. From 1956 through 1960, Blue Ribbon Growers, Inc., a wholesale fruit company, operated the building as a cold storage

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warehouse. Previous addresses include 25–27 North First Avenue.

29 N FIRST AVENUE

Historic name: Yakima County Horticultural Union Warehouse 1	Year Built: ca. 1922	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132414525	Architect/Builder: Unknown/Unknown	
Site ID: 6	Plat: Not platted	

Description

This warehouse fronts North First Avenue, West A Street, and the railroad tracks to the east. The three-story building with a full basement has a rectangular plan. The building shares architectural details with the building to the south, 27 North First Avenue. A flat roof with parapet shelters interior spaces. The roof is clad with rolled asphalt composition roofing. The parapet on the front west facade and west end of the north facade has a terra cotta cornice along the base and features panels recessed between projecting pilasters. A terra cotta or concrete coping caps the parapet. The brick parapet along the central and east portions of the north facade and the east facade consists of a brick parapet with a concrete (or similar material) cap and a central raised area on the north facade.

A reinforced concrete foundation supports the building's brick masonry structure. Bonding courses in the brick are every seventh course. The east facade and east two-thirds of the north facade consist of a lighter red common brick with a dark red veneer brick on the front west facade and west end of the north facade. Remnants of a painted sign remain on the east facade and span onto the facade of the building to the south. Small metal vents occur along the top of the third story on the east and west facades. The west facade consists of three vertical bays that are defined by projecting brick pilasters and capped with terra cotta capitals. Vertical header course bands outline the edges of each pilaster. A terra cotta molding course spans the full facade along the top of the pilaster capitals. A painted concrete water table extends along the base of the facade above the concrete foundation. Each bay consists of recessed brick panels at the third story that are slightly inset with window openings at the first and second stories.

Window openings and the recessed third story brick panels have soldier course headers, steel lintels, wood sills and rowlock brick sub sills. The wood windows consist of a central fixed lite flanked by 1:1 wood windows with wood mullions between the windows and plain wood brick moldings. The first story of the west end of the north facade retains original window openings flanking a former entrance, but with a contemporary aluminum slider and a fixed-lite window in the openings. Smaller window openings on the north facade at the first and second stories feature flat headers and rowlock brick sills with contemporary vinyl horizontal slider and paired 1:1 windows.

Entrances consist of doorways on the north and east facades. The east end of the north facade retains a flush-panel metal-clad personnel door and associated metal frame with similar wood frame openings directly above at the second and third stories. The third story retains the original horizontal batten door. A small wood access hatch remains at the first story immediately west of the doorway.

A contemporary freight doorway provides access on the north side of the building at the first story level. A contemporary aluminum doorway on the east facade consisting of a pair of single-lite doors, a narrow transom and side lites provides access to the interior. A concrete loading dock with added wood stairs and metal railings leads to this entrance. An added shed roof, clad with corrugated metal and carried on thin metal posts, projects out over the loading dock. A small wood access hatch remains at the first story immediately north of the doorway.

The building's plan and cladding remain intact, with slight window changes. Alterations include: new east entrance, shed roof, railings, and associated stairs; new wood stairs and metal railings at the north personnel doorway; boarding over the

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second story doorway directly above the north personnel doorway; and exterior electrical panels added to the east of the

first story doorway. A portion of the north facade at the east end of the building was painted. The north freight doorway and associated exterior concrete ramp, stairs, and metal railings were installed. Previous work added the shed roof north entrance landing with the decorative hop patterning on the railing slats. Subsequent changes closed off this former entrance with T1-11 cladding and a horizontal aluminum slider window.


Cultural Data

The building was constructed ca. 1922, according to Sanborn Fire Insurance maps. The building is an individually distinctive property within the district that serves as a focal point and shares architectural detailing with the adjacent 27 North First Avenue building.

This Yakima County Horticulture Union operated this building as a cold storage warehouse through 1955. The general office occupied the west end of the first story. A 4-foot-wide loading platform extended along the full length of the north facade. From 1956 through 1960, Blue Ribbon Growers, Inc., a wholesale fruit company, operated the building as a cold storage warehouse. From 1962 through 1969, the building was not listed in the city directories.

Previous addresses include 29–31 North First Avenue and 2–8 West A Street.

2 WEST A STREET

Historic name: Yakima Horticultural Union Garage	Year Built: ca. 1923	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132414525	Architect/Builder: Unknown/Unknown	
Site ID: 7	Plat: North Yakima, West A Street right of way	

Description

This garage faces west, towards North First Avenue, and extends across the West A Street right-of-way. The one-story building has a rectangular plan. A side gable roof, clad with asphalt composition shingle, with an end wall parapet shelters interior spaces. The parapet on the north end wall features a raised central section flanked by sloping shoulders and lower stepped portions at the outer ends with slight corbeling along their upper edge. A cementitious parge coat caps the brick parapet. The roof has slight, enclosed eave projections with a plain wood fascia on the east slope and exposed rafter ends on the west slope.

A concrete foundation supports the brick structure. The red brick has a row of bonding bricks every seventh course. The building does not have any windows. Entrances consist of four garage bays on the west facade and a single large freight door on the north facade. Brick corbeling remains along the base of the east facade, formerly supporting a wood loading dock along this facade. The garage doorways feature a wood beam header spanning each doorway, with the north and south ends bearing on the brick masonry walls. The base of the northwest corner brick wall consists of board-formed concrete with an upper brick portion. Wood posts between each doorway support the header. Each doorway has a roll up garage door, with a metal door at the north end and the rest consisting of wood doors.

The north facade doorway features a three-course rowlock brick elliptical arched header with a flush panel over the doorway. Added concrete block is within the doorway frames a single flush-panel door. A utility light projects out above it.

The building's plan and cladding remain intact, with slight garage doorway changes. Alterations include painting portions of the lower walls that have been vandalized by graffiti, infilling of the north doorway and installation of the flush panel door; and installing the metal garage door.

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Cultural Data

The building was constructed ca. 1923, according to Sanborn Fire Insurance maps. The building is an individually distinctive property within the district as the only automobile garage constructed in conjunction with, and supporting warehouse operations along, Fruit and Produce Row.

Built by the Yakima County Horticultural Union, this building functioned as a truck garage in conjunction with warehouse operations. The Yakima County Horticulture Union operated this building through 1955.

107 N FIRST AVENUE

Historic name: Cohodas-Lancaster-Frank Company Warehouse	Year Built: ca. 1966	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132414400	Architect/Builder: Unknown/Unknown	
Site ID: 8	Plat: Yakima North, Block A, Lots 1-3	

Description

This warehouse fronts North First Avenue and West A Street to the south, and the railroad tracks to the east. The one-story building has a rectangular plan. A flat roof with parapet shelters interior spaces. The roof is clad with rolled asphalt composition roofing.

A board-formed concrete foundation from the predecessor building supports the concrete block and brick structure. A remnant of the brick masonry predecessor building remains at the northeast corner, where the common bond brick work (bonding course every sixth course) remains visible along with the profile of the former concrete loading dock. Construction of the concrete block walls varies significantly between the north and the rest of the facades. The west, east, and south facades consist of a series of concrete block wall sections with cold joints between each section, and the west end of the north facade.

The south facade features a two-lite window on the west end of the facade with an exterior metal security grille. There is an added single-lite window on the east end of the north facade, with a steel lintel.

Entrances consist of doorways on the north, south, and west facades. Exterior lights are mounted along the west and south facades over the loading areas to permit operation during low light conditions.

The west facade retains one of its three loading doorways; the other two have been infilled with concrete block. All have concrete ramps up to the doorways and reinforced concrete headers, though the header at the north doorway was cut in order to enlarge the doorway vertically. The north doorway has a roll up metal garage door with a steel lintel. A single personnel doorway with a metal door that has an upper lite provides access to the building interior.

The south facade features a centrally located loading doorway with a reinforced concrete header and a roll up metal door. An added concrete ramp descends along the length of the south facade to bring truck beds to grade height at the concrete landing in front of the south loading doorway. The ramp has metal railings along either side. A metal door with a single upper lite at the east end of the south facade provides access to the building interior.

The north facade features added entrances grouped around a raised concrete deck loading area below an added shed roof. Entrances consist of a loading doorway with a roll up metal door and a metal lintel, and a personnel doorway consisting of a pair of single-lite aluminum frame doors. The shed roof consists of steel purlins supported on steel posts supporting the roof deck. A gutter extends along the outer north edge of the roof.

The building's plan, windows, and cladding have slight changes, with moderate changes to the loading doorways. Additional alterations include painting of the concrete block on the north, south, and west facades, and the addition of the doorways, shed roof, and window on the north facade.

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Cultural Data

The building was constructed ca. 1966, according to a 1964 US Geological Survey aerial and a 1968 site plan for the warehouses west across North First Avenue.

This building continues to function as a warehouse with a single volume for packing use. It replaced a previous warehouse. The north facade (formerly a shared party wall) was constructed between 1969 and 1971 when the building to the north was demolished. By 1982, the Cohodas-Lancaster-Frank Company owned the building.

Previous addresses include 101–107 North First Avenue.

117 N FIRST AVENUE

Historic name: Helliesen Lumber and Supply Co. Warehouse	Year Built: ca. 1914	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132411400	Architect/Builder: Unknown/Unknown	
Site ID: 9	Plat: Yakima North, Block A, Lots 5–8	

Description

This warehouse fronts North First Avenue and West Martin Luther King Jr. Boulevard on the north (formerly B Street), and the railroad tracks to the east. The one-and-a-half-story building has a rectangular 170-by-200-foot plan. A flat roof with eaves and a central low-pitched gable roof monitor shelters interior space. The monitor roof has broad eaves. The lower main roof has nearly flush eaves with a plain fascia board, and a slightly broader overhang at the northwest corner entrance. It is clad with rolled asphalt composition roofing. A shed roof projects from the east side of the building over a raised concrete loading dock. There are two small brick chimneys along the east facade, and another at the northwest corner that service the building.

A concrete foundation supports the concrete structure. The board-formed concrete walls remain exposed, with a narrow trim board along the top of the wall. Painted signage reading “Helliesen Lumber Co.” remains on the north end of the east facade. Wood sheathing with building paper clads the east end wall (5 feet tall) of the monitor roof, with plywood cladding the west end wall. Vertical boards clad the northwest corner of the building, remodeled to function as the main customer entrance.

The west facade is comprised of four sections. The north section serves as an extension of the north facade main entrance, with the same projecting eaves and vertical board at the north end and a wood frame paneled wall that served as a building material display area. The paneled wall features a variety of wood cladding in each of the panels. The next section to the south retains the original nearly flush eaves and board-formed concrete with painted signage from the lumber company’s period of operation. A top-hung wood paneled loading door provides access to the interior. Panels in the door consist of plywood. The next section consists of a central original board-formed concrete section with top-hung wood paneled loading doors at the north and south ends. To increase the vertical clearance at these two doorways, a wood frame section was built up along the top of the concrete wall to accommodate the horizontal width of each door and the roof raised over just this section. This raised section is clad with wood drop siding. The south section of the west facade consists of an original board-formed wall with a top-hung sliding door at the south end. A raised, board-formed concrete loading dock extends out in front of this entire section.

The south facade is part of a former brick cold storage building that abutted the south end of the building.

The east facade consists of the original, unpainted board-formed concrete walls with three loading doorways. Each of the bays retain their original top-hung vertical board loading bay doors. The south doorway has a single four-panel door, with larger eight-panel doors at the other two doorways. The original raised concrete loading dock extends along the length of the facade, except for a south section that was cut out to install a ramp. Wood posts along the outer edge of the dock

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support the shed roof over it.

Windows occur predominately at the monitor roof and along the north facade. The west facade has an eight-lite wood sash at the south end with only two lites remaining. Monitor windows consist of nine-lite wood windows separated by wood mullions in groupings of three along the north facade, and 11 single windows along the east and 11 on the west facade. The north facade retains four nine-lite windows and a six-lite transom. The trim board along the top of the concrete wall serves as a continuous header. Window openings have plain wood frames.

Entrances consist of loading doors on the east and west sides with the main customer entrance on the west end of the north facade. The main customer entrance features a flight of steps on the north facade leading up to the recessed main entrance. Angled walls frame the entry, with bulletin boards and added company signage flanking the entrance. Extending to either side of this are wood-frame single-lite hopper transoms, and fixed-lite windows above added wood panels. The wood panels cover the former display windows. A wood sill runs below the panels above a concrete block base. Faux brick cladding covers the concrete block west of the entrance stairs.

The building has moderate integrity, with slight changes to its plan, and moderate window, cladding, and loading door changes. On the west facade, alterations include the oriented strand board cladding on the southernmost top-hung door and the addition of a personnel doorway and exterior metal security grille within that door; adding wood boards around the window opening; remodeling of the north end; installation of the paneled top-hung doors and raising of the roofline; and painting the concrete on this facade. On the north facade alterations infilled a window opening and doorway with concrete block and painted the concrete.

Cultural Data


The building was constructed ca. 1914 according to an August 9, 1914, Tacoma Daily Ledger article "Destroyed Lumber Plant is Rebuilt." The building is an individually distinctive property within the district that serves as a focal point at the southeast corner of the intersection of North First Avenue and West Martin Luther King Jr. Boulevard.

By 1911 through 1969, the Helliesen Lumber Company operated at this location. The building provided warehouse storage space for lumber, lath, lime, cement, and building materials. Henry M. Hellieson served as president, with Earling Helliesen as vice-president-treasurer. By 1920 the company had expanded into agricultural implements. The single-story building had an office in the northwest corner with a loading dock along the full length of the east facade. On the interior, nine rows of wood posts support the building's roof structure. The building was located directly west from the Northern Pacific Railroad's freight depot and had sidetracks along both sides of the warehouse.

By 1955 the section of roof along the west facade at the south end had been raised to allow taller door heights. The expanded wood storefront and brick bulkhead along Martin Luther King Jr. Blvd is attributed to the late 1950s to 1960s based on materials and the office occupying only the northwest corner in the 1950 Sanborn Fire Insurance map.

Previous addresses include 117–133 North First Avenue and 14–18 and 102 West Martin Luther King Jr. Boulevard (previously West B Street).

132 N FIRST AVENUE

Historic name: Yakima Fruit and Cold Storage Co. Warehouse 1	Year Built: ca. 1969	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132414402	Architect/Builder: Food Industries Research and Engineering; Harry L. Percy Jr., architect; D. Loyd Hunter, mechanical and industrial engineer	
Site ID: 10	Plat: Yakima North, Block 209, Lots 2–3	

Description

This concrete structure warehouse fronts North First Avenue. A 60-foot-wide roadway provides truck access to the rear

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west facade of the building. The two-story building has an 89-by-120-foot rectangular plan. It has a barrel-vault roof with an added built up parapet along the east, west, and north sides. The roof is clad with rolled asphalt composition roofing. The parapet consists of concrete block with a sheet metal cap.

The building's structure and cladding consist of precast concrete exterior wall sections. These wall sections stand on a poured-in-place concrete foundation and at the end walls utilize concrete posts with reinforced concrete buttresses at the panel joints to lock them in place. The foundation is board-formed concrete with a cementitious parge coat. There are five panels on the east and west ends of the building, all with exterior concrete buttresses. The side walls each have six panels. The south side wall utilizes interior buttresses to support the walls. When this wall was constructed it was built up against a former cold storage warehouse to the south, which has since been demolished but the brick and lower concrete wall sections left in place. The north side wall consists of interior reinforced concrete buttresses aligned with and connected to the concrete buttresses of 132 North First Avenue.

Windows are later additions and consist of large fixed-lite windows in the upper portion of the panels along the east and west facades. Windows are set in metal frames.

Entrances consist of a loading door on the east facade and on the west end of the north facade. The east loading door is centrally placed on the facade and consists of a large single-leaf insulated door supported on five massive strap hinges. A short concrete ramp leads up to the doorway. The doorway is set in a concrete frame that projects out slightly from the concrete wall panel. The loading door on the north facade exits to a concrete slab walkway below a shed roof behind 132 North First Avenue. A ramp leads up to the loading dock at the north end of the site behind 134 North First Avenue.


The building's plan remains intact with only slight cladding changes. Alterations include in-kind replacement of the front center wall panel and associated entrance doorway with a new precast concrete wall panel; adding the concrete block parapet on the end walls and north facade; and installing windows on the east and west facades.

Cultural Data

The building was constructed ca. 1969, according to the original drawings for the building dated August of 1968. This building remains in warehouse use. The building was constructed by the Yakima Fruit and Cold Storage Company to provide a cold storage facility oriented around truck shipments with a loading dock off the west end of the north facade. The building was leased by the Cohodas-Lancaster-Frank Company, Inc., who were fruit growers. The building was designed with a 24-foot internal height and nine storage bins. The building had 12-inch-thick rock wool and fiberboard ceilings and 1-1/2-inch Styrofoam wall insulation. Together with the warehouse at 132 N First Avenue, they have a storage capacity of approximately 200,000 fruit boxes.

Food Industries Research and Engineering of Yakima designed the collection of structures that includes this building. The other buildings consist of two cold storage buildings, one dry storage structure, and the loading dock and office. The project architect was Harry L. Percy Jr. and the mechanical and industrial engineer was D. Loyd Hunter (1925–2010). The company, founded in 1954, specializes in the design of controlled-atmosphere and packing facilities. Michelsen Packaging is the current property owner.

132 N FIRST AVENUE

Historic name: Yakima Fruit and Cold Storage Co. Warehouse 2	Year Built: ca. 1969	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132414402	Architect/Builder: Food Industries Research and Engineering; Harry L. Percy Jr., architect; D. Loyd Hunter, mechanical and industrial engineer	
Site ID: 11	Plat: Yakima North, Block 209, Lots 3–5	

Description

This warehouse fronts North First Avenue. A 60-foot-wide roadway provides truck access to the rear west facade of the

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building. The two-story building has an 89-by-109-foot rectangular plan. The building has a barrel vault roof consisting of trusses spanning between the north and south side walls. A low parapet wraps the perimeter of the roof. The roof is clad with rolled asphalt composition roofing. The parapet consists of upper wall portions with a sheet metal cap.

The building's structure and cladding consist of precast concrete exterior wall sections. These wall sections stand on a poured-in-place concrete foundation and at their ends utilize concrete posts with reinforced concrete buttresses at the panel joints to lock them in place. There are five panels on the east and west ends of the building, all with exterior concrete buttresses. The south side wall shares panels from 130 North First Avenue. The westernmost panel on the north side wall is a narrow panel, approximately a third of the width of the other panels. The south side wall consists of interior reinforced concrete buttresses aligned with, and connected to, the concrete buttresses of 130 North First Avenue. The north side wall consists of interior reinforced concrete buttresses aligned with, and connected to, the concrete buttresses of 134 North First Avenue and two exterior buttresses at the west end of the wall.

Windows are later additions and consist of large fixed-lite windows in the upper portion of the panels along the east and west facades. Windows are set in metal frames.

Entrances consist of loading doors on the east facade and west end of the north facade. The east loading door is centrally placed on the facade and consists of two large insulated doors that are each supported on four massive strap hinges. The doorway is set in a metal frame that sits flush with the concrete wall panel. A narrow metal shed roof canopy projects out over the doorway. The north loading door opens to an exterior concrete deck that connects to the loading dock behind 134 North First Avenue.


The building's plan remains intact with only slight cladding changes. Alterations include adding windows on the east and west facades.

Cultural Data

The building was constructed ca. 1969 according to the original drawings dated August of 1968. This building remains in warehouse use. It was constructed by the Yakima Fruit and Cold Storage Company to provide a cold storage facility oriented around truck shipments with a loading dock off the west end of the north facade. The building was designed with a 24-foot internal height; it includes nine storage bins with 12-inch-thick rock wool and fiberboard ceilings and 1-1/2-inch Styrofoam wall insulation.

This building is part of the collection of buildings that includes two cold storage and one dry storage building, the loading dock, and office designed by Food Industries Research and Engineering. The project architect was Harry L. Percy Jr. and the mechanical and industrial engineer, D. Loyd Hunter. The company, founded in 1954, specializes in the design of controlled-atmosphere and packing facilities. Since 2019, Michelsen Packaging is the property owner.

134 N FIRST AVENUE

Historic name: Yakima Fruit and Cold Storage Co. Warehouse 3	Year Built: ca. 1969	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132414402	Architect/Builder: Food Industries Research and Engineering; Harry L. Percy Jr., architect; D. Loyd Hunter, mechanical and industrial engineer	
Site ID: 12	Plat: Yakima North, Block 209, Lots 5-6	

Description

This concrete structure warehouse fronts North First Avenue. A loading area extends to the north with an attached 165-foot long loading dock extending north off the west end of the north facade. The two-story building has a 40-by-74-foot rectangular plan. It has a flat roof with parapets on the east, west, and south sides. The roof slopes to the north with a gutter along the length of this facade that connects to external downspouts. The roof is clad with rolled asphalt composition roofing. The parapet transition is marked by a row of soldier course stacked block and has a sheet metal

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cap. The structure and cladding consist of concrete block laid up in a stretcher bond. The east facade features an internal concrete block buttress that is expressed on the exterior as stacked blocks. The north and west facades feature exterior concrete buttresses with rounded corners. The south facade consists of the precast concrete panels and associated concrete buttresses from 132 North First Avenue. The concrete block enclosure at the west end of the building features a corrugated header spanning a large loading doorway.

Windows are later additions and consist of two fixed-lite and two horizontal slider windows along the north facade. Windows are set in metal frames.

Entrances consist of loading and personnel doors and all original doorways have concrete headers. East facade doorways consist of a personnel door and a loading door in the north end of the facade. The flush-panel metal personnel door opens to an internal stairway connecting to office and dry storage space. The wood panel roll up loading door opens to an internal ramp that extends west providing access to the main dry storage volume. North entrances consist of two added personnel doors, and an added roll up metal loading door on the west end of the facade.

The loading dock extends north off the building's west end and provides space for three trucks to load and unload. Each loading bay has a dock leveler to provide a smooth transition between the dock and the truck bed for pallet jacks and forklifts to move between the dock and trucks. A 10-foot-wide concrete ramp leads up from grade to the dock. A flat roof projects out over the south 114 feet of the dock and extends south along the west end of 132 North First Avenue to the north facade of 130 North First Avenue. The roof consists of a corrugated metal deck spanning between flat (parallel chord) metal Warren trusses, supported by steel I-beams that span between steel posts. A narrow metal fascia extends around the roof deck edge.


The building is largely intact with slight cladding and plan changes. Alterations include the enclosure of the concrete landing on the west end of the building with concrete block and installing the existing roll up metal loading door; installing the north personnel door and associated metal ramp, entrance awning, stairs, and railings; painting the concrete block; and adding windows on the north facade.

Cultural Data

The building was constructed ca. 1969, according to the original drawings dated August of 1968. This building remains in warehouse use. The building was constructed by the Yakima Fruit and Cold Storage Company to provide a dry storage facility with a shipping office at the front.

This building is part of the collection of buildings that includes two cold storage and one dry storage warehouse, the loading dock, and the office that was designed by Food Industries Research and Engineering of Yakima. The project architect was Harry L. Percy Jr. and the mechanical and industrial engineer, D. Loyd Hunter. The company, founded in 1954, specializes in the design of controlled-atmosphere and packing facilities.

132 (136) N FIRST AVENUE

Historic name: Yakima Fruit and Cold Storage Co. Shipping Office	Year Built: ca. 1969	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132414402	Architect/Builder: Food Industries Research and Engineering; Harry L. Percy Jr., architect; D. Loyd Hunter, mechanical and industrial engineer	
Site ID: 13	Plat: Yakima North, Block 209, Lots 7-8	

Description

This office building fronts North First Avenue and West Martin Luther King Jr. Boulevard with parking along the east and west sides. The one-story with a full basement building has a rectangular 37-by-85-foot plan. The building is functionally related to the warehouses and shipping yard to the south. A metal railing extends along the west side of the building to protect the building from truck traffic within the shipping area. A gable on hip roof shelters interior spaces.

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The roof is clad with asphalt composition shingle roofing and has broad boxed eave overhangs with a dentil pattern along the fascia. There are metal louvers in the gable ends.

A plywood formed, concrete foundation supports the masonry building structure. Exterior walls feature stretcher bonded brick cladding with a projecting rowlock water table above the foundation. Projecting brick fins comprised of stacked brick divide each facade into a series of bays.

Windows consist of fixed lites set in a thin metal frame with rowlock brick headers and sills. East facade windows are large, with smaller windows on the west facade and the west end of the north facade. Window openings occur in every other bay along the side (east and west) facades.


The main front entrance is recessed on the northeast corner. A brick-clad post supports the projecting roof overhang at the entrance. A concrete landing leads to the aluminum-frame entrance door and sidelight. Secondary entrances occur on the west facade, towards the south end. These consist of flush-panel metal doors with a narrow upper lite.

The building's exterior remains intact.

Cultural Data

The building was constructed ca. 1969, based on the construction of the associated warehouses at 130–134 North First Avenue. The office building was built and operated by the Yakima Fruit and Cold Storage Company in conjunction with their warehouses to the south at 130 through 134 North First Avenue.

201 N FIRST AVENUE

Historic name: J. M. Perry and Co. Warehouse 1	Year Built: ca. 1906	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132411401	Architect/Builder: Unknown/Unknown	
Site ID: 14	Plat: Yakima North, Block B, Lots 1–2	

Description

This concrete structure warehouse fronts North First Avenue, West Martin Luther King Jr. Boulevard to the south, and the railroad tracks to the east. The three-story building with a full basement has a rectangular plan. It shares architectural details with the building to the south, 27 North First Avenue. A flat roof with parapet and a central low-pitched gable roofed monitor (rising approximately 4 feet above the main roof) shelter the interior space. The roof is clad with rolled asphalt composition roofing. Galvanized metal sheeting clads the monitor walls. The parapet has a sheet metal cap. The east facade retains two scuppers for drainage that connect to downspouts. A brick chimney in the southwest corner of the building services the building.

A concrete foundation supports the board-formed, 12-inch-thick concrete exterior walls. The concrete consists of round aggregate in a variety of sizes. Interior framing consists of at least three east–west oriented rows of posts. Basement-level posts and capitals are board-formed concrete. Wood posts with capitals continue at each floor level. Capitals consist of a horizontal post with angle-cut ends to serve as bearing plate to facilitate load transfer between the beams and posts. Lower floors utilize paired heavy timber beams supporting north–south running, approximately 3-by-16-inch floor joists set on 12 inch centers and carrying wood floor decking. The paired beams are through-bolted with spacers between the members and vertical bolts connected to the floor framing above with rectangular plates engaging along the underside of the beam. Upper floors have the same configuration, except the beams are built up from four pieces of thinner stock that are bolted together. Ceilings at each floor consist of tongue-and-groove boards. There is sawdust insulation between the floor joists. Platform framing infills as needed between the posts to create subdivisions within each floor.

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Yakima, WA

Name of Property

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Windows occur on the east, west, and south facades, at the first and second stories. East facade windows consist of 4:4 double-hung wood windows with stile extensions, decorative brick moldings, and recessed wood sills, with five openings at the second story and two at the first story. The first story windows have been covered with plywood. One of the second story openings has been infilled with brick. Three small window openings along the loading dock provide day lighting and ventilation for the basement space below the dock.

The south facade features two window types. Most windows consist of 4:4 double-hung wood windows with stile extensions, decorative brick moldings and recessed wood sills in the central and east portions of the facade. There are five window openings at the second story and six at the first story. Two of the second story windows have been covered by metal clad shutters, and three of the first story openings covered by plywood on the exterior. The westernmost first story window has been modified to contain vents. The other window type consists of two 12-lite wood windows with the center upper four lites comprising an operable sash within each window. These provide day lighting and ventilation at the front office space.

West facade window openings occur at the first and third stories. There are five large and two small window openings at the third story. One of these has been infilled with brick and the others have been covered with plywood from the exterior. First story windows are former personnel and loading doorways infilled with low bulkheads, vinyl windows, and added wood casings.

Entrances consist of personnel and loading doorways and occur on the east, west, and south facades at the first and second stories.

East facade entrances consist of two loading doorways at the first story, which open onto the raised board-formed concrete loading dock that runs the length of the facade and connects with the loading dock of the building to the north. The south loading doorway retains two top-hung metal clad doors. The north doorway has been infilled with horizontal wood siding. At the second story a small personnel doorway remains with a sheet metal-clad horizontal board door set on the inner side of the door frame.

South facade entrances consist of two loading doorways and a personnel doorway at the front office. All doorways on this facade occur at the former loading dock height, which originally ran the length of this facade and connected with loading docks at the building's east and west ends. Beam pockets in the concrete remain evident along the length of this facade. Loading doors are metal clad and top-hung and set on the interior side of the door frame. A heavy timber lintel spans the easternmost doorway. The office doorway consists of a paneled wood door with a lower panel and upper lite. Two smaller openings at loading dock height occur along this facade and are boarded over. Their original function is not known.

West facade entrances consist of a loading and a personnel doorway at the south end of the facade. Two former loading doorways and a personnel doorway have been infilled with windows. The loading door retains a metal-clad, top-hung door set on the interior side of the wood door frame. The north half of the doorway has been infilled with wood cladding. The personnel doorway provides access to the front office and features a three-lite wood sidelight. A replacement flush-panel wood door set in the wood door frame provides access to the interior. A loading deck extends the full length of this facade with added concrete steps at the south end providing access to grade.

Vertical circulation within the building consists of a main stairwell and an elevator. An open wood stairway along the south side of the building provides access between floors. The elevator is located on the south side of the central monitor towards the west end of the building. The shaft extends from the basement to the third story. The cab consists of a wood cross beam bolted to the elevator cable and connected via steel angle brackets to wood posts on the north and south sides. These posts connect to the wood deck and low wood walls on the north and south sides of the deck. The cab is open at the east and west ends for ease of access. Solid wood railings enclose the shaft on the south side with low gates on the sides. The motor is in the basement on the south side of the shaft with the cable running up to two steel sheaves mounted in wood beams at the top of the third story.

Mechanical systems within the building relate to cooling for ice production and cold storage. The building has utilized compressed ammonia systems since at least 1923. Refer to Section 8 for additional details.

Office spaces consist of the front office in the southwest corner of the first story and the main office in the southeast corner of the second story. The front office consists of two office spaces with 10-lite textured glass relite with wood casings and a personnel doorway between the two spaces. The south office windows provide day lighting and ventilation for these spaces. An original brass pendant light fixture with a conical opaque white glass lens provides additional lighting for the east space.

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The main office on the second floor is built out from the southeast corner of the floor, with a main reception room, a small storage room, and J. M. Perry's personal office. The outer west wall consists of horizontal board and vertical board cladding with two six-lite relites and a single personnel door providing access. Interior finishes within the reception room consist of a decorative chair rail with horizontal fiber board cladding above the rail. A decorative cornice molding wraps the top of the walls with acoustical fiber tile clad ceiling. Windows feature mitered wood casings with glass deflectors at each of the window openings, allowing the lower sash to be opened and directing the incoming airflow up into the room. The outline of the reception counter remains in the floor along the west side of the room. J. M. Perry's office features a nine-lite textured glass relite in the south wall, with a two-panel door providing access to the office. Interior finishes consist of vertical wood paneling with an acoustical tile ceiling.

Storage spaces consist of large open volumes. There are some names from past workers going back to at least 1946 on the interior wall cladding at the third floor.

The building's plan and cladding remain intact with extensive window changes. Alterations include the addition of an external ammonia tank and cooling equipment along the east facade. These are built up on a steel structure added above the loading dock with steel reinforcement extending down to the basement below. West facade alterations include doorway infill with vinyl windows and bulkheads; adding an external tank and associated metal railing at the north end of the west loading dock; installing the concrete steps at the south end; repairs to the north end of the west loading dock; and installing a new office door.

Cultural Data

The building was built ca. 1906 according to the "Desires a Correction," October 3, 1906, newspaper article in *The Yakima Herald*. This was the first purpose-built ice manufacturing and cold storage building within the City of Yakima. This building illustrates the achievements of J. M. Perry, the growth of his company, and subsequent establishment of the Perry Technical Institute in 1939 to educate and equip students for careers in industry. J. M. Perry's second floor office remains largely intact and was the business headquarters of one of Yakima's important industrialists.

This is the only known building within Fruit and Produce Row to contain a 1923 Frick ammonia compressor mechanical system, some associated piping, an associated counter-flow chiller, and the next four generations of ammonia compressors. This collection of equipment has the potential to contribute to our understanding of mechanical system development related to cold storage warehouses, and is all contained within a single building.

The building is an individually distinctive property within the district that serves as a focal point at the intersection of West Martin Luther King Jr. Boulevard and North First Avenue, and is part of a block-long, complete row of warehouses along the east side of North First Avenue.

The building remains in warehouse use. By ca. 1907 and continuing through 1969, J. M. Perry & Company operated the building as a fruit and produce cold storage and ice production building as part of a series of three buildings extending to the north. The company had a repair shop in the basement. Two 60 horsepower electric motors operated the 1923 Frick ammonia compressors providing cooling for the building and the two 20-ton ice machines in the basement. There were railroad car icing platforms on both the east and west sides of the building, with a spur track along both sides. Packing was on the third floor. The car icing platform in front of the building on the west side was 120 feet long, and another just across North First Ave was 400 feet long and 14 feet high. By 1950 the cooling capacities had increased to a 90-ton and two 40-ton ice machines in the basement, powered by the same two motors and a 170 horsepower motor. By 1937, Roy Connolly, an ice dealer, also operated out of the building.

By 1979, Inland Fruit and Produce Company operated the building as a cold storage warehouse. From 1983 through 2019, Hollingbery and Sons Cold Storage operated the building as dry storage.

John M. Perry, president and manager of the J. M. Perry Company, was born in 1861 in Houlton Maine. He studied at Bryant and Stratton Business College in Philadelphia prior to moving to Spokane in 1888. After approximately 10 years working in wholesale grain sales in Spokane, he moved to Yakima in 1898, entered the wholesale fruit business, and married Harriet Martin. He is credited as the first person in the city to enter the wholesale fruit industry on a large scale, constructing his first warehouse in 1900, followed by the warehouse at 201 North First Avenue. By 1911, Perry had built the warehouse at 205 North First Avenue and the predecessor warehouse at 209 North First Avenue. These three warehouses provided a capacity equal to 500 railroad cars of fruit and represented, in 1919, the largest collection of cold storage warehouses in the Yakima Valley. The ice production facilities in the 201 North First Avenue building also allowed Perry to supply the Pacific Fruit Express Company and Northern Pacific Railway Company with over 12,000 tons of ice per season. At the time, the Yakima Artificial Ice and Cold Storage Company building (no longer extant), located at 413—

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415 North First Avenue and formed ca. 1904, predominately supplied ice to residential clients and did not shift to providing ice for fruit shipping until after World War I. By 1919, Perry was also president of the Yakima Valley Traffic and Credit Association, which was involved in 90 percent of the fruit tonnage harvested and shipped from the Yakima Valley.

Perry specialized in handling pears and kept his cold storage warehouses containing the packed fruit at 32 degrees Fahrenheit. The packing room on the third floor was kept at 45 degrees Fahrenheit. The number of workers fluctuated with the season from 15 to 50 people.

202 N FIRST AVENUE

Historic name: Prentice Packing Co. Warehouse	Year Built: ca. 1925	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132411446	Architect/Builder: Unknown/Unknown	
Site ID: 15	Plat: Yakima North, Block 208, Lots 1-4	

Description

This concrete structure warehouse fronts North First Avenue, West Martin Luther King Jr. Boulevard, and an alley along the west side. The three-story building has a rectangular plan. A flat roof with parapet shelters interior spaces. The roof is clad with rolled asphalt composition roofing. The parapet steps up along the south and north facades to the east.

A reinforced concrete foundation supports the board-formed concrete exterior walls. Walls are 12 inches thick at the first story and the full wall height on the west facade, and 8 inches thick at the upper story north, south, and east walls. A thin cementitious parge coat clads the concrete on the east and south facades. A horizontal band was left unparged on the south and east facades. The south facade band contained business signage painted on the concrete stating "Commercial Packing Prentice Packing..." The east end of the band has been repainted, covering the rest of the signage. The signage continues along the east facade. Interior framing consists of four rows of heavy timber wood posts with capitals supporting heavy timber beams. Wood joists span between the beams and carry the wood floor decking. Wood posts at the basement and first story levels have steel U-channel capitals. Second and third story post capitals consist of a section of heavy timber beam placed horizontally between the top of the post and the beam to help transfer loads from the beam to the post.

Windows are present at the basement and first story along the south and east facades. South facade windows relate to interior functional spaces. The two window openings at the west end of the facade at the basement level provided day lighting for the basement mechanical space. These openings have since been partially closed off and used as exit locations for piping. Windows at the east end of the facade relate to the corner office space and consist of one single and three paired 6:1 double-hung wood windows. Paired windows have wood mullions between the windows. East facade windows correspond with the corner office location and consist of two sets of paired 6:1 double-hung wood windows with dividing wood mullions.

South facade entrances consist of a single personnel door at the first story level, which is elevated above grade to match the loading dock heights. A direct flight of metal stairs with a metal railing lead up to this doorway.

East facade entrances consist of a personnel door and loading doorways. The personnel doorway provides access to the corner office and consist of a wood panel door with 12 upper lites. A direct flight of concrete stairs with metal hand railings leads up to a concrete landing in front of the doorway. The doorway opens to a small reception area. The two loading doorways open to the loading dock along the facade. The south door consists of a top-hung door mounted on the interior side of the door frame. A shed roof with a plywood-clad, wood-frame enclosure along the outer east side of dock partially encloses section of loading dock adjacent to this doorway. There is a second, smaller top-hung door within the enclosing

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east wall. The north door consists of a side hinged door with an added corrugated metal shed roof over the doorway. Slender metal posts support the outer edge of the roof. Several smaller service doorways are clustered on this facade above the ramp at the north end of the loading dock. These consist of horizontal and diagonal board doors. A smaller loading door was added at the second story and features a plywood clad door attached to the interior side of the wood door frame.

North facade entrances consist of a loading door at the second story and at the basement level. The second story doorway, used to move stored items by exterior conveyor belt, features an added metal frame at the jambs and threshold with a flat metal lintel. An interior roll up metal door closes off the doorway. A ramp leads down to the basement level entrance with a corrugated metal canopy over the ramp.

West facade entrances consist of three personnel doorways and two loading doorways. Two of the personnel doorways are at the original loading dock height that used to extend along the full length of this facade. The southernmost doorway exits at grade and features an exterior metal security grille. The loading doorways are at the original loading dock height. The north doorway is covered with plywood on the exterior, with a four-lite transom visible above the plywood. The south doorway features an added roll up metal door.

Vertical circulation within the building consists of a wood frame stairway at the south end of the west facade, providing access to each floor. A compressed ammonia system provides cooling for the building. Chilled pipes run along the underside of the ceiling at each floor.

The front office in the southeast corner of the first floor retains two relite enclosed offices and the front gate providing access to the staff area from the public receiving area. The office enclosures consist of a wood frame with low wood panels and two sets of fixed upper lites. The frames feature decorative reeding.

Storage areas consist of open volumes with a concrete slab basement floor and wood decking at the upper levels. Ceilings are clad with wood shiplap.

The building's plan remains intact with only slight changes to the cladding and windows. Alterations include the south shed roof brick frame enclosure addition. Corrugated metal clads the addition roof. The addition has a small window and entrance doors on the south facade, a former doorway on the west facade covered by corrugated metal, and a former window opening on the east facade. All openings feature soldier course brick headers. Alterations include the addition of external mechanical equipment along the south facade of the building. Interior alterations include the addition of spray foam along the underside of the lower floors and beams. Sections of the wood flooring have been replaced with plywood and steel plates due to water damage. Alterations include the two shed roof additions on the east facade.

Cultural Data

The building was constructed ca. 1925 according to the Yakima County Assessor. The building retains two original relite enclosed offices in the southeast corner of the first floor.

This building remains in warehouse use. By 1926 through ca. 1990, the Prentice Packing Company operated the building as a cold storage facility in conjunction with their orchards in Wapato. In 1951, Westbrook Packing and Storage Co. Inc. also operated out of the building.

The building had packing on the first floor. Four rows of wood posts supported the floor levels and roof. A box storage yard was on the north side along with a small shed and a nailing area for box assembly. By 1950, a rail spur extended to the north side of the building with a 150-foot-long car icing platform alongside the spur. By 2019 O. E. Hollingbery and Sons owned and operated the building as a cold storage warehouse.

Previous addresses include 101 West B Street.


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Yakima, WA

Name of Property

County and State

205 N FIRST AVENUE

Historic name: J. M. Perry and Co. Warehouse 2	Year Built: 1910	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132411401	Architect/Builder: Unknown/Unknown	
Site ID: 16	Plat: Yakima North, Block B, Lots 3-4	

Description

This warehouse fronts North First Avenue and the railroad tracks to the east. The two-story building has a rectangular plan. A flat roof with parapet shelters interior spaces. The roof is clad with rolled asphalt composition roofing. A metal cap flashing extends along the parapet. The parapet angles up at the north and south ends.

A concrete foundation supports the board-formed 12-inch-thick concrete exterior walls. Interior alterations replaced the timber framing and flooring with a single open volume spanned by glue laminated beams carried on steel columns. The beams support the roof framing. There are no windows on the building.

The west facade features a centrally placed loading doorway, covered from the exterior with plywood with a former smaller opening directly above the doorway. Concrete block infills this upper opening. An added loading door is located at the south end of the west facade. A loading door, infilled with concrete block, provided access to the loading dock on the east facade. A former smaller opening is located directly above the doorway. Concrete block infills this upper opening. A board-formed concrete loading dock extends along the full length of the east facade.

The building's plan and cladding have slight changes with extensive interior framing changes. Alterations include a metal clad shed roof addition on the north end of the west facade; the addition of a second loading doorway at the south end of the west facade with a top-hung door.

Cultural Data

The building was constructed in 1911 based on a brief announcement published in the *Spokesman-Review* on September 15, 1911 announcing completion and that the building will formally open to the public that week.

The building continues to function as a warehouse. By 1920 and continuing through 1969, the J. M. Perry and Company operated the building in conjunction with the warehouses at 201 and 209 North First Avenue as a cold storage and fruit warehouse. The building had six rows of wood posts supporting the first and second floors and the roof framing. Eight skylights provided day lighting for the second story. Open elevators at the east and west ends of the building provided access between floors. The Northern Pacific Railroad operated car icing platforms along both the east and west sides of the building. A third, 400-foot-long, 14-foot-tall icing platform stood to the west of the building, within the area currently occupied by the warehouse at 202 North First Avenue. By 1950 the Northern Pacific Railroad also operated a third 400-foot-long icing shed just over 70 feet to the east of the building. From 1983 through 2019, O. E. Hollingbery and Sons owned and operated the building as a cold storage warehouse.

Previous addresses include 205-207 North First Avenue.


FRUIT AND PRODUCE ROW HISTORIC DISTRICT

YAKIMA, WA

Name of Property

County and State

209 N FIRST AVENUE

Historic name: Unknown	Year Built: ca. 1968	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132411401	Architect/Builder: Unknown/Unknown	
Site ID: 17	Plat: Yakima North, Block B, Lots 5-6	

Description

This warehouse fronts North First Avenue and the railroad tracks to the east. The two-story building has a rectangular plan. A flat roof with parapet shelters interior spaces. The roof is clad with rolled asphalt composition roofing. A metal cap flashing extends along the parapet.

A concrete foundation supports the concrete block exterior walls, which span across the east and west ends of the building between the adjacent structures. The south wall is the concrete north wall of 205 North First Avenue. The north wall is the common bonded brick masonry wall of the former building at the 209 North First Avenue location. When the concrete building at 213 North First Avenue was constructed, they used the north side of the former 209 North First Avenue building's brick wall as the form work, pouring the concrete directly against the brick and constructing large internal concrete buttresses within 213 North First Avenue. When the former brick building at 209 North First Avenue was demolished, this north wall was retained in place along with its internal brick buttresses. Interior framing consists of flat steel trusses spanning east to west between the concrete block exterior walls enabling a single open interior volume. The trusses support the roof deck. There are no windows on the building. Doorways along the south wall provide access to 205 North First Avenue to the south.

The west facade features loading doorways at the north and south ends. Each lead to an interior ramp and features a top-hung exterior and interior door. There are no doorways or windows on the east facade.


The building's plan and cladding remain intact. Alterations include construction of a corridor within the north portion of the building to provide access to the three cold storage volumes within the 213 North First Avenue building.

Cultural Data

The building was constructed ca. 1968 based on 1964 and 1972 U.S. Geological Survey aeriels.

The building remains in warehouse use. By 1972 through 1982: the building functioned as a cold storage warehouse. From 1983 through 2019: O. E. Hollingberry and Sons owned and operated the building as a cold storage warehouse in conjunction with warehouses at 213 and 205 North First Avenue.

212 N FIRST AVENUE

Historic name: N/A	Year Built: ca. 2016	Status: Non-Historic, Non-Contributing
Secondary building: None	Style: No Style	
Parcel: 18132411444	Architect/Builder: Unknown/Unknown	
Site ID: 18	Plat: Yakima North, Block 208, Lots 7-8	

FRUIT AND PRODUCE ROW HISTORIC DISTRICT

Name of Property

YAKIMA, WA

County and State


Description

This tilt-up concrete panel construction warehouse fronts North First Avenue. The two-story building has a rectangular plan. A low-pitched gable roof shelters the interior spaces.

Cultural Data

This building was constructed outside the period of significance for the district. The building was constructed ca. 2016, based on Yakima County Assessor records.

213 N FIRST AVENUE

Historic name: J. M. Perry and Co. Warehouse 3	Year Built: ca. 1923	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132411401	Architect/Builder: Unknown/Unknown	
Site ID: 19	Plat: Yakima North, Block B, Lot 7	

Description

This warehouse fronts North First Avenue and the railroad tracks to the east. The two-story building has a rectangular plan. A hip roof with a perimeter parapet shelters interior spaces. Wood trusses span the interior volume. The roof is clad with rolled asphalt composition roofing. The roof drains to the east with scuppers through the concrete parapet that connect to external downspouts. Four sheet metal rooftop vents run in a row along the middle of the roof.

Exterior walls consist of board-formed, reinforced concrete with five external concrete pilasters at the east and west facades, and internal pilasters along the north and south facades. The building does not share a party wall. Metal form ties remain along the upper portion of the north facade, along with wood form board in the narrow gap between this building and 215 North First Avenue to the north. On the south facade a single wythe of brick remains from the building to the south that pre-dated 209 North First Avenue. When 213 North First Avenue was constructed, the concrete was poured directly against the exterior wall of the former building to the south.

A board-formed, concrete loading dock runs along the full length of the east facade and originally connected with loading docks behind the adjacent warehouses, with only the north connection remaining. A former loading door on this facade has been infilled with concrete block. A metal clad, shed roofed single-story addition projects off the west side of the building and contains cooling equipment.

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YAKIMA, WA

Name of Property

County and State

Interior spaces consist of three two-story insulated volumes. Each volume has its own loading door. All the doors open to the south on to a corridor built out within the north end of the 209 North First Avenue building and accessed via the northernmost top-hung loading door on the west facade of 209 North First Avenue.

The building's cladding remains intact with slight plan changes. Alterations include infill of the east facade loading door with concrete block, and painting of the concrete on the east facade. Alterations removed the loading dock along the west facade and infilled with concrete block the former loading doors. Interior alterations created the three cold storage volumes and added the doorways along the south facade and the associated corridor within the north portion of 209 North First Avenue.


Cultural Data

The building was constructed ca. 1923, based on 1920 and 1924 Sanborn Fire Insurance maps.

The building remains in warehouse use. By 1924 through 1936, the J. M. Perry and Company operated the building as a cold storage warehouse in conjunction with their warehouses at 201 through 209 North First Avenue. A metal canopy projected off the front west facade at the loading doorway. Loading docks extended along both the east and west sides. The building had access to spur lines from both the Northern Pacific Railroad (along the east side) and the Oregon-Washington Railroad and Navigation Company (along west side).

By 1937 through 1951, Marley's Inc. fruit buyers and shippers also operated out of the building. From 1953 through 1955, Western Fruit and Produce Company, Inc. operated out of the building. In 1956, Ralph T. Ballard a fruit broker, operated out of the building prior to the building standing vacant in 1958 through 1960. From 1983 through 2019, O. E. Hollingberry and Sons owned and operated the building as a cold storage warehouse.

215 N FIRST AVENUE

Historic name: Valley Transfer Company and Peppers-Schoenburg Company Warehouse	Year Built: ca. 1910	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132411402	Architect/Builder: Unknown/Unknown	
Site ID: 20	Plat: Yakima North, Block B, Lot 8	

Description

This unreinforced brick masonry warehouse fronts North First Avenue, West Lincoln Avenue to the north, and the railroad tracks to the east. The one-story building has a rectangular 50-by-174-foot plan, with a canted northeast corner. A flat roof with parapet shelters interior spaces. The roof is clad with rolled asphalt composition roofing. The parapet features decorative brick corbeling.

The foundation consists of basalt laid up as a rubble foundation. Exterior walls consist of common bonded sand struck bricks, with a bond course every seventy course. Unpainted bricks remain along the south facade. Through wall bolts with square washers tie the roof framing to the exterior walls. A portion of the north facade (above and to the east of the flat header loading door) was rebuilt in brick, based on brick placement and mortar joints, and the original loading door and basement window openings likely reconstructed with a flat rather than arched headers.

A former east facade window, originally providing day lighting to the corner office, features a rowlock brick header, but the lug sill has been removed and the opening infilled with brick.

Basement windows along the north facade occur at the foundation level and feature rowlock brick arches with recessed flat wood headers with three lite wood sash providing day lighting and ventilation. One of these openings has been converted to a flat concrete header, and another infilled with concrete leaving only a partial section of the brick arch visible.

FRUIT AND PRODUCE ROW HISTORIC DISTRICT

YAKIMA, WA

Name of Property

County and State

First story windows on the north facade are later additions and feature flat steel lintel headers with cementitious washes for sills. There are three anodized aluminum horizontal sliders and one window with a fixed lite and flanking slider sash. The west facade features another of the anodized aluminum horizontal slider windows and a small aluminum sash horizontal slider within the infill of the former loading doorway.

Entrances occur along the north, east, and west sides of the building. The east facade entrance consists of a large loading door that opens to the plywood formed concrete dock (replacing the original dock) along the full length of the east facade. The door consists of vertical bead board with diagonal cross bracing and is top hung from the building interior. An elliptical three coursed rowlock arch spans the doorway with a flush brick panel below the arch. Added steel channels reinforce the jambs and header. A former personnel door at the canted corner originally provided access to the corner office but has been infilled with brick. This doorway has a rowlock brick arch.

North facade entrances consist of two loading doors and a personnel doorway. The personnel doorway is located at the east end of the north facade. The doorway has a rowlock arched brick header. The upper portion of the doorway was infilled, and the doorway lowered to grade level when the loading dock along this facade was removed. The doorway consists of added metal bracing at the jambs and soffit and a flush panel metal door. The easternmost loading door is a top-hung, bead board door with diagonal bracing. The doorway has a flat arch with a steel lintel and wood jambs and the remnants of an exterior light fixture above the doorway. A short section of a concrete loading platform remains in front of the doorway. The westernmost loading door is the most intact, also a bead board top-hung door with diagonal cross bracing. A personnel doorway has been added within the doorway. An elliptical rowlock brick arch spans the doorway, with a heavy timber lintel also spanning the doorway and a recessed, arched, wood-clad panel between the lintel and brick arch soffit. Wood jambs support either end of the lintel. This doorway opens to an exterior loading dock and ramp that descends to the west. The remnant of an exterior light fixture remains above the doorway.

West facade entrances consist of a former loading doorway with an elliptical brick arch that has been partially infilled with wood siding and a horizontal slider aluminum window, and a wood panel personnel door with an upper lite. The paint shadow and ledger board from the shed roof connection remains along this facade where the former wood loading deck extended and was removed due to failing conditions.

The building's plan and cladding have slight changes with extensive window changes. Alterations include painting of the brick facades; the new loading deck and ramp on the north facade; rebuilding in brick a portion of the north facade; infill of the panel above the east loading door with brick; infill of doorways and windows at the east end of the building with brick; removal of the loading dock along the north and west facades; infilling of the west loading door; and adding window openings on the north and west facades.

Cultural Data

The building was constructed ca. 1910 according to the Yakima County Assessor. The building is an individually distinctive property within the district as an early single story brick common warehouse that serves as a focal point at the intersection of West Lincoln Avenue and North First Avenue.

This building remains in warehouse use. By 1920 the Valley Transfer Company and Peppers-Schoenburg Company operated the building as a fruit warehouse and general storage. The building had an office in northeast corner. A single row of wood posts supported the first floor and roof framing. Loading docks extended along all three sides of the building. A row of three skylights along the center of the roof provided day lighting. Wood frame roofs extended off the north facade at the two loading bay doorways. By 1924 the Earl Fruit Company operated the building as a fruit warehouse and general storage building.

By 1934 through 1951, the Hewes Brokerage Company operated the building as a fruit warehouse and general storage. Nalley's Inc, also operated from the building. By 1953 through 1955, Ralph T. Ballard, a fruit broker, operated the building as warehouse. The building was vacant in 1956 through 1958. By 1959 through 2019: the building functioned as a baled hops storage facility, operated by O. E. Hollingbery and Sons, hop brokers.

A previous address includes 2 West Lincoln Avenue.


FRUIT AND PRODUCE ROW HISTORIC DISTRICT

YAKIMA, WA

Name of Property

County and State

301 N FIRST AVENUE

Historic name: American Fruit Growers, Inc. Warehouse	Year Built: ca. 1927	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132411403	Architect/Builder: Unknown/Unknown	
Site ID: 21	Plat: Yakima North, Block C, Lots 1-2	

Description

This warehouse fronts North First Avenue, West Lincoln Avenue to the south, and the railroad tracks to the east. The two-story building has a rectangular 100-by-180-foot plan. A flat roof with parapet shelters interior spaces. The roof is clad with rolled asphalt composition roofing.

A concrete foundation supports the board-formed 12-inch-thick concrete walls. Exterior concrete buttresses occur on all facades, with five on the east and west and 13 on the north and south facades. Signage painted directly on the concrete remains along the top of the east facade and consists of the company name in a band along the top of the parapet stating: "Sundquist Fruit and Cold Storage, Inc." and a corner sign similar to a fruit label with the company name and two red apples over a solid background with "From Tree To Trade" across the top. A matching sign occurs on the west facade. The west facade features a thin stucco cladding at three bays, highlighting the corner office location at the south end of the west facade and along three bays on the west end of the south facade. The cladding rises to peaks at each of the exterior buttresses with projecting diamond pattern elements, and clay tile roof projecting between the buttresses and wrapping around the southwest building corner. The stucco forms round arches above the central doorway and flanking window openings.

West and south facade windows occur at the corner office location and consist of vinyl windows with recessed stucco clad round arched panels above each opening. There are four window openings on the west facade and five on the south facade. A raised blue diamond element occurs at the center of each recessed panel. This office facade is original to the building and has a row of clay tiles (faux roof) separated by diamond faux parapet details. The second story originally had nine to 10 window openings; however, these have been infilled with board-formed concrete. The south facade has two small vinyl windows immediately east of the stucco cladding for the main office.

East facade entrances consist of a loading doorway at grade, which has been enlarged by saw cutting the surrounding concrete. This opening has a new roll up metal door. Two smaller elevated doorways are located at the north end of the facade. The larger of the two has a wood door attached to the inner side of the frame. The other doorway is boarded over from the exterior.

West facade entrances consist of loading doorways and the main office entrance. There are three loading doorways, each with tall openings and a canted profile to the concrete jambs and soffit. The upper portion consists of a transom, currently covered with translucent corrugated fiberglass. Below the transom bar is a new roll up metal door in each opening. The southernmost doorway has been widened by saw cutting into the concrete wall. A direct flight of concrete stairs with metal pipe railings leads up to the main office entrance. A single lite wood door with a transom above provides access to the interior.

The south facade features personnel and a loading bay doorway. The personnel doorway is on the west end of the facade and consists of a flush panel door with a single lite transom above. The loading door is centrally placed on the facade with an interior top-hung door and an exterior roll up metal door. There are two smaller openings along this facade, slightly above grade that have been boarded over from the outside.

A former personnel doorway at the east end of the north face, since infilled, provided access to the area north of the building.

FRUIT AND PRODUCE ROW HISTORIC DISTRICT

Name of Property

YAKIMA, WA

County and State

The building's plan remains intact with slight cladding and extensive window changes. Alterations include vinyl windows at the front office; new loading doors and enlarging of two loading doorways; and painting of the concrete exterior walls on the south, east, and west facades.

Cultural Data

The building was constructed ca. 1927 according to the Yakima County Assessor. The building is an individually distinctive property within the district that serves as a focal point at the intersection of West Lincoln Avenue and North First Avenue.


The building remains in warehouse use. From ca. 1927 through 1938, American Fruit Growers Inc. operated the building as a cold storage warehouse. By 1937 the Yakima Strapping Service also operated out of the building. By 1941, Sundquist Fruit and Cold Storage operated out of the building.

By 1942 through 1950, the Triple-S Fruit and Cold Storage Company operated the building as a cold storage and fruit warehouse with packing on the second floor. Tenants fluctuated during this period, and also included Sontheimer and Snyder fruit growers, S and S Packing and Storage Company, and Stone M. R. & Co. fruit packers. An ice machine was in the basement with sawdust providing insulation between floors. Wood posts supported the internal floor framing. The building had access to spur lines from both the Northern Pacific Railroad (along the east side) and the Oregon-Washington Rail and Navigation Company (along west side). A concrete loading platform extended out from the west loading doors. In 1942 the State Department of Agriculture and the County Horticultural Inspector had offices in the building.

By 1951, Sontheimer and Snyder fruit growers, S and S Packing and Storage Company, and Stone M. R. & Co. fruit packers were the main building occupants.

By 1953 through 2010, Sundquist Fruit and Cold Storage, Inc. owned the building and operated it as cold storage using an ammonia refrigeration system. From 2010 through 2019: Minaanna LLC owned and operated the building.

302 N FIRST AVENUE

Historic name: N/A	Year Built: 2002	Status: Non-Historic, Non-Contributing
Secondary building: None	Style: No Style	
Parcel: 18132411441	Architect/Builder: Unknown/Unknown	
Site ID: 22	Plat: Yakima North, Block 207, Lots 3-5	

Description

This concrete construction warehouse and offices fronts North First Avenue. The two-story building has a rectangular plan. A flat roof with perimeter parapets shelters the interior spaces. An associated asphalt parking area extends to the south.

Cultural Data

This building was constructed outside the period of significance for the district. The building was constructed ca. 2002, based on Yakima County Assessor records.


FRUIT AND PRODUCE ROW HISTORIC DISTRICT

Name of Property

YAKIMA, WA

County and State

303 N FIRST AVENUE

Historic name: Unknown	Year Built: ca. 1951	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132411404	Architect/Builder: Unknown/Unknown	
Site ID: 23	Plat: Yakima North, Block C, Lot 3	

Description

This warehouse fronts North First Avenue and the railroad tracks to the east. The one-story building has a rectangular plan, measuring 50 by 160 feet. Although two stories in height, the building is a single interior volume. A trussed, barrel roof with parapet shelters interior spaces. The roof is clad with rolled asphalt composition roofing. A sheet metal cap runs along the length of the parapet. Sheet metal vents occur along the roof.

A concrete foundation supports the concrete block exterior walls. The structure consists of bonded vertical stacks of blocks with connecting concrete bond beams and block panels infill between. A tall, 20-foot-wide shed roof projects off the rear east facade. Wood posts support the wood frame roof with exposed rafter ends. A wood ledger board attached to the concrete block building supports the other side of the roof. Metal roofing clads the roof. Vertical corrugated metal panels infill part of the upper wall portions to provide added weather protection.

Entrances feature concrete headers. The west facade features a single loading doorway with a roll up metal door. The north facade has a paired leaf personnel entrance consisting of an aluminum frame pair of single lite doors with a single lite transom spanning both. A single personnel door is located at the east end of the north facade and consists of a flush panel door set within wood frame infill of the larger masonry opening.

The building's plan and cladding remain intact with moderate doorway changes. Alterations include the new aluminum sash doors and transom on the north facade; the wood frame infill and flush panel metal door at the east end of the north facade; the new metal roll up door at the west facade doorway; and painting of the concrete block.

Cultural Data

The building was constructed ca. 1951 according to 1950 and 1952 Sanborn Fire Insurance maps. By 1952 the building functioned as a fruit packing plant. The shed roof awning to the rear originally extending north to the warehouse at 309 North First Avenue and west another 25-feet to provide shelter for a shook storage yard. A wood framed entrance enclosure projected off the westernmost north facade doorway. The building replaced a former box and shook (parts of boxes ready for assembly) storage yard. By 2009 Sundquist Fruit and Cold Storage, Inc. owned the building. From 2010 through 2019, Minaanna LLC owned the building.


FRUIT AND PRODUCE ROW HISTORIC DISTRICT

Name of Property

YAKIMA, WA

County and State

309 N FIRST AVENUE

Historic name: Lewiston Milling Company Warehouse	Year Built: ca. 1898	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132411405	Architect/Builder: Unknown/Unknown	
Site ID: 24	Plat: Yakima North, Block C, Lot 5	

Description

This warehouse fronts North First Avenue and the railroad tracks to the east. The one-story building has a rectangular 40-by-170-foot plan and a full basement. A flat roof with parapet shelters interior spaces. The roof is clad with rolled asphalt composition roofing. The sandstone parapet steps up one course at the east and west facades.

A sandstone foundation supports the building's 20-inch-thick structure of coursed, roughly dressed sandstone blocks. The coursing varies as stone sizes are not consistent. Mortar joints are generally struck. Bedding faces are dressed to flat surfaces with a pitched outer face. The stone blocks in the radiating tapered stone arches are dressed to flat surfaces on their bedding faces and the outer face. A rake chisel (toothed chisel) was used to provide the rough level finish on the outer face of the tapered arch stones and slip sills. The sandstone is generally soft with defined sedimentary bedding planes. The stone appears generally harder of a better quality than the stone on the 313 North First Avenue building. The stonework is different, with blocks squared up on this building rather than laid up as rubble. This stone does not appear to have the same shell occlusions that the stone at 313 North First Avenue has. Stucco clads the building's east and west facades and the west end of the south facade.

The west facade featured a least one window immediately south of the loading door. The residual outline and the projecting stone slip sill remain, though the opening has been infilled and clad with stucco. Iron bolts from the former exterior shutters remain on the north side of the window opening.

The south facade features five window openings at the first story. Most retain iron bolts on either side of the openings from former exterior shutters. All have round arches comprised of tapered stones and projecting sandstone slip sills. The two window openings at the west end have been infilled and clad with stucco, though the stone slip sill and opening outline remain. The other openings have been infilled with wood and concrete block. Similar window openings occur at the basement level to provide ventilation and day lighting. These have been infilled with concrete and concrete block as well.

East facade entrances consist of a former centrally placed, elliptical arched loading doorway, since infilled with concrete block. A board-formed concrete loading dock runs the full length of this facade.

West facade entrances consist of a former centrally, elliptical arched placed loading doorway, since infilled and clad with stucco. Iron bolts from the former exterior shutters remain to either side of the doorway near the header.

South facade entrances consist of loading doorways. The two original loading doorways are elevated to be at loading dock level, and both retain iron bolts from former exterior shutters. Both have concrete thresholds and have been infilled with concrete block. Both have elliptical arched stone headers with tapered arch stones.

An added concrete ramp descends along the south side of the building to an added basement level entrance. A metal railing extends along the outer edge of the ramp. The doorway features a metal frame set with concrete within the stone wall, with a narrow metal shed roof over the doorway. The wood door is supported on large metal strap hinges.

The building's plan remains intact with slight cladding and moderate window and doorway changes. Alterations include infilling of windows and doorways; adding the stucco cladding; and adding the basement level loading doorway. The concrete loading deck to the east is an early addition that relates to the building's warehouse role.

FRUIT AND PRODUCE ROW HISTORIC DISTRICT

YAKIMA, WA

Name of Property

County and State

Cultural Data

The building was constructed ca. 1898, based on the building materials and city-wide contextual transportation and warehouse development patterns. The building is an individually distinctive property within the district that serves as a focal point along North First Avenue and is the oldest known warehouse constructed within Fruit and Produce Row.


By 1905 the building is shown as a warehouse in an early station map for Yakima. By 1920, the Lewiston Milling Company operated the building as a flour, grain, and feed warehouse. Wood posts supported the first-floor framing. An enclosed elevator located towards the center of the building provided access between the basement and first floor. The building had open sprinklers in the basement along with a gas-heated barley and wheat steamer. An electric powered feed mill was in the southeast corner of the building. Windows on the east, west, and south facades provided day lighting. The loading dock at the east end connected with the platforms of the buildings to the north, while the west platform was separated from the other platforms. The building had access to spur lines from both the Northern Pacific Railroad (along the east side) and the Oregon-Washington Railroad and Navigation Company (along the west side).

By 1931 through 1932, Prosser Flour Mills operated the building as a grain warehouse. Then, from 1933 through 1935, Speck and Gerber utilized the building for wholesale produce storage; the Dulude Transfer and Storage Company operated out of the building; the Prairie Flour Mill Company used the building for storage; and the Blake Moffitt and Towne used the building for wholesale paper storage. By 1936, Trogdon Freight Lines operated out of the building, along with Dulude Transfer and Storage Co., Prairie Flour Mills Co, and Blake Moffitt and Towne paper company. By 1937 Eckert Freight Lines operated out of the building, along with the same businesses as in 1936.

By 1950 through 1963, Blake Moffitt and Towne continued to operate the building as a paper warehouse with rotary sprinklers in the basement. The building was vacant by 1965 and then not listed in subsequent Polk business directories.

In 1985 through 2019, Patrick J. Roche purchased the building and operated it as a cold storage warehouse with an ammonia cooling system. By 1995 through 2019, Roche Fruit Ltd was the building owner.

311 N FIRST AVENUE

Historic name: W. E. Roche Fruit Co. Warehouse 1	Year Built: ca. 1898	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132411430	Architect/Builder: Unknown/Unknown	
Site ID: 25	Plat: Yakima North, Block C, Lot 6	

Description

This warehouse fronts North First Avenue, and the railroad tracks to the east. The two-story building has a rectangular plan and a full basement. A trussed barrel-vault roof with parapet shelters interior spaces. Through-wall bolts in the east facade connect the roof framing and exterior wall. The roof is clad with rolled asphalt composition roofing. A corrugated metal clad shed roof canopy supported on metal diagonal braces shelters the rear loading area.

A stone foundation supports the building's 20-inch-thick sandstone structure. The exterior is reinforced concrete with buttresses bolted to the rear facade to reinforce the building wall. The south, east, and west facades are clad with stucco. The north and south facades are party walls with the abutting buildings. The west facade retains the painted sign along the parapet stating, "W. E. Roche Fruit Company." This sign runs the full width of the building facade, helping to distinguish it from the building to the north with the same stucco cladding.

Windows openings at the west facade's second story (approximately four) have been filled in and clad with stucco; however, the opening outlines remain. The outline of a round arched window opening on the south end of the first story remains visible.

FRUIT AND PRODUCE ROW HISTORIC DISTRICT

YAKIMA, WA

Name of Property

County and State

The east facade features a single loading doorway with two wood doors. Large strap hinges support each door. The doors open to an exterior slab on grade loading area.

The west facade features a loading doorway and a personnel door. The loading doorway features the same type of wood door as the east facade. The personnel doorway consists of a flush-panel metal door with an upper lite. An added metal canopy projects out over the loading area along the full length of this facade, with vertical steel channels bolted to the first story faced to support the inner edge of the canopy.


The building's plan has slight changes with moderate cladding and extensive window changes. Alterations include the stucco addition; infill of window openings; concrete buttresses on the east facade; the metal canopy on the west facade; and the personnel door.

Cultural Data

The building was constructed ca. 1898, based on the building materials and city-wide contextual transportation and warehouse development patterns. The building has remained in warehouse use. By 1905 the building was in warehouse use. By 1920 the Earl Fruit Company operated the building as a cold storage fruit warehouse in conjunction with the warehouse to the north. Doorways at each floor level provided access between the two buildings. The building had an ice machine in the basement with a 35hp electric motor. The interior structure consists of four rows of wood posts supporting the first and second floors. Fruit packing occurred on the second floor, with two 3-foot-tall monitor roofs providing day lighting. Windows on the east facade at the first and second stories provided day lighting. Raised, 4-foot-wide loading docks extended along both the east and west facades, connecting to the system of loading docks at this end of the block. The basement had open sprinklers. An open elevator was located towards the center of the building. The building had access to spur lines from both the Northern Pacific Railroad (along the east side) and the Oregon-Washington Railroad and Navigation Company (along west side).

By 1931 through 1932, Samuel W. Grubb, fruit shipper, operated the warehouse for cold storage. The building was vacant in 1933. By 1934 through 2019, The W. E. Roche Fruit Company operated the building as a cold storage fruit warehouse through 1979 when the property transitioned to the W. E. Roche Trust and had a 100hp ammonia cooling system. Today the building remains in use as cold storage under Roche Fruit Ltd.

312 N FIRST AVENUE

Historic name: Warren and Co. Warehouse	Year Built: ca. 1939	Status: Historic Contributing
Secondary building: None	Style: Art Deco	
Parcel: 18132411442	Architect/Builder: Unknown/Unknown	
Site ID: 26	Plat: Yakima North, Block 207, Lots 6-8	

Description

This warehouse fronts North First Avenue, West D Street on the north, and an alley along the west. The one-story building has a rectangular 45-by-175-foot plan. A flat roof with parapet shelters interior spaces. The roof is clad with rolled asphalt composition roofing. A T1-11 fascia wraps along the outer edge of the building's parapet.

A concrete foundation supports the board-formed 18-inch-thick reinforced concrete exterior walls. A projecting concrete water table wraps the top of the foundation. Exterior pilasters on the east and north facades consist of single pilasters at the outer corners and paired groupings along the facades. Each has a decorative pattern of three parallel vertical grooves. The concrete panel between the paired pilasters utilize three bands of rounded reeding instead of the recessed grooves. Three recessed horizontal bands formed into the concrete walls span the walls between the buttresses, with a wider recessed band along the base of the parapet. The west facade lacks all the ornamentation evident on the other facades and features the board-formed concrete with simple exterior pilasters.

Window openings occur along the facades within the horizontal band section and have been infilled with concrete.

FRUIT AND PRODUCE ROW HISTORIC DISTRICT

YAKIMA, WA

Name of Property

County and State

East facade entrances consist of a new loading door with a single flush panel metal personnel door inset within the door. The doorway is centrally placed on the facade with an added metal shed roof and new infill within the doorway.

Entrances on the west facade consist of a loading doorway between each of the paired pilasters. Each of the doorways has been infilled.

The building's plan and cladding remain intact with extensive window changes. Alterations include saw cutting out the south window opening on the east facade to grade to install a doorway and then infilling this doorway with concrete; infilling of window openings with concrete; adding the T1-11 cladding at the parapet; new east loading doorway door; painting of the concrete; and infill of the doorways on the west facade.


Cultural Data

The building was constructed ca. 1939, according to the Yakima County Assessor and architectural detailing. The building is an individually distinctive property within the district that serves as a focal point at the intersection of West D Street and North First Avenue.

The building has remained in warehouse use. By 1950 through 1964, the building was owned by Warren and Company and leased to Montgomery Wards. Windows remained along the west facade. The building had access to spur lines from the Oregon-Washington Railroad and Navigation Company along both the east and west sides. By 1965 through 1969 the building was vacant.

In 1972 through 1982, Sundquist Fruit and Cold Storage purchased the building and utilized the building as cold storage space. In 1983 through 2019, Hollingberry C. A. and Cold Storage LLC purchased and has operated the building as cold storage space.

313 N FIRST AVENUE

Historic name: the W. E. Roche Fruit Co. Warehouse 2	Year Built: ca. 1898	Status: Historic Contributing
Secondary building: None	Style: No Style	
Parcel: 18132411430	Architect/Builder: Unknown/Unknown	
Site ID: 27	Plat: Yakima North, Block C, Lot 7	

Description

This warehouse fronts North First Avenue, and the railroad tracks to the east. There is a vacant lot along the north side of the building. The two-story building has a rectangular plan and a full basement. A trussed barrel-vault roof with parapet shelters interior spaces. Through-wall bolts in the east facade connect the roof framing and exterior wall. The roof is clad with rolled asphalt composition roofing. A corrugated metal-clad shed roof canopy, supported on metal diagonal braces, shelters the rear loading area.

A rubble stone foundation supports the building's sandstone structure (20-inches thick at the first story and 18 inches thick at the second story). The foundation is basalt that matches stone used on the foundation for the warehouse at 215 North First Avenue. Exterior reinforced concrete buttresses have been through-bolted to the rear facade to reinforce the building wall. The east and west facades are clad with stucco. The north is clad with stucco above the height of the former adjacent building. The south facade is a party wall with the abutting building. The sandstone is soft and has shell occlusions and appears to consist of several types of sandstone and has a physical character like tuffa (volcanic ash). The stone is rubble stacked with some coursing, but the sandstone blocks were not dressed as carefully or as uniform in size as those on 309 North First Avenue. The outer face is generally flat with rough edges tooled down with a course rake chisel (toothed chisel with large teeth). The joist pockets from the former building to the north were cut into the stone when the building to the north was constructed. A cornice used to run along the top of the west facade but was removed, leaving only the exposed stone band.

FRUIT AND PRODUCE ROW HISTORIC DISTRICT

YAKIMA, WA

Name of Property

County and State

Windows openings at the west facade's second story have been filled in and clad with stucco; however, the opening outlines remain.

The east facade features a single loading doorway with two wood doors. Large strap hinges support each door. The doors open to an exterior slab on grade loading area.

The west facade features a loading doorway and an addition at the northwest corner. The addition stands on a board-formed concrete foundation. A metal canopy extends south from this addition to carry mechanical equipment for chilling the building interior. The loading doorway features a new top-hung door.

The building is mostly intact with slight plan changes with moderate cladding and extensive window changes. Alterations include the stucco addition; infill of window openings; concrete buttresses on the east facade; the metal canopy on the west facade; the northwest addition; and the new loading door.

Cultural Data


The building was constructed ca. 1898, based on the building materials and city-wide contextual transportation and warehouse development patterns. The building has remained in warehouse use and was shown as a warehouse in the 1905 station map.

By 1920, the building functioned as cold storage space in conjunction with the warehouse at 311 North First Avenue for the Earl Fruit Company. Doorways along the south facade at each floor provided connection between two buildings. Raised loading docks extended along the east and west facades, linking with a broader system of loading docks that extended north around the end of the block and south to the warehouse at 309 North First Avenue. The building had window openings in the first story on the east facade, and two skylights at the second floor. The building had access to spur lines from both the Northern Pacific Railroad (along the east side) and the Oregon-Washington Railroad and Navigation Company (along west side). By 1924 the building and the building to the south were operated by American Fruit Growers, Inc. By 1936 Marley's Inc. fruit buyers operated out of the building.

By 1937 through 1964 and from 1968 through 1969 the building continued to function as cold storage space in conjunction with the warehouse at 311 North First Avenue for the W. E. Roche Fruit Co., with a sorting area at the west end of the first floor. By 1965 through 1967, Blake Moffitt and Towne operated the building for storage.

By 2004 the building is owned and operated by Washington Fruit and Produce Co. and used for cold storage with an ammonia 120hp refrigeration system.

401 N FIRST AVENUE

Historic name: N/A	Year Built: N/A	Status: Vacant
Secondary building: N/A	Style: N/A	
Parcel: 18132411406	Architect/Builder: N/A	
Site ID: 28	Plat: Yakima North, Block C, Lot 8	

Description

This is a vacant lot with gravel surface.

FRUIT AND PRODUCE ROW HISTORIC DISTRICT

Name of Property

YAKIMA, WA

County and State

5. 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.

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.

Areas of Significance

(Enter categories from instructions.)

Commerce

Architecture

Industry

Transportation

Period of Significance

Ca. 1898-1969

Significant Dates

Ca. 1898, 1969

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Percy, Harry L. Jr. (Architect)

Hunter, D. Loyd (Mechanical and Industrial Engineer)

FRUIT AND PRODUCE ROW HISTORIC DISTRICT

YAKIMA, WA

Name of Property

County and State

Narrative Statement of Significance

(Provide at least **one** paragraph for each area of significance.)

Fruit and Produce Row Historic District in Yakima, Washington, is historically significant under Criteria "A" as a collection of warehouses that reflect the growth and development of the fruit industry in Central Washington. Located south of the confluence of the Yakima and Naches Rivers, Yakima "is one of the most intensively irrigated areas in the United States."¹ Fruit and produce from the area was, and still is, shipped nation-wide. For over 75+ years, Yakima County has been the top-producing county in Washington state for apples, sweet cherries, pears, and melons; and is the leading county in the U.S. in hops production. Yakima County farmers also produced grapes, nuts, and vegetables which fueled the establishment of a dedicated shipping area within the centrally located city of Yakima. Together, the warehouses, through their scale and concentration along the railroad, illustrate the impact of the immense fruit and produce production capacity of the Yakima Valley. They also highlight the importance/significance of the Northern Pacific Railroad as a means to ship fruit and produce to national and international markets.

Located adjacent to the city of Yakima's downtown core, Fruit and Produce Row Historic District extends parallel to the historic Northern Pacific Railroad transportation corridor. At its peak, warehouse row extended over a mile along the rail corridor and was comprised primarily of agricultural packing and cold storage warehouses. Fruit and Produce Row got its start in the 1890s, following the 1885 arrival of the Northern Pacific Railroad. Later, several periods of growth in the agricultural industry, consumer demand and technological improvements to storage of fruit helped shape the existing built fabric of the district.

As such the district is also historically significant under Criterion "C" as a collection of fruit and produce warehouses which serve as examples of their type, period, and method of construction. Built from the 1880s through 1960s they stand as an important examples, both locally and statewide, of several distinctive periods of construction and demonstrate several methods of construction including the use of stone, brick, concrete block and precast concrete. They also demonstrate the advancement and progression of cooling systems as related to cold storage. Today the nominated area retains the highest concentration of early warehouses and the greatest concentration of fruit warehouses in the state.

The period of significance begins in 1898 with the construction of the first extant warehouses (American Fruit Growers, Inc., 311 and 313 North First Avenue; W. E. Roche Fruit Co., 309 North First Avenue) and ends in 1969 the year in which the first pre-cast concrete warehouse (132 North First Avenue) was built, designed by a Yakima company specializing in warehouse and cold storage design.

Narrative Statement of Significance²

Yakima History: The Yakama People and Early Colonization/Settlement

While Yakima and the surrounding region have been home to the peoples of the Yakama Nation since time immemorial, the first permanent Euro-American settlers began arriving in the region beginning in the 1840s. Many were members of the Catholic Oblate Missionaries of Mary Immaculate, who established missions throughout the Yakima Valley beginning in 1848.

In 1853 the Washington Territory was established. Hoping to facilitate settlement, Territorial Governor Isaac Stevens began executing a variety of treaties with tribes throughout the territory. Among them was the Treaty of

¹ Washington Water Science Center, "Yakima River Basin," USGS (January 5, 2011), <https://www.usgs.gov/centers/washington-water-science-center/science/yakima-river-basin> (accessed April 26, 2022).

² The text in this nomination is pulled from, reorganized, and summarized from the August 2019 "Fruit Row Intensive Level Survey and Historic Context Statement" prepared by Northwest Vernacular, Inc. (the authors of this National Register of Historic Places nomination) for the City of Yakima. Footnotes from the original text have been retained.

FRUIT AND PRODUCE ROW HISTORIC DISTRICT

Name of Property

YAKIMA, WA

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Yakima, signed on June 9, 1855. Fourteen leaders signed the treaty, representing 14 bands and tribes. These included the Yakama Palouis, Pisquouse, Wenatchsahpam, Klikatat, Klingquit, Kow-was-say- ee, Li-was, Skinpha, Wish-ham, Shyiks, Ocehchotes, Ka-milt-pha, and Se-ap-Cat.³ The descendants of these bands and tribes are known as the Yakama Nation today. The treaty, ratified in 1859, ceded over 12 million acres of land to the United States government, and created a reservation for area tribes.

Declaring ceded lands open for white homesteading, reportedly one of the first non-missionary settlers to the Yakima Valley were Fielding M. and Margaret B. Thorp and their nine children. They settled at the future location of Moxee in 1861. Thorp had driven a herd of 250 cattle to graze in the area the prior year, following in the footsteps of cattlemen Ben Snipes and John Jeffries. Cattle drives were a common occurrence in the area for the next two decades; other families and young men followed suit, creating a thriving cattle culture.

After more settlers arrived, Yakima County was established in 1865 (containing present-day Yakima and Kittitas counties; Kittitas County was divided from Yakima County in 1883). Yakima City (established in 1861 and renamed Union Gap in 1917) became the county seat in 1870. Growth was initially slow, since its dry, semi-arid climate seemed more suitable to cattle grazing than soil cultivation. By 1880, the county's population reached nearly 2,000. The present-day city of Yakima was developed initially as North Yakima and its origin stems from the arrival of the Northern Pacific Railroad.

The Northern Pacific Railroad's Arrival

In the late 1880s the Northern Pacific Railroad, began to extend its Cascade Branch across the Cascades at Stampede Pass. Despite the presence of an established community, the railroad selected a formal station stop location north of Yakima City, reportedly to be in a less swampy location. This upset many citizens and the Territory of Washington sued the railroad to force them to establish the depot at Yakima City. Despite winning their case, by then local business owners foreseeing the future of a new community had already begun to move north. The Northern Pacific kept their initial station location but also decided to pick up the tab for those who wanted to relocate —offering cheap land. The new town, initially called North Yakima, was soon platted. Between winter and spring of 1884–1885, over 100 buildings were moved from Yakima City to North Yakima.⁴

North Yakima's population quickly rose to 1,200 by the end of 1885. It incorporated the following year and confidence in the new city abounded; especially when the county seat was also moved to North Yakima from Yakima City. Early city improvements during this time included the construction of the first park (1885), a high school (1898, demolished 1924), the installation of a state-of-art water system (ca. 1889), and the electrification of local business district and residential areas (1890). While two fires, in 1890 and 1892, damaged many of the city's first buildings, construction booms followed in 1898 and helped grow the city.

The location of the mainline and the passenger and freight depots of the railroad had a profound impact on the developing community. In fact, the town was built fronting the railroad tracts initially. Commercial buildings and residences were constructed on the east side of the mainline, and associated industrial lands were located west of the mainline. It was during this time that some of the first stone warehouses were built between West A and West D streets along the east side of North First Avenue abutting the railroad.⁵

The 1880s also saw the development of large-scale Irrigation projects, initially started by private companies. Quickly these began to transform the region's economy from farming through cattle ranching to farming through

³ Yakama Nation, "Treaty of 1855," Yakama Nation, <https://www.yakama.com/about/treaty/> (accessed April 26, 2022).

⁴ HistoryLink.org the Free Encyclopedia of Washington State History, "Northern Pacific reaches Yakima City, where it declines to build a station, on December 17, 1884," by Kit Oldham, February 18, 2003, <https://historylink.org/File/5237> (accessed March 28, 2019).

⁵ The Spike & Arnold Map Publishing Co, "View of the City of North Yakima, Washington," (August 1889), Yakima Valley Museum Map Drawers.

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soil cultivation. The rich volcanic soil covering the valley floor and the warm climate provided excellent conditions for growing fruit, vegetables, and hops, but the lack of rainfall was a stumbling block to large-scale production.

Yakima's Fruit Industry

The canals helped support and expand commercial orchards, and the railroad helped farmers access larger markets in the Midwest and East.⁶ Although white settlers originally utilized the Yakima Valley for cattle grazing, they soon realized the area had the right climate and soil for crop production through soil cultivation—they just needed more water. According to historian Amanda Van Lanen in her dissertation:

While fruit cultivation was initially widespread throughout the Pacific Northwest, the dry interior of Washington state proved the most commercially viable due to its fertile volcanic soils, warm summer temperatures, and, surprisingly, its lack of moisture, which initially seemed to discourage fungi, scabs, and other tree pests.⁷

Among the earliest was the Sunnyside Canal started in 1885. The canal drew water from the Yakima River and opened in 1892. The first commercial apple orchards were started in the Yakima Valley in the late 1880s anticipating the arrival of canal water. Henry Pinchwell started the first known commercial orchard in 1887, followed by Fred Thompson in 1889. Others quickly followed suit.

By 1910 U.S. agriculture census data notes that the percentage of Yakima County land in farm use was 9.9%, compared to a state-wide average of 27.4%; that number was due in part to the western portion of the county including a large swath of the east slope of Cascade Mountain range. However, the value of Yakima County farmland was over \$125 per acre, compared to the statewide average of \$44.18.⁸ In 1910, Yakima County was reported as the second-highest producer of orchard fruit in the state with just over \$450,000 generated in bushels; the highest was Chelan County with over \$600,000. With over \$4.2 million in bushels from orchard fruit statewide, Yakima County had approximately 10% of the state's tree fruit production value and Chelan County had approximately 14%. This corresponded with a period of warehouse growth along Fruit and Produce Row, including the construction of warehouses at 201, 205, and 215 North First Avenue. Expansion would follow with the development in 1911 of the Oregon Railway & Navigation Company (a subsidiary of the Union Pacific) tracks.

In the 1925 U.S. census of agriculture, totals for orchard fruit were segregated into fruit type without an overall total. However, while Chelan County beat out Yakima County in production for apples, Yakima's production in other orchard fruits, such as peaches, topped Chelan. The total value of all crops reported in Yakima County in 1924 for the 1925 census eclipsed Chelan County—Yakima had over \$17 million compared to Chelan County's over \$9 million. In fact, Yakima had the highest total value of all crops for Washington state reported in that census, accounting for over 18% of the state's \$91.9 million in crop value.⁹ As reported in 1925, Washington only had 0.005% of the total crop value in the nation. The valley's growth in production supported the further expansion of warehouses along Fruit and Produce Row, including new warehouses at 15 West Yakima Avenue, and 15–29, 202, 213, 301, and 312 North First Avenue.

⁶ R. Thomas Schotzko and David Granatstein, "A Brief Look at the Washington Apple Industry: Past and Present," <http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.492.6148&rep=rep1&type=pdf> (accessed April 12, 2019).

⁷ Amanda L. Van Lanen, "We Have Grown Fine Fruit Whether We Would Or No': The History of the Washington State Apple Industry, 1880-1930," PhD diss., (Washington State University, 2009), 43.

⁸ Department of Commerce and Labor, Thirteenth Census of the United States Taken in the Year 1910, Volume VI, Agriculture, 1909 and 1910, Reports by States, with Statistics for Counties (Department of Commerce and Labor, Bureau of the Census: Washington, D.C. 1913), 824, <http://usda.mannlib.cornell.edu/usda/AgCensusImages/1910/07/01/1834/41033898v7ch7.pdf>.

⁹ Department of Commerce, United States Census of Agriculture 1925: Reports for States with Statistics for Counties and a Summary for the United States, Part II (Department of Commerce, Bureau of the Census: Washington, D.C. 1925), 386-391, <http://usda.mannlib.cornell.edu/usda/AgCensusImages/1925/01/46/1925-01-46.pdf>.

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By the 1964 census, including legacy numbers from 1959, the U.S. Department of Commerce was calculating production in pounds rather than revenue for comparison. In 1959, Yakima produced over 529 million pounds of apples and 73 million pounds of peaches. Those numbers decreased in 1964; Yakima County produced over 522 million pounds of apples and 58 million pounds of peaches. Yakima County's 1959 production of apples accounted for nearly 49% of Washington's production and its production of peaches accounted for 74%. Yakima County's 1964 production of apples accounted for only 42% of Washington's production and its production of peaches remained steady at 74%.¹⁰ These production levels supported the sustained role of Fruit and Produce Row and the addition of new warehouses and shipping offices, including the warehouse at 132–134 North First Avenue.

The success of the Fruit and Produce Row warehouses relied on the workers who took care of the fruit and produce in their journey from the fields and orchards to markets. Pickers harvested the fruit and produce, often working long hours in the sun, and handled each item with care to ensure they remained without blemish and free of mold and pests. The unpacked harvest was then sent in bulk to the warehouses along Fruit and Produce Row. Packers received shipments of unpacked fruit and produce at the warehouses, sent them through the sizing machines, packed the fruit and produce into boxes, closed and labeled the boxes, and then sent the boxes to storage until shipment. While more detailed research of company records could provide insight into the employees who picked and packed the fruit, it was seasonal work often completed by migratory workers. Pickers and packers associated with the warehouses likely reflected the demographics of agricultural workers in the greater Yakima Valley throughout history. White settler-colonists and Native Americans provided the earliest agricultural labor in the valley, followed by workers of Chinese, Japanese, and Filipino descent aligning with the waves of immigration from Asia to the United States in the late 19th and early 20th centuries. Latino settlement began in the Yakima Valley in the 1930s and steadily increased with both Mexican Americans and Mexicans (through the federal government's Bracero Program that began during WWII and continued well into the 1960s) providing agricultural labor during the worker shortage experienced during the war.

Establishment and Construction of Fruit/Produce Row Warehouses

Fruit and Produce Row's origins as a warehouse district extended along North First Avenue (formerly Selah Street) from West A Street north to West D Street by 1889. By 1920, the district had extended south four blocks to West Pine Street, north a similar distance to just past West Willow Street, and west one block to North Second Avenue. This general footprint remained through the 1950s with some additional westward extension to North Third Avenue. The bulk of fruit warehouses remained concentrated in the area between West Yakima Avenue and West D Street. Since the 1970s, warehouse development and shipping has expanded north of West D Street with significant building loss south of West Yakima Avenue.

As production increased at orchards and other farms, farmers began seeking non-local markets to sell their products. Shipping produce requires the goods to be packed and stored in preparation for rail transport. Some growers packed on site, while others joined together in cooperatives to streamline the process. Individual growers also could construct their own packing sheds and storage houses on their farms. The periodical *Better Fruit* even published do-it-yourself guides for small storehouses. Cooperatives and cash buyers—buyers who paid cash for fruit up front upon harvest—often established larger packing houses and storage warehouses, usually in town and close to the railroad. Quality packing ensured the product arrived at its final destination in the best shape possible; improperly packed produce was sold for a lower price. In Yakima County, most of those packing houses and warehouses were established near downtown North Yakima, adjacent to the Northern Pacific Railroad and Oregon Railroad & Navigation Company (Union Pacific subsidiary) tracks in an area soon called Fruit and Produce Row.

Small-scale wood frame and stone warehouses were started along the railroad tracks by the late 1880s, but as the number of warehouses increased, these shifted to brick and concrete structures throughout the 1910s and

¹⁰ U.S. Bureau of the Census, 1964 United States Census of Agriculture: Volume 1, Part 46 (U.S. Government Printing Office: Washington, D.C., 1964), 57-363, <http://usda.mannlib.cornell.edu/usda/AgCensusImages/1964/01/46/809/Table-13.pdf>.

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1920s when the Yakima Valley fruit industry continued to grow.¹¹ Many of these new warehouses were typically funded by cash buyers, commission houses, and cooperatives.¹² Among them was J. M. Perry, a cash buyer, commission house owner, and fruit dealer, who had a cold storage facility constructed (201 North First Avenue) on Fruit and Produce Row in 1906–07. According to The Yakima Herald, the cold storage facility was the first of its kind in the city of Yakima.¹³

By 1911, the area was locally referred to as Fruit and Produce Row, roughly bounded on the east by the Northern Pacific tracks, on the west by the “western horizon,” the Oregon-Washington Railroad and Navigation

Company spur line west of North 1st Avenue (currently an alley), and on the south by West Yakima Avenue.”¹⁴ The Oregon Railway & Navigation Company (a subsidiary of the Union Pacific) laid its tracks parallel to the Northern Pacific tracks in 1911. The following warehouse and commission firms were located along North First Avenue:

- Yakima Milling company
- J. M. Perry & Company, incorporated, fruit and produce shippers
- Pacific Fruit and Produce company
- Pioneer Lumber and Coal company
- Yakima Transfer and Storage company
- Horticultural Union
- H. M. Helliesen, lumber
- J. A. Cook, coal and wood
- Thompson Fruit company, fruit and produce
- Yakima Coal company, real Roslyn coal
- Northwestern Produce company
- Fruit Growers’ warehouse
- Yakima Valley Fruit Growers’ association
- The Bradner company, creamery
- Yakima Ice and Cold Storage company
- Rose-Sullivan company

The volume of warehouses along Fruit and Produce Row reflect the overall increase in fruit production in Yakima County in the early 1900s. In 1912, the *Yakima Republic* reported that 10–20 railcars were leaving North Yakima Daily, all loaded with fruit.¹⁵

As competition for freight service picked up, the warehouse district strengthened its status as a prime distribution center in Yakima County. Construction commenced on additional warehouses between the two sets of tracks in the 1910s. According to the *Yakima Valley Progress*, a monthly periodical, numerous permanent warehouses were constructed on Fruit and Produce Row in the spring and summer of 1919 to increase warehouse and storage facilities.¹⁶ The construction boom also reflected the agricultural boom; 1919 was a banner growing season for the Yakima County Horticultural Union, which shipped 1,532 cars of fruit (apples, pears, peaches, and cherries).

¹¹ Shirley Courtois, “C.M. Holtzinger Fruit Company Building,” National Register of Historic Places Nomination (April 1988), Section 8, Page 1.

¹² Van Lanen, “We Have Grown Fine Fruit Whether We Would Or No’: The History of the Washington State Apple Industry, 1880- 1930,” 168.

¹³ “Desires a Correction,” The Yakima Herald, October 3, 1906, via <https://chroniclingamerica.loc.gov/lccn/sn88085523/1906-10-03/ed-1/seq-7.pdf>.

¹⁴ “Produce Row Gets O.W.R.&N.,” The Yakima Herald, August 16, 1911: 3, via <https://chroniclingamerica.loc.gov/lccn/sn88085523/1911-08-16/ed-1/seq-3.pdf>.

¹⁵ Van Lanen, “We Have Grown Fine Fruit Whether We Would Or No’: The History of the Washington State Apple Industry, 1880- 1930,” 130.

¹⁶ “Building Permits for Last Month Total \$132,685,” *Yakima Valley Progress*, Vol I., No. 2, December 1919, 9.

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Numerous Cooperatives were also developed to help control surpluses and distribution, to increase prices, and coordinate marketing. The oldest agricultural cooperative in Yakima, the Yakima County Horticultural Union, established in 1902. They established a relationship with J. M. Perry, a local cash buyer, to handle their fruit. By 1906 the Yakima County Horticultural Union were using a stone warehouse building and then expanded to an adjacent two-story cold storage facility in 1920–21 (predecessor building to the current 117 North First Avenue building). By 1922, the Yakima County Horticultural Union handled accounts for 400 to 500 members. Another cooperative, the Yakima Fruit Growers' Association, was founded in 1911 and had 300–400 accounts by 1922.¹⁷

By the mid-1920s, Fruit and Produce Row was fully established. A January 1925 article in Yakima Valley Progress described First Avenue as such prior to 1925:

*First Avenue—now familiarly called Produce Row—was then [1908], and even until four years ago [1921], a broad assortment of rocks and dust in the summer and mud of uncertain depth in the winter. There were no fruit warehouses south of [West] Yakima Avenue, few north of [West] C Street.*¹⁸

Among the earliest warehouses were J. M. Perry's ice production and cold storage warehouse (201 North First Avenue), constructed in 1906–07. By 1925, three of the largest cold storage plants in the city were located on Fruit and Produce Row; J. M. Perry & Co., Richey & Gilbert Co., and the Yakima County Horticultural Union. To service the large warehouses railcar icing sheds extended along the east and west sides of the buildings.

Additional warehouses were constructed in 1925, many of which replaced those destroyed by fire in previous years.¹⁹ One of these warehouses constructed was C. M. Holtzinger's cold storage plant (just west of the historic district, NRHP-listed in 1988, demolished 2010). Holtzinger's first warehouse (1918) was destroyed by a fire in the summer of 1924. His new and improved building, opened on August 28, 1925, had frontage on West Yakima Avenue, and included shops and office space to tie in with commercial activity along West Yakima Avenue in addition to the cold storage plant.²⁰

As the Great Depression swept the nation in the 1930s, the Yakima Valley was not spared from the economic downturn. Crop prices dropped substantially, affecting everyone in Yakima who relied on the previous prosperity of the valley's agriculture—fruit growers, pickers, packers, shippers, buyers, and consumers. Apples were left to rot on the trees or the ground as costs to pick the crop exceeded the fruit's price on the market.²¹

The fruit market rebounded by the 1940s as the United States entered World War II. Processing and shipment advances in the post-war years helped maintain the importance of Fruit and Produce Row to the valley's agricultural companies. By this time, cold storage plants and refrigerated railcars were the standard for shipping perishable items. Simple advantages, such as design improvements in pallets and skids, helped improve handling for storage and loading for transport.²² New warehouses constructed in Fruit and Produce Row utilized pallets to move and stack fruit within the buildings. In design these buildings began to use large trusses without intermediate supports to increase floor space and ceiling height for stacking boxes. The use of pallets in fruit warehouses was uncommon in the Yakima Valley prior to the mid-1940s.²³ Additional advancements included air purifying systems for cold storage warehouses. Apples, for example, emit ethylene gas which causes them to ripen; removing the gas through an air purifier ensures longevity in cold storage.²⁴

¹⁷ "Cooperative Marketing, Big Factor in Handling Valley's Fruit," Yakima Valley Progress, Volume 3, No. 9, July 1922, 8.

¹⁸ Rolfe Whitnall, "Produce Row and Valley Storage Big Factor in Yakima's Prosperity," Yakima Valley Progress, January 1925, Volume 6, No. 3, 5.

¹⁹ "Yakima Important Scenic and Agricultural Center," Yakima Valley Progress, January 1925, Volume 6, No. 3, 7.

²⁰ Courtois, Section 8, Page 2.

²¹ Artifacts Consulting, Inc., "Downtown Yakima Cultural Resource Survey," prepared for the City of Yakima (September 2006), 11.

²² "Palletizing Provides New Materials, Handling Economies, Speeds Shipment," Appleland News, June 1947, 20.

²³ R. W. Strausz, "Palletized Warehouses," Appleland News, December 1947, 16.

²⁴ "Cold Storage Extends Season," Appleland News, November 1948, 40.

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Fruit and Produce Row continued to be an important commercial and industrial hub in the Yakima Valley into the 1950s and 1960s. Several warehouse buildings were constructed in the late 1960s, reflecting changes in technology and continuing demand for fresh produce. In the late 1950s, wooden apple boxes (in use in the apple industry since the 1890s) were phased out in favor of cardboard boxes.

Although Fruit and Produce Row developed and remains along the railroad corridor in North Yakima, truck transport has emerged as the preferred shipping method. In 1956, the Federal Aid Highway Act was established, which provided allocations to states for highway projects. Highway construction in Washington state increased with this funding and \$143 million in contracts were awarded between 1957 and 1958.²⁵ The 1969 construction

of the warehouses and associated three-truck loading dock (132 to 134 North First Avenue) within the center of a former railroad-based warehouse district underscores this transition. Interstates were constructed, the north-south Interstate 5 and the east-west Interstate 90, more efficiently connecting Washington with surrounding states. Interstate 82 was mostly completed by 1972, connecting the cities of Yakima and Ellensburg and providing a shipping link for the Yakima Valley to Interstate 90 for traffic west to Seattle and east to Spokane and beyond.²⁶ A 1993–1994 survey of the Washington apple industry indicated that trucking had surpassed rail as the preferred method of transport—on average, 69% of apple products utilized trucks to ship to their final destination, while only 8% used rail in general, 1% used trucks to ship to a river port, and 22% used trucks to ship to an ocean port.²⁷

Areas of Significance

The Fruit and Produce Row warehouses relate to four areas of significance: Architecture, Commerce, Industry, and Transportation. The Fruit and Produce Row warehouses reflect the predominance of agriculture in the Yakima Valley and relate to Yakima's economic development, particularly Yakima's role as a shipping center for getting agricultural goods to market. Although called "Fruit Row" due to the preponderance of fruit-related companies, the warehouses were not exclusively fruit storage and processing warehouses; other goods stored in the warehouse buildings included lumber, building materials, coal, produce, paper, flour, hops, and grains. Furthermore, the warehouse buildings and equipment demonstrate the shifts in the fruit processing and shipping industry with the advent of cold storage and specialized processing and packing methods. The buildings also demonstrate the impact of rail transportation on the city of Yakima's development.

Architecture | Warehouses

The warehouses within the historic district predominately represent two types of warehouses: common and cold storage. All the warehouses are largely utilitarian with construction dates spanning from ca. 1898 (stone construction) to 1969 (pre-cast concrete construction). The warehouses are not individually noteworthy for their architectural style but are significant as a representative collection of warehouse types that show the transition and methods of construction. The building exteriors reflect their utilitarian nature and often feature loading docks and doorways with little ornamentation and/or windows. Construction technology represented includes load-bearing rubble stone (mostly basalt), load bearing common bonded brick masonry, and poured-in-place concrete with heavy timber interior floor framing and roof trusses, as well as concrete block and precast tilt-up concrete with engineered roof framing and single-volume interiors.

Many larger common and cold storage warehouses – like 15 North First Avenue (ca. 1923), 202 North First Avenue (ca. 1925), and 201 North First Avenue (ca. 1907) included packing houses, which allowed the produce to be packed, then stored on site as they awaited shipment to market. None of the original icing sheds are

²⁵ Washington State Department of Transportation, "A History of Highways & Transportation," 1993, 12, <https://www.wsdot.wa.gov/NR/rdonlyres/5AA959D8-AD8A-43FA-87AF-F7C1C704C329/0/WAHighwayHistory.pdf> (accessed April 26, 2019).

²⁶ Washington State Department of Transportation, "A History of Highways & Transportation," 14.

²⁷ The Gillis Group with Kenneth L. Casavant, "Transportation Needs of Eastern Washington Fruit, Vegetable and Hay Industries," Eastern Washington Intermodal Transportation Study Research Report Number 7 (March 1995), 23, <http://ses.wsu.edu/wp-content/uploads/2015/03/err7.pdf> (accessed April 26, 2019).

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extant.

- Common Warehouse

Prior to the 1920s, common warehouses were in use the most in the Pacific Northwest. Common warehouses rely on passive insulation to maintain temperatures instead of being mechanically cooled.²⁸ Common warehouses can range in size from a small storage house to the large warehouses in Fruit and Produce Row. They were typically constructed along rail lines to ensure easy transportation access. They may have been constructed with additional insulation and ventilation shafts to lower interior temperatures, but they could not necessarily maintain consistently cool temperatures.²⁹ Good examples of the common storage warehouse type are 309 North First Avenue, built ca. 1898 for common storage and converted for cold storage use ca. 1980s and 312 North First Avenue, built ca. 1928 and converted for cold storage use ca. 1980s. In both cases this conversion resulted in the blocking in of window openings.

- Cold Storage Warehouse

Cold storage warehouses were a greater construction investment than common warehouses, requiring more substantial buildings to house packing machinery and cold storage systems and piping. A typical cold storage building would have an exterior platform to receive deliveries of unpacked fruit. Workers transferred the fruit to the sizing machine, then packed them in boxes. The boxes would be nailed closed and labeled and then sent, often by conveyor, to cold storage rooms.³⁰ Good examples of the purpose-built cold storage warehouse type are 301 North First Avenue (ca. 1927), operated by American Fruit Growers Inc.; 201 North First Avenue (ca. 1907), operated by J. M. Perry; and 29 North First Avenue (ca. 1922) and 27 North First Avenue (ca. 1927), operated by the Yakima County Horticulture Union.

By 1920, cold storage warehouses were more common within the area, particularly after the Northern Pacific had acquired refrigerated boxcars.³¹ Cold storage had the ability to keep apples fresh for three to six months, slowing the decay of the harvest.³² This shift in storage practices is reflected in the Fruit and Produce Row warehouses, evidenced by the 1920 Sanborn Fire Insurance maps (with updates from 1924). J. M. Perry had the first cold storage plant in Fruit and Produce Row (1906–07). Warehouses with cold storage capability in Yakima's Fruit and Produce Row by 1924 included:

- Pacific Fruit & Produce Co. (ca. 1923, 15 West Yakima Avenue, extant, replaced three smaller brick buildings owned by the company at this location)
- Yakima County Horticultural Union (ca. 1922, 29 North First Avenue, extant)
- Yakima Fruit & Cold Storage Co. (1910s, 30–38 North First Avenue, demolished)
- Richey & Gilbert Co. (1910s, 120–132 North First Avenue, demolished, current site of 134 and 136 North First Avenue built ca. 1969)
- C. M. Holtzinger, Fruit & Produce (1925, North Second Avenue and West Yakima Avenue, demolished)
- Roche Fruit & Produce Co. (ca. 1923, 17–29 North Second Avenue, demolished)
- J. M. Perry & Co. (ca. 1907, 201 North First Avenue, extant; ca. 1919, 205 North First Avenue, extant; and the ca. 1919 predecessor building at 209 North First Avenue, demolished)
- American Fruit Growers, Inc. (ca. 1898, 311 North First Avenue, extant; ca. 1898, 313 North First Avenue, extant; both were common warehouses converted to cold storage warehouses.)

Commerce | Yakima's Distribution Center

The Fruit and Produce Row warehouses are deeply connected with the city of Yakima's economy. The buildings reflect the dominance of the agricultural industry and associated business ventures. Non-agricultural

²⁸ Van Lanen, "We Have Grown Fine Fruit Whether We Would Or No': The History of the Washington State Apple Industry, 1880- 1930," 117.

²⁹ Van Lanen, 117-118.

³⁰ Rolfe Whitnall, "Produce Row and Valley Storage Big Factor in Yakima's Prosperity," Yakima Valley Progress, January 1925, Volume 6, No. 3, 6.

³¹ Shirley Courtois, "C.M. Holtzinger Fruit Company Building," Section 8, Page 2.

³² Van Lanen, 117.

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warehouses within Fruit and Produce Row connect with other significant industries—building trades and fuel—in the community. The proximity and visual relationship of Fruit and Produce Row to Yakima’s downtown commercial area, separated by the railroad corridor, underscores this critical dependence between commerce, agriculture, and transportation.

Industry | Processing and Cold Storage

The Fruit and Produce Row warehouses also reflect changes in the produce processing and storage industry. Some of the warehouses still contain multiple generations of ammonia compressors, effectively showcasing the incremental changes in the industry. As previously mentioned, the warehouses within the historic district contain both common and cold storage warehouses.

Cold storage techniques were developed in the 19th century, with natural ice used for cooling until the 1890s. Natural ice is ice that has been harvested from ice caves, lakes, and rivers formed when temperatures drop below freezing and water solidifies.³³ The ice was stacked in large quantities to freeze together in insulated buildings. Sawdust was typically used as the primary insulating material between floor systems within these insulated buildings. However, the sawdust often caused condition issues as condensed water vapor saturated the sawdust and lead to rotting in the floor framing.³⁴

Mechanical cooling methods, which did not rely on ice, began in the 1880s. Early mechanically cooled warehouses were constructed in Boston (1881) and East St. Louis, Illinois (1882). According to Van Lanen:

*Mechanical refrigeration worked by the basic principle of evaporation. Gas, usually ammonia, was compressed to form a liquid and pumped through a series of pipes. As the liquid changed back into a gas, it absorbed heat from its surroundings to produce a cooling effect. In some plants ammonia was used to chill a salted brine, and the brine was then pumped into pipes throughout the warehouse. In other plants, ammonia was piped directly into the warehouse to chill the air.*³⁵

These mechanical cooling methods not only cooled the cold storage buildings but could also create artificial ice that could be used to cool common warehouses and for icing railcars. Cold storage facilities, which utilized mechanical cooling methods, arrived in Washington by the 1890s and reached Yakima by 1906–07 with J. M. Perry’s cold storage addition to his warehouse (which utilized artificial ice). Cold storage became widespread in use by the 1910s as the apple industry expanded in the Yakima Valley.

In J. M. Perry’s cold storage building, metal pans set in chilled saltwater brine baths (double-walled steel pools) froze the water and a chilled ammonia system cooled the salt water. Small wood trolleys hauled the resulting 300-pound ice blocks around the building. This system could produce nearly 600,000 pounds of ice every 12 hours.³⁶ Ammonia-cooled buildings typically had ammonia tanks in the basement (the lowest point for the system) with recirculating pumps moving the ammonia or chilled brine through a system of heavy-walled steel pipes throughout the building, typically mounted to the underside of the floors, or along the upper walls in hanger systems. Each building would have miles of piping within it.

In addition to their relationship to the storage industry, the Fruit and Produce Row warehouses reflect the general fruit packing industry. Many of the warehouses had floors dedicated to packing or utilized a separate building specifically for packing, with the associated packing machinery and staff spaces built out. Centralized

³³ Paula Becker, “Diamond Ice & Storage Company of Seattle Incorporates on November 25, 1892,” HistoryLink.org the Free On-line Encyclopedia of Washington State History, April 4, 2018, <https://www.historylink.org/File/20532> (accessed April 29, 2019).

³⁴ Interview with Will Hollingberry, March 28, 2019. Hollingberry, owner of the J.M. Perry building, has trained in cooling systems.

³⁵ Van Lanen, “We Have Grown Fine Fruit Whether We Would Or No’: The History of the Washington State Apple Industry, 1880- 1930,” 119. Van Lanen cites Oscar E. Anderson, Jr.’s *Refrigeration in America: A History of a New Technology and Its Impact* (Princeton, New Jersey: Princeton University, 1972).

³⁶ Interview with Will Hollingberry, March 28, 2019.

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packing houses, like the Yakima Horticultural Union, were located in the warehouse district. These types of houses served hundreds of growers and enabled use of larger machinery to ensure efficiency and standardization. Packing houses also created longer-term employment.³⁷ Packing houses cleaned, graded, and then packed the apples for storage and/or shipment. Early sorting and packing was done largely by hand. Machines cleaned the apples, then the apples were passed through a sizing machine, and then workers wrapped and placed the fruit into clean boxes. Elevators within the warehouses were then used to move materials between floors and small upper facade doors allowed the use of conveyor systems to move packed goods out for shipping.

Transportation | Railroad and Shipping Goods

The Fruit and Produce Row warehouses are parallel to the Northern Pacific Railroad line, less than a block west of the main tracks, and the Oregon-Washington Railroad and Navigation (OWRN) Company spur tracks (along and west of North First Avenue). Spur tracks ran along the buildings to their icing and loading platforms. The freight depot (constructed 1910, demolished) for the Northern Pacific was located west of its passenger depot (1910, contributing property in NRHP-listed Old North Yakima Historic District), close to where the tracks intersect with West Martin Luther King Jr Boulevard (formerly West B Street). The Union Pacific Freight Building (1923, NRHP-listed) housed both passenger and freight functions and is located at 104 West Yakima Avenue. Prior to this building, the Union Pacific had a freight depot located on North First Avenue, across the tracks from its passenger depot in the Stone Building at the corner of North Second Avenue and East Yakima Avenue.³⁸ The OWRN Company spur tracks, completed in 1911, branched off to North First Avenue north of West Willow Street and then expanded at West Elm Street with tracks running south to West Spruce Street through the blocks (at the alley location) along the west side of North First Avenue and along the middle of the block west of North Second Avenue south to West B Street. By 1920 the OWRN shifted their tracks that ran down the middle of the blocks west of North First Avenue to run instead down North First Avenue south to West A Street and began leasing the blocks for cold storage and common warehouse development.

Together with the development of cold storage facilities came the introduction of refrigerated railcars. Cold storage allowed the fruit to stay in good condition prior to and after shipping, while refrigerated railcars maintained this condition during shipment. Refrigerated railcars, cooled by ice, began in the 1840s and their design was refined over the next few decades to ensure consistent temperatures. Mid-trip re-icing facilities were also built to help ensure consistent temperatures. Up until the 1880s, refrigerated railcars were predominately owned by private companies rather than the railroads due to the cost of construction. However, railroad companies soon began to acquire their own cars and by 1915, the Northern Pacific alone owned 36,000 refrigerated cars.³⁹ While early fruit shipment railcars (fruit express cars) were attached to passenger trains, in the 1900s, the railroads began shipping fruit in “fruit blocks”—with trains entirely comprised of fruit cars.

The existence and location of the Fruit and Produce Row warehouses is directly related to the adjacent railroad tracks. Both the shippers and the railroad companies were mutually dependent in order to sustain this lucrative commercial enterprise. The sole purpose of many of the warehouses was to prepare and store produce for shipment out of the city via railroad. The proximity of both the Northern Pacific and Union Pacific freight depots to the historic district and development of the OWRN Company spur tracks within Fruit and Produce Row, further underscores the connection of the warehouses to transportation activities in the city and as a receiving area for the valley.

Comparable Examples—Warehouse Districts

Statewide, Fruit and Produce Row stands out as a unique example of extant buildings in terms of the sheer

³⁷ Van Lanen, 139.

³⁸ Shirley Courtois, “C.M. Holtzinger Fruit Company Building,” Section 8, Page 2.

³⁹ Van Lanen, “We Have Grown Fine Fruit Whether We Would Or No’: The History of the Washington State Apple Industry, 1880-1930,” 134.

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breadth and concentration of buildings. Multiple periods of construction are represented (ca. 1898 to 1969) and many are still being used for their original purpose. The collection also demonstrates the variety of building materials—from stone to precast concrete—used and shows how various cooling systems, such as 1923 ammonia compressors, were utilized. Many of these original systems are still in place.

The scale of use for fruit and produce warehouses within the state cuts a vertical path from the Canadian to Oregon borders, bounded by the crest of the Cascade Mountain range to the west, the wheat fields of the Palouse and the predominance of granaries to the east, and the timber stands of the Colville National Forest in the northeast. The concentration of fruit and produce warehouses all serve as collecting, packing, and storage facilities for the farmers in the broader surrounding area and generally aligns with railroad corridors to provide transportation access.

Chelan County to the north was the other leading fruit producing county in the state by 1910 and contains the majority of other comparable warehouse examples. Three main railroads supported key concentration areas of fruit and produce warehouses for distribution in central Washington: the former Northern Pacific Railroad (now BNSF Railway Company), the former Great Northern Railway, and the former Washington & Great Northern Railway. Warehouse districts were established along the Northern Pacific Railroad rail corridor in the cities of Yakima (Fruit and Produce Row), Prosser, Wapato, Selah, and Ellensburg in Yakima, Benton, and Kittitas counties. Warehouse districts were established along the Great Northern Railway rail corridor in the cities of Quincy, Wenatchee, Monitor, and Cashmere and the communities of Dryden and Peshastin in Grant and Chelan counties. Some warehouse districts were also established along the Washington & Great Northern Railway rail corridor (under construction as of 1907 as a northern extension of the Great Northern Railway) in the cities of Sunnyslope, Chelan, Brewster, Okanogan, Tonasket, and Oroville in Chelan and Okanogan counties.

Northern Pacific Railroad Warehouse Districts

Prosser is the county seat of Benton County, near the south end of the Yakima Valley, and its early development, like the city of Yakima, was encouraged by the arrival of the Northern Pacific Railroad (in 1884) and irrigation efforts to develop agriculture. As of 2020, it has a population of approximately 6,200. The extension of the Sunnyside Canal in 1908 expanded agriculture in the area and encouraged crop diversification. Crops included asparagus, eggplant, sugar beets, strawberries, goose berries, beans, corn, and hay, as well as orchard crops like apples, peaches, cherries, apricots, plums, pears, and prunes. A cannery was established in 1912 to process the profitable orchard crops.⁴⁰ Prosser's warehouses are located along the railroad corridor and are adjacent to the downtown commercial core like Fruit and Produce Row in Yakima; however, the former older warehouse development was on a smaller scale than Yakima and the extant larger warehouse concentrations are mostly post-1970s construction.

The concentration of former warehouses evident in Sanborn Fire Insurance maps occurred between Stacy Avenue and the railroad mainline tracks, between Seventh and Ninth Streets. By 1909 this area consisted of single-story, wood-frame grain warehouses, which expanded by 1922 to two fruit warehouses and a grain warehouse. By 1944 the Yakima Fruit Growers Association operated a single-story brick warehouse at the southeast corner of Stacy Avenue and Sixth Street. Extant warehouse groupings south of Sheridan Avenue and Sixth Street and between Bennett Avenue and the mainline between Prosser Avenue and Florence Street did not start developing until the late 1950s to 1960s based on 1952 and 1963 USGS aerials and consist of more post-1970s constructed warehouses.

Wapato was established in 1895 near the middle of the Yakima Valley, along the Northern Pacific Railroad line. As of 2020, it has a population of approximately 5,000. Agriculture drove Wapato's early economy after the completion of the nearby Irwin Canal (1902) which irrigated area farms. Alfalfa hay was an early crop, before labor intensive sugar beets, sweet corn, and hops took over. In the 1970s, cold-storage facilities and fruit-

⁴⁰ Elizabeth Gibson, "Prosser—Thumbnail History," HistoryLink.org the Online Encyclopedia of Washington State History, (September 20, 2006), <https://www.historylink.org/File/7900> (accessed April 12, 2022).

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packing warehouses made Wapato a center for produce storage.⁴¹ Wapato's warehouses are sited along the railroad corridor and are immediately north of the downtown commercial core like Fruit and Produce Row in Yakima, though they are a smaller scale with the larger warehouse concentration on the north edge of Wapato being of more recent construction.

By 1909 through 1915, warehouses along the main and spur lines consisted of hay and grain warehouses, all wood frame and single story, as well as a single-story brick warehouse for flour and grain storage. During the

late 1910s and by 1922 development of fruit and produce warehouses increased significantly. An extant cluster developed near East First Street and Trader Street: F. Stanley Millichamps Produce Warehouse; a fruit warehouse and a packing house both run by the Horticultural Union; a produce warehouse; and the Wapato Storage Company's Produce Warehouse. All were single story and serviced by a spur line. By 1941 warehouse development expanded to include additional brick warehouses. The late 1910s to 1922 also brought construction of concrete cold storage warehouses along Sitcum Avenue, including the extant F. Stanley Millichamps Produce Warehouse No. 3, and Wapato Fruit and Cold Storage Company's Warehouse. Warehouse development continued to expand through the 1950s based on a USGS 1955 and 1964 aerials. However, by 1974 many of these were houses along the northeast side of the tracks no longer existed. By 1964 development of the present-day Valicoff Fruit Company, Inc. facilities, later followed by the Yakima Fruit and Cold Storage facilities, was underway along State Route 97 at the north edge of Wapato, with both mainline rail and highway access.

Selah is located north of the city of Yakima at the north end of the Yakima Valley with a population of approximately 7,800 as of 2019. Its agriculture shifted from sheep farming to hop yards, orchards, and alfalfa fields with irrigation efforts to divert water from the Yakima River in the 1880s. During the Great Depression, an apple-juice processing plant started in the community and grew into a prominent industry by the 1950s. Fruit and vegetable packing grew during World War II.⁴² Selah's older warehouses are located along the west side of the tracks and do not retain the same level of integrity or concentration as Fruit and Produce Row in Yakima.

Initial development was underway by 1915 with four single-story warehouses, including the extant single-story concrete Selah District Fruit Growers Association fruit warehouse on South Railroad Avenue just south of East Naches Avenue. The other fruit warehouses were operated by the Yakima County Horticultural Union, the Selah Fruit and Produce Company, and J. M. Perry & Company. By 1922 fruit and produce warehouse development had grown considerably, with eight warehouses along the mainline north of Naches Avenue. All were single story, except for the two-story brick Yakima County Horticultural Union's warehouse and the Selah Fruit Growers Inc. brick and concrete cold storage warehouses. Additional companies operating the warehouses included E. E. Sampson Company, Richey and Gilbert Company, Selah Packing Company, and Matson and Company.

This level of development remained generally consistent through 1976 based on USGS aerials. By 1964 an additional row of warehouses had been built directly east of the main warehouse row. The loss of warehouses within what used to be a continuous main row as well as removal of the added row directly to the east occurred after 1974 along with the large warehouse developments associated with Rainier Fruit (north), Monson Fruit Company (east), and Tree Top (south).

Ellensburg is in the Kittitas Valley and is the county seat of Kittitas County with a population of approximately 21,000 as of 2020. The city was incorporated in 1884 and the Northern Pacific Railroad arrived in 1886. It quickly became a hub for social, commercial, and economic activity in the valley.⁴³ There are warehouses along

⁴¹ Gonzalo Guzman, "Wapato—Its History and Hispanic Heritage—Thumbnail History," HistoryLink.org the Online Encyclopedia of Washington State History, (September 16, 2006), <https://www.historylink.org/File/7937> (accessed April 12, 2022).

⁴² Alan J. Stein, "Selah—Thumbnail History," HistoryLink.org the Online Encyclopedia of Washington State History, (July 12, 2013), <https://www.historylink.org/File/10425> (accessed April 12, 2022).

⁴³ Paula Becker, "Ellensburg—Thumbnail History," HistoryLink.org the Online Encyclopedia of Washington State History, December 23, 2005, <https://www.historylink.org/File/7554> (accessed April 11, 2022).

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the rail corridor in Ellensburg and at least some were used for agricultural storage, including Pacific Fruit and Produce (ca. 1940, 413 Wenas Street) and the former Ellensburg Ice and Cold Storage (1926, North Wenas Street).⁴⁴ There are no known extant warehouses in Ellensburg that are as old as the ones extant in Yakima's Fruit and Produce Row and they are more spread out rather than the tightly clustered Fruit and Produce Row district.

Great Northern Railway Warehouse Districts

Wenatchee is the county seat of Chelan County, located at the confluence of the Wenatchee and Columbia rivers and with a population of just over 34,000. Wenatchee grew following the arrival of the Great Northern Railroad in 1892. Significant irrigation projects in the 1900s, along with the valley's rich soil and climate, led to the establishment of orchards, primarily apples. Wenatchee's Fruit (or Produce) Row warehouse district along the railroad tracks is the most similar to Yakima's Fruit and Produce Row. A portion of the Wenatchee warehouses are located within the NRHP-listed Downtown Wenatchee Historic District (listed 2008) along Columbia Street. Like the Fruit and Produce Row warehouses, the Columbia Street warehouses are "characterized by brick cladding, loading docks, large openings with roll-up doors, and minimal window openings and decorative features."⁴⁵ Some of the district's original fruit warehouses have been demolished and replaced with contemporary structures and the oldest warehouse dates from 1906 (Old Stone Warehouse, 29 Columbia Street) when the city's fruit industry was beginning. According to the Downtown Wenatchee Historic District nomination, "Produce (or Fruit) Row developed on the west side of Wenatchee's railroad tracks and consisted of fruit canning, packing, and cold storage warehouses stretching along Columbia Street."⁴⁶ Wenatchee's warehouses extend along both sides of the railroad tracks, though predominately along the west side and are directly east of the downtown commercial core. They do not have the same level of concentration and ongoing original uses as Fruit and Produce Row in Yakima.

Quincy was started as a railroad camp for construction of the Great Northern Railway in 1892. As of 2020, it had a population of approximately 7,500. Irrigation efforts throughout the first half of the 20th century increased agricultural production for farms and ranches in the Quincy Valley, which is bordered on the west by the Columbia River. Wheat was an early cash crop, but it was eventually replaced by potatoes, beans, and sugar beets. A food-processing plant was established in the community in the 1960s, inaugurating the food processing industry in Quincy.⁴⁷ Warehouses remain along both sides of the railroad tracks through the city, though mostly west of downtown. They are more spread out, fewer in number, and significantly larger in scale than the Fruit and Produce Row warehouses in the city of Yakima. Going east there are a few warehouses at Winchester and then the industrial areas starting with Ephrata change to granaries.

Monitor is a small city with an approximate population of just over 300 located in Chelan County six-and-a-half miles northwest of Wenatchee on the southwestern bank of the Wenatchee River. Apple orchards are a prominent industry in the region and there's a half-mile stretch of warehouses on the west side of the railroad tracks.⁴⁸ The warehouses are a significantly smaller scale compared with Fruit and Produce Row in Yakima.

Cashmere is a small city with an approximate population of just over 3,000 located in Chelan County on the southern bank of the Wenatchee River. The Great Northern Railway arrived in 1892 and the town was platted the same year. Irrigation projects in the Wenatchee Valley supported orchards on the narrow benches of land

⁴⁴ Travis Van Noy, "Historic Comstock-Arvidson Co.," Historic Property Inventory Form, Property ID: 3820 (January 2002), Department of Archaeology and Historic Preservation, <https://wisaard.dahp.wa.gov>; Elizabeth Sauer, "Pacific Fruit and Produce," Historic Property Inventory Form, Property ID: 3823 (January 2002), Department of Archaeology and Historic Preservation, <https://wisaard.dahp.wa.gov>.

⁴⁵ Eugenia Woo and Michael Sullivan, Artifacts Consulting, "Downtown Wenatchee Historic District," National Register of Historic Places nomination (2008), Section 7, Page 2.

⁴⁶ Woo and Sullivan, "Downtown Wenatchee Historic District," Section 8, Page 6.

⁴⁷ City of Quincy, "History," City of Quincy, <https://www.quincywashington.us/189/History> (accessed April 12, 2022).

⁴⁸ Revisiting Washington, "Monitor," Revisiting Washington, <https://revisitwa.org/waypoint/monitor/> (accessed April 12, 2022).

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surrounding the town, which grew apples and other fruit.⁴⁹ Warehouses extend along both sides of the railroad tracks and are adjacent to the commercial core and south of the NRHP-listed Cottage Avenue Historic District (listed 2002). The older warehouses appear concentrated along Railroad Avenue, south of the tracks, including the former Prentice Packing and Cold Storage building (1911, 202 South Division Street) with the grouping being significantly smaller than Fruit and Produce Row in Yakima and the larger warehouse groupings along Mission Avenue and Blue Star Way being more recent construction.⁵⁰

By 1909, based on Sanborn Fire Insurance maps, fruit and produce warehouse development existed along the south side of the mainline, east and west of South Division Street. The warehouses were all one story and included concrete and wood frame structures.

By 1915 warehouse development expanded with a row of wood-frame single-story fruit and produce warehouses west of South Division Street for Cashmere Fruit Growers Union and the Wenatchee Valley Fruit Growers Association. A former brick two-story warehouse for the Wenatchee Valley Fruit Exchange was built at the northeast corner of Oliver Street and Railroad Avenue. The area north of the mainline, along Mission Avenue and east of Maple Street was the Cashmere Lumber Company's yard. By 1957 fruit warehouses replaced the yard. By 1967 warehouse development extended east along Mission Avenue and along Blue Star Way.

Dryden is a small unincorporated community with an approximate population of 400 located in Chelan County on the southern bank of the Wenatchee River. Irrigation—particularly the Highline Canal established in 1901 running from Dryden to Wenatchee—helped develop agricultural land in the surrounding area. Warehouses remain along the southwest side of the track and are near the town center, but at a significantly smaller scale compared with Fruit and Produce Row in Yakima.

Peshastin is a small unincorporated community with an approximate population of 1,800 located in Chelan County on the northern bank of the Wenatchee River and is another town established due to the arrival of the Great Northern Railway in 1892. Warehouses remain northwest of the town along the rail line but lack the quantity, age, and concentration of the warehouses in Fruit and Produce Row in Yakima.

Washington & Great Northern Railway Warehouse Districts

The former Washington & Great Northern Railway, under construction as of 1907 and completed by 1914, was constructed to connect Oroville, near the U.S.-Canadian border, with Wenatchee. It supported the subsequent development and ongoing use of key concentration areas of extant fruit and produce warehouses.

Sunnyslope is located in Chelan County north of the confluence of the Columbia and Wenatchee rivers and, as of 2020, has a population of approximately 3,200. These warehouses extend along both sides of the track but lack the concentration and a relationship with the downtown commercial core evident in Fruit and Produce Row in Yakima.

Chelan is in Chelan County and as of 2020 it has a population of approximately 4,100. Warehouses are present east of the downtown along the Columbia River and Chelan Falls; each retains (as of 2019) a single corridor along the east side of the track. Chelan Falls is a small unincorporated community at the confluence of the Columbia and Chelan rivers. The area east of Chelan is a set of industrial use warehouses. The area in Chelan Falls is similar to Yakima with warehouses on one side of the track and the town on the other side, though the scale is significantly smaller.

Brewster is located in Okanogan County and as of 2020 it has a population of approximately 2,300. Northwest of

⁴⁹ Laura Arksey, "Cashmere—Thumbnail History," HistoryLink.org the Online Encyclopedia of Washington State History, (August 30, 2008), <https://www.historylink.org/File/8750> (accessed April 12, 2022).

⁵⁰ Lisa Soderberg, "Prentice Packing and Cold Storage Co.," Historic Property Inventory Form, Property ID: 85412 (July 1983), Department of Archaeology and Historic Preservation, <https://wisaard.dahp.wa.gov>.

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downtown, these warehouses consist of a single row generally along the southeast side, following the curve of the track. They appear newer than the examples in Yakima's Fruit and Produce Row.

By 1922, based on Sanborn Fire Insurance maps, the city had a single fruit packing house, the concrete and wood frame Brewster District Unit Fruit Packing House. By 1932 this included a warehouse operated by the Wenatchee Beebe Cold Storage Company.

Okanogan is located in Okanogan County and as of 2020 it has a population of approximately 2,500. East of town across the Okanogan River, these consist of two rows of warehouses and a former flour mill along both sides of the tracks. Although a significant warehouse district, these lack the scale, age, and quantity of warehouses evident in Fruit and Produce Row in Yakima.

Sanborn Fire Insurance maps from 1915 showed a one-story wood warehouse operated by the Wenatchee Valley Fruit Growers Association. By 1922 an additional warehouse and fruit packing house had been added (one brick), both one story and operated by the Okanogan Growers Union and located along the west side of Van Duyn Street. By 1945 the district grew considerably, adding three and four-story concrete cold storage warehouses. This configuration remained with few changes, until between 1954 and 1972 a second row of warehouses was built along the east side of Van Duyn Street and one of the warehouses from the west side of the street was removed.

Tonasket is located in Okanogan County and, as of 2020, it has a population of approximately 1,200. Warehouses are present on the east (north of Fourth Street) and west (south of Fourth Street) sides of the tracks adjacent to the downtown commercial core, similar to Fruit and Produce Row in Yakima, though on a smaller scale.

The warehouses developed along the mainline on the west side of Western Avenue between First and Fourth streets. By 1922 there were four one-story wood warehouses, but only one operating as a fruit warehouse. By 1945 two large one-story cold storage fruit warehouses (Smith and Nelson, Inc.) were built between First and Second streets and a third two-story wood cold storage and fruit packing warehouse (Tonasket Ellis-Forde Growers Inc.) was built just north of Division Street. The Regal Fruit Company plant (concrete) stood at the southwest corner of Fourth Street and Railroad Avenue (replacing the former wood frame Tonasket warehouse and milling company building). The Tonasket Union Warehouse and fruit packing house was built by 1945 along Western Avenue just south of Fifth Street. Through 1964 additional warehouses were built along Western Avenue north of Division Street. Several of these warehouses were removed after 1973 and additional warehouses built along the west side of Western Avenue south of Fourth Street.

Oroville is located in Okanogan County and, as of 2020, it has a population of approximately 2,000. Like Tonasket, it consists of warehouses on either side of the tracks that are adjacent to the downtown commercial core, similar to Fruit and Produce Row in Yakima, though on a smaller scale.

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Fruit and Produce Row Historic District
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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 # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other
Name of repository: _____

Historic Resources Survey Number (if assigned):

Fruit and Produce Row Historic District

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10. Geographical Data

Acreage of Property Approx. 16 acres

(Do not include previously listed resource acreage.)

UTM References NAD 1927 or X NAD 1983

(Place additional UTM references on a continuation sheet.)

1 Zone Easting Northing

3 Zone Easting Northing

2 Zone Easting Northing

4 Zone Easting Northing

Or Latitude/Longitude Coordinates

(enter coordinates to 6 decimal places)

1 46.6062122 -120.5126201
Latitude Longitude

3 46.6017505 -120.5087863
Latitude Longitude

2 46.6065272 -120.5111552
Latitude Longitude

4 46.6014392 -120.5102879
Latitude Longitude

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

The nominated area is located in the NE ¼ of Section 24, Range 18 East and the NW ¼ of Section 19, Range 19 East, both of Township 13 North in Yakima County, Washington, and legally described as Lots 1 through 8 in Blocks A, B, and C, the east 120 feet of Lots 1 through 8 in Blocks 207, 208, 209 and Lots 7 through 11 in Block 210 along N First Avenue, and all of Lots 5 and 6 in Block 210 along W Yakima Avenue of the 1885 North Yakima plat of Yakima, Washington, and the un-platted area bounded by the rights-of-way of N First Avenue on the west, West A Street on the north, and W Yakima Avenue on the south, and the railroad on the east established in the 1885 North Yakima plat of Yakima, Washington. It is otherwise identified as within portions of tax lots 18132411406, 18132411430, 18132411402, 18132411401, 18132411444, 18132411446, 18132411400, 18132414402, 18132414400, 18132414525, 18132414409, 19131923519, 19131923523, 19131923520, 18132411442, 18132411405, 18132411404, 18132411441, 18132411403, and 18132414407.

Boundary Justification (Explain why the boundaries were selected.)

The boundary encompasses warehouse buildings that have historically been part of Fruit and Produce Row and that maintain a high level of historic integrity.

11. Form Prepared By

name/title Katie Pratt, co-founder; Spencer Howard, co-founder (Edited DAHP Staff)

organization NW Vernacular INC date August 2022

street & number 3377 Bethel Rd SE Suite 107 #318 telephone (206) 619-4427

city or town Port Orchard state WA zip code 98366

e-mail katie@nwvhp.com

Fruit and Produce Row Historic District

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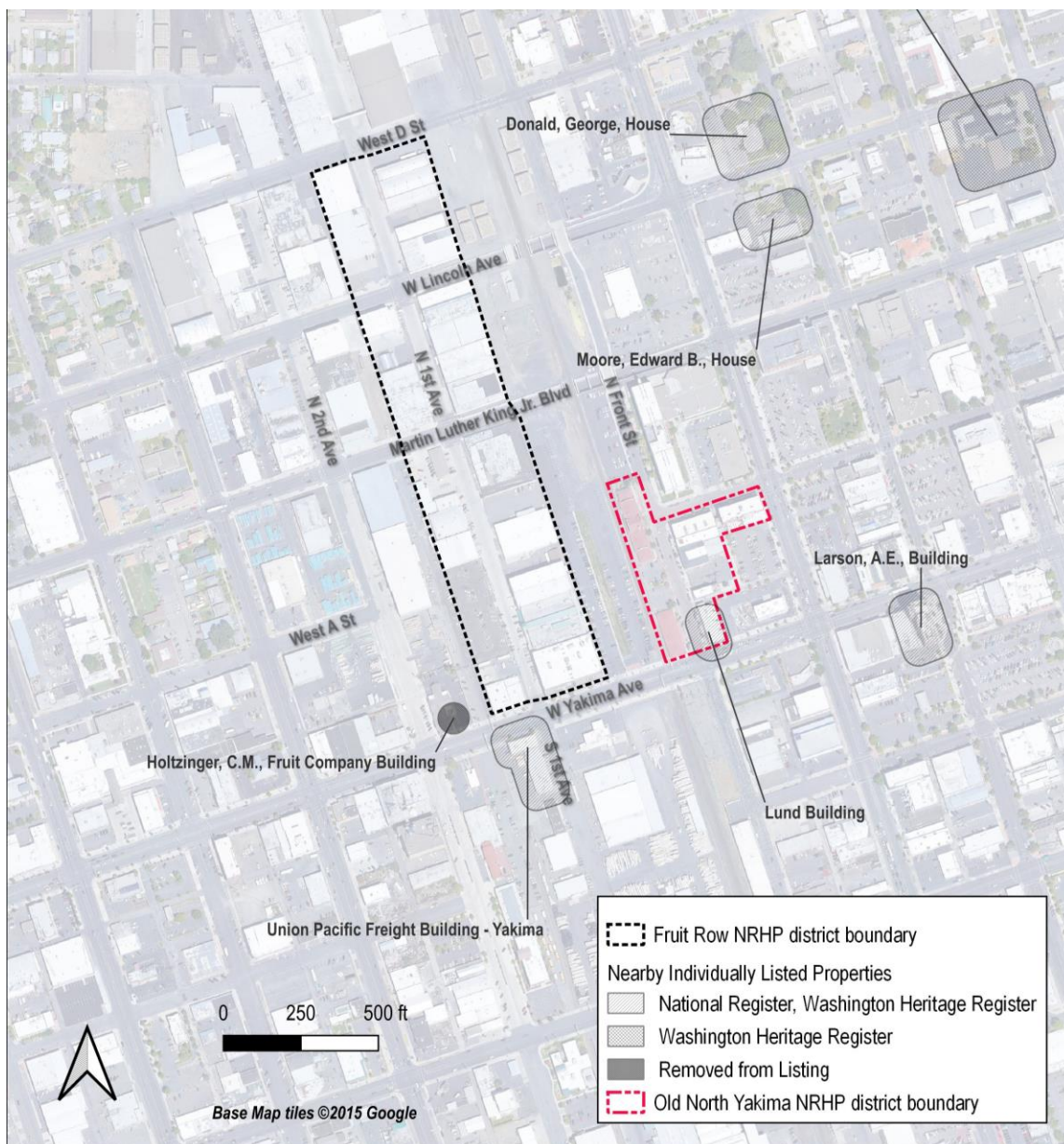
Additional Documentation

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.)

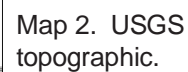


Map 1. Vicinity.

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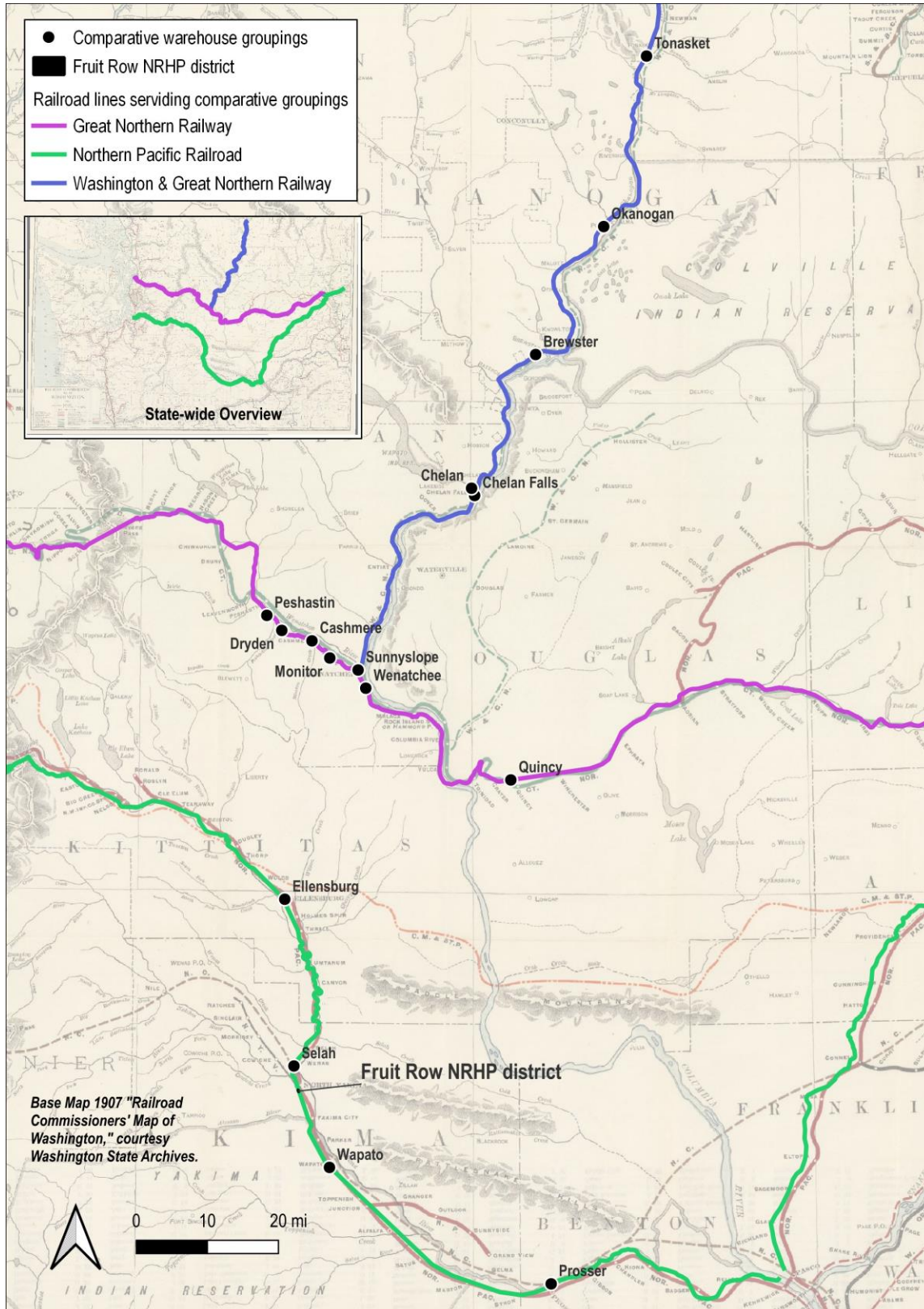
Fruit and Produce Row Historic District

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Map 5. Comparative overview.

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Map 6. 1956 aerial.

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Map 7. 1964 aerial.

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Map 8. 1974 aerial.

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Map 9. Structure.

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Map 10. 1885 plat detail.

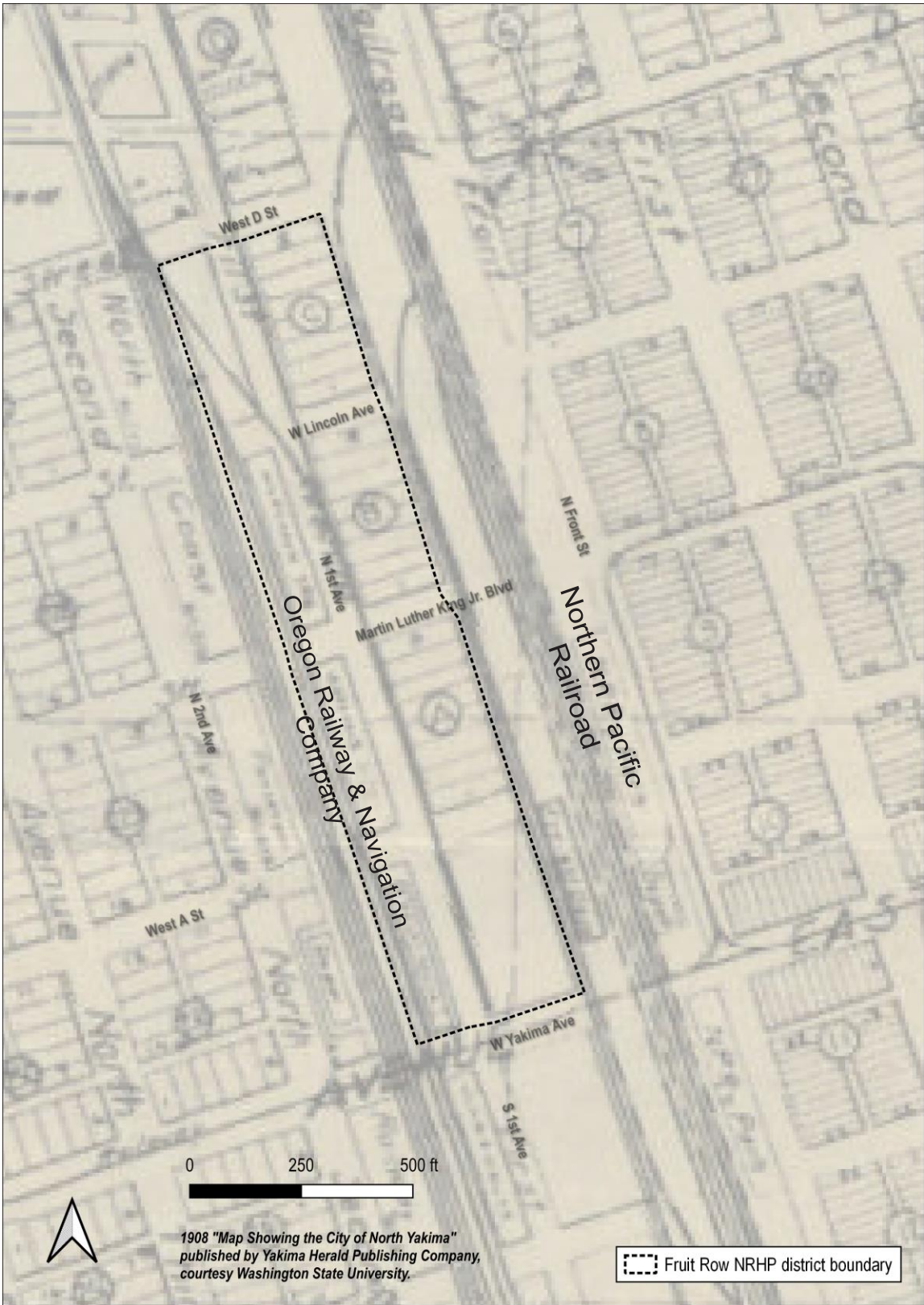
Fruit and Produce Row Historic District

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Map 11. 1908 rail and spur lines.

Fruit and Produce Row Historic District

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Map 12. 1920
Sanborn.

Fruit and Produce Row Historic District

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Map 13. 1950
Sanborn.

Fruit and Produce Row Historic District

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Ca. 1937 to 1951 view of the warehouse at 213 North First Avenue while operated by Marley's Inc. Source: Yakima Valley Museum, Appleland News Photos collection, Fruit Warehouses and Storage Plants folder.



Ca. 1937 to 1951 typical view of fruit sorting and packing operations. Source: Yakima Valley Museum, Appleland News Photos collection, Packing, Sorting folder.

Fruit and Produce Row Historic District

Name of Property

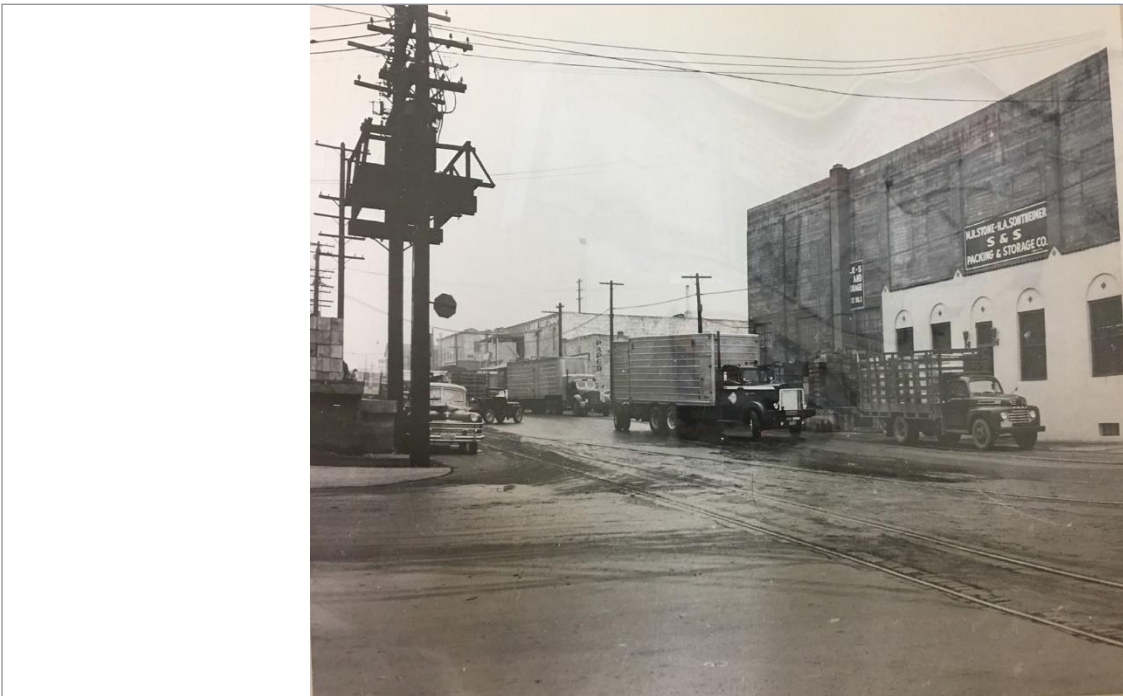
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Additional Documentation



Ca. 1937 to 1951 view of wooden boxes packed with fruit being loaded onto a truck. Source: Yakima Valley Museum, Appleland News Photos collection, Packing, Sorting folder.



Ca. 1951 view of trucks along North First Avenue in front of the warehouse at 301 North First Avenue. Source: Yakima Valley Museum, Appleland News Photos collection, Transportation folder.

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Undated view of the interior of the Wiley Warehouse showing typical storage conditions. Source: Yakima Valley Museum, Accession Number 2005-800-048.



July 13, 1929 view looking north along North First Avenue from the intersection with West Martin Luther King Jr. Boulevard. Photograph by J. E. Stimson. Image property of the U.S. Bureau of Reclamation.

Fruit and Produce Row Historic District

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July 13, 1929 view of the looking north east at 301 North First Avenue from the intersection of W Lincoln Avenue and N First Avenue. Photograph by J. E. Stimson. Image property of the U.S. Bureau of Reclamation.



July 13, 1929 view looking northeast at 15 W Yakima Avenue from the intersection of W Yakima Avenue and N First Avenue. Photograph by J. E. Stimson. Image property of the U.S. Bureau of Reclamation.

Fruit and Produce Row Historic District

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Photographs:

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.

Name of Property: Fruit and Produce Row Historic District
City or Vicinity: Yakima
County: Yakima **State:** WA

Photographer: Spencer Howard, Northwest Vernacular, Inc.
Date Photographed: April 7, 2022, except photos 17, 23, 25 taken March 28, 2019.



Fruit and Produce Row Historic District

Name of Property

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0001. Southeast corner of 15 W Yakima Avenue.



WA_Yakima County_Fruit and Produce Row_0002. Looking northeast towards the Old North Yakima NRHP historic district.

Fruit and Produce Row Historic District

Name of Property

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0003. Looking northwest towards the Fruit Row historic district.



WA_Yakima County_Fruit and Produce Row_0004. Looking southwest with 29 N First Avenue in the foreground.

Fruit and Produce Row Historic District

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0005. Southeast corner of 2 N First Avenue.



WA_Yakima County_Fruit and Produce Row_0006. Southeast corner of the parking lot at 104 N First Avenue.

Fruit and Produce Row Historic District

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0007. Northwest corner of 15 N First Avenue.



WA_Yakima County_Fruit and Produce Row_0008. Northwest corner of 29 N First Avenue.

Fruit and Produce Row Historic District

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WA_Yakima County_Fruit and Produce Row_0009. Northwest corner of 2 West A Street.



WA_Yakima County_Fruit and Produce Row_0010. Southwest corner of 107 N First Avenue.

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0011. N First Avenue looking south.



WA_Yakima County_Fruit and Produce Row_0012. Southeast corner of 130 N First Avenue.

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0013. East facade of 132 N First Avenue.



WA_Yakima County_Fruit and Produce Row_0014. Northeast corner of 134 First Avenue and the loading dock.

Fruit and Produce Row Historic District

Name of Property

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WA_Yakima County_Fruit and Produce Row_0015. Southeast corner of 136 N First Avenue.



WA_Yakima County_Fruit and Produce Row_0016. Northwest corner of 117 N First Avenue.

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WA_Yakima County_Fruit and Produce Row_0017. Northeast corner of 117 N First Avenue.



WA_Yakima County_Fruit and Produce Row_0018. N First Avenue looking north across Martin Luther King Jr. Blvd.

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0019. Martin Luther King Jr. Blvd. looking east.



WA_Yakima County_Fruit and Produce Row_0020. Martin Luther King Jr. Blvd. looking west.

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Name of Property

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0021. Southeast corner of 202 N First Avenue.



WA_Yakima County_Fruit and Produce Row_0022. Northeast corner of 202 N First Avenue.

Fruit and Produce Row Historic District

Name of Property

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0023. Interior looking north within 202 N First Avenue.



WA_Yakima County_Fruit and Produce Row_0024. Southwest corner of 201 N First Avenue.

Fruit and Produce Row Historic District

Name of Property

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0025. Ammonia compressor in basement of 201 N First Avenue.



WA_Yakima County_Fruit and Produce Row_0026. West facade of 205 N First Avenue.

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Name of Property

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0027. West facade of 209 N First Avenue.



WA_Yakima County_Fruit and Produce Row_0028. Southeast corner of 212 N First Avenue.

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Name of Property

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0029. West facade of 213 N First Avenue.



WA_Yakima County_Fruit and Produce Row_0030. Northwest corner of 215 N First Avenue.

Fruit and Produce Row Historic District

Name of Property

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0031. Looking south with the northeast corner of 213 N First Avenue in the foreground.



WA_Yakima County_Fruit and Produce Row_0032. Looking east along W Lincoln Avenue.

Fruit and Produce Row Historic District

Name of Property

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0033. Looking west along W Lincoln Avenue.



WA_Yakima County_Fruit and Produce Row_0034. Southwest corner of 301 N First Avenue.

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0035. Northwest corner of 301 N First Avenue.



WA_Yakima County_Fruit and Produce Row_0036. Southeast corner of 302 N First Avenue.

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Name of Property

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0037. West facade of 303 N First Avenue.



WA_Yakima County_Fruit and Produce Row_0038. South facade of 309 N First Avenue.

Fruit and Produce Row Historic District

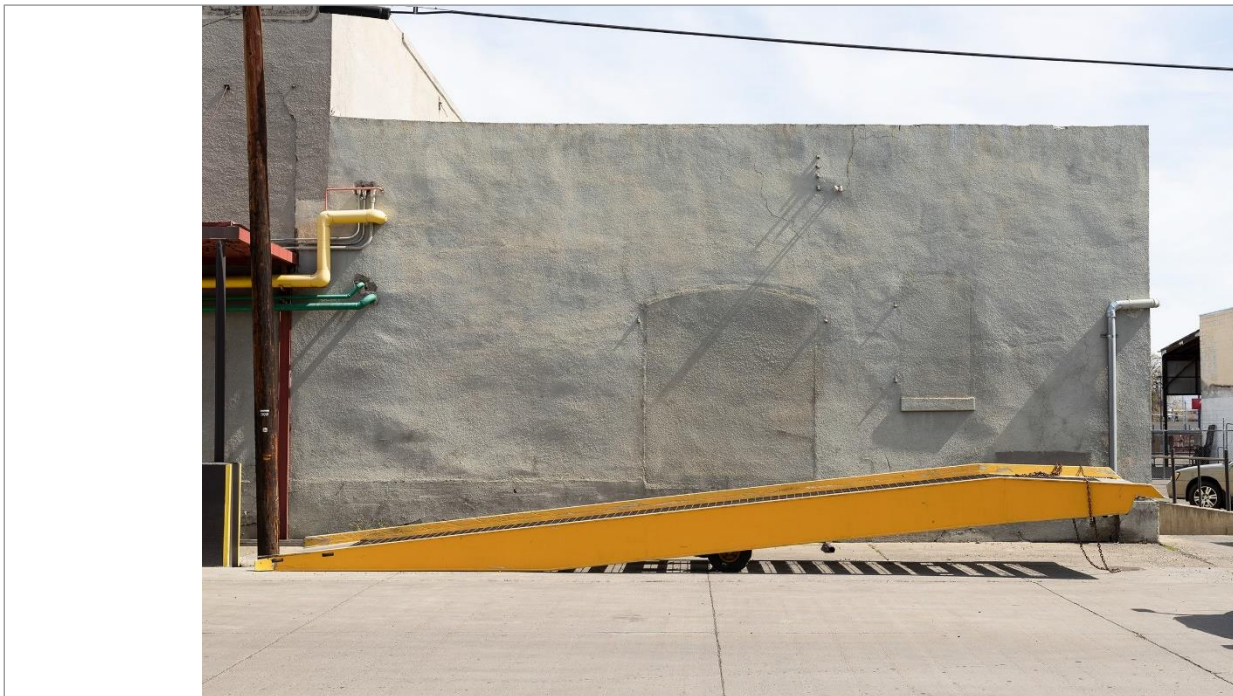
Name of Property

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Additional Documentation

Section: Photographs



WA_Yakima County_Fruit and Produce Row_0039. West facade of 309 N First Avenue.



WA_Yakima County_Fruit and Produce Row_0040. Southeast corner of 311 N First Avenue.

Fruit and Produce Row Historic District

Name of Property

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Section: Photographs



WA_Yakima County_Fruit and Produce Row_0041. Northwest corner of 313 N First Avenue.



WA_Yakima County_Fruit and Produce Row_0042. Southeast corner of 312 N First Avenue.

Fruit and Produce Row Historic District

Name of Property

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Additional Documentation

Section: Photographs



WA_Yakima County_Fruit and Produce Row_0043. Looking south along N First avenue from West D Street.



WA_Yakima County_Fruit and Produce Row_0044. Looking southwest with the northeast corner of 313 N First Avenue in the foreground.

Fruit and Produce Row Historic District

Name of Property

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Property Owner: (Complete this item at the request of the SHPO or FPO.)

name	Various		
street & number		telephone	
city or town		state	zip code

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.