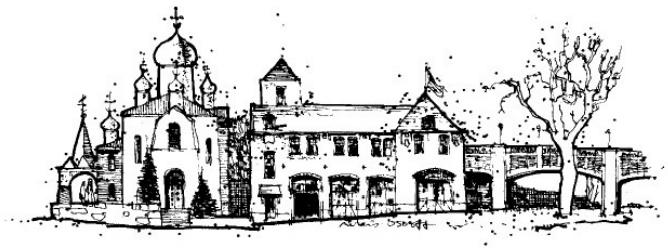

The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649
Street Address: 700 5th Ave Suite 1700

Landmark NOMINATION Application

Name: 55 Bell Building

Year Built: 1957

Street and Number: 55 Bell Street, Seattle 98121

Assessor's File No.: 197720-0165

Legal Description: DENNYS A A 6TH ADD 2 LESS ST & VIADUCT & 1 LESS ST TGW VAC ALLEY LESS C & M RGTS

Present Owner: MountainBlu LLC
Owner's Address: 4321 4th Avenue NE
Seattle, WA 98105

Present Use: Office, retail and residential

Original Owner: International Organization of Masters, Mates and Pilots

Original Use: Union Hall

Architect: Thomas Albert Smith

Submitted by: Rhoda Lawrence, AIA, Principal, BOLA Architecture + Planning
Address: 159 Western Avenue West, #486, Seattle, WA 98119
Phone: (206) 447-4749
on behalf of MountainBlu, LLC, Vicky Qin, Owner's Representative

Date: August 24, 2017

Reviewed (historic preservation officer): _____ Date: _____

55 Bell Street, Seattle
Seattle Landmark Nomination

1958

2017

BOLA Architecture + Planning
Seattle

August 24, 2017

Landmark Nomination
55 Bell Street
Seattle

August 24, 2017

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BOLA **Architecture + Planning**
159 Western Avenue W
Seattle, Washington 98119

206.447.4749

55 Bell Street, Seattle
Landmark Nomination

BOLA Architecture + Planning
August 24, 2017

1. INTRODUCTION

Background

This landmark nomination of the building located at 55 Bell Street was prepared at the request of the current owner, MountainBlue LLC. The property is located at the southeast corner of the intersection of Bell Street and Elliott Avenue in the Belltown neighborhood. The building dates from 1957, and was built as a union hall for Local 90 of the International Organization of Masters, Mates & Pilots (IOMMP; known also as MM&P).

This nomination will assist in the determination of the building's local landmark status through a review by the Seattle Landmarks Preservation Board. The report provides a description of the building's history and architecture, and summarizes the development of the surrounding neighborhood. It also provides an overview of the development of the IOMMP in Seattle's labor history, and cites its other buildings and comparable buildings for other unions in the city. The report also notes the life and work of the original architect, Thomas Albert Smith, who worked in association with T. M. Carstensen Company, and it cites the general contractor, the C.P. Construction Company. A bibliography and historic and contemporary images and drawings are included.

Research

Research and preparation of this report was undertaken in February through July 2017. It was prepared by BOLA Principal Rhoda Lawrence and Senior Architect Matt Hamel, with research assistance by Preservation Intern Meagan Scott. Research involved acquisition and reviews of design drawings and permit records and historic articles; and site visits and photo documentation of existing conditions. Sources included the following:

- Seattle Department of Construction and Inspections (SDCI) drawing and permit records
- City of Seattle Department of Neighborhoods (DON) Historic Property Inventory (HPI) forms and Washington State Department of Archaeology and Historic Preservation (DAHP) WISAARD Historic Property Inventory forms
- King County i-Map property documentation, historic aerial and vicinity maps, and tax assessor's property record cards from Puget Sound Regional Archives
- Historic photographs from digital collections of the Seattle Municipal Archives (SMA), University of Washington Libraries Special Collections (UWLSC), and the Museum of History and Industry (MOHAI)
- Historic Baist, Kroll and Sanborn maps, Polk Directories, and current Google aerial maps
- Archival *Seattle Daily Times* and *Seattle Times* newspaper articles and other materials from the Seattle Room of the Seattle Public Library

Local and National Landmarks

Designated historic landmarks are those properties that have been recognized locally, regionally, or nationally as important resources to the community, city, state, or nation. Official recognition may be provided by listing in the State or National Register of Historic Places or locally by the City's designation of the property as a historic landmark. The City of Seattle's landmarks process is a multi-part proceeding of three sequential steps involving the Landmarks Preservation Board:

1) submission of a nomination and its review and approval by the Board
2) a designation by the Board
3) negotiation of controls and incentives between the property owner and the Board staff

A final step in Seattle's landmarks process is approval of the designation by an ordinance passed by the City Council. All of these steps occur with public hearings to allow input from the property owner, applicant, the public, and other interested parties. Seattle's landmarks process is quasi-judicial, with the Board ruling rather than serving as an advisory body to another commission, department, or agency.

The process does not include consideration of future changes to a building, the merits of a development proposal, or continuance of any specific occupancy, as these are separate land use issues. The evaluation process does not allow for consideration of any anticipated upgrade, or future project costs. Designated landmark properties in Seattle include individual buildings and structures, building assemblies, landscapes, and objects. Under this ordinance, more than 450 individual properties have become designated landmarks in the City of Seattle.

Seattle's Landmark Designation Process

The City of Seattle's Landmarks Preservation Ordinance (SMC 25.12.350) requires a property to be more than 25 years old. It also must have *"significant character, interest or value as part of the development, heritage or cultural characteristics of the City, state, or nation, if it has integrity or the ability to convey its significance."* Age and integrity are considered threshold standards in evaluating a property.

Seattle's ordinance also requires a property meet one or more of six designation criteria:

<u>Criterion A.</u> *It is the location of, or is associated in a significant way with an historic event, which has had a significant effect on the community, City, state, or nation*

<u>Criterion B.</u> *It is associated in a significant way with the life of a person important in the history of the City, state, or nation*

<u>Criterion C.</u> *It is associated in a significant way with a significant aspect of the cultural, political or economic heritage of the community, city, state or nation*

<u>Criterion D.</u> *It embodies the distinctive visible characteristics of an architectural style, period or method of construction*

<u>Criterion E.</u> *It is an outstanding work of a designer or builder*

<u>Criterion F.</u> *It is an easily identifiable feature of its neighborhood or the city due to the prominence of its spatial location; contrasts of siting, age or scale; and it contributes to the distinctive quality or identity of its neighborhood or the City.*

2. PROPERTY DATA

Address:	55 Bell Street Seattle, Washington 98121
Location:	Belltown Neighborhood, west of the Alaskan Way Tunnel Ramp, southeast corner of Bell Street and Elliott Avenue
Tax Parcel Number:	197720-0165
Legal Description:	DENNYS A A 6TH ADD 2 LESS ST & VIADUCT & 1 LESS ST TGW VAC ALLEY LESS C & M RGTS
Original Construction	1957
Original Use:	Union Hall and Offices
Present Use:	Office, Residential and Retail
Original Designer:	Thomas Albert Smith, associated with T.M. Carstensen Company
Original Builder:	C.P. Construction Company
Site and Building Areas:	11,293 square feet (site), and 7,474 net square feet (building); (King County Parcel Viewer)
Original Owner:	Local 90, International Order of Masters, Mates & Pilots (IOMMP)
Later Owners:	55 Bell Street Associates LTD (prior to 2000) 55 Bell Street Properties LLC (2000) Tobias Martin (2006) Alex Landes (2016)
Present Owner:	MountainBlue, LLC
Owner's Representative:	Vicky Qin 4321 4th Avenue NE Seattle, WA 98105

3. HISTORIC CONTEXT

Urban Context

Situated at the southwest corner of Elliott Avenue and Bell Street, the subject property is located on the western edge of Seattle's Belltown neighborhood, northwest of the downtown retail core. It is three blocks north of Pike Place Market, and approximately two blocks east of, and up the hill from, the piers on Seattle's waterfront. Presently, the Alaskan Way Viaduct / Highway 99 and its Western Avenue off-ramp cross over the southern edge of the block on which the subject building is located, and effectively cut it off from the rest of Belltown to the east. The steep grade change to the west of the building also separates it geographically from the waterfront. Nearby buildings are of a broad range of ages and sizes, and are mainly mid-rise residential and office buildings constructed in the late 20th century.

The block on which the building and site is located is oddly-shaped, almost triangular, as a result of the diagonal connection between Western Avenue and Elliott Avenue. Immediately to the north is Western Avenue at street level and the overhead Highway 99 access on-ramp that leads to the Battery Street Tunnel. This ramp and the Viaduct will be replaced in 2019 when the new deep bore tunnel opens.

Directly across Bell Street to the north is a contemporary, six story building (2300 Elliott Apartments); and the historic Belltown Lofts (aka Seattle Empire Laundry Building, 1913), which is up the hill and a little farther east. Abutting the site and building to the south is another five story apartment building, Elliott Pointe Apartment; and to the west are the Seattle World Trade Center, and the Seattle Art Institute, both six story structures. Small surface parking lots are located to the east and west of the building.

Historic Overview of Belltown

The area is named for William Bell, who, along with his family, landed at Alki with the Denny Party in 1851. Historically, the neighborhood encompassed the western portion of Bell's claim, west of 2nd Avenue and approximately between Lenora Street and Denny Way, although the neighborhood name today commonly refers to the area as far east as 5th Avenue, and incorporates much of the area also known as the Denny Regrade.[1]

The Belltown neighborhood was initially isolated from the main settlement of Seattle farther to the south, primarily due to the distance and the steep grades between them. Prior to the regrading efforts that leveled Denny Hill, starting in 1889, "the greatest activity was along the waterfront and on the steep slope west of 1st Avenue, which was a pioneer industrial center focused on lumber and fish processing," but the steep terrain between Battery and Bell Streets restricted access.[2] Regardless, the growing neighborhood incorporated manufacturing companies, sawmills, dwellings, stores, and a hotel. The main roadway above the waterfront was called Water Street; it later became known as Elliott Avenue. In 1889, electric streetcar service arrived in Belltown, with a line along 2nd Avenue from James Street to Denny Way, and the Front Street Cable Railway built its powerhouse and car barn near the intersection of Denny Way and 2nd Avenue in 1893, providing links to other parts of the city.[3]

By 1899, the first phase of the leveling and grading of Seattle's downtown hills envisioned and directed by City Engineer, Reginald Heber (R. H.) Thompson, had been completed – the Denny Regrade, the

[1] Sheridan, p. 1.
[2] Sheridan, p. 3.
[3] Sheridan, p. 4.

intent of which was to encourage development in the city through the construction of straight, level roads, and utility systems. The initial phase of the project leveled 1st Avenue from Pine Street to Denny Way. A second phase was carried out between 1903 and 1911, covering the area between 2nd and 5th Avenues from Pike to Cedar Streets. The final phase of the Denny Regrade, which reduced the hill's eastern slope between 5th and Westlake Avenues and between Virginia and Harrison Streets, did not occur until 1928-30.[4] Earth from 27 blocks between 1st to 5th Avenues and Pine to Cedar Streets was washed into nearby Elliott Bay by hydraulic sluices, flattening the original 80' tall Denny Hill and lowering other areas as much as 107'. The block in which the subject property is situated was at the western edge of the first Denny Regrade (**Figure 2**).

As Seattle's population grew, so did the Belltown neighborhood. The nearby Pike Place Market was established at the corner of 1st Avenue and Pike Street in 1907 and presently stretches north to Virginia Street, three blocks south of the 55 Bell building. Stores, taverns, and cafes developed along 1st Avenue, as did modest apartment houses and wholesale or livery businesses. Belltown continued to develop with low-rise, wood frame commercial buildings intermingled with residences and open lots (**Figure 1**).

In June 1910, a stable fire burned nine square blocks in northwest Belltown, from Railroad Avenue (now Alaskan Way) and Battery Street and up to 2nd Avenue and Vine Street. Rapid rebuilding followed, and neighborhood growth continued into the 1920s. WWI stimulated the city's economy and expanded employment in the Pacific Northwest's shipyards and sawmills. Seattle, however, faced economic uncertainty after the war was over, and an increase in unemployment and labor unrest, similar to the rest of the nation. The city's population continued to increase in spite of the slowed development, creating a need for housing and commercial and office space. Single family and apartment housing flourished as the 1920s drew to a close. Seattle's first zoning ordinance, in 1923, designated most of Belltown as a Commercial District, and citizens waited expectantly for the expansion into the newly-leveled Regrade. Several blocks to the east, Denny Park was regraded, but the proposed waterfront park did not occur for several decades. Development in Belltown, beyond the existing small-scale commercial and residential structures, was slow to occur, even though the new zoning clearly anticipated that growth.[5] The zoning organized the area into regulated land uses, but retained the previously established predominant uses where they existed.

Belltown remained a low-density, primarily commercial district, designated as a mix of commercial and manufacturing (the subject building was zoned for manufacturing). In addition to film distribution centers and auto-oriented services, the neighborhood included light industrial uses, such as printers and suppliers serving the downtown businesses (**Figure 5**). Nearby, the area south of Seneca Street was designated business.

Belltown also contained a few unique amenities. The first was an open space at the street grid juncture of 5th Avenue, Denny Way, and Cedar Street, a small park that still exits today. Another was an indoor swimming pool, the Crystal Natatorium on the corner of 2nd Avenue and Lenora Street, which was demolished in 2003. The third was the Trianon Ballroom, on the corner of 3rd Avenue and Wall Street, which was once the largest ballroom in the Northwest.

Some construction continued after the completion of the final Denny Regrade in the early 1930s, but was largely curtained because of the Depression and World War II. Early maps show the relatively undeveloped character of the area, while historic photos from mid-1930s show one and two-story buildings and open lots, a typical pattern of development (**Figures 3, 4, 6 &** 7).[6]

[4] Sheridan, p. 11.
[5] Sheridan, p. 8.
[6] BOLA, 2008, p. 2.

Belltown's waterfront benefitted from the fill dirt from the first regrade, which created an enhanced shoreline and deep water moorage with large docks north of Virginia Street. In addition to docks for shipping and warehouses, stables, packing houses lumber companies and industrial facilities were constructed on the uplands to the east. US Radiator and Lockwood Lumber Company had buildings on Western Avenue, and the Empire Laundry, to the northeast of the subject property, was built on the corner of Western Avenue and Bell Street in 1914. Worker housing was also constructed throughout the neighborhood.

Between 1931 and 1949, no significant residential development occurred in Belltown, and what was there was deteriorated. The neighborhood contained so many cheap hotels and dilapidated worker housing in 1940 that one local sociologist included portions of Belltown in his classification of "hobohemia," along with Pioneer Square.[7] However, like much of Seattle, Belltown prospered during WWII, and was ideally located to provide services such as housing, entertainment, and food to servicemen and defense workers. The neighborhood's proximity to both the downtown and the waterfront also made it a suitable center for union activity.

Little significant development occurred in the area following World War II. In the 1957, a new zoning ordinance was adopted by the city, focusing on separating incompatible uses and promoting specific uses, instead of relying on existing uses for designations. Belltown retained its primarily Commercial designation, which encouraged low-rise structures for small stores, offices and services, but discouraged housing, one of the area's primary land uses.[8] The areas west of 1st Avenue continued to be zoned for manufacturing, encouraging small warehouses and distribution centers.

The development in downtown and Belltown in the 1950s and 1960s responded to the need to accommodate the automobile and the services it needed, such as parking and repair facilities. Improved roadway infrastructure was also implemented with the construction of the new Battery Street Tunnel and the Alaskan Way Viaduct, the access ramps for which had a physical and visual impact on the south section of Belltown, and the subject property. Even though planning for the viaduct had started in 1934, the construction of the Belltown section did not occur until 1949-1951, and required the demolition of several buildings in the industrial area. The tunnel was not completed until 1954, several years before the 55 Bell Street building was constructed (**Figure 10**).

In addition to the construction of the 1962 Century 21 Exposition grounds to the north, Belltown saw the construction of the Seattle Post Intelligencer office and press building (1948) and the Grosvenor House high-rise apartment building (1949), both on Wall Street, near 6th Avenue. Other construction in the 1950s and 1960s was limited to small modern office buildings, motels and auto-dealerships, primarily to the east of 5th Avenue (**Figure 11**).

By the late 1960s, the growth that had been anticipated for the regraded Belltown had not occurred. It was still primarily a neighborhood of low-rise, one to three story housing and service buildings. In the 1970s, a new development plan recommended changing the zoning from Commercial, which had discouraged housing, to Residential, to provide new housing and rehabilitate what existed (**Figure 12**). The zone was to extend from Western Avenue east to 5th Avenue, and from Lenora Street north to Broad and Clay Streets. Housing was re-emphasized in the 1985 Downtown Plan, which also included pedestrian improvements, linkages to the waterfront, and preservation of the neighborhood's historic structures.[9] As a result, over twenty historic buildings were rehabilitated for low to moderate income renters, new low-income housing units were constructed, and housing and social service agencies moved into the area.

[7] Sheridan, p. 12.
[8] Sheridan, p. 13.
[9] Sheridan, p. 16.

The 1970s and 1980s also saw the construction of high-rise condominiums and market rate apartments, bringing a contrast to the original low scale character of the older sections of the neighborhood. In 1994, the Belltown/Denny Regrade neighborhood was designated as an Urban Center, promoting an increase in jobs and residents. Later, the 1999 Denny Regrade/Belltown Neighborhood Plan reiterated the projected growth and focused on maintaining the diversity of population, services, housing, and artistic character of the neighborhood. This plan, and the relatively low rents, resulted in Belltown's reputation for its mix of funky businesses, cafes and taverns, and galleries, as well as its desirability as an urban neighborhood. Its popularity, then and now, spurred the construction of additional high-rise condominiums and office buildings.[10] Many of the manufacturing structures of the neighborhood have been demolished for construction of the new residential structures, and other have been replaced or modernized. While much of the older housing stock has been lost, there have been efforts by historic preservationists and neighborhood advocates that have seen the retention of some older apartment buildings as well as the preservation of three historic Belltown Cottages at 2512 Elliott Avenue (ca. 1916).

The area was profiled in a historic and urban inventory in the mid-1970s, conducted by Nyberg and Steinbrueck; it identified 37 properties as significant to the city (either landmarks or potential landmarks); others were noted as significant to the community due to their special quality and character in relation to the neighborhood. At that time, the noted significant buildings within a six block radius of the subject property were constructed between 1890 and 1937. The subject property was not cited in the 1975 Nyberg-Steinbrueck survey, but the building had only been completed for 18 years (**Figure 13**).

In 2007, the City of Seattle completed a Downtown Historic Resources Survey and Inventory, in which properties were organized into one of four categories based on the surveyor's preliminary evaluation. At least 40 Category 1 or 2 eligible properties in the City survey were in the Denny Regrade area. The subject property was included as a Category 3, along with more than 100 other similarly categorized downtown buildings. According to the Department of Neighborhoods, the Category 3 buildings were worthy of inclusion in the survey, but the City had no plans to prepare landmark nominations of these properties. Instead, the City indicated it would seek information under SEPA processes if the buildings were impacted proposed development.

Of nearby buildings, within three blocks of the subject building, there are sixteen designated City of Seattle landmarks, all of which were constructed before 1936. There are fifteen Category 1, 2 and 3 eligible properties, most of which were constructed before 1940. Two other union buildings are located nearby, one a Category 1 and the other, Category 2 (see list on page 10 for reference).

Overview of Labor Union History in Seattle

Seattle has an important history as a center of labor activism, and the subject building is part of the general context of the late 20th century. Initially, labor unions were organized primarily to provide better working conditions among skilled and artisan workers of the lower middle class.[11] In Seattle, as across the country, the movement emerged in the early 1890s, partially attributed to the swell in workers immigrating to the area from Northern Europe. On March 3, 1900, the *Seattle Union Record* reported that 40 labor unions met regularly in the city, representing major trades such as sailors and steamship pilots, bakers, machinists, clerks, and laundry workers, as well as newsboys, cigar makers, and upholsterers. By 1903, the city had 75 labor organizations with 6,000 to 7,000 members.[12]

[10] Sheridan, p. 17.
[11] Sale, p. 114.
[12] Berner 1991, p. 49.

Not only did the labor unions focus on better pay and improved working conditions, they were also supportive of Progressive era reforms such as women's suffrage and initiative and referendum rights, resulting in groundbreaking legislation such as child labor laws.[13] In 1915, the Central Labor Council craft unions had 9,000 members, primarily skilled white males involved in the building trades, or as cooks, musicians, or printers. After World War I began, less skilled workers such as retail clerks, longshoremen, seamen, and metal trades also joined the council.[14] The power of the unions was strengthened by the war effort, which brought jobs to the region and increased Seattle's middle class. Nonetheless, slum conditions and the rise of domination by political bosses resulted in economic and political tensions that continued after the war ended. Seattle's problems were not as significant as in some East Coast cities, but the middle class was becoming increasingly radicalized by a strong sense of idealism.[15]

The labor movement gained strength, and by 1919, union members were organizing meetings outside of union halls. They became polarized as issues such as more equal distribution of wealth and public ownership of utilities were promoted. These kinds of issues, however, were opposed by the conservative business establishment, including the Seattle Chamber of Commerce, the *Seattle Times*, the *Seattle Post-Intelligencer* and other business leaders.[16]

The General Strike of 1919 originated in Seattle, and was the first city-wide labor action in America to be proclaimed a "general" strike although it was soon picked up in other cities. At the end of the war, when shipyard workers expected pay increases, government regulators refused and many were laid off. As a result, the metal trades unions declared a strike, closing the shipyards. The Central Labor Council and most of the 110 unions in the city joined in a sympathy walkout. By February 6, 1919, 60,000 workers in Seattle, a city of 315,000, were on strike, closing stores and stalling public transportation. The council ended the strike on February 11, but left union members alienated from business interests and progressive coalitions.[17]

A series of maritime strikes occurred following the General Strike, in the San Francisco Bay area as well as Seattle. As a consequence, longshoremen were successful in receiving wage increases and preferential union hiring. However, two years later, the decrease in shipping following the war brought back some of the pre-war working conditions. No major maritime union activity was seen again until 1933.[18]

The late 1920s brought economic depression to Seattle, where unemployment was about ten percent.[19] During that decade, population growth, manufacturing and employment slowed significantly.[20] The 1930s and the Great Depression reduced the power of the unions nation-wide even more, due to massive workforce and wage cuts. In late 1930s, violent strikes erupted throughout the nation. Among the bitterest were the maritime strikes of 1934, 1936, and 1937, lead primarily by the longshoremen. The West Coast-wide 1934 strike, which involved all of the maritime unions, closed the Pacific ports for nearly three months. Collectively, the unions were successful in achieving its major demands - increased wages, shorter working hours, and a joint management-union hiring hall. But the long-term result of the

[13] Berner 1991, p. 53.
[14] Frank, p. 145.
[15] Sale, p. 114 - 115.
[16] Burke, 1976, p. 60.
[17] Seattle General Strike Project.
[18] Burke, p. 86.
[19] Frank, p. 140.
[20] Sale, p. 136-38.

success was bittersweet, as it resulted increased truck shipping and a decline in the maritime shipping industry.[21]

During World War II, people flocked to the Northwest seeking jobs at Boeing, the shipyards, and many other military-related industries. While jobs were plentiful, wages, prices, and some working conditions were federally controlled, and the general focus of both business and labor was on producing and moving defense goods quickly. The growth in the number of local workers increased union membership significantly. Union membership within the aerospace industries grew during World War II, with Local 751 claiming 91,000 members in 1940 from its efforts in organizing Boeing workers.[22]

At the end of the war, labor leaders focused on reversing the stringent wage controls of the preceding years; national leaders sought to control inflation through price and wage controls. As a result, strikes took place in the coal, railroad, steel, auto, meatpacking, and electrical industries, among others. The most significant local actions were the 1945 lumber industry strike and a two month strike against all three local newspapers. In 1946, another coast-wide maritime strike occurred and after seven weeks, workers achieved a slight wage increase. In an attempt to control labor's power, the Taft-Hartley Act made union organizing and striking significantly more difficult.[23]

Seattle was under the influence of the strong teamsters' brand of unionism in the early 1950s. The city was cited as the most unionized one in the country, with middle class members focused on securing a good job and amenities, rather than revolution.[24] As a result, the late 20th century saw the rise of professional unions, as well those representing workers in service industries, teachers, and government positions. These include the International Association of Machinists and Aerospace Workers (IAM), and Society of Professional Engineering Employees in Aerospace (SPEEA).

Sailors and watermen succeeded in unifying the industry nationally with a series of mergers in the 1970s and 1980s. The largest of these unions is reportedly the Seafarer's International Union (SUI). In 2010, SUI had approximately 20,000 members and a dozen affiliate unions. This number compares with the relatively small number of members in the IOMMP, which stood at around 6,500 nationwide in 2016.[25] In addition there is the Inland Boatsmen's Union (IBU), an affiliate of the International Longshore and Warehouse Union. In Washington State the IBU, which represents workers on the State Ferry System, is the largest of the maritime unions.

Union membership in the U.S. peaked in 1979.[26] But while it has fallen in recent decades throughout the nation, it has remained relatively strong in Washington State, in part because of the progressive political and economic roots in the Puget Sound region. The U.S. Bureau of Labor Statics reported that unions represented nearly 24 percent of workers in the state in 1993. In 2014, with 491,000 members and an additional 45,000 workers covered by union contracts, unions in Washington represent nearly 17 percent of all workers. As a result, the state had the fourth-highest union-membership rate in the country.[27]

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[21] Burke, p. 93.
[22] Berner, 1999, p. 52.
[23] Berner, p. 191-193.
[24] Sale, p. 149.
[25] Rosenthal.
[26] Williamson, p. 18
[27] *Seattle Times,* March 20, 2015.

Comparable Union Buildings and Union Halls

Following WWI, Seattle's labor unions had expanded and built new, larger halls, marking the rise of the union movement in the city. In 1942, the Seattle Labor Temple relocated its facility to a new site at the corner of 1st Avenue and Clay Street, and offered amenities such as a hiring hall, offices, lockers, an auditorium, and places for socializing for nearly 50 unions in the new 36,440 square foot, three story building. Buoyed by the increased industrial activity and union membership of WWII, the city had more than 300 labor organizations in the late 1940s. One of the smaller of these was Local 90 of the IOMMP.

Through the 1950s, unions continued to concentrate and constructed their own offices in downtown Seattle and increasingly in Belltown. These include the buildings listed below in chronological order, all within a few blocks of the subject building:

- Cooks & Assistants Union (1926), 2407 1st Avenue; demolished
- Seattle Labor Temple (1942), 2800 1st Avenue ; City Landmark (**Figure 33**)
- Marine Firemen's Union (1948), 2333 Western Avenue; City Survey Category 3 (**Figure 34**)
- International Brotherhood of Electrical Workers Local 46 (IBEW) (1948) 2700 1st Avenue; City Survey Category 2 (**Figure 35**)
- Sailors Union of the Pacific (1954) 2505 1st Avenue; now El Gaucho; City Survey Category 1 (**Figure 36**)
- Carpenter's Center (1957) 2512 2nd Avenue; demolished and reconstructed
- Teamsters Headquarters (1954-1956) 553 John Street; demolished
- Seattle Musician's Association (1959) 2620 3rd Avenue; demolished

The Seattle Labor Temple and Sailors Union were among the largest of the buildings. The Sailors Union, serving mostly out-of-town sailors, was the most comprehensive, as it contained a large hiring hall, sleeping rooms and apartments, a gymnasium, and a barber shop.

Most of Belltown's union buildings from the late 1940s through the 1950s were designed in Moderne and Modern styles, reflecting the periods of construction, with formal characteristics such as streamline massing, flat roofs, and Roman or Norman brick veneer and ceramic or terra cotta tile cladding, and metal sash windows. With the ascendance of Modernism, the buildings became simpler and more functional in appearance.

The Original Owner, Local 90 of the International Organization of Masters, Mates & Pilots

The International Organization of Masters, Mates & Pilots (IOMMP) is a national labor union that currently represents approximately 6,500 licensed mariners, and those with a U.S. Coast Guard (USCG) license enabling them to serve as officers. It focuses on the establishment of vessel traffic standards to safeguard the environment, life, and property, and offers training to its members as well as other benefits. This union represents a segment of marine workers, specifically the licensed deck officers on U.S.-flagged commercial vessels sailing offshore, on the inland waterways and on civilian-crewed ships in the government fleet; mariners who work on tug, ferry, and tour vessels in New York Harbor and throughout the Northeast; licensed and unlicensed mariners who work on dredges; state pilots; marine engineers.[28]

The IOMMP was established in New York in June 1880, when a fire in the engine room of a commuter steamship in the harbor prompted its captain to run the vessel aground to save its passengers. At that

[28] International Organization of Masters, Mates & Pilots.

time, steamship pilots were criminalized for "accidents but had no role in policy"[29] The captain, Charles P. Smith, was eventually cleared of any wrongdoing, but the treatment he received so outraged his colleagues that they formed a group, the American Brotherhood of Steamship Pilots. At first, it was only an organization of licensed steamship pilots, but other ship captains soon joined. Affiliates were formed in ports and harbors on both coasts, and the name was changed in 1891 to the American Association of Masters and Pilots of Steam Vessels. When the organization expanded to include all deck officers, the name changed again, this time to the American Association of Masters, Mates and Pilots of Steam Vessels.[30]

The organization's first conventions in the early 1900s were held in conjunction with the Marine Engineer's Beneficial Association (MEBA), to strengthen their mutual concerns about marine safety. By the 1920s, it had evolved from a fraternal organization to a nationwide industrial labor organization.

During the late 19th and early 20th century, maritime workers formed various other organizations to improve their labor conditions. These efforts initially involved sailors and seaman whose living and working conditions at sea were typically appalling. The transient nature of their work hindered their ability to organize, but by the early 1880s, sailors were able to form the Sailor's Union of the Pacific (SUP) after a strike over wages and working conditions. Other seafaring workers joined the Marine Firemen, Oilers, and Water tenders (MFOW), and the Maritime Cooks and Stewards Association (MCSA) as well as the IOMMP and MEBA.

Maritime workers were distinct from waterfront workers, such as longshoremen, who typically were organized by craft. Early attempts to unite workers were not successful, and the 1919 strike divided some in the waterfront and maritime unions. A pivotal change came during the 1934 West Coast Maritime strike. This strike was galvanized by low wages, corrupt hiring practices, and the lack of union representation. When the International Longshoremen's Association (ILA) sought official recognition as the primary bargaining agent for workers, employers refused; on May 9, 1934, the longshoremen in every West Coast port walked off their job, soon to be joined by the other workers. When business groups attempted to break the strike with police protection, battles broke out, eventually resulting in the deaths of two workers, 64 injuries, and a strike of 130,000 workers that completely shut down San Francisco for four days, while spreading also to Portland, Seattle and other West Coast ports. The following year, 1935, Congress passed the Wagner Act, which created the National Labor Relations Board, a body that protects the right of American workers to form unions.[31] The MMP, as it was known initially, participated in the 1934 West Coast Longshoremen's Strike.

Sailors and watermen of all crafts supported the longshoremen's picket lines during this strike, boosted union membership, and revived attempts at affiliating the industrial organizations. One such organization was the Maritime Federation of the Pacific (MFOP), which supported sailors, but which created militancy between them and the longshoremen. Other unions were divided by the strong democratic tendencies and communist influence of the ILWU and the more traditional alignments with the SUP and AFL.

In 1950, the IOMMP implemented welfare and pension plans for its members. At that time, the strength of the union resided in the Locals, which were autonomous and had their own hiring halls and elected their own officials. By the late 1960s, some of the Locals had fallen on hard times financially. The largest of these – New York 88 – had money, ships, and jobs, and its members, wanting to maintain their own power base, opposed consolidation. In contrast, Local 90 on the West Coast, which covered the vast area from Seattle to Honolulu, saw the benefits of central leadership. The proposal to consolidate

[29] Wikipedia.
[30] Brown & Werse, np.
[31] *ibid*

as an international organization passed, and MMP became the International Organization of Masters, Mates and Pilots (IOMMP) in October 1970. Nine months later, the IOMMP and the ILA became officially affiliated, an action that allowed both organizations to develop a uniform contract with the Pacific Maritime Association (PMA), which instituted a rotary system of shipping, where jobs for the second and third mates were "called" for a period of 180 days, rather than being permanent positions not filled through the union halls.[32]

The IOMMP established the Maritime Institute for Technology and Graduate Studies (MITAGS) in the early 1970s, offering courses focused on steamship automation, tanker operations, and radar theory and operation, and license advancement courses to help train mates to master status. MITAGS, which has two locations -- one in Seattle and the other in Baltimore -- offers a full schedule of classes for professional mariners, and operates, in conjunction with the Pacific Maritime Institute, ship simulators and other advanced training equipment. The 15,080 square foot, Modern style Seattle IOMMP leased training facility, located on a waterfront site at 1727-29 Alaskan Way S, dates from 1950.[33]

In 1984, the IOMMP lost many members to another union, the United Maritime Officers. This severely impacted the union's health and benefit plans, and threatened the stability of the MITAGS program. By early 1985, union leadership faced a financial challenge due to the loss of 80 tankers and the dues they generated. Union support came from an investment firm willing to invest in new shipping vessels, and support the officers and unlicensed crewmembers of the union. Other changes in the union occurred in the last decade of the 20th century, when federal court decisions guaranteed the right of candidates for union office to gain access to a union's membership list. However, political infighting continued until the election of 1992, 21 years later, when the union returned to stability and fiscal responsibility.[34] In 1991 the IO MMP affiliated with the Marine Division of the AFL-CIO.

In 2016, the IOMMP members were spread over 19 union halls in port cities throughout the continental United States and Hawaii.[35] According to government data, union membership that same year totaled 16,300,000 wage and salary workers.[36] Members of the IOMMP include licensed deck officers on U.S.-flag commercial vessels sailing offshore, on inland waterways and lakes, and on civilian-crewed ships in the government fleet; tour boat, ferry, tug and barge operators; state-licensed marine pilots and engineers; unlicensed seafarers; and maritime industry shore-side clerical and service workers. The union has five membership groups: the Offshore Group, of which Seattle's IOMMP is part of, along with the United Inland Group, the Atlantic Maritime Group, the Pilot Group and the Federal Employees Membership Group.

There are other unions that have represented cooks, stewards, vessel assistants, seamen, boatswains, marine electricians, diesel oilers, pumpers, and other workers on freighters, tankers and ferries, and merchant marines and credentialed transportation workers. Early organizations included Marine Cooks and Stewards Association of the Pacific (MSC), and the International Seaman's Union (ISU), an AFL affiliated umbrella made up by the Sailors Union of the Pacific, which had joined with similar mariners organizations in Great Lakes, Gulf Coast, and Atlantic ports. American Maritime Officers (AMO) is a national labor union, founded in 1949 as an affiliate of the Seafarers International Union (SIU) of North America. It reported 4,000 members include, AMO licensed mariners working in the United States Merchant Marine aboard U.S.-flagged merchant and military sealift vessels, making it the largest union of

[32] *ibid*.
[33] King Co. Department of Assessment, Property Detail Report, parcel 766620-7795.
[34] Brown & Werse, np.
[35] Rosenthal.
[36] U. S. Department of Labor.

merchant marine offices in the U.S.[37] The National Maritime Union, is another maritime union. Affiliated with the Marine Engineer's Beneficial Association in 1988 to 1993, it merged with the SIU in 2001.[38]

The Inland Boatmen's Union (IBU), which was founded in 1918 in the San Francisco Bay area, largely represents workers aboard tugs, barges, tour boats, and passenger ferries. An affiliate of the International Longshoremen's and Warehousemen's Union (ILWU) since 1980, the IBU has regional hiring halls in its Alaska, Columbia River, Hawaii, San Francisco, Southern California, and Puget Sound regions. By representing most of the Washington State Ferry workers, it is the largest of the marine unions in the state. Its national office, as well as the Puget Sound Region and Local 37 offices and union halls, are located in Seattle.[39]

The Original Architect, Thomas Albert Smith with T.M Carstensen and Company

Thomas Albert Smith was born in Deming, Washington in 1913, and graduated from the University of Washington in 1935 with a Bachelor's degree in Architecture. Between 1936 and 1946, he was employed at six different offices, including the Washington Department of Highways (1938 – 1940), the Austin Company (1940 – 1942), and served in the U.S. Navy (1942 – 1945). While at the Department of Highways, Smith detailed the Lake Washington Floating Bridge (1938 – 1940, demolished) and the Tacoma Narrows Bridge (1939 – 1941, destroyed).

Smith founded his own firm, Thomas Albert Smith and Associates, in 1947. He was in partnership with John Mattson and Edgar Putnam from 1949 – 1950. Records indicate he designed over 200 houses.[40] Several of these were named the *Seattle Times* Home of the Month, including the Reiniger residence (1948, Bellevue), 18614 Renton Avenue (1952, Seattle), 9660 California Avenue (1952, Seattle, **Figures 37 & 38**), and 12311 SE 23rd Avenue (1954, Norwood Village, **Figures 39 & 40**).

His other projects included luxury apartments at 414 Lake Washington Boulevard (1957, demolished); Villa Plaza Shopping Center (1959, partially demolished), a $5,000,000, 50-acre project in Lakewood, WA; Mercerwood subdivision (1955-1958) with Harry Nordquist; several bowling alleys in the Seattle area (including Holly Park Lanes, Duwamish Bowl, and the Highland Bowl and Shopping Center, Renton); and Mercer Island Shopping Center (1961). Perhaps his most significant project was the $2,000,000 regional U.S. Post Office Building, containing the Queen Anne substation (1961 – 1965) at 1st Avenue N and Republican Street in the Lower Queen Anne neighborhood of Seattle.

Smith was later employed by the Seattle School District from 1966 – 1976. He died in Seattle in 1967 at the age of 54.[41]

For the design of the IOMMP Union Hall, Smith associated with the T.M Carstensen Company. Little is known about the T. M. Carstensen Company, a commercial and industrial consultant firm, but Smith associated with them, and principal architect for the company, Stanley W. Mar, for several other design projects, including the Continental Plaza Motel (1957-58, demolished). Available documentation suggests that the T.M. Carstensen Co. undertook a variety of construction and development projects.

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[37] American Maritime Offices.
[38] Inland Boatsmen's Union.
[39] ILWU Marine Division.
[40] Ochsner, p. 465.
[41] Ochsner, p. 475

The first mention of the company in the *Seattle Times* was in 1957, in an article about the dedication of the 55 Bell Building. Other noted projects included a three story, $250,000 office-apartment building at 24th Avenue NW and Market Street (1959) in the Ballard neighborhood; the Gateway Shopping Center (ca. 1960) at 18325 Aurora Avenue N in Shoreline; the Masonic Temple (ca. 1961) at Lake City Way NE and NE 136th Street; and a $2,000,000 warehouse in Renton (ca. 1974). The company was in operation until at least 1974.

The Building's Modern Style

This simple two-story union hall is a Modern style building that exhibits some characteristics of the International Style. Its design is not distinctive and it appears typical of many small commercial buildings in Seattle constructed in the 1950s and 1960s. (See **Figures 36, and 41- 46** for examples of other Modern structures in Seattle.)

Modern styles became popular in the decades that followed World War II in the Pacific Northwest. Modern era design reached Seattle before the war, but the combination of regional design tastes, a lingering interest in Art Deco styles, and the widespread Depression initially tended to limit the new form of expression to a few single family residences in the 1930s. Most of the region's Modern style institutional and commercial buildings were constructed in the post-war era of the late 1940s through the 1960s. They featured new technologies of construction, particularly the use of glass, steel and reinforced concrete.

The International Style developed mainly in Germany, Holland and France, during the 1920s, before spreading to America in the 1930s, where it became popular during the middle decades of the 20th century. Unlike the Pacific Northwest, the style was not used often for single-family residences, but rather was used in the tall urban building designs by architects such as William Lescaze (1896-1969), Edward Durrell Stone (1902-78), and Richard Neutra (1892-1970). Their buildings were tall and sleek, devoid of decoration, and constructed mainly of steel and glass. They became synonymous with corporate architecture during the period from the mid 1950s to the early 1970s.[42]

The City of Seattle responded to post-war needs with numerous schools, government buildings, and libraries designed in the style. These included the Municipal Building, the Downtown Public Library, and the Seattle School's Administration Building (all now demolished), and a number of branch libraries, such as the North East Library and Susan B. Henry/Capital Hill Library. These were followed by commercial building designs that represent the International Style, such as the Norton Building (1956-59), the Seattle City Light Building (1931-35; 1957-59), the Logan Building (1957-59), and Seattle First National Bank (1969). The functional style was also used for other smaller institutional and commercial buildings, which also incorporated the new building methods and materials such as reinforced concrete for floors and walls, exposed exterior support elements, and large areas of fenestration. The buildings reflected the growing focus on economy, function and efficient construction techniques.

Well known early architects and firms, whose Modern style commercial buildings in Seattle date from the 1950s, include Naramore Bain Brady and Johanson (NBBJ), J. Lister Holmes, Minuro Yamasaki, the Portland and San Francisco offices of SOM, the Richardson Associates (TRA), John Graham & Company and Paul Thiry.

[42] Encyclopedia of Art and Design

Some of architect Thomas Albert Smith's housing designs were cited locally for their Northwest Modernist design, which provided a unity between landscape and site, notably a house in Norwood Village in 1954, his design for International style building at 55 Bell Street received no such recognition.

The subject building features some of the most common characteristics of the International Style: a simple rectilinear form with flat roof, taut, plain surfaces that have been stripped of applied ornamentation and decoration, and the use of cantilevered construction. Glass and steel, in combination with cast in place or precast concrete, are the characteristic materials of the construction. It also features linear elements, such as the ribbon fenestration between slender concrete pilasters, contrasting brick veneer at the entries, and horizontal brise soleil on the upper west facade, which together emphasize the building's simplicity and functionality.

4. ARCHITECTURAL DESCRIPTION

Neighborhood Context

The subject property is located on the west edge of Seattle's Belltown neighborhood, north of the downtown commercial district. Directly east of the property and overhead is the Alaskan Way Viaduct. Immediately to the southeast on the same block is the Elliot Pointe Apartments (1994), a six-story structure. Across Bell Street to the north is a six-story apartment building at 2300 Elliot Avenue which was constructed in 1990, and the Belltown Lofts Condominium (1908) at 66 Bell Street, a three-story brick structure, originally constructed as the Seattle Empire Laundry Building, a City landmark. Across Elliot Avenue to the west is the World Trade Center East, an 11- story office building constructed in 1998.

The parcel is on the north end of its wedge-shaped block. The property is bordered by Bell Street on the northwest, Elliot Avenue on the southwest, and the Alaskan Way Viaduct/Western Avenue to the east. The primary facade of the building faces Bell Street. (The original construction drawings use ordinal directions such as northwest to label elevations; this report will reference north as the Bell Street facade.)

The site is polygonal in shape, occupying the northern edge of the block on which it located. It is approximately 211' along the north property line and 165' along the parallel property line to the south. The site is 64' wide, and the building extends to the property lines on the north and south. Diagonal chords connect the north and south property lines along the east and west sides, creating a site of approximately 11,300 square feet.

The grade on the site drops from the easterly edge to the west approximately 20'. This change is expressed along Bell Street and the building's north facade. The topographic change allows for on-grade entries to both the first and second floor levels. The main entrance to the building, which faces Bell Street, is at a mid-level, between the first and second floors. Another entrance, to the present retail establishment, is accessed from the small parking lot on the west side. Mature street trees line the south side of Bell Street in front of the building and much of the parking lots (**Figure 18**).

The building is set in approximately the middle third of the parcel, with sloping parking lots on either side. Landscaping is limited to street trees along Bell Street (**Figure 24**).

The Structure and Exterior

The building is a two-story rectangle, with a reinforced concrete frame, concrete spandrel wall panels, and partial brick veneer. It has a concrete slab on grade and a flat roof. The top of the walls terminate in a simple metal parapet coping. The footprint is 60' by 71'-3", with the shorter dimension along the east and west facades. The structure is composed of five equally-spaced bays in the east-west direction, with four similar bays from north to south. The slender pilasters are reinforced cast-in-place concrete, approximately 13" by 13" in section, with recessed concrete spandrel panels set between them. These appear to be precast concrete, with each panel detailed with a subtle vertical score line at its centerline. The spandrels that frame the top and bottom of strip windows feature continuous horizontal bands, creating projecting sills and heads for the windows.

The original construction details show the concrete pilasters were to be notched vertically where the infill panels were to fit. The 1966 King County property tax records indicate the walls are tilt-up concrete, while the permit records from SDCI dated May 29, 1957 show what appears to be reinforced cast-in-place concrete panels, typically 6" thick, with panel reinforcing embedded into the pilasters. However, a

permit addendum sheet, dated July 15, 1957, shows "precast tilt-up concrete walls in lieu of poured walls, and… glu-lam wood columns in lieu of plastered steel pipe columns, [at the interior]."

Onsite observations confirmed seamless joints, as would typically be associated with tilt-up or pre-cast construction. There were no indications of cracking in the corner joints between the pilasters and spandrels, but these may be concealed by a skim coat of stucco. Perhaps only select spandrels were fabricated with tilt-up technology. The expression of the vertical pilasters and the spandrel panels is not reflective of traditional "tilt-up" frames, giving credence to the precast concrete construction method.

The second floor framing is supported on glulams beams, on glulams posts. The original construction drawings note interior columns to be 6" diameter pipe columns, sheathed with gypsum-plaster where exposed. A permit revision note indicates these were revised to glulams. The second floor is set 12' above the first floor, and the second floor ceiling height is 11'-4".

The primary north facade has five equal bays. The easternmost bay contains the recessed main building entry, with a double-height, glazed asymmetrical aluminum storefront. The configuration and storefront frame and glazing materials appears original, except a vertical mullion has been added to the sidelight, and the doors appear newer.

The original construction drawings show a detail for raised aluminum letters with "I O O M M P" over "WEST COAST 90" in the glass panels to the west of the doors, and "55 BELL" in the glass transom. The raised letters are no longer extant, and the building is currently identified by painted address signage. The recessed entry is lined with concrete at the top and painted Norman brick veneer in a stack-bonded pattern wraps into the recessed entry and the interior stair lobby. It wraps to the east pilaster, and extends west to the east half of the adjacent structural bay. The west half of the bay contains a concrete spandrel panel with a strip ribbon window at the second floor. The three western bays contain a typical pattern of recessed concrete spandrel panels, and strip ribbon windows at the first and second floors. Bands of steel sash windows originally extended from pilaster to pilaster. These have been replaced with white vinyl sash that do not retain the historic configuration.

The secondary west facade has four bays, with grade at the first floor elevation. The walls are clad in painted Norman brick veneer, which is set below the first floor window heads and laid up to full height at the south half of the southernmost bay. The typical strip ribbon windows and concrete spandrel panels extend across the second floor, terminating at the painted brick veneer panel. Above the second floor windows, an original steel-finned brise soleil (sun shade) with bent steel pipe brackets projects approximately 3'. On the brick veneer at the south bay, an original steel flag pole with cantilevered brackets extends above the roof. The original IOMMP logo has been removed. At the first floor, there are two entrances (the northern one recessed and wrapped with painted brick veneer). The original steel doors have been replaced.

The four bays of the tertiary east facade contain full-height concrete panels, extending from grade to the parapet. The panels match the pilasters in height, all with a metal cap flashing. The southernmost bay contains four small, punched window openings, two at each floor. The upper floor windows are covered with metal security screens, and the lower windows have been infilled, each with a solid panel. The northernmost pier is clad with the same Norman brick, which wraps around onto the primary north facade. The concrete and brick are painted a monochrome color. The overall configuration of the three exposed facades appears to match the historic drawings and photographs, with changes to the original windows and doors, and painting of the previously exposed brick veneer and concrete wall surfaces (**Figure 15**).

The Interior

The original plan included a rental office space on the first floor, and IOMMP meeting hall and offices on the second floor. There was a large open area at each floor, with perimeter offices along the north wall, restrooms in the southeast corner, and storage and mechanical spaces on the east perimeter wall at the first floor. The second floor meeting hall contained a raised platform, presumably used as a stage. The primary entry open into a double-height stair lobby at an intermediate level to meet grade, with an open, dogleg, concrete stair to the second floor, and a single run down to the first floor. The lobby walls are clad with veneer brick that wraps in from the exterior. The west entry at the first floor level entered into a reception space, which was connected to the main stair lobby by a corridor and open "general office" space.

The perimeter office walls and ceilings were plasterboard finish. Original construction drawings note most floors to be asphalt tile, and vinyl tile in the restrooms. They are noted as cement, asphalt tile, quarry tile, and carpeted floors in the 1966 tax assessor's property records.

A report from 2016 shows undated interior photos, cited as being from Zillow.com. The photos show open volumes with exposed painted posts and beams with modifications for use as a residence at the second floor, and a skylight that does not appear on original drawings.

The first floor of the building is currently occupied by Herban Legends, a cannabis retail shop, and the upper floor is reportedly used as a residence. Existing interior conditions were not observed or documented for this report, but areas visible from the public right-of-way, such as the main entry lobby, appear to match the original configuration and finishes. Various recorded permits for interior alterations and change of use from office to vocational school indicate that other changes are likely.

The Building's Construction History and Changes through Time

The subject building was constructed for the Local 90 of the International Organization of Masters, Mates & Pilots in 1957, but the organization's name first appeared in the Seattle *Polk Directories* in 1961. Local 90 remained in the subject building until at least 1990, when it moved briefly to occupy part of the 1948 Marine Fireman's Union building at 2333 3rd Avenue (**Figure 45 and 46**). In 1992, IOMMP's Pacific Northwest headquarters moved to Tukwila, WA. Little additional information has been discovered about the union's use of the subject building. According to the union's current Pacific Northwest representative, "the Bell Street building was actually owned by an independent branch of MM&P known as Local 90. When it ceased operations, Local 90 left us no records at all regarding the building."[43]

The permit records for the building note the construction date to be 1959; the tax assessor's card lists the building as "std.mat & const." Newspaper articles about the new home of the IOMMP date from 1957. A 1936 aerial map of the 55 Bell Street property shows two smaller structures on the site, which were likely demolished for the building's construction. The subject building replaced a small wood-framed machine shop on the same site, constructed in 1914, abutting a vacated alley on the northeast side. In 1957, when 55 Bell was constructed, there was a wood-framed building on the southeast property line, since replaced (**Figure 15**).

Changes to the building exterior have included replacement and/or infill of the original steel windows with vinyl of different configuration or solid panels; removal of the IOMMP signage and logo; and

[43] Rosenthal.

painting of the exterior brick masonry. SDCI permit records, noted below, cite minor alterations over the past 60 years.

1.19.1993	Interior alterations to first floor, change use of first floor from office to vocational school and occupy per plans
1.20.1993	Replace existing HVAC unit and install 2 exhaust fans on first floor per plans
10.12.1993	Erect sign
12.2.1993	Extend duct for existing exhaust fan subject to field inspection
8.11.2000	Interior alterations to first floor. Change of use of first floor from office to vocational school and occupy per plans.
12.15.2010	Alterations to convert office on 2nd level of a commercial building to Live Work unit and occupy, per plan: Permit 6261113.
1.4.2011	Alterations to first floor, change use of vocational school to office and occupy per plans. Permit 6268944.
3.14.2016	Change of use from office to general retail sales and construct alterations to existing commercial building, occupy per plan. Permit 6491830

A DAHP HPI Inventory form indicates there was a renovation in 1985, but no associated records have been found. The following SDCI permit records cite plans for construction on the property that were never implemented:

9.14.2001	Early design guidance application (MUP issued 6.6.2002)
7.18.2003	Future construction of a 9-story building (retail/apt/admin office) with accessory parking. Existing structure to be removed under a separate permit.
5.31.2005	Request to renew or re-establish a permit ("market development concerns" listed as reason for delay)
6.10.2005	Future construction of 9-story building (retail/apt/admin office with accessory parking. Existing structure to be removed under separate permit. Complete above work of permit: 730177.

Prior Historic Surveys of the Property

The 55 Bell Street property has been the subject of several historic surveys. A survey form was developed in 2006 for the DON Seattle Historical Sites Inventory (inventory number not listed), along with a 2002 HPI form available through the DAHP's database, WISAARD, Property ID #344108. The city survey form indicated that, in the opinion of the surveyor, the property was located in a potential historic district. There was no determination whether the property was eligible as an individual city or national landmark.

DAHP has not yet undertaken a review of the HPI form to determine if the property is eligible for National Register listing. A 2007 Downtown Historic Resources Survey and Inventory categorized 55 Bell Street as a Category 3, those buildings that have been identified as worthy of inclusion in the historic inventory, but were not eligible at the time of the survey as City landmarks.

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Neighborhood Context and Current Views

Historic Maps and Images
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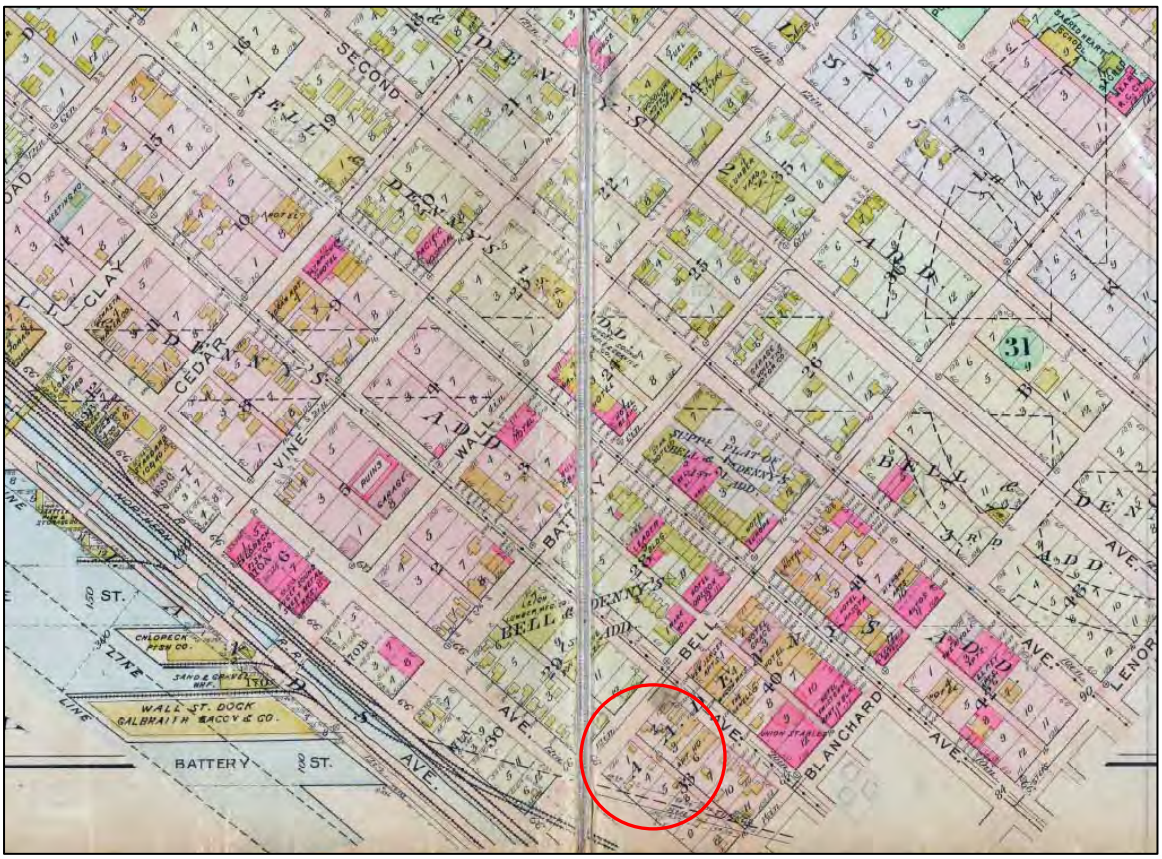


Figure 1. Above, an excerpt from the 1912 Baist Map, Plate No. 8, with the site of the 1957 IOMMP Union Hall circled in red. (Map courtesy https://pauldorpat .com)

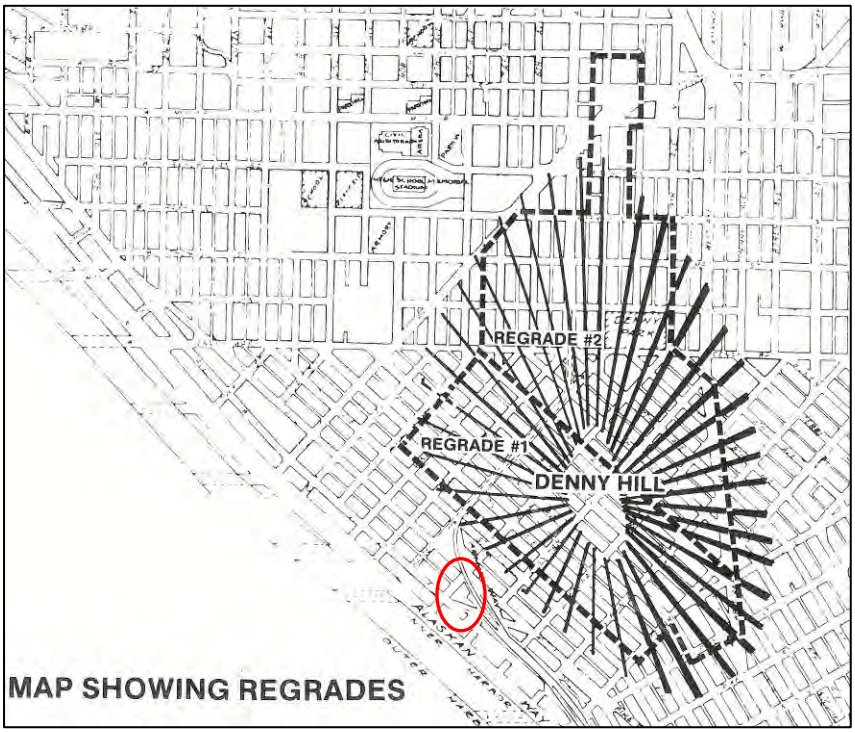


Figure 2. Left, a diagrammatic map showing the extent of the Denny Hill regrades with the subject property noted in red near the southern edge of the regraded area. (Nyberg and Steinbrueck)

The following map images are excerpts that show portions of the Belltown/Regrade neighborhood over time.

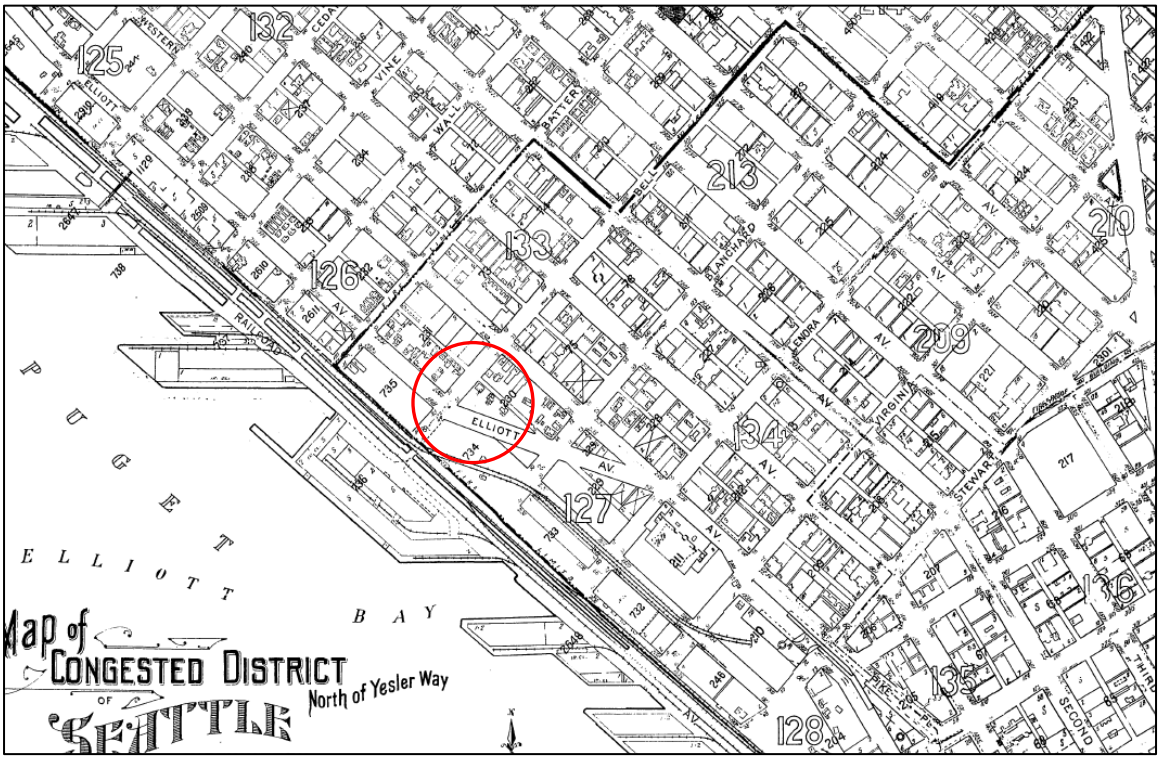
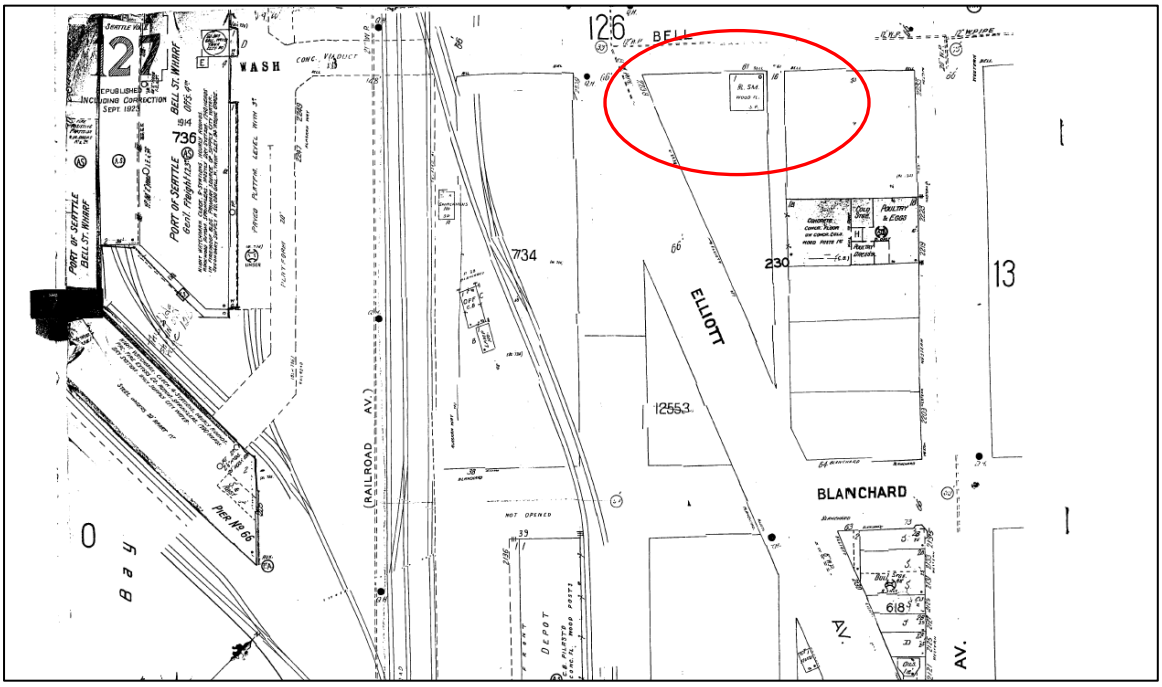


Figure 3. Above, an excerpt from the 1905 - 1951 Sanborn map showing the site with one earlier building – a machine shop – and other miscellaneous neighbor hood structures. (Sanborn map courtesy the Seattle Public Library website).

Figure 4. Below, enlarged Sanborn Map, excerpt from the 1905 – 1951, Sheet 127, showing the site with the Elliott Avenue to Western Avenue connection that was not extant in 1912, the earlier building on the site, which was extant in 1937, and the relatively limited development in the area. (Sanborn map courtesy the Seattle Public Library website).



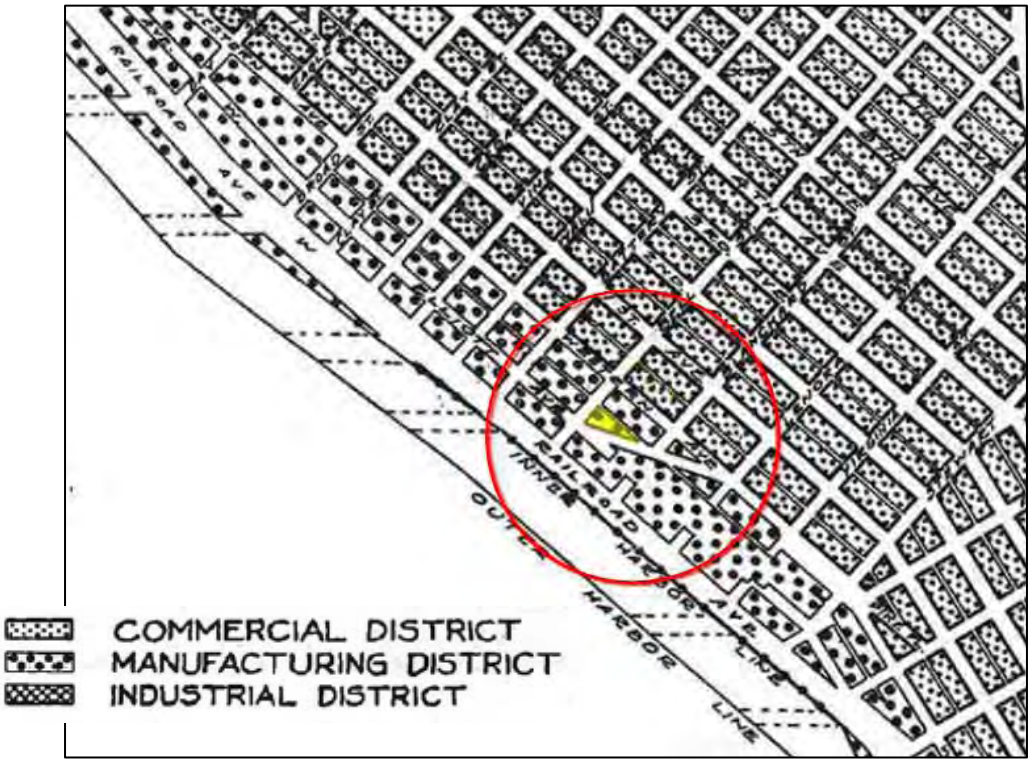


Figure 5. Left, excerpt from 1923 Zoning Map, showing subject property in yellow, within the Manufacturing District, and other zoning districts within the area.

Figure 6. Below, view looking south at the intersection of Railroad Avenue and Bell Street, 1930. (Seattle Municipal Archives, Image # 4101)

Figure 7. Above, view looking north along Railroad Avenue at the Bell Street Railroad Trestle, 1931. (Seattle Municipal Archives, Image # 4870)

Figure 8. Below, King Co. Tax Assessor's photograph, 1937 of the previous (ca. 1914) machine shop building on the site of the subject building. (Puget Sound Regional Archives).

Figure 9. Above, looking east up Battery Street, one block to the north of the subject property, showing the commercial development in the area, 1952. (Seattle Municipal Archives Image #44007).

Figure 10. Below, looking northwest from the Battery Street Tunnel entrance ramp, toward the subject property, in the center of the image, 1953. The 1913 Empire Laundry at 66 Bell Street is the large building to the right. (Seattle Municipal Archives Image # 6693)

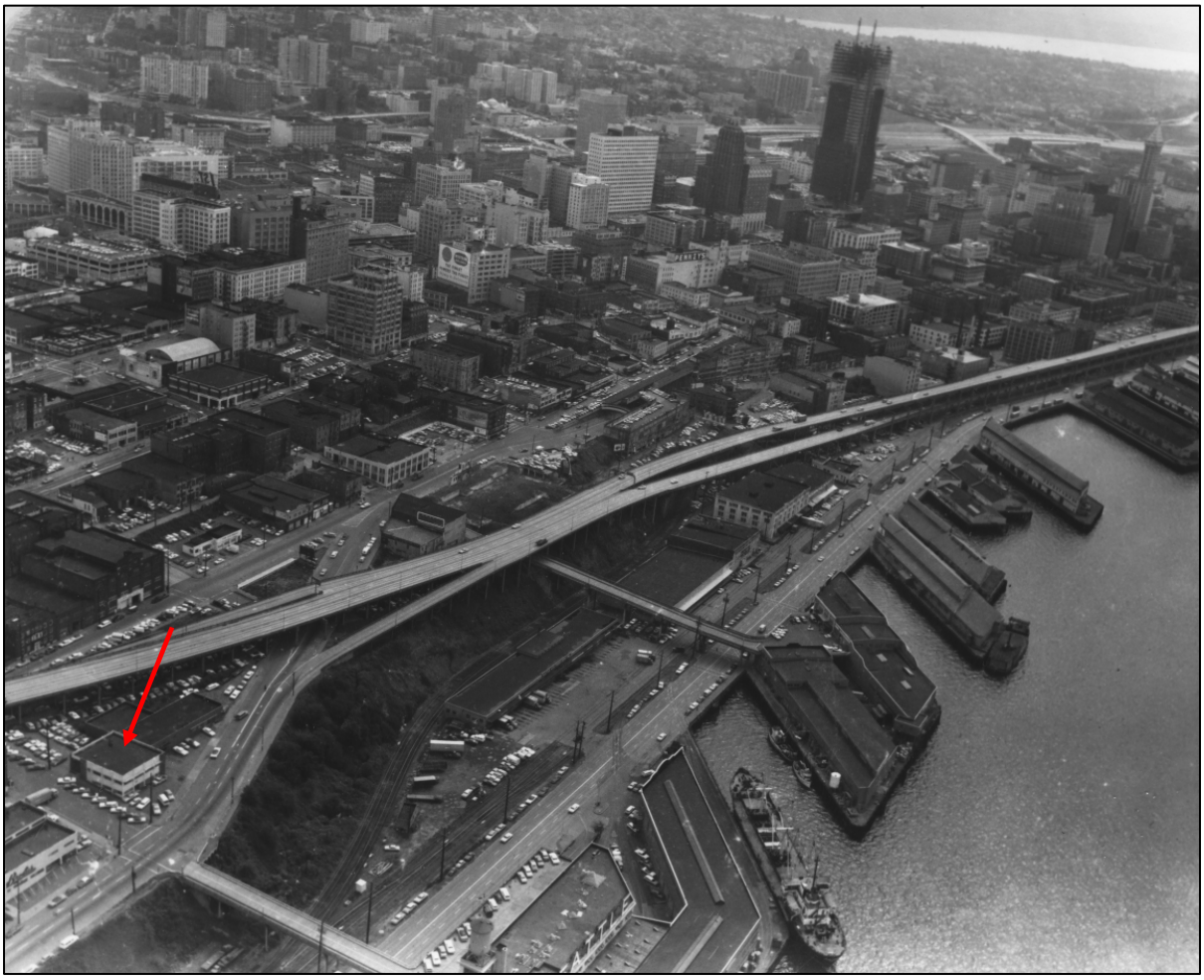


Figure 11. Above, an aerial view of the area, looking southeast, 1968. The subject building is noted with a red arrow. (Seattle Municipal Archives Image #33047)

Figure 12. Below, looking northwest, 1973. The subject building is noted by a red arrow. Seattle Municipal Archives Image # 3305849)

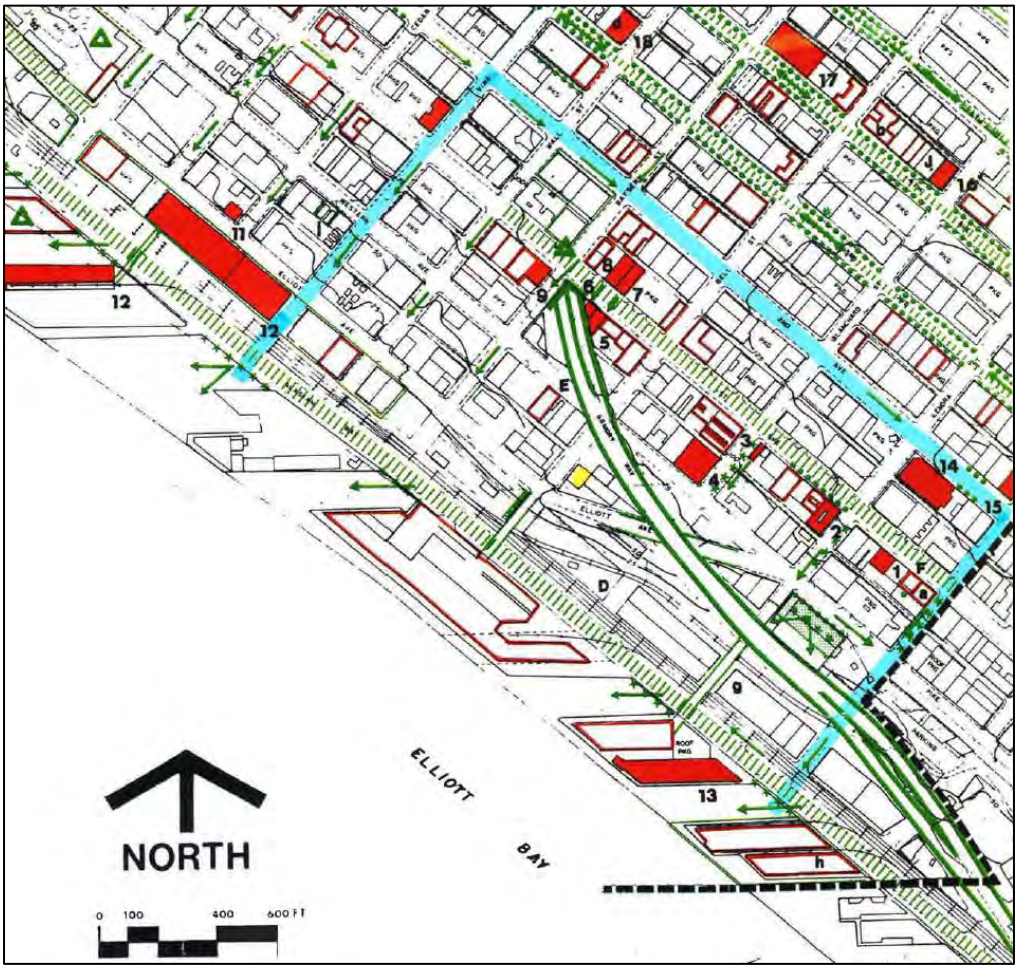


Figure 13. Above, Excerpt from Steinbrueck Nyberg 1975 Neighborhood Survey of the Denny Regrade noting the significant structures in the area, solid red denoting those significant to the City, and red-outlined denoting those significant to the community. The Subject property is shown in yellow.

Figure 14. Below, Architect's rendering of the subject building, *Seattle Times*, June 23, 1957.

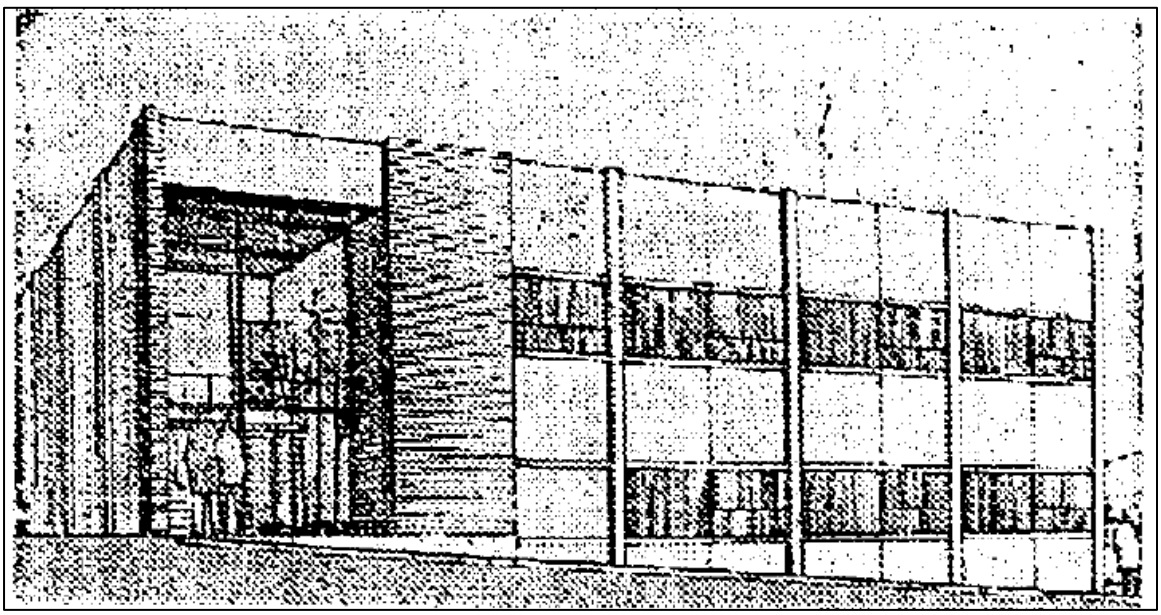


Figure 15. Above, King Co. Tax Assessor's photograph of the subject building, 1958 (Puget Sound Regional Archives).

Neighborhood Context and Current Views

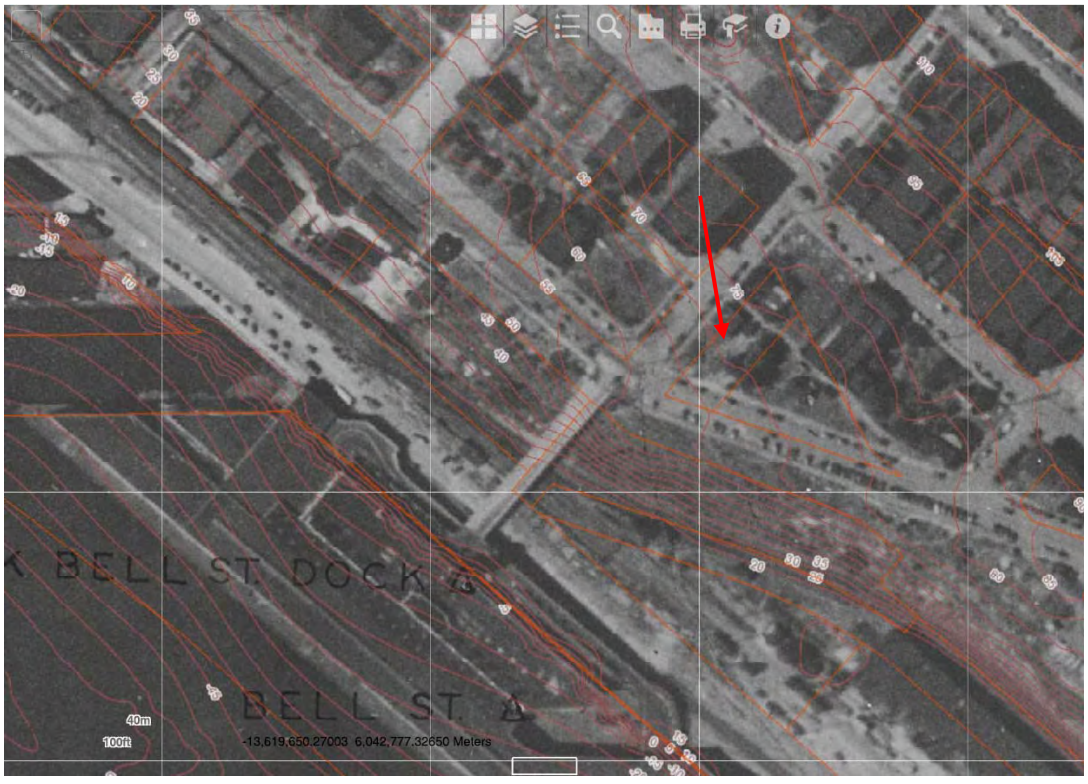


Figure 16. Above, a 1936 King County i-Map view of the area, showing grades and steep slopes the west of the subject property. The subject site is noted by a red arrow. Note property line grid is slightly off.

Figure 17. Above, a 2015 King County i-Map view of the area. The subject building is noted.

Figure 18. Below, enlargement of the 2015 King County i-Map view of the area. The subject building is noted by a red arrow.

Unless otherwise noted, the following images are by BOLA Architecture + Planning and date from February and April 2017.

Figure 19. Above, looking east up Bell Street, with the subject building on the right.

Figure 20. Below, looking south toward the Alaskan Way Viaduct along Elliott Avenue. The subject building is on the left.

Figure 21. Above, looking south from Bell Street along the Alaskan Way Viaduct ROW, with the corner of the subject building on the right.

Figure 22. Below, looking north from the intersection of Elliott Avenue, Western Avenue and the ramp to Route 99 southbound, toward the subject building which is hidden behind the six story building to the right.

Figure 23. Above, looking west along Bell Street toward the Bell Street Pedestrian Bridge and Elliott Bay; the subject building is to the left.

Figure 24. Below, current Google aerial image of the subject building and site, the building circled in red.

Figure 25. Above, looking south at the primary north façade, which faces Bell Street. Original steel sliding windows have been replaced with vinyl in a different configuration and the contrasting Norman brick entry pilasters have been painted to match the remainder of the concrete building. The multi-colored six story building rises behind.

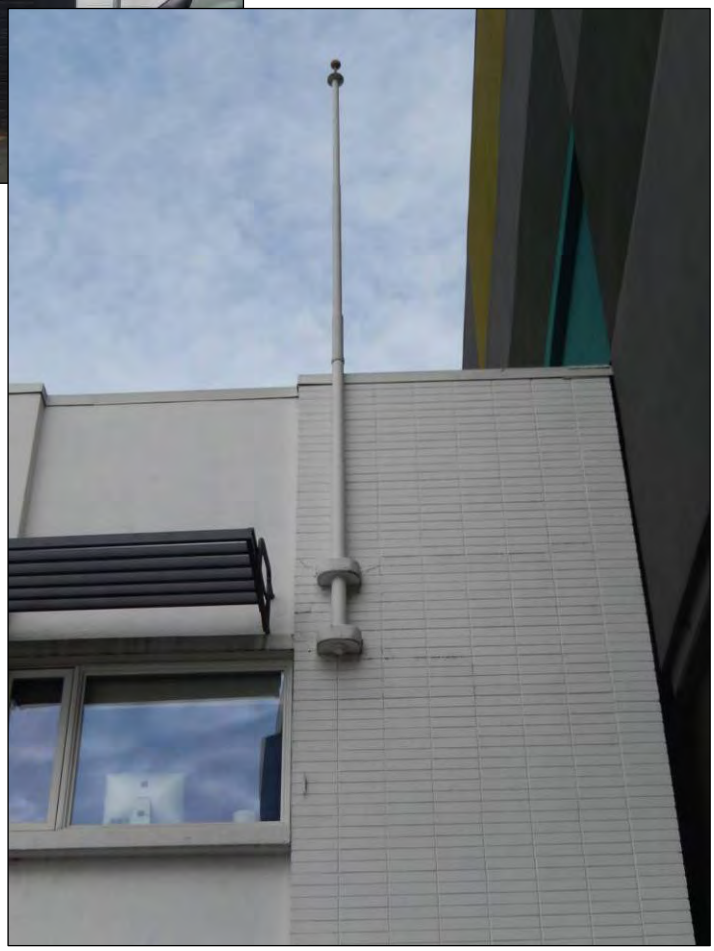
Figure 26. Left, detail of primary, Bell Street, building entrance, with steel doors and fenestration. IOOMMP Union signage and original building address number is not extant.

Figure 27. Left, detail of painted concrete pilasters and spandrels, and ribbon windows on primary north façade. Note cast window heads and sills.

Figure 28. Below, looking east at secondary west, Elliott Avenue façade. Like the primary façade, the contrasting Norman brick pilaster, at the right side of the building, has been painted. The IOMMP icon has been removed but the original "maritime" flagpole remains.

Figure 29. Left, detail of secondary building entrance, with steel brise soleil across the top of the second floor window heads. Steel sash windows have been replaced with vinyl. Norman brick infill panels have been painted black and white, and the steel brise soleil has been painted black.

Figure 30. Below, flag pole mounted on the painted Norman brick veneer, ribbon window, and brise soleil detail on the left.



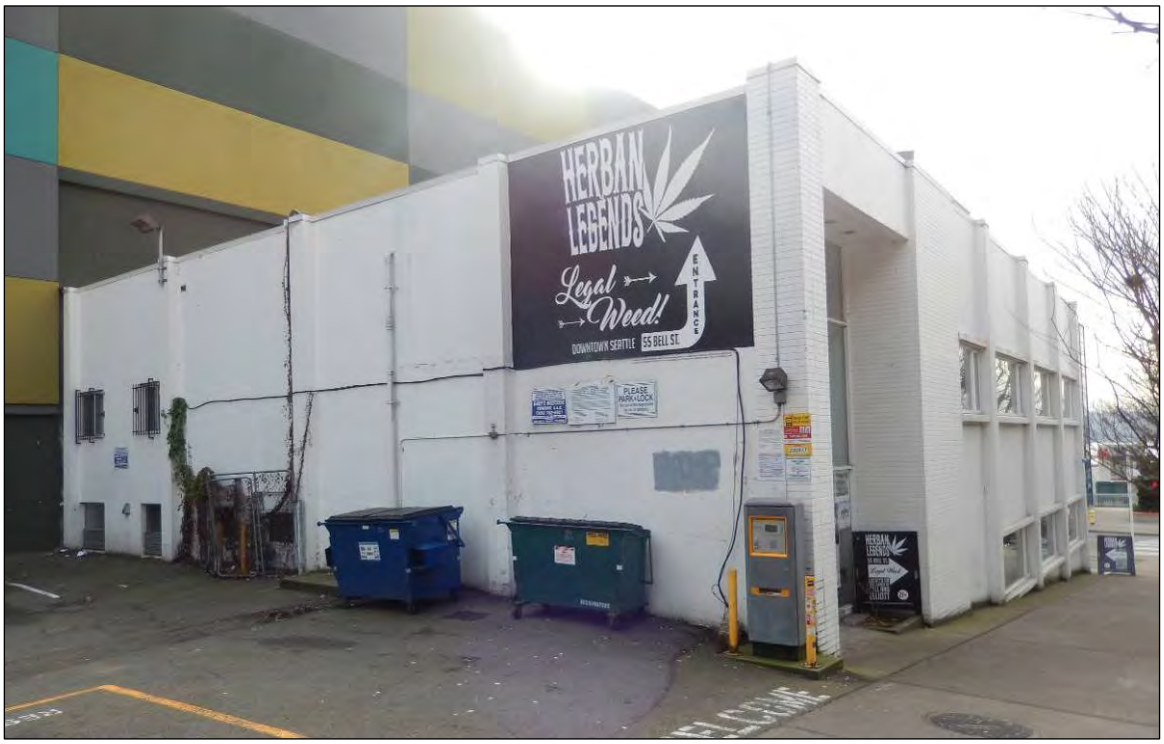


Figure 31. Above, looking south west at the tertiary, or back, façade, and the primary north façade and main recessed entry.

Figure 32. Below, East façade of Thomas Smith's Queen Anne US Post Office Substation and Office Building, 1961-1965.

Figure 33. Above, Seattle Labor Temple (1942), 2800 1st Avenue, City Landmark.

Figure 34. Below, Marine Fireman's Union, (1948), 2333 Western Avenue, City Survey Category 3.

Figure 35. Above, International Brotherhood of Electrical Workers Union Local 46 (1948), 2700 1st Avenue, City Landmark.

Figure 36. Below, Sailor's Union of the Pacific (1954), 2502 1st Avenue, City Survey Category 1.

Figure 37. Above left, 9960 California Avenue, Seattle, designed by Thomas Smith, 1952.

Figure 38. Below left King County Tax Assessor's photo, undated, 9960 California Avenue.

Figure 39. Above left, 12311 SE 23rd Avenue, Bellevue, designed by Thomas Smith, 1954.

Figure 40. Below left King County Tax Assessor's photo, 1954, 12311 SE 23rd Avenue, Bellevue.

Figure 41. Above, 157 Roy Street, (1963), Seattle. Designed by Harmon, Pray & Detrich, Modern-style example.

Figure 42. Below, 1945 Yale Place North (1960), Seattle. Designed by A.O. Bumgardner, Modern-style example.

Figure 43. Above, 3670 Woodland Park Avenue North (1963), Seattle. Designed by NBBJ with John Skilling, Structural Engineer, Seattle, Modern-style example.

Figure 44. Right, 3670 Woodland Park Avenue North 1963), Entry Detail.

Figure 45. Above, 2333 3rd Avenue, (1951), Seattle, short term offices of the IOMMP, demolished, a Modern-style example.

Figure 46. Below, 2333 3rd Avenue, (1951), Seattle, demolished.

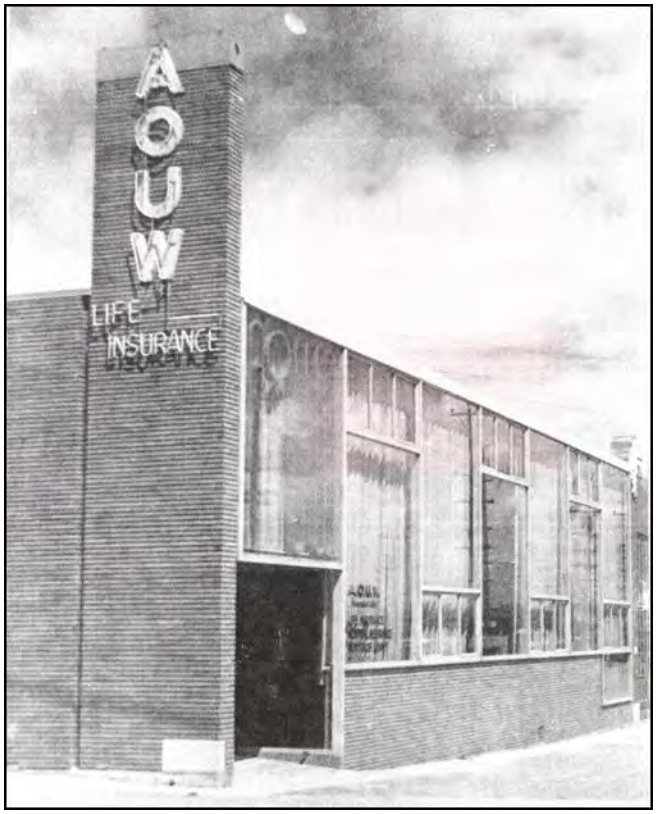


Figure 47. Above, 501 Dexter Avenue, (1952), Seattle, AOUW Building, designed by J. Lister Holmes, a Modern-style example.

Figure 48. Left, 501 Dexter Avenue, (1952), Seattle, AOUW Building, historic image.

Figure 49. Above, 215 8th Avenue, (1952), designed by J. Lister Holmes as his office, a Modern-style example.

Figure 50, Left, 215 8th Avenue (1952), Entry Detail.

The pages that follow contain an existing site plan and select construction drawings.

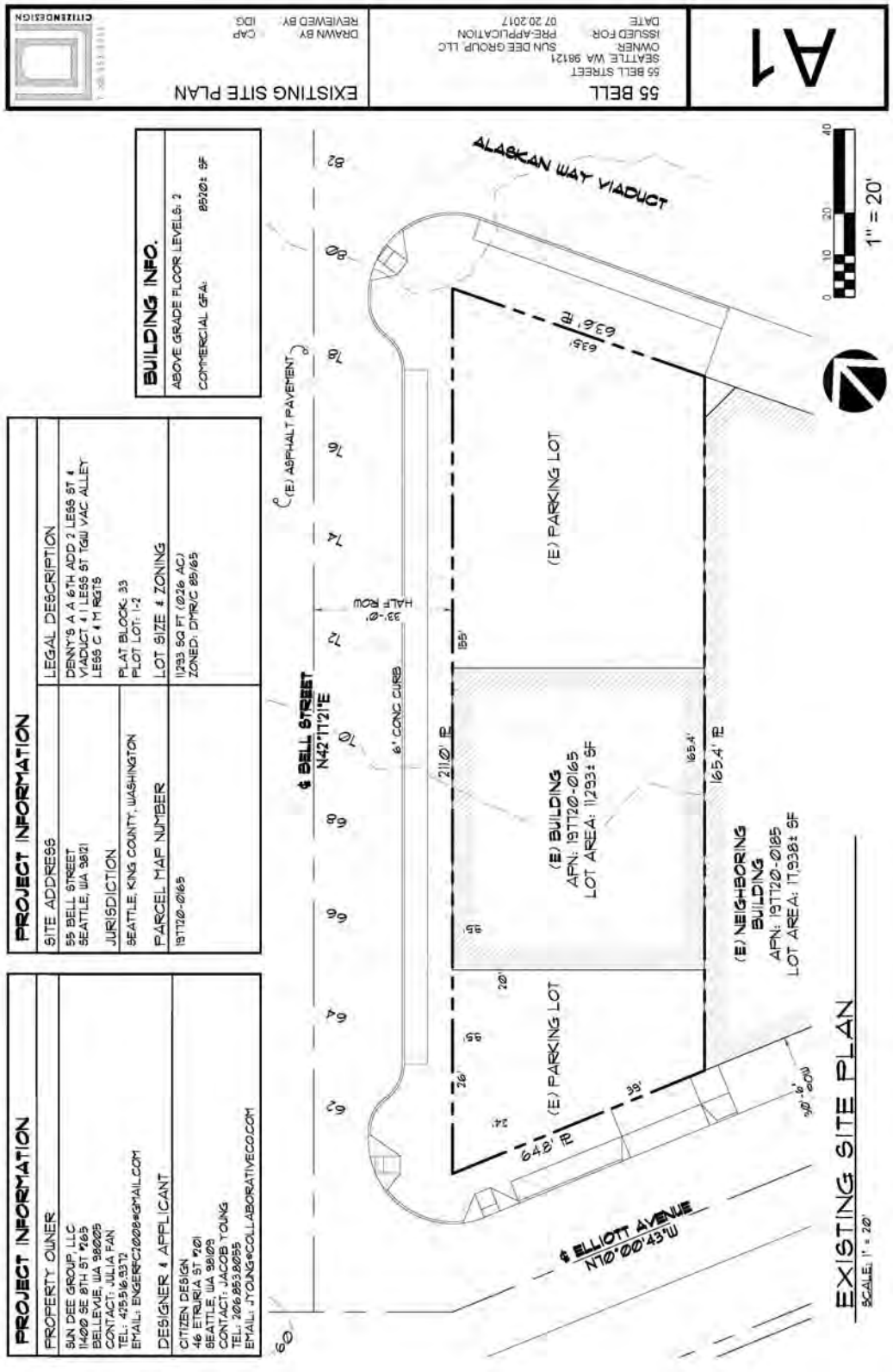
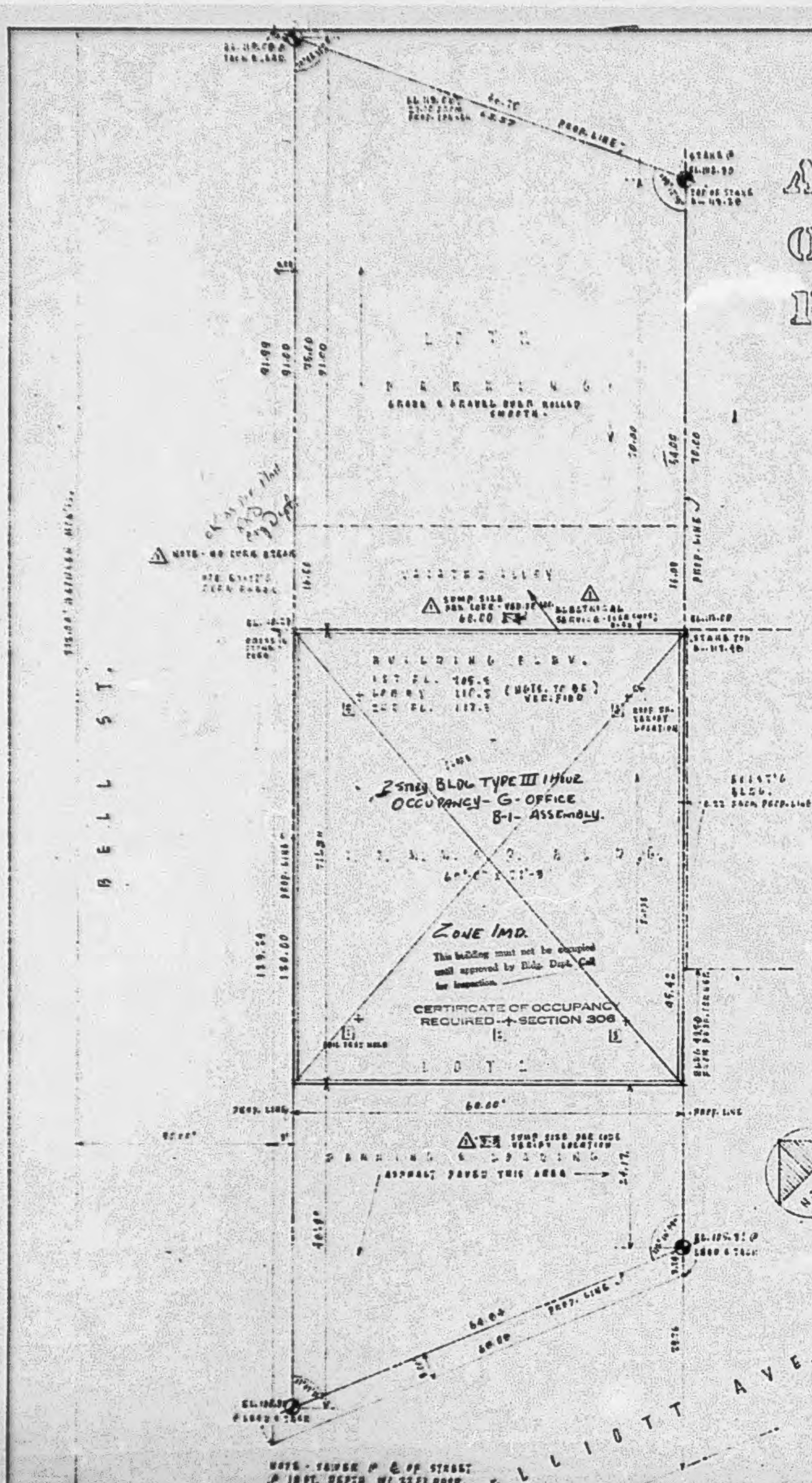


Figure 51. Above, existing site plan, by Citizen Design (June 2, 2017).



A BUILDING FOR INTERNATIONAL ORGANIZATION · MASTERS MATES & PILOTS IN SEATTLE, WASHINGTON

SCHEDULE OF DRAWINGS

SHT.	DESCRIPTION	SHT.	DESCRIPTION
1	PLOT PLAN · SOIL DATA · TITLE SHEET	7	CROSS SECTIONS & INTERIOR DETAILS
2	FOUNDATION PLAN FOOTING DETAILS	8	STAIR SECTIONS & DETAILS
3	FIRST FLOOR PLAN · FRAMING PLANS	9	WALL SECTIONS & STRUCTURAL DET'S
4	SECOND FLOOR PLANS · SCHEDULES	M1	MECHANICAL LAYOUT
5	ELEVATIONS & DETAILS	M2	MECHANICAL LAYOUT
6	ELEVATIONS & DETAILS	E1	ELECTRICAL LAYOUT
		E2	ELECTRICAL LAYOUT

GENERAL & STRUCTURAL NOTES

- CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON JOB. CHECK CONDITIONS ON JOB & REPORT ALL DISCREPANCIES TO ARCHITECT.
- ALL WORK SHALL CONFORM TO THE CITY OF SEATTLE BUILDING, PLUMBING & ELECTRICAL CODES.
- THE GENERAL CONDITIONS OF THE A.I.A. SHALL BE MADE PART OF THESE DRAWINGS & SPECIF'NS.
- ALL STEEL TO BE INTERMEDIATE GRADE TO CONFORM TO A S T M - A - 305. fs = 20,000 PSI.
- ALL CONCRETE TO BE 2500 # f'c
- ALL FOOTINGS MINIMUM 18" BELOW GRADE
- GLU-LAM BEAMS [illegible] ALL MATERIAL PER W.C.L.A. RULES COMBINATION NO. 15 (ARCHITECTURAL GRADE)
- ALLOWABLE SOIL BEARING VALUE : 5000 # P.S.F.
- ROOF DEAD LOAD & LIVE LOAD : 15# P.S.F. & 25# P.S.F. = 40# P.S.F.
- FLOOR " " : 15# P.S.F. & 100# P.S.F. = 115# P.S.F.
- JOISTS & STUD CONSTRUCTION [illegible] f = 1200 PSI
- WIND LOAD VERTICAL PROJECTION 15# P.S.F.
- REINFORCING STEEL COVERAGE :
  FOOTINGS & OTHER REINFORCED CONCRETE BELOW GRADE 3" MIN.
  BEAMS & COLUMNS ABOVE GRADE & WALLS EXPOSED TO WEATHER 1½".
  SLABS ON GRADE 6x6 10/10 WIRE MESH IN CENTER.
- △ GLU-LAM MATERIAL MUST BE OBTAINED FROM AN APPROVED FABRICATOR WHO MUST SUBMIT DETAILS & SPECS. TO SEATTLE BLDG. DEPT. FOR APPROVAL PRIOR TO FABRICATION & NOTIFY BLDG. DEPT. FOR INSPECTION PRIOR ERECT'N.
- △ ALL WELDING BY CITY CERTIFIED WELDERS.
- △ ALL INTERIOR GLU-LAM BMS ARE CONTINUOUS OVER 2 SPANS

FIRE DAMPERS ~~PAPER~~ DUCTS CHAP. 57.
FURRING PER CHAP 42 & INTERIOR FINISH
HEATING TO CONFORM TO CHAP 50-54 & CHAP. 37.

PLOT PLAN

VENTILATION PER CHAP 55
SCALE 1" = 10'

PLOT PLAN AS COMPILED BY WARREN HAYNER & ASSOCIATES
SURVEYORS & ENGINEERS
APRIL 1957

SOIL INVESTIGATION DATA

PROJECT : SE 1942

COMPILED BY [illegible] TESTING LABORATORY APRIL 25, 1957
INSPECTING ENGINEERS & CHEMISTS
2928 THIRD AVENUE SEATTLE, WASHINGTON

1. BORING #1 - LOCATION : [illegible] EAST & [illegible] SOUTH OF N.W. PROPERTY CORNER.
   0-5" - COMPACT FILL CONSISTING OF CRUSHED ROCK, SANDY CLAY & BRICK FRAGMENTS.
   5-14" - SANDY CLAY OF MEDIUM CONSISTENCY - SLIGHTLY DAMP & PLASTIC. SMALL AMOUNTS OF GRAVEL 1" MAX. SIZE. BLUE GRAY CLAY, MED. TO FINE SAND GRAIN.
2. BORING #2 - LOCATION : [illegible] EAST & [illegible] SOUTH OF N.W. PROPERTY CORNER.
   [illegible] - COMPACT FILL CONSISTING OF CRUSHED ROCK, SANDY CLAY, BRICK FRAGMENTS.
   [illegible] - SANDY CLAY OF MEDIUM CONSISTENCY - SLIGHTLY DAMP & PLASTIC: SMALL AMOUNTS OF GRAVEL OF 1" MAXIMUM SIZE. CLAY IS BLUE-GRAY IN COLOR. SAND OF MEDIUM TO FINE GRAIN.
3. BORING #3 - LOCATION : [illegible] EAST & [illegible] SOUTH OF N.W. PROPERTY CORNER.
   [illegible] - COMPACT FILL CONSISTING OF CRUSHED ROCK, SANDY CLAY, BRICK FRAGMENTS.
   [illegible] - SANDY CLAY OF MEDIUM CONSISTENCY - SLIGHTLY DAMP & PLASTIC: SMALL AMOUNTS OF GRAVEL OF 1" MAXIMUM SIZE. CLAY IS BLUE-GRAY IN COLOR. SAND OF MEDIUM TO FINE GRAIN.
4. BORING #4 - LOCATION : [illegible] EAST & [illegible] SOUTH OF N.W. CORNER PROPERTY.
   [illegible] - COMPACT FILL CONSISTING OF CRUSHED ROCK, SANDY CLAY & BRICK FRAG.
   [illegible] - SANDY CLAY OF MEDIUM CONSISTENCY - SLIGHTLY DAMP & PLASTIC: SMALL AMOUNTS OF GRAVEL OF 1" MAXIMUM SIZE. CLAY IS BLUE-GRAY IN COLOR. SAND OF MEDIUM TO FINE GRAIN.
5. BORING #5 - LOCATION : [illegible] EAST & [illegible] SOUTH OF N.W. PROPERTY CORNER.
   [illegible] - COMPACT FILL CONSISTING OF CRUSHED ROCK, SANDY CLAY & BRICK FRAG.
   [illegible] - SANDY CLAY OF MEDIUM CONSISTENCY - SLIGHTLY DAMP & PLASTIC: SMALL AMOUNTS OF GRAVEL OF 1" MAXIMUM SIZE. CLAY IS BLUE-GRAY IN COLOR. SAND OF MEDIUM TO FINE GRAIN.

LEGAL DESCRIPTION

[illegible]

LOT ZONE I-M-D
FIRE ZONE 1

55 Bell St. 14 Jun 57 #456159.

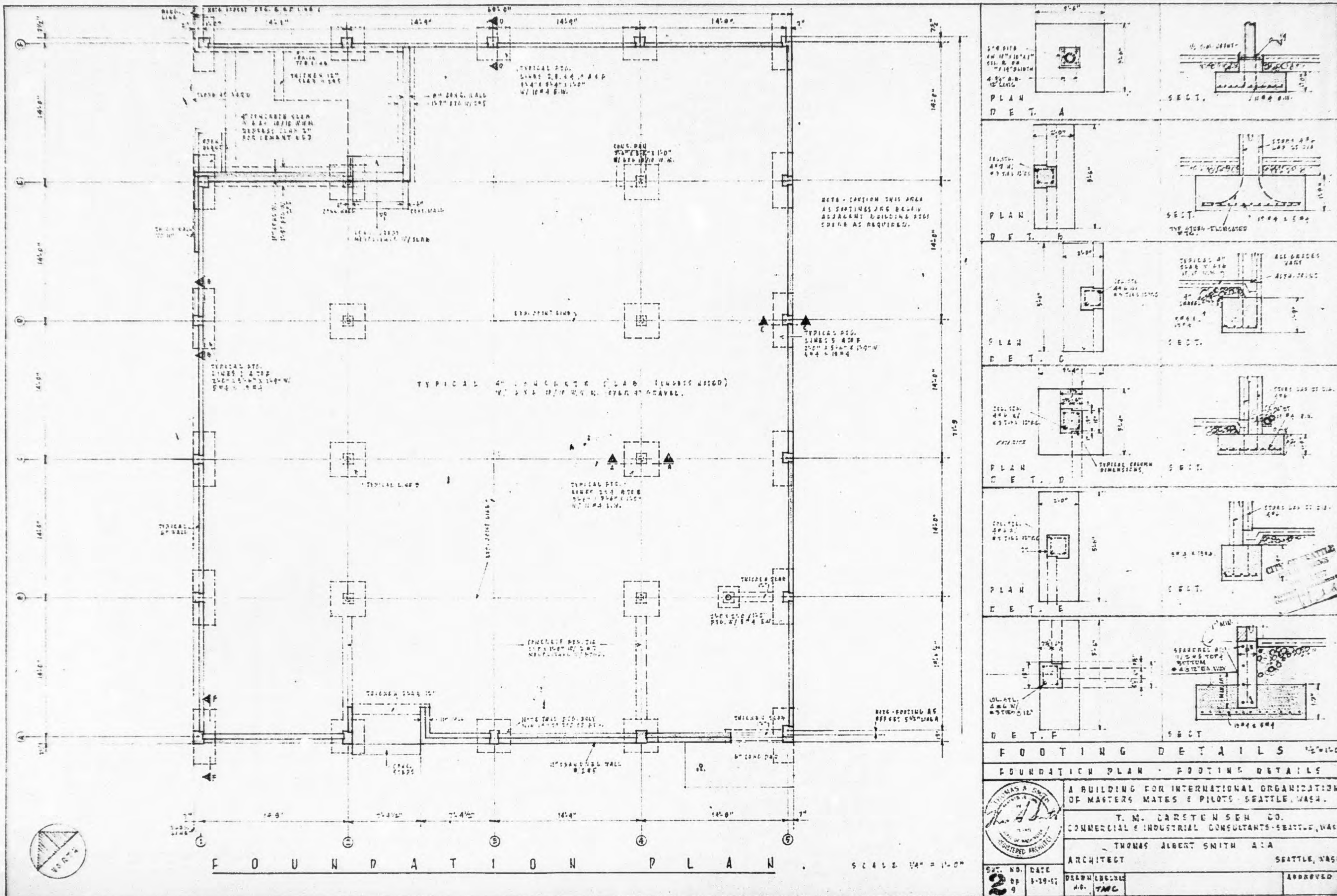
SITE PLAN & SITE DATA

A BUILDING FOR INTERNATIONAL ORGANIZATION OF MASTERS, MATES, & PILOTS · SEATTLE, WASH.

T. M. CARSTENSEN CO.
COMMERCIAL & INDUSTRIAL CONSULTANTS
ALASKA TRADE BLDG. SEATTLE, WN.

THOMAS ALBERT SMITH AIA
ARCHITECT SEATTLE, WN.

SHT. NO	DATE	DRWN. B.O.	CHECKED	REVISIONS (REQ'D BY B.B.C.)	APPROVED BY
1 OF 9	5-24-57			△ 6-12-57	



TYPICAL 4" CONCRETE SLAB
NOTE: CAUTION THIS AREA AS FOOTINGS ARE BELOW ADJACENT BUILDING FTG. SPACE AS REQUIRED.
DET. A
DET. B
DET. C
DET. D
DET. E
DET. F
PLAN
SECT.
FOOTING DETAILS
FOUNDATION PLAN · FOOTING DETAILS
A BUILDING FOR INTERNATIONAL ORGANIZATION OF MASTERS MATES & PILOTS · SEATTLE, WASH.
T. M. CARSTENSEN CO.
COMMERCIAL & INDUSTRIAL CONSULTANTS · SEATTLE, WASH
THOMAS ALBERT SMITH A.I.A
ARCHITECT
SEATTLE, WASH
SHT. NO. 2 OF 9
DATE
DRAWN
CHECKED TMC
APPROVED
REGISTERED ARCHITECT
NORTH
FOUNDATION PLAN

LOBBY

STORAGE

MECHANICAL

WOMEN

MEN

JANIT.

ONE HOUR SOLID WALL & CEILING - SEC. 2005

CLASS C SC. FIRE DOOR

NOTE: ON ALL EXPOSED PIPE COLUMNS (OVER W/ ⚠ METAL LATH & GYPSUM - VERMICULITE PLASTER ¾" (PROVIDE ¼" SPACE BETWEEN PIPE & LATH)

GENERAL OFFICES 'B' OCCUPANCY

PRIVATE OFFICE

CORRIDOR

RECEPTION

ENTRY

HANDRAIL

LANDING 3' BEYOND DOOR SWING.

GARBAGE CAN ENCLOSURE DETAIL

F I R S T F L O O R P L A N

SCALE ¼" = 1'-0"

ROOF FRAMING PLAN

⅛" = 1'-0"

FLOOR FRAMING PLAN

FIRST FLOOR PLAN - FRAMING PLANS

A BUILDING FOR INTERNATIONAL ORGANIZATION OF MASTERS, MATES & PILOTS - SEATTLE, WASH.

T. M. CARSTENSEN CO.
COMMERCIAL & INDUSTRIAL CONSULTANTS SEATTLE, WASH.

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SHT. NO.	DATE	DRAWN	CHECKED	REVISIONS	APPROVED
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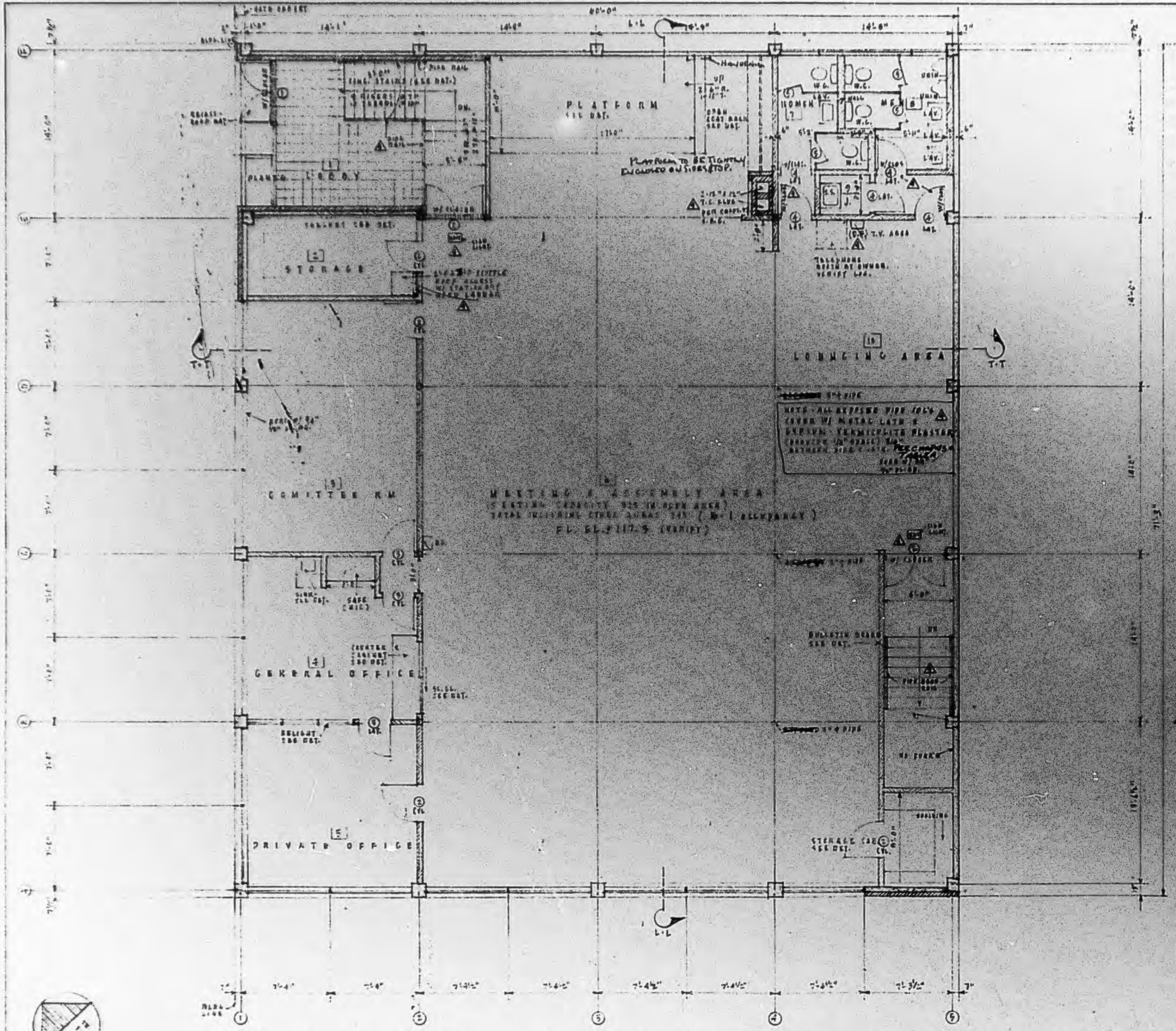


S E C O N D   F L O O R   P L A N

SCALE 1/4" = 1'-0"

R O O M   F I N I S H   S C H E D U L E

MARK	ROOM	FLOOR	BASE	WALLS	CEIL'G	TRIM	REMARKS
	2ND FLOOR						
1	LOBBY	[illegible] TILE	[illegible]	[illegible]	5/8" PL. BD. PAINT	[illegible]	SEE SECTIONS & STAIRS
2	STORAGE	[illegible] TILE	[illegible]	[illegible]	DO	[illegible]	SEE NOTE BELOW ON SPECS & 1/2" PL. BD.
3	COMMITTEE ROOM	DO	DO	DO	5/8" PL. BD. AC	DO	
4	GENERAL OFFICE	DO	DO	DO	DO DO	DO	
5	PRIVATE OFFICE	DO	DO	DO	DO DO	DO	
6	MEETING AREA	DO	DO	DO	DO DO	DO	
7	WOMEN'S	VINYL TILE	DO	DO	5/8" PL. BD. PAINT	DO	WAINSCOT PER DETAIL
8	MEN'S	DO	DO	DO	DO	DO	DO
9	JANITOR	DO	DO	DO	DO	DO	
10	LOUNGE	[illegible] TILE	DO	DO	5/8" PL. BD. [illegible] TILE NC	DO	
	1ST FLOOR						
11	PRIVATE OFFICES	[illegible] TILE	[illegible]	[illegible]	5/8" [illegible]	[illegible]	
12	[illegible]	DO	DO	DO	DO	DO	
13	GENERAL OFFICE	DO	DO	DO	DO	DO	
14	STORAGE	DO	DO	DO	DO	DO	
15	MECHAN.	[illegible]	[illegible]	DO	DO	[illegible]	
16	WOMEN	VINYL TILE	[illegible]	DO	DO	[illegible]	[illegible] PER PLAN'S
17	MEN	DO	DO	DO	DO	DO	DO
18	JANITOR	[illegible]	DO	DO	DO	DO	
19	ENTRY STAIRS	[illegible]	DO	DO	DO	DO	CARPET TREADS & RISERS FULL WIDTH - SEE DET.

NOTE - ALL DRY WALL SHALL BE GYPSUM SHEET ROCK OR EQUAL - [illegible] & NAIL [illegible], TAPE & SPACKLE & METAL CORNER BEADS AS REQUIRED. ALL INTERIOR PARTITIONS & CEILINGS ARE 5/8" PL. BD. UL APPROVED. ALL EXTERIOR WALLS WITH 3/4" FURRING AS SHOWN ARE 1/2" PL. BD.

D O O R   S C H E D U L E

MARK	SIZE - TYPE	MATERIAL	FIN.	GLASS	REMARKS
1	[illegible] ENTRANCE (PAIR)	STEEL ALUM. [illegible]	PAINT	PLATE	[illegible]
2	[illegible]	[illegible]	[illegible]	[illegible]	
3	[illegible]	DO	DO	DO	
4	[illegible]			DO	
5	[illegible]	[illegible]	PAINT	[illegible]	[illegible]
6	[illegible] ENTRANCE	STEEL	[illegible]	PLATE	[illegible]
7	[illegible]	[illegible]	DO	[illegible]	CLASS "C" [illegible]

NOTE - CLOSERS AS SHOWN. [illegible] HARDWARE W/ DOORS (1) & (2) & (6) [illegible]. ALL [illegible] DOORS & REST ROOM DOORS W/ PUSH PLATES & KICK PLATES. LOCKS OR LATCHES AS SHOWN. [illegible]

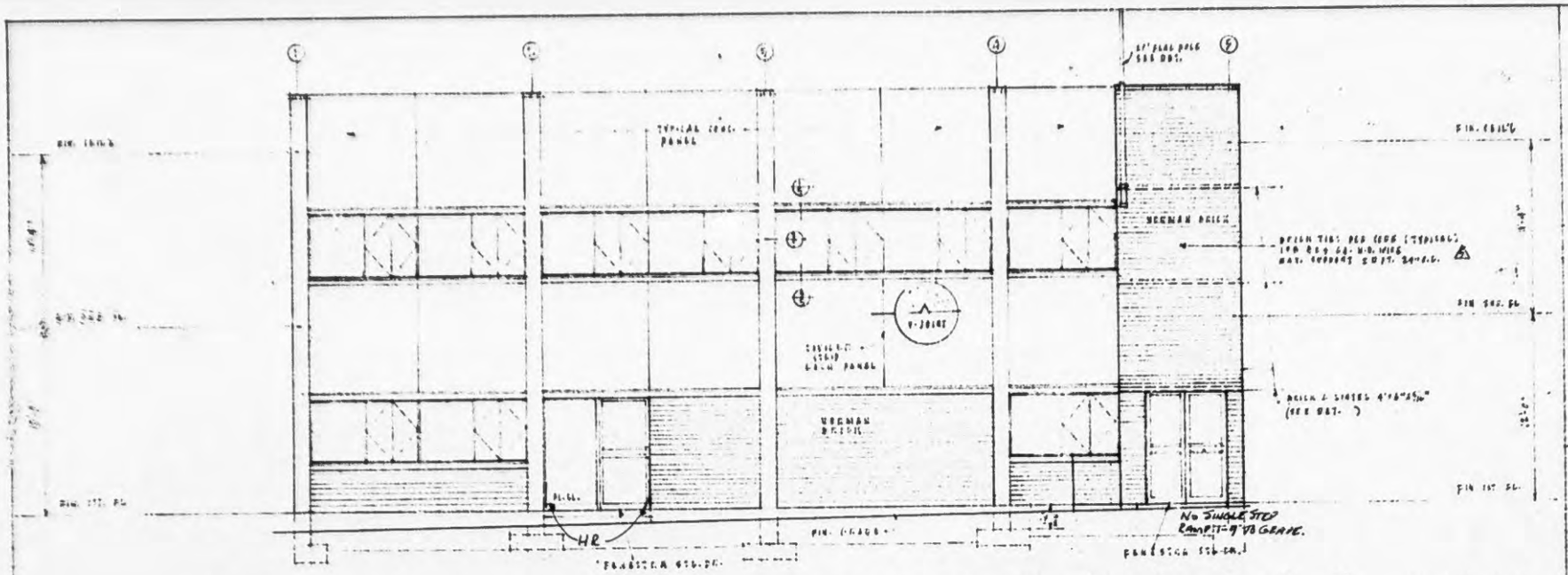
SECOND FLOOR PLAN & SCHEDULES

A BUILDING FOR INTERNATIONAL ORGANIZATION OF MASTERS, MATES & PILOTS - SEATTLE, WASH.

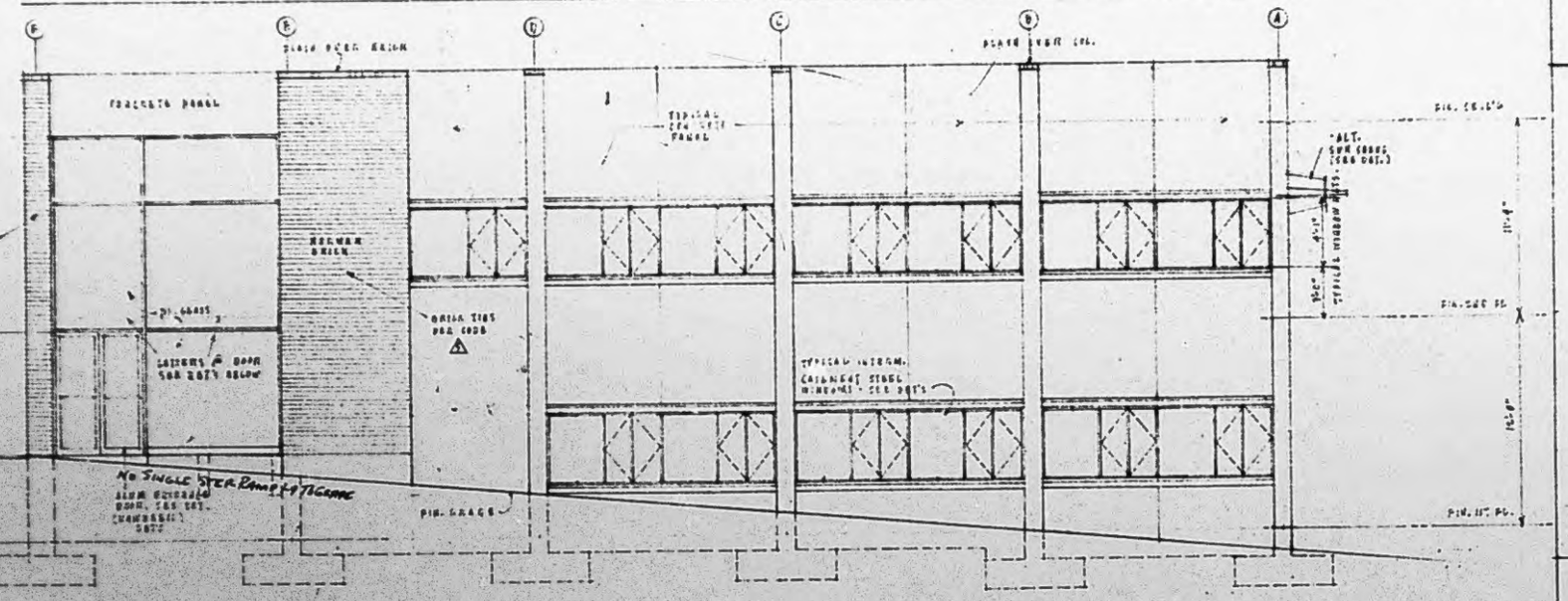
T. M. CARSTENSEN CO.
COMMERCIAL & INDUSTRIAL CONSULTANTS - SEATTLE, WN.

THOMAS ALBERT SMITH . AIA
ARCHITECT — SEATTLE, WN.

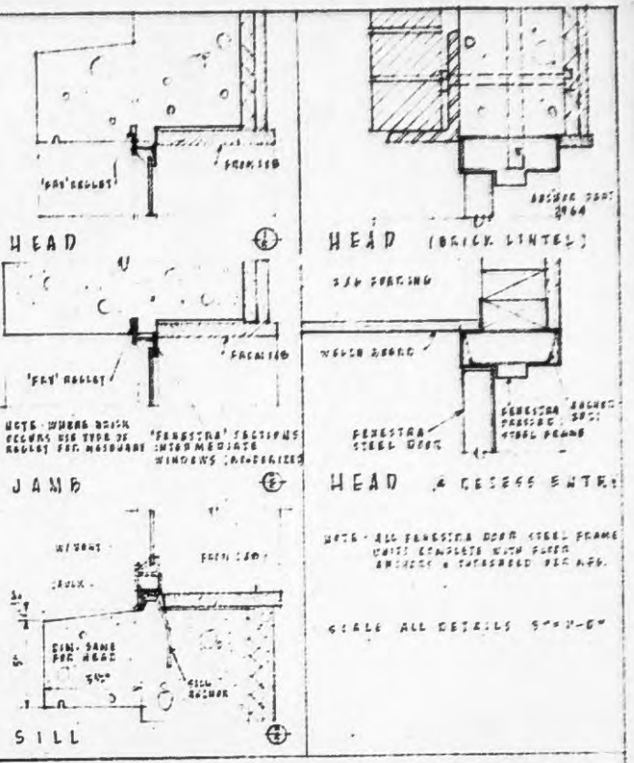
SHT. NO.	DATE	DRAWN	CHECKED	REVISIONS (REQ'D BY [illegible])	APPROVED
4 OF 9	5-24-17	HD.	T.A.S.	⚠ 6-12-57	

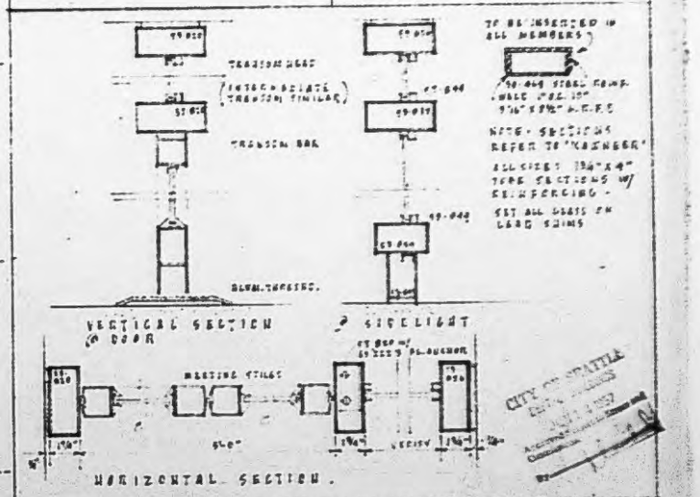


SOUTHWEST ELEVATION SCALE 1/4"=1'-0"



NORTHWEST ELEVATION SCALE 1/4"=1'-0"





DOOR & WINDOW DETAILS SCALE ALL 3"=1'-0"

4" TYPE

55 BELL

· ENTRY DOORS ·

100MMP

WEST COAST 90

8" TYPE

4" TYPE

DETAILS · LETTERS @ ENTRY
SCALE 1"=1'-0"

NOTE · ALL LETTERS RIBBON-FLAT TYPE ALUMINUM TO BE APPROVED BY ARCHITECT. RAISE LETTER ON BRACKETS BY LETTER MFG.

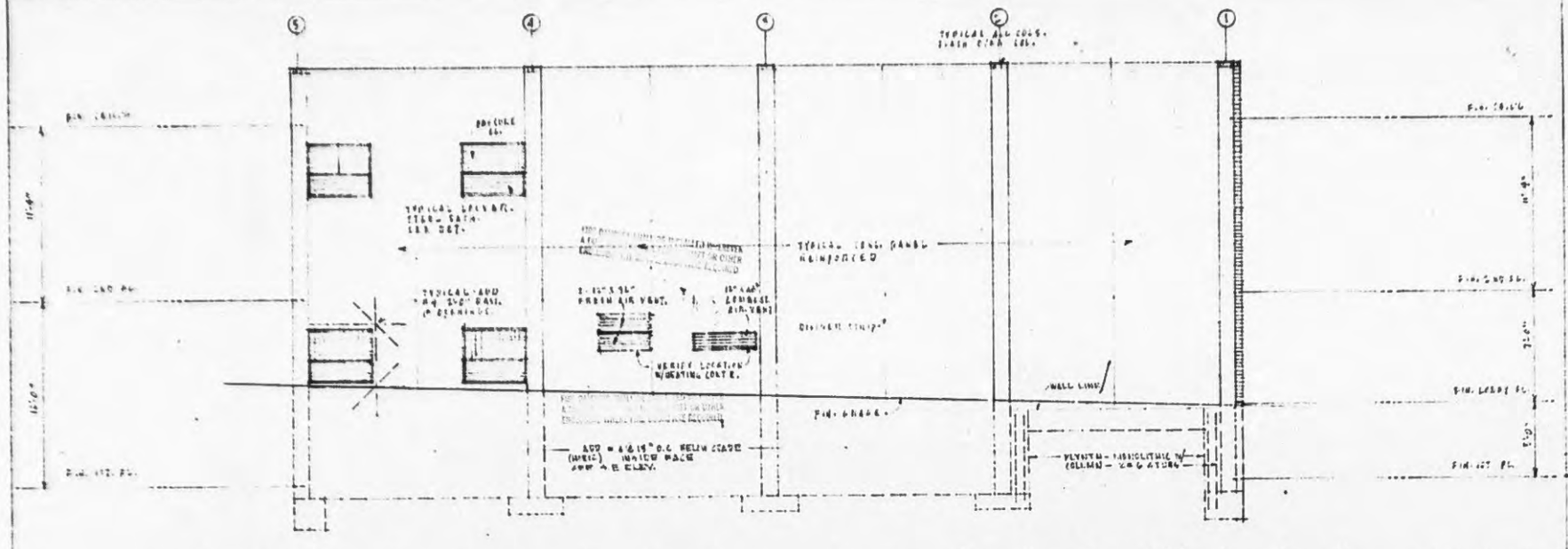
· ALTERNATE · PAINT LETTERS AS SHOWN.

A BUILDING FOR INTERNATIONAL ORGANIZATION OF MASTERS, MATES & PILOTS · SEATTLE, WASH.

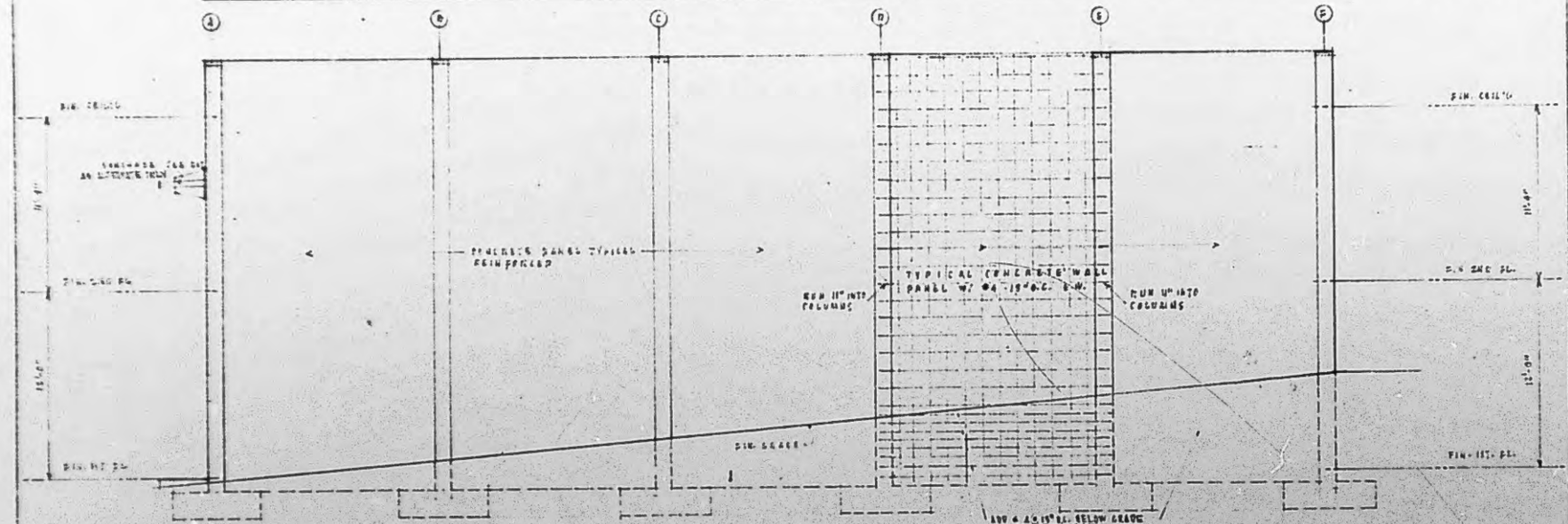
T. M. CARSTENSEN CO.
COMMERCIAL & INDUSTRIAL CONSULTANTS · SEATTLE, WASH

THOMAS ALBERT SMITH AIA
ARCHITECT
SEATTLE, WASH

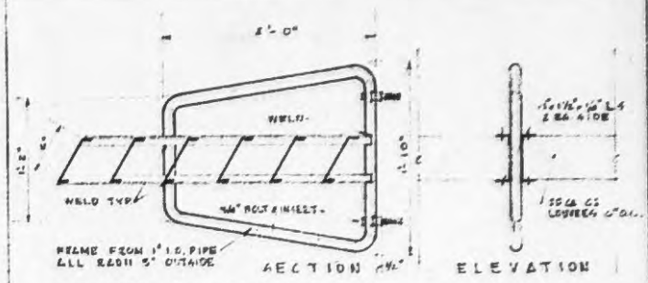
SHT. NO.	DATE	DRAWN	CHECKED	REVISIONS	APPROVED
5 OF 9	6-29-57		TMC	6-11-57	



NORTHEAST ELEVATION SCALE 1/4"=1'-0"

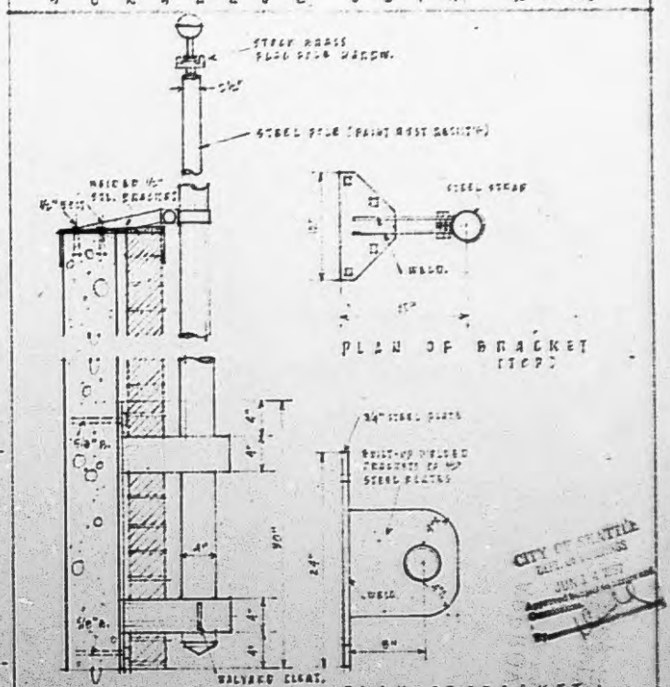


SOUTHEAST ELEVATION SCALE 1/4"=1'-0"



NOTE: AWNINGS CALCULATED AS ALTERNATE ONLY

AWNING DETAIL 1½" = 1'-0"



FLAG POLE DET'S

SCALE 1/2" = 1'-0"

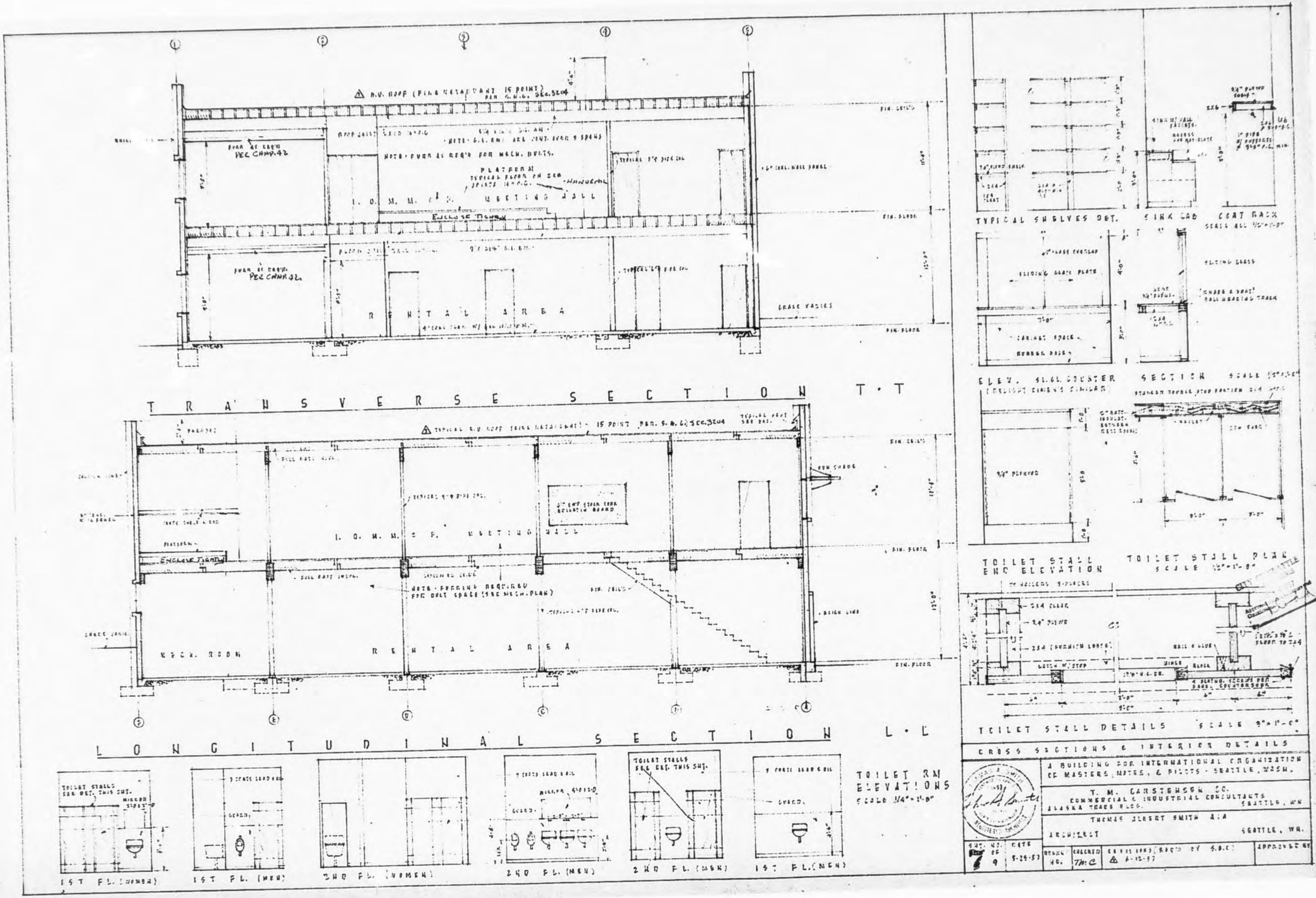
ELEVATIONS & DETAILS

A BUILDING FOR INTERNATIONAL ORGANIZATION OF MASTERS, MATES & PILOTS - SEATTLE, WASH.

T. M. SORSTENSEN CO.
COMMERCIAL & INDUSTRIAL CONSULTANTS - SEATTLE, WASH.

THOMAS ALBERT SMITH A.I.A.
ARCHITECT
SEATTLE, WASH.

SHT. NO. OF 9	DATE 5-29-57	DRAWN MD	CHECKED TAS		APPROVED


TRANSVERSE SECTION T·T
LONGITUDINAL SECTION L·L
I. O. M. M. & P. MEETING HALL
RENTAL AREA
MECH. ROOM
TYPICAL SHELVES DET.
SINK CAB
COAT RACK
ELEV. SLGL COUNTER
SECTION
TOILET STALL END ELEVATION
TOILET STALL PLAN
TOILET STALL DETAILS
SCALE 3"=1'-0"
TOILET RM ELEVATIONS
SCALE 1/4"=1'-0"
1ST FL. (WOMEN)
1ST FL. (MEN)
2ND FL. (WOMEN)
2ND FL. (MEN)
2ND FL. (MEN)
1ST FL. (MEN)
CROSS SECTIONS & INTERIOR DETAILS
A BUILDING FOR INTERNATIONAL ORGANIZATION OF MASTERS, MATES, & PILOTS · SEATTLE, WASH.
T. M. CARSTENSEN CO.
COMMERCIAL & INDUSTRIAL CONSULTANTS
ALASKA TRADE BLDG.
SEATTLE, WN
THOMAS ALBERT SMITH A.I.A
ARCHITECT
SEATTLE, WN.
SHT. NO. 7 OF 9
DATE 5-29-57
DRAWN NO.
CHECKED TMC
REVISIONS (REQ'D BY S.B.C.)
APPROVED BY

PARAPET WALL DET.

PIPE COL. SUP. DET. 1½" = 1'-0"

DET. 1½" = 1'-0"

SECTION

SECTION SCALE 1/2" = 1'-0"

DET. BRICK SUPPORT 1½" = 1'-0"

SECTION 1/2" = 1'-0"

STAIR DET. 1½" = 1'-0"

SEE ATTACHED REVISED STAIR DETAILS

CUT HANDRAIL CONNECTION DET. SCALE 3"=1'-0"

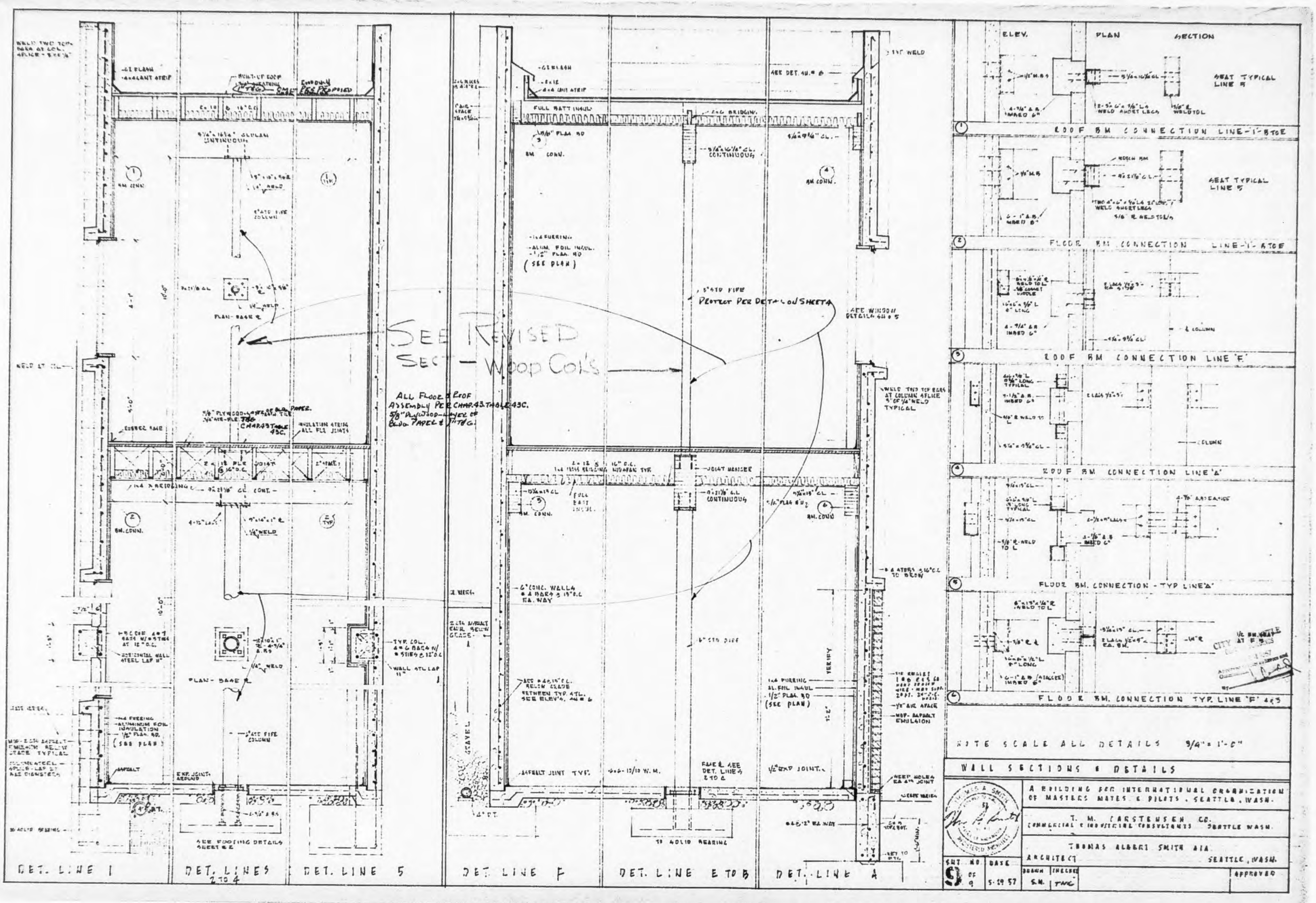
TYPICAL TEMPERATURE STL. #5 12"O.C.

CONC. STAIR SECTIONS 1/2" = 1'-0"

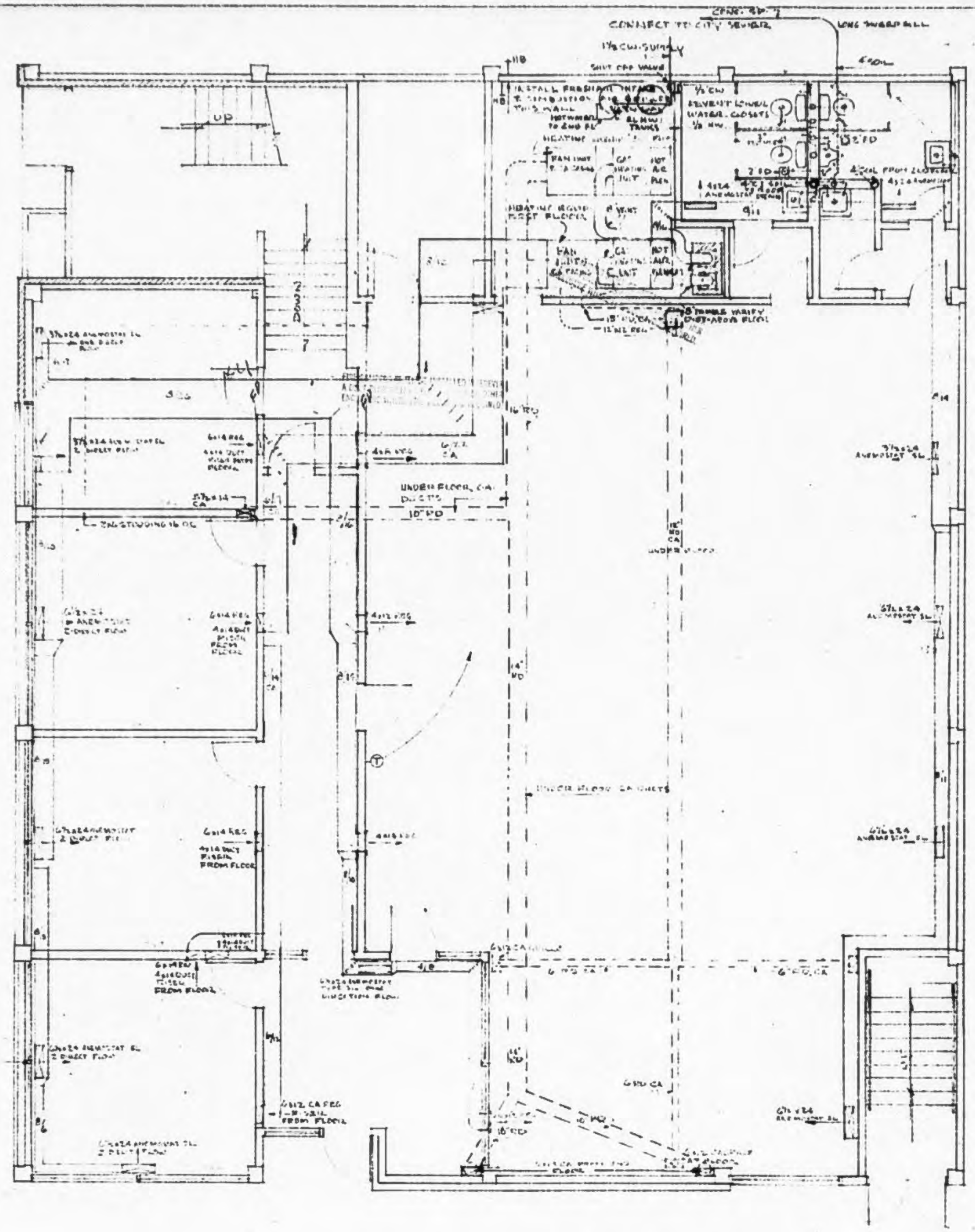
INTERMEDIATE FLANGE 3"=1'-0"

END FLANGE

STAIRS SECTION & WALL SECTION DET'S	
A BUILDING FOR INTERNATIONAL ORGANIZATION OF MASTERS MATES & PILOTS · SEATTLE, WASH.	
T. N. CARSTENSEN CO. COMMERCIAL & INDUSTRIAL CONSULTANTS	
THOMAS ALBERT SMITH AIA ARCHITECT	SEATTLE, WASH.
SHT. NO. 9 OF	DATE 5-29-52
DRAWN RS	CHECKED TMC.
	APPROVED ·



ELEV.
PLAN
SECTION
SEAT TYPICAL LINE 5
ROOF BM CONNECTION LINE-1-5 TOE
FLOOR BM CONNECTION LINE-1-5 TOE
ROOF BM CONNECTION LINE 'F'
ROOF BM CONNECTION LINE 'A'
FLOOR BM. CONNECTION - TYP LINE 'A'
FLOOR BM. CONNECTION TYP. LINE 'F' 4&5
SEE REVISED SECT - WOOD COL'S
ALL FLOOR & ROOF ASSEMBLY PER CHAP. 43 TABLE 43C. 5/8" PLYWOOD-LAYER OF BLDG. PAPER & 1" T&G.
PROTECT PER DETAIL ON SHEET 4
(SEE PLAN)
NOTE SCALE ALL DETAILS 3/4" = 1'-0"
WALL SECTIONS & DETAILS
A BUILDING FOR INTERNATIONAL ORGANIZATION OF MASTERS MATES & PILOTS, SEATTLE, WASH.
T. M. CARSTENSEN CO.
COMMERCIAL & INDUSTRIAL CONSULTANTS SEATTLE WASH.
THOMAS ALBERT SMITH AIA
ARCHITECT SEATTLE, WASH.
SHT. NO. 9 OF 9
DATE 5-29-57
DRAWN S.M.
CHECKED TWC
APPROVED
DET. LINE 1
DET. LINES 2 TO 4
DET. LINE 5
DET. LINE F
DET. LINE E TO B
DET. LINE A



FIRST FLOOR PLAN

SCALE 1/4"=1'0"

SPECIFICATIONS

HEATING NOTES

ITEM	MANUFACTURER & MODEL OR EQUAL	DESCRIPTION
HEATING GENERATOR	PAYNE MODEL ADF DUCT FURNACE ONE EACH FLOOR. FURNISH ORIFICE SIZE FOR NATURAL GAS	SIZE 280 BTU OUTPUT 224000 FUEL - NATURAL GAS AGA APPROVED. FIRST FLOOR AIR THRUPUT REQ. 3000 CFM SECOND FLOOR AIR THRUPUT REQ. 3000 CFM TEMPERATURE REQUIREMENT 70° INSIDE WITH 0° OUTSIDE.
FAN EQUIPMENT	LAU OR EQUAL	SIZE TO BE DETERMINED BY HEATING CONTRACTOR - TO BE OF SUFFICIENT SIZE TO PRODUCE APPROX 1000 FPM VELOCITY AND OVERCOME STATIC PRESSURE DROP IN SYSTEM AS LAID OUT ON PLANS
COLD AIR	PROVIDE COLD AIR INTAKE THRU EXTERIOR WALL OF FURNACE ROOM FOR 25% OF COLD AIR REQUIREMENTS OF SYSTEM. INSTALL DUCT FROM EACH INTAKE GRILLE TO COLD AIR PLENUM OF EACH FURNACE. LOCATE GRILLES THRU EXTERIOR WALL & FURNISH GRILLES OF PROPER SIZE.	
FILTERS	INSTALL AIR FILTERS SPUN GLASS TYPE AT COLD AIR RETURN PLENUMS.	
CONTROLS	MINN-HONEYWELL T 86A THERMOSTAT	INSTALL WHERE SHOWN 4'-6" INSTALL SUMMER SWITCH
DUCTWORK (OVERHEAD)	GALV. SM 26GA 12" & LESS 24GA OVER 12"	CROSS BREAK ALL DUCT PANELS. HANGERS TO BE SPACED 8'-0" OR LESS. ALL BAND TIES, DUCT FASTENING & HANGING, VERTICAL DUCTS ACCORDING TO ACCEPTABLE TRADE PRACTICE. USE ACCEPTABLE DUCT TURNING VANES IN ALL 90° ELLS. RADIUS OF SWEEP ELLS IN CONFORMANCE WITH ASHAE STANDARDS. USE APPROVED AIR EXTRACTORS WHERE REQUIRED.
DUCTWORK (UNDERFLOOR)	SONOAIRDUCT OR CEM. AB PIPE. DUCTS TO BE COMPLETELY WATERTIGHT.	
DAMPERS	INSTALL VOLUME OR SPLITTER DAMPERS AT ALL BRANCHES IN DUCTWORK. DAMPERS TO BE CONSTRUCTED TO ELIMINATE RATTLE OR FLUTTER. PROVIDE FIRE DAMPERS [illegible] INSTALL DAMPERS IN EACH DUCT OPENING GOING THRU FURNACE ROOM WALLS AND ON FRESH AIR INLETS WHERE REQUIRED. ETC.	
REGISTERS	WATERLOO REGISTER CO INC. RETAIN GRILLES ANEMOSTAT CORP AIR DIFFUSERS	WALL SUPPLY REGISTERS WITH DAMPERS & RETURN AIR GRILLES & REGISTERS. ALL CEILING DIFFUSERS
BALANCING	BALANCE ENTIRE SYSTEM AT REGISTERS & DUCT DAMPERS FOR PROPER AMOUNT HOT AIR SUPPLY TO EACH ZONE. SET BLADES OF DIFFUSERS & GRILLES TO DIRECT AIR IN THE ROOMS AS NECESSARY TO AVOID DRAFTS & TO PROVIDE EVEN TEMPERATURES. ADJUST FAN SPEED NECESSARY TO DELIVER TOTAL AIR QUANTITIES AS REQUIRED TO MAINTAIN PROPER TEMPERATURES.	
SHOP DRAWINGS	FURNISH SHOP DRAWINGS AS NECESSARY FOR COMPLETE INSTALLATION OF BOTH HEATING PLANTS. HAVE SHOP DRAWINGS APPROVED BY ARCHITECT & BLDG DEPT.	
GUARANTEE	THE HEATING CONTRACTOR UNDERTAKING THIS WORK SHALL GUARANTEE TO THE OWNER SATISFACTORY HEAT DISTRIBUTION & TEMPERATURE MAINTAINANCE. SHOULD CHANGES IN THE SYSTEM BE NECESSARY TO ACCOMPLISH THESE RESULTS THE HEATING CONTRACTOR SHALL SHOW SUCH CHANGES IN SHOP DRAWINGS.	

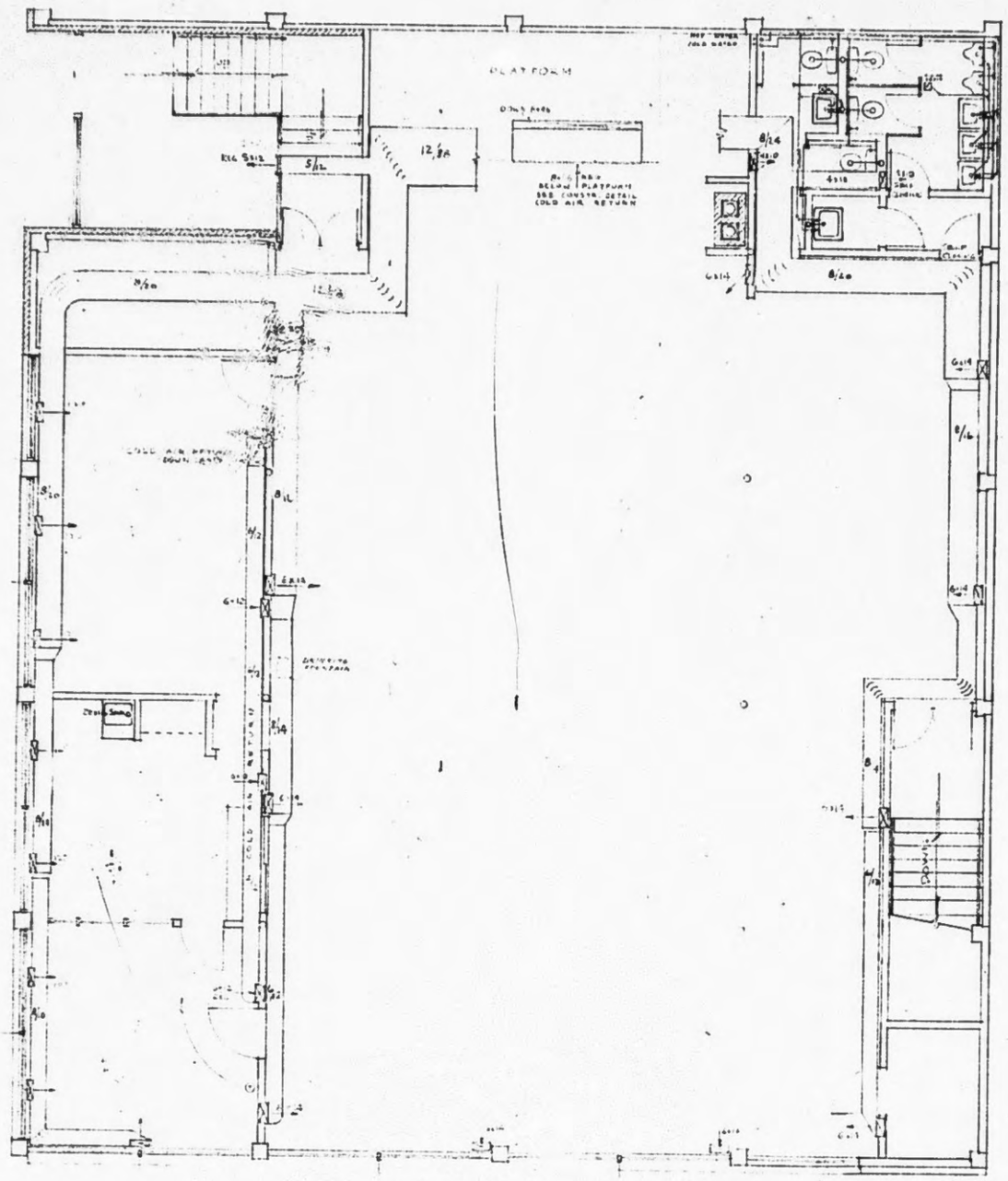
MECHANICAL LAYOUT

A BUILDING FOR INTERNATIONAL ORGANIZATION OF MASTERS, MATES & PILOTS, SEATTLE, WASH.

T. M. CARSTENSEN CO.
COMMERCIAL & INDUSTRIAL CONSULTANTS - SEATTLE, WN.

THOMAS ALBERT SMITH A.I.A.
ARCHITECT SEATTLE, WN.

SHT. NO	DATE	DRAWN	CHECKED	APPROVED
M1 OF 2	5-29-47	[illegible]	TMC	



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

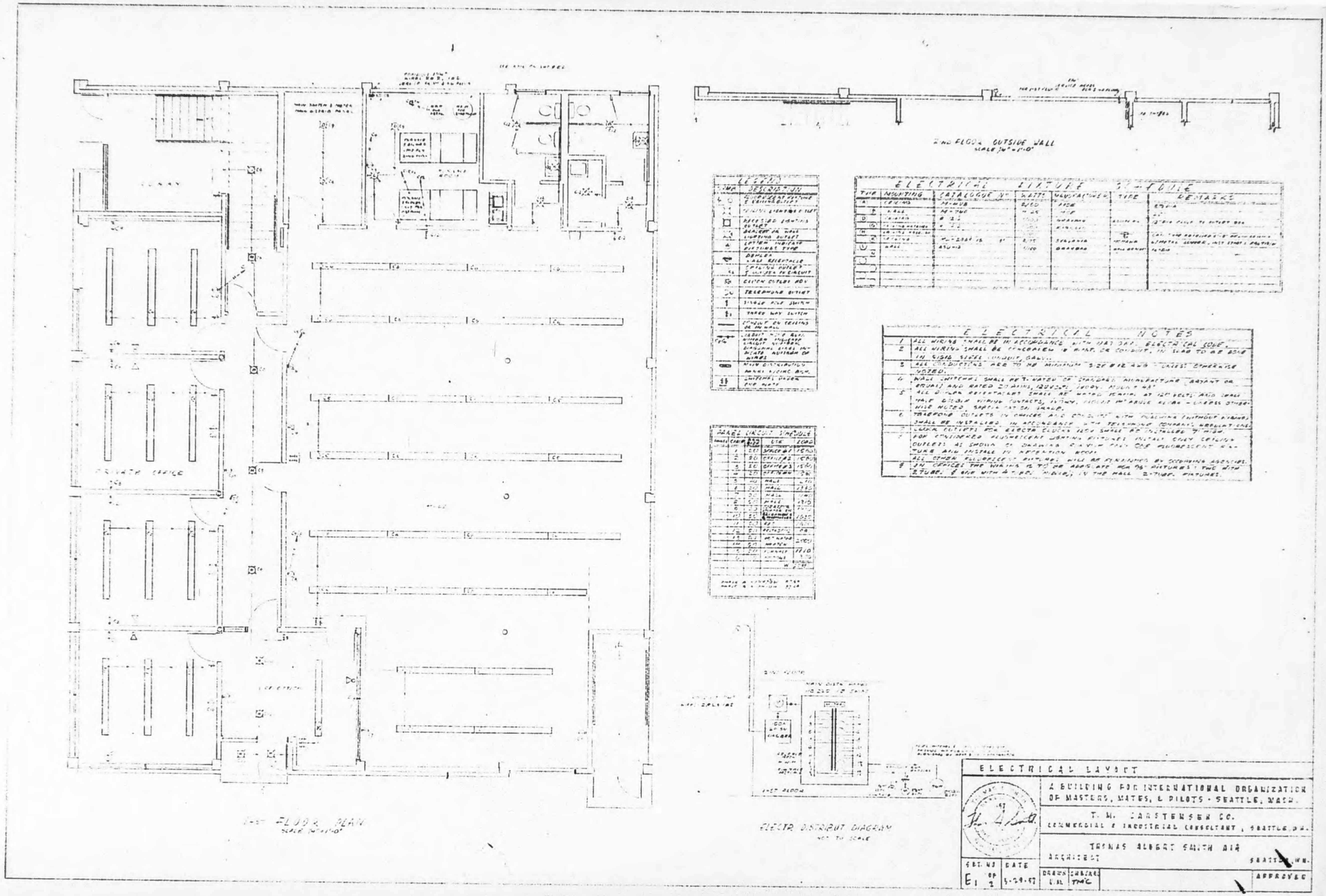
MECHANICAL LAYOUT

A BUILDING FOR INTERNATIONAL ORGANIZATION
OF MASTERS, MATES & PILOTS, SEATTLE, WASH.

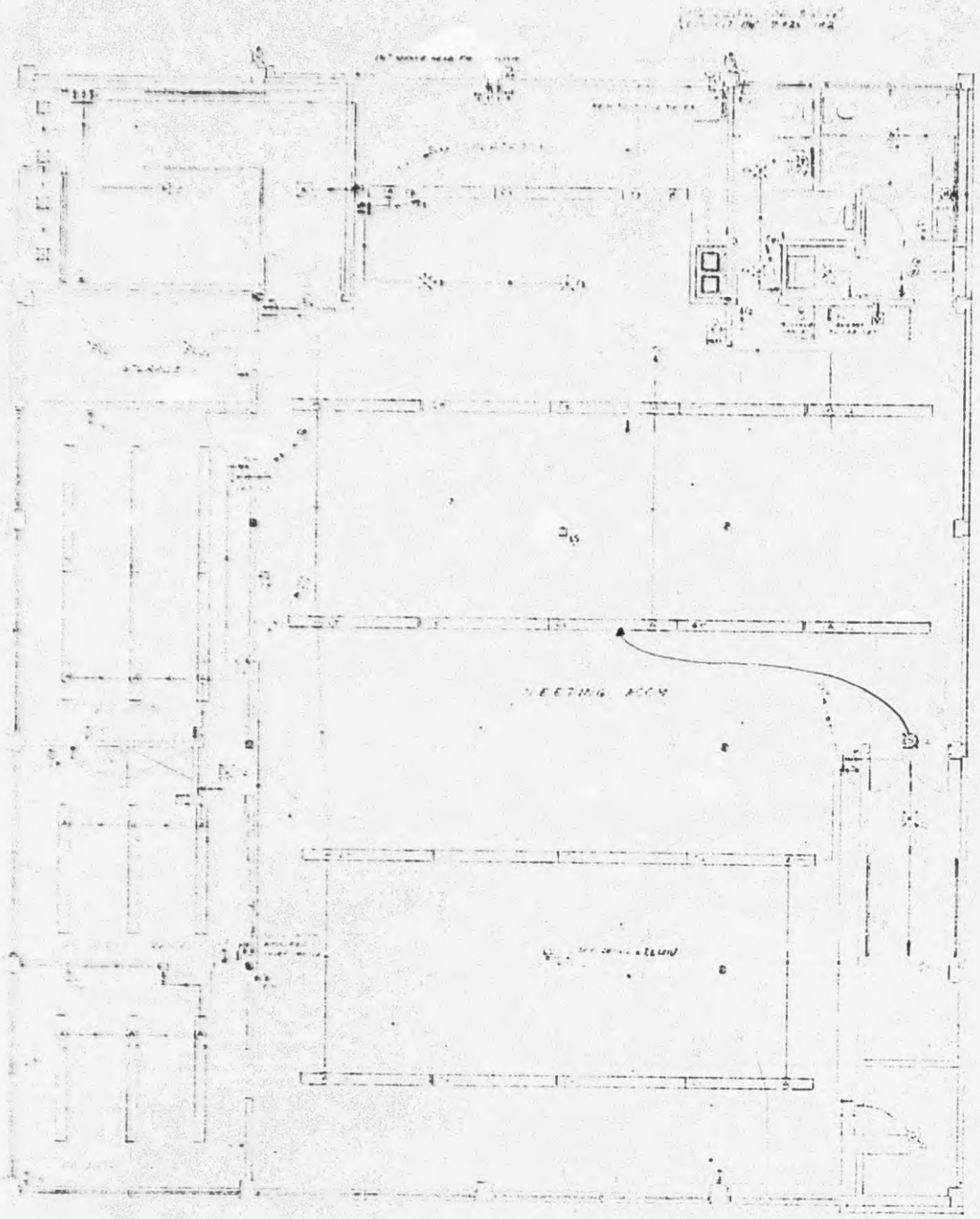
T. M. CARSTENSEN CO.
COMMERCIAL & INDUSTRIAL CONSULTANTS. SEATTLE, WN

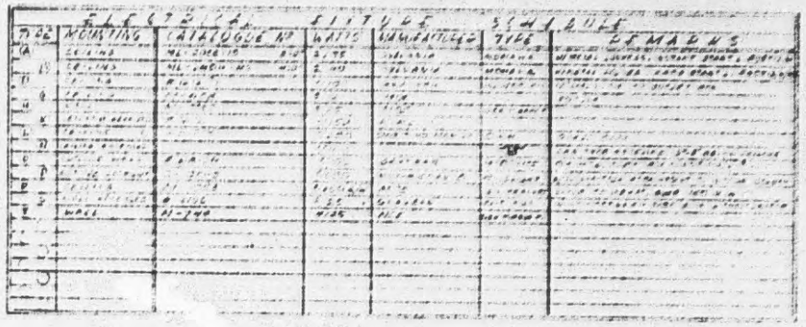
THOMAS ALBERT SMITH A.I.A.
ARCHITECT SEATTLE, WN

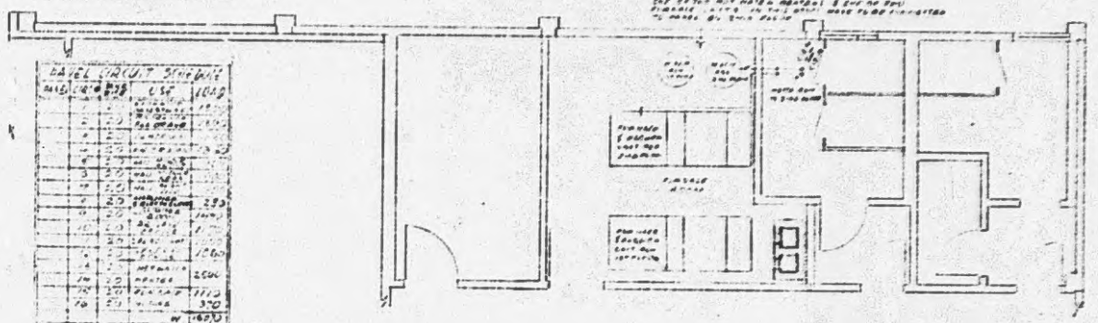
SHT. NO.	DATE	DRAWN	CHECK'D
M2 OF 2	6-29-57	C.HG	TMC

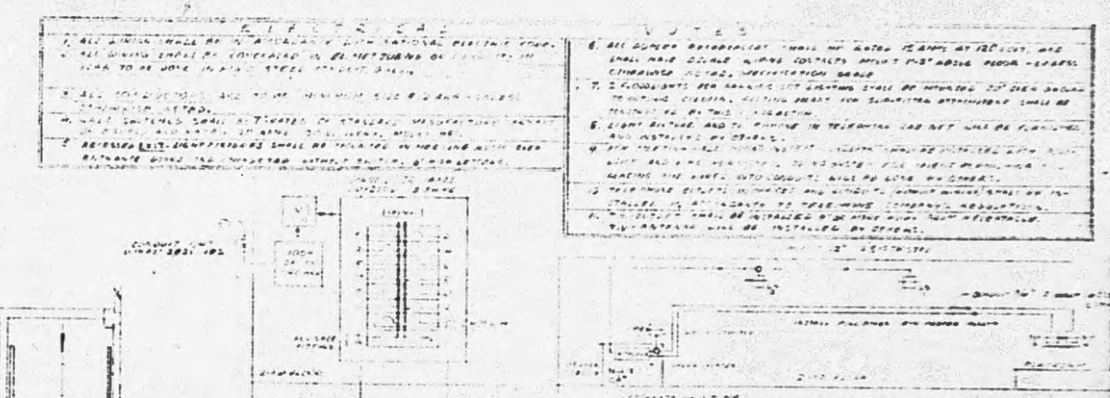


2ND FLOOR OUTSIDE WALL
LEGEND
ELECTRICAL FIXTURE SCHEDULE
ELECTRICAL NOTES
1 ALL WIRING SHALL BE IN ACCORDANCE WITH NAT'L. ELECTRICAL CODE.
IN RIGID STEEL CONDUIT, GALV.
NOTED.
ALL OTHER FLUORESCENT FIXTURES WILL BE FURNISHED BY OCCUPYING AGENCIES.
PANEL CIRCUIT SCHEDULE
PRIVATE OFFICE
1ST FLOOR PLAN
ELECTR. DISTRIBUT. DIAGRAM
NOT TO SCALE
ELECTRICAL LAYOUT
A BUILDING FOR INTERNATIONAL ORGANIZATION OF MASTERS, MATES, & PILOTS · SEATTLE, WASH.
T. M. CARSTENSEN CO.
COMMERCIAL & INDUSTRIAL CONSULTANT, SEATTLE, WN.
THOMAS ALBERT SMITH AIA
ARCHITECT
SEATTLE, WN.
SET. NO
E1 OF 2
DATE
5-29-57
DRAWN
CHECKED
TMC
APPROVED









ELECTRICAL LAYOUT

A BUILDING FOR INTERNATIONAL ORGANIZATION OF MASTERS, MATES, & PILOTS · SEATTLE, WASH.

T. M. CARSTENSEN CO.
COMMERCIAL & INDUSTRIAL CONSULTANTS · SEATTLE, WN

THOMAS LEROY SMITH AIA
ARCHITECT
SEATTLE, WN

SHT. NO	DATE	DRAWN	CHECKED	APPROVED
E2 OF 2	6-29-67	N.M.	TMC	

TIMBER STRUCTURES, INCORPORATED

Job Name Master, Mates & Pilots Bldg. File # K-6756

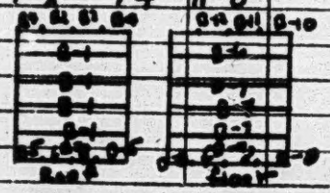
Address Elliot Ave & Bell St. Seattle Job #

Contractor C. P. Const. Sheet 1 of 1

Architect Tom Smith Date 7-30-57

Permit # 456159 By RLB

Item #	Quantity	Dimension	Net Length	Cor Length	Member Mark	Thickness of Lams	Number of Lams	Comb #
1	4	5¼ X 16⅜	57'-1"		D-1	1⅜	10	13
2	2	3¼ X 9⅜	14'-8⅜"		B-2	"	6	"
3	2	" "	13'-5"		B-3	"	6	"
4	2	" "	14'-8"		B-4	"	6	"
5	2	" "	13'-5"		B-5	"	6	"
6	1	9 X 21	43'-0"		B-6	"	13	"
7	3	" "	54'-7"		B-7	"	13	"
8	2	5¼ X 12⅜	13'-5"		B-8	"	8	"
9	2	" "	13'-5"		B-9	"	8	"
10	1	" "	14'-8"		B-10	"	8	"
11	1	" "	14'-8⅜"		B-11	"	8	"
12	1	" "	10'-10"		B-12	"	8	"
13	8	7 X 7¼	11'-0"		C-1	1⅜ & ¾	4-1⅜ 1-¾	"
14	8	9 X 7¼	11'-0"		C-2	" "	4-1⅜ 1-¾	"



Slope of Grain: Top & bottom 10% 1/14 Best Pur Grade

Moisture Content: 7-16%

Glue: Casein

Scarf: 1/10 all lams - No butt Joints

Straight: Yes

Cambered: None

Fabrication: SQ end Trim only

Appearance Grade: Archt.

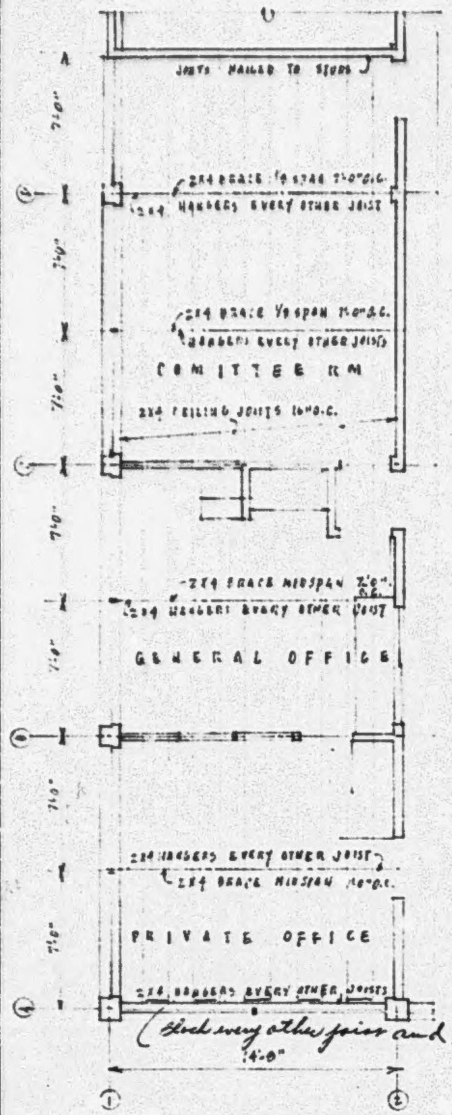
Finish: None

End Seal: Yes

Wrap: None

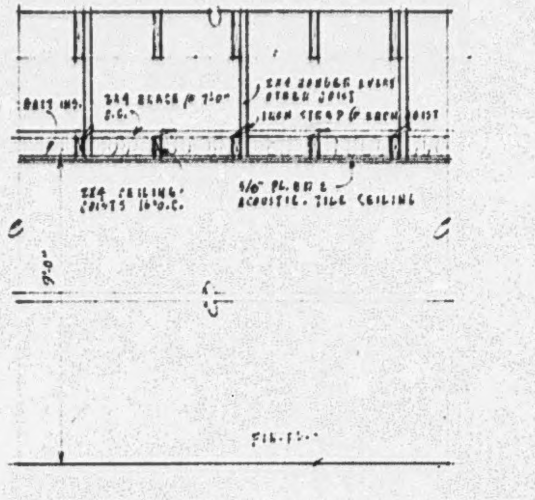
Laminating Certificate: Yes Per Seattle Code.

CITY OF SEATTLE
DEPT. OF BUILDINGS
JUL 30 1957
Approved subject to corrections noted
BY



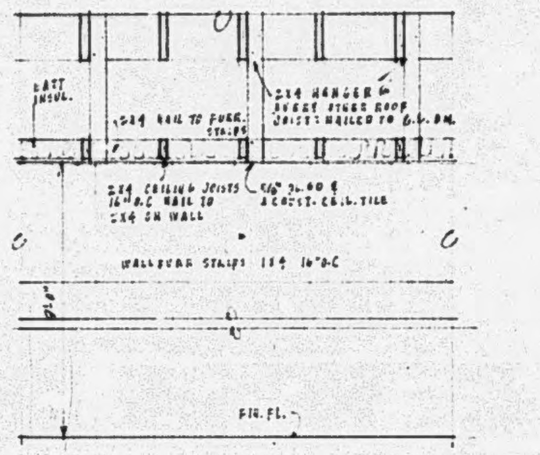
FRAMING PLAN OF FURRED CEILING ·

SCALE 1/4" = 1'-0"



TYPICAL SECTION OF CEILING

SCALE 3/4" = 1'-0"

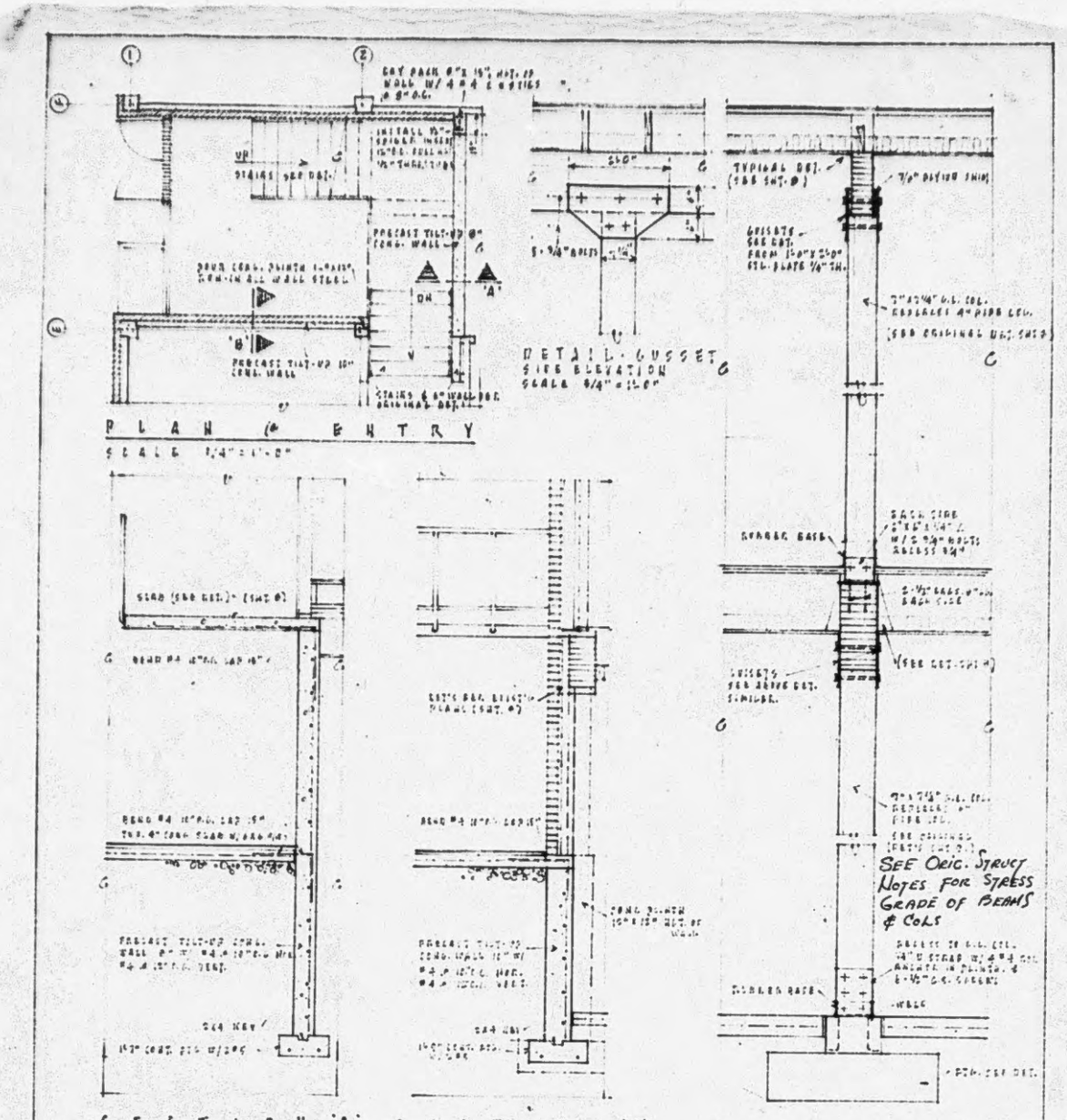


DETAIL @ END WALL

SCALE 3/4" = 1'-0"

GENERAL NOTES		DETAILS OF FURRED CEILING
ALL CEILING JOISTS @ 16"O.C MAY SPAN 7'-0" OC. ALL 2X4'S FS = 1200 STANDARD GRADE ·	SUPPLEMENT TO APPROVED PLANS DATED 5-29-57 FILED @ SEATTLE BLDG. DEPT. ·	A BUILDING FOR INTERNATIONAL ORGANIZATION OF MASTERS MATES & PILOTS · SEATTLE WASH.
		T. M. CARSTENSEN CO. COMMERCIAL & INDUSTRIAL CONSULTANTS · SEATTLE, WN
		THOMAS ALBERT SMITH AIA ARCHITECT SEATTLE, WN.

SHT. NO ADD.	DATE	DRAWN	CHECKED		APPROVED
2. OF 2	10-29-57	HB.	TMC	C.R. CONSTRUCTION CO GENERAL CONTRACTOR	



REVISION #1 REFER TO ORIGINAL DET'S SHT. 3

REV. #2 DET'S ORIGINAL SHEET 3

CITY OF SEATTLE

GENERAL NOTES

- ORIGINAL STRUCTURAL NOTES APPLICABLE TO REVISED SECTIONS & DETAILS.
- REVISION #1 - PRECAST TILT-UP CONCRETE WALLS IN LIEU OF BONDED WALLS
- REVISION #2 - GUSSET PL. COLS IN LIEU OF PLASTERED STEEL PIPE COLUMNS.

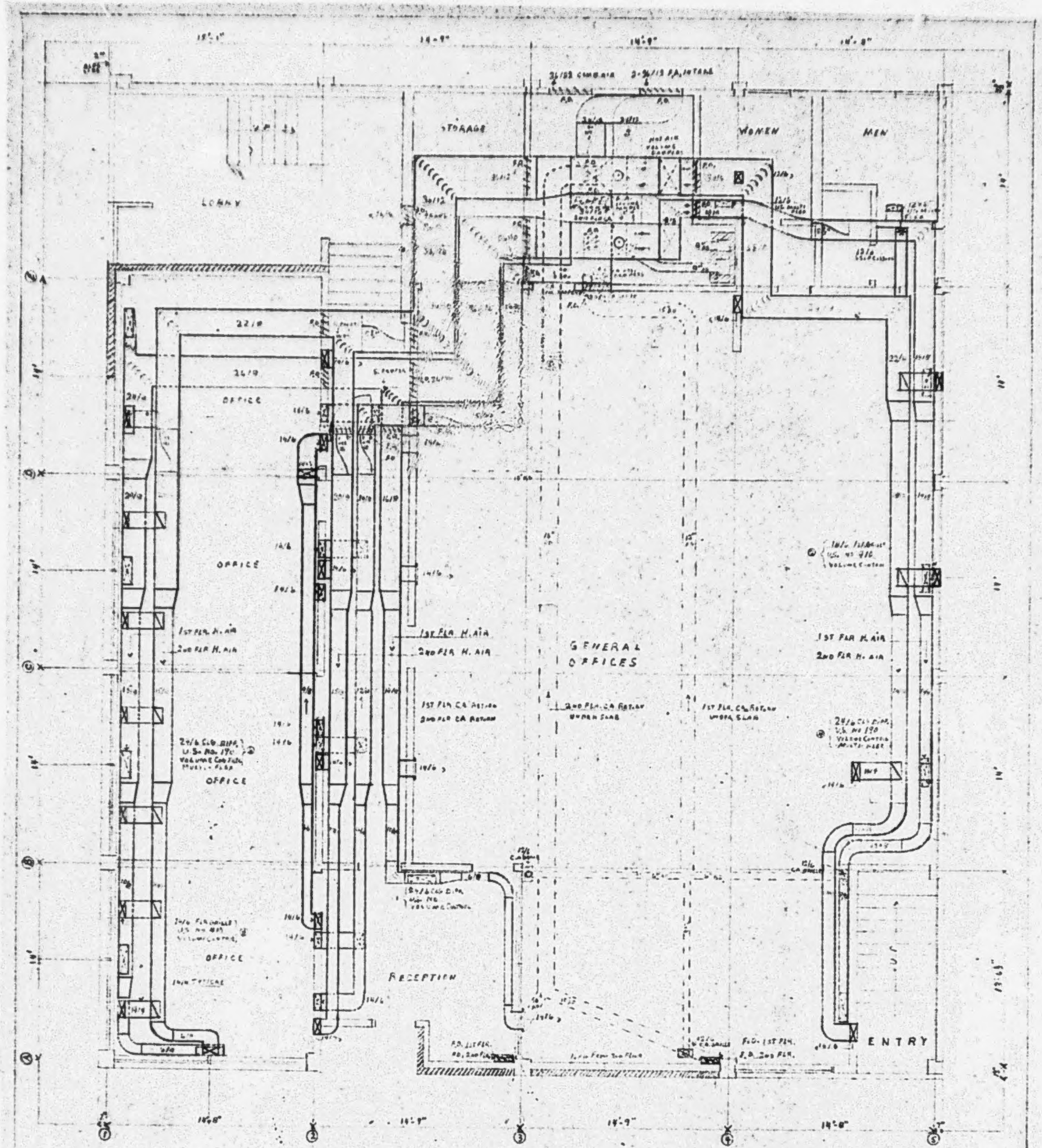
DETAILS OF ALTERNATE STRUCTURAL SECTIONS & DETAILS.

A BUILDING FOR INTERNATIONAL ORGANIZATION OF MASTERS MATES & PILOTS SEATTLE, WASH.

T. M. CARSTENSEN CO.
COMMERCIAL & INDUSTRIAL CONSULTANTS - SEATTLE, WN.

THOMAS ALBERT SMITH AIA
ARCHITECT
SEATTLE, WN.

SHT NO. ADD. 1 OF 1	DATE 7-15-57			
DRAWN	CHECKED	C. P. CONSTRUCTION CO. GENERAL CONTRACTOR		APPROVED
H.O.				



F I R S T   F L O O R   P L A N

SCALE 1/4" = 1'-0"

55-Bell St.
456159

MECHANICAL LAYOUT

MASTERS MATES AND PILOTS BLDG.

Stabler & Nelson, Inc., 1544 Ballard Way, HE-7471