

Bryant's Marina / Puget Sound Lumber Company / UW Police Facilities  
Seattle Landmark Nomination



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**BOLA** Architecture + Planning  
Seattle

December 21, 2015

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# Bryant's Marina / Puget Sound Lumber Company / UW Police Facilities Seattle Landmark Nomination

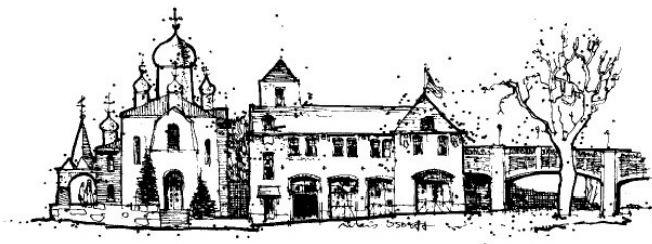
December 21, 2015

## CONTENTS

### City of Seattle Landmark Form

<b>1. Introduction</b>	<b>1</b>
Background	
Research	
Seattle's Landmark Designation Process	
<b>2. Property Data</b>	<b>3</b>
<b>3. Historical Context</b>	<b>4</b>
Development of the University District and Lake Union's Portage Bay	
Historic Use of the Property	
Bryant's Marina	
Marina Owner, Jerry C. Bryant	
The Marina Designers and Contractor	
Acquisition and Use by the University of Washington	
Construction History	
Vernacular Building Traditions	
<b>4. Architectural Description</b>	<b>15</b>
The Site and Surroundings	
Buildings and Structures	
<b>5. Bibliography</b>	<b>21</b>
<b>6. Graphics</b>	<b>25</b>
Index to Illustrations	
1943 Plot Plan	
Historic Maps, Photos and Drawings	
King County Tax Assessor's Records	
Non-Extant Buildings and Structures	
Current Views	
Current Site Survey	
Select Drawings	

Cover: Upper photograph, a view looking east across Portage Bay from the University Bridge at shoreline in 1955, showing Bryant's Marina in the middle ground, and separately owned marina buildings and docks in the foreground (MOHAI, image no. SHS596). Lower contemporary photograph, a view looking northeast from the south side of Portage Bay from Fuhrman Avenue East (BOLA Architecture + Planning, 2015).



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 (common, present, or historic): UW Police Facilities (present)  
Bryant's Marina / Puget Sound Lumber Company (common / historic)

Year built: ca. 1922

Street and number: 1109 – 1137 NE Boat Street

Assessor's file no.: 114200-4555

Legal description: Lot B of Seattle BLA No. 3015500, Rec. No. 20140924900005; Said BLA being a portion of Block 38 of Brooklyn Addition and All of Block 22 and Lots 18-19 Block 23 Lake Union Shorelands and all of Block 22-A Lake Union Shorelands 2<sup>nd</sup> Supplement, all in the SE 1/4 Section 17, Township 25 North, Range 04 East.

Plat name: Brooklyn Addition      Blocks 22, 23 & 38      Lots: See above

Present owner: Seattle Department of Parks and Recreation

Owner's address: Seattle Department of Parks and Recreation  
100 Dexter Avenue North  
Seattle, WA 98109  
Attn: David Graves, Senior Planner, (206) 684-7048

Present use: Offices and storage

Original owner: Puget Sound Lumber

Original Use: Lumber Mill

Architect & Builder: Unknown (original), La Monte Shorett (later designer)

SEE ATTACHED for physical description, statement of significance, and photographs

Submitted by: Susan D. Boyle, AIA, Principal  
Address: BOLA Architecture + Planning  
159 Western Avenue West, Suite 486  
Seattle, WA 98109  
Phone: (206) 447.4749

Date: December 21, 2015

Reviewed (historic preservation officer): \_\_\_\_\_  
Date: \_\_\_\_\_

**Bryant's Marina / Puget Sound Lumber Company / UW Police Facilities, Seattle**  
**Landmark Nomination**  
**BOLA Architecture + Planning**  
**December 21, 2015**

## **1. INTRODUCTION**

### **Background**

This nomination report, developed as part of a proposed park project, addresses a former boat marina and University of Washington facility located on the north shore of Portage Bay in the University District. The property was surveyed as part of SEPA documentation for the SR520 Bridge replacement project, and was determined eligible for listing on the National Register of Historic Places. A subsequent Memorandum of Agreement (MOA) of April 29, 2014, signed by local, state, and national agency representatives and concurring parties, called for provision of a local landmark nomination and its review by the Seattle Landmarks Preservation Board to determine if the property met the landmark designation criteria. This action was part of the MOA required mitigation, under a Section 106 negotiation between the parties, which also called for reviews of the draft park design, development of a historic interpretive plan, and adaptive reuse of any elements salvaged from the existing structure.

### **Research**

The research was undertaken by Susan Boyle of BOLA Architecture + Planning, with assistance from Meagan Scott. Research for the report was undertaken in late 2015, and the final report prepared in November – December. Sources of historic research materials included the following:

- City of Seattle Department of Planning and Development (DPD) microfilm permit and drawing records, Department of Neighborhoods (DON) survey data, and the Seattle Municipal Archives (SMA) photographic collection
- Property information from the King County i-Map website, and the Assessor's archival property record cards from Puget Sound Regional Archives
- Investigations, drawings, engineering reports, property studies, and other documents from the University of Washington Facilities Archives and Capitol Projects Office, and historic maps and photos from the digital collections of the University Libraries Special Collections
- Historic photographs from the digital collections of the Seattle Public Library and Museum of History and Industry (MOHAI)
- Sale documents from the 1960s and early 1970s, resulting from the property's acquisition by the University of Washington from its former owner, Stimson Bullitt and the KING Broadcasting Company
- Publications and newspaper articles about one of the former property owners, Jerry Bryant, and Bryant's Marina, including the self-published company history, Eileen Crimean's *Bryant's: 1928-1978*, periodicals, and web-based information about the American boating industry, outboard



motors, and motorboats in the mid-20th century

- Reports and publications about the development of Portage Bay, the University District, and the University of Washington's southwest campus area
- Historic Polk Directories, Baist, Sanborn, and Kroll maps, and articles from the *Seattle Times* Historical Archives, available from the Seattle Public Library's website and Seattle Room Collection
- Current environmental reports and a topographic survey prepared for the Seattle Department of Parks and Recreation, and the Portage Bay Park design team, led by Walker Macy, LLC, and current blogs about the park development
- Historic property inventory forms from the Washington State Department of Archaeology and Historic Preservation, and the SR520 Bridge Section 106 Memorandum of Agreement

Research included several site visits in August and September to view and photo document the surrounding context, site, exterior facades, and exterior and interior features of the property.

### 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 and to *"have significant character, interest or value, as part of the development, heritage or cultural characteristics of the City, State or Nation."* The citation of significant character refers to a property's integrity, which indicates that sufficient original building fabric is present to convey its historical and architectural significance. Seattle's ordinance also requires a property meet one or more of six designation criteria:

Criterion A. *It is associated in a significant way with an historic event, which has had a significant effect on the community, city, state, or nation.*

Criterion B. *It is associated in a significant way with the life of a person important in the history of the city, state, or nation.*

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

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

Criterion E. *It is an outstanding work of a designer or builder.*

Criterion F. *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.*

In Seattle, a landmark nomination may be prepared by a property owner, the City's Historic Preservation Office, or by any interested party or individual. In contrast to the National Register or landmark designation in some other jurisdictions, the City of Seattle's process does not require owner consent. The

ordinance requires that if the nomination is adequate in terms of its information and documentation, the Landmarks Board must consider it within a stipulated time frame.

There is no local ordinance requiring an owner to nominate its property. Such a step may occur if an owner proposes substantial development requiring a Master Use Permit (MUP). Since July 1995, the Department of Planning and Development and Department of Neighborhoods has required architectural and historical documentation for an inter-agency review of impacts on a potentially eligible landmark property as a part of the MUP process for projects of certain sizes. These requirements are outlined in the DON Client Assistance Memo 3000.

Seattle's landmarks process does not include consideration of future changes to a property, the merits of a development proposal, or continuance of any specific occupancy as these are separate land use issues.

## 2. PROPERTY DATA

<b>Historic / Current Names:</b>	Puget Sound Lumber (Puget Sound Lumber Box Company) Bryant's Marina UW Police Department
<b>Address:</b>	1109 - 1137 NE Boat Street Seattle, Washington 98105
<b>Site Location:</b>	On the north shore of Portage Bay and the south side of NE Boat Street, west of the Brooklyn Avenue NE street end and Sakuma Park
<b>Legal Description:</b>	Parcel No. 114200-4555  Lot B of Seattle BLA No. 3015500, Rec. No. 20140924900005; Said BLA being a portion of Block 38 of Brooklyn Addition and All of Block 22 and Lots 18-19 Block 23 Lake Union Shorelands and all of Block 22-A Lake Union Shorelands 2 <sup>nd</sup> Supplement, all in the SE 1/4 Section 17, Township 25 North, Range 04 East.
<b>Original Construction Date:</b>	ca. 1922
<b>Original Use/Later Use:</b>	Lumber Mill, box factory, marina, and boat sales and repairs
<b>Present Use:</b>	Offices and storage (UW Police & Recycling Services)
<b>Original Designer:</b>	Unknown
<b>Original Builder:</b>	Unknown
<b>Later Designers:</b>	La Monte J. Shorett, Lytel and Shorett (Bryant's Marina, 1941-1965) Benjamin McAdoo (UW Drama School facilities, ca. 1970)
<b>Original Owner:</b>	Puget Sound Lumber
<b>Former Owners:</b>	Bryant's Marina, Bullitt/KING Broadcasting University of Washington Board of Regents
<b>Present Owner:</b>	Seattle Department of Parks and Recreation
<b>Owner's Representative:</b>	David Graves, AICP, Strategic Advisor (206) 684-7048, David.Graves@seattle.gov

### 3. HISTORICAL CONTEXT

#### Development of the University District and Lake Union's Portage Bay

What would eventually become the University District began as a forested area quite far north of the initial Euro-American settlement in the area. It was crossed by Native American trails and used by the Duwamish Indians for hunting and berry growing. In 1855, the area was surveyed and divided into townships by the federal government. As part of the Oregon Territory, the land was governed by that Territory's Organic Act, which reserved Sections 16 and 36 of each township for the maintenance of public schools. Section 16 was therefore not available for settlement.

In 1867, Christian and Harriet Brownfield became the first Euro-American homesteaders in the area, filing a claim for 174 acres adjacent to Section 16. The claim extended from Portage Bay to NW 45<sup>th</sup> Street (Tobin and Sadt, p. 8). Additional settlers arrived, and in 1887 the line of the Seattle, Lake Shore, and Eastern Railroad was laid from the early town of Fremont to Union Bay on Lake Washington. Development of nearby properties along the rail route commenced. Plans for a ship canal to link Puget Sound and Salmon Bay with Lake Union and Lake Washington also increased land values. The Brownfield's' property was repeatedly sold and platted, and finally acquired in 1890 by developer James A. Moore, who re-platted it as the Brooklyn Addition. A year later, the communities of Brooklyn, Fremont, Wallingford, Latona, and Green Lake were annexed by the City of Seattle.

1891 was a formative year for the University District. Brooklyn, as it was then known, was annexed by the City of Seattle, and the Latona Bridge was constructed from the south end of 6<sup>th</sup> Avenue NE across Lake Union to the north end of Capitol Hill. The bridge provided passage for both horse-drawn vehicles and David Denny's streetcar, which continued on a route along present-day University Way NE and stimulated a linear corridor of commercial development. Around the same time, the State Legislature voted to move the State's University from its downtown location to Section 16. The move occurred in 1895, and it prompted a renaming of the area from Brooklyn to University Station. Neighborhoods around the campus were almost entirely platted by 1910 (**Figures 2-3**).

The decision to site the Alaska Yukon Pacific Exposition (AYPE) of 1909 on the new University of Washington campus was a critical step in its development and that of surrounding areas. The fair attracted between 3,000,000 and 4,000,000 visitors, which was designed by John Charles Olmsted of the renowned Olmsted Brothers firm of Brookline, Massachusetts. A number of the buildings constructed for the fair were intended to serve as permanent structures and were retained for the University's subsequent use. In addition, hotels and commercial structures were constructed nearby for fair visitors. Afterwards, the University District neighborhood saw increased residential development.

Growth was further stimulated in the area by transportation and infrastructure improvements. This included completion of the ship canal in 1917, the replacement of the earlier Latona Bridge with the University Bridge at the foot of 10<sup>th</sup> Avenue NE (later Roosevelt Way NE) in 1919, and construction of the Montlake Bridge in 1925. The ensuing construction boom extended into the 1920s. In 1928, a streetcar loop connected the Montlake and Wallingford neighborhoods with the University District. The present University Bridge, dates from 1932 (**Figures 5 and 6**).

Industrial use of Lake Union began with resource-extraction industries positioned along its shoreline by the late 19<sup>th</sup> century. Prior to construction of the Ship Canal in 1917, logs and coal were brought by ship via Lake Washington and Portage Bay to Lake Union and from there by railroad lines that ran from the city's central harbor along Elliott Bay to Ballard, and then further through Fremont and Latona. In ca. 1910, another rail line was constructed along Westlake Avenue North to link with the south shore of Lake Union – the site of the large Denny Mill. Other early industrial plants were located along the lake's

south edge, including the City Light Hydro Plant, beginning in 1909, and the 1913 Ford Assembly Plant, in addition to several concrete and gravel companies.

Early maps and photos of Lake Union Portage Bay suggest that initial industrial uses on the north shore included mills, shipping facilities, and a cooperage, as well as shipbuilding and repair facilities along with marinas and moorages for fishing boats and other vessels. The south shore of Portage Bay was the site of residential development. After 1910, the Seattle Yacht Club moved to its present location at 1801 E Hamlin Street, near the west entrance of the Montlake Cut at the east end of Portage Bay.

A historic Sanborn maps from 1905, Baist Map from 1912, and Kroll map of 1912-20 show the presence of two public waterways: No. 12 near the foot of 13<sup>th</sup> (Brooklyn) Avenue NE and No. 13 at the southern end of 10<sup>th</sup> Avenue NE (Roosevelt Way NE) (**Figure 4**). These early maps also show the platted street grid with north-south streets from 5<sup>th</sup> Avenue NE to 15<sup>th</sup> Avenue NE, terminating at N Lake Avenue, along with the cross streets of E 38<sup>th</sup> and 40<sup>th</sup> Streets and the Washington Lake Shore rail line along the current route of the Burke Gilman Trail and NE Pacific Avenue. The City's first land use regulations, established in 1923, called for commercial uses to the south of 40<sup>th</sup> Street and east of Latona Avenue, with business and residential uses further north. By this date, however, there were many small houses constructed on small plats near the vicinity of the subject site.

Campus and neighborhood growth spawned traffic congestion. Partly in response to this, University President Henry Suzzallo proposed a formal and functional westerly approach to the campus. A broad boulevard was shown initially in a 1923 Bebb and Gould campus plan, although the location of the current NE Campus Parkway, 3 blocks north of the subject property, was not realized until the post-WWII era. Development in the University District and on the campus generally halted during the Great Depression, but some infrastructure improvements were made under the federal government's Public Works and Works Progress Administrations' programs, such as street expansions and bridge upgrading. Meanwhile, the southern University District remained a mixed area with older maritime, industrial, and residential uses.

During World War II, many lakefront businesses were transformed to serve the war effort, including shipbuilding and repairs, along with continued transportation use. However, the regional and local economy changed after the end of World War II, with dramatic development in the aerospace industry, airplane construction and trade, and steep declines in resource-based industrial activity. "From 1946 to the present Lake Union [saw] a decline in industrial and increased mixed-commercial and recreational use of the lakeshore" (Tobin).

After World War II, returning soldiers flooded the University seeking college degrees under the GI Bill. Residential and academic buildings, inadequate to serve the rapid increase in enrollment, swiftly increased. In 1946, the University established its medical program along the north shore of Portage Bay, in an area west of the Montlake Bridge, prompting further enlargement of the campus. The University's 1948 Campus Plan recommended acquisition of the Northlake area southwest of the traditional campus

Despite neighborhood opposition, the University carried out these plans to expand to the south and west. Construction of NE Campus Parkway was completed and two new dormitories, Terry and Lander Halls, were built along it in the late 1950s. Other post-war construction in the Northlake area included the construction of the Applied Physics Laboratory and a number of Northwest Modern style low-rise wood frame dwellings for married students in a complex along Brooklyn Avenue N to the south of NE Pacific Street (Bassetti and Morse, 1947-48, demolished ca. 1980). Aerial photographs from early 1960s show the mix of uses in the area with older residences and commercial structures in addition to marine industries along the lakeshore (**Figures 7 – 9**). In the 1970s, most of the area west of 15<sup>th</sup> Avenue NE and south of N 40<sup>th</sup> Street, which includes the subject property, was part of the Northlake Urban Renewal

Project designed to eliminate “blighted areas” (Guide to the Seattle Northlake Urban Renewal Project Records, n. p.).

Many of the blocks surrounding the Bryant Marina property, between Northern Pacific and NE Campus Parkway, were acquired through Urban Renewal efforts. The University continued to grow, undertaking 80 major construction projects between 1962 and 1994 (Johnston, p. 66). These projects included the Mercer Hall dormitories, the Ethnic Cultural Center, and expansion of the Oceanography and Fisheries buildings. In the last two decades, expansion has continued in the Northlake area, with recent construction including the Mercer Court and Stevens Court dormitory complexes, as well as a number of new dormitory buildings along NE Campus Parkway.

Meanwhile, the construction of Interstate 5 and the long ramp to the 520 Bridge in the early 1960s impacted both the University District and the nearby neighborhoods of North Capitol Hill, Montlake, and Wallingford. The freeway bridge spanned over Portage Bay, and severed the balance of the Wallingford/University District neighborhoods from one another. Completion of the 520 Bridge also isolated the residential blocks along the south side of the Montlake Cut. Within the neighborhoods, traffic was funneled along several arterials, including NE Pacific Avenue.

Increased urbanization and development near the shorelines impacted traditional industrial development along Portage Bay and Lake Union. Other impacts resulted from changes in environmental and shoreline regulations. The State Environmental Policy Act (SEPA) was enacted in 1971, following the federal National Environmental Policy Act of 1969. Among other provisions, it called for management of shoreline development and established protection for water-related uses, including industrial ones.

Passage and implementation of the regional Forward-Thrust in the 1970s resulted in water clean-up efforts by Seattle and other nearby municipalities. In addition to industrial uses, parts of Portage Bay and Lake Union had served as the site of many houseboat dwellings, which had originated as a floating “Hooverville” for low-income residents and seasonal workers in the early part of the 20<sup>th</sup> century. These small, wood-frame buildings had been modeled on boat houses supported on log floats. Beginning in the 1970s, most were gradually replaced by larger single-family residential structures built on foam and concrete floats, although a few remain present, albeit updated.

The first 12 miles of the Burke-Gilman Trail was opened in 1978 along the former right-of-way for the Seattle, Lake Shore & Eastern Railway from Gas Works Park along the northern shore of Lake Union and through the University’s campus. From there the trail continues northeast along the northwestern shore of Lake Washington and beyond. This pedestrian and bike path provides a link to nearby neighborhoods, and reprieve from the heavily trafficked streets.

Transformation of the lakeshore continued with the creation of many street-end parks, including Sakuma Park at the foot of Brooklyn Avenue NE, the University Bridge, and Gas Works Park (1975), which were created by the Seattle Parks Department. Meanwhile, recent zoning and campus plans have changed, allowing for increased density and larger and taller academic and dormitory buildings in the vicinity of the Bryant’s Marina site. While large scale marine use of the north Portage Bay waterfront has changed, the historic Jensen Boat Yard and Marina remains at 1417 NE Boat Street, several blocks east of the Bryant’s site, along with several nearby University of Washington-owned and operated marinas and boat yards (**Figures 39 and 40**). Farther to the west, there is the former Pocock Racing Shell Factory/Chihuly Boathouse, at 509 NE Northlake Way, and temporary docking facilities at the neighboring Ivar’s Salmon House restaurant. Opposite these facilities, on the south side of Portage Bay, there is the Pocock Rowing Club at 3320 Fuhrman Avenue E.

In addition to kayaking, rowing, and sail boating, which are supported by moorages and boathouses on Lake Union, the Seattle Parks and Recreation Department maintains a nearby motorized boat launch with ramps for trailer use at the Sunnyside Boat ramp near the east end of Gas Works Park. Other public boat ramps are provided off 14<sup>th</sup> Avenue NW on the Ship Canal, and at the Park's Department's Eddie Vine ramp at Shilshole Marina, Don Armeni ramp near Alki Beach, on Lake Washington in Magnuson Park and at its Stan Sayers Pit and Atlantic Street facilities.

### Historic Use of the Property

The property contains an assembly of buildings that were constructed originally in the early 1920s when it was a lumber mill (**Figures 14**). Some of these were retained and adapted for use as part of the boat marina for approximately three decades (**Figures 10 – 11 & 27 – 38**). A number were demolished after the University's acquisition of the site in 1969-1970, and several were relocated. The existing structures and buildings date from different periods. Portions of the site, consisting of docks and paving over pilings, were constructed as part of the early sawmill and a box-manufacturing plant, while others represent later modifications and additions that accommodated marina uses, with boat moorages and boat manufacturing, service and repair facilities, along with retail sales spaces and offices. The University demolished the oldest buildings on the site in 1969, and began converting the marina facilities into offices and academic spaces in 1970, while retaining some as storage facilities.

According to historic Baist maps, the area along the north shore of Portage Bay near the foot of 11<sup>th</sup> and 12<sup>th</sup> Avenues NE, south of what was known as E Northlake Avenue (present NE Boat Street) was occupied by Pacific Lumber & Laundry Timber Saw Mill in 1912. Other maps cite this mill name as well as the Federal Mill. One of the former Bryant's buildings was constructed originally in 1908 as part of the mill, and apparently moved in whole or part some time later (**Figures 4, 21, 22 & 23**),

Between 1912 and 1920 a number of additional structures had been constructed, and by 1920 the Puget Sound Box & Lumber Company had taken over the site (**Figure 5**). This company occupied the site through at least 1930. Records suggest that, between 1930 and 1938, the Los Angeles Lumber & Box Company acquired the property. The marina property and many of the existing structures were occupied and operated by the Seattle Motor Boat Company for some time in the 1920s and 1930s, and were purchased by Bryant's Corporation (dba Bryant's Marina) in ca. 1938. Bryant's occupied the site until 1966. KING Broadcasting and the Bullitt Company, under the direction of Stimson Bullitt, acquired the property for redevelopment in the 1960s, although Bryant's Marina continued its operations during some of that decade. KING Broadcasting sold it to the University of Washington with a deed transfer finalized in January 1970 (**Figure 11**).

The University demolished the remaining lumber mill structures in ca. 1969, and began remodeling the primary, northern assembled buildings for use as offices, and academic and conference spaces in 1970. It continued to modify the building assembly up through the last decade, with the addition of internal floor structures, addition and modification of entries, changes to exterior doors and windows, and interior remodels that involved new partitions, mechanical/electrical/ lighting/fire protection systems, bathrooms and locker spaces, a lunchroom and lounge, and secure storage.

### Bryant's Marina

Jerry Bryant and his partners, Latham Goble and Dan Lundin, began their occupancy of the subject property along E Northlake Way when they established the Seattle Motor Boat Marina, Inc. in 1937. In 1978, the company self-published its history in a book written by a former employee, Eileen Crimmin.

In *Bryant's: 1928-1978*, she notes that the firm initially subleased the property from the Vic Franck Boat Company, which had leased it from the Los Angeles Lumber & Box Company. At that time, the Bryant Company also operated out of leased facilities on Seattle's downtown waterfront, at 64 Marion Street. The downtown site had housed Latham Goble's office and the firm's other boat yard functions. Soon after 1938, the subject property was put up for sale under a forced liquidation. It consisted of six acres and "included almost 1,000 feet of water frontage and a truly enormous rambling of buildings, sheds, and connected structures of from one- to four-stories" (Crimmin, p. 27). Stockholders of the Box Company sued to stop the impending sale, and it was litigated in court for three years.

Bryant's business continued to lease the facilities for \$100 per month during this period, and it purchased the property for an estimated \$31,000 when the suit was resolved. In February 1938, the business name was changed, along with signage on the buildings, to Bryant's Marina. (Records as to the specific date of Bryant's ownership are somewhat unclear. The fee owner, according to King County assessor's records, remained Puget Sound Lumber and Building Company until 1945.)

Reportedly, Bryant and his partners made immediate plans for when they would assume ownership of the property, some of which were not realized. The company went forward to adapt and utilize many of the existing structures for various marina functions – buildings that abutted the street were remodeled to serve as a boat display showroom, storage area, parts rooms for hardware, marine materials, etc., and sales staff and administrative offices. Other structures were adapted for use as outboard motor repair shops. A paint shop, wet and dry dock storage, small boat repair and construction areas, covered moorage, and boat slips were built along with a gas dock. Two cranes were installed on the concrete piers and pilings to lift boats up to 50' in length from the water onto heavy timber cradles for repair work. Meanwhile, some of the early mill structures on the property, such as the highly visible conical-shaped metal wood burner at the foot of Brooklyn Avenue NE, were demolished by Bryant's in the 1940s.

Bryant's embarked on its pleasure boating program in 1945, and it staged the first post-war Seattle Boat Show in tents along the north side of Boat Street in 1946 (**Figure 7**). Aerial photos and maps from this period suggest that the company occupied other buildings on the north side of the street by this time. (An early Baist map from 1907 identified some of these buildings as part of the early lumber mill.)

In 1947, the Bryant's company acquired the distributor franchise for Evinrude outboard motors. That same year Jerry Bryant founded the Pacific NW Marine Dealers Association. The business continued to expand in the 1950s and 1960s, with a remodeling of its most visible buildings (Figures 13 – 15). It began manufacturing 26'-long utility fishing boats (gill-netters) in 1952, and the addition of "aerial repair services" in 1953 after the company purchased its own seaplane for its mechanics' use at remote locations. In 1955, Bryant's Marina received a \$500,000 order for boats from the Navy, and in 1957 it expanded to establish Bryant's Walla Walla, Inc. By this date, the company reportedly had facilities in Bellingham, Port Angeles, and Anacortes as well as Seattle. Bryant's partner, Dan Lundin, died in 1956. Soon afterwards his other partner, Latham Goble, was killed in an accident, and Jerry Bryant assumed full control of the company (Crimmin, p. 134-135).

Revenue figures reflected the continued growth of Bryant's Marina from its inception with annual revenue of \$36,652 in 1938 to \$166,125 in 1940; \$593,516 in 1945; \$1,647,351 in 1950; and \$3,474,842 in 1955; rising to \$6,666,301 in 1960 (Crimmin, Appendix #3, p. 79). By 1960, the marina reportedly employed over 165 people. The business prospered under Jerry Bryant's direction, even as its employee numbers decreased, indicating the shift in the business model from marina services to retail boat sales. In 1963, Jerry Bryant sold the Bryant's Marina business to George Babcock, Sheffield Phelps, and Tedrowe Watkins.



Around this time the subject property and Timmerman's Marina to the west were acquired by the Bullitt Company, a local real estate investment firm owned by Stimson Bullitt of KING Broadcasting. Reportedly, Bullitt had plans to construct a new building for his family's broadcasting company, KING-TV, to be designed by Mies van der Rohe, but the plan never advanced beyond a concept stage. University of Washington records from this period include drawings for a large concrete frame structure to be constructed on pilings over the water near the north shore of Portage Bay. Instead, Bullitt and KING sold the property in ca. 1969. By this date, the new owners of Bryant's Marina decided to focus solely on their wholesale business. Soon afterwards they reorganized the company, and purchased property in Woodinville. By January 1970, the subject property was controlled by the University of Washington. The university began to transform the enclosed building on the site to serve academic and storage functions, and maintained the open sheds for vehicle and storage uses for the University Police.

In 2014, the City of Seattle Parks and Recreation Department acquired the property from the University for redevelopment as Portage Bay Park. Prior to the sale, the University undertook a lot boundary adjustment to retain a small portion of the marina, along with a covered moorage structure, at the west end of the former Bryant's Marina for its use as a small boat yard.

### **Marina Owner, Jerry C. Bryant**

Jerry C. Bryant (1907 – 1970) was a major proponent and participant in the marine industry and recreational boating culture in Seattle and Puget Sound in the second half of the 20<sup>th</sup> century. Born and raised in the city, he was the son of a prominent Seattle Ship chandler (a dealer in ropes, sails, and other provisions), and the grandson of a ship captain. Bryant attended the University of Washington, but left just before graduating in 1929 at the onset of the Great Depression. By that date, he had begun an early career as a successful motorboat racer, and owned his own outboard motor shop. Bryant was active in local boating organizations throughout his life, and was recognized late in life as the "Father of Northwest Boating."

Along with other Seattle business leaders, he established a booster group, the Sea Salts (later known as Greater Seattle), which he served as president in the 1950s. He was the General Chairman of Seafair, the city's annual water-related festival, which he helped establish in 1951, and was a commissioner of the American Power Boating Association and member of the Harbor Advisory Committee, Rotary, the Seattle Yacht Club, and the Broadmoor Country Club.

Jerry Bryant is credited also with coining the promotional phrase for local tourism, "Seattle – the Boating Capital of the World," and it was through his efforts and company's support that the annual Seattle Boat Show was founded. The city's reputation as the "boating capital" appears to have a factual basis, as presently there are more pleasure boats per capita than anywhere else in the U.S. (Seattle Parks and Recreation Department website). In early 2015, the Seattle Boat Show celebrated its 68<sup>th</sup> year. The largest boating exhibit on the West Coast, it is held at CenturyLink Field and on Lake Union, featuring boats, accessories, gear, paddleboards, kayaks, and canoes, along with training classes and seminars.

In the late 1920s and early 1930s, Jerry Bryant concentrated on the service and sales of outboard motors. In 1937, he and his business partners, Latham Goble and Dan Lundin, established a business relationship with the Michigan-based Chris-Craft Company as a regional dealer for its popular and highly regarded inboard motorboats. The Chris-Craft Company, which was formed in ca. 1910 and incorporated in 1922, was known throughout the 1920s for its sleek, high-end cruisers and runabouts. With the onset of the Great Depression, the company diversified, and began mass-manufacturing and marketing a wide range of less expensive recreational powerboats. In contrast to conventional outboard motorboats, those

built by Chris-Craft were designed with hulls of mahogany, imported largely from South America (Chris-Craft, Inc. website, History Timeline).

The dealership role that Jerry Bryant assumed for the Chris-Craft Company contributed to the decision that he and his partners made to expand the operations of their Seattle Motor Boat Marina, Inc. The business initially moved to a "lake store" on the north end of Lake Union, at 705 East 39th Street, in a building owned by Seattle Boat Works (*Seattle Times*, March 30, 1937). They changed the business name to Bryant's Marina in 1938. Within two years they had established the Portage Bay property as a full-service facility. Bryant's role as the first Chris-Craft dealership in the Pacific Northwest followed, beginning with an initial order and sale of two carloads of pleasure boats.

In December 1941, the nation's entry into World War II brought about the conscription and appropriation of many private boats for coastal patrol and marine training programs. Marketing materials from Bryant's Marina around this time suggest it continued to distribute a range of products, which it promoted and sold for nationally recognized maritime manufacturers – Evinrude Outboard Motors, Penn Yan Boat Company, and Michigan Propellers/Michigan Wheel Marine (Crimmin, p. 29, 32). In 1941, the company also established a boat manufacturing plant in Everett, which produced two 26-foot long patrol cruisers for the Seattle Harbor Department's fleets on Elliott Bay and Lake Washington.

The company's continued business diversification resulted in the area's most comprehensive collection of marine products and services. In 1943 it incorporated as Bryant's Marina, Inc., and acquired Jerry Bryant's Boats & Motors' complete product inventory. Following this acquisition, and for the remaining two years of World War II, Bryant's Marina and Chris-Craft separately pursued and produced different vessels for U.S. Navy and Army operations in Europe and throughout the Pacific Ocean.

Following the decline in the profitable military contracts at the end of the war, Bryant's refocused on the sale and distribution of Chris-Craft motorboats and other power boats, as well as maritime engines made by national companies, notably Evinrude. The company's quick change to marine services and sales in the burgeoning post-war market culminated in Jerry Bryant's decision to hold an extensive display of new boat models in 1946. Tents were set up on a vacant parcel just north of the marina for the city's first post-war boat show, continuing the tradition of events held in the 1930s. The following year the Seattle Boat Show was officially reestablished as an annual showcase of the latest vessel designs and marine technology.

Interest in pleasure boating throughout Western Washington expanded dramatically from 1945 to 1959. In 1960, an estimated 38,000 households in Seattle (an estimated 18.4% of all households, or 6.8% of the population) owned a motorboat (*The Southern Missourian*, August 11, 1960). This popularity of boat ownership appears to have been nationwide: "As of 1960, boating was the nation's top family sport with 39 million Americans participating ... After boat sales steadily and strongly increased throughout the 50s there were 3,900 marinas and boat yards in the U.S., 2,200 yacht and boat clubs, and 7,800,000 recreational craft" (Kasier and Sweet).

Bryant's Marina grew with this market, establishing the Bryant Distributing Company in 1959, through which Chris-Craft boats were distributed to dealerships in Tacoma, Wenatchee, Olympia, Bellingham, Port Angeles, Olympia, and to Juneau and Sitka, Alaska. This led to the opening of a branch in Spokane in 1960. The company sold its own boats and served as a distributor and wholesaler for Evinrude and other outboard motors, DuPont marine paint, Atwood brass hardware, Kermath Marine Engines and other engines, propellers, and other marine products to customers and retailers in Western Washington, Alaska, Idaho, and Western Montana.

Seattle's post-war identity as the country's second largest recreational boating market was surpassed only by New York City. The economic impact from boating supported diverse maritime industries in the region. Some of the industry's growth in the 1950s and 1960s has been attributable to the presence of the Chris-Craft Company and Bryant's as its first Pacific Northwest dealer. However, there are other noteworthy local and regional firms that manufactured wood and fiberglass-hulled recreational vessels, which were sold by Bryant's and other retailers in response to the booming post-war recreational boating market. Among these were the N. J. Blanchard Boat Company, Grandy Boat Company, Lester & Frank Boat Company, and Shain Manufacturing Company in Seattle. In 1952, the Tollycraft Company was established in Kelso, and in 1957 the Bayliner Company began manufacturing some of its powerboats in Seattle. The Bryant Company also built its own boats in its Everett plant from 1952 to 1958.

The Smith family, original owners of the Michigan-based Chris-Craft Company, sold it in 1960, during the period when fiberglass boats were becoming more popular than wood hulls due to ease of maintenance. Herb Siegel, a media mogul, purchased the company by 1968; after this it ceased to make wood boats and devoted its efforts to powerboats, sailboats, and mobile houseboats. Chris-Craft was purchased later by another individual investor, G. Dale Murray. The company went bankrupt in 1988; it was then acquired by the Outboard Marine Company, which faced the same situation in 2001. That year, two Harvard-educated investors, Stephen Hesse and Stephen Julius, operating a company known as Stellican, purchased the assets of Chris-Craft (consisting of finished and unfinished boats) along with the trademark brand's naming rights. They began rebuilding the company with a heritage line of boats and licensing of sports apparel, watches, sunglasses, and toys (Gardella). Initially the revived Chris-Craft company grew robustly, and its investors built a new plant in North Carolina, to augment its production in Manatee, near Sarasota, Florida. Chris-Craft suffered with the collapse in boat sales and shrinking economy following 2008. Its boats continue to appeal to a luxury market, however, with an estimated 325 to 350 sales in 2013, but far below the estimated 1,400 boats and \$50 million in sales in 2000. Chris-Craft boats are designed and built in Manatee, Florida. In the northwest, they are marketed through regional dealer, Watersports, in Kenmore (*Bradenton Herald*).

### The Marina Designers and Contractor

Records have not been discovered that identify the designer or builder of the original lumber mill or the buildings that remained on the site in 1922. (See the later comments on vernacular building traditions.)

In building his business, Jerry Bryant turned to his friend and fellow yachtsman, La Monte Shorett to design changes to the marina property, beginning in 1941 and extending through the mid-1960s. Drawings and other documents indicate that the projects were limited in scope. The initial work involved functional spaces cited on plan drawings as machine shop, paint shop, yacht charters boat storage and repair, and outdoor motor storage and repair.

Shorett's most visible reworking of the facility was undertaken in 1947. That project involved a new primary facade and interior remodeling of the largest building assembly in an apparent effort to make it into contemporary facility. Shorett's design included the brick veneer and wood-clad north facade of the primary building on the site, which obscured the original sawtooth roof profile of the former lumber mill structure. Historic photographs, including aerial views by the Walker Company, and the available drawings indicate that few new structures were built on the property. Shorett was instead involved in a series of interior modification projects, adapting former lumber mill structures, and with construction of small craft storage facilities and open moorages or boat sheds along with local structural engineer Sigmund Ivaarson. Drawing notes and photographs indicate that several heavy timber and wood structures were relocated on the site to make up the present assembly. Reportedly, the general contractor for the marina projects was Jerry Bryant's brother, Bill Bryant.

La Monte Judson Shorett (1905 – 1991) was a 20<sup>th</sup>-century Seattle architect known initially for his association with his uncle, the prominent Seattle architect Arthur L. Loveless. During his career, Shorett worked with Loveless and also with George W. Stoddard, who had succeeded his well-known father's practice. *Seattle Times* newspaper articles from the late 1920s cite Shorett's involvement in boating and skiing, and other recreation and social activities. He was an active member of the local AIA, and served as an officer in the Washington State Chapter. He also established a brief partnership with architect Richard E. Lytel in 1936-42 (PCAD), the firm credited with the Bryant's Marina work.

Other projects by Shorett are varied. He was responsible for a dormitory building on the State Department of Corrections youth facility on the Maple Lane campus near Centralia (1951), and the Seattle Fire Station No. 22 at 901 E Roanoke Street (1964) on Capitol Hill. His other projects included commercial and residential work along with a number of marina structures and boat yards, including several on Lake Washington for the Seattle Parks Department and private owners. Shorett was well known in local boating circles and a member of several yacht clubs, and his knowledge of boats undoubtedly aided his design of the Bryant boat facilities.

Sigmund Ivarsson (1899 – 1968) was a talented Seattle structural engineer, and principal of his own firm. He worked with many well-recognized local architects and on highly visible projects, notably George W. Stoddard & Associates on the south stands of the University of Washington Stadium (1949-1950), and Paul Kirk and Victor Steinbrueck on the University's Faculty Center/Faculty Club (1961). A review of his projects suggests that Ivarsson focused on the design of industrial facilities. He is credited with the design of the Modern-style Lyle Branchflower Company Plant in Ballard (1951), the Ace Tank Plant on Seattle's Elliott Avenue (ca. 1950, with architect George Stoddard), and the remodel of a former laundry as the Tacoma Coca-Cola Bottling Plant (1948, a designated local landmark). A separate project was the 1966 remodel and addition to the 1939 Seattle Coca-Cola Bottling Plant. Ivarsson was also involved in the design of the Modern style East Shore Unitarian Church in Bellevue (1956).

### Acquisition and Use of the Property by the University of Washington

The western part of the property, at 1101 Boat Street, was known for some time as the Timmerman Marina. Despite the occupancy of the site by Timmerman's, the Puget Sound Building and Lumber Company retained the property until 1945. It was sold to Bryant's Marina in 1956, but appears to have continued to operate as Timmerman's after this date. The Bullitt Company/KING Broadcasting purchased the Timmerman Marina property in 1961 (Shannon & Wilson, Inc. February 2000).

In January 1970, the deed for the property was transferred to the University of Washington, which acquired the Bryant's Marina along with the Timmerman's Marina (**Figure 11**). By this date, the immediate surroundings had already seen numerous changes. The University's Seattle campus grew extensively in the late 20<sup>th</sup> century, undertaking 80 major construction projects between 1962 and 1994 (Johnston, p. 66). These projects included the Mercer Hall dormitories, the Ethnic Cultural Center, and expansion of the Oceanography and Fisheries buildings – all within the southwest part of the campus as it moved into the neighborhood. The Burke-Gilman Trail was established during this period on the former right-of-way of the Seattle, Lake Shore & Eastern Railroad from Fremont to Portage Bay. From there, the trail was extended along the eastern edge of the upper campus and past University Village to the northwestern shore of Lake Washington and beyond.

In recent decades, the university has continued its expansion in the Northlake area, with construction of new academic buildings for its fisheries and marine studies. Its most recent construction includes four new six-story dormitory buildings between NE Northlake Way and NE Campus Parkway. The lakefront

area to the west of University Way NE contains additional academic facilities and the University Hospital complex, along with a café and kayak-rental business (**Figures 39 – 41**). Among all of this, the historic Jensen Boat Company remains in its original landmark structure at 1417 NE Boat Street, on property it has owned since 1927.

After purchasing the Bryant's Marina property, the University made changes to buildings on the site for academic and service uses. The University's Police Department moved to the site beginning in 1970. Offices were inserted into the primary building, while the large open sheds and west side of the property along the lakeshore were utilized for storage and vehicles. The former boatyard platform was converted into a vehicle parking area, while other parts of the property remained as rental boat slips. For period in the 1970s, the Drama School occupied a large, two-story space within the primary building, which was subsequently remodeled as a conference room. Occupants on the site presently include a few remaining marine tenants, and the University's recycle center, and Police Department.

### Construction History

(Notes: Historic records about the original lumber mill buildings on the property are limited and drawings from that period have not been discovered. Historic Baist, Sanborn, and Kroll maps, and aerial photos from 1936, 1946, 1954, and 1974 by the Walker Company in a 1993 report by Shannon and Wilson have been reviewed to piece together the site's early construction history, along with information from the 1978 self-published history of Bryant's Marina, County Assessor's archival property record cards for 1101 – 1127 NE Boat Street, and University of Washington facility drawings and reports.)

Historic maps show the lumber mill structures on the former marina site. These included a large heavy-timber shed structure with side and cross gable roofs on the eastern portion of the property in the area of the current paved parking/access road. Historic maps and photos indicate that this shed was built in ca. 1908. In 1922, additional mill buildings were constructed, including a large sawtooth-roof structure set on the north side of the site, along the street, with a tall flat roofed shed projecting from its west end, and a number of additional gable and shed roofed structures. These were on the site as of July 1937, and presumably remained when Jerry Bryant opened his new lake store and marine service station, at 1117 E Northlake Avenue "on the north shore of Lake Union, east of the University Bridge" (*Seattle Times*, March 6, 1938).

A tax assessor's note on the May 1944 Property Record Card cites the marina as, "Converted sawmill. All heavy mchy [(machinery)], falsework removed. Brick wall of old Boiler Room remains, but used only for storage. Balcony, used by mill, but of no use to present purpose. This bldg. has had a lot of work, but all used M&L from its old set up. Far cheaper than as mill. City required a lot of fire wall and there is still a lot to do. Bldg was covered by 2 appraisals – voided then as a mill. No pic. Ass. U.S. Army Boars, old pic good enuf." (See property record cards, **Figures 12, 17, 20, and 31**, and accompany record photographs, **Figures 13-16, 18, 23, 32 and 33**).

A 1946 Walker Company aerial photo shows a number of boat slips and dock structures visible on the west side of the marina buildings. A newer, hipped-roof covered moorage structure is also visible in this photo over open water to the southwest of the present property. This structure appears to be the parallelogram-shaped covered moorage designed by architect La Monte Shorett for Bryant's Motor Boat Marina according to drawings dated 8.6.1941 (**Figures 28 & 29**). This "Boat Shelter," as it was titled, was built over pre-existing walks and opened along one long side to accommodate six boat slips. Clad with corrugated sheet iron on three sides and the roof, it was supported by wood framing and posts over existing pilings. This structure presently is part of a small, flag-shaped property owned by University of

Washington to the west of the Portage Bay Park property, and it is noted only for information. It is not part of the nomination.

A plan drawing dated 10/15/45, "Alterations to Bldg. C," identifies Store Space, "Stock Space, and "Upholstery" on the first floor of Building C's northern half, along with "Motorboat Display and Sales" in the two-story space to the south, and "Boat Storage & Repair" in the adjacent open shed further south. (See drawings following page 49.) Two new door opening were noted in the north facade. These openings and pre-existing ones were embellished in 1947 with the addition of new doors with relights and transoms in the entries. Around that same time it appears the Roman brick veneer and corrugated metal bulkheads were installed over existing shiplap siding on the north facade of the abutting Buildings B and C, and wood- framed display and second floor windows were added.

A drawing from January 1963 by La Monte Shorett shows a partial balcony addition at the second floor level, southwest corner of Building C. This 38'-deep space spans 80' in the northern five bays. A section drawing, A-A, shows the 12" square posts at the basement and existing first floor, with its ceiling height noted as 9'-2", along with the trussed roof framing, which is cited with a note, "Exist. Sawtooth Skylights." (The drawing also notes a stairway added in Building B in 1952. Presumably the second floors of B and C were opened to one another by that date with a fire door opening at the second floor.)

Permits indicate that in 1956 a new dock (designated then as Building No. 3) was constructed. Also designed by Shorett, it was part of a 35' by 47' wood framed boat shed with internal catwalks and a three-bay vaulted roof structure. Open on four sides, it contained 1,645 square feet and had a partial canvas and aluminum roof. This open boat shelter appears to be one that remains present near the shoreline on the west end of the site, directly west of Building B. In 1957, another covered boat moorage dock was added to the Bryant's Marina, but its specific location and features remain unknown.

A fire swept through the marina in 1958, destroying many of the covered moorages and boats, with losses totaling between \$75,000 and \$100,000 (Crimmin, p. 64). Although there are no drawings or permit records to indicate what was lost or fire-damaged, repairs to impacted structures were undertaken, presumably soon after this date. Between 1963 and 1966 a total of seven fuel tanks were installed on the site in the vicinity of Buildings C and D. (The tanks were removed later and the site remediated by the University of Washington in 1970.)

Illustrations in the published history of Bryant's Marina cite the buildings and spaces within them by their functions: Boat Display Store, Parts Department, Sales and Sales Department (offices), Shipping Department and Shipping Dock, Hardware Wholesale, and Outboard Motor Repair, with Gas Tank on the dock to the southwest, Boat Slips to the west, and Dry Storage in the adjacent open shed space to the west. In the open shed to the south there were Dry Storage spaces and a Paint Shop. The large, former lumber mill building to the southeast (since demolished) was noted as a Carpentry Shop and other boat repair spaces. (This building was made up by additions and wings linked internally as an assembly, which made the original parts distinguishable only by roof forms.) All of these buildings, which pre-dated Bryant's Marina, were modified and remodeled to serve its needs, along with the addition of the open boat sheds, "water stalls," and "covered moorings."

Architect La Monte Shorett prepared a drawing, titled "As-Built Plot Plan" for Bryant's Marina, Inc., dated 4 Dec '65 (Figure 1). This plan identified three structures on the north side of E Northlake Avenue, as NE Boat Street was known at the time, as part of the marina holdings. The plan shows the ramp driveway at the northeast corner of the site, a parking lot at the northwest corner, seven different boat mooring sheds or structures of varied sizes for different types of small craft, and five assembled buildings. Of these the largest one – the former lumber mill – was removed in ca. 1969. Another, a boat storage building, was shortened and modified. A Walker Company aerial photo from 1974 shows

present buildings on the site with the exception of the small west garage addition at the north side of Building B. 11<sup>th</sup> and 12<sup>th</sup> Avenues NE remained as through-streets that terminated at NE Boat Street.

### **Vernacular Building Traditions**

Historic maps and photos and property records indicate that Bryant's Marina property was developed originally as a lumber mill, and reused for a period as a box-manufacturing plant. The purpose-built parts of the marina were limited to small craft boat houses (basically roofs supported by framing over open water) and open storage structures. The redesigned portions of building assembly appear to have been limited largely to the north facade with its public exposure on the public right-of-way facing onto NE Boat Street, and parts of the dealership showroom and sales office areas. (The interior was modified also with insertion of a new floor and suspended ceilings, leaving the exposed heavy timber framing and clerestory windows visible only on some parts of the attic/second floor level.)

The present buildings' north facade, shown in ca. 1947 remodel design, expresses some aspects of Modernism, with the use of Roman brick and horizontal window proportions. This project saw the construction of a raised, flat-roofed parapet that obscured views of the original sawtooth roof profile and skylights. The remodel was limited in scope, and the design was not comprehensive. The result was a collage-like mix of abutting and adjacent structures.

The size and placement of the assembly on the waterfront property, and demising of floor levels pre-date the mid-century period of construction. Records have not been discovered to identity the original designer of the 1922 buildings, or the designers of the earlier lumber mill. The early buildings shown in photographs, and the open warehouses, appear to be the results of vernacular design and construction, as do the open boathouses and marina slips, dock and wharf elements, and paved deck areas on pilings.

With exception of portions of Building B/C – redesigned by La Monte Shorett and modified by Benjamin McAdoo – the assembled buildings on the Bryant's Marina site are vernacular structures. Most were associated with the recreational boating industry in the post-World War II era, and specifically with the Bryant's Marine Company. The construction techniques represents the on-site skills of on-site carpenters who undertook both design and building using easily available and relatively inexpensive materials, with an eye toward function rather than self-conscious refinement.

## **4. ARCHITECTURAL DESCRIPTION**

### **The Site and Surroundings**

The former Bryant's Marina property is an irregularly shaped parcel, over the water and north shoreline of Portage Bay, approximately 255' by 665' in maximum dimensions. It is situated along NE Boat Street at the foot of the University District. The property extends to the northwest from the south end of Brooklyn Avenue NE to the terminus of 11<sup>th</sup> Avenue NE, and extends to the shoreline (**Figures 39 – 41**).

The neighboring property to the northwest, formerly a part of the Timmerman Marina, is presently a flag-shaped parcel owned by the University of Washington. Largely over the water, it contains one of the original 1941 Bryant's Marina boat sheds. Abutting the southeast property line of the subject property is Sakuma Viewpoint, a small shoreline park designed by McCleod Reckord in 1978, and constructed by the University of Washington and Seattle Parks Department. This park was named as a memorial to university landscape professor Donald Sakuma (**Figures 44 & 45**).



A small marina complex containing the Agua Verde Café and Paddle Club is situated east of Sakuma Park near the foot of University Avenue NE, and offers paddleboat and kayak rentals in addition to a dock with the slips for small boat. This property is owned and managed by the University of Washington. The paddle club and viewpoint park take up most of what was once Waterway No. 12. (Waterway No. 13 was open water area west of Timmerman's, but it too has been built upon.) Both the nearby University Bridge, which extends south from Roosevelt Way NE over Portage Bay, and the towering I-5 freeway bridge, are further to the west.

Upland properties to the north of NE Boat Street once contained a mix of small houses, and commercial and light industrial buildings, including those of the Puget Sound Lumber Mill and Bryant's Marina. These blocks have been acquired by the University of Washington. Directly north, across the street, there is the 1984 Marine Studies Building (designed by Streeter Dermatis and NBBJ), and the Fisheries Research and Technology Center (1990, designed by The Miller Hull Partnership) (**Figures 42 & 43**). The 1976 Academic Computer Center (at the intersection of Brooklyn Avenue NE and NE Northlake Way, designed by Ibsen Nelsen & Associates) at the northeast corner of the block (Johnston, p. 166).

Site features include a cast-in-place retaining wall that runs along the north property line, and concrete bulkheads along the shoreline, along with pilings that extend into Portage Bay, remnants of former heavy timber dock and covered moorage structures. Visible portions of the site include the asphalt and concrete paved platforms, also supported on piers that make up a deck on the south end of Building B, and the driveways and parking areas with curb stops at the southeast and northwest corners that together provide about two dozen vehicle stalls (**Figures 46 & 47**). Chain link fencing secures the open east end of Building D, and the western edge of the site.

### **Buildings and Structures**

The following buildings on the property were documented in a set of floor plans dated September 11, 1969, "University of Washington - Building Investigation, Bryant's Marina," by Dodd & Matthews, Consulting Engineers, Seattle. They are cited as they are situated on the site, from west to east.

#### The Garage

This is a small, flat roof structure at the far west end of the property, attached on its east side to the larger Building B (**Figures 15 & 51**). It was designed in 1949, according to a plan by La Monte Shorett, and constructed in ca. 1950. The original drawing, cited "Loading Shed Addition," shows it as an 18'-10" by 23'-4", single story wood frame structure with double doors in the east wall that led into the adjoining Building B. Set 1'-9" above the grade on the north, the new building was provided with an 8'-deep raised concrete dock, which was partially covered by a 6'-deep flat, cantilevered canopy. Square 8" posts supported the 8x8 girders and 4x10 floor joists. Exterior walls were finished with shiplap sheathing and striated plywood cladding. Two 7'-wide window openings were provided originally on the south wall. As part of this building's construction project, the Roman brick veneer on the west end of Building B was extended to meet the corner of the new loading shed.

In the 1969 investigation drawing the building was shown as having retained its open interior plan, and was cited as "Garage & Workshop." This flat-roofed, undistinguished garage structure remains attached to the west end of the current assembly, Building B/C. It is characterized by relatively solid facades with minimal fenestration, made up by a large corrugated steel roll-up door that fills the north, street-facing facade. Set back approximately 20' from the sidewalk and north facade of the primary building, it is situated above the steep slope that extends down to the waterfront. An exterior stair accesses the dock level on the west side of the building. The lower wall of the building is set into the slope with a narrow walkway running on its south side. To the south of it is an open moorage shelter with a vaulted roof.

### Covered Moorage

Near the west end of the property is a four bay-wide covered marina structure, with outer dimensions of 36' by 47', or 1,645 square feet (**Figures 24 & 50**). This structure is not identified by a building number or letter, although it was cited in some records as Building #4 and in the assessor's property record card as "Part of Bldg. #3". Constructed of wood and timber on pilings over open water, it is situated directly along the shoreline, south of the Garage and west of Building B. The structure is characterized by a low vaulted-shaped roof, which is supported by treated posts and braced framing rather than by trusses. It contains four slips for boats, with access provided by plank walkways along the north and east sides and 2'-wide catwalks supported by the same posts. A photo from 3.21.57 is provided on the record card, along with an address at that time, of 1117 E Northlake Way.

According to the assessor's property record card, this structure, was "Bryant's Marina Covered Moorage," and dated from 1956. The form lists architect La Monte Shorett as the designer. The form also cites details about the framing: "1957 – cheap const., for moorage of small boats only – one treated pile at end of each cat walk – remainder supported by a series of 2x8 and 4x4 posts (untreated) – 4"x4" posts standing on top of catwalk support 5 – 3x5 beams, under which roof is suspended with 2x8 purlins and a lattice work of 1x4 wood and 1"gal (galvanized) pipe... roofing is alum." The existing features of this structure are consistent with this description.

### Building B/C

This assembly of two abutting buildings presently houses the University of Washington Police Department and the University and Recycling Facility Services. The long section to the north, situated along NE Boat Street, features a sawtooth roof form behind a raised, flat parapet wall. This section and its street-facing north facade appear to be two stories, but the building includes a basement level with the paved wharf platform below.

The King County tax assessor property record card from the mid-1930s indicates that the assembly was constructed originally in 1922, and noted its framing as 2x10's at 16" centers with a concrete basement slab and interior finishes consisting of 65% fir flooring, 15% linoleum, and 20% asphalt tile, along with plaster walls, acoustic tile ceilings, and solid blocking; and exterior siding as brick veneer and "Cor Iron" (corrugated metal). The building was provided with hot-water heat; one 5,000 pound elevator; 2,000, 1,000, 4,000, 5,000 galvanized tanks; and several hoists, along with plumbing fixtures consisting of toilets, urinals, basins (lavs), a sink, and hot water tank. The building, with an average height of 25', contained two stories in addition to a low-height basement covering 26,960 square feet.

Building B is the western, flat roofed wing of the L-shaped primary building, which extends to the south on pilings over the water (**Figures 12, 16 & 48-49, 56, & 60**). Constructed of wood and timber framing, it contains five 14' bays that make up its 70' width. Its length is made up of twelve 10'-wide bays, and an additional triangular-shaped bay as it meets the street obliquely on the north and is fitted against the west end of Building C. These conditions truncate its otherwise rectangular plan and reduce the north facade width to 54'. This facade is treated as continuous part of Building C's primary facade. In contrast, the back (southern) part of Building B, which has been identified historically as Timmerman's Marina, is purely functional. It is fitted with a concrete wharf or deck that extend with walkways around the east and west sides.

The University's 1969 investigation drawing showed the first floor of Building B as contained offices on the eastern 3,310 square feet with a reception area directly inside of a recessed entry, and storage space in the western 6,320 square feet (**Figures 12-14, 52-58 & 61**). The basement/deck level and second floor were each cited as a storage area of 8,890 square feet, along with notes reading "Low ceiling, finish - rough, heavy timber floor" and "wood on wood stringers" at the deck level. Openings into the adjacent Building C were provided at all floor levels, and a concrete driveway at the far south end accessed the

interior through a deck-level opening with a canopy cover. Windows in the plan appeared only on the north facade.

Building C consists of the primary office building wing, which was once an industrial structure distinguished by its sawtooth roof profile. This wing is largely rectangular, with outer dimensions of 224' by 77', excluding an open loading area of approximately 30' by 32' at its southeast corner. It has a primary north facade facing the street and sidewalk, which is clad in brick veneer and wood, with a tall raised and flat parapet that obscures the original roof form. The 1969 investigation drawing set provides plans of all three floors of Building C. An open storage area 16,670 square feet was provided in the primary building's basement, which was cited with notes, "Low ceiling. Finish - rough heavy timber. Floor - concrete slab on grade" (**Figures 82-83**).

The first floor of the primary building was largely an open, L-shaped space of 12,600 square feet with only a small stairwell/toilet room enclosure in its western portion and an office area of 4,060 square feet in its northeast corner, noted as "Low ceiling. Finish - Plasterboard & wood panel." The second floor plan shows perimeter offices only in the front, 8,930 square feet in the northern 38'-deep portion, accessed off a single-loaded corridor. The back 38'-deep section was in part an open unfinished area of 3,120 square feet, or open to below.

According to a design from June 1970, three large rooms at the first floor of Building C were remodeled for use by the Drama School. These included two double-height rooms on the back, southeast corner – one estimated as 38' by 64' and the other 38' by 52' – and the other in the northeast corner in an estimated 32' by 50' space. At the same time the balance of the first floor was remodeled with the insertion of perimeter and interior offices, new toilet rooms and corridor, and an entry vestibule inside of the main double entry doors (**Figures 71-74**). The plan called for the future addition of a second set of stairs, security room, communications room, police investigation and patrol officers room, and new toilet rooms at the first floor, along with a lunchroom and briefing room along the south perimeter wall. Locker rooms and secure storage spaces were created at the second floor (**Figures 77-81**), with only a few of the original skylights were retained; later remodels added conference and exercise rooms (**Figures 75-76**). New interior finishes in the 1970s included gypsum wallboard walls, and new doors were flush wood types with fir trim. These have been updated over time with contemporary finishes and newer carpeting.

One existing entry on the north facade was infilled, while another, near the easternmost end, was created with new concrete ramp and reinstallation of an existing door. New aluminum awing type windows were installed all along the north facade of Buildings B/C and in four south-facing bays of Building C as part of the same project, which was designed by Seattle architect Benjamin McAdoo. At the first floor along Boat Street, the windows (which were fitted over existing brick sills) were treated with painted woven wire mesh guards set in metal frames that corresponded to those of the windows (**Figures 57 & 58**).

Together, the building assembly B and C forms an irregular L-shape, with overall dimensions of 276' to 292' by 142' to 150'. The present north facade of B and C makes up a continuous wall clad with Roman brick-veneer and vertical wood siding. Building C's original, distinctive form, with a sawtooth roof featuring glazed east-facing skylights, is visible in the 1938 tax assessor's photograph of the building's northwest end, when it was known as the Seattle Motor Boat Marina. (The sign also noted, "Site Now For Sale" (**Figure 14**). Each bay in the north facade was defined by a scupper and downspout, which drained a roof valley. Each featured a pair of large rectangular wood sash windows in the upper portion of the facade wall, fitted with true divided lites making up a 4:4 pattern. A sliding, "barn-type" door in the southernmost two bays led into the buildings, along with a nearby person door. Otherwise, the lower part of the facade lacked fenestration. Cladding consisted of wide corrugated metal rolls, laid horizontally one over another.

A slightly later assessor's photograph, from 1948, shows a view of the northwest corner and the exterior transformation in appearance that the building assembly underwent after it was occupied by Bryant's Marina (**Figure 13**). The entire north facade, and a partial bay to the south, was modified to read as a tall, two story flat-roofed building with a strong horizontal trim line at the second floor line and another at the cap of the flat parapet. The parapet carried around the north end, when it dropped down to meet the flat rooftop of Building B, then painted with lettering denoting the occupant. New window openings, with evenly spaced rectangular wood sash were provided on the primary north facade first and second floors, with each sash divided by mullions into horizontal bands with a single vertical muntin.

Building B is flat-roofed, and its present fenestration is limited to a few openings on its upper west and lower east facades. The west, south, and east facades of Building B are clad with corrugated metal panels, as are the exposed portions Building C's south facade. Although the original building forms were different, the sections that make up C and B can be differentiated from one another today by viewing their massing and roof profiles only from the south or in aerial views from above (**Figures 39, 56, & 59-62**).

The first floor interior spaces of the building assembly have been divided into office spaces, with the exception of an exercise workout room and a large, two-story conference room space. The second floor spaces are largely dedicated to storage, and locker rooms with a few office spaces. In some of these spaces the original roof truss structure and roof profile are visible, and there are steeply angled skylights in a few spaces. The heavy timber structure is visible within the basement of Building C (**Figure 83**). (That portion within B, which suffers some deterioration, was not toured or viewed for this report.) At present there are portions of the original 139' by 40' paved deck structure along the south side of Building B/C.

#### Building D - The Abutting Open Shed

Building D is a large, clear-span gable-roofed shed on the southern side of the site, where it stands over water with its concrete floor slab supported by pilings. It is largely rectangular in plan, with a 145' by 48' footprint and an additional 14' deep partial extension along the south side to make up approximately 8,500 square feet (**Figures 21-23 & 63-66**). Seven of its ten bays along its north side abut the south wall of Building C, with the remaining bays forming the south wall of the open dock area at the southeast corner of Building C.

(Note: Building D was cited in a 1943 Plot Plan as having been relocated to its current position, which seems technically challenging, but which may be the case as it appears very similar to the original Puget Sound Lumber Box Company Building No. 3, at 1109 Northlake Way, cited and shown on the King County assessor's property record card. The May 28, 1936 Property Record Card for Bryant's Marina Bldg. No. 3, a "Boat Bldg.," notes "Void," but also "Still There, 3.88," and the accompanying photograph shows the facades of several assembled industrial buildings with gable roof forms. The record cites a timber post and beam, one-story structure, built on pilings, with fir plank floors, built in 1922.)

The University of Washington's 1969 investigation plan shows Building D as an open storage area, with two separate openings on the west ends. In 1982, this shed was modified as part of a structural repair project by Seattle structural engineer Harvey R. Dodd. The work involved removal of an approximate 11.5' by 50' shed roofed lean-to from the eastern end of the south side and its concrete slab, along with removal of an "unsafe" wedge-shaped dock that extended from it to the southeast, and encasing of some piles. A portion of the concrete floor slab within the structure was repaired and new skirting installed.

A large opening is provided below the east gable end and upper wall cladding where it faces the paving parking area of the site, and is secured by chain link fencing. Other prominent features of the structure include its distinctive roof profile with a central raised gable-roofed monitor in the center of the clear span. Due to its placement tight against Building C, the overall form is no longer symmetrical, however, and all of the building's original regularly spaced large, rectangular windows on the north and south walls

of the monitor and along its west and south facades have been removed and the openings covered by plywood panels. The heavy timber structure, with horizontal lab sheathing remains visible on the interior.

#### Building F – An Open Shed

Building F is another open shed of wood and timber framing, with outer dimensions of 47'-10" by 77', or 3,840 square feet, and a roof height that average 22' (Figures 17-19, 26-27 & 67-70). Rectangular in plan, it features a gable roof that has a deep overhang on its south-facing side. It is fitted against the north property line, and sits approximately 20' south of Building C. An open stair, leading down into the site from the sidewalk along the north, is situated between the two structures.

The King County property record card indicates that dates it originally from 1922 with a remodel in 1943. Formerly known as a Bryant's Marina Boat Shed, it has been used for small boat dry storage, vehicle storage, and more recently as a storage facility the University of Washington's recycling program. Historic aerial photos indicate there may have been other sheds that abutted or were situated east of Building F.

Building F was also cited in a 1943 plot plan (Figure 1) as having been moved from a nearby location to its present one where its north frame was supported by a new, cast-in-place reinforced concrete retaining wall. The tax assessor's form has a note dating from 5/29/1944: "This was formerly part of a mill bldg. was moved to new location. Posts were lengthened only change 40% derr (sic) ...no pics acc. US Army boats." This citation appears to confirm the drawing note on a 1943 plot plan indicating that Building F was relocated.

The shed's gable roof ridge runs parallel with the north property line and the roof extends to the south to provide an 8' overhang along the open, south side. The five bays are made up by 8x8 spliced members that act as upper columns that define the four 16'-wide openings and one of 12'-2". The north side of the wood framed structure is supported by the 10"-wide reinforced concrete retaining wall, which runs continuously along the south edge of the Boat Street sidewalk right-of-way. (This retaining wall is exposed along the full 80'-length of this structure and Building #1.) A wood board fence above this retaining wall also enclosed the north side of the shed and serves as its north facade, while the east and west ends are partially enclosed and the south side is open. Original cladding, in addition to the painted board fence, consisted of wide, painted vertical boards. Presently there are vertical metal panels. The exposed floor slab is unfinished reinforced concrete.

#### **Changes through Time**

The following list of DPD and University of Washington file records summarizes changes made to the property by Bryant's Marina between 1941 and 1963, and in the past 45 years since the university acquired the property:

<u>Year</u>	<u>Work</u>
1941	Elevator shaft fireproofing (Building B)
1943	"Alterations to Motor Boat Marina – 1117 East Northlake Ave"
1945	Alterations to Building C
1947	Alterations to Building B
1947	Alterations to Bryant's Marina
1949	Loading shed addition
1950	Alterations to Building C
1963	Remodeling for wholesale and retail departments
1963	Building C 2 <sup>nd</sup> floor extension
1963	Building C office addition and sales area remodeling

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1969	1101-1225 Boat St. remodel for physical plant
1970	Building C renovation
1970	Security division relocation
1972	Improve temperature conditions in police areas
1973	1103 NE Boat St., install partition
1974	1101-1225 NW Boat St., police area improvements including showers
1975	1101-1225 NW Boat St., police area improvements including shower
1977	Campus sidewalk and walkway repairs and improvements; new building entry and wheelchair ramp with handrail, 117 NE Boat St.
1978	Alterations to rooms 102, 105, and 111
1979	Repair foundation*
1980	UW small boats security dry storage (structural design services)
1982	1101-1137 NE Boat St. structural repairs
1984	Room 106 remodel for University police and computer services
1988	Install bathroom*
2000	Fix piers*
2000	Sprinkler installation*
2004	Room 105 office remodel (construction and demolition plan)
2009	Bryant's building roof improvements
2009	Room 204C and 204E remodel
2011	Bryant's Building police department temporary upgrade

\*According only to DPD records

Building G was the large gable and cross gable wood frame lumber mill building on the eastern portion of the site that was removed in ca. 1969. It was identified in the 1943 plot plan for Bryant's marina. Along with two other structures, Buildings H and I, which appear as shed and gable-roofed timber and wood-framed structures abutting its east end. In addition, there was a small lean-to addition on the south side of the large open shed, D. Of unknown construction date, it was removed in 1982. (See the archival King County property record cards, **Figures 28-28**).

Other structures were shown in photographs and illustrations in the 1978 history of Bryant's Marina, situated on separate parcels in the blocks to the north of E Northlake Way. Several of these were identified in historic maps as part of the earlier lumber mill. They were occupied for some time by Bryant's Marina. The original 1946 boat show organized by the marina used tent structures placed near these buildings (**Figure 7**). With exception of this general historical association, these buildings are cited only for clarification.

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## 7. GRAPHICS

### Figure Index

#### Historic Maps, Photos & Drawings

Figure 1	1943 Site Plan (annotated)	27
Figure 2.	1907 map	28
Figure 3.	1905+ map	28
Figure 4.	1912 Baist map	28
Figure 5.	Portage Bay, 1919	29
Figure 6.	University Bridge, 1932	29
Figure 7.	Seattle Boat Show Photo, 1946	30
Figure 8.	University of Washington and Portage Bay, 1940	30
Figure 9.	Marina neighborhood, 1962	31
Figure 10.	Bryant's Marina sketch	32
Figure 11.	Site plan, 1969	32

#### Historic King County Assessor's Records

Figure 12.	1972 Property Record Card	33
Figure 13.	1948 tax record photo, Building B/C	34
Figure 14.	1937 tax record photo, Building B/C	34
Figure 15.	1951 tax record photo, Garage & Building B	35
Figure 16.	1937 tax record photo, Building B	35
Figure 17.	1970 Property Record Card	36
Figure 18.	1988 tax record photo, Building F	37
Figure 19.	1960 tax record photo, Building F	37
Figure 20.	1936 Property Record Card	38
Figure 21.	1988 tax record photo, Buildings D & F	39
Figure 22.	1960 tax record photo, Buildings D & F	39
Figure 23.	1937 tax record photo, former lumber mill shed	40
Figure 24.	1957 tax record photo, open moorage	40
Figure 25.	1958 Property Record Card	41
Figure 26.	1953 tax record photo, Building F	42
Figure 27.	1960 tax record photo, Building F with garage and shed	42

#### Non-Extant Buildings and Structures on the Nominated Property

Figure 28.	1972 Property Record Card	43
Figure 29.	1941 tax record photo, boat shed	44
Figure 30.	1960 tax record photo, marina yard office	44
Figure 31.	1944 Property Record Card	45
Figure 32.	1960 tax record photo, moorages and marina facilities	46
Figure 33.	1960 tax record photo, looking SW along NE Boat St.	46
Figure 34.	1937 tax record photo, Puget Sound Lumber / Box Co.	47
Figure 35.	1937 tax record photo, wood burner structure	47
Figure 36.	1937 Property Record Card	48
Figure 37.	1954 tax record photo, site moorage	49
Figure 38.	1960 tax record photo, site moorage	49

#### Current Views

##### Neighborhood Context and the Site

Figure 39.	Aerial view	50
Figures 40 & 41.	North shore of Portage Bay	50
Figures 42 & 43.	Nearby UW Academic Buildings	51
Figures 44 & 45.	Sakuma Park	52
Figure 46.	Looking west into the site	53
Figure 47.	Looking southwest at the shoreline	53

---

**Buildings A & B – Exterior Views**

Figure 48.	South facade, Building B	54
Figure 49.	South and east facades, Building B	54
Figure 50.	West facade, Building B	54
Figure 51.	North facade, Garage	54

**Buildings B & C – Exterior Views**

Figures 52 & 53.	North facade, Building B/C	55
Figures 54 & 55.	Entry between Building C and Building F	55
Figure 56.	South facade, Building C	56
Figures 57 & 58.	Office entries, Building C	56

**Open Shed, Building D – Exterior Views**

Figures 59 – 62.	South and west end, Building D	57
------------------	--------------------------------	----

**Open Shed, Building D – Interior Views**

Figure 63.	Looking west, Building D	58
Figure 64.	Looking southeast, Building D	58
Figure 65.	Looking southwest, Building D	58
Figure 66.	Exposed heavy timber framing, Building D	58

**Open Shed G**

Figure 67.	Looking northwest, Building F	59
Figure 68.	Looking north, Building F	59
Figure 69.	Looking northeast, Building F	59
Figure 70.	Looking east, Building F	59

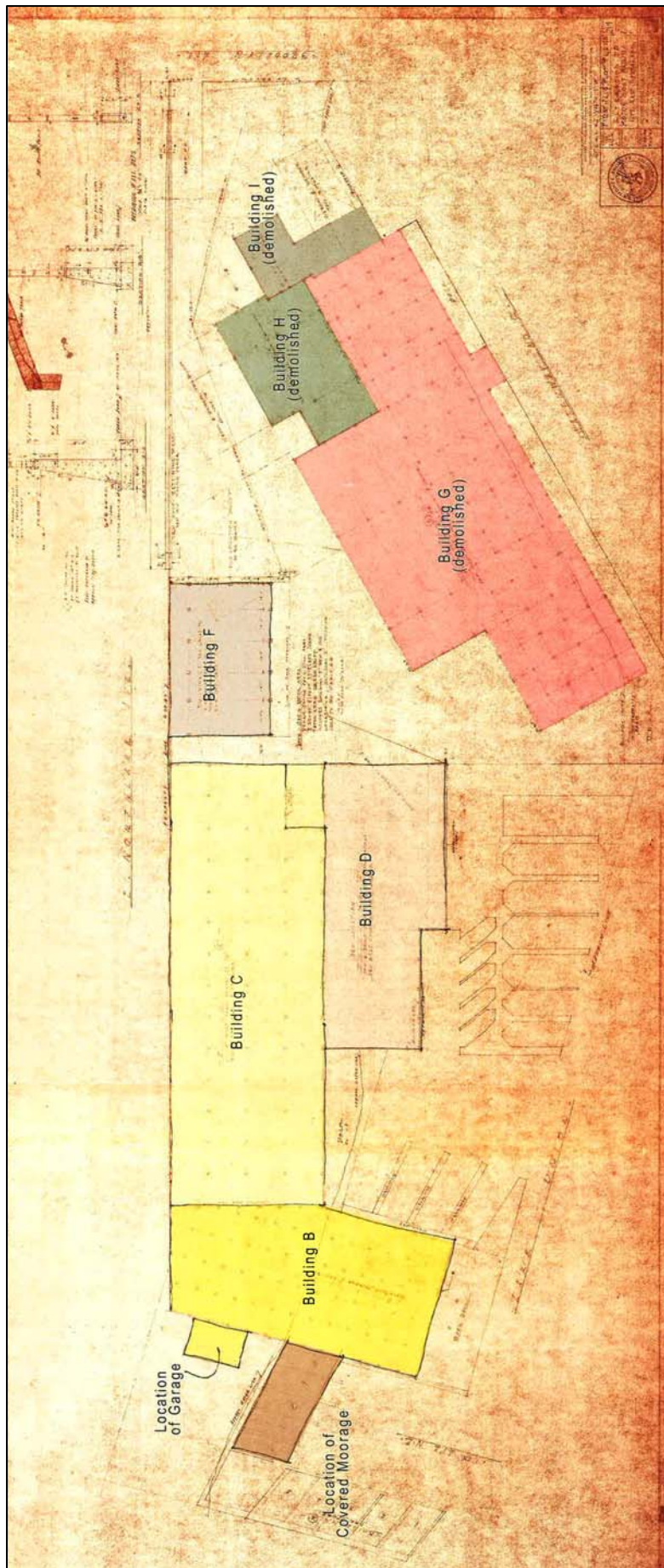
**Building B/C – Interior Views**

Figure 71.	First floor lobby, Building B	60
Figure 72.	Office lobby, Building C	60
Figure 73.	Office, Building C	60
Figure 74.	Corridor, Building C	60
Figure 75.	Conference room, Building C	61
Figure 76.	Exercise room, Building C	61
Figure 77.	Lunchroom, Building B	61
Figure 78.	Stair to second floor, Building C	61

**Building C – Interior Views**

Figure 79.	Office, Building C	62
Figure 80.	Locker area, Building C	62
Figure 81.	Storage and locker area, Building C	62
Figures 82. & 83.	Basement storage, Building B/C	62

A current survey and select drawings from 1941 to 1970 follow page 62.



**Figure 1.** Left, a historic plot plan of the property in 1943 by architect La Monte Shorett for Bryant's Marina. Color and text has been added by BOLA to identify the buildings on the site at that time. See the current site survey for the present Portage Bay Park boundary lines.

North is oriented left on this page.  
Portage Bay is to the south (right).

This plan cites E. Northlake Way ran along the north side of the property (far left). It is current NE Boat Street.

The nomination includes four existing buildings shown on the site in 1943 – cited as B, C, D, and F on this plan – along with the later garage and covered moorage to the west of B, which have been added to this drawing.

The original text on this drawing for Building D noted, "new location" suggesting that this structure was part of the earlier lumber mill. Walker aerial photographs confirm this structure was relocated sometime between 1946 and 1956, from its original siting further south to its present position where it abuts Building C.

Original text on the drawing to the noted, "New Location," and "Old Location – Bldg F to be Moved".

The locations of the present garage and covered moorage, located just west of Building B (down on the page), which were constructed in 1950 and 1956 respectively, are cited although they were not indicated on the 1943 plan.



### Historic Maps, Photos & Drawings

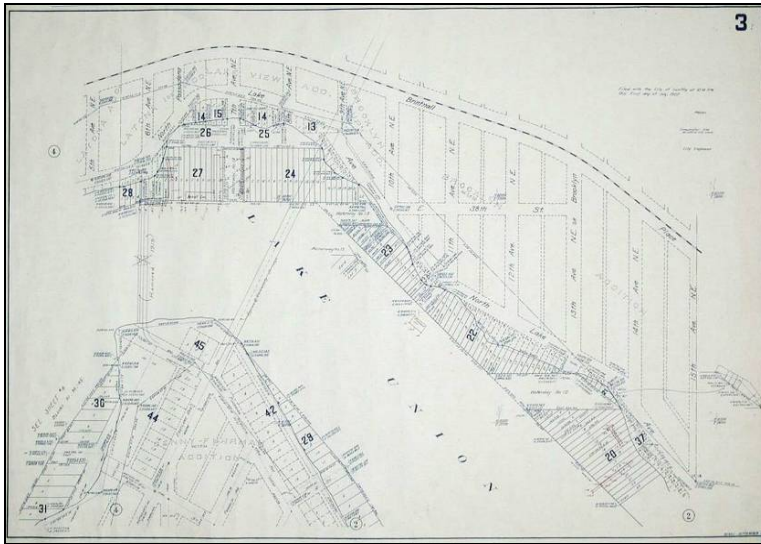
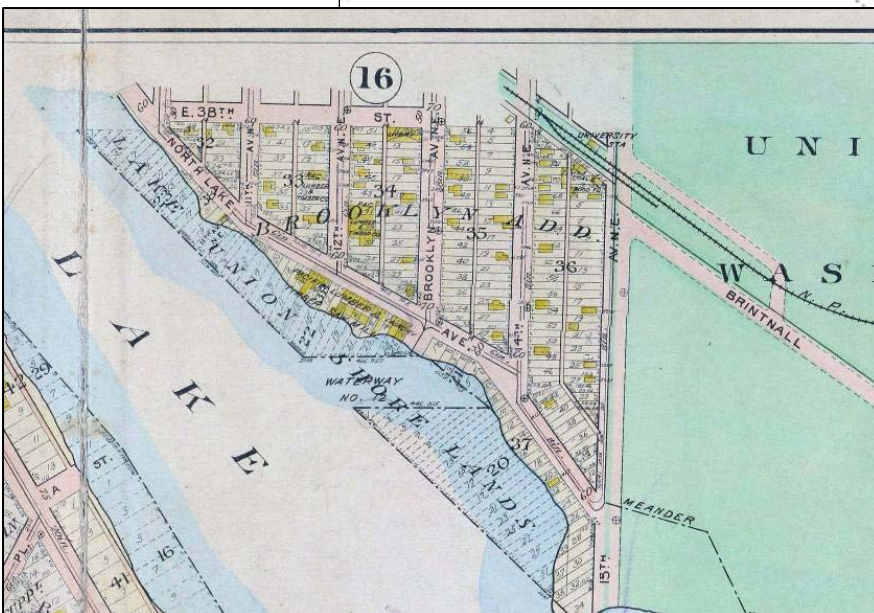
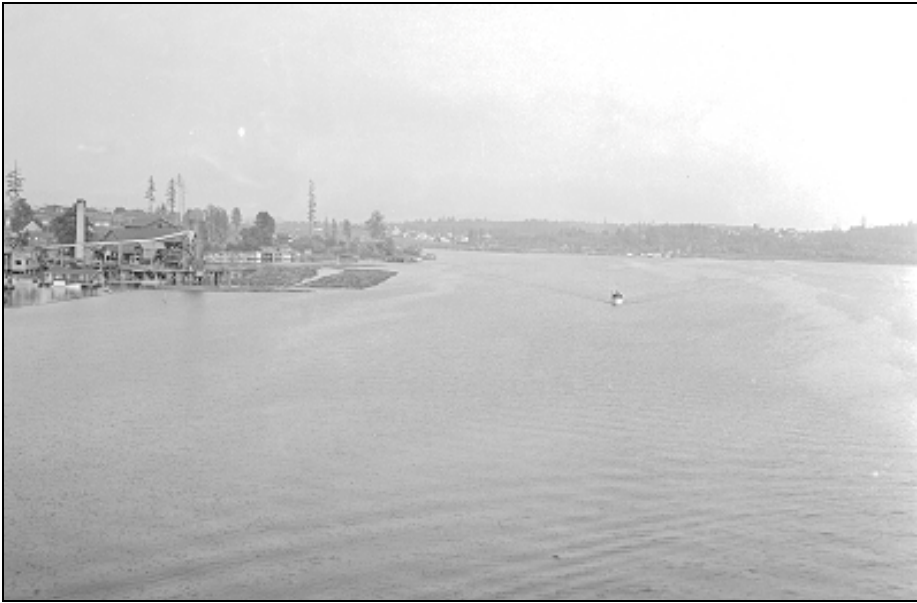


Figure 2. Left, a 1907 map showing the wharfs along Lake Union (Seattle Municipal Archives [SMA], Item no. 955).

Figure 3. Below right, excerpt from a ca. 1905+ map showing the property, which was then identified as the Federal Mill. North is oriented up (Sanborn Insurance Company, Map of Seattle, Vol. 6, Sheet 690 from the Seattle Public Library, research database).

Figure 4. Bottom left, the 1912 Baist Map, Plate 12 excerpt (Dorpat SherrardLamont). Mill buildings were identified also on separate parcels in the blocks to the north.



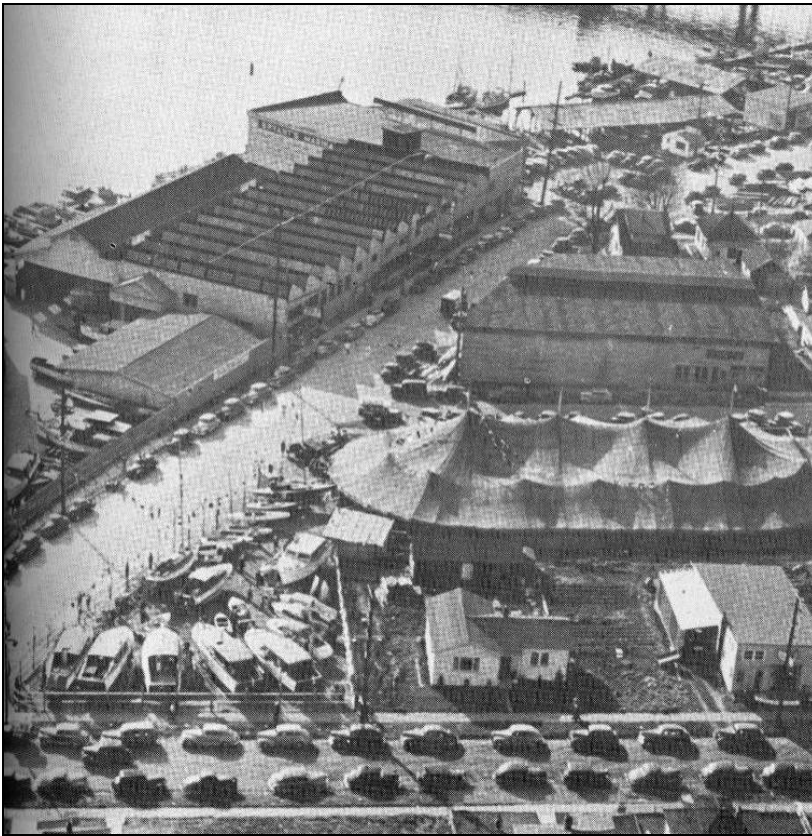


**Figure 5.** Above, view looking east from the University Bridge at Portage Bay on July 1, 1919. The collection of industrial structures appears to have been the former lumber mill property (SMA, Item no. 12662).

**Figure 6.** Below, a historic 1932 photograph, looking west at the “new” University Bridge and one of the Seattle Motor Boat Company’s buildings and dock. This was the original name Jerry Bryant gave his new business on the site (SMA Item no. 5483).







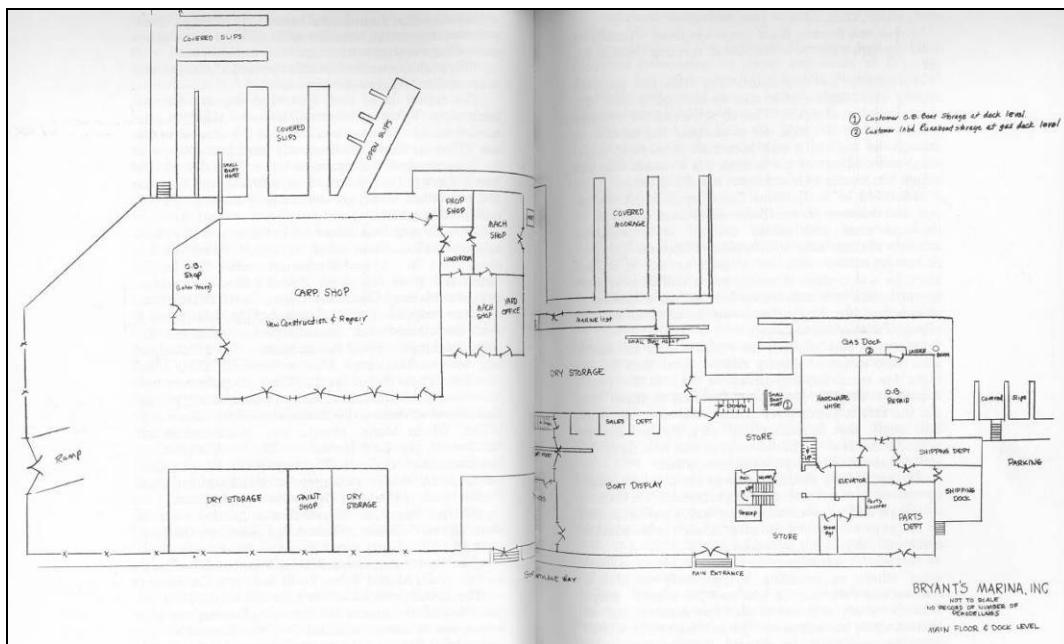
**Figure 7.** Left, a photograph showing the marina and its surroundings during the first Seattle Boat Show, which Bryant's established in 1946 (Crimmin 1978, Figure I-11). The marina occupied some buildings located on separate parcels in the blocks to the north.



**Figure 8.** Below, an aerial view looking north at the university campus, a portion of Portage Bay, the Montlake Cut, and Seattle Yacht Club in 1940 (SMA Item No. 604049).

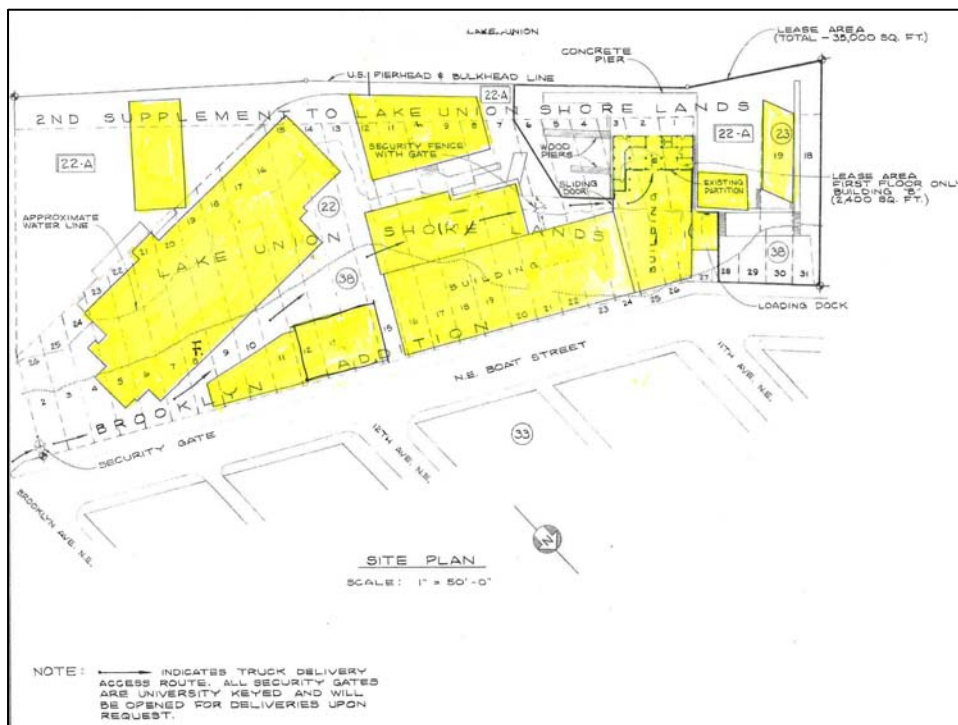


Figure 9. Above, a historic photograph showing the marina and the character of the surrounding neighborhood after completion of the I-5 Highway Bridge (foreground), April 18, 1962. The southwest part of the campus was then a mix of industrial, commercial and older, low-rise residential structures. The Bryant's Marina property, visible in the middle right, then contained a number of older, gable roofed sheds dating from the original lumber mill. (SMA, Item No. 71036).



**Figure 10.** Above, sketch showing the buildings of Bryant's Marina during its operation (not to scale). At this time the largest of the former lumber mill structure remained, and was being used as "Carp. Shop." The present Building C was cited as "Boat Display," and "Store," with a single main entry, and sales offices in the back, and Building B as "Parts Dept." with "Hardware Whse" and "O.B. (outboard motor) Repair" to the south, and "Shipping Dock" to the west of it. The heavy timber, gable-roof Building D was noted as "Dry Storage." North is oriented down (Crimmin 1978, p. 44-45).

**Figure 11.** Below, a site plan with similar orientation, "U of W Property Acquisition, 'Bryant's Marina,' Yates Marina Service, Standard Oil of California Lease Option," dated 10-1-69. Added highlighting indicates buildings and structures present at that time, some of which were soon demolished (University of Washington Facilities Records). See Figure 1 for the current property site plan.



King County Tax Assessors Property Record Cards

6/11/70  
C10

FOR REFERENCE ONLY 51-A  
ADDITION Brooklyn 204 22,080# 5-54378  
REM-UNF 72370

FOLIO 1433 Section 17 Twp 25 Range 4 EWM Block 38 Lot or 2-31  
PERMIT NO. DATE Address 1117 Alameda St 3120m Deck RENTED  
Bldg #1 Mr. K. Anderson 1117 3 630  
Contractor R.M. Olden 1117 3 630

Fee Owner U.W. Board of Regents Architect  
Zoning Condition of Exterior Interior Foundation Floor Plant Good Accept. Poor

USE U.W. Security Div. ROOF CONSTRUCTION FLOOR FINISHES PLUMBING  
No. Stories 12 No. Bathrooms 12 No. Fixtures 12  
No. Stores 12 No. Bathrooms 12 No. Toilets 2 Urinals 2  
No. Rooms 12 No. Bathrooms 12 No. Tubs Log. or Pem. 2  
Basement 12 No. Bathrooms 12 No. Basins 2 Dr. Fins. 2  
No. Offices 12 No. Bathrooms 12 No. Sinks 2  
No. Apartments 12 No. Bathrooms 12 Washers Dryers 2  
1 rm. 2 rm. 3 rm. 4 rm. 5 rm. 6 rm. No. Showers (tub) (stall) 2  
H.W. Tanks 2 Ldy. Trays 2  
D. Washers 2 Disposals 2

TYPE OF CONSTRUCTION Date Built 1922 Date Add. Built ☐ Finished ☐ Unfinished ☐ Remodeled  
Effective Age 20 Years Future Life Years  
Dep. for Cond. Dep. for Ob. Dep. for S.

QUALITY-TYPE Good Med. Cheap  
FOUNDATION  
Full ☐ Part. ☐  
Sub-Basement ☐  
Size 26,400  
Garage ☐ No. Cars 100  
Plastered ☐ Pl. Bldg  
No. Apartments  
Service Rooms

EXTERIOR WALL CONST.  
Single ☐ Double ☐  
Stud Walls ☐ Brick ☐ Pll. ☐  
Conc. ☐ Pll. ☐  
Rein. Conc. Skeleton ☐  
Str. Sll. Frame ☐  
Pre-Fab Metal ☐  
Tilt-Up ☐  
Filler Wall ☐  
Curtain Wall ☐

EXTERIOR FACING  
Siding ☐ Shakes ☐  
Stucco ☐ Shakes ☐  
Marblecrete ☐ Brick ☐ Veneer ☐  
Conc. ☐ Conc. Blk. ☐

INSULATION  
Exter. ☐ Partitions ☐  
Roof ☐ Floor ☐

FLOOR CONSTRUCTION  
Joist 2x12 x 16 O.C.  
Mill ☐ Car Deck ☐  
R. Conc. ☐ Elev. ☐  
Steel ☐ GLB. ☐

ROOF COVERING  
Bit. Up ☐ Tar. & Gr. ☐  
Comp. ☐ Metal ☐

HEATING H.W.  
Elec. ☐ Oil ☐ Gas ☐  
H.W. St. ☐ H.A. ☐  
B.Bd. ☐ Suspended ☐  
FHA ☐ Pipeless ☐  
A. Cond. ☐ Wall Unit ☐  
Comb. Unit ☐ Custom ☐  
Refrig. ☐ Convect. ☐  
Heat Pump ☐ Fireplace ☐

YEAR ASSESSED VALUE  
72 191840 570

BRYANT'S MARINA  
BROOKLYN  
F1433  
B36 2.78  
NORTH LAKE  
PUGET SOUND LUMBER - Box Co  
H99 - NORTH LAKE AVE  
(SEC 2)

4737  
25' AVG HT  
84 1/2' x 18' MW  
14' 6" x 14' 6"

Figure 12. Above, a 1972 King County Property Tax Card for the assembled Building B/C (Puget Sound Regional Archives).





**Figure 13.** Above, a view looking east in a 1948 tax record photo showing the north and partial west facades of the primary building assembly, B/C, soon after a major remodel of the exterior (Puget Sound Regional Archives).

**Figure 14.** Below, a view looking west at the Building C in a 1937 tax record photo, prior to its occupancy by Bryant's Marina. Building B is barely visible in the background right (Puget Sound Regional Archives). The sawtooth roof form of the north facade, so highly visible in this photo, is largely obscured by the taller facade treatment added to the north side of the building by Bryant's Marina in ca. 1947. Some portion of the roof profile remains visible from the south. Most of the original skylights have been removed or covered.



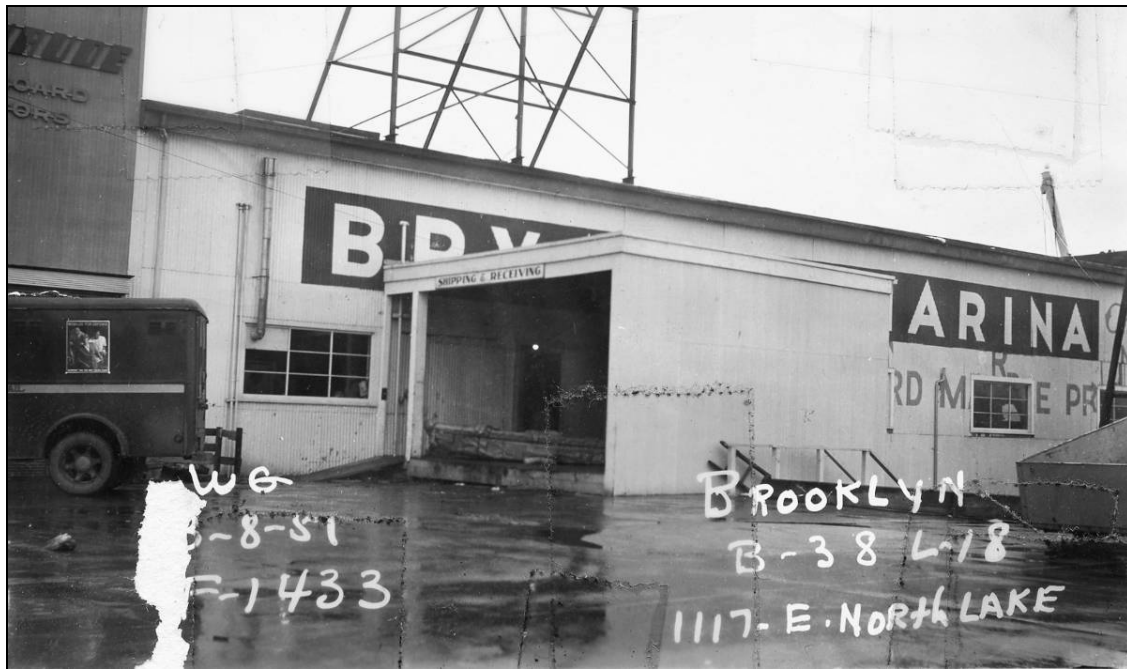


Figure 15. Above, a 1951 tax record photo, looking southeast at the Garage addition attached at the east side of Building B. The Garage was constructed in 1950 (Puget Sound Regional Archives).

Figure 16. Below, a 1937 tax record photo looking southeast at Building B just as Bryant's Marina began to occupy it (Puget Sound Regional Archives). In 1947, the north facade was remodeled to be consistent with that of the boat shed to provide a uniform Modern appearance.



**Figure 17.** Above, a 1970 King County Property Tax Card for Building F (Puget Sound Regional Archives).



Figure 18. Above, a 1988 tax record photo, view looking northwest into Building F (Puget Sound Regional Archives).

Figure 19. Below, a view looking north in this 1960 tax record photo of the same shed, Building F, when it was used for boat storage (Puget Sound Regional Archives). By this date it had been relocated to its present position.





SMALL COMMERCIAL

1 DISTRICT 2 ADDITION 3 BLDG. NAME 4965 5

PERMIT NO. SECTION 6 N. RANGE 7 E. BLOCK 8 TRACT OR LOT NO. 9

ORIG. COST 10

3 ADDRESS-PROPERTY 1109-8-NORTH 12 CONT. PURCHASER 13

4 FEE OWNER Puget Sound Lumber Co. 5

6 ARCHITECT 7 CONTRACTOR 8 DATE 9-22-37

9 BUILDING 10

11 No. Stories 12 No. Stories 13 No. Apartments 14 No. Rooms 15

16 INTERIOR 17 Plaster or Beam 18 Plastered 19 Ceiled 20 Kind 21 Painted 22 Kalsomina 23 No. Partitions 24

25 FLOORS 26 Fir 27 Maple or Oak 28 Cement 29

30 FIRE PLACE NO. 31 Brick 32 Tile Face 33

34 PLUMBING 35 No. Fixtures 36 Cabs Log or Pan. 37 Showers In Tub 38 Toilets 39 Basins-Pedestal 40 Sinks 41 Colored 42 Class 43

44 TILE WORK 45 Ft. 46 Fl. Wall Bath 47 Fl. Wall Lev. 48 Fl. Wall Show. 49 Fl. Wall Ent. 50 Fl. Wall Lobby 51 Fl. Wall Kit. 52 Kitchen Drain Ad. 53

54 HEATING 55 Hot Water or Air 56 Steam or Vapor 57 Air. Cond. Fan 58 Oil Burner 59 Stoker 60 Memo 61 Auto. or Manual 62

63 ELEVATORS 64 Kind 65 Make 66 Auto or Manual 67

68 CEILING HEIGHT 69 Basement 70 Ft. 71 First Floor 72 Ft. 73 Second Floor 74 Ft. 75

76 APPRAISED BY 77 DATE 5/28/96 78 CHECKED BY 79 DATE 80 CHECKED BY 81 DATE 82

83 Other Building Construction Floor Sty. Dimensions Area Factor Value % Dep. Net Value 84

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Figure 20. Above, a 1936 King County Property Tax Card for the former lumber yard (Puget Sound Regional Archives). A later note reads, "still there 3-88." See Figure 21 for the photo.



**Figure 21.** Above, a 1988 tax record photo, view looking directly west at the south and partial east facades of Building F, right, with the remaining east facade of Building D in the background, left, and portion of C, right.

**Figure 22.** Below, a similar, closer view of Bryant's Marina Buildings C and D in 1960 (Puget Sound Regional Archives, both photos). Note the gable-end projection, since removed from the earlier, open portion of C.





Figure 23. Above, a 1937 tax record photo of a former lumber mill shed on southern edge of the platform. A 1943 plot plan and aerial photos from 1946 and 1956 indicate this structure was relocated on the site. It appears to have been the origins of Building D.

Figure 24. Below, a 1957 tax record photo of the open covered moorage at the far west end of the site. This structure was built in ca. 1956 (Puget Sound Regional Archives, both photos).



10/11/70  
FOLIO 1433  
PERMIT NO. 447249  
DATE 7-20-56

ADDITION BROOKLYN ADD  
Section 17 Twp 25 Range 4 Ewn. Block 38 Lot or 27638 Tract  
Address 1117 E NORTH LAKE BLDG #7  
Pict at Bldg #10 Bldg #3 see Bldg #1

Canopy Grade 04 C-3 1.50 100% UNF (4) P

FOR REFERENCE ONLY

Fee Owner BRYANT'S MARINA INC. Architect LA MONTE SHORETT Contractor  
Condition of Exterior Interior UNF Foundation Floor Plan: Good Accept Good

USE COVERED MOORAGE

ROOF CONSTRUCTION  
No. Stories  
No. Stores  
No. Rooms  
Basement  
No. Offices  
No. Apartments  
1 rm. 2 rm. 3 rm.  
4 rm. 5 rm. 6 rm.

FLOOR FINISHES  
Fir Maple  
Oak 2"x6" T&G  
Lino. 3"x6" T&G  
Cement  
Terrazo  
Razolith  
Tile  
Or. See Tank Col.

PLUMBING  
No. Fixtures  
Toilets  
Tub, Bat or Pans  
Baths, Pans  
Sinks  
Urinals  
Showers (Tub) (Stall)  
Laundry Trays  
H. W. Tank Fl. Drains  
Sprink. Sys. No. Hds.

HEATING  
Stove  
Pipelay Furnace  
Gravity H. A.  
Air Cond., Fan  
Suspended Gas, Hot Water  
Steam Heat  
Hot Water  
Oil Burner

TYPE OF CONSTRUCTION  
Frame  
Single Double  
Ordinary Masonry  
Mill Construction  
Class A Rein. Con.  
Stru. Steel and Con.  
Tile Brick  
Con. Rein. Con.  
Good Med. X Cheap

FOUNDATION  
Mud Sills  
Post and Pier  
Brick  
Concrete  
Pile 4

BASMENT  
Full %  
Sub-Basement  
Size  
Garage No. Cars  
Floors  
Plastered  
Living Rooms  
Service Rooms

EXTERIOR WALL CONST.  
Single Double  
2" x 4" Stud Walls  
2" x 8" Stud Walls  
Brick Walls  
Brick with Pilasters  
Concrete Walls  
Con. with Pilasters  
Tile Walls  
Kewn. Con. Skel.  
Filler Walls  
Laminated Walls

EXTERIOR FACING  
Siding Shingles  
Shakes Stucco  
Brick Veneer  
Kind  
Stone Cast S.  
Terra Cotta  
Struct. Glass  
Trim

FLOOR CONSTRUCTION  
Joist Con. Size  
O.C. In Bridg.  
Mill Construction  
Rein. Con.

INTERIOR WALLS  
Stud and Plaster  
Lam. Plastered  
Plywood  
Ceiled  
Plaster Board  
Painted  
Stain Varnish  
Kaleomine  
Whitewashed  
Unfinished

INTERIOR TRIM  
Fir  
Mah. Oak  
Metal  
Dorm  
Windows  
Stained  
Varnished  
Painted  
Unfinished

GROUND FLOOR AREA 1645  
TOTAL FLOOR AREA

EXISTING DOCK  
TARAPED PILES  
CAT WALKS  
SUPPORT ROOF  
ROOF LINE

1958 800 2159  
1972 1390 970

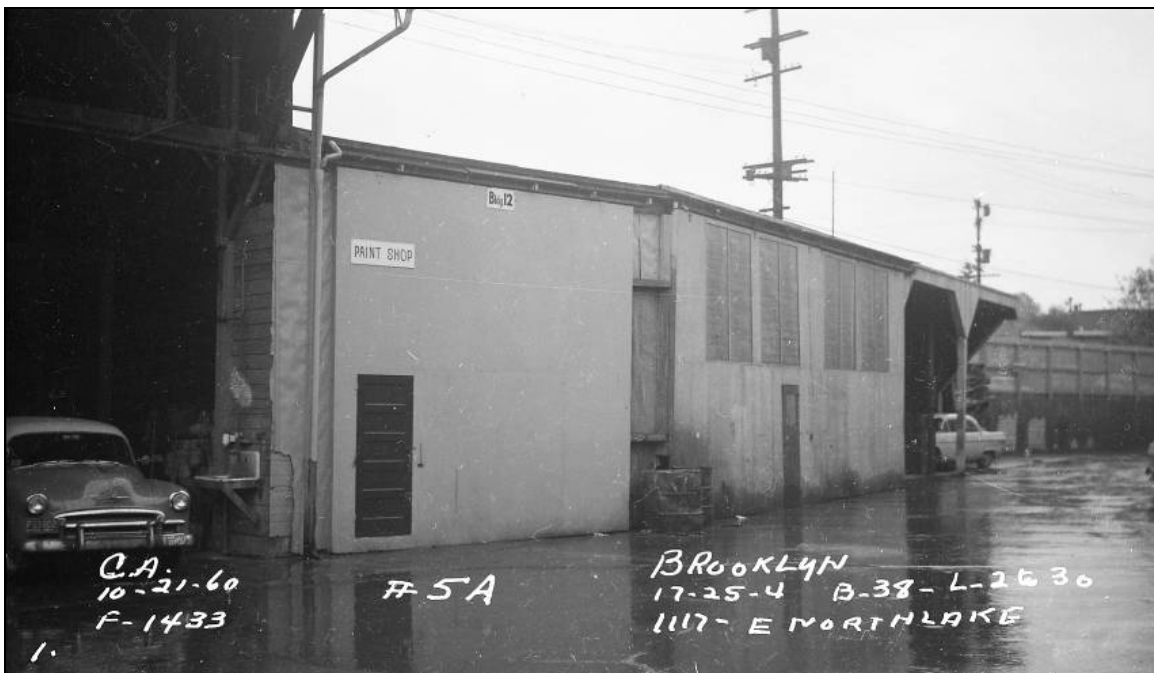
Other Buildings	Construction	Floor	Roof	Stories	Dimensions	S. F. Area	Factor	Value	% Dep.	Deprec.	Net Value
Garage											

Figure 25. Above, a 1958 King County Property Tax Card for the present covered moorage structure, located west of Building B (Puget Sound Regional Archives).



Figure 26. Above, a 1953 tax record photo of the site and east end facade of Building F (Puget Sound Regional Archives).

Figure 27. Below, a 1960 tax record photo of a garage and shed attached to the east end of the Building F, partially visible on the left (Puget Sound Regional Archives). The garage and shed have been removed.





## Former Buildings and Structures on the Nominated Property

The following property record cards and photographs on pages 43 – 49 are for buildings that were on the marina or lumber mill site. Most have been demolished, while several been repositioned or are located on other properties. These records are provided only for information, and to document the site's history.

6/11/70 ✓  
4-94

FOLIO 1433  
PERMIT NO. 33766  
DATE

ADDITION Brooklyn  
Section 17 Top 25 Range 4 E.W. Block 38 Lot or 2-3  
Tax Lot Tract  
Address 10235 DE GRASS BLVD  
Bldg 4 See Add #1

100% UNIT 4137P  
①4737

Fee Owner: H.W. Bond & Co. Agents  
Zoning: Condition of Exterior: R Interior: LWF Foundation: F Floor Plant Good: Accept: Poor

USE	ROOF CONSTRUCTION	FLOOR FINISHES	PLUMBING
No. Stories	Roof-Joist	Fir	Bath Floor
No. Stores	Mill-Deck	Oak	Bath Walls
No. Rooms	Rein. Conc.	Lino	Tub Recess
Basement	Steel Fr.	Cement	Drain Bds.
No. Offices	Trusses	Lghtg. Conc.	Vanities
No. Apartments	Wood	Asphalt Tile	Washers
1 rm. 2 rm. 3 rm.	Steel	Vinyl Tile	Dryers
4 rm. 5 rm. 6 rm.			Showers (tub) (stall)
			H.W. Tanks
			Ldy. Trays
			D. Washers
			Disposals
			Spinkler Sys.

TYPE OF CONSTRUCTION  
1. Frame  
Metal/Prefab  
Ordinary Masonry  
Mill Construction  
Class A Rein. Conc.  
Stru. Steel and Conc.  
Struct. Steel, Frame

QUALITY-TYPE  
Good Med. Cheap

FOUNDATION  
Mud Sill Post Pier  
Conc. Byek  
Lead Mat. Piling

BASEMENT  
Full S. Part.  
Sub-Basement  
Size  
Garage No. Cars  
Floors  
Plastered Pl. Bd.  
No. Apartments  
Service Rooms

EXTERIOR WALL CONST.  
Single Double  
Stud Walls  
Brick Pil.  
Conc. Pil.  
Rein. Conc. Skeleton  
Str. Stl.-Frame  
Pre-Fab Metal  
Tile-Up  
Filler Wall  
Curtain Wall

EXTERIOR FACING  
Siding  
Stucco Shakes  
Marblecrete  
Brick Veneer  
Conc. Conc. Blk.

FLOOR CONSTRUCTION  
Joist x x D.C.  
Mill Car Deck  
R-Conc. Elev.  
Steel GLB.

ROOF COVERING  
Bit-Up Yr. & Gr.  
Comp. Metal

MISC. TANKS, Etc.  
MOIST. Elec. Hydr.  
100% M.S. Flr

ELEVATORS  
Pass. Frght  
Auto. Elec.  
Man. Hydr.  
Doors-Auto. Man.  
Escalators  
Stops Speed  
Cap. C.Hgs.

DOCKS AND PIERS  
Hvy. Med. Lgt.  
Untrid. Pile Tmbr.  
Conc. Piles & Bms  
Trid. Pile Tmbr.  
Paved  
Dolphins  
Deck

WIRING  
Knob & Tube  
Flex. Cable  
Conduit  
Par. Wiring  
Range Wiring  
Outlets

HEATING  
Elec. Oil Gas  
H.W. St. H.A.  
B.B. Suspended  
F.H. Pipeless  
H. Cond. Wall Unit  
Comb. Unit Custom  
Refrig. Convecter  
Heat Pump Fireplace

YEAR ASSESSED VALUE  
72 2 2 2 0 1 70

Brooklyn add  
B. 38  
L. 2-3 etc

4-31-41  
F-16-22  
S-71

LANE - TANNER - SHAW - WARD  
17-25-4 B-23 L-19  
10235 E. NORTH LAKE

100% UNIT 4137P  
①4737  
12' HGT  
24' x 10' MW

84  
36

Figure 28. Above, 1972 King County Property Tax Card for the open boat shed on a portion of the former Timmerman Marina site, which is presently owned by the University of Washington (Puget Sound Regional Archives). This structure is not part of the nominated property.



Figure 29. Above, a 1941 tax record photo of the boat shed, which is shown in the 1943 plot plan shown in Figure 1 (Puget Sound Regional Archives). This structure, shown in this view soon after its original construction, is presently located on University of Washington property, and is not part of the nomination.

Figure 30. Below, a 1960 tax record photo of the marina yard office (Puget Sound Regional Archives).



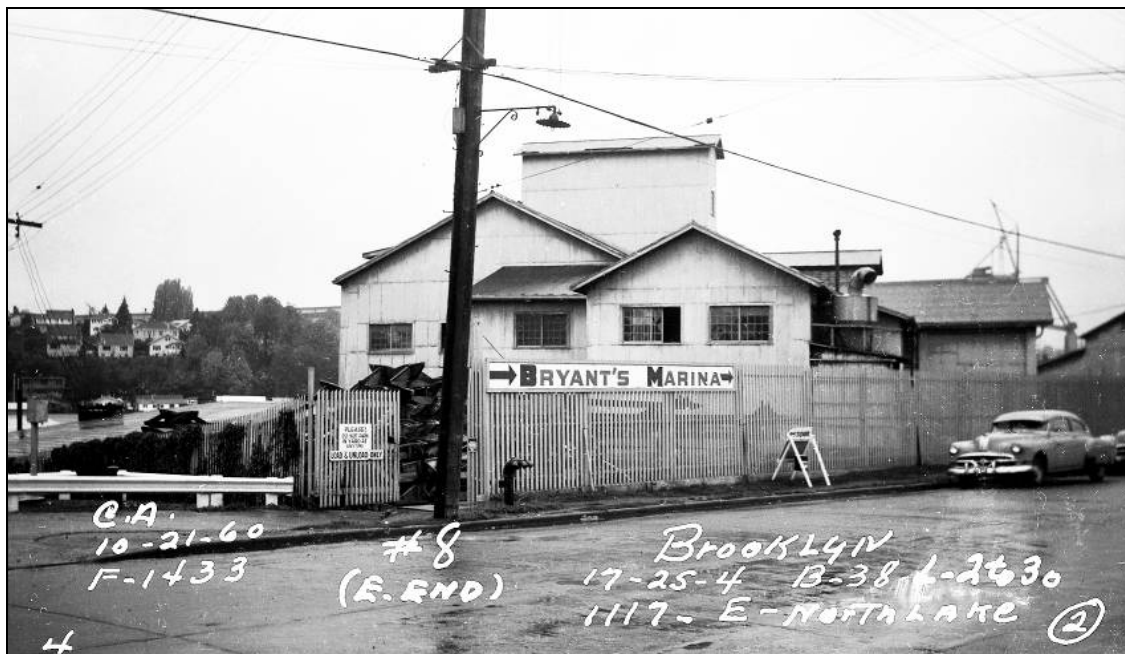
**Figure 31.** Above, the Marina yard office structure in a ca. 1944 King County Property Tax Card (Puget Sound Regional Archives). This building shown was part of the early lumber mill that remained and was modified for use by Bryant's Marina. It was demolished in 1969.





Figure 32. Above, a 1960 tax record photo of the moorages and marina facilities in former lumber mill structures (Building G) (Puget Sound Regional Archives).

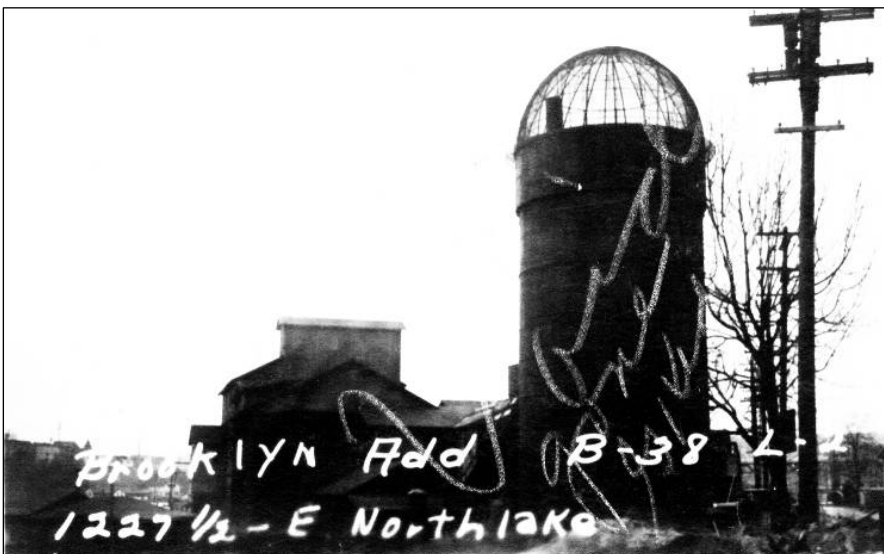
Figure 33. Below, a 1960 tax record photo, view looking southwest along Northlake Avenue E (later NE Boat Street) at Buildings G, H and I (Puget Sound Regional Archives). These structures were demolished in 1969.





**Figure 34.** Above, a 1937 tax record photo of a former Puget Sound Lumber / Box Company building prior to occupancy by Bryant's Marina of the site (Puget Sound Regional Archives).

**Figure 35.** Below the 1937 tax record photo of the wood burner structure on the mill site, which was demolished and removed sometime in the 1940s (Puget Sound Regional Archives).



**Figure 36.** Above, 1937King County Property Tax Card of the former wood burner on the lumber mill site (Puget Sound Regional Archives).



Figure 37. Above, a 1954 tax record photo of site moorage (Puget Sound Regional Archives).

Figure 38. Below, a 1960 tax record photo of the office (Puget Sound Regional Archives). Both of these moorage structures have been removed. Some of the pilings that extend into Portage Bay remain.





### Current Photographs

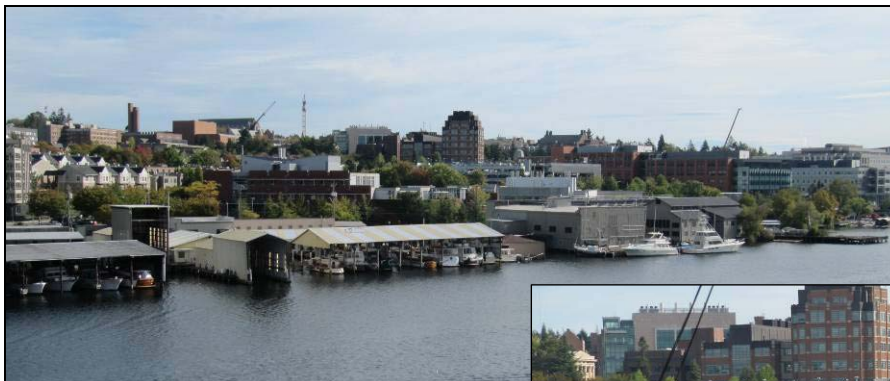
The following contemporary photographs of the urban context and the property are by BOLA Architecture + Planning, and were taken in August 2014, unless noted otherwise.

### Neighborhood Context and the Site



Figure 39. Above, an aerial view of the site and context (Walker Macy, 2015).

Figures 40 & 41. Below right and left, views looking northeast from the University Bridge at the property and other structures along the north shore of Portage Bay.







Figures 42 & 43. Above and below, the neighborhood context includes recently constructed university facilities, as show in this view looking north from NE Boat St at two Fisheries buildings.







Figure 44. Above, view looking southeast at the neighboring Sakuma Park.

Figure 45. Below, view looking southeast at the marina east of Sakuma Park.







**Figure 46.** Above, a composite view looking west into the site from Sakuma Park.

**Figure 47.** Below, the view looking southwest at the shoreline and remaining docks along, south side of the site.





### Building B – Exterior Views



**Figure 48.** Above left, a distance view looking northeast at the south facade of Building B to the left in the photo. Portions of the sawtooth roof of Building C and the open shed, D, are visible behind and to the right.



**Figure 49.** Above right, view looking northwest at the south and east facades of Building B.

**Figure 50.** Below left, a view looking north along the walkway and covered moorage structure along the west side of Building B.



**Figure 51.** Below right, looking south at the front setback, parking lot and the north facade of the Garage and loading structure attached to the west side of Building B.



Buildings B/C – Exterior Views



Figure 52. Above left, looking east at the north facade of B/C and partial west facade of B.



Figure 53. Above right, looking southwest at portions of the long north facade.

Figures 54 & 55. Below left and right, looking south at the fence and entry opening between Building C (right) and open shed/Building F (left). The fence serves as part of the north facade of Building F.



### Buildings B/C – Exterior Views



**Figure 56.** Above, looking north at the visible part of the south facade, Building C. From this view the original sawtooth roof profile is visible. Building B is to the left, D to the right.

**Figures 57 & 58.** Bottom left and right, detail views of office entries, north facade, Building C.





### Open Shed, Building D – Exterior Views



Figure 59. Left, looking east at west facade.

Figure 60. Directly below, oblique view looking northeast at the south and west facades.

Figure 61. Below left, looking northwest at the open south facade, and abutting Buildings C.

Figure 62. Bottom right, detail view of the northwest corner and a portion of Building C, left.



### Open Shed, Building D – Interior Views



Figure 63. Above left, looking west into the shed volume.



Figure 64. Above right, looking southeast within the structure.

Figures 65 & 66. Below left and right, looking southwest at the east open east ends of the shed D, and section of Building C (left), and detail view of the exposed heavy timber framing (right).





### The Open Shed, Building F



Figure 67. Left, oblique view looking northwest at the open south side.

Figure 68. Directly below, looking north at the south side.

Figure 69. Below left, oblique view looking northeast.

Figure 70. Below right, looking east at the exterior stairway between Buildings B (left) and F (right).



Buildings B/C – Interior Views



**Figure 71.** Above left, the primary first floor lobby space in Building B, looking north at the entry door.

**Figure 72.** Top right, office lobby near the west end of Building C, first floor, looking northeast.

**Figure 73.** Above right, perimeter office near west end, north side, Building C

**Figure 74.** Left, typical interior corridor, first floor Building C.



Buildings B/C – Interior Views



Figure 75. Top left, a small perimeter conference room, north side, first floor, Building C.

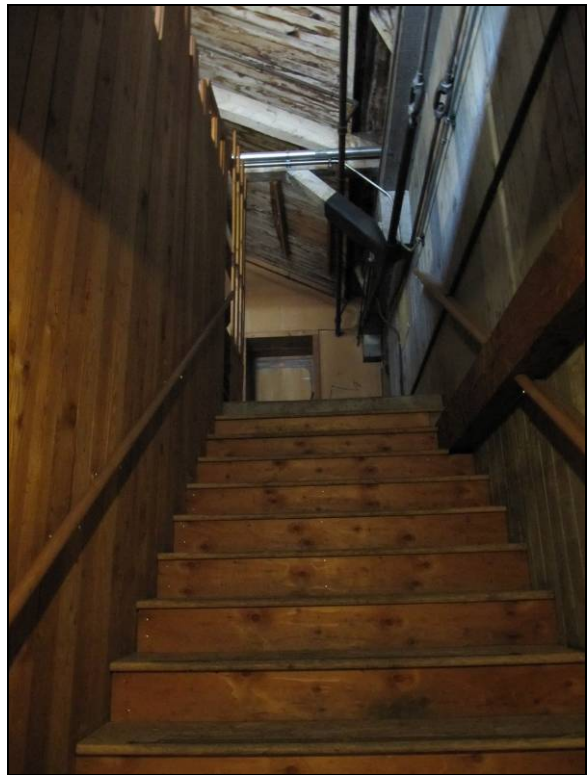


Figure 76. Top right, an exercise room inserted into the southeast corner, Building C, first floor.

Figure 77. Below left, the lunchroom, south perimeter, Building B.



Figure 78. Below right, stair to the second floor, Building C.





Building C – Interior Views



**Figures 79 & 80.** Top left and right, second floor office and locker room.

**Figure 81.** Middle left, second floor storage locker area.

**Figures 82 & 83.** Middle right and lower left, basement storage spaces, Buildings B/C.

**Drawings**

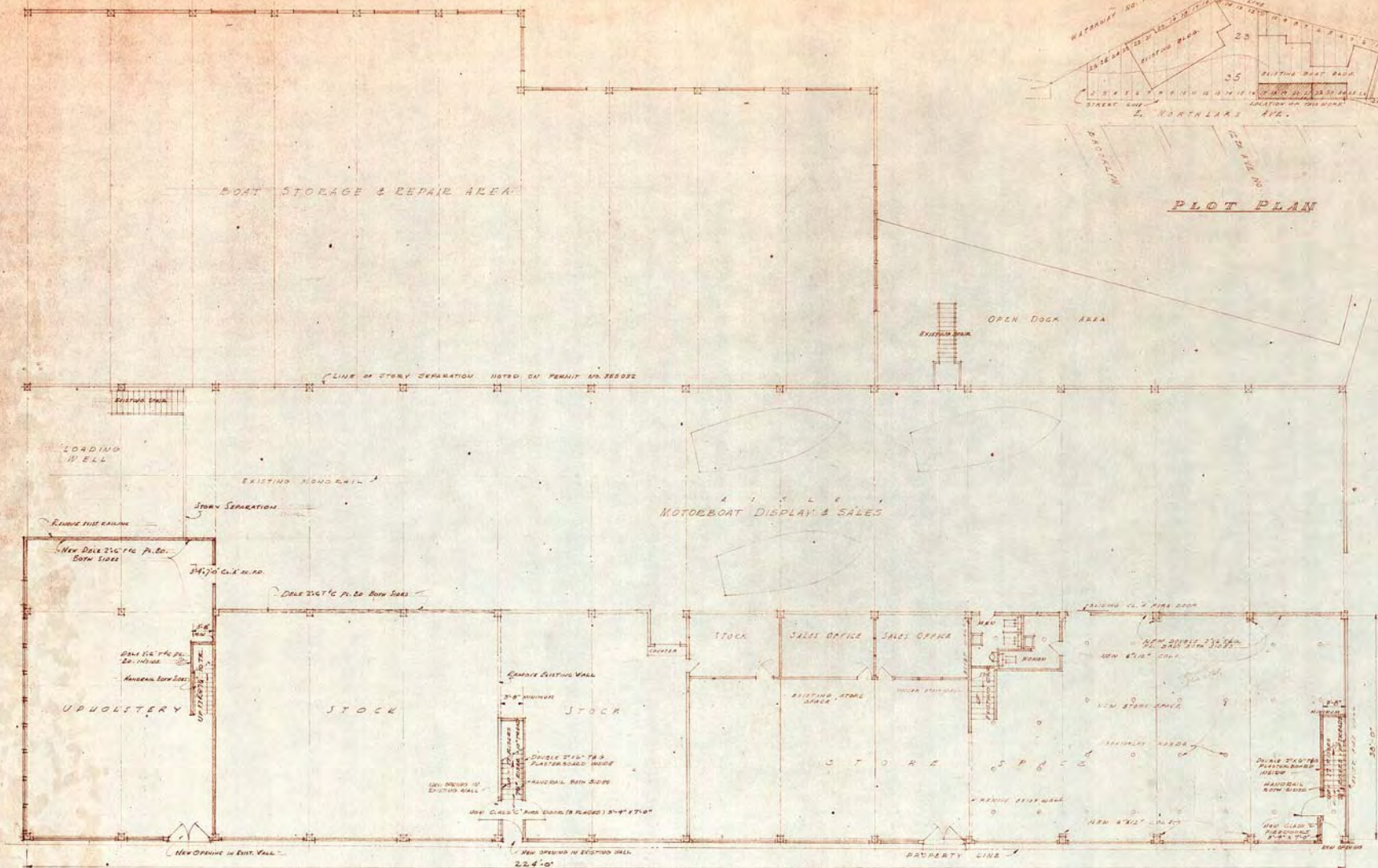
Copies of a recent site survey and drawings dating from 1941 to 1970 are attached.



YARD



**PLOT PLAN**



EAST NORTH LAKE AVE.

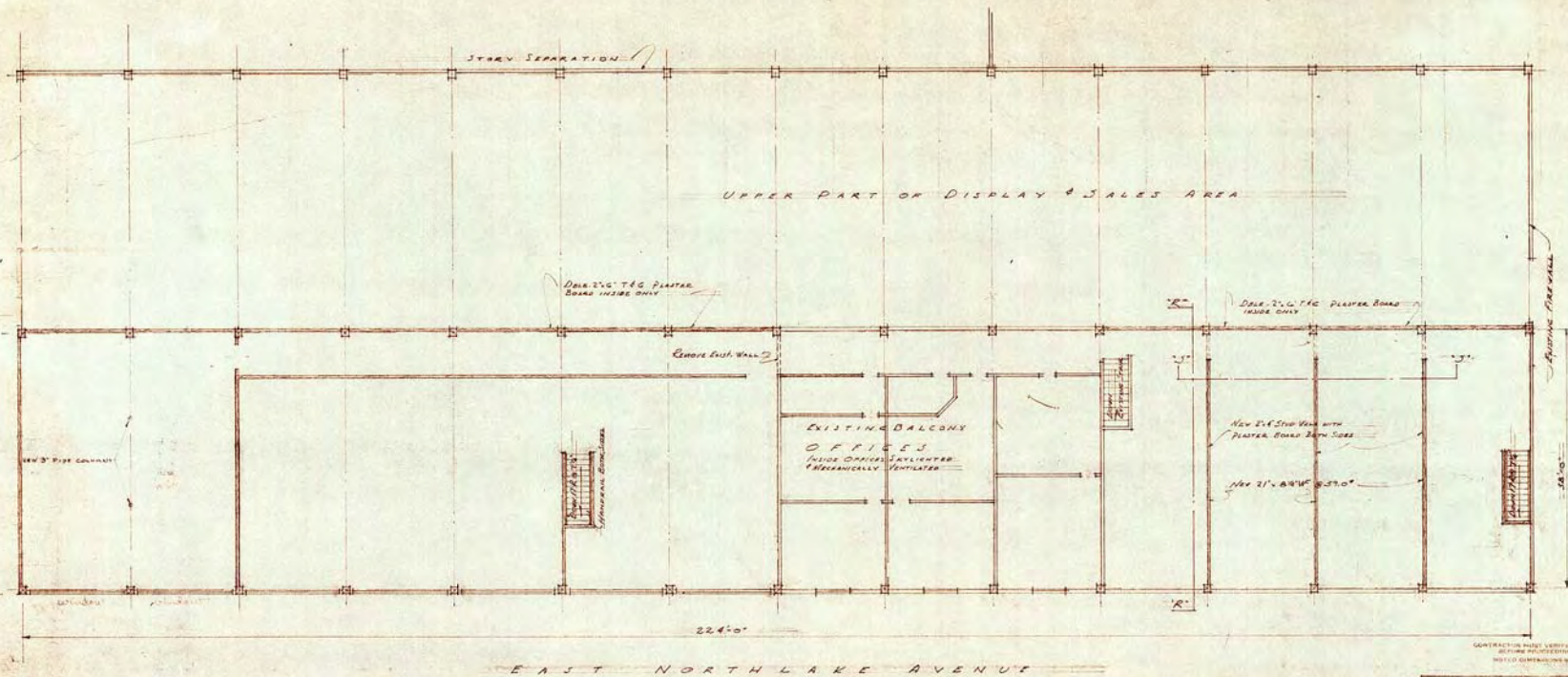
**FIRST FLOOR PLAN**  
SCALE 1/8" = 1'-0"

CONTRACTOR MUST VERIFY ALL CONDITIONS PRIOR TO CONSTRUCTION AND BEFORE PROCEEDING WITH ANY PART OF THIS WORK. NOTED DIMENSIONS SUPERSEDE ALL OTHER DIMENSIONS.

	<b>FIRST FLOOR PLAN</b>	
	PREPARED BY: LAMONT, SHORREY, ARCHITECTS, INC. 1117 E. NORTH LAKE AVE. SEATTLE, WASH.	
	DATE:	10/15/74
	PROJECT:	RENOVATION OF 1117 E. NORTH LAKE AVE.

Revised 10/15/74





SECOND FLOOR PLAN  
SCALE 1/8" = 1'-0"



DATE	REVISED	219
PROJECT	ALTERATIONS TO BLDG C	2
LOCATION	324 N. 1ST AVE	
	107 EAST NORTH LAKE AVE	
	SEATTLE, WASHINGTON	
ARCHITECT	LA MONTE SHORTT	
	SEATTLE, WASHINGTON	

REVISED 25 JAN 1966 BY  
REVISED 15 FEB 1960 BY

772-A-7

58597



ALLEY

ALLEY

ALLEY

ALLEY

STORAGE SHED  
BUILDING #6

STORAGE SHED  
BUILDING #11

BOAT DISPLAY COVER  
BUILDING #15

E. NORTHLAKE AVENUE

BUILDING #2  
(9 STORIES)

BOAT STORAGE

PAINT SHED

BUILDING #9  
BOAT STORAGE BUILDING

RAMP DOWN

COVERED PORCHES  
BUILDING #10

BUILDING #1  
9 STORIES, 400' ROCK

BUILDING #3

BUILDING #15

BUILDING #9  
(2 STORIES)

BUILDING #12

WATER TALLY #4  
COVERED MOORINGS

WATERWAY 100' W.

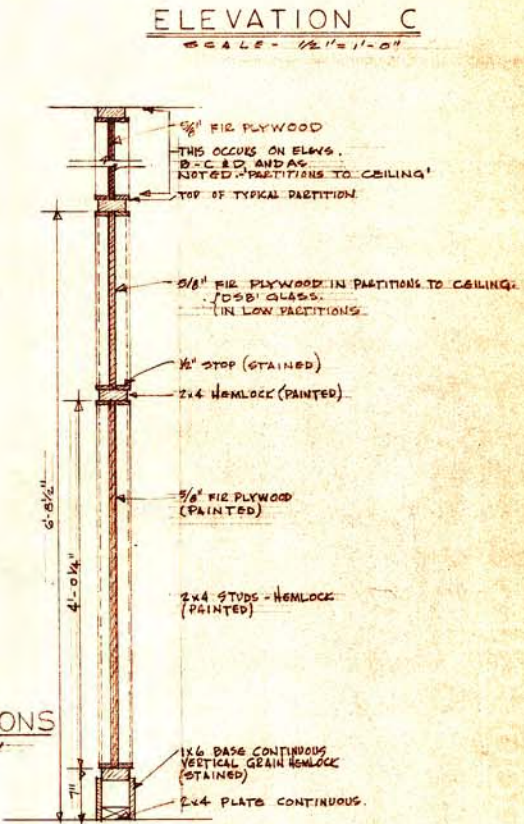
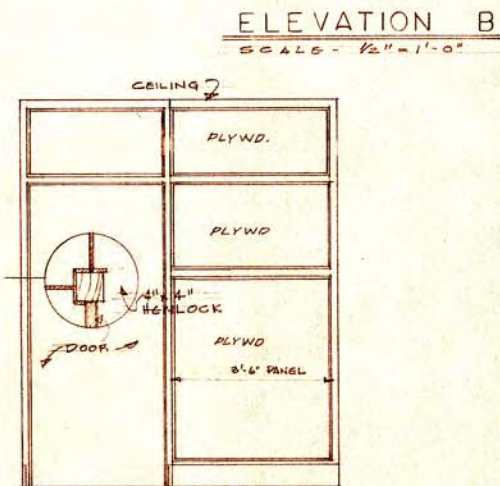
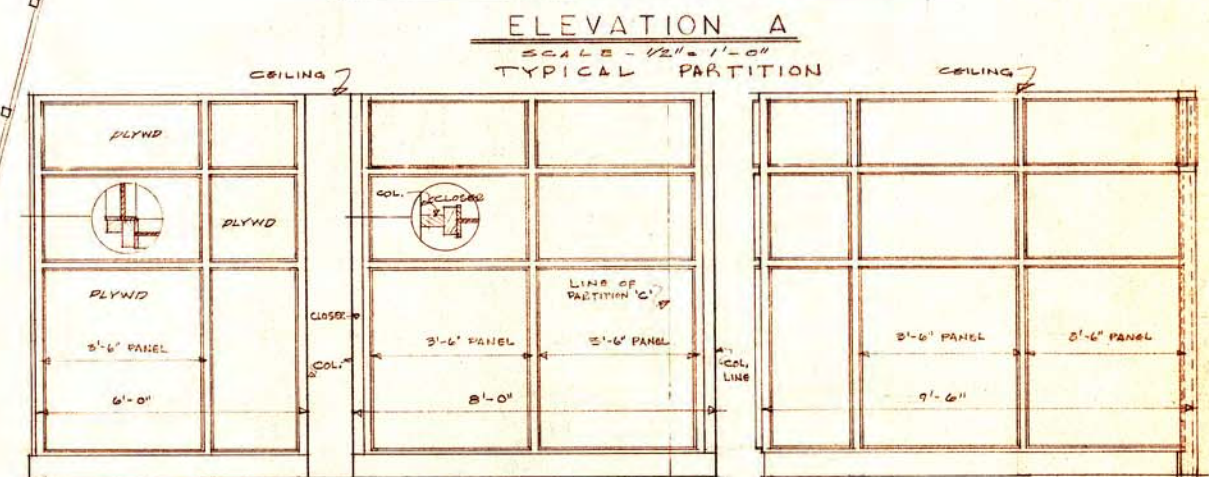
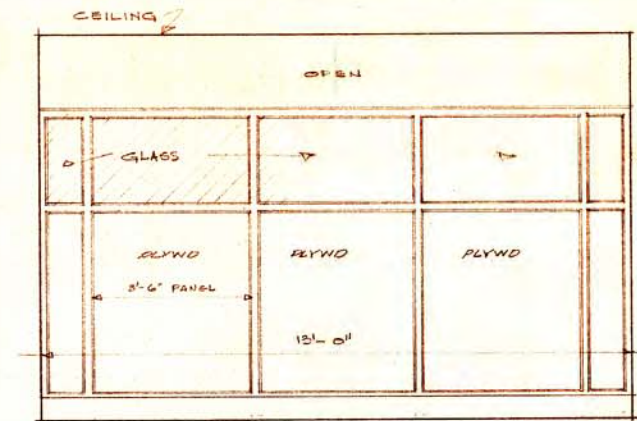
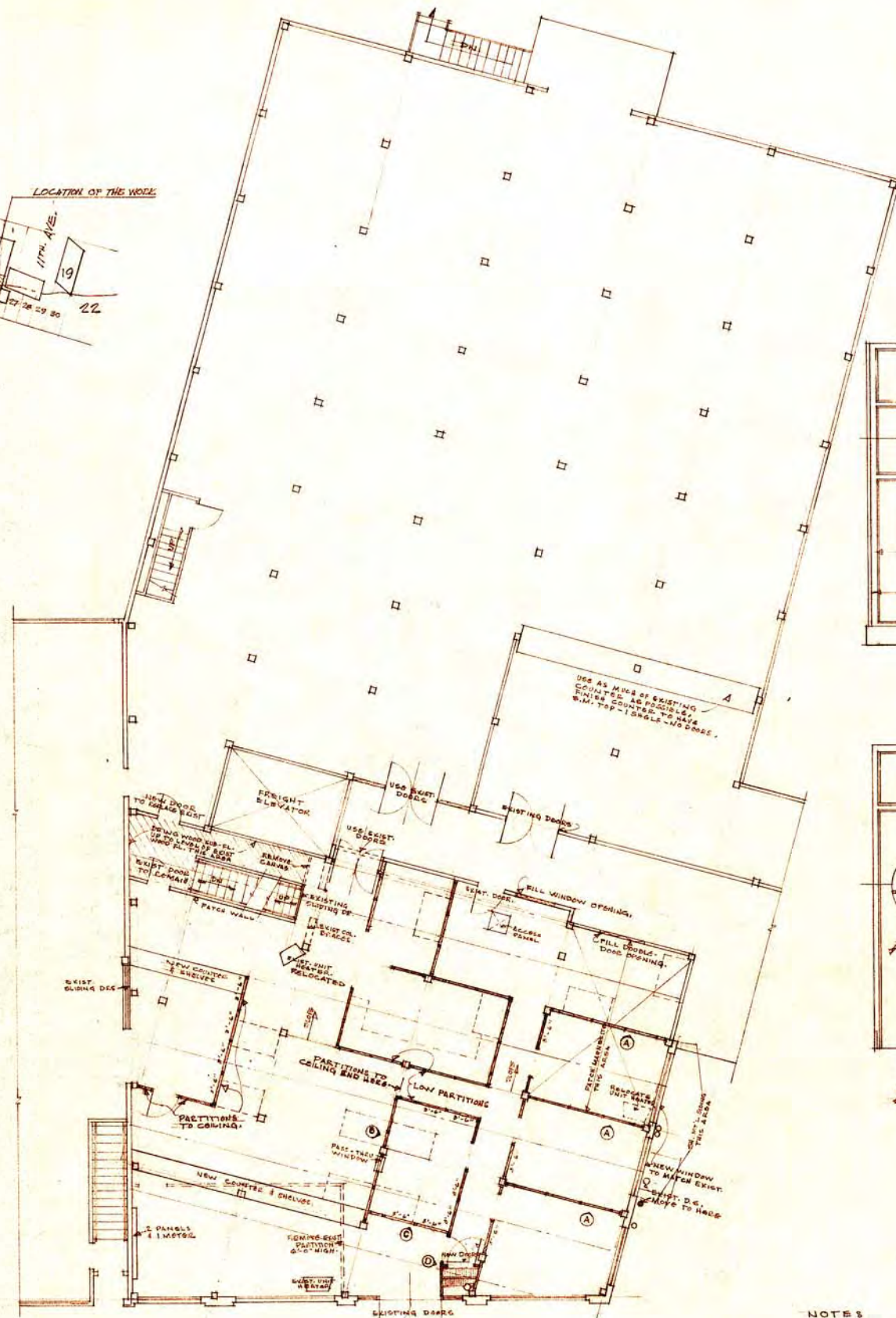
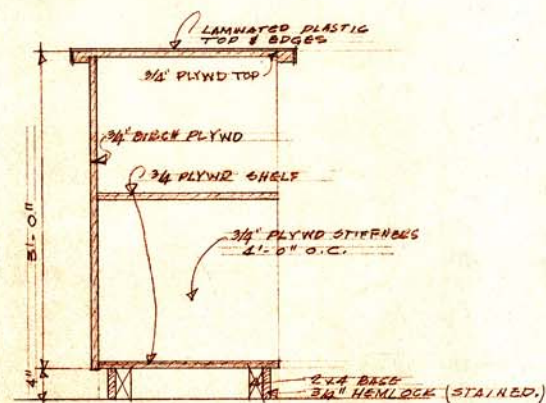
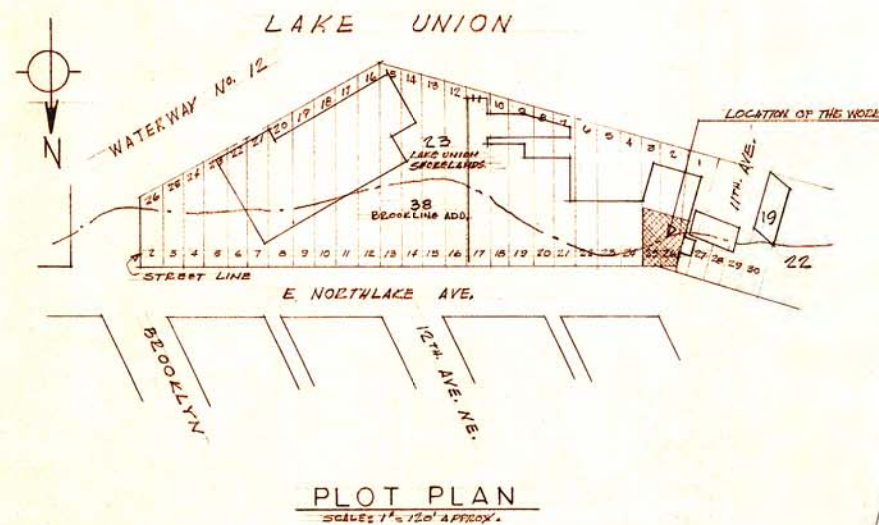
COVERED PORCHES  
BUILDING #13

BUILDING #12  
IF OPEN  
COVERED PORCHES

PLOT PLAN  
SCALE 1/4" = 1'-0"

PLOT PLAN  
AS-BUILT DRAWING  
BRYANT'S MARINA, LLC

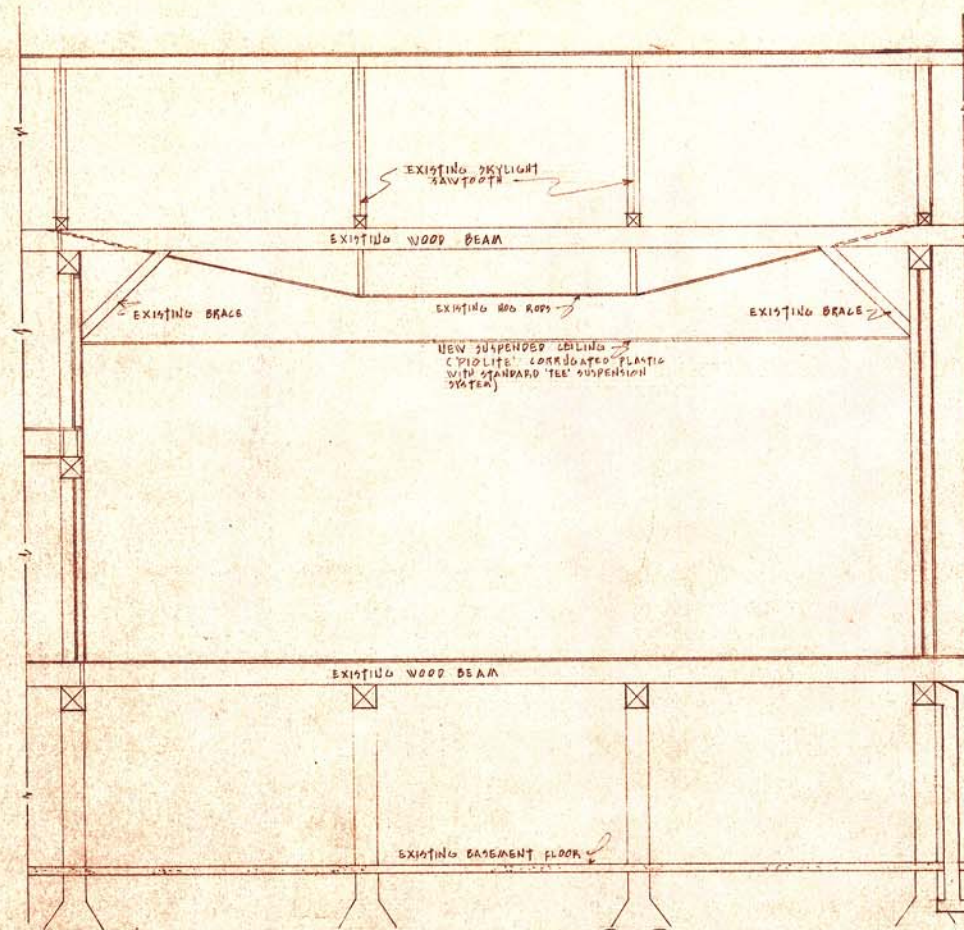




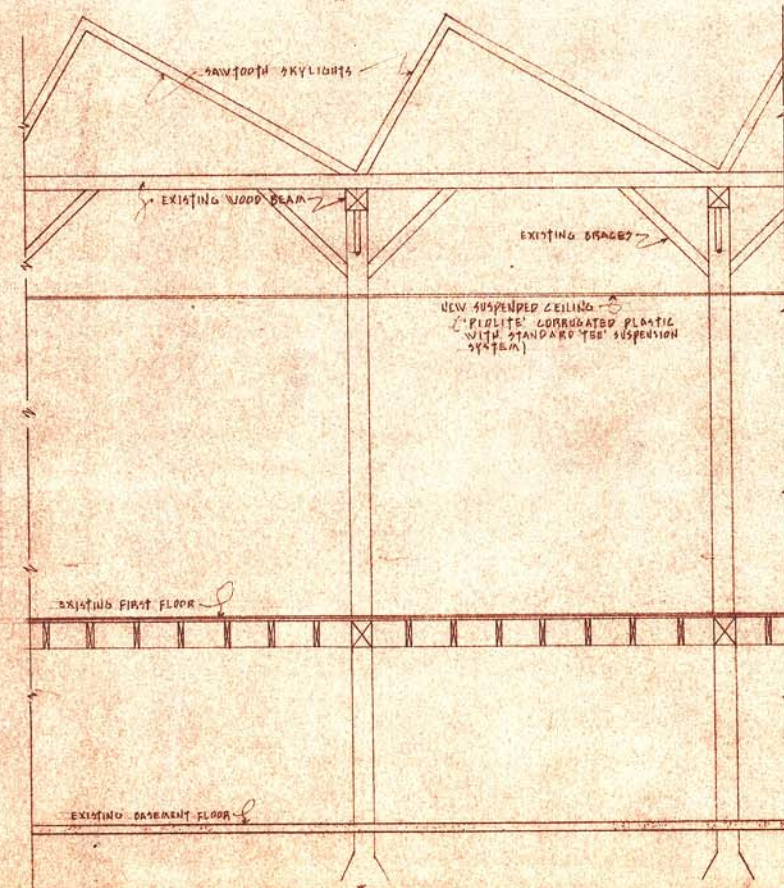
NOTES:  
WHERE FINISH CEILING IS DAMAGED -  
PATCH TO MATCH EXISTING.

B-156 REGISTERED ARCHITECT LA MONTE SHORETT STATE OF WASHINGTON		MAIN FLOOR PLAN RMODELING FOR WHOLSALE & RETAIL DEPTS. BRYANTS MARINA 1117 E NORTH LACK SEATTLE WASHINGTON		JOB NO. 219 SHEET I OF 1
DRAWN BY W.C.	DATE Nov 6 1963	LA MONTE SHORETT, A.I.A. ARCHITECT THOR T. OGBO, ASSOCIATE MA 3-3323 1009 SECURITIES BUILDING SEATTLE 1, WASHINGTON		
CHECKED BY				

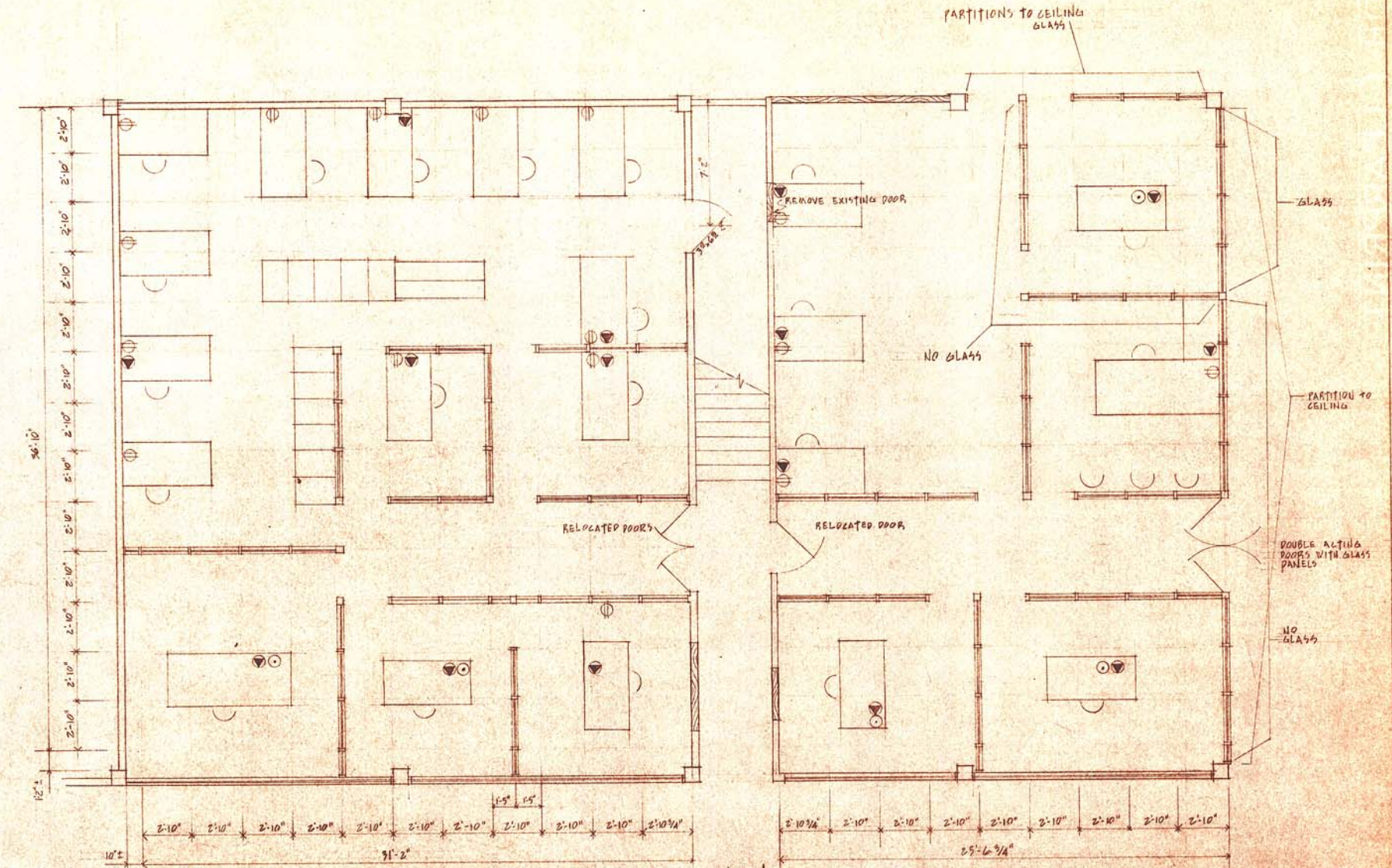




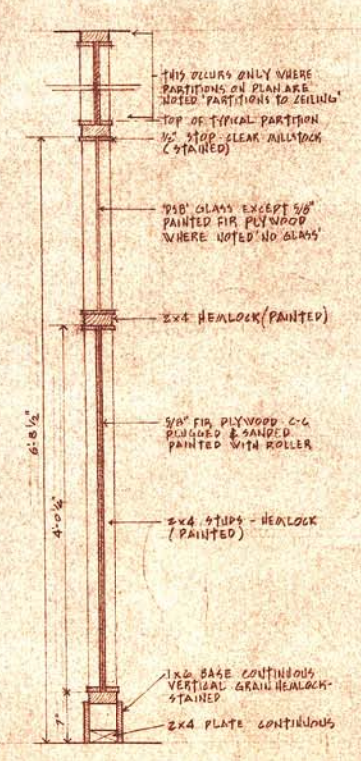
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SCALE 1/4" = 1'-0"



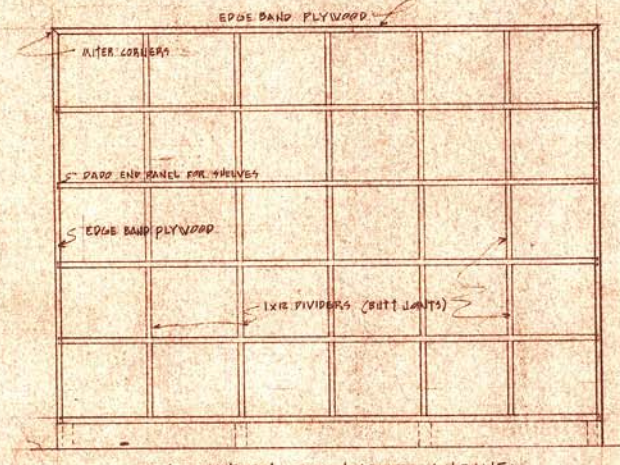
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SCALE 1/8" = 1'-0"



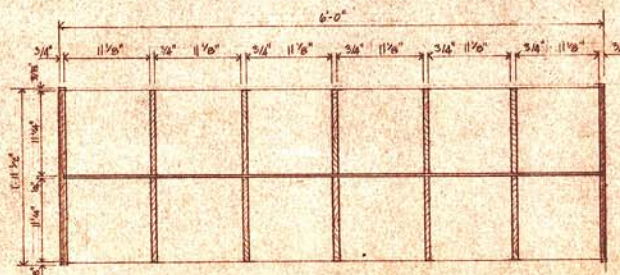
OFFICE PLAN  
SCALE 1/4" = 1'-0"



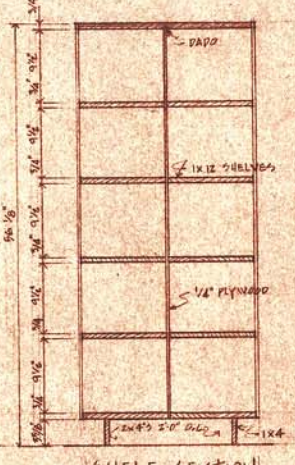
TYPICAL PARTITION SECTION  
SCALE 1" = 1'-0"



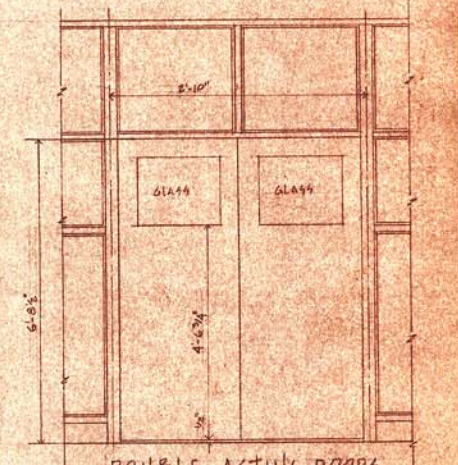
ELEVATION OF INVOICE SHELVES  
SCALE 1" = 1'-0"



PLAN OF INVOICE SHELVES  
SCALE 1" = 1'-0"



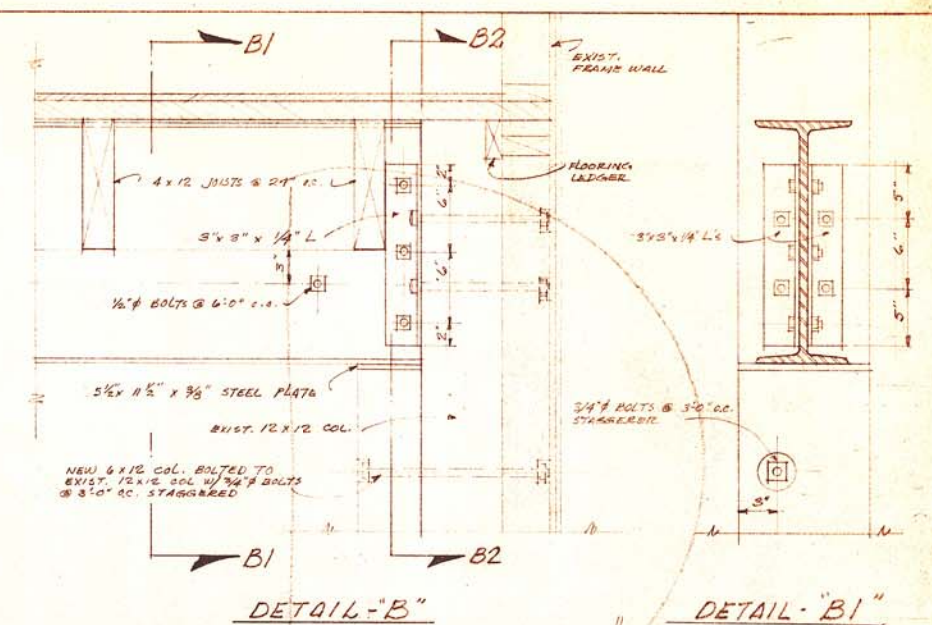
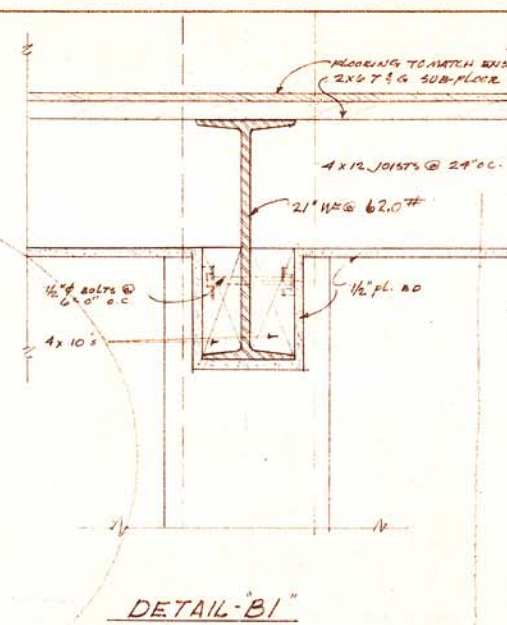
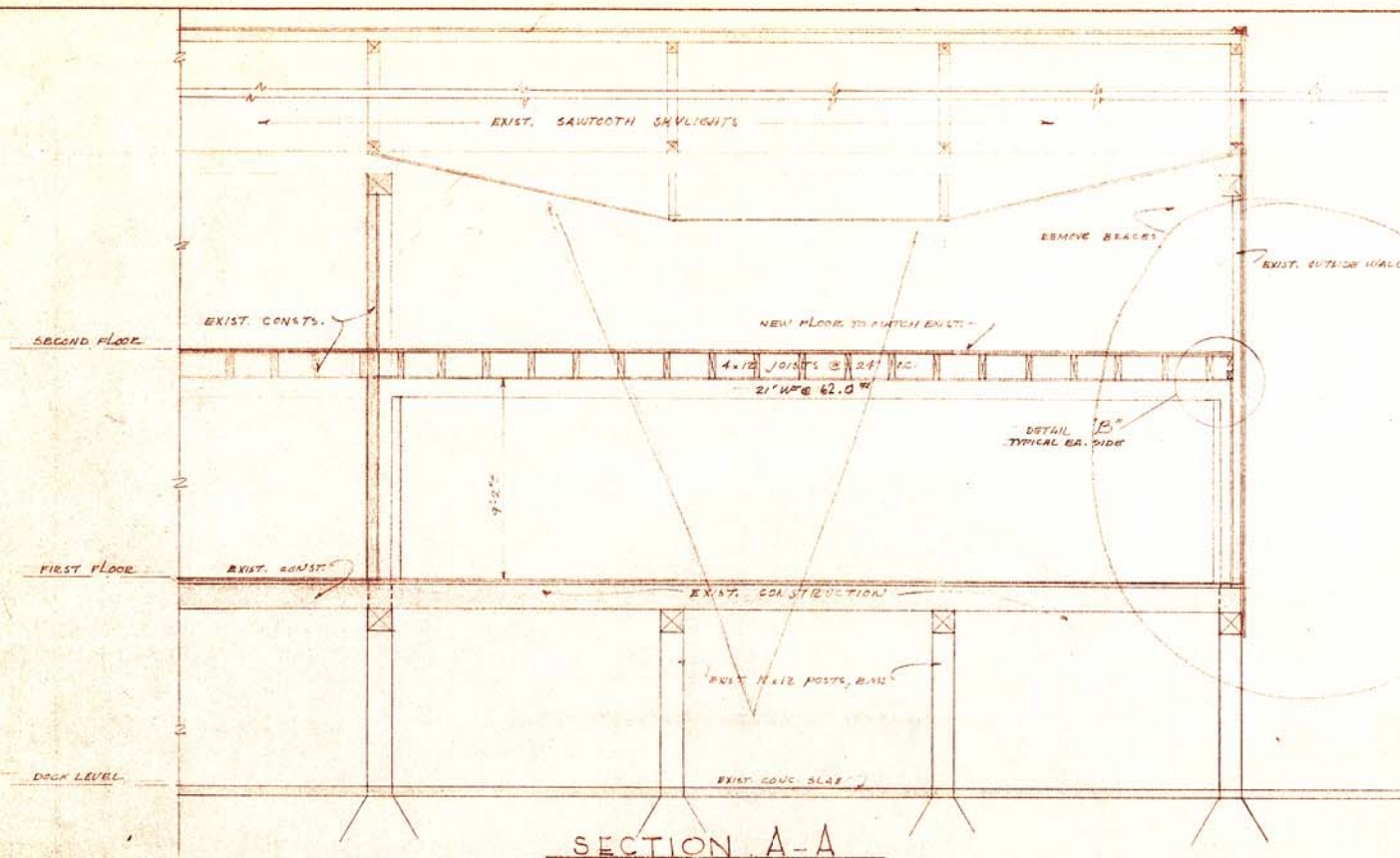
SHELF SECTION  
SCALE 1" = 1'-0"



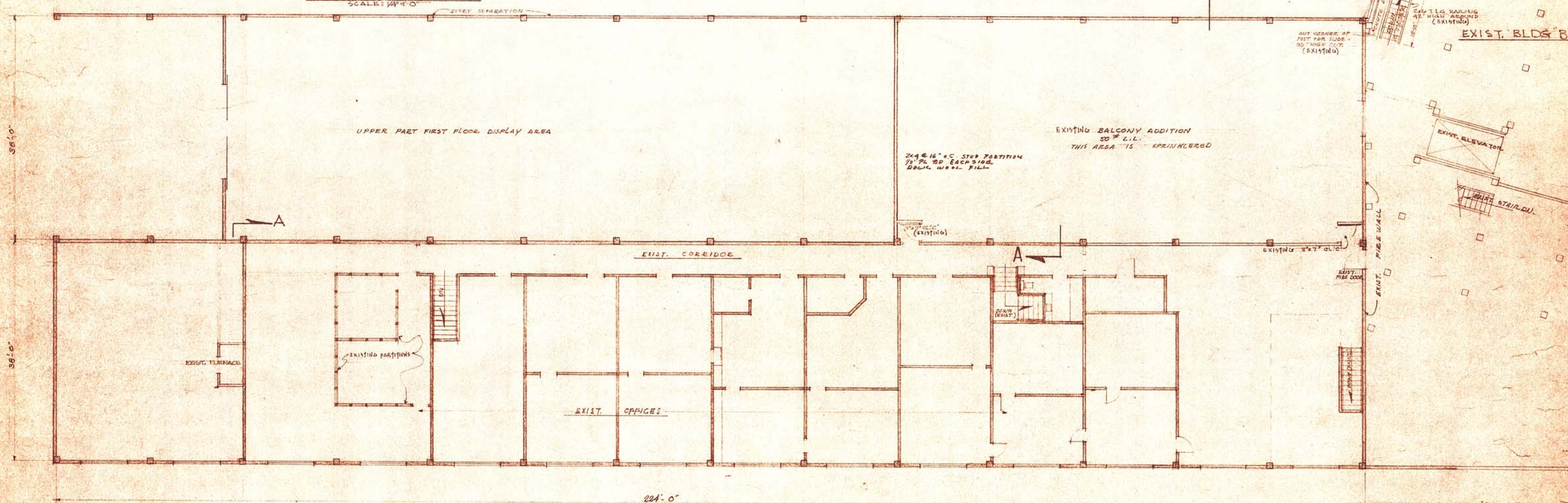
DOUBLE ACTING DOORS  
SCALE 1/2" = 1'-0"

REVISED 29 JAN. 63 L.E.R.		JOB NO. 219
11-154 REGISTERED ARCHITECT LA MONTE SHORETT STATE OF WASHINGTON		EXISTING BUILDING '2' DRYANT'S MARINA 117 E. NORTH LAKE AVE. SEATTLE, WASH.
DRAWN BY: L.B.P. CHECKED BY:		OFFICE ADDITION & SALES AREA REMODELING
DATE: 21 JAN 63		LA MONTE SHORETT, A.I.A. ARCHITECT THOR T. OSBO, ASSOCIATE 1009 SECURITY BUILDING SEATTLE 1, WASHINGTON





TYPICAL COL-BM CONNECTION DETAILS  
SCALE: 1 1/2" = 1'-0"



SECOND FLOOR PLAN  
SCALE: 1/8" = 1'-0"

REVISED 15 JAN. 63. REMOVED STAIRWAY DOWN, ADDED NEW STAIRWAY DOWN INCLUDING FIRE DOORS.

CURRENT

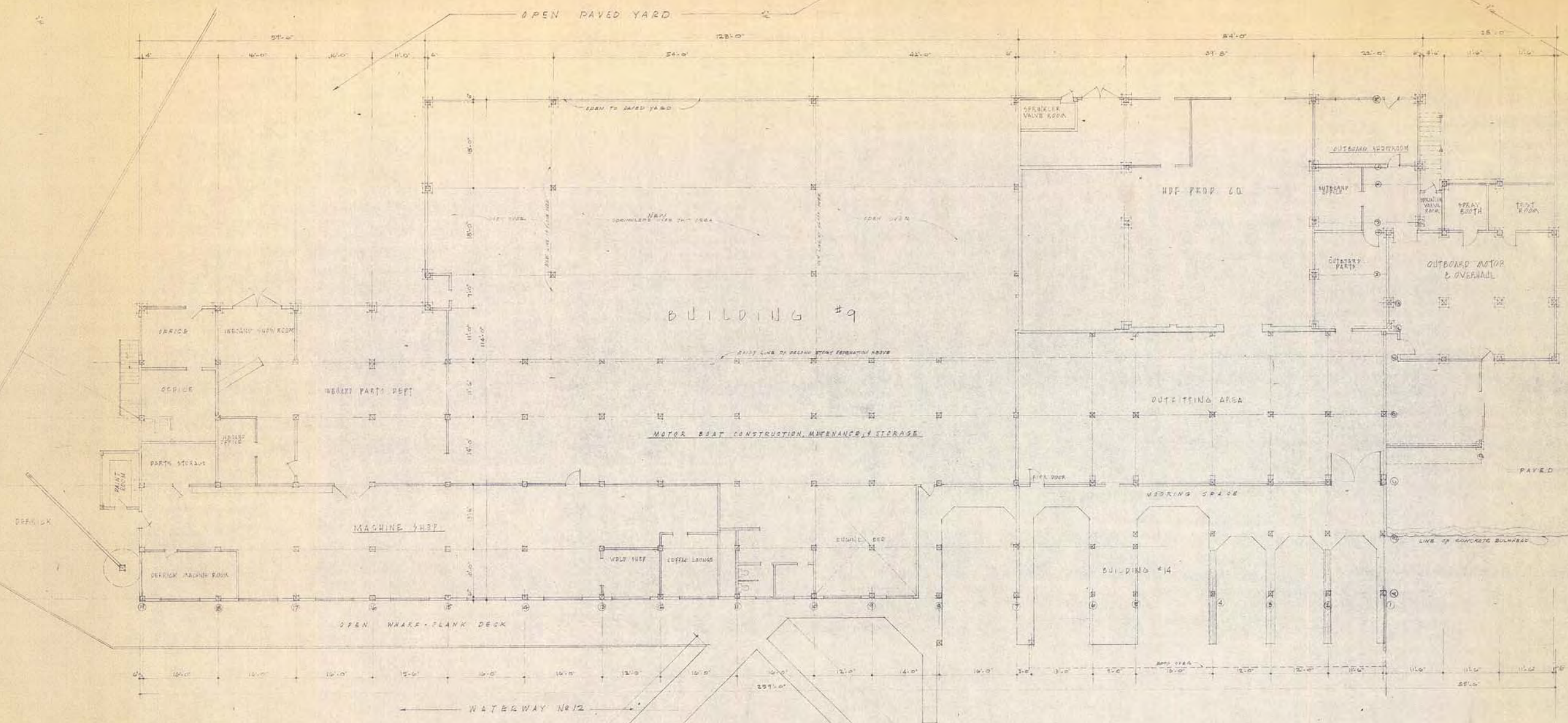
THIS BUILDING IS SPRINKLERED THROUGHOUT.

DESIGN NOTES:

LIVE LOAD FOR NEW BALCONY - 50. #/sq ft  
STRUCTURAL STEEL: 4. 16,000 #/sq ft ALL DESIGN  
FABRICATION & ERECTION TO CONFORM TO A.I.S.C. STANDARDS  
& CITY BLDG CODE. ALL FIELD CONNECTIONS MAY BE FIELD  
BOLTED WITH MACHINE BOLTS.

	DRAWN BY L.M.S.	<b>SECOND FLOOR PLAN</b> EXTENSION OF 2ND FLOOR EXISTING BLDG "C" BRYANT'S MARINA 107 E. NORTHVALE AVE. SEATTLE, WASH.	219 2 OF 2
	CHECKED BY L.M.S.	DATE 21 JAN. 1963	L. MONTE SHORET ARCHITECT SEATTLE, WASHINGTON 1000 BROADWAY BLVD. SE. 9771
	PROJECT NO. 219	SHEET NO. 2	TOTAL SHEETS 2
	CONTRACTOR MUST VERIFY ALL CONDITIONS & DIMENSIONS ON JOB BEFORE PROCEEDING WITH ANY PART OF THIS WORK. NOTED DIMENSIONS SUPERSEDE ALL BOLTED DIMENSIONS.		



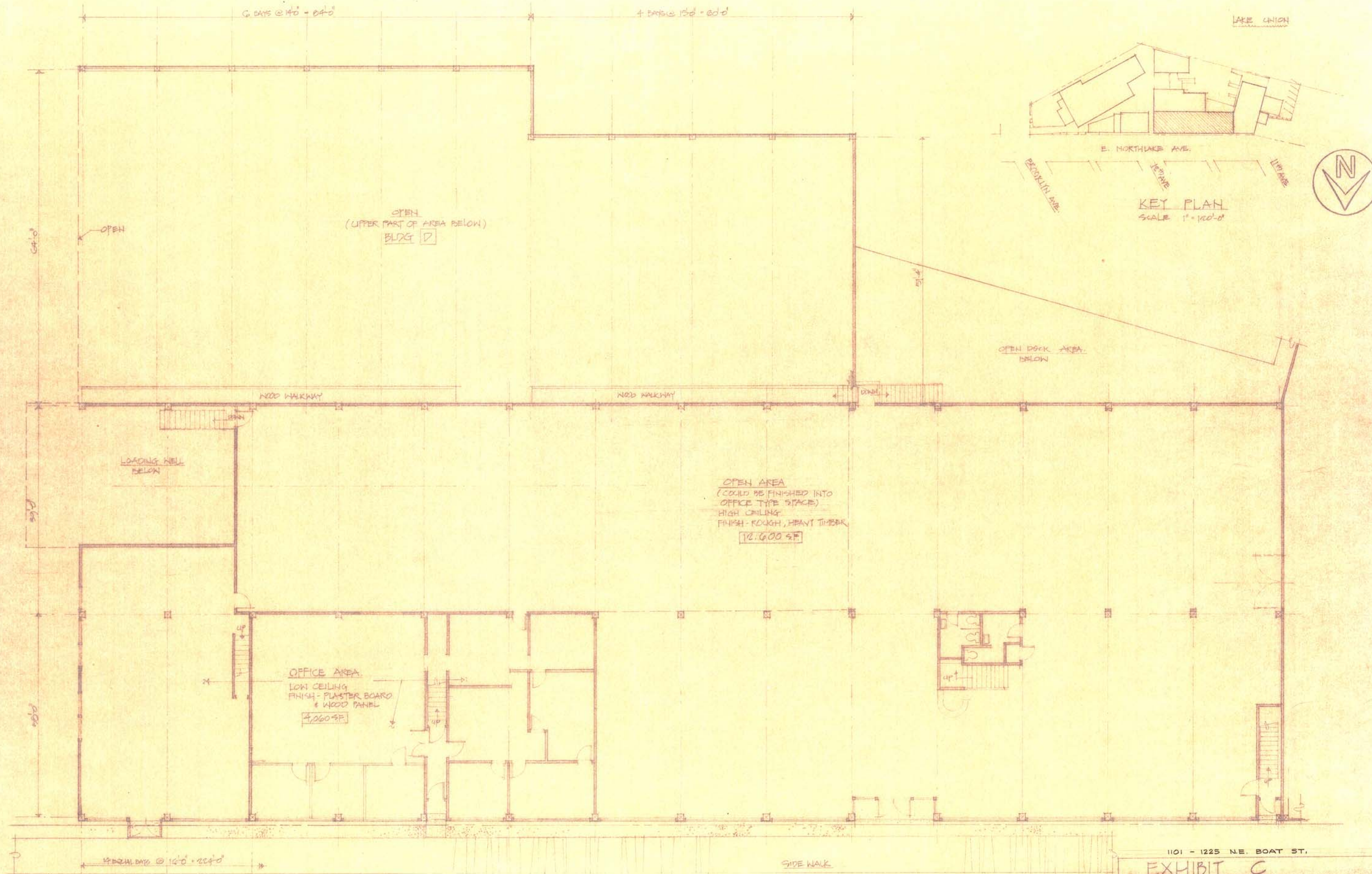


WATER LEVEL FLOOR PLAN BUILDINGS 9, 13, & 14  
 SCALE 1/8" = 1'-0"

MICROFILMED

772-A-33	
WATER LEVEL FLOOR PLAN BUILDINGS 9, 13, & 14	
47-BUILT DRAWINGS	
BRYANT'S MARINA, INC.	
117 EAST HART LANE	
LA MONTE, MONTANA	
ARCHITECT	
5	





BUILDING C FIRST FLOOR PLAN  
STREET LEVEL

SCALE 1/8" = 1'-0"

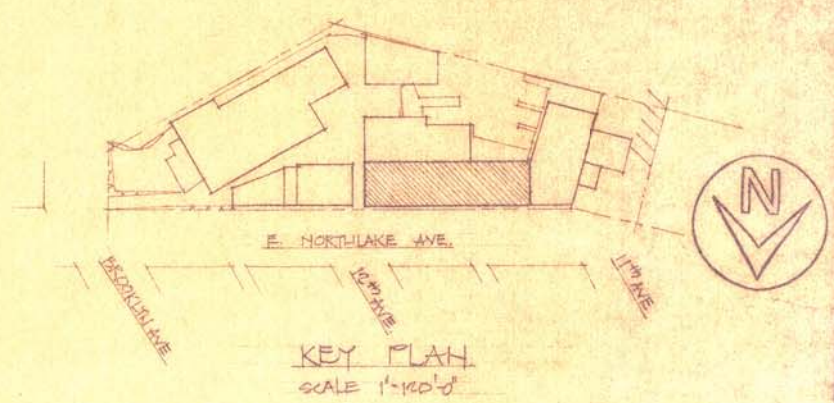
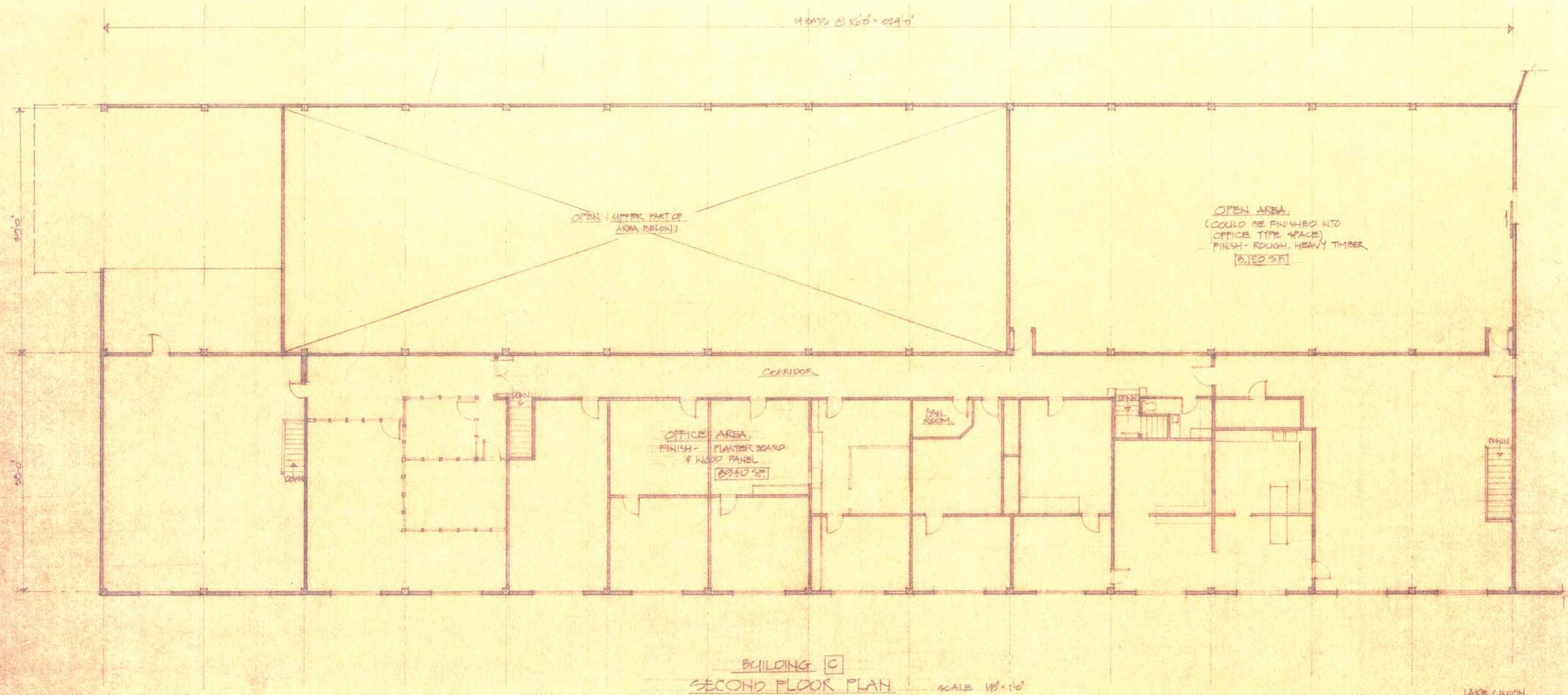
1101 - 1225 N.E. BOAT ST.

**EXHIBIT C**

DESIGNED D.T.S.	UNIVERSITY OF WASHINGTON
DRAWN D.T.S.	BUILDING INVESTIGATION
CHECKED H.D.D.	BRYANTS MARINA
DATE 2-15-67	SEATTLE WASHINGTON
CITY NO. 45	DODD & MATTHEWS
	CONSULTING ENGINEERS
	SEATTLE, WASHINGTON







1101 - 1225 N.E. BOAT ST

# EXHIBIT C

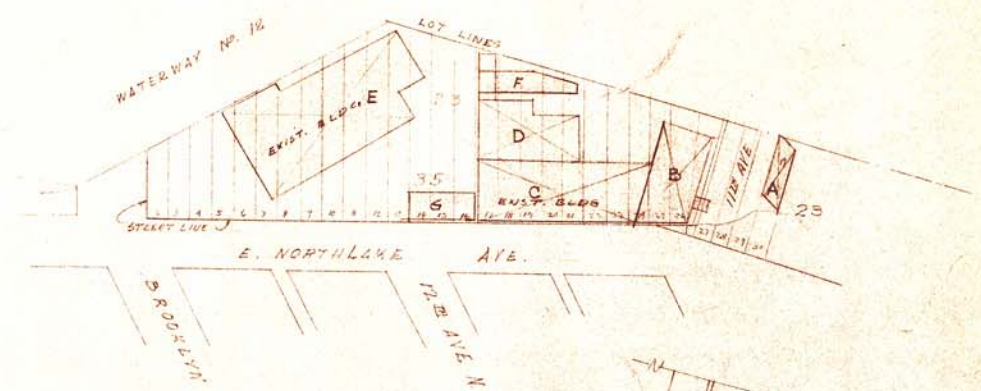
DESIGNED BY D.T.S.	UNIVERSITY OF WASHINGTON
DRAWN BY D.T.S.	BUILDING INVESTIGATION
CHECKED BY D.T.S.	DIAMOND MARINA
DATE 11-67	SEATTLE WASHINGTON
BY D.T.S.	DODD & MATTHEWS
	CONSULTING ENGINEERS
	SEATTLE WASHINGTON



MICROFILMED

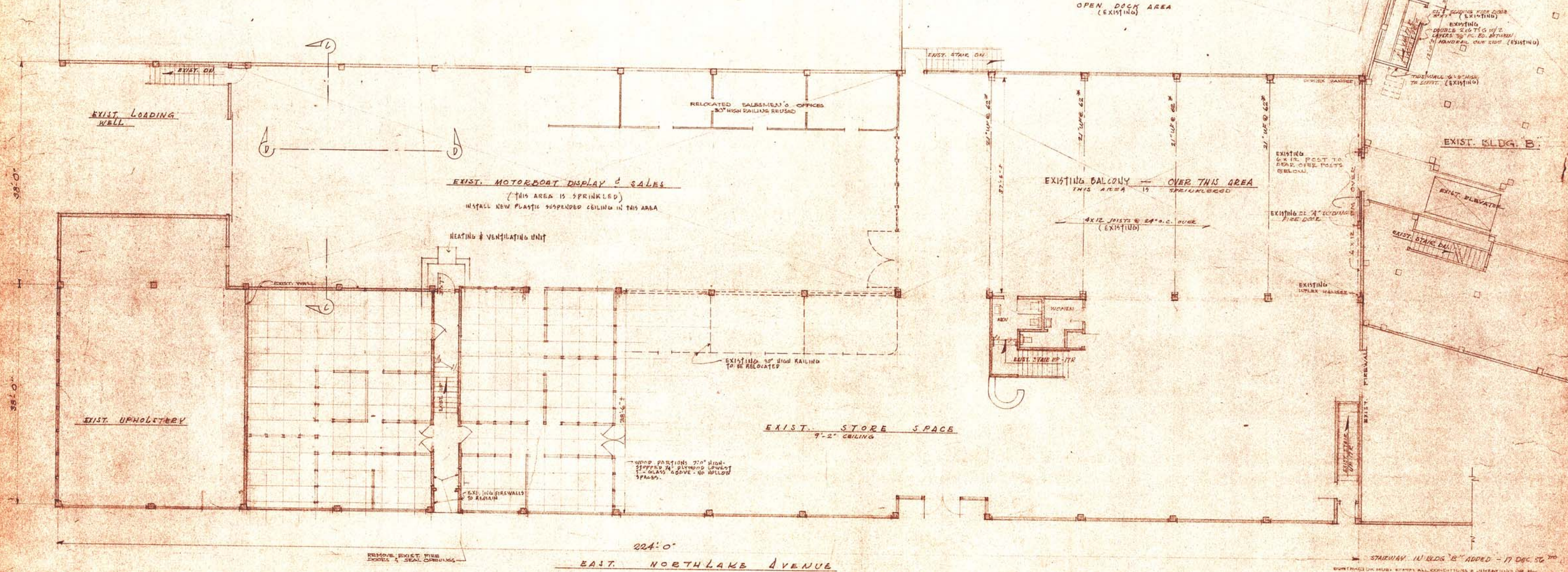
NOT MICROFILMED





**PLOT PLAN**  
SCALE:  
LOCATION THIS WORK IN  
BLDG. C.

-BLDG. D-  
EXIST. BOAT STORAGE & REPAIR  
COVERED



**FIRST FLOOR PLAN**  
SCALE: 1/8" = 1'-0"

LEGEND:  
EXISTING WALL TO BE REMOVED ---  
EXISTING WALL TO REMAIN - - -  
NEW WALL - - -  
NEW OFFICE PARTITIONS - - -

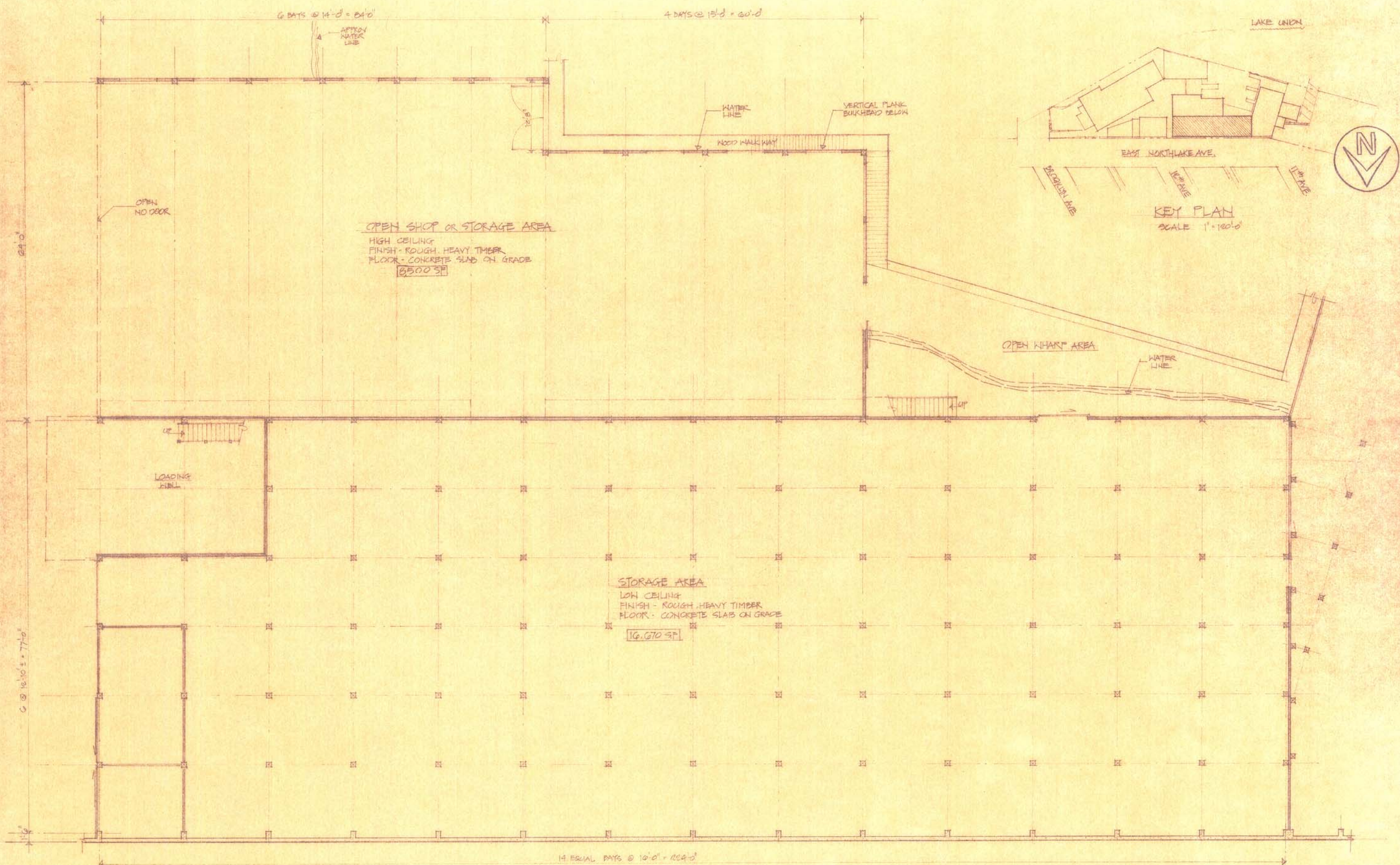
REVISED SHOWROOM, ADDED OFFICES, STAIRWAY,  
REMOVED STAIRWAY, RELOCATED SALESMEN'S  
COVERED "SAWTOOTH" CEILING - 15 JAN. 63



**PLOT PLAN FIRST FLOOR**  
EXTENSION OF 2ND FLOOR  
EXISTING BLDG. "C"  
BRYANT'S MARINA  
1111 E. NORTHLAKE AVE., SEATTLE, WASH. 98108

DATE: 11/11/62  
BY: L.M.S.  
CHECKED BY: L.M.S.  
SCALE: 1/8" = 1'-0"





BUILDING C # D  
BASEMENT PLAN ROCK LEVEL  
SCALE 1/8" = 1'-0"

EXHIBIT C

DESIGNED D.T.S.	UNIVERSITY OF WASHINGTON
DRAWN D.T.S.	BUILDING INVESTIGATION
CHECKED H.D.D.	FRYAN'S MARINA
DATE 7-11-69	SEATTLE WASHINGTON
FIG. No. 35	DODD & MATTHEWS
	CONSULTING ENGINEERS
	SEATTLE, WASHINGTON

1101 - 1225 N.E. BOAT ST.

NOT MICR

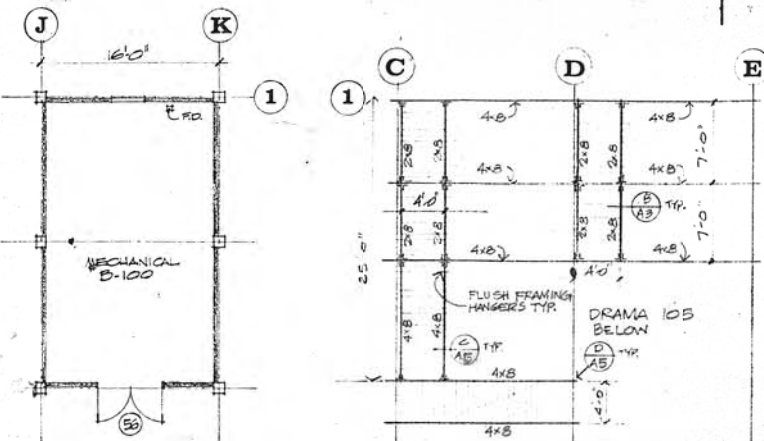
772-A-21

MICROFILMED

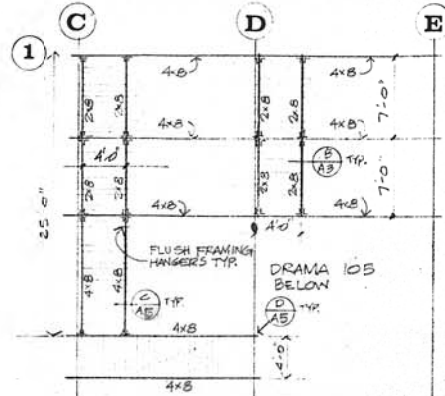






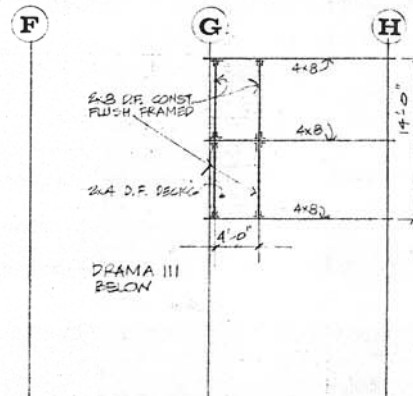


MECHANICAL ROOM  
FLOOR PLAN @ BSMT  
(SEE BASE BID, SHT. A-1)



CATWALK FRAMING PLAN 1/8"=1'-0"  
ROOM 105 - ALTERNATE NO. 1

CODE NOTES - 1967 U.B.C.  
EXISTING BLDG TYPE III HEAVY TIMBER/HR  
CONSTRUCTION.  
OCCUPANCY CLASSIFICATION: F-2 & C  
LEGAL DESIGNATION: SEE SPECIFICATIONS.  
FIRE ZONE 'B'



CATWALK FRAMING PLAN 1/8"=1'-0"  
ROOM III - ALTERNATE NO. 1

# INDEX TO DRAWINGS

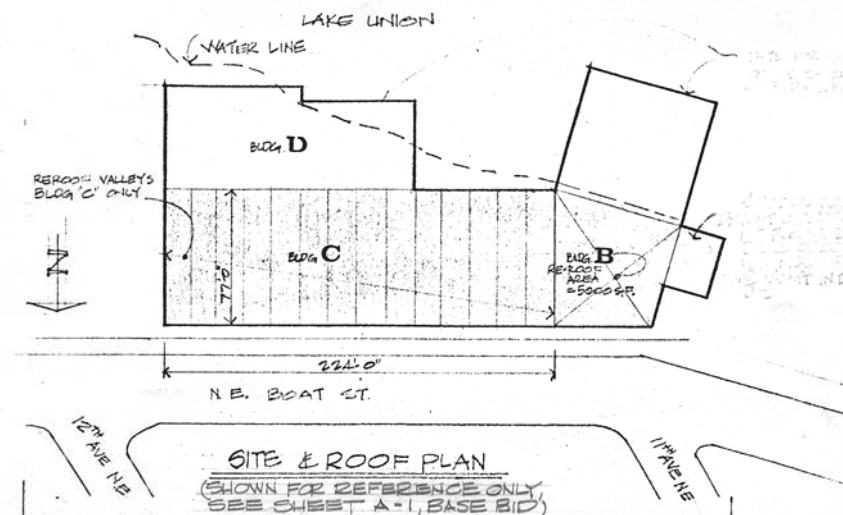
## ARCHITECTURAL

A-1 BLDG 'C' FIRST FLOOR PLAN, SITE & ROOF PLAN  
A-2 BLDG 'C' FIRST FLOOR PLAN, EXISTING  
A-3 DETAILS & MISC./SCHEDULES  
A-4 ALTN. BUILDING 'C' FIRST FLOOR PLAN  
A-5 ALTN. BUILDING 'C' FIRST FLOOR PLAN  
A-6 ALTN. BUILDING 'C' FIRST FLOOR PLAN

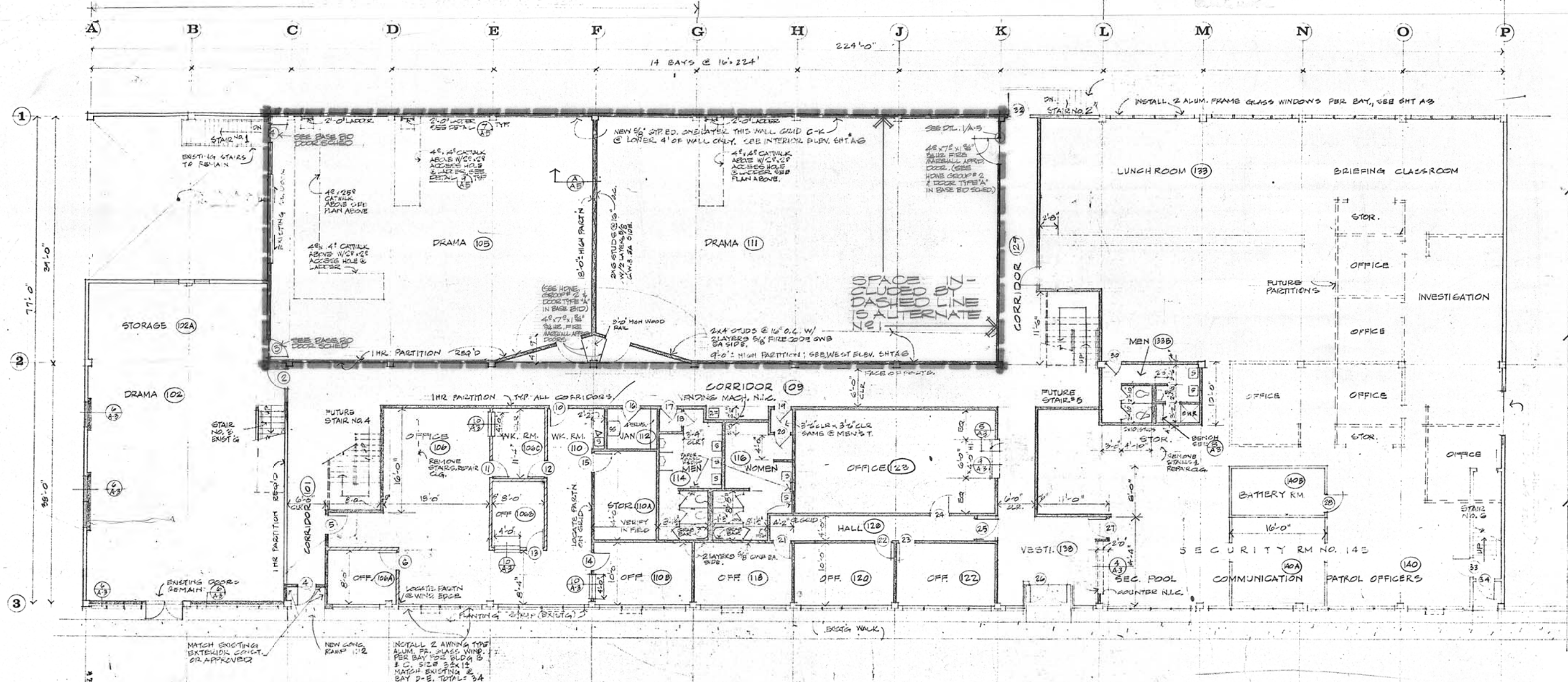
M-1 BLDG 'C' BASEMENT FLOOR PLAN  
M-2 BLDG 'C' FIRST FLOOR PLAN  
M-3 BLDG 'C' SECOND FLOOR PLAN

## ELECTRICAL

E-1 ONE LINE DIAGRAM  
E-2 BLDG 'C' ELECTRICAL LAYOUT  
E-3 BLDG 'B' ELECTRICAL LAYOUT  
E-4 LIGHTING & POWER LAYOUT  
E-5 LEGEND & PANEL SCHEDULES



SITE & ROOF PLAN  
(SHOWN FOR REFERENCE ONLY,  
SEE SHEET A-1, BASE BID)



N. E. BOAT STREET

## LEGEND

EXISTING PARTITION TO REMAIN (NEW ONE AS REQ'D)  
NEW PARTITION 2x4 @ 16" O.C. W/ 5/8" FIRECODE  
FUTURE PARTITION  
FUTURE PARTITION



BUILDING 'C' FIRST FLOOR PLAN 1/8"  
(SPACES NOT INCLUDED IN DASHED LINES  
SHOWN ONLY FOR REFERENCE, SEE SHT. A-1)

1101 Boat Street Renovation  
UNIVERSITY OF WASHINGTON

BUILDING 'C' FIRST FLOOR PLAN  
ROOF & SITE PLAN

JUNE 1970

ALTERNATE 1

SHEET

A4

OF

772-A-27



TOPOGRAPHIC SURVEY  
THE BRYANT BUILDING AT PORTAGE BAY PARK  
NE 1/4 SE 1/4, SECTION 17, TWP 25N, RANGE 4E, W.M.  
CITY OF SEATTLE, KING COUNTY, WASHINGTON

