



The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649
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REPORT ON DESIGNATION

LPB 532/07

Name and Address of Property: Central Waterfront Piers
Piers 54, 55, 56, 57, and 59

Legal Description:

Pier 54

The southerly 10 feet of Lot 8 and all of Lots 9 through 12, inclusive, Block 181, Seattle Tide Lands, according to the Map thereof filed in the Office of the Commissioner of Public Lands at Olympia, Washington; Situate in the City of Seattle, County of King, State of Washington.

Piers 55 and 56

Lots 1 through 8, except the south 10 feet of said Lot 8, all in Block 181 of Seattle Tide Lands, according to the map thereof filed in the Office of the Commissioner of Public Lands at Olympia, Washington; Situate in the City of Seattle, County of King, State of Washington.

Pier 57

That portion of Block 176 of the Supplemental Plat of Seattle Tide Lands in King County, described as follows:

Beginning at a point 485.941 feet south 25 degrees 21 minutes 48 seconds east from a point on said Tide Lands Plat marked "81" on replat of Seattle Tide Lands; thence south 25 degrees 41 minutes 48 seconds east along inner harbor line, 159.306 feet; thence due east to the westerly line of Railroad Avenue in said replat; thence north 31 degrees 45 minutes 10 seconds west along said westerly line of Railroad Avenue to a point directly east from the point of beginning; thence west to the inner harbor line and point of beginning same being a portion of Lots 10 and all of Lots 11 and 12 in Block 176 of Seattle Tide Lands Supplemental Plat; except that portion thereof lying within University Street; together with that portion of the vacated northerly 20 feet in width of University Street as vacated by Ordinance No. 4907 adjoining Lot 12 in Block 176 of the Supplemental Plat of Seattle Tide Lands and lying between the westerly line of Alaskan way (formerly Railroad Avenue), as platted 100 feet in width in said supplemental plat and the inner harbor line; Situate in the City of Seattle, County of King, State of Washington.

Pier 59

That portion of Block 176, Seattle tidelands and vacated portion of Pike Street adjoining, described as follows: beginning at a point on the inner harbor line which is north 48 degrees 49'51" west 42.480 feet from a point marked "81," being a point in the inner harbor line, as shown on the replat of the Seattle tidelands, supplemental sheet 27, filed in the office of the Commissioner of Public Lands at Olympia, Washington; thence south 48 degrees 49'51" east 42.480

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feet east 42.480 feet to said point marked "81," on said replat; thence south 25 degrees 21'48" east 80.0 feet along said inner harbor line; thence due east to the westerly line of Railroad Avenue as established by replat of Seattle tidelands; thence northerly along said westerly line to a point due east of point of beginning; thence due west to a point of beginning and that portion of the harbor area lying west of tract described above, described by metes and bounds as follows:

Beginning at point "81," being an angle point in the inner harbor line and running thence south 25 degrees 21'48" east 80.0 feet, along said inner harbor line, thence west 407.33 feet to the outer harbor line, thence north 48 degrees 49'51": west 152.29 feet along said outer harbor line, thence east 455.730 feet to the inner harbor line to said point of beginning. All as shown upon the supplemental maps of Seattle tidelands on file in the office of the Commissioner of Public Lands at Olympia, Washington.

At the public meeting held on December 19, 2007, the City of Seattle's Landmarks Preservation Board voted to approve designation of the Central Waterfront Piers, Piers 54, 55, 56, 57 and 59, as a Seattle Landmark based upon satisfaction of the following standards for designation of SMC 25.12.350:

- 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; and*
- D. It embodies the distinctive visible characteristics of an architectural style, period, or of a method of construction; and*
- F. Because of its prominence of spatial location, contrast of siting, age, or scale, it is an easily identifiable visual feature of the neighborhood or the city and contributes to the distinctive quality or identity of such neighborhood or city.*

STATEMENT OF SIGNIFICANCE

The Central Waterfront Piers, piers 54, 55, 56, 57 and Pier 59, formerly numbered 3, 4, 5, 6 and 8 are located along Elliott Bay from Pike Street to Madison Streets, in addition to the corresponding western edge of Alaskan Way. The piers and especially the pier sheds represent the last vestiges of Seattle's historical working waterfront. Although altered somewhat over the years, they have retained their most important physical characteristics. They are architecturally unique in Seattle. As an ensemble and separately, these piers are historically significant and are associated with the development of the larger waterfront. These piers and the larger waterfront's history are intimately tied with Seattle's urban, economic and social development and with the development of the greater central waterfront area (running roughly from Broad Street to Royal Brougham Way). The piers are especially associated with the growth of the waterfront after the Great Fire of 1889 and the Tidelands Replat of 1897. As prominent features of Seattle's downtown waterfront, the piers and pier sheds remain symbolic of the long history of the greater waterfront and continue to play a role in the urban development of Seattle's downtown.

All five piers were built during the 1900s, according to the northeast-southwest alignment, prescribed by City Engineer Reginald Thomson and Assistant City Engineer George Cotterill in the 1897 tidelands replat. One advantage of the new alignment was that trains, traveling from Railroad Avenue and loading and unloading at the pier, would not be forced to turn at a sharp right angle. Another often cited reason was a potential logistical problem: with the construction of many piers perpendicular to the shoreline, which changes directions at both Yesler Way and Union Street, it

seemed that there might be a possibility for the longer piers to bump into each other. There was also a greater potential for ships to collide en route to neighboring piers. Another often cited reason for the angled piers was the precipitous change in depth of the sound near the shoreline: an angled pier meant that the supporting pilings could be less deep, allowing for material/ cost savings and greater ease in construction. Below is a more detailed history for each of the piers.

Pier 54

Pier 54 and its waterfront transit shed were constructed during 1900. Pier 54 was the second of three adjacent piers built by the Northern Pacific Railroad. The pier was also the second of four railroad piers, constructed according to prescribed the northeast-southwest alignment. There were railroad spurs for loading and unloading freight on both the north and south sides of the pier.

The transit shed's first tenants were Galbraith and Bacon, who moved there in 1900. A few years after the Great Fire of 1889, around 1891, James Galbraith had established a business in grain and hay. Around 1899, he joined in a partnership with Cecil Bacon. The two developed a business, which dealt in not only grain and hay, but also in building materials. A number of photos from the 1900s show large lettered signs with the names "Galbraith and Bacon," with additional signage advertising "building materials," and "wholesale dealers in hay, grain, feed, flour, plaster cement." A photo dating from around 1902 also shows a western view of the building, with signs for "hay" and "grain," set next to the second floor openings of the western elevation.

Pier 54 became one of the important docks for the Mosquito Fleet and in particular, the Seattle port of call for the Kitsap Transportation Company, run by Walter Galbraith, the son of James Galbraith. As a result, the pier, then known as the Galbraith Dock, became a center of competition between vessels of the Kitsap Transportation Company and the Black Ball Line, which ran from Colman Dock. Pier 54 remained the homeport for many well-known Kitsap Transportation Company vessels, including the Kitsap, the Utopia, the Reliance and the Hyak.

From 1929 to about 1935, the Galbraith Dock operated as the general headquarters and landing dock for the Gorst Air Transport "air ferry" service. The service consisted of Keystone-Loening amphibian planes, which landed in the water near the pier and then traveled up a ramp on the south side of the pier, in order to load and unload passengers. Other facilities for the service were located at Pier 2 (at the foot of 2nd Street) in Bremerton. Meanwhile, by 1938, the Kitsap Transportation Company, supplanted by trucks and cars, went out of business. In the same year, Ivar Haglund also rented the northeast corner of the pier shed for his one room aquarium, which included a small fish and chips stand.

By the mid-1930s, the Northern Pacific still owned the pier. By 1944, Washington Fish and Oyster Company was both the owner and main tenant. The engineering firm of Reese and Callender Associates produced drawings, consisting mainly of details for the structural strengthening of the building. The plans also show the layout of the main interior of the pier shed. In addition to office space located mainly in the front southeastern corner, the first floor included a large storage room, a smoke fish room, a salt fish room, (to be kept at temperatures from 35 degrees to 40 degrees), a "glazing room," and freezer rooms.

During this time, Ivar Haglund continued to rent space for his aquarium on the northeast side of the building. It is shown in further drawings from 1945 by Reese and Callender for a design of the Washington Fish and Oyster Company's office space; however the aquarium closed. Ivar Haglund was much more successful with his restaurant, which was located on the opposite southeastern corner. Designs, also by Reese and Callender, modified the southeast portion of the original southern shed addition. The drawings by Reese and Callender, which date from 1946, as well as to photos of the

period, show a restaurant space for Ivar Haglund, with streamline Moderne shapes and detailing. In particular, the design created a streamlined southeastern corner, behind which stood Ivar's broadcast booth.

In 1966, Ivar Haglund purchased Pier 54 from Washington Fish and Oyster Company, who then became his tenant. Modifications and additions were made to the southeast corner occupied by Haglund's restaurant between the 1940s and the 1980s. Based on drawings from 1983, the Bumgardner Partnership altered the east elevation to its present appearance, adding a new restaurant entry to the south of the main shed elevation. Since Ivar Haglund's death in 1985, his company continues to own and operate the restaurant pier, which now has very strong associations with his memory.

Pier 55

Pier 55 and its waterfront transit shed, as initially constructed for the Northern Pacific Railroad in 1900, collapsed dramatically in September 1901. Although during the collapse, the pier brought down with it at least 1700 tons of freight, there were no fatalities. In 1902, the Northern Pacific Railroad completed the reconstruction of the pier, which now had improved bracing. Pier 55 was the first of three adjacent piers built between Madison and University Streets by the Northern Pacific Railroad. The pier and its 1902 replacement were sited according to the uniform northeast-southwest angle prescribed in the 1897 tidelands replat.

The Arlington Dock Company, the pier's first tenant, was a shipping agent for steamships that carried passengers from several West Coast cities to Alaska, Asia and Europe. Sited next to Pier 56, also an Arlington Dock and the home of Frank Waterhouse and Company, the pier was a center of shipping activity. Early on, it was often filled with crowds of passengers bound for Alaska. The pier ceased to be a shipping terminus around World War I. The Fisheries Supply Company then occupied the pier at least from 1938 to the 1980s.

The pier shed was remodeled in 1945, with structural changes made by M. O. Sylliasen. Further structural strengthening, particularly of the existing deck, was done by the engineering firm of Harvey Dodd and Associates in the 1960s. The building was rehabilitated by the architecture firm of Ralph Anderson Koch and Duarte in 1985. Along with Pier 56, Pier 55's pier structure was considerably beefed up in the late 1990s.

Pier 56

Renamed Pier 56 during World War II, this pier and its waterfront transit shed were constructed in 1900. The pier is the northernmost of the three adjacent wharves built between Madison and University Streets by the Northern Pacific Railroad.

Pier 56 is somewhat famous, because it is where the steamer Spokane, carrying President Theodore Roosevelt, landed in Seattle, with great fanfare, on May 23, 1903. Early on the pier was known, along with Pier 55, as one of the two Arlington Docks. The Arlington Dock Company operated as an agent for steamships carrying passengers from several West Coast cities to Alaska, Asia and Europe. The pier was best known, however, as the base of operations for Frank Waterhouse and Company, which began to thrive during the Klondike Gold Rush. According to Clarence Bagley, during the 1900s, Frank Waterhouse and Company was already one of the major Seattle steamship lines. Frank Waterhouse was one of the waterfront's most successful and energetic entrepreneurs. The firm not only provided transportation to the Yukon and Alaska, including a Bering Sea service, but also delivered U.S. Army transports to Manila, during the Spanish American War of 1898-1899. Frank Waterhouse's firm, which also provided service to Hawaii, the Mediterranean and Russia, endured through the end of World War I, but went bankrupt in 1920.

Although the Northern Pacific Railroad owned the pier until the 1950s, the pier's next main resident was the Hayden Dock Company. By the mid-1930s, the building housed the Shepard Line Intercoastal Service, the Northland Transportation Company, as well as the Arlington Dock Company.

During the Seattle World's Fair of 1962, the waterfront increasingly catered to tourists, adding curio shops, restaurants, and the like. Pier 56 ceased to be a waterfront transportation hub, but became the home of Trident Imports. This retail import store, which sold everything from rattan furniture from Southeast Asia to imported chocolate wafers from Belgium, was located off the original central opening along Alaskan Way. The store remained on Pier 56 for many years. Located on the western end of the pier, was Ted Griffin's Seattle Marine Aquarium, famous for its display of Namu, the killer whale. In 2000, Mithun, the architecture, landscape and urban design firm, completed the renovation of Pier 56. The firm is housed in the pier shed's impressive second floor space.

Pier 57

Pier 57 was erected in 1902 by the Miller and Geske Construction Company. Alterations were made soon after in 1903, with lengthening of the wharf in 1906. In 1911, further modifications, which included the repair of pilings and the addition of new bracing, were made. The pier was originally built for the John B. Agen Company. In the 1890s, John Agen had warehouse space in the Union Trust Building, designed by the architecture firm of Skillings and Corner (Pioneer Square). Agen's Alaska Butter and Cream Company took up most of the pier shed, which mainly operated as a cold storage warehouse. A two story box on the eastern side of the pier shed, however, was occupied by a combination of offices and retail, easily accessible from Railroad Avenue.

In 1909, the Chicago Milwaukee & St. Paul Railway Company, sometimes referred to in abbreviated form, on signs and in drawn documents, as the "C. M. & St P. Ry Co.," took over the pier. Meanwhile John Agen commissioned architect John Graham to design a large cold storage warehouse, which still stands off of Seneca Street, between Alaskan Way and Western Avenue (1203 Western Avenue). Completed in 1910, the "warehouse for John B. Agen & Company" became known as the Olympic Warehouse and Cold Storage and is on the National Register of Historic Places.

According to Baist Maps from 1905 and 1908, under Agen's ownership, the pier had one railway spur located on the south side of the pier. Once the Chicago Milwaukee & St. Paul Railway Company owned the dock, at least by 1911, there were railroad spurs along both the north and south sides of the pier.

Despite ownership by the Chicago Milwaukee & St. Paul Railway Company, a 1912 photo reveals that the pier shed still bore a large sign, describing it as the "John B. Agen Dock." Other signs advertised the "Gordon Dock and Grain Company, Shipping Storage, Lime, Cement, Plaster, Hay, Grain, Feed," the "North American Transportation and Trading Company," as well as "Henry Doyle & Co., Fish Nets, Twines & Supplies." By 1915, Pier 57 bore a sign describing it as the Milwaukee Pier. Signs also advertised the McCormick Steamship Line, the Munson McCormick Line and Osaka Shosen Kaisha. By this time, the pier shed has been painted a darker color and had white or light colored lettering.

By the mid-1930s, the general appearance of the pier shed had not significantly changed since 1915. Although still called the Milwaukee Pier No. 6, and sporting a special sign advertising the "Chicago Milwaukee & St. Paul," the building also had a large sign across its east façade, proclaiming it the "McCormick Terminal." Drawings from the 1950s show that at that time, at least a portion of the building was being used for fish processing: the Callender Engineering Company designed a

refrigeration-storage room in 1954 for the Kayler-Dahl Fish Company and a design for a new “fish sawing room” was produced in 1957.

By the 1960s, the Port of Seattle, who then owned the pier, had cut “fishing holes” into its deck. During the same period, the City of Seattle became interested in renovating the pier and its shed, in developing what became Waterfront Park, and creating an aquarium. By this time, the pilings under the pier had settled unevenly and the exterior cladding was in poor shape. In 1968, Seattle voters passed a Forward Thrust Bond, which provided initial funding for these projects and in 1971, the City of Seattle formally purchased Pier 57 from the Port of Seattle. Work on the renovation of Pier 57 was completed in 1974. Currently known as the Bay Pavilion, Pier 57 features a restaurant, several shops, including one with a nautical theme, an amusement arcade, as well as an early Twentieth Century carousel.

Waterfront Park

Around the same period, the Bumgardner Partnership and associated consultants, including landscape architect Robert Chittock, produced the first phase for the design of Waterfront Park. It is located on the site of the former Schwabacher Wharf or former Pier 7, later renamed Pier 58. Waterfront Park was completed in 1974.

Pier 59

The Pike Street Pier was initially constructed in 1896 for Ainsworth and Dunn, owners of the Seattle Fish Company, with the City of Seattle permit for this construction issued to Charles Lautman. Ainsworth and Dunn’s “Fish, Hay and Feed” business had previously been located in a waterfront warehouse at the foot of Seneca St. The 1890s pier and shed were replaced by the present pier and shed, sited to conform to the northeast-southwest alignment set forth in the Tidelands Replat of 1897. They were completed in 1904 also for Ainsworth and Dunn, who continued to be involved in fish processing and trade, as well as the storage and sale of feed and grain.

Not long after the completion of the Pike St Pier, another grain dealer, Willis Robinson became a major tenant. His business relied on the transport of hay from the Skagit Valley by sternwheeler. During the same period, a second tenant was the Northwestern Steamship Company. “W. W. Robinson” remained painted on the pier shed until 1909 and the pier was also identified on a Baist map of 1908 as “W. W. Robinson Pike St Wharf.” Ainsworth and Dunn conducted business in Seattle from a second pier completed in 1902, Pier 14 (now Pier 70), but eventually moved their entire operation to Blaine, Washington.

By 1912, the pier’s main tenant was the Dodwell Dock and Warehouse Company, the British steamship agent. Pier 59 was known as the Dodwell Dock until 1915, but the operations of the company were disrupted as a result of World War I. In 1916, the Pacific Net and Twine Company, an important supplier of marine and fishing supplies, took over the pier. The company also commissioned John Graham (Sr.) to design a warehouse for them, completed in 1918 (at 51 University St).

During the mid-1920s, the Pacific Net and Twine Company joined with the Marine Supply Company, located at Pier 1, to form the Pacific Marine Supply Company. Like its predecessors, the Pacific Marine Supply Company continued to be associated with Seattle’s shipping industry and was an important supplier of marine and fishing supplies. Under President D. B. McBride, a Portland entrepreneur, it became one of the largest marine supply companies in the Pacific Northwest. (The Pacific Marine Supply Company also acquired the warehouse at 51 University Street, where it remained until at least the 1960s). By the late 1930s, the wharf was officially identified as the “Pacific Marine Supply Co’s Dock” by a large painted signs, but a variety of other tenants also

occupied portions of the pier shed from the late 1930s to 1950. By 1954, the Pier 59 Dock Corporation owned the dock. Tenants continued to be mostly associated with the fishing industry: Seattle Marine and Fishing Supply, the Fisherman's Co-operative Association, the Fishing Vessel Owner's Association, the Seattle Fisherman's Exchange and the Bay Fish Company were some of the tenants.

The 1968 Forward Thrust funds that allowed the renovation of Pier 57 and the design of Waterfront Park were also expected to be used for the possible construction of a public aquarium. Although Pier 57 had initially been proposed as the site of a public aquarium, it was decided that the sound structural condition of Pier 59 made it a better candidate for an Aquarium site. Pier 59 was bought by the Seattle Parks Department in May 1973. The Bumgardner Partnership renovated Pier 59 as part of the new aquarium, while the new addition for the aquarium, built on the site of Piers 60 and 61, was designed by the architecture firm of Bassetti and Associates. The 1977 Aquarium won architectural accolades and became famous for its marine exhibits.

DESCRIPTIONS FOR PIERS 54, 55, 56, 57 AND PIER 59

All five piers and related pier sheds have common characteristics. In general, a key and common feature is the wooden parallelogram-shaped platform, supported by timber pilings, which are usually bridged with heavy timbers. The pier platforms are much longer in the north-south direction, varying from roughly 310 feet (measured from the Alaskan Way right of way and seawall) to as long as 460 feet. Widths vary from about 100 feet to 168 feet. Typically the pilings are spaced approximately 10 to 12 feet on center in the east-west direction and approximately 3 feet on center in the north-south direction. Heavy timber beams usually cap the line of pilings (in the short direction) and are then topped by heavy timber joists, which, in turn, are topped by heavy timber decking. The western edge of each of the pier platforms is set roughly parallel to the Outer Harbor Line.

Each of the pier sheds front directly to the east on the west side of Alaskan Way. Following the shape of the platform below, the plan of each heavy timber pier shed is usually a parallelogram, although occasionally a slightly modified version of this shape. The pier sheds are all of heavy timber post and beam construction, with knee bracing used to stabilize interior free standing posts, as well as the posts within outer walls. These walls were and are still covered on the exterior by horizontal wood siding. All of the pier shed structures incorporate repeated trusses, although there is no common truss type, used in a standard fashion among the pier shed designs; however, Howe trusses are employed in two cases. All of the building designs include monitor roofs, which are expressed in a central bay, as seen in the east or west elevations or in a north-south section. In some cases, the monitor roofs are supported on a light frame structure, set above a heavy timber triangular truss. In many cases, the north-south sectional profile of the shed is partially or even mostly obscured, particularly on the east elevation, by a partial false front, usually with a stepped parapet and a central curved section, as is the case of Pier 59 or a built wooden appendage, as in the case of the box-like structure on the east side of Pier 57. Below is a more detailed description of each of the piers.

Description - 54

The former Pier 3, now Pier 54, is sited at the foot of Madison Street. The pier itself is a parallelogram in plan, approximately 168 feet by 314 feet. It is supported by timber pilings, set approximately 3 feet on center in the north-south direction and approximately 10 feet on center in the east-west direction. Bridged with 12 x 16 timbers, the pilings are topped by 4 x 12 wood decking.

The plan of the pier shed, also a parallelogram, is approximately 128 feet in width by 260 feet in length. On its east and west elevations, the two-story pier shed presents a gable end, which includes a

monitor roof at the second level. On the longer, north and south elevations, the monitor roof is expressed as a series of multi-pane clerestory window openings, which allow light into the interior space. As is typical with all the pier buildings described here, on the exterior, the outer bays below the clerestory windows have simple shed roofs and knee braces were used to stiffen the structure of the exterior walls. Exterior wood frame walls, historically clad with V-groove bevel siding, are currently clad with horizontal bevel siding.

The interior structure of the building includes regularly spaced heavy timber posts and repeated heavy timber truss work at the second level, set below the roof framing. A north-south cross-section, (in the short direction), reveals (at the second level) three bays, with the monitor roof, supported on light framing set over the central bay. Drawings from 1934 also show a low, one story, one-bay shed roof added to the north side of the building, as well as a two-bay shed roof addition to the south side of the building. Both of these are also shown in photos taken around 1902 and in 1908 and are still part of the building.

Viewed from the west and north, the building still retains its original general form; however, the south shed roof addition has been modified to accommodate Ivar's Restaurant: a second narrow addition, with a flat roof, has been added along the length of the south elevation. Since the 1940s, modifications have been made to the southeastern portion of the southern addition, also to accommodate Ivar's Restaurant.

East Elevation

In most original photos which date from around the early 1900s, ferries obstruct a clear view of the western elevation, while trains cover much of the eastern elevation. Nevertheless they indicate that on the east elevation, an original double sliding door and flanking double-hung windows have been replaced by four framed openings each in the shape of a rectangle with chamfered corners. The openings set up a sort of arcade, behind which are shop entrances and storefronts. The second level originally had two square windows with multi-pane glazing. It now has a series of square windows: two sets of paired square 2 over 2 windows flanked by a separate square opening to each side, with another paired set of square windows completing the elevation on each side.

West Elevation

The western elevation includes two large multi-pane windows at the second level, which are also shown on a photograph from 1908. At least one of these originally served as an opening for a hay loft. The ground level included several openings with wooden sliding doors, topped by three pairs of 6 over 6 windows. One of these pairs of windows, set on the northern side of the elevation, still remains. As shown in the 1908 photo, the roof of the southern wing followed the angle established by the main shed and this addition still remains. On the west elevation, it included a wide first floor opening, also with sliding wood doors, as well as three double-hung windows at the southern end. At the second level, there were also two double-hung windows, followed by a smaller one, set above the wide opening, as well as a smaller square window. These last windows remain. Since 1908, the three ground floor windows have been replaced by one large window opening, with a fixed central window, flanked by two double-hung windows. While a few other windows have been added since 1908 and the large doorway openings have been filled in, the elevation retains many of its original elements.

South Elevation

The 1908 photo also shows that the 5 over 5 multi-pane pivoting clerestory windows on the south elevation also remain. The southern addition from the 1950s stands out somewhat from the original pier shed and the 1900s southern addition. It is a relatively low one story box, with a string of rectangular window openings. It is mainly clad with new wood horizontal siding, but also has smooth wood siding at its western end. A side entry to Ivar's Fish Bar, which includes a wider opening with a

sliding frame and glazed door, is located in a large recessed area on the east end of this elevation. Despite the later addition, the original shed, its earlier southern wing and their overall shape are still very evident from the exterior, particularly as seen from the southwest.

North Elevation

There appear to be no original drawings or clear photographic records which show the exact early appearance of the north elevation, although the drawings that do exist suggest again that the overall shape is original and that many other elements have been retained. As in the case of the south elevation, the monitor roof windows are original. A one bay shed (shown on 1930s drawings, but also in early photos, but not clearly) is attached at the west end of the elevation and is distinguished by what looks like an original large 7 over 7 window on its east elevation. Four similar windows occur on the shed addition's north elevation.

From the shed to the eastern portion of the elevation, there is one large opening (without a door), which leads inside a one story garage area. This opening probably is original and may have had the typical sliding doors. On the east end of the elevation, typical second floor fenestration consists of groupings of rectangular 5 over 5 windows flanked by 4 over 4 windows. Some or all of these may be original or may have been added during the 1970s renovation in the spirit of the original building.

At the first level are similar groupings of windows, which work as clerestory windows. Below them are windows, usually set in groups of three. These windows, which are actually metal, have transoms reminiscent of the upper windows and clerestories. A paired group of such windows and a group of three, with corresponding upper windows, are set to the west of a signature framed opening – the typical chamfered rectangle seen on the east façade and typical of the Bumgardner design. To the east of this opening are two sets of windows and upper windows in groups of three. Another typical chamfered rectangle follows, completing the elevation.

Interior

Although the structure as described earlier is perceptible at the top level, the ground level interior has been divided up into a variety of spaces. In most cases, at this level, while structural elements appear here and there, there is no sense of the complete structure of the building. The east end of the building off of Alaskan Way is taken up by shops, where typically structural elements are adorned with most of the wares being sold in the store. The north side of this eastern portion is taken up by the Old Curiosity Shop, while a gift shop takes up the south side of the original pier shed and has a large framed doorway leading into the newer addition and Ivar's Restaurant. Moving west and behind the shops, the ground floor space includes the open garage area, where heavy timber posts are beefed up with relatively large timber struts and usually with additional vertical elements.

Description – Pier 55

The former Pier 4, now Pier 55 is sited near the foot of Spring Street. The pier itself is a parallelogram in plan, 130 feet by 310 feet, supported by timber pilings, set approximately 3 feet on center in the north-south direction and approximately 10 feet on center in the east-west direction. Bridged with 12 x 16 timbers, the pilings are topped by 3 x 12 wood decking.

The plan of the pier shed, a modified parallelogram, is approximately 95 feet in width by 270 feet in length. On its east elevation, facing Alaskan Way, the two-story pier shed presents a gable end, which includes a monitor roof at the second level. On the longer, north and south elevations, the monitor roof is expressed as a series of multi-pane clerestory window openings, which allow light into the interior space. The outer bays, set below the clerestory windows, have mostly simple shed roofs with a shallow slope, although the north lower roof has been slightly modified in a 1985 remodel. In terms of structure, the interior space presents what is mainly a clear span, heavy timber structure, supporting

a light frame system: six heavy timber Howe trusses, which span the full width of the building, each supporting light frame construction, which supports the monitor roof. On the ground level, in particular, the structure is not always easily discernible, since the space has been cut up into smaller areas.

East Elevation

Based on a photo from 1912, the ground level of the east elevation originally had a wide central opening, equipped with sliding wooden doors. In general, windows appear to have included a multi-pane glazing over a two by two lower glazing, but the photograph is somewhat indistinct. At the ground level, there were two single window openings, set to each side of the main central entry. There were also two single windows set at the center of the gable end at the second level. The present eastern elevation has a wide cased opening, corresponding to the original central opening, with new storefront and entrances built behind and within the opening.

Although window openings are more numerous and have new frames and glazing, the window openings appear to partially correspond to the openings in the 1912 photograph. In the same way, the two former rectangular openings at the second level have been modified to form part of a larger arched window opening.

West Elevation

In the 1985 remodel, the very end of the western portion of the pier shed was somewhat altered. A flattened three sided bay, with two rows of continuous glazed openings, topped by a circular opening, rises above a lower enclosed porch, with a slanted roof. The south side of the porch becomes a utilitarian shed on the south elevation. In general, the enclosed porch has large panes of glass, while the windows in the flattened bay vary in size in shape, although they are all of the same height.

South Elevation

There are no original drawings or clear photos of the south elevation; however, it seems very likely, since this was a working pier, that the elevation originally had a series of wide openings equipped with sliding doors. Currently the elevation has few openings. There is the small shed addition to the west side (tying in with the enclosed porch which faces west) with an overhanging roof, topped by mechanical equipment. In addition there are several unremarkable utilitarian doors, one open doorway and one window. At the front or east side of the elevation is one large picture window, divided into three elongated panes, with a transom divided into four panes – clearly a new window. The monitor roof openings and glazing are replacements. A short four sided tower, topped by a hipped roof, clearly dates from a more recent addition. It is set on this side of the central roof and toward the west side of the building (at about two thirds of the way from the east).

North Elevation

Based on photos from 1912 and 1934, the north elevation included several long, rectangular multi-pane windows set higher up on the wall, as well as several large openings with the typical large sliding wooden doors. The north elevation has been redesigned and at the first level includes a series of doors and windows set in wooden frames, a projecting glass awning supported on wood columns and at the western end, a portion of the western porch which wraps around the building. Portions of the lower roof, below the monitor lights, have been cut away in places, revealing an enclosed second level, and glazed bays have also been created above the lower roof. While creative liberties have definitely been taken in the adaptive reuse of this elevation, even on this side of the building, the overall design does retain the sense of the building's original and overall shape.

Interior

The ground level of the building is divided into a series of discrete spaces, mostly individual shops and restaurant space. Several shops face out onto Alaskan Way, but a longer set of shops and a restaurant, currently a Red Robin face out toward the north, overlooking a public area, shared with Pier 56 to the north. As with many of the pier buildings, the filling up of the interior space means that at least at the ground level, the overall structure is not easily perceptible, although it can be seen more clearly at the top level. This is true on the third level of the space, where the sense of the original interior structure is revealed.

Description - Pier 56

The former Pier 5, renamed Pier 56 during World War II, is sited near the foot of Seneca Street. The pier itself is a parallelogram in plan, approximately 139 feet by 414 feet. It is supported by timber pilings, set approximately 3 feet on center in the north-south direction and approximately 10 feet on center in the east-west direction. Bridged with 12 x 16 timbers, the pilings are topped by 4 x 12 wood decking.

The pier shed is also a parallelogram approximately 100 feet in width by 304 feet in length. On its east and west elevations, the two-story pier shed presents a gable end, which includes a monitor roof at the second level. On the longer, north and south elevations, the monitor roof is expressed as a series of clerestory window openings, which allow light into the interior space. On the exterior, the outer bays below the clerestory windows each have a simple shed roof with a shallow slope. Exterior wood frame walls are wood clad. On the interior, a north-south section reveals that the heavy timber structure divides the space into three bays. At the second level, a series of repeated simple trusses, built in heavy timber, span the central bay at a second floor plate line, which lines up with the bottom of the clerestory. Twin metal tie rods, connecting the plate at the apex of each truss to the underside of second floor below, allow the central span of the second floor to be suspended from the truss system.

East Elevation

Based on a photo from 1912, the ground level of the east elevation originally had a wide central opening, equipped with sliding wooden doors. Windows, which appear to be 2 over 2 and double-hung, were single or set in pairs in thick frames and had transom lights. To the south of the central opening was a single window opening, followed by paired windows, as well as a single window at the end of the elevation. To the north of the central opening, were two pairs of window openings. The second level included two single windows at the center of the façade, set over a large sign for “Frank Waterhouse & Co.,” and three well spaced, double-hung windows on the south side of the façade. There was also a large sign with the words “Arlington Dock Company,” set high above at the top of the gable end.

A 1934 photo, however, shows a modified design, even by this time. For instance, at the ground level, there were three paired sets of windows to the left (south) of the large opening and the wood sliding doors. At the second level, the two central openings appear to be larger and to their north (to the right), are two single double-hung windows, a set of three windows and then a lower, single window. Clearly, there had been many changes over time to the east elevation even by the 1930s.

The east elevation now has large openings, including two takeout counters, toward the south side of the elevation, with a long row of windows with transoms toward the north side of the elevation. At the second level, the two central windows have been replaced with a larger window, with four sections, similar in size to the original window openings. The longer and more numerous windows added to the second level on the north side of the elevation have been replaced by two large squarish 2 over 2 windows.

West Elevation

There do not seem to be any photos that show the appearance of the west elevation. Currently the west elevation has relatively few openings. There are two wide openings at the first level, which may be the vestiges of original openings. At the second level, there are four large central four over four windows over pairs of sliding doors. A similar square window is set to each side of this ensemble and the same type of window is also set at the ends of the elevation.

South Elevation

Based on a partial view in a 1911 photo, at this time, at this time, there appears to have been windows similar to those of the east elevation – paired and single windows, probably double-hung and with some sort of transom. At the second level, single openings varied somewhat in size and were well spaced from each other and at least one included some sort of exterior loading platform. Currently, openings at the clerestory level have been retained, but the actual windows are new. The second floor windows also tend to be well spaced from each other, although there is one several sets, consisting of three contiguous openings toward the east. All of these windows are recent. The openings also include two large vents, made necessary by the presence of a restaurant inside. The first level includes a projecting glazed area, added for use by Elliott's Oyster House, which takes up at least three quarters of the elevation, beginning from its eastern edge.

North Elevation

There are relatively few openings on the western portion of the north elevation. Particularly at the second level, windows, which are new and similar to those seen elsewhere, clearly date from the 2000 remodel. These include square windows which flank two smaller rectangular windows (a square cut in half) and the typical large 2 over 2 window. At the ground level, there is a succession of single and paired openings, with transom levels – all of which acts as storefront for the shops inside. Although the group photo from 1934 only shows a small portion of the north elevation of Pier 56, it suggests that there were two 2 over 2 windows on the eastern portion of the elevation, with one in the same location as the corner window there today.

Interior

The first floor level interior is mainly broken up into smaller spaces, a restaurant and shops, on its eastern end (facing Alaskan Way). The second level houses Mithun, an architecture, planning and landscape architecture firm. It is mainly a long open space, with service functions in more enclosed spaces on the eastern end. The rest of the long open space clearly shows the original structure, as already described.

Description - Pier 57

The former Pier 6, now Pier 57 is located near the foot of University Street. Like the other pier structures, the pier itself is a parallelogram. Its approximate dimensions are 156 feet in width and 442 feet in length. The pier is supported by timber pilings, set approximately 3 feet on center in the north-south direction, and approximately 10 feet on center in the east-west direction. Bridged with heavy timber pieces, the pilings are also topped by heavy timber decking.

The pier shed, designed to be one story, is a modified parallelogram in plan, approximately 140 feet in width and 400 feet in length. The very end of the western side of the shape has been slightly altered: the angled side has been squared off and the western side of the long shed has a hipped roof. On its eastern end, the heavy timber frame pier shed presents a lower two-story "box," which has a flat roof and an ornamental cornice, with repeated brackets. An extant architectural drawing, which includes details dating from both 1902 and 1911, (but is not clear on which dates from what year), shows that the box-like east wing of the building dates from at least 1911, if not 1902. It predates most of the other modifications made over time to this working pier shed. Behind the east wing, the

taller (and longer) space, similar to the neighboring pier buildings, was designed to be one story. On the interior, the one story space has since been cut up into smaller spaces in plan at the ground level and vertically into multiple stories, two to three, in many areas. Nevertheless, the basic historic structure, which is visible at the upper level, remains.

In the higher portion of the building, on the interior, a series of Howe trusses spans all three bays of the building width. The Howe trusses support a relatively shallow and simple light frame monitor roof structure, creating an exterior central bay. From the exterior, the roof is pitched and a north-south section reveals a profile similar to the other piers, with each of the lower outer bays surmounted by a shed roof. From the east, however, a false front with a curved profile, set behind the “box,” mostly masks this typical profile and the angled roof shape. On the longer, north and south elevations, the monitor roof is expressed as a series of clerestory window openings, which allow light to penetrate into the interior. As with the other pier structures, exterior walls, formerly clad with V-groove fir siding, are wood clad on the exterior.

East Elevation

A large opening with sliding wood doors was originally set at the center of the first level of the east facade. This opening appears to have been retained, but is hidden behind a false curved door frame. Based on photos from 1912, 1915 and 1935, a row of double hung windows in wood frames were set at the second level. The number of windows increased from 1912 to 1915, and again in 1935. The window configuration at the second level as shown in the 1935 photo has been retained. The windows here are also original.

By 1912, the ground level portion of the façade, located to the south of the central doorway, was mostly taken up by storefront. The storefront itself was divided into six bays with transoms, each consisting of three vertical panes. Although altered to accommodate takeout counters, the present divisions of this portion of the elevation appear to correspond to this earlier storefront. Photographic evidence concerning the north side of the east elevation is less clear. Openings appear to have included paired double-hung windows, a door with a transom, another pair of windows and a doorway with a transom at the very end of the elevation. These have since been replaced by continuous storefront, with a relatively high base.

West Elevation

The original west elevation has been altered. The central portion of the structure has been extended and ends with a square bay, with a hipped roof and a second story terrace. Below the terrace is an enclosed porch, which projects out from under the terrace and has a pitched roof. The enclosed porch has continuous glazing at its perimeter. Above the porch roof, on all three sides of the bay, there are continuous ribbons of glass, which act as a clerestory for the space below (a restaurant) inside the porch. All three sides of the bay at the second level are also glazed and have corresponding clerestory windows above. Although the western end of the pier shed has been altered, the building has retained much original detailing and architectural elements on the north and east elevations.

South Elevation (including the low southern addition)

At the level of the monitor roof, the clerestory windows are original. There is no good photographic or other documentation of the south elevation, although one photo shows the eastern portion of the box-like wing. Fenestration on the west end of this elevation may be original or replaced in kind. It consists of repeated rectangular openings with four square panes each. Adjoining the more authentic looking western section, the eastern portion of the elevation includes five bays of storefront set in a rough wooden frame, with, to the east, an addition to the box-like wing of the building.

The bays of storefront and the addition clearly date from the 1970s, or from a more recent remodel. The addition has a low pitched roof. Additional low bays, which rise above this and adjoin the south wall of the original building, are recessed back from the addition's main parapet. Behind these low bays, which act as clerestories, the wall of the original box-like wing is punctuated by what appear to be original double-hung windows in wood frames and is clad in original V-groove siding. Based on a 1911 photo, three of these windows were definitely part of the elevation then. To the east, the parapet of the low addition rises and wraps around the corner southeast corner to surmount the elevation of the low building addition along Alaskan Way.

North Elevation

At the level of the monitor roof, the fenestration -groups of four or five square multi-pane windows - appears to be original. The main north elevation, clad in V-groove siding, includes a significant amount of original features. This includes double-hung windows, long groupings of usually four square 3 over 3 windows, particularly toward the top of the elevation. This is particularly the case on the east side of the elevation, but the long groupings of windows also occur on the west side. Moving west, the elevation includes several bays divided into three and with transom lights - clearly part of the later remodel. This is succeeded by a large opening. Above the opening, the lower roof has been cut out to allow for a bridge, which runs to and from the neighboring Waterfront Park, also part of the same remodel. The rest of the elevation features several wide panes of glass in wooden frames, what appears to be the vestige of one of the larger openings and a modern entry to the "Fisherman's Restaurant and Bar," but all set below upper windows that are typical of the original historical building and with the typical horizontal siding.

Interior

On the interior ground level, the space has been divided up to accommodate shops, a game arcade with a carousel and restaurants. Toward the east end, a central hallway has been built with smaller heavy timbers, regular framing and rough wood cladding. This leads to the game arcade/ carousel room, which is full height and where some of the central bay structure is visible. Stairs off the hallway lead to a partial second level, one portion of which is designed to be a restaurant, located in the north side bay. Some structural elements are visible, but in many locations a frame ceiling clad in rough wood obstructs the view of the main truss. In several locations, however the central portion of some of the trusses is visible above the second floor.

Description - 59

The former Pier 8, now Pier 59, is sited near the foot of Pike Street. The pier itself is a parallelogram in plan. The approximate width of the pier platform is 100 feet and its length is 460 feet from the Alaskan Way right of way and seawall to its southwest corner and 450 feet to its northwest corner. The platform is supported by timber pilings, set approximately 3 feet on center in the north-south direction and 10 to 12 feet on center in the east-west direction. Bridged with heavy timbers, the pilings are topped by heavy timber beams, surmounted by heavy timber joists, which in turn support heavy timber decking.

The plan of the pier shed, also a parallelogram, is approximately 72 feet in width by 200 feet in length. The pier shed, designed as a two-story space, has similar east and west elevations. They are marked by a characteristic stepped parapet with a wide, raised curved section, which partially masks the second level monitor roof. As with all of the previously described pier sheds, on the longer, north and south elevations, the monitor roof is expressed as a series of multi-pane clerestory window openings; and the outer bays, set below the clerestory windows, have simple shed roofs with a shallow slope.

In terms of interior structure, the first level includes a grid of regularly spaced 8 x 8 heavy timber columns, spaced at about 24 feet on center, or slightly less, in both directions. Two lines of timber columns were erected as part of two heavy timber bents running east-west, which include 12 x 19 beams, set above the columns. The 12 x 19 beams support 3 x 16 joists, spaced at 16" on center, with cross-bracing set between the joists. A north-south section of the first level reveals three bays, separated by 8 x 8 interior columns, stabilized in both directions, (north-south and east-west), by heavy timber knee braces. Knee bracing also serves to stabilize the columns which form the exterior walls.

Above the second floor, there are a series of trusses, which rest on exterior 8 x 8 heavy timber columns, also part of the exterior wall. The north-south section shows that the bottom chord of the truss spans the width of the building. Two queen posts - double, vertical 2x8s, spaced at slightly less than a third of the width of the structure- rise and are tied together by a horizontal member, acting as a collar beam. To each side of the rectangle formed by these vertical and horizontal members, angled heavy timbers, 8 x 10s, act as principle rafters and complete the truss shape. There is an intermediate vertical member to each side of the queen posts, with a diagonal member between them. Above this main truss, there is a lighter structure which includes 2x 6's (doubled and tripled) and a horizontal 1x 6, which support the pitched monitor roof. Drawings by the Bumgardner Partnership from 1976 show that the restoration of the building kept most of the original structural elements, while replicating others, including 8 x 8 columns and knee bracing, in kind. The most recent remodel appears to have strengthened the structure, but has not modified the significant elements of its historic structural configuration.

East Elevation

The east elevation, which is characterized by its stepped parapet with its raised curved shape, has been modified over the years. For instance, a photograph from 1905 shows a large central doorway, topped by a string of about eleven, small square transom windows. The doorway was flanked to each side by two pairs of cased double-hung windows. While structural changes were made to the east portion of the building around 1917, a photo from about 1936 shows that the previous window/ door configuration was replaced by at least four, large openings. Following the most recent renovation of 2006, a street level opening still remains on the southern side of the façade, while two other medium sized openings include new storefront glazing and transoms. There is also a narrow and separate storefront, which includes a transom, on the north side of the facade.

Based on the 1905 and 1936 photograph, the second level of the east facade included five pairs of regularly spaced windows. There were also single windows set toward the ends of the façade and another haphazardly placed, single window set between the most central of the paired windows. In the 2006 renovation, the second level of windows consists of six pairs of cased windows, which are 2 over 2. As in the original design, the sill and head casing for these second story openings still extend across the face of the elevation, tying the window openings together. Above the second level windows, the partially free-standing parapet is marked at its top by a continuous crown molding, supported on repeated ornamental brackets. The north and south edges of this intermediate parapet are also marked by larger ornamental brackets. The top parapet with its large curved central shape sits directly above the continuous crown molding band. An original semi-circular vent is also placed at the center of this raised parapet.

West Elevation

The west elevation no longer presents any major openings. In 1905, it had a few double-hung windows, but even then, appears to have had few openings. It has since acquired a shallow bay, which does not stand out, when seen from the west.

North and South Elevations

On the longer, north and south elevations, the monitor roof is expressed as a series of multi-pane clerestory window openings, which allow light into the interior space. The three over three multi-pane windows are usually grouped in horizontal rows of three. Below the clerestory level, the original elevations included at the ground level regularly spaced warehouse doors, topped by a ribbon of multi-pane transom windows, usually grouped in a row of four. Although some of these have been removed, north and south elevations retain several of these doorways and a significant amount of the original ribbon of multi-pane windows. This lower ribbon of windows consists of openings which are slightly smaller than the upper clerestory windows. Although mostly removed prior to the mid-1930s, there were also loft doors (with aprons), which would allow ships to unload directly into the pier shed. The north elevation is partly obstructed by the 1970s Aquarium addition, but presents many of the original elements described for the south elevation.

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The Seattle Post-Intelligencer website.

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The features of the Landmark to be preserved include:

For each of Piers 54, 55, 56, 57, and 59, the pier pilings from the west edge of the right-of-way of Alaskan Way (the seawall) to the outer harbor line, and from the north edge of the pier pilings to the south edge of the pilings, noting that Waterfront Park (Pier 58) is excluded; the exterior pier sheds; and the currently exposed interior ceilings and truss systems.

The Board recognizes the need to replace the pilings and decking and will consider that in the Controls & Incentives agreement to be negotiated between the Board staff and the owners.

The Board also recognizes that there are certain features and uses that are not original or will require replacement and are described below for each pier and will consider that in the Controls & Incentives agreement to be negotiated between the Board staff and the owners.

Pier 54: The modern addition on the south elevation.

Pier 55: The modern three-sided bay addition on the west elevation; and excluding the accessory docking facilities and associated building (known as Pier 55 ½) on the north and west side of Pier 55.

Pier 56: The modern projecting glazed addition on the south elevation; and excluding the existing parking area on west end of pier.

Pier 57: The modern projecting bay addition on west elevation, and the storefront bay addition on the eastern end of the south elevation; and excluding the existing parking area on west end of pier.

Pier 59: Excluding the existing parking area on west end of pier.

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