



At the public meeting held on April 4, 2001, the City of Seattle's Landmarks Preservation Board voted to approve designation of Pier 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, contrasts of siting age or scale, it is an easily identifiable feature of its neighborhood or the City and contributes to the distinctive quality or identity of such neighborhood or the City.*

## **DESCRIPTION**

### **Structural Description**

The existing structure known as Pier 59 consists of a parallelogram-shaped pier platform upon which a heavy timber warehouse was constructed. The pier extends outward from Alaskan Way right-of-way on a line closely approximating east-west and creating an angle that is approximately 43.5° to the Alaskan Way. The pier platform was constructed over several dozen parallel rows of deeply driven wooden pilings, and extends out into Elliott Bay approximately 460 feet from the Alaskan Way right-of-way and seawall to the southwest corner and approximately 450 feet out to the truncated northwest corner. The pilings are spaced at approximately 10 to 12 feet on center approximately 10° west of a line parallel to Alaskan Way. This alignment shifts at the westernmost end of the pier where the alignment becomes parallel to the end of the pier. This change may be attributed to the extension of the 1896 Seattle Fish Company Pier in 1902, resulting in the existing pier configuration. Each piling line is capped with a heavy timber beam that supports the heavy timber joists that in turn support the heavy timber deck. The western end of the pier is roughly parallel to the Outer Harbor Line creating an oblique angle approximately 48° west of north. The pier is approximately 100 feet wide, exclusive of a line of "camel logs" fastened on the western end and western most portion of the south side.

The pier shed is a two-story warehouse structure consisting of a heavy timber post and beam structural system sheathed with wooden siding. The pier shed is also parallelogram-shaped, generally following the shape of the underlying pier and fronting directly on the Alaskan Way right-of-way to the east. The pier shed is approximately 72 feet wide and extends approximately 400 feet from the right-of-way. The structural system is composed of two interior heavy timber bents running east west consisting of 12x12 inch Douglas fir columns with 12x19 inch Douglas fir top beams supporting a joist system of 3x16 Douglas Fir floor joists at 16 inches on center.

The structural system of the outer wall is composed of 8x8 Douglas fir columns supporting the floor joists and a 3x16-inch rim joist. The floor-to-floor height from the pier deck to the top of the second

floor is approximately sixteen feet. The main floor has a column spacing of approximately 24 feet wide in both the east/west and north/south directions. The heavy timber columns feature distinctive 8x8 diagonal knee bracing in the north/south direction and secondary 6x12 knee braces tied into supporting 3x12 cripples and 6x12 column bolsters in the east/west direction.

The second story roof is supported by a series of hybrid trusses resting on 8x8 Douglas fir columns within the outer north and south walls. Each truss has a bottom chord made up of four 2x14 members fastened together. The upper chord is composed of three linked 8x10 Douglas fir members, with the shorter horizontal central member truncating the truss at its upper end. A pair of king posts carry loads down from the intersections of the top chord to the bottom chord. The use of trusses allows a free span of approximately 70 feet on the second floor. The main roof is composed of 2x4 framing supported by 6x8 purlins. A light-framed monitor roof was constructed above the trusses, allowing two continuous rows of clerestory windows over the entire length of the pier shed. Both the main roof and the monitor roof are pitched at a slope of 6.5 to 12. From historical photographs the original roof covering appears to have been lapped rolled roofing. . The overall building height from the pier platform to the top of the monitor roof is approximately 50 feet. The exterior is sheathed with what may be either the original 1x6 v-grooved tongue and groove Douglas Fir horizontal siding or, possibly, siding replaced in-kind as repairs may have been necessary over time.

### **1903 Pier Shed**

The original Alaskan Way (formerly Railroad Avenue) façade was a nearly symmetrical rectilinear composition with a stepped parapet featuring a central curvilinear section that covered the end of the roof monitor. A cased half-circle end vent was placed in the center of the parapet. An access doorway was the central element on the street level and, in this case, rail grade level. This doorway probably allowed a rail spur line to enter directly into the building. This doorway was crowned by a row of narrow rectangular cased transom windows and flanked by four pairs of cased double-hung windows, two on each side. The head casing on these windows was extended from the central doorway to the shed's corner boards on the north and south, creating a decorative banding. A street level entrance doorway remains located on the most southern side of the façade. The five pairs of cased double-hung windows on the second floor level are similarly treated, with both the head casing and sill apron extended. A parapet with a crown mould cornice was built above the windows. Above this parapet is a semicircular upper parapet coving the roof monitor. A prominent feature on the façade was the painted signage on the upper parapet. The words "PIKE STREET WHARF" were painted horizontally on the parapet and the words "AINSWORTH & DUNN" were painted above this, following the curve of the upper parapet cap. All signage was in a sans serif font. A pair of decorative painted scrolls flanked the semicircular monitor end vent. All signage, caps, corner boards, bands, and casing were painted in a lighter color so as to contrast with the darker color of the horizontal v-groove siding.

The north and south façades were long rectilinear expanses, punctuated only by regularly spaced warehouse doors topped with a continuous ribbon of rectilinear transom windows on each side. The upper roof also had a similar, but slightly larger, row of clerestory windows.

The west, or bayside, façade was treated similarly to the eastern façade, but without the large central access doorway.

Based on historical photographic records, the exterior of the pier shed was modified several times since its construction in 1903, to accommodate the utilitarian needs of the pier's tenants. Regularly spaced loft doors and cantilevered loading aprons were added around 1905, to accommodate direct loading from ships to the second level warehouse. The aprons were removed and the openings changed prior to 1937. The pier shed was extended using construction similar to the original, approximately 50 feet west between 1911 and 1912. The original eastern street level portion of the façade was altered before 1916, by removing the supporting wall and adding five square columns to support the second floor. A glazed storefront wall was recessed back from the columns and a vehicular access were added to the north. The two northernmost columns were spaced slightly wider to accommodate this new access door. Also at this time, three additional windows were added on the second floor of this façade.

Between 1916 and 1973, when the City of Seattle purchased the property, several minor changes in fenestration and signage occurred to the façades. Changes to the eastern façade included the addition of two windows on the second level. Several second story windows on the western section of the north façade also were added, the westernmost second story loading door was removed, and several of the pier level loading doors and related transom lites were altered. Several irregular windows were added on the second floor of the south façade, an exterior wooden stair was added to the western end, and several of the original pier level loading doors and related transom lites were altered. Also, an exterior wooden stair was added to the northern end of the western façade, at least one second story window was added, and the ca. 1911 loading doors were altered.

### **1973-1976 Renovations**

The pier was slightly modified by the City of Seattle to facilitate the construction of the Seattle Waterfront Park in 1973-74. No information on the interior configuration of the pier shed was available prior to the completion of the record drawings by the City's architect prior to the 1975 renovation. At that time, the pier level interior was largely open with the stairs and offices clustered on the southeast. Interior walls were constructed in the central section of the northern bay to accommodate fish storage. The second floor interior was bifurcated longitudinally by a "runway" running east west. A suite of offices were located at the eastern end, two large rooms were partitioned off in the central section of the southern bay, and another small suite of offices were located at the western most tip of this floor. Initial renovations to the pier shed completed by the City in 1975, consisted of minor structural stabilization, the addition of new lighting, and some weatherproofing.

In 1976, the City of Seattle's project architect, the Bumgardner Partnership, developed a plan to adapt and renovate the pier for use as a public aquarium, office, and retail space. Modifications to the pier and pier shed included structural upgrading, alterations to all façades, and repartitioning of the entire interior.

The pier's piling system was extensively upgraded. Several pilings were added and other old pilings were replaced with either treated timber pilings, concrete filled steel pilings, or "Colby" pilings. The piling caps and the piers structural support system were repaired as necessary and strengthened to accommodate anticipated loading.

Changes to the pier shed included demolition of all existing interior partitions, structural upgrades to the heavy timber frame, alterations to the exterior façades, repartitioning the interior, and the installation of complete new electrical and mechanical systems. Other changes included pier level and second level connections to the Waterfront Park on the south and pier level connections to the Aquarium Underwater Dome section on the north, both constructed in 1975-76.

Structural changes to the timber frame were made under the direction of the project engineer, Arnold D. Arnold & Associates, and included repairs to and replacement of structurally deficient columns, beams, and bracing. However, the frame's configuration remained essentially unaltered from the original. The design team discovered that the western end of the pier shed had suffered some racking or twisting due to nearly seventy years of buffeting winds. A pair of horizontal structural trusses was added on the western end of the pier shed in an attempt to counteract wind forces.

The Alaskan Way façade was minimally altered during the renovation and still incorporates the original distinctive stepped curvilinear parapet. The old storefront entry was removed and a new entry was developed at the central section of the street/pier level. New folding doors were installed at the north vehicle entrance. The existing columns supporting the second floor were re-cased. The second floor fenestration was left intact. This façade, as well as the other three facades, were completely re-painted and new graphics were developed to identify the structure.

Changes to the north façade included removal and patching of several doors and windows on both levels, adding four large openings with transom lites at approximately the middle of the structure on the pier level, and the addition of several casement windows at the western end of the second floor. The upper clerestories were left unchanged except for the insertion of louvered vents as part of the HVAC upgrade. The ribbon band of transom lites on the pier level was also left largely original, although the glass was blackened out to accommodate the need for subdued lighting within the aquarium located on the most western end of the pier level.

Alterations to the south façade included the addition of a storefront alcove at pier level approximately 100 feet west of the east corner and the addition of 10 large openings on the pier level, starting at the center of the structure, and extending to its western end. Eight other large openings were cut into the wall on the second level, and several of the existing second floor windows were repaired. Sections of the existing siding and trim were repaired as deemed necessary. The upper clerestories were left unchanged except for the insertion of louvered vents as part of the HVAC upgrade. The ribbon band of transom lites on the pier level was also left largely original.

Modifications to the west façade included filling in all existing wall penetrations, including the original semicircular end vent, and opening up the northwest corner of the building with a breezeway. A structure was added to the end of the pier shed to house the pair of structural horizontal bracing trusses. This structure had five timber columns extending two stories and

supporting a shed roof. This structure was left open and originally identified on the record drawings as a “sunshade.”

Interior changes made to the structure included inserting a two-story gallery into the central portion of the pier shed, and partitioning the remaining interior into a large central space reserved for the new aquarium and four large tenant spaces located on both floors at the east and west ends of the structure. A lesser two-story vestibule space with an open stairway and circulation area was located further to the west to serve proposed tenant spaces at the west end of the pier shed.

The main gallery could be accessed from both the north and the south side of the pier shed and served as the entrance to the new aquarium, the aquarium’s administrative offices directly above, and the adjacent tenant spaces on both levels. Public restrooms, a janitor’s room and an electrical room were also accessed from the pier level of the gallery. The gallery featured an open stair with an aluminum railing. The second floor of the gallery uses the metaphor of a bridge structured from steel framing and aluminum railing to access the administrative offices, the tenant space, and a second story connection to the Waterfront Park on the south.

### **Existing Structure**

Alterations to the pier shed have been comparatively minor since the Aquarium opened in 1976. The vehicular access on the east façade has now been turned into a small restaurant. Fabric awnings were installed over the storefront windows. Pier-59 now connects to the Aquarium’s underwater dome structure. Sliding doors allow access from the interior of the Seattle Aquarium to the pier apron. . A second floor balcony was added at the middle of the pier shed on the north façade. The interior gallery can also be reached by crossing along the east side of the underwater dome building. The exterior decking is left exposed on the north side of the pier apron. The pier presently has a 42-inch high railing consisting of pressure treated 4x4 and 4x6 posts fastened to the pier’s bullrail at approximately six feet on center. The top rail consists of a vertical pressure treated 3x8. The bottom rail consists of 2-2x6s. A mesh of galvanized chain link fencing extends between the posts, and bottom and top railings. The half round gutters feature a sheet metal salmon detail at regular intervals on the north and south sides of the pier shed.

The Seattle Waterfront Park connects to the south side of Pier 59. The westernmost portion of the pier shed is minimally pedestrian oriented. Few alterations have been made since the opening of the Aquarium.

The eastern portion of the south façade has been altered more than any other portion of the pier shed. The bays on the pier level have been opened with wood-glazed storefront windows for both pier level tenants. The upper level bays have been opened with aluminum-framed sliding windows. These windows lack the definition by dividing muntins. The pier level gallery entrance was recessed to provide some shelter from weather. Each entrance door has a pair of distinctive diagonal rails. The second level gallery entrance also has been recessed and has the same door design as on the lower level.

The “sunscreens” on the western end of the pier shed was either enclosed when constructed or enclosed later.

The interior of the gallery has not been altered since the Aquarium was opened except for accessibility upgrades. The structural elements of the pier shed and the newer mechanical systems have been left exposed on the interior of the Aquarium. A theater adjacent to the gallery and a restaurant adjacent to Alaskan Way, currently occupy the tenant spaces on the Pier level.

The roof trusses have been left exposed within the gallery. The roof trusses are also exposed within the second level Aquarium administrative offices and the empty tenant/conference area on the eastern end.

The proposed tenant area on the westernmost end of the second level is now used for Aquarium storage and mechanical systems. The secondary western vestibule is underutilized and is restricted from normal public access.

## **STATEMENT OF SIGNIFICANCE**

### **Waterfront Historical Context**

The development of Seattle's central waterfront began in 1853, when the first ethnic European settlers relocated their Alki settlement and trading post to a new location at the east side of Elliott Bay. This decision was prompted by the attraction of an accessible deep water harbor at the new site. The Alki site had already proven unsuitable for trading with seagoing vessels. In 1853, Henry Yesler established a sawmill and dock at the new site, thus establishing an industry of great importance in the building and commercial development of the community.

Yesler's dock, the village's first such shipping facility, was initially a crudely built structure consisting of upright logs set in dugout holes at the foot of what is now Yesler Way. The structure grew incrementally with the addition of rubble and fill, until it became a major fixture of the village's maritime trade. Yesler's example was followed by other private entrepreneurs along the waterfront in the 1860s and 70s although less appears to be known about those dock facilities. According to historian, Clarence B. Bagley, they were typically irregular in shape and size and of generally poor construction.

Further development occurred with the introduction of railroads to the waterfront, beginning in the 1870s, when the Seattle and Walla Walla Railroad (later the Columbia & Puget Sound Railroad) was granted a 25-foot right-of-way along the waterfront from King Street to Smith's Cove. In 1885, a second railroad, the Seattle Lake Shore & Eastern, was also given an adjacent easement. The dedicated right-of-way subsequently became referred to as Railroad Avenue (now called Alaskan Way) and was built parallel to the shoreline on wooden pilings with a wooden deck. Toward the end of the 1890s, the broad trestle had become a chaotic tangle of competing rail lines, switches and sidings that crossed over to the piers at its westernmost edge.

Claims on tideland and harbor "improvements" such as piers and wharves were equally chaotic. Such claims were hotly contested and litigated in the late 1880s and throughout the 1890s as speculators and the railroads fought to secure as much of the waterfront as possible in anticipation

of, and in response to the creation of the State Harbor Line Commission in 1889. The Commission's initial disposition of the tidelands and the State owned inner harbor were repeatedly tampered with by officials and judges of questionable integrity to reflect the interests of the powerful railroads. The tidelands were quickly sold, and the lands directly beneath the numerous piers and within the inner harbor were leased on a long-term basis for token fees to the speculators and railroads that built them.

Recognizing the need to establish more equitable distribution of lands and the need to establish a unified alignment of piers in order to more efficiently utilize the waterfront, Assistant City Engineer George Cotterill, under direction of City Engineer R.H. Thomson, drew up a new alignment plan for the waterfront. This plan specified parallel piers and slips oriented westward and designed to accommodate ships and railroad access more easily and efficiently. The angled orientation of piers was required in order to stay within the curvature requirements of the rail sidings serving the piers. The plan was completed in 1893, and appears to have been adopted shortly thereafter. Non-conforming piers had to be rebuilt. The present alignment of waterfront structures appears to be directly related to this, as yet undocumented, plan.

By the early 1900s, Seattle's waterfront had become crowded with a wide range of vessels linking Seattle with neighboring ports, as well as the outside world. Early photographs from this era show Seattle's harbor forested with an impressive array of masts, spars, and rigging associated with passenger clippers, lumber schooners, and large ocean-going freighters. The harbor was also home to an extensive fleet of smaller craft, including scheduled ferries, small steamboats, and schooners which were collectively referred to as the "Mosquito Fleet." These modest vessels provided the primary commercial infrastructure within Puget Sound and were of great economic importance to the growth of Seattle's economy well into the 1920s.

The character of the waterfront changed dramatically in 1897, with the arrival of the Steamer *Portland* to the Schwabacher Wharf. Her arrival with a ton of gold from Alaska started a gold rush that brought renewed energy to Seattle. The waterfront was rapidly transformed into a major international deep-water port as entrepreneurs scrambled to establish major steamship lines for the Alaskan trade. New wharves were built to handle the influx of freight and passengers from other ports as Seattle became the pre-eminent point of departure for the gold fields. It was during this period, and the years immediately following, that most of Seattle's surviving wooden wharves were built. Also built during this period but now destroyed were the famous Coleman Dock and the Grand Trunk Terminal, with their elaborate domes and clock towers.

The early twentieth century witnessed continued growth and development along the central waterfront along with additional expansion of port facilities to the north at Smith's Cove and south at Harbor Island. Rail passenger traffic was re-routed through a tunnel begun in 1904, which led to new terminal facilities at King Street, in order to bypass the congested conditions along the waterfront. The old passenger station at the foot of Columbia Street was subsequently demolished.

New structures were built in the 1920s and 1930s, including the Canadian Pacific freight and passenger terminal at Pier 64 and the reinforced concrete American Can Company freight terminal at Pier 69.

In 1934, the City of Seattle constructed the innovative Railroad Avenue seawall and filled in the remaining water area between the seawall and shoreline. This right-of-way improvement allowed safer and more convenient access for vehicular and pedestrians traffic. Sidewalks were widened, power poles moved, and the remaining railroad tracks moved to the eastern half of the right-of-way.

During World War II, in an attempt to avoid confusion and increase security, all the piers along Seattle's waterfront were renumbered.

The importance of the central waterfront diminished with the decline of passenger carriers, the use of larger cargo ships, and, in the 1970s, the widespread introduction of containerization. The central waterfront did not provide sufficient usable upland area to support modern marine container terminals, and as cargo handling technology changed, most of the port activity was shifted to terminals at the mouth of the Duwamish River which were specifically designed for container handling. These factors rendered many of the wharves commercially obsolete for their original uses. The completion of the two-tiered viaduct parallel to Alaskan Way in 1953 further blighted the central waterfront area. The City commissioned several design studies for the area including the 1973 "Rockrise Report" and the 1979 "Alaskan Way Seawall and Promenade Guideplan" report in an attempt to provide design amenities that would stimulate redevelopment in the area.

Most waterfront proposals featured a promenade that mixed tourist attractions with scenic vistas. Some mix of a bay view park space, a small boat landing, a historic ship harbor, a maritime museum, a promenade, an esplanade, a small lighthouse, off-shore hotels, a heliport, a small showcase salmon cannery, new restaurants and gift shops, and an aquarium were also proposed.

The City followed up on these studies by investing public funds in the area with the creation of the Waterfront Park in 1973-74, the redevelopment of Piers 59 and 60 into a public aquarium in 1975-76, and the development of the Pike Street Hillclimb in 1977. The City created Mrytle Edwards Park on the northernmost end of the district in 1976 and introduced electric trolleys along Alaskan Way in 1979. In 1989 the City also demolished the dilapidated pier shed on Pier 62/63 to develop public open space that is presently used for a popular summer concert series.

A second generation of redevelopment of the central waterfront was stimulated by the heavy investment of the Port of Seattle into properties they owned in the northern tier of the central waterfront. The Port redeveloped the former American Can Company freight terminal at Pier 69 into their administrative offices and redeveloped their former offices into the popular Bell Street Pier Project. Other upland development by the Port includes a major housing complex, a World Trade Center, and a proposed hotel. Recent private projects include the redevelopment of Piers 70 and 55 in to high-tech and professional offices.

### **The Pike Street Pier**

The existing wharf currently known as pier 59 is the third structure located on the central waterfront at the foot of Pike Street. The first known substantial structure to occupy the site was a wharf built by the Seattle Coal and Transportation Company around 1870. Due to the later filling out from the historic high tide meander line, this wharf would have started under the existing Alaskan Way

viaduct and extended out to where the current Pier 59 begins. This dock was the terminus of the Company's route for shipping coal from Newcastle that used rail cars to Lake Washington, then scows across Lake Washington, transferring to rail cars across the what is now the Montlake cut, loaded onto scows to cross Lake Union, and finally taken by rail to the Elliott Bay wharf. This wharf was destroyed by wood-boring teredos worms, and collapsed into Elliott Bay in 1878.

The second structure was a small furniture factory built in 1884, atop pilings and adjacent to the newly constructed Columbia and Puget Sound Railroad's trestle along their right-of-way paralleling the shoreline. The area at the foot of Pike Street was locally known at the time as the "Ram's Horn" because of the way the trestle twisted to conform to the diverse needs of the waterfront property owners for access either to the bay, to the railroad, or to both. The Puget Sound Furniture Company operated the factory. John Leary, the mayor of Seattle at that time, was the company's president.

In 1887, the City granted another railway right-of-way to the Seattle Lake Shore and Eastern Railway, running right through the middle of the furniture factory. As a result, the pier was extended and the factory was split into two separate buildings on either side of the railway. The later complex then became a salmon cannery known as the Columbia Canning Company. The outermost end of the cannery extended westward to what is now the eastern end of Pier 59.

The pier and cannery survived the "Great Fire" of 1889, and was gradually extended. By 1893, the bay side of the cannery complex was owned and operated by the Boston Fish Company. However, George Cotterill's 1893 alignment plan for the waterfront required realignment of the City's wharves, including the Pike Street wharf.

In 1896, on the old site of the Pike Street Wharf, the owners of the Seattle Fish Company, constructed the new Ainsworth & Dunn Wharf. This pier was also known as known as Pier 8 and, after World War II, as Pier 59. The partners had formed the company in 1889, to process and sell fish, the same year that fire destroyed the majority of Seattle's business district. As the town was rebuilding, Ainsworth & Dunn built a small retail store, the first of its kind in Seattle, at the corner of Second and Pike Streets. Wholesale operations were carried out on a pier at the foot of Seneca, where the firm also handled hay, grain, and feed. By 1896, the firm operated two canneries in the Northwest, one at Pier 8 and one in Blaine, Washington. All salmon packing by the Company was eventually moved to Blaine.

In 1901, Ainsworth & Dunn also purchased the uplands and the tidelands at the foot of Broad and built a pier and pier shed now known as Pier 70 to serve small sailing ships and small steamers, as well as to provide excess storage for salmon packed in their Blaine cannery. A second warehouse was also built across the trestles of Railroad Avenue, later renamed Alaskan Way, around the same time.

Ainsworth & Dunn expanded the Pike Street pier and replaced the existing one-story pier shed with a new two-story pier shed/warehouse in 1903. The firm leased the facility to Willis W. Robinson in 1905. Robinson was a successful Mount Vernon farmer who expanded into the wholesale trade in hay and feed. Before the railroads were extended to serve the entire region, sternwheeler steamers capable of reaching up the Puget Sound tributaries moved most commodities, including the hay from

Robinson's Skagit River farm. Robinson operated the pier until 1909, when he moved his operation to the newly reclaimed tideland area south of Pioneer Square.

By 1911, Ainsworth & Dunn had leased Pier 8 to the steamship agent, Dodwell & Company, Ltd. At that time, Dodwell also operated the Ainsworth & Dunn's wharf at Pier 14, now Pier 70. The Pier 8 shed was extended westward around this time. The First World War greatly disrupted Dodwell's shipping activities and by 1916, the pier was occupied by the Pacific Net and Twine Company.

In the mid-1920s, the Pacific Net and Twine Company at Pier 8 and the Marine Supply Company at Pier 1 were reorganized as the Pacific Marine Supply Company. The Portland capitalist D.B. McBride was an officer in both companies before they were joined, and he became the president of both afterwards. The Company grew to be one of the largest marine supply companies in the Northwest. A portion of the pier shed were also leased to the Fishing Vessel Owners' Association.

Over the next several years, tenants serving Seattle's maritime industry and fishing fleet leased portions of the wharf. From 1938 to 1950, these tenants included such companies and organizations as the Fishing Vessel Owners Association, the Pacific Fishing & Trading Co., the Pacific Coast Purse Seiners Association, Geo Broom & Sons (sail makers), the Seattle Fish Exchange, the Cary-Davis Tug and Barge Co., the Puget Sound Tug & Barge Co., Otto Sturham & Sons (sail makers), the Seattle Marine & Fishing Supply Co., the Waterfront Ships Service Inc., and the Otter Trawlers Union.

By 1954, Pier 59 was owned and managed by the Pier 59 Dock Corporation. Tenants at that time included Seattle Marine and Fishing Supply, Waterfront Ships Service Inc., the Elliott Bay Transfer Co., the Fisherman's Co-operative Association, the Fishing Vessel's Owners Association, the Seattle Fisherman's Exchange, the Fisherman's Marketing Association of Washington, The Bay Fish Company, and the Silver Sail Cafe and Tavern.

In 1968, the City of Seattle voters approved a major bond issue, known as "Forward Thrust," to finance major public investment in Seattle's infrastructure. Among this sweeping proposal were funds to build a public aquarium and maritime research facility, although no site was specified. In March 1970, James H. Todd, the Chairman of the Mayor's Waterfront Advisory Committee, recommended buying Piers 57 and the site, which had been left free by the recent destruction of the Schwabacher dock, and developing a walkway system connecting the park to nearby piers, restaurants, shops and ship displays. In July of 1971, the Bumgardner Partnership was chosen to design a 15-acre central waterfront park. The following December, Bumgardner unveiled a preliminary plan that for the most part resembled the Waterfront Park that was built. The plan also advised that Piers 60 and 61 be set aside for a water-oriented tourist attraction, most likely the Forward Thrust aquarium.

After the Park Department purchased Pier 59 without condemnation from the Pier 59 Dock Corporation on May 30, 1973, for \$585,000, its sturdy condition made the Pier an inexpensive alternative for siting the Aquarium. While awaiting a feasibility report, Park superintendent, David Towne, noted in an October 12 issue of *The Seattle Times* that the Aquarium might be constructed for less cost at Pier 59 than would be required to remove and rebuild Piers 60 and 61. Towne also

suggested that the planned lagoon might be built separately from the Aquarium at possibly the Pier 60 site.

The Bumgardner Partnership was selected again in 1973, to design the renovations to Pier 59 as required to adapt its use for the new aquarium. Work began in 1974 and was completed in 1976, concurrently with the new facility to the north at the site of the former Pier 60, designed by the Seattle architectural firm of Bassetti and Associates.

### **Builder and Architect**

A City of Seattle building permit was issued to Charles E. Lautman in 1896 to construct the first pier and pier shed for the partnership of Dunn & Ainsworth. This structure housed Dunn & Ainsworth's Seattle Fish Company until the pier shed was demolished to make room for the Company's second and larger pier and pier shed in 1903. The building permit for an enlargement of the pier and a new pier shed was granted to the Miller and Geske Construction Company. No engineer or architect has been identified as the designer of either structure.

The renovations and alterations to the pier and pier shed were designed and constructed under the supervision of the Bumgardner Partnership, a Seattle architectural firm that at that time was headed by Albert (Al) O. Bumgardner (1923-1987).

Bumgardner was born in Chatham, Illinois and attended Illinois University and City College of New York before receiving a B.S. in Architecture from the University of Illinois in 1949. He was employed by various architecture firms in Seattle before establishing an independent practice in 1953. His practice was primarily residential projects until he established the Bumgardner Partnership in 1967. The firm then expanded into commercial and institutional projects including the South Campus Center for the University of Washington (1971-74), Seattle's Waterfront Park (1973-74), Market Place North (1978-82), and Waterfront North (1979-84). The firm became known as the Bumgardner Architects after 1980, and is still in business. The firm has received several regional and national awards. Bumgardner became a AIA Fellow in 1971.

### **Previous Owners**

Elton E. Ainsworth and Arthur G. Dunn, owners of the firm that commissioned the Pier 8, grew up as boyhood friends at Cape Vincent, New York. Their firm, Ainsworth & Dunn, became one of the largest salmon packing enterprises on the West Coast. Ainsworth also became a director of the National Bank of Commerce. Ainsworth died in 1914. Dunn family descendents continued to own the Pier 59 until around 1954.

*The features of the Landmark to be preserved, include:*

The pier and 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 to the south edge of the wooden piling pier; the exterior of the pier shed, excluding the elevated walkway to Waterfront Park; and the following features of the interior: the perimeter walls and windows, the ceiling, trusses, the interior structure, and the floors. Any portions of Waterfront Park and Pier 60 are excluded from the designation.

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