

**Historic Review of the Bryant Building
University of Washington, Seattle
for Project No. 201029**

BOLA Architecture + Planning, March 13, 2007

1. INTRODUCTION

Background

This report provides historic and architectural information about the Bryant Building, an assembly of structures located on the north shore of Lake Union's Portage Bay at 1101 - 1137 Northeast Boat Street. This report is part of a study for the University of Washington, undertaken by its prime consultant, URS.

The UW is considering replacement of existing, deteriorated paint on the exterior metal cladding on the east, south and west facades of the Bryants Building. The existing paint finish is well beyond its service life, and has begun to fail and fall from the building. The existing paint finish provides little weather protection and is unsightly, provides little or no weather protection to the exterior cladding. Furthermore, it may contain lead or other hazardous materials that make maintenance of the facility difficult. The overall project goals call for 1) resolution of any environmental and human health risk posed by the flaking paint finish; and 2) provision of a weather resistant, serviceable and attractive exterior finish for the building with a projected service life of 10-20 years. This historic report has been developed as part of the project.

BOLA prepared a preliminary draft narrative report on the Bryant property in April 2005, and has updated it with this current report, which contains revisions and additions to the earlier draft in responses to requirements of the University's Historic Resources Addendum (HRA).

This submittal is provided to elicit review comments from the University and its prime consultant, UW to review findings, to review the draft report and evaluation memo. Remaining tasks include a discussion of review comments, including those relating to the options for removal of lead paint will occur and completion and submission of the final report in late March 2007.

Methodology

Research for this historic report involved collection and review of historic documents, maps and photos from the following sources

- Permit and drawing research at the City of Seattle Department of Planning and Development, Microfilm Library
- Walk-through tour with you on site
- Online research, and collection of historic information and digital photo collections from the UW Special Collections, Museum of History and Industry (MOHAI), City of Seattle Archives, Seattle Public Library
- Review of historic Kroll maps, historic Sanborn Maps, historic Baist's Real Estate Atlas, and Special Collections card catalog, and review of maps from the Sanborn Insurance Company
- Review of references for the Bryant Company at the Seattle Public Library, including a publication, Eileen Crimmin, *Bryant's 1928-1978*, published 1978
- Review of *Seattle Times* articles regarding Jerry Bryant and Bryant's Marina – Seattle Public Library, microfilm collection
- Collection of UW drawings and previous studies of the associated structures

The Ship Canal was completed in 1917, the present day University Bridge opened in 1919, followed by the Montlake Bridge in 1925. In 1928, a streetcar loop connected Montlake, Wallingford, and the University District. At least twenty apartment buildings were constructed in the neighborhood during the 1920s. They were a testament to the expanding residential population and the role of the University District as a major commercial area of the city. During this decade a number of other permanent structures were erected on the University campus, among them the stadium, Suzzallo Library, the Henry Gallery, and Edmundson Pavilion.

Campus and neighborhood growth also spawned traffic congestion. Partly in response, University President Suzzallo identified a goal of creating a more appropriate and functional westerly approach to the campus. A broad boulevard in the location of the current Campus Parkway was indicated in a 1923 Bebb and Gould campus plan, although it would not be realized for many years. Development in the University District and the campus halted during the Depression, but some infrastructure improvements were made under the federal government's Public Works Administration and Works Progress Administration programs, such as street expansions and bridge upgrading.

After World War II, returning soldiers flooded the University seeking college degrees under the provisions of the GI Bill. Residential buildings as well as academic ones were inadequate as enrollment rapidly increased. The University began to extend beyond its original campus, and the 1946 establishment of the medical program prompted further enlargement. The University's 1948 Plan recommended acquisition of the Northlake area, to the southwest of the traditional campus. Historic photos and maps suggest that this area had developed as ADD.

Despite neighborhood opposition, the University carried out its plans to grow to the south and west. Northeast Campus Parkway was completed in 1953, and two new dormitories, Terry and Lander Halls, were located along it soon after. Other post-war construction in the Northlake area included construction of the Applied Physics Laboratory, and a number of Northwest Modern style low-rise wood frame dwellings for married students in a complex along Brooklyn Avenue N., south of NE Pacific Street (Bassetti and Morse, 1947 - 1948, demolished ca. 1980).

Construction of Interstate 5 and the long ramp to the 520 Bridge in the late 1950s and early 1960s impacted both the University District and the nearby neighborhoods of North Capitol Hill, Montlake, and Wallingford. The latter neighborhood to the west was cut off and traffic congestion thus increased along the few through-streets of Northeast 40th, 45th and 50th. The highway link along the north side of Portage Bay was raised above the city's street grid, but it, too, isolated North Capitol Hill and created the narrow lakeshore community of Eastlake. Completion of the 520 Bridge also isolated the residential blocks along the south side of the Montlake Cut. Neighbors successfully fought the proposed R. H. Thompson expressway proposed to run from Highway 520, south through Montlake and north through the University District. Also in the 1960s, the campus expansion that was proposed in the 1948 Plan began to take shape. Because of political protests and student turmoil, the decade of the 1960s was tumultuous for the University District, as it was for areas on and around college campuses all over the country.

The increased urbanization and commercial and residential development near the shorelines influenced industrial development along Portage Bay and Lake Union. It was also impacted by changes in environmental and shoreline regulations. The State Environmental Policy Act (SEPA) was passed in 1971, following the federal National Environmental Policy Act of 1969. Among other provisions, it addressed management of shoreline development and established protection for water-related uses including industrial ones. Passage and implementation of the regional Forward-Trust in the 1970s resulted in water clean-up efforts by Seattle and other nearby cities and King County. Lake Union and

however, and the impending sale was in court for three years. In the meantime, Bryant's company continued to lease it for \$100 a month, and eventually bought the property when the suit was resolved. In February 1943 the property name was changed to Bryant's Marina. Bryant's used the property until it was sold to Bullit Company, a local real estate investment firm in 1966. The University acquired the property after that date, and began to undertake changes to utilize the buildings for academic and service use. Design drawings by architect Benjamin Macadoo identify some rooms for use by the Drama School.

UW HISTORY OF CHANGES TO BE NOTED

5. UNIVERSITY OF WASHINGTON HISTORIC PRESERVATION FRAMEWORK

The University Stewardship and Historic Preservation Policies

As outlined in the *University of Washington Master Plan for the Seattle Campus*, stewardship for historic buildings is provided by the Regents. Based on historic campus planning documents, the plan identified well-known buildings that are associated with the early development of the campus and early campus master plans – the 1898 Oval Plan, the 1909 Alaska Yukon Pacific Exposition Plan, and the 1915 Regents Plan. The plan also identified significant and unique landscapes on the campus. The Bryant Building was acquired by the University in the 1970s, thus it is not associated with the early development of the campus, and it is not cited in the plan.

The University has cited the Bryants property in its Master Plan as a potential candidate for retention, as “preserve as feasible.” The building’s significance as a historic structure should be based initially on an evaluation of its historic and architectural value, and then on its architectural and physical integrity. The basis of evaluating significance is the listing criteria of the National Register of Historic Places (NRHP). This Register is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. The National Park Service administers the register. Nomination to the NRHP may come from state and federal preservation offices. Individuals, organizations, and local governments may also initiate the nomination process. The Washington State Advisory Council, which is organized and staffed by Washington State Department of Archaeology and Historic Preservation (DAHP), which considers each nomination and makes a recommendation on its eligibility.

Properties listed in the NRHP must possess historic significance and integrity. Generally, a property must be at least 50 years old to be considered, and must be significant when evaluated in relationship to major trends of history in the community, state, or nation, meeting one or more of the criteria. The criteria for listing in the National Register are as follows:

- A. The property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. The property is associated with the lives of persons significant in our past.
- C. The property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or presents a significant and distinguishable entity whose components lack individual distinction.
- D. The property has yielded, or is likely to yield, information important in prehistory or history.

(Note: Local historic recognition in Seattle is provided through the process of designation of the property as a landmark. However, due to its unique status as an early institution established by the Washington State Legislature, the University of Washington is exempt from the local jurisdiction of the city’s landmark ordinance.)

Preliminary Evaluation

The building assembly includes a number of vernacular structures that predate the University’s ownership, which are associated with the recreation boating industry, particularly during its time of growth in the post World War II era, and specifically with the Bryant Marine Company. This association appears to be general rather than significant.

Ochsner, Jeffrey Karl, editor. *Shaping Seattle Architecture: A Historical Guide to the Architects*. Seattle: University of Washington Press, 1994.

Perbix Bykonen. "Natural Hazards Assessment, Bryant Hall," Memorandum, May 3, 2003.

Robison Engineering, Inc. "University of Washington, Emergency Center Operations Study," undated report.

"Sanborn Maps of Seattle," 1919 updated to 1951. Sanborn Map Company.

Seattle Times:

"Bryant's Marina Sale Announced," July 20, 1966, p.12.

"Jerry Bryant: Father of Northwest Boating," January 9, 1970, C1+.

"Rites Set Monday for Jerry Bryant, 63," November 27, 1970, p. E6.

Shannon & Wilson. "Earthquake Microzonational Study," University of Washington Campus Facilities, October 23, 1991.

Sound Transit Central Puget Sound Regional Transit Authority, *Draft Environmental Impact Statement, North Link*, Volume 1. Seattle: September 2003.

Steinbrueck Victor, and Folke Nyberg. *University District - An Inventory of Buildings and Urban Design Resources*. Seattle: Historic Seattle, 1975.

Steinbrueck Victor. *Seattle Cityscapes*. Seattle: University of Washington Press. 1962.

University of Washington. "Disaster Resistant University/PDM Grant Proposal," Seattle, February 13, 2004.

University of Washington, Capital Project Office and Facility. Design Drawings and Reports:

LIST BY TITLE, ARCH. & DATE

Woodbridge, Sally B. and Roger Montgomery. *Guide to Architecture in Washington State: An Environmental Perspective*. Seattle: University of Washington Press, 1979.

Vaughan, Thomas, editor. *Space, Style and Structure – Buildings in Northwest America*. Vol. 1. Portland, Oregon: Oregon Historical Society, 1974.

Other Sources

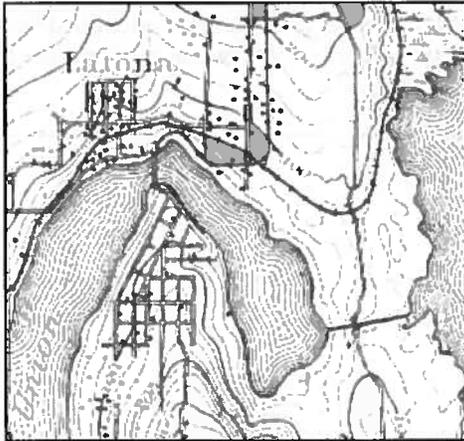
City of Seattle Municipal Archives, Photo Collection, <http://clerk.ci.seattle.wa.us>

King County Parcel Viewer, ADD

Museum of History and Industry, Digital Photo Collection, <http://www.seattlehistory.org>

University of Washington Library Digital Photo Collections, <http://content.lib.washington.edu>

GRAPHICS



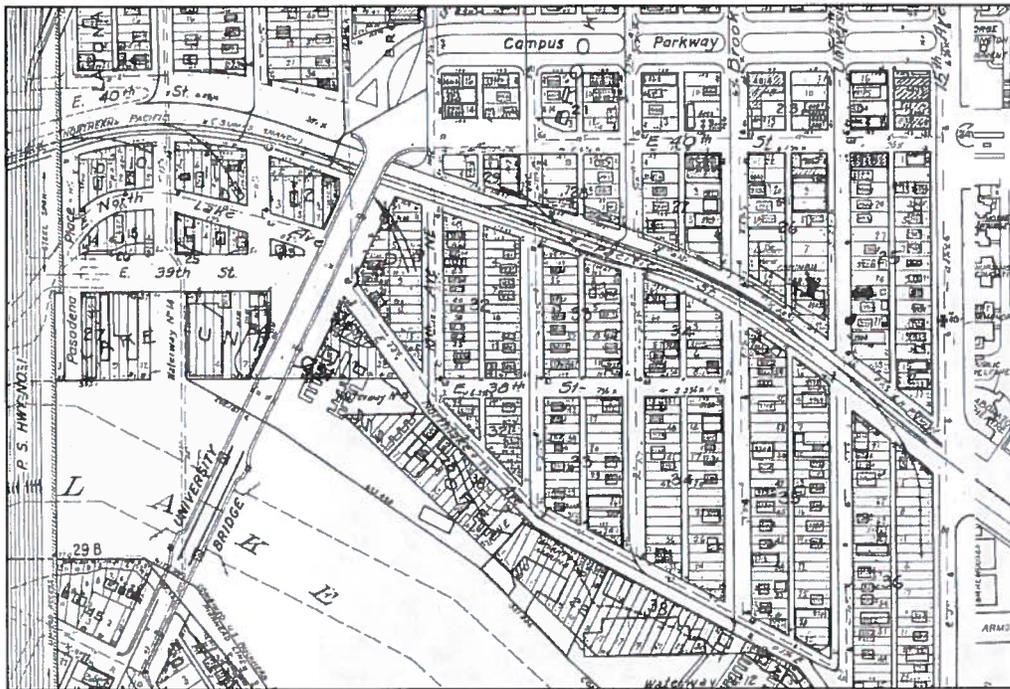
Left, an excerpt from an 1894 US Geo Survey showing the shoreline of Lake Union and the small community of Latona. The future area of the university campus was to the east (right). In the late 19th century, the shore of Portage Bay remained largely undeveloped.

Below, a ca. 1890 historic photo dating of Lake Union. The lake shore initially developed with resource-based industries with close proximity to boats for shipping. Prior to construction of the Ship Canal, which provided direct access from Lakes Washington and Lake Union to Puget Sound, logs were typically floated to mills along the lake shore, and then shipped by rail cars to the city's central Elliott Bay harbor.





Above, map from 1912-1920, showing part of Portage Bay and the nearby University of Washington campus. The future Bryant Building site, circled in red, was located between Waterway No. 12 and Waterway No. 13, at the foot of 11th Avenue NE. Platting of the blocks to the north shows a consistent pattern of small lots for residences. The route of the Seattle, Lake Shore & Eastern Railroad was identified as Northern Pacific. Below, a similar detail from a 1940-1960 map. Blocks to the north, between NE Northlake Avenue and NE Campus Parkway, remained sparsely developed with small houses. The west edge of the campus was clearly defined by 15th Avenue NE. (Kroll Map Company)





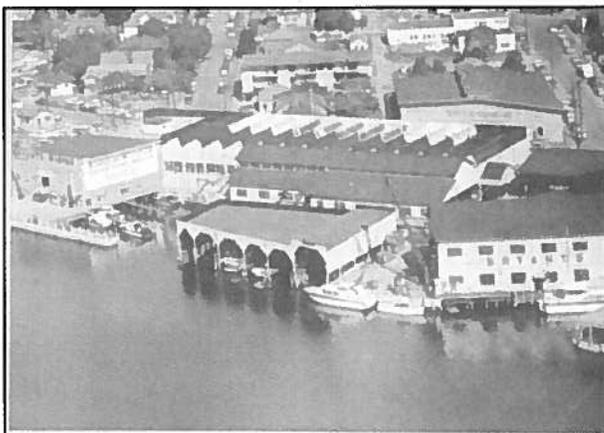
Above, an aerial view of the 1932 University Bridge construction and the north shore of Lake Union and Portage Bay.

Below, an aerial view from a plane, looking east at the bridge, Portage Bay, the Montlake Cut and Lake Washington. Bryant's Marina is visible on the north side of the bay.





Above, a view looking southwest at the Bryant's Marina in 1946. The company sponsored the second annual Seattle Boat Show, held in the circus tent. Some of the he marina buildings that make up the current Bryants Building are shown in the upper left. Below left, an aerial view of the south side on Portage Bay from the same publication. To the foreground right is a partial view of the earliest building on the property, a boat shed (identified by the lettering, "Bryants"), set on an angle in relationship to other structures on the site, which records indicate dated from ca. 1908. The scissor roof and tall gable roof buildings are two of those that remain on the present site. Below right, a 1964 photo of the boat shed located to the southwest of the sales space, which was the scissor roof trussed building located on Northlake Way. Below left, a view looking north from the water at the western set of buildings.





Property of MSCUA, University of Washington Libraries. Photo Coll 700

Above, an aerial view, looking northwest, of the University campus and part of Portage Bay in 1950. The Bryant site does not show in this view. The industrial lakeshore area contrast to the more pastoral quality of the University campus and its golf course, far right. Below, another view from 1950 of the Bryant Marina context, looking southwest at the neighborhood to the northwest shore. The tall building is the Applied Physics Lab. (Both photos, University of WA Libraries, MSCUA, Photo Collection 700)



24 August 1950 Photo No. 7798
Parking Area
11 th Ave N. E., to 13 Ave N. E.
Pacific Ave to E. 6th