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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

210

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name **Union Stables**

other names/site number

2. Location

street & number 2200 Western Avenue ☐ not for publication

city or town Seattle ☐ vicinity

state WA code WA county King code 033 zip code 98121

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide x local

Allyn M 2-28-13
Signature of certifying official/Title Date

WASHINGTON STATE HISTORIC PRESERVATION OFFICE
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

Joe Edson for Beall 4.23.13
Signature of the Keeper Date of Action

Union Stables
Name of Property

King Co., Washington
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [x] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [x] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION / road-related

Current Functions
(Enter categories from instructions.)

COMMERCE/TRADE / warehouse

7. Description

Architectural Classification
(Enter categories from instructions.)

LATE 19th & 20th-CENTURY REVIVALS
/ Italian Renaissance

Materials
(Enter categories from instructions.)

foundation: CONCRETE
walls: BRICK
roof: SYNTHETICS
other: Cast stone & terra cotta decorative details

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Union Stables building is located at the northeast corner of the intersection of Western Avenue and Blanchard Street, in Seattle's Belltown neighborhood. The four-story, 120' by 120' building occupies its entire parcel, bounded by an adjacent building to the north and an alley to the east. The building has a concrete foundation, bearing brick perimeter walls, and heavy timber structural elements. The south and west façades are characterized by their arrangement into six bays with large, regular window openings; Roman-arched openings at the fourth story in the central four bays; and brick and terra cotta decorative detailing at the fourth story and parapet. A highly visible, buff-colored terra cotta horse head projects from the tall parapet at the west façade. On the interior, the building retains open volumes, visible heavy timber structure, and original exposed brick and unfinished wood floor surfaces.

Narrative Description

Urban Context and Site

Situated at the northeast corner of Western Avenue and Blanchard Street, the subject property is located in Seattle's Belltown neighborhood, northwest of the downtown retail core, two blocks north of Pike Place Market and approximately two blocks east of the waterfront. Presently, the Alaskan Way Viaduct / Highway 99 and its Western Avenue off-ramp are approximately half a block west of the subject building, and separate it from the waterfront. Nearby buildings are of a broad range of ages and sizes, with some properties occupied by surface parking. Visually, the surrounding structures include a number of brick masonry buildings from the early 20th century as well as newer brick veneer-clad buildings from the 1980s to 1990s.

The block on which the building is located is bisected by a 16'-wide alley that runs north-south along the east side of the building. Immediately north of the subject property is a two-story brick commercial building constructed in 1913. The remainder of the west half of the block is surface parking. East of the alley, there are five separate buildings on the block facing east onto 1st Avenue. These are mixed-use structures, each with a commercial base and apartments above. Three of these are three-story, brick masonry buildings dating from 1909-1911, contemporary with the Union Stables. The other two are the 16-story concrete-frame Bell Tower Apartments (1970) at 2215 1st Avenue, and an eight-story building at 2233 1st Avenue, under construction.

The 120' by 120' subject property consists of two 60' by 120' parcels—Lots 9 and 12 on Block 40 of the A.A. Denny's 6th Addition. The building faces west onto Western Avenue and extends to the property lines on all four sides; there is no landscaping on the site. The site slopes significantly from east to west, with an overall grade change of approximately 12'. The grade change is expressed along Blanchard Street and the building's south façade. The topographic change allows for on-grade entries to both the first and second floor levels.

The Building Structure and Exterior

The four-story, flat-roofed, 120' by 120' building has a concrete foundation and bearing brick masonry perimeter walls. On the interior, the concrete foundation extends to serve as the perimeter wall on the east and portions of the north and south sides. The structure consists of heavy timber posts and beams and timber girders. Posts are 14x14 on the first floor, 12x12 on the second floor, and 10x10 on the third floor. Structural columns are 20' on-center each way, with heavy timber girders running east-west. Shaped steel post caps connect the posts and beams. There are two cast iron columns near the east end of the first floor, which appear to correspond with the location of a concrete electrical vault on the floor above. Floors are timber decking over heavy timber purlins and girders, with the purlins on approximately 5' centers. (Coughlin Porter Lundeen, p. 5.) The exposed decking and stacked framing members are visible at each floor level and the roof level.

The primary façade faces west onto Western Avenue, with a similar street-facing façade on the south along Blanchard. Both façades are characterized by their brick walls; arrangement into six evenly-spaced bays; large, regular window openings; and some brick and terra cotta detailing at the fourth story and parapet. Window openings are rectangular, with the exception of the four central openings at the fourth story on both of these façades, which are Roman-arched (semi-circular arches). A slight setback of the window bays emphasizes the brick pilasters between them. The facing brick used on the west and south façades is a dark red color with chamfered edges, laid in running bond.

Decorative brickwork includes corbelling above the rectangular window openings at the fourth-story end bays and at the penthouse level, a simple cornice band formed by a slightly projecting rowlock course above and below a soldier course, and the large arches of the central four openings at the fourth story. The arches are formed of four rowlock courses and two slightly projecting header courses along the outer edge, and appear to spring from the pilasters. "Capitals" for the pilasters are provided by a projecting rowlock course with alternately projecting headers below. A buff-colored, circular terra cotta medallion with a diamond shape in its center is set in each spandrel between the arches. Another buff-colored terra cotta decorative detail is provided above the fourth-story opening on each end bay, where there are two individual diamonds, each flanked by a pair of squares—a deconstructed version of the spandrel detail.

Originally, the central four bays of the primary west façade culminated in a tall, peaked parapet. (The parapet was cropped by one bay at either end at some point, likely in the 1970s and clearly by 1975.) A large, cream-colored glazed terra cotta detail in the center of the parapet prominently identifies the original function of the building—a horse's head projects from a round medallion, which has a garland of fruit cascading over the bottom edge. A rectangular window opening is located to either side of this detail. Originally, terra cotta panels reading "UNION" (on the left) "STABLES" (on the right) flanked these windows. Scrollwork bracketed the ends of the raised parapet. Due to the cropping of the parapet, only the last "N" of Union and the first "S" of Stables remain.

Most of the original windows have been removed and replaced with plywood panels painted to original window divisions. Windows on the primary west façade and similar south façade originally featured multi-light wood windows, ganged together in the large openings. The openings in the end bays typically contained three nine-light windows, each with a six-light transom. The four center bays contained the same windows, in groups of four. The windows were likely casement type, with operable hopper transoms for ventilation. Each window measured approximately 3'-5" wide by 6'-5" tall, including the transom. The grouped windows in the large, semicircular arched openings at the fourth story followed the line of the arch. Due to the sloped site, the first-story windows along the south façade are smaller and limited to the western bays, while the window at the south end bay on the west façade has a higher sill.

Full-width doors were placed in the two central openings of the west façade at the first story, and another at the east end bay of the south façade, where grade aligned with the second floor of the building. The 1937 tax record photo also shows a person door in the bay north of the large central openings on the west façade, and a pair of wood doors with glazed upper portion at the west end bay of the south façade. Presently, the two central openings on the west façade contain contemporary aluminum storefront assemblies, each with a pair of doors surrounded by wide sidelights and glazed transoms. The east end bay on the south façade contains an overhead door, and a person door has been inserted in the bay immediately west of that.

The east (alley) side of the building is finished with common brick laid in common bond. Due to the topography, the first story is below grade at this side and alley entries provide access to the second floor of the building. Regular, rectangular wall openings indicate the six-bay arrangement of the structure. Many of the original divided-light wood windows remain in place at this elevation, with three and four windows ganged into each large opening. Each of the nine-light windows has a six-light transom. A metal fire escape ladder with two shallow landings is located approximately centrally on the east wall.

The north side of the building, also finished with common brick, abuts the adjacent two-story property. There is no fenestration on this elevation.

The 1937 property record card indicates two penthouses, "both shiplap covered with corrugated steel." In a ca. 1970 aerial, a single penthouse appears as a two-bay-wide gabled structure that extended back from the front roof parapet, with a northern ell at the east end. Much of the penthouse was destroyed by fire in 1978. Presently, a partial penthouse roof and supporting structure are visible at the roof level, behind the remaining raised portion of the parapet.

Interior Plan and Features

According to a feature in a local newspaper, the Union Stables once accommodated 300 horses and was constructed so that "...every stall is well lighted and ventilated, there is absolutely no possibility of loss by fire, and the sanitary equipments of the building throughout preclude the possibility of contagious diseases doing any extensive damage..." (*Seattle Daily Times*, February 27, 1910, p. 55).

Original drawings of the building do not survive, but the interior materials and character of the former stable appear largely intact. Perimeter walls are exposed brick, and there are very few partitions. Because of the steep slope of the site, the first floor is below grade toward the eastern portion of the building. The floor at this level is a concrete slab, and there is no sub-grade basement. On the upper stories, unfinished timber decking provides the floor surfaces. Some of the floor areas are raised with sloped boards that indicate the original locations of stalls and aisles, and some of the posts appear to have been chewed by horses. The interior brick face of the perimeter walls at the upper stories appear to have been white-washed originally, although the white is faded in many locations. A freight elevator is located near the center of the east end of the building. The location of the shaft appears to be original, although the elevator itself is not. The metal doors open vertically rather than horizontally, and on the upper floors, the hoistway is clad with whitewashed vertical boards.

The 1937 property record card provides some additional details. Ceiling heights were noted as follows: 15'-6" at the first floor, 12' at the second floor, 12'-3" at the third floor, 11'-6" at the fourth floor, and 10'-8" and 12' at the two penthouses. Remodeling drawings from 1942 note an existing hayloft at the penthouse level and an internal ramp at the southeast corner of the building. A "shadow" of the ramp is visible in this location on the interior brick face of the south wall. The 1942 drawings also indicate that an enclosed stair at the southwest corner of the building was inserted at the time. This enclosed stairwell served as an exit route and has a sheet metal-clad door at each level.

Changes to the Building

The building is largely intact and conveys its original design and use as a heavy timber and bearing brick multi-story stable building. Windows at the upper stories on the primary south and west façades are no longer extant, and the openings are presently covered with plywood panels that are painted to mimic the original window divisions. At some point, likely in the 1970s, the north and south ends of the tall western roof parapet were removed. A fire burned the penthouse level in 1978. On the interior, the open volume of the building has been maintained.

Permit records and drawing available from DPD microfiche files indicate the following changes:

Date	Description
1909	Permit to build 5-story brick stable, 120x120 (estimated cost $55,000)
1942	Remodeling of warehouse building for Grunbaum Furniture Co. (Marcus Priteca)
1943	Warehouse improvements—new chimney, Grunbaum Bros. Furniture Co. (Atherton Construction Co.)
1944	Construct office partition
1949	Alter building at 2200 Western Ave (owner Mrs. Augusta Henry, architect R.H. Peck)
1949	Automatic Sprinklers, Bill's Towing Garage
1952	Sprinklers, Bill's Towing
1966	Paint spray booth
1967	Sprinklers, Metro Volkswagen, Inc.
1968	Alter portion of building (warehouse, storage garage, body & fender shop)
1971	Erect & maintain sign
1978	Repair fire damage to penthouse of existing warehouse building, Continental Furniture Co. (architect Whiteley Jacobsen & Associates)
1979	Erect & maintain printed sign
1979	Erect non-illuminated awning over public property
1987	Erect & maintain 6'x22' illuminated sign on wall, Continental Furniture Co.
1995	Interior non-structural alterations to retail space, 1st floor (architect Gordon Walker)
1995	Reconfigure storefront and install awnings to retail tenant space (architect Gordon Walker)
1995	Erect & maintain two awnings over public property with graphics, Continental Furniture Co.
1996	Erect & maintain one double-faced sign over public property
2002	Sign/awning permit

Union Stables
Name of Property

King Co., Washington
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [x] C 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 represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

TRANSPORTATION
ARCHITECTURE

Period of Significance
1910-1925

Significant Dates
1910 (original construction)

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
Dietrich, George C. (architect & builder)

Period of Significance (justification)

The period of significance encompasses the time from the building's construction, completed in 1910, throughout its use as a stable, until 1925. The building was under its original ownership of Benjamin & Maddocks during this entire period.

Criteria Considerations (explanation, if necessary)

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance)

The Union Stables was constructed in 1910 for the livery stables firm of Benjamin & Maddocks. Located in Seattle's Belltown neighborhood, the impressive four-story building accommodated 300 horses and was reportedly the most modern building of its kind west of the Mississippi. A prominent terra cotta horse head projects from the tall parapet on the primary west façade, identifying the original use of the building. The Union Stables building is significant under Criterion A, for its association with the early 20th-century development of Seattle and the horse-drawn vehicle transportation of the period, and under Criterion C, as an imposing and legible example of a bearing brick, heavy timber, multi-story stables building, of which there are few remaining in urban areas. The four-story size of this heavy timber building is unusual for its type as a stable building.

Historical Overview of Belltown

Seattle's Belltown neighborhood is named for William Bell, one of the city founders who landed at Alki with the Denny Party in 1851. Historically, the neighborhood encompassed the western portion of Bell's claim, west of 2nd Avenue and approximately between Lenora Street and Denny Way, although the neighborhood name today commonly refers to the area as far east as 5th Avenue.

Belltown was isolated from the main settlement of Seattle farther south, due to distance and to the steep grades of the neighborhood. Prior to regrading efforts to level Denny Hill, "the greatest activity was along the waterfront and on the steep slope west of 1st Avenue, which was a pioneer industrial center focused on lumber and fish processing" (Sheridan, p. 3). The neighborhood also incorporated modest dwellings, stores, and a hotel. In 1889, electric streetcar service arrived in Belltown, with a line along 2nd Avenue from James Street to Denny Way.

By 1899, Seattle City Engineer Reginald Heber Thomson had completed the first phase of the Denny Regrade, the intent of which was to encourage development through the construction of straight, level roads and water systems. This initial phase of the project leveled 1st Avenue from Pine Street to Denny Way. A second phase was carried out between 1903 and 1911, covering the area between 2nd and 5th Avenues from Pike to Cedar Streets. (The final phase of the Denny Regrade, which reduced the hill's eastern slope between 5th and Westlake Avenues and between Virginia and Harrison Streets, did not occur until 1928-30.)

As Seattle's population grew, so did the Belltown neighborhood. The nearby Pike Place Market was established at the corner of 1st Avenue and Pike Street in 1907 and presently stretches north to Virginia Street, two blocks south of the Union Stables. Development of stores, taverns, and cafes along 1st Avenue followed the establishment of the Market. In 1909, when the subject building was constructed, Western Avenue was rapidly developing. It was increasingly built up with modest apartment houses and wholesale or livery businesses. A feature in the newspaper, "Western Avenue Enjoying its Share of Progress," described some of the new projects, including Union Stables (italics added):

> [Western Avenue's] progress is seen by taking a trip down the thoroughfare, starting at the north end. The first new structure encountered is a three-story frame apartment house at the southeast corner of Western Avenue and Cedar Street, costing $25,000…It will contain twenty-four apartments of three and four rooms each, each one heated with steam and having hot water to all sinks and a toilet and bath. Telephones will connect each apartment. It is not an elaborate nor expensive building. It is a good one for that part of the town. The next building is a three-story brick hotel on the west side of Western Avenue near Wall Street for Capt. John Flynn, a retired sea captain, who is spending at least $35,000 on this structure, a building that seems a little better than necessary. It contains fifty-seven rooms and will be completely equipped for hotel and storage purposes…This is the best improvement on the north end of Western Avenue. Across the corner from this hotel…[is] a two-story store and apartment house…of frame construction, [that] will have six stores on Western Avenue and six apartments on the upper story…Several blocks south of this building, on the corner of Lenora and Western Avenue, the Angeles Brewing Company has erected a three-story store and rooming house…
>
> *The biggest improvement in that section of the street will be a monster five-story brick stable on the northeast corner of Blanchard and Western Avenue to be built by Scott Benjamin and V.D. Maddocks…[W]hen completed, the owners assert, it will be the most modern stable west of the*

> *Mississippi River...[It] will occupy a corner where now grows all old orchard...* The new state armory is the most elaborate improvement on the street and by far the most expensive. One of the conspicuous buildings of the street is The Bon Marche stables, built on the east side of Western Avenue between Bell and Battery Streets...Doubtless other improvements are planned and will develop soon, but to say the least, Western Avenue is having its share of the prosperity that is sweeping over the city. (*Seattle Daily Times*, August 29, 1909, p. 34)

A fire that started at the Galbraith Bacon stable on the night of June 10, 1910, burned nine square blocks—beginning at Railroad Avenue and Battery Street and up to 2nd Avenue and Vine Street. The Union Stables building was spared, located two blocks south of the fire. Rapid rebuilding followed, and neighborhood growth continued into the 1920s. Seattle's first zoning ordinance, in 1923, designated most of Belltown as a Commercial District. Across the street from the subject building, the west side of Western Avenue to the waterfront was designated a Manufacturing District, consistent with its industrial uses.

Livery Stables in Seattle

Livery stables were common in the late 19th and early 20th century, but there are few research sources that explain the history of the building type. Horses were used to draw early streetcars and fire engines in Seattle as well as in other cities. Horse-drawn delivery wagons were used by wholesalers, railroad companies, service businesses such as commercial laundries and newspapers, and retailers such as Frederick & Nelson and the Bon Marche. A traffic count on December 23, 1904, at the corner of 2nd Avenue and Pike Street cited 14 automobiles and 3,945 horse-drawn vehicles (Lange). The automobile's presence increased rapidly, however, and by 1915 numerous distributors, repair shops, and other auto-related businesses had been established. That same year, 6,979 residents of Seattle were issued automobile licenses (Dorpat).

As automobile use increased, reliance on horse-drawn vehicles diminished. Polk Directory listings note the presence of 17 livery, sale, and boarding stables in Seattle in 1890; 16 in 1895; 18 in 1900; and 20 in 1905. The number rose to 36 in 1908 and to a maximum of 37 by 1910, after which date the number decreased to 27 in 1915. By 1925 there were only eight stables listed. The last year that liveries were listed in the Polk Directory was 1928, when there were only three. (Private stables used by newspapers, laundries, and retail stores were not listed in the directories, so the total number of stables was greater.)

Even as motor vehicles were introduced, horse-drawn wagons persisted in urban settings among some businesses and institutions through at least 1915, such as the City of Seattle's Health and Sanitation Department, as evidenced in historic photographs. Horse-drawn delivery wagons were used in the construction of both the Smith Tower (built 1910-14) and the Lake Union Steam Plant in 1911 and 1914. The Seattle Fire Department, which had introduced motorized engines before 1900, retired its last horses in 1924. A number of livery stables, including the Union Stables, were located on Western Avenue, as well as in other areas near the city center. Records indicate that in the 1920s, Manly Stables were located at 2103 Western Avenue, John Forrester & Son at 2109 Western Avenue, and Rainier Stables at 2114 Western Avenue (Polk directories). As automobiles and trucks replaced horses, some stables became garages or served other auto-related uses.

Though stables were once common and essential to Seattle's daily economic life, there is little information about stable buildings when compared to those associated with automobiles. Regardless, the building designs appear to follow a vernacular pattern. A typical stable is a linear space, with individual stalls opening into a central, double-loaded aisle, with tack, carriage, and storage rooms near entry points. Stable buildings may have deep roof overhangs if there are outboard stalls, opening directly along the sides of the structure. Ventilation, light, and visibility for horses require that the interiors remain open above stall walls, which are typically 5' high. Multi-story stables are typical only in urban settings and sometimes had elevators, but typically were fitted with exterior or interior ramps. These common elements are seen in many historic photographs of stables in and around Seattle. The subject building has at-grade entry on both the first and second floors, because of the sloping topography. There are indications of ramps on the interior face of the south perimeter wall, which likely provided access to the upper two stories.

Most stables were timber-framed buildings, similar in structure to the Union Stables, but a majority of the early buildings featured wood siding and wood-shingled roofs, typical of vernacular and rural construction. There appear to be few remaining wood-clad stables in Seattle, probably due to their vulnerability to fire as well as obsolescence. At least one

other brick masonry livery building has persisted—the J.M. Colman Company Warehouse / Van Vorst Building, a locally-designated structure at 415 Boren Avenue North in South Lake Union, that had a stable on the ground floor. However, that building has been significantly altered and incorporated as part of the Amazon campus. The Union Stables, however, is an unusual remaining and intact example of a heavy-timber, bearing brick stable building with fine exterior architectural detailing.

Early History of the Union Stables and its Original Owners, Benjamin & Maddocks

The subject building had its origins when the City of Seattle Department of Buildings issued a permit on September 9, 1909 to "build [a] 5-story brick stable, 120' x 120'" at 2204-06 Western Avenue. The cost was estimated at $55,000. The owner was listed as Benjamin & Maddocks, and the builder was George C. Dietrich. The new Union Stables building, at the corner of Western Avenue and Blanchard Street, was completed in January 1910.

A local newspaper item describing the new Union Stables building referred to it as "the development of the old Pony Stables" and explained how the business got started:

> In 1890 Scott W. Benjamin embarked in the livery, feed and sale stable business on [the corner of Fifth Avenue and Pine Street], then considered well out toward the "suburbs." Nine years later he took into partnership in the successful business institution, Mr. V.D. Maddocks, and the partnership still continues. In 1902 the Pony Stables expanded in keeping with the growth of business and the city, and absorbed the Union Stables on Third and Pine. Success and growth have characterized the concern from the start, and the magnificent new brick and concrete fireproof building...became necessary to handle the business along up-to-date methods...The firm of Benjamin & Maddocks is known throughout the Puget Sound country among horse owners and fanciers as the most progressive, as well as a fair and square concern in every sense of the word." (*Seattle Daily Times*, February 27, 1910, p. 55)

Benjamin & Maddocks livery stables were listed in the 1901 Polk Directory with four addresses: 1514 and 1520 3rd Avenue, 1519 4th Avenue, and 1530 5th Avenue. Pony Stables also had a directory listing, with Benjamin & Maddocks as proprietors. Pony Stables even had two telephone numbers listed. The business clearly prospered, and in 1903 the two proprietors bought the property they had been leasing on the east side of 3rd Avenue, between Pike and Pine. The following year, they obtained a building permit to raise the stable building and construct a store underneath (*Seattle Daily Times*, July 13, 1904). In the 1905 directory, Union Stables Inc. was listed as "successors to Pony Stables," with Scott W. Benjamin as president and Vernon D. Maddocks as vice president. In August 1906, just two years later, they sold the property to the Cyrus F. Clapp Investment Company for $82,500 (*Seattle Daily Times*, August 12, 1906). The sale figure was two to four times as much as they had paid for it, depending on the citation—a good rate of return for their two-year investment. Both men moved into impressive residences in 1907.

Union Stables was listed in Polk directories at the Western Avenue address from 1910 until at least 1925, with proprietors Scott W. Benjamin and V.D. Maddocks. It is unclear when the business ceased operating full time; in a September 1922 reference, Benjamin was identified as a "former owner" of the Union Stables (*Seattle Daily Times*, September 19, 1922), and a November 1922 classified ad listed the building for rent, "Brick building, Western and Blanchard; suitable for garage" (*Seattle Daily Times*, November 28, 1922). Despite these notices, a February 1924 advertisement identifies the Union Stables as the location for a horse auction, and the business was still listed as a livery boarding and sales stables in the 1925 directory. In the 1930 and 1932 directories, there were business listings for Union Stables Inc., which was no longer a livery business, and also a listing for Benjamin & Maddocks Garage. By 1935 there was no related directory listing, perhaps due to Maddocks' death the prior year.

Although apparently unrelated to its record as a stable, a dramatic moment in the building's history is revealed in a *Seattle Daily Times* article from December 19, 1923:

> More than $25,000 worth of bonded liquor, intended for the Christmas "trade," was confiscated by the police last night in one of the biggest liquor raids they have conducted since prohibition went into effect. Twenty varieties of liquor, ranging from vermouth and whiskey to expensive wines, were included in the stock unearthed by the raiders.

> The cache was found in the Union Stables at Western Avenue and Blanchard Street...[T]he police found a room in the rear of the place, heavily padlocked...[T]he officers smashed the padlocks from the doors and entered, to find the room packed from floor to ceiling with cases of liquor...And official count showed 230 cases, valued at from $100 to $170 a case, bootleggers' prices. This is the largest stock ever unearthed by the police.

Reportedly, the liquor cases were tagged with delivery addresses corresponding to prominent Seattle citizens, but the owner of the liquor was not immediately determined (*Seattle Daily Times*, December 20, 1923).

Scott W. Benjamin (1860–1946) was born in Oregon. He married Sarah Miller at Pilot Rock, Oregon, in 1890 and the couple moved to Seattle. Benjamin was "a pioneer dealer in horses and proprietor of the well-known pony stables at Fifth Avenue and Pine Street during the Alaska gold rush." (*Seattle Daily Times*, November 11, 1940.) Benjamin was also interested and involved in local politics, serving two terms as a Seattle City Councilman in the early 1900s. In 1916, he ran a paid newspaper advertisement against the ban of beer manufacturing in Washington State (*Seattle Daily Times*, November 1, 1916). In 1922 Benjamin was appointed by the mayor to the City Zoning Commission.

Benjamin apparently invested in real estate as well, buying investment property on Pike Street between 7th and 8th Avenues in 1909, which he sold to the Nootka Investment Company in 1925. He also owned a 68-acre fruit orchard near Sunnyside for about five years, from ca. 1905 to 1910 (*Seattle Daily Times*, June 5, 1910). Together with others, Benjamin submitted a site "on Blanchard Street, extending from First to Western Avenues and along Lenora Street" for consideration for the proposed federal office building in Seattle in 1928 (*Seattle Daily Times*, August 2, 1928). It is unclear if this included the subject property or if Benjamin owned nearby property south of the stable as well.

In January 1907, Benjamin purchased property on Seattle's Capitol Hill, on 22nd Avenue North (now East), between East Prospect Street and East Highland Drive. In August of that year, he filed plans by architect William Cass-Stowe to build a house at 1107 22nd Avenue North (now East), where he lived until 1925. In 1910, Benjamin sold the northern 60' of his property for $6,000 (*Seattle Daily Times*, August 28, 1910). The 1925 directory lists Benjamin's home address at 3203 37th Avenue South and in 1930 it was 2320 41st Avenue SW, which was a very modest house in comparison with the one he had built on Capitol Hill. In 1935, he lived at 624 East 76th Street and was employed as a "utilityman" for the Port of Seattle. Benjamin died in Seattle on February 6, 1946, at the age of 86.

Vernon D. "V.D." Maddocks (1863–1934) was born in Maine and later came to the Washington Territory, settling at White River. In 1898 he moved to Seattle, and soon after joined Scott Benjamin in the livery business. Between 1914 and 1926, Maddocks also co-owned the Hoyt Shoe Company with J. Frank Hoyt, his brother-in-law. Maddocks lived at 133 14th Avenue North (now East) on Capitol Hill, from 1907 until his death in 1934. (*Seattle Daily Times*, February 27, 1934.)

Later Owners and Occupants

Local directory listings and records from Seattle's Department of Planning and Development indicate that the building was used as both a vehicle garage and a furniture warehouse over the years following Benjamin & Maddocks' ownership. Signage visible in the 1937 property tax record photo indicates that the subject building was used as a garage at that time. Signs include "Great Western Garage," "Standard Oil Products," and "Repairing." The 1938 reverse directory lists the United Furniture Company warehouse at the subject address, and drawings for 1942 and 1943 alterations were prepared for the Grunbaum Brothers Furniture Company. By 1949 and into the mid-1950s it housed Bill's Towing Garage, and in the mid-1960s to mid-1970s it was a Volkswagen auto body repair.

By the late 1970s, the building was used a warehouse and offices for Continental Furniture Store, with retail space on the first level. Continental Furniture also had a retail store nearby on 1st Avenue. Since then, it has variously been occupied as a furniture warehouse or discount furniture store. It is currently used for furniture "flash sales."

Original Designer and Builder, George C. Dietrich

Benjamin and Maddocks hired local architect/builder George C. Dietrich (1868–?) to design a modern stable. Biographical sketches dating from 1907 and 1911 (*Sketches of Washingtonians* and Calvert's *Cartoon: a Reference Book of Seattle's Successful Men*) provide some background information about George Dietrich, but many details of his career remain unknown.

Dietrich was born in Riverside, New Jersey, on August 1, 1868, and educated in its public school system. In 1886 he began working as a general contractor, completing a number of projects in Philadelphia. He built that city's National Republican Convention Hall in 1900, completing the building in just 32 days, eight days ahead of schedule. He also built the Pennsylvania State building at the 1904 Louisiana Purchase Exposition in St. Louis.

Dietrich apparently specialized in industrial projects, including factories, spinning and weaving mills, and the pumping station for Philadelphia's water filtration system. He completed "13 buildings for the Cotton Oil & Fibre Co. at Norfolk, Va.; water works at Greenville, South Carolina; two and a half mile boulevard at Cape May, N.J., and many other large buildings." Prior to his arrival in Seattle, Dietrich had constructed 28 large manufacturing plants in the east and south (*Sketches*, p. 150).

Dietrich came to Seattle from Philadelphia in 1906, having established himself as a nationally known contractor and engineer. He supervised the raising and moving of the six-story Eagles Hall (no longer extant) in the Pine Street regrade. In 1910, he designed and built the A.L. Palmer Building (1000 1st Avenue South), and in 1910-11 designed and built the Lewiston Hotel (2201 1st Avenue, just east of the subject building). Dietrich also built "the whole block on Western Avenue known as 'Produce Row'" (*Seattle Daily Times*, February 27, 1910).

Dietrich was a member of the Seattle Commercial Club, the Knights of Columbus, The Elks, the Redmen, and the Seattle Automobile Club. In 1910, his office was located in the Globe Building in Pioneer Square.

Developmental history/additional historic context information (if appropriate)

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"Means Big Loss of Time." February 11, 1903, p. 7.
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"Another Flurry in Tide Flat Lots is Probable." August 5, 1906, p. 40.
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"Now Jim Carries the Mail." February 22, 1906, p. 5.
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"Scott Benjamin (The Union Stables) Will Vote for No. 24." Paid Advertisement, November 1, 1916, p. 2.
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"Named on Zoning Board." January 9, 1922, p. 7.
"Chilberg Loan Aired." September 19, 1922, p. 2.
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"Liquor Worth $25,000 Taken in Police Raid." December 19, 1923, p. 1.
"Grand Jury Trailing Liquor to its Source." December 20, 1923, p. 4.

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"U.S. Officials Will Inspect 31 Building Sites." August 2, 1928, p. 4.
"From the Times 20 Years Ago." January 16, 1930, p. 6.
"U.S. Attorney Charges Lyle Received $200 to $6,000 for Protection." August 14, 1930, p. 1.
"Colvin Will Study Hubbard's Testimony." August 14, 1930, p. 14
"Hilen Reveals Willebrandt's Part in Case." August 19, 1930, p. 8.
"Olmsted Tells Story of Rum-Selling Business." August 22, 1930, p. 8.
"Olmsted Tells Court of Plot to Trap Millionaires." August 22, 1930, p. 11.
"Name of Revelle is Again Echoed Into Liquor Bribe Trial." August 26, 1930, p. 5.
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"V.D. Maddocks, Pioneer of 1883, Called by Death." February 27, 1934, p. 3.
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"Scott Benjamin is Feted on Birthday." November 20, 1940, p. 4.
"Funeral Tuesday for Mrs. Scott Benjamin, 91." November 27, 1960.
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Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

Union Stables
Name of Property

King Co., Washington
County and State

10. Geographical Data

Acreage of Property Less than 1 acre
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	10	5 49 249	52 73 190	3			
2				4			

Verbal Boundary Description (Describe the boundaries of the property.)

Tax Parcel No.: 1977200805

Legal Description: Lots 9 & 12 in Block 40 of A. A. Denny's Sixth Addition to the Town of Seattle as laid out by A. A. Denny (commonly known as A. A. Denny's Sixth Addition to the City of Seattle) according to plat thereof recorded in Volume 1 of Plats, page 99, records of King County, Washington

Plat / Block / Lot: A.A. Denny's 6th Addition / Block 40 / Lots 9 & 12

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the entire parcel on which the building is sited. The building is bounded by an adjacent property on the north and an alley on the east.

11. Form Prepared By

name/title Sonja Molchany
organization BOLA Architecture + Planning date January 3, 2013
street & number 159 Western Ave W, Suite 486 telephone (206) 447-4749
city or town Seattle state WA zip code 98119
e-mail smolchany@bolarch.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Union Stables

City or Vicinity: Seattle

County: King **State:** Washington

Photographer: Susan Boyle & Sonja Molchany

Date Photographed: October-November 2012

Description of Photograph(s) and number:
All digital images labeled as follows: WA_King County_Union Stables_#.tif

01. Context view looking N along Western Avenue, approximately 2 blks S of subject building.
02. Context view looking SE along Western Avenue.
03. Looking NE, showing west and south façades.
04. Looking N/NE along Western Avenue, oblique view of west façade.
05. Looking NW along Blanchard Street, toward south façade.
06. Looking N toward south façade.
07. View up west façade.
08. Detail view, central upper portion west façade and parapet.
09. Detail view, glazed terra cotta horse head at west parapet.
10. View looking S along west façade.
11. Detail view, storefront entries, west façade.
12. Detail view, upper portion of south façade.
13. View looking NW along alley (east) façade.
14. View looking SW along alley (east) façade.
15. Interior view, first floor looking SE.
16. Interior view, fourth floor looking W.
17. Interior view, fourth floor looking SE.
18. Interior view, freight elevator.
19. Interior view, alley (east) windows.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name M & M Company c/o Boris Castellanos, Allegra Properties

street & number 88 Lenora Street telephone (206) 812-7812

city or town Seattle state WA zip code 98121

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Union Stables
Name of Property

King Co., Washington
County and State

Assessor's Map

King County
Always at your service

Union Stables Assessor Map

Parcel Number	1977200605
Site Address	2200 WESTERN AVE
Zip code	98121
Taxpayer	M & M COMPANY

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County."

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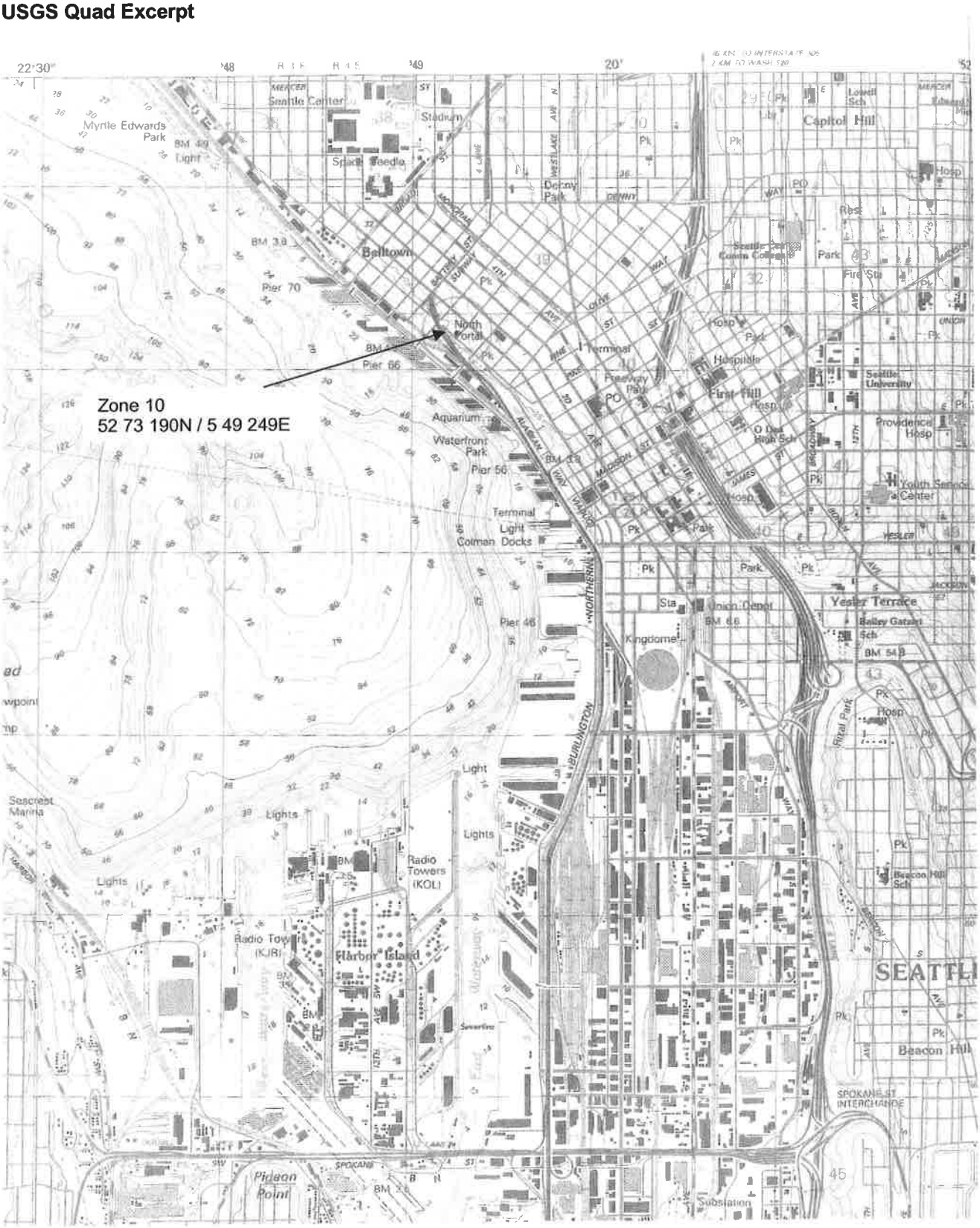
The details

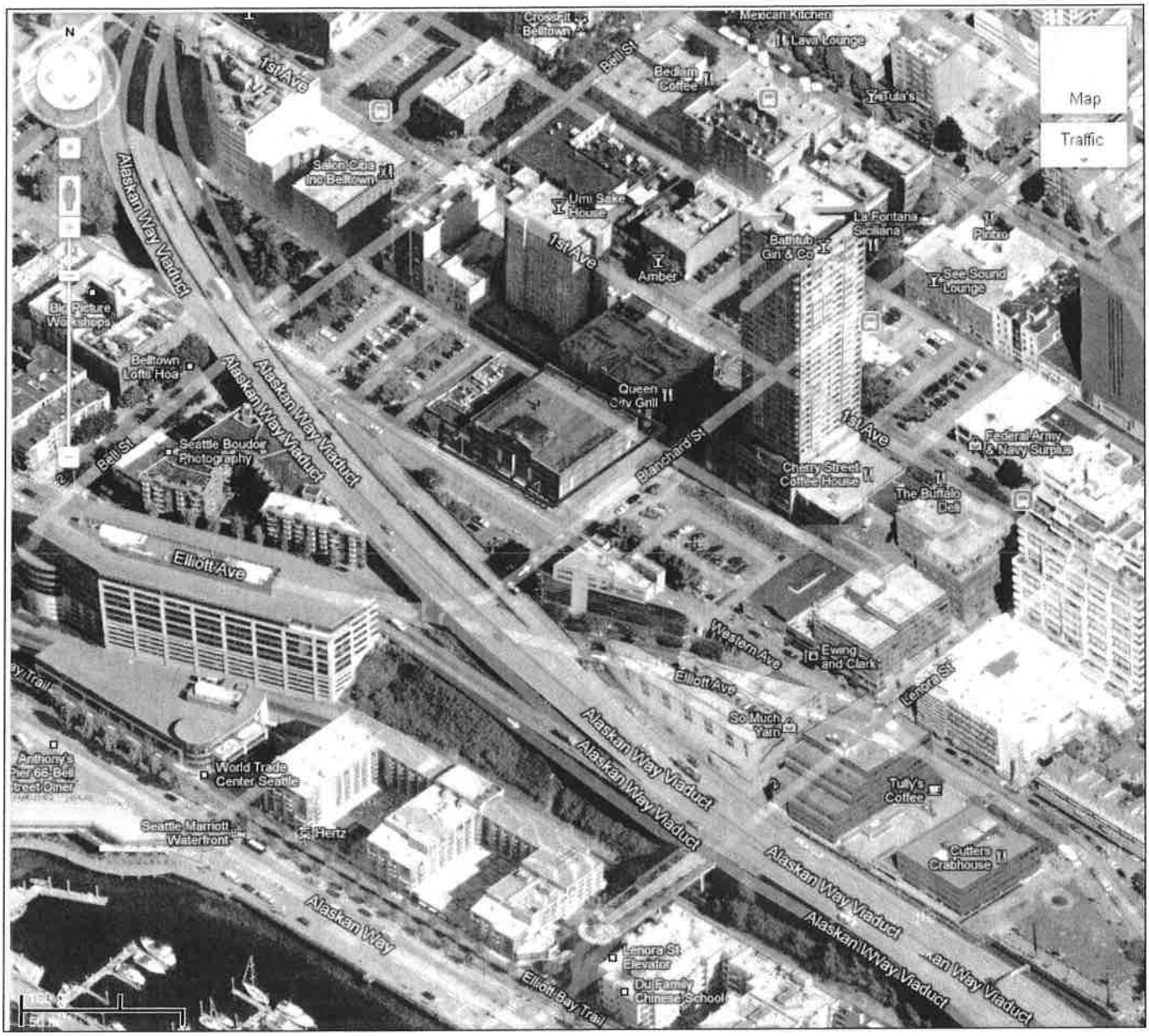
Union Stables
Name of Property

King Co., Washington
County and State

USGS Quad Excerpt

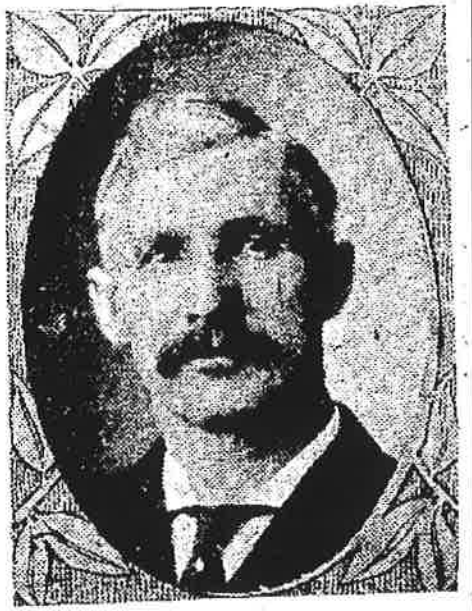


Continuation Sheets



Current aerial view of the property, marked in red, and surrounding area. North is up. (Google Maps, October 2012)

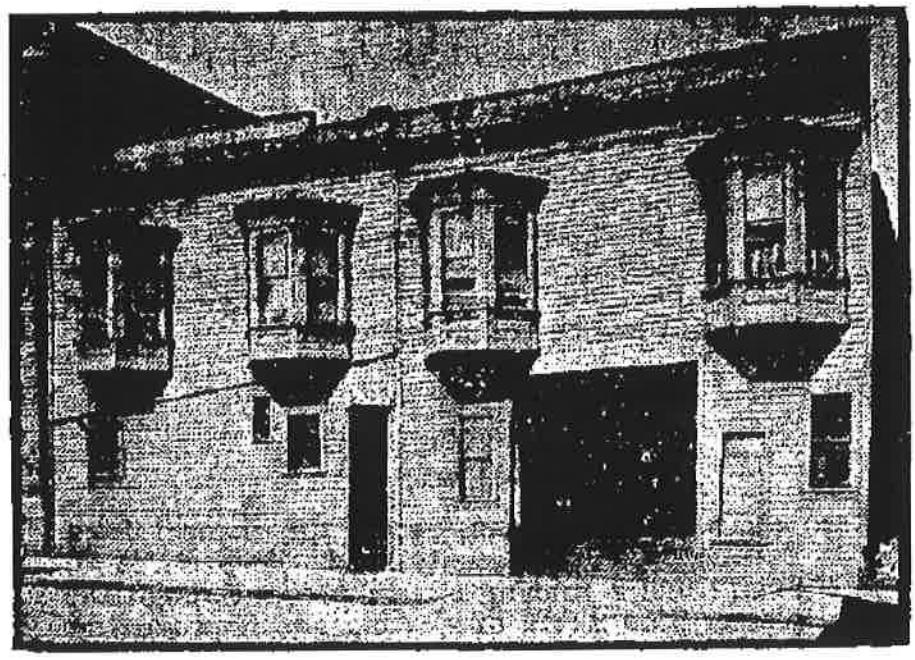
Current site plan. (Weinstein A|U)



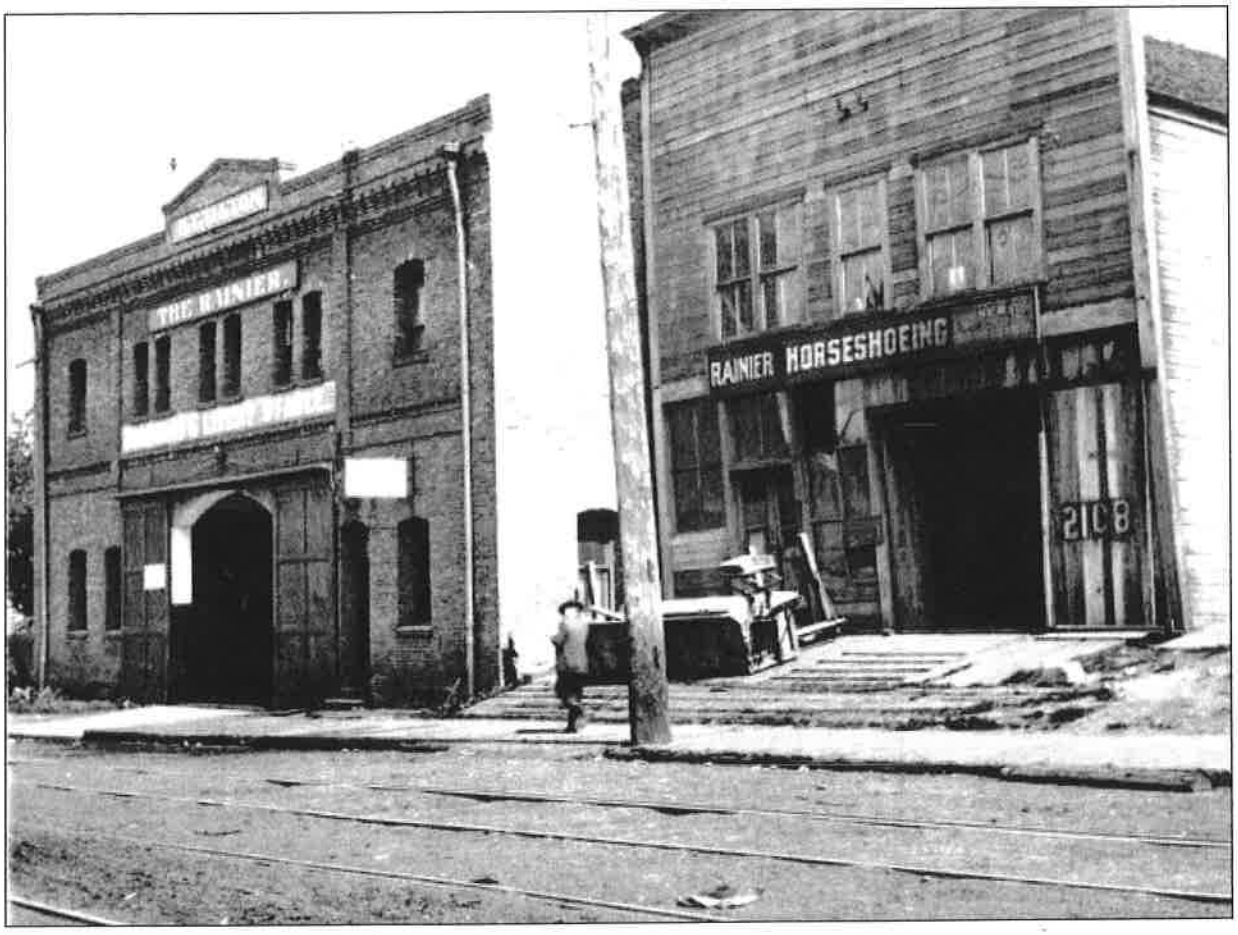
SCOTT BENJAMIN
Councilman.

Left: Portrait of Scott Benjamin, one of the original owners of the Union Stables. (*Seattle Daily Times*, February 25, 1906, p. 36)

Below: Benjamin & Maddocks' earlier stable building, the Pony Stables, at 3rd Avenue and Pike Street. (*Seattle Daily Times*, August 12, 1906, p. 41)

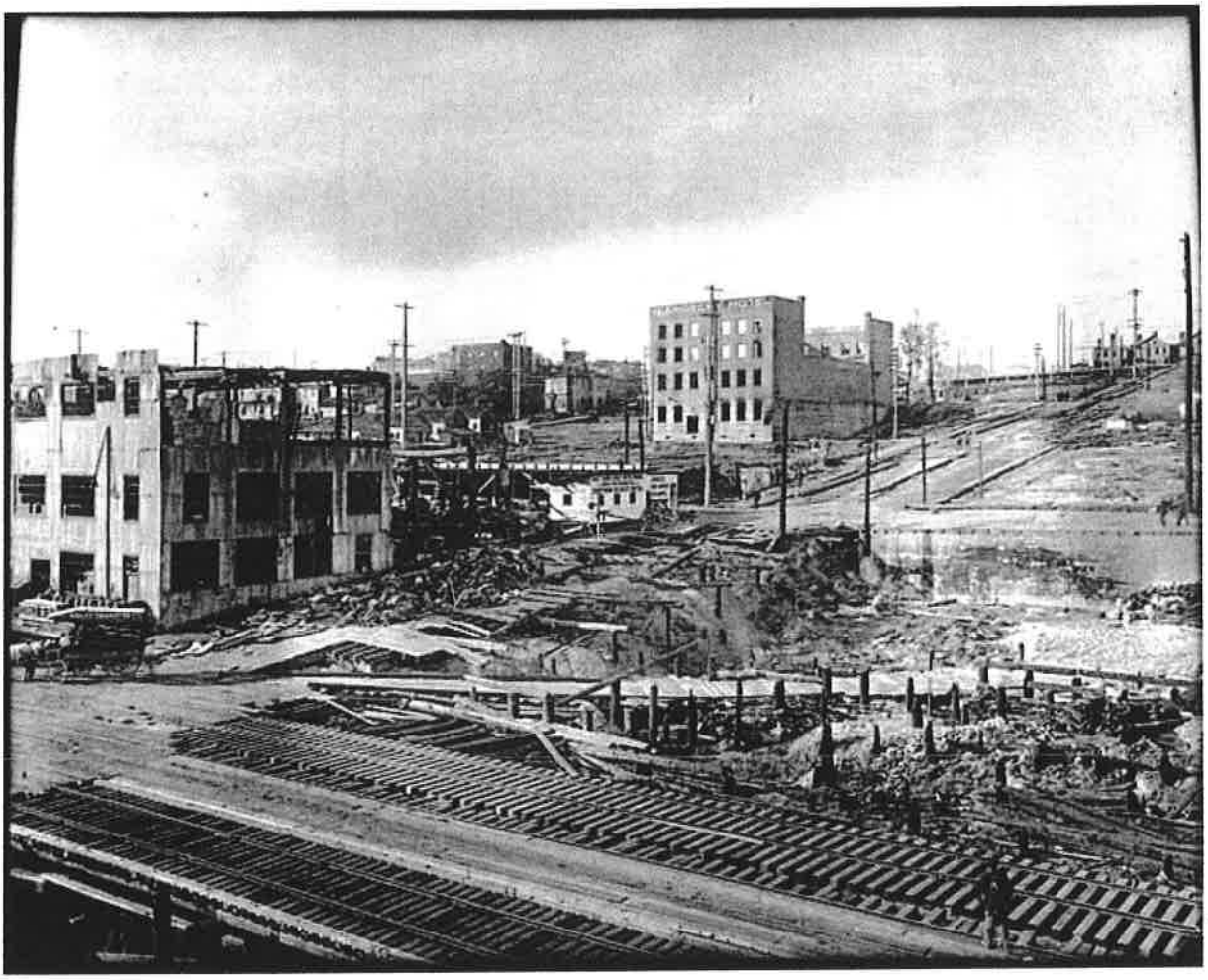


The above property, familiarly known as the "Pony Stables," situated on Third Avenue between Pike and Pine Streets, was sold last week by John Davis & Co. to the Cyrus F. Clapp Investment Company for $82,500. Scott Benjamin, who formerly owned the lot, paid $10,000 for it a trifle over two years ago.

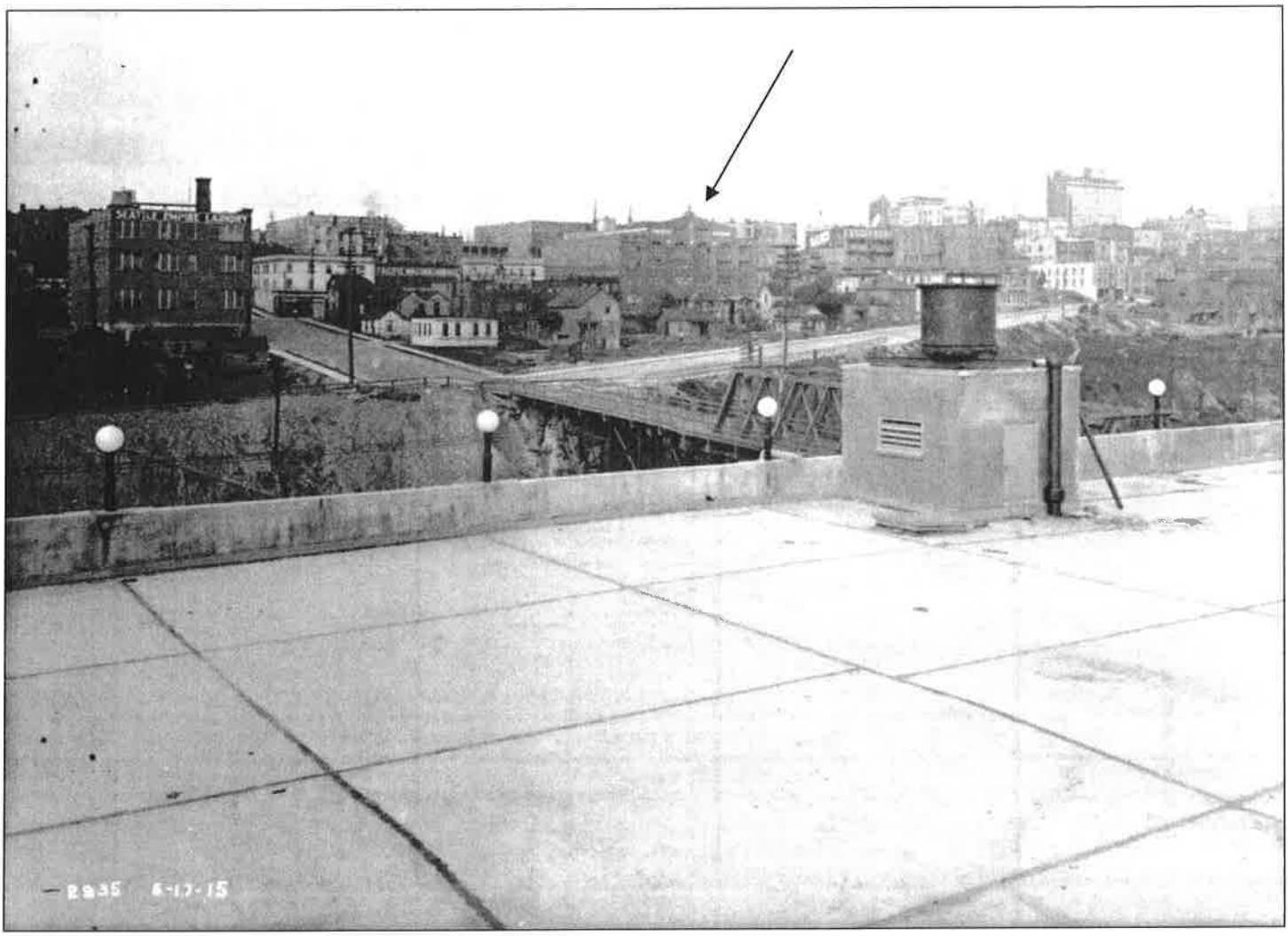


Stable buildings at 2108-2116 Western Avenue, a block south of the Union Stables, in May 1909. (UW Libraries Special Collections, negative no. Lee 29)

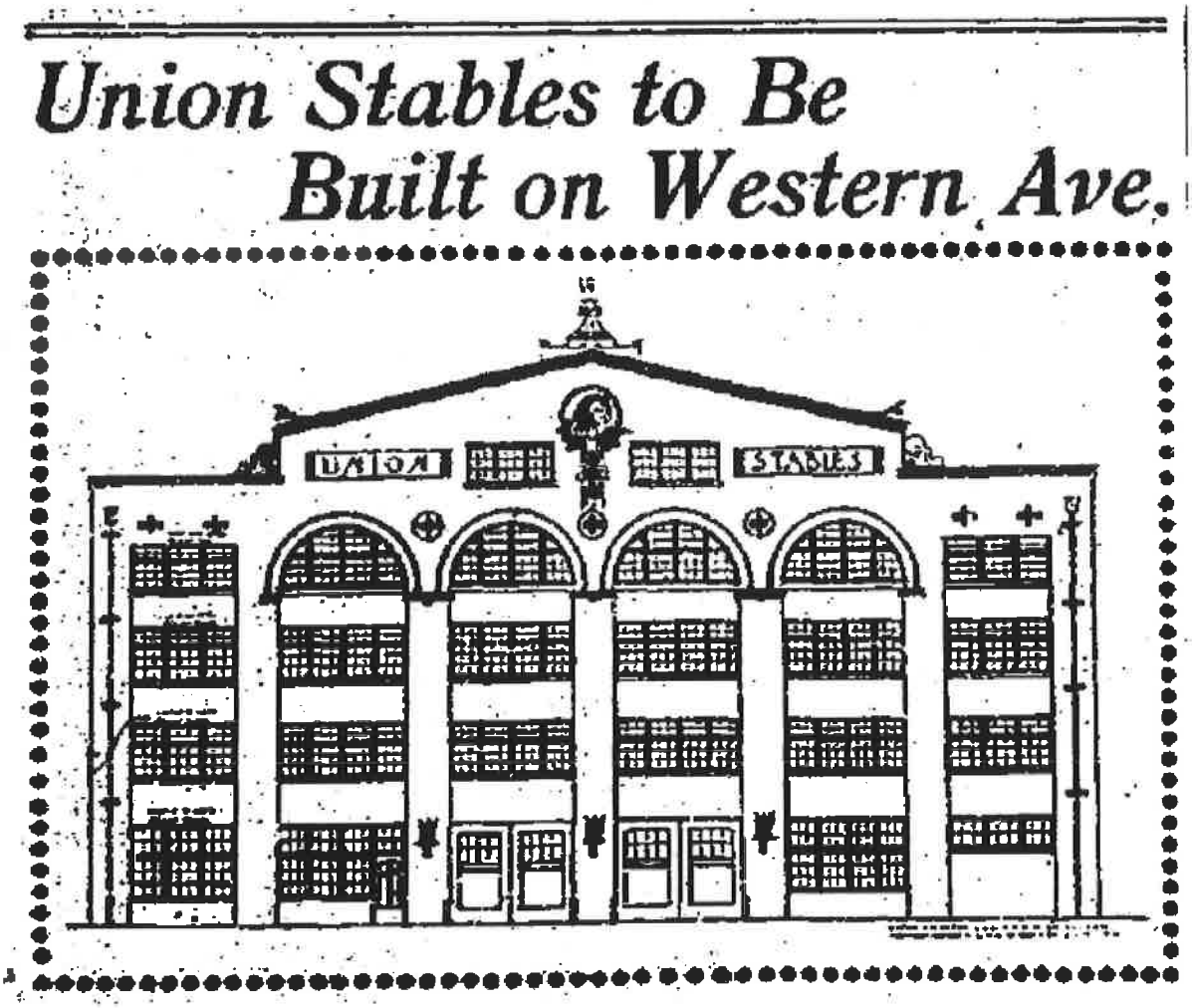
Above left: Broadway Sale and Feed Stables at 1015 10th Avenue, in 1910. (UW Libraries Special Collections, negative no. Lee 333) Above right: Delivery wagon in front of the Bon Marche Stables, a block north of the subject building at 2315 Western Avenue, in 1911. (MOHAI, image no. 1983.10.6658)



A June 11, 1910 photo showing damage from the Belltown fire that occurred the night before. The fire was reportedly started by a spark from a passing locomotive and burned 13 square blocks of industrial and commercial buildings. (MOHAI image no. 1983.10.9014.4)

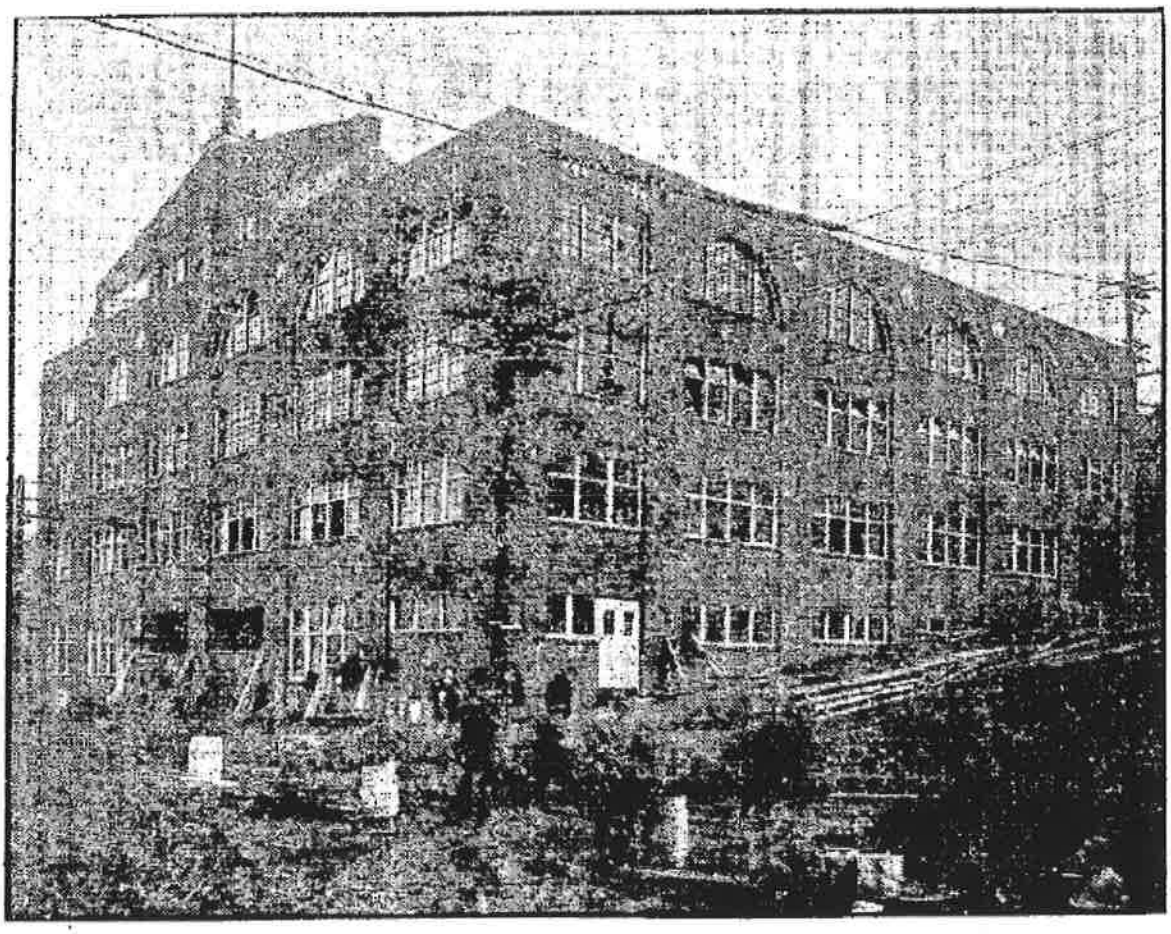


A rooftop view from the Bell Street Wharf, looking southeast on May 17, 1915. The Union Stables building is visible in the center of the photo. (Seattle Municipal Archives Photo Collection, item no. 726)



A sketch in the *Seattle Sunday Times* announced the planned building. (August 29, 1909, p. 34)

Union Stables' New Four Story Building

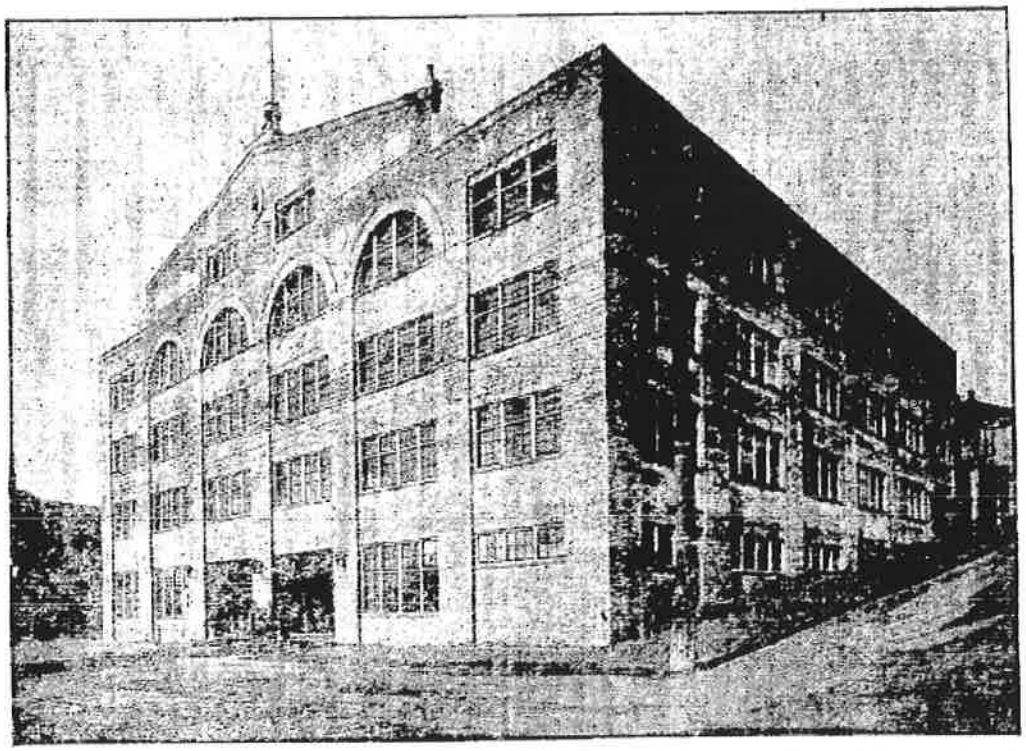


New four-story stable building now being completed for Benjamin & Maddox at the northeast corner of Western Avenue and Blanchard Street. When occupied it will be known as the Union Stables. The cost is $80,000 and the architect and builder is George O. Detlich.

A newspaper photograph shows the nearly-complete Union Stables in January 1910. (*Seattle Daily Times*, January 16, 1910, p. 34)

THE NEW "UNION" STABLES

CORNER OF WESTERN AVE. AND BLANCHARD ST.



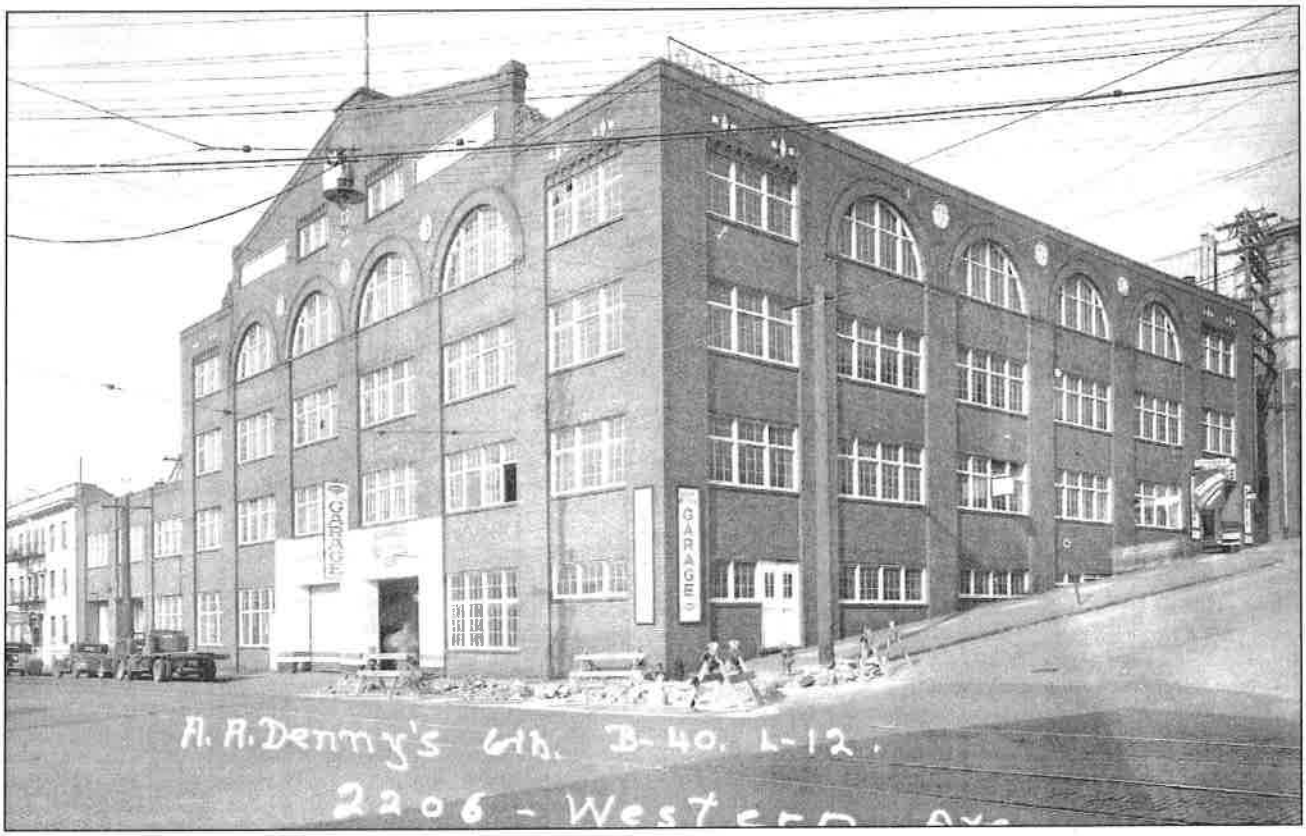
V. D. MADDOCKS — THE UNION STABLES, Western Ave. and Blanchard Street. — SCOTT W. BENJAMIN

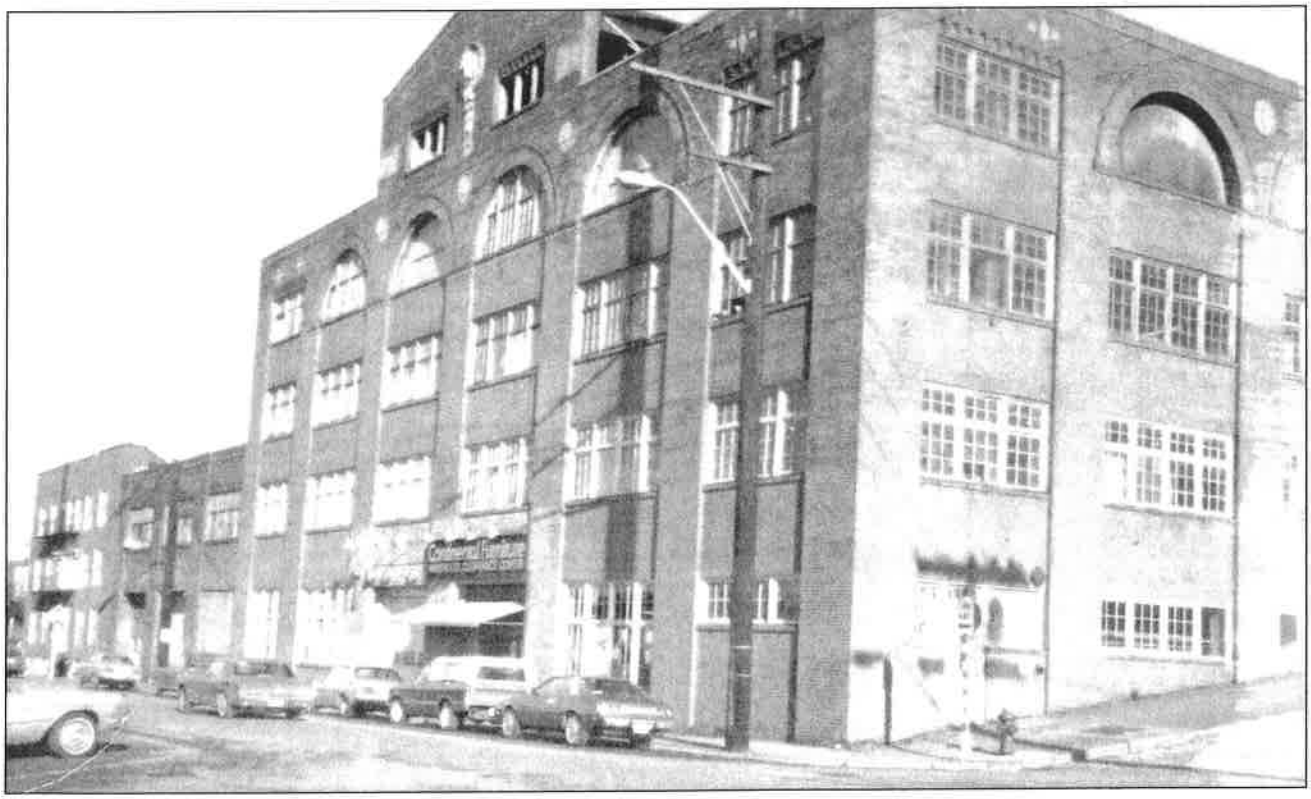
The above is an illustration of the development of the old Pony Stables, for many years located at Fifth Avenue and Pine Street. In 1890 Scott W. Benjamin embarked in the livery, feed and sale stable business on that corner, then considered well out toward the "suburbs." Nine years later he took into partnership in the successful business institution, Mr. V. D. Maddocks, and the partnership still continues. In 1902 the 'Pony Stables' expanded in keeping with the growth of business and the city, and absorbed the Union Stables on Third and Pine. Success and growth have characterized the concern from the start, and the magnificent new brick and concrete fireproof building shown above became necessary to handle the business along up-to-date methods. Very few men whose occupation or profession throws them in close association with man's fairest four-footed friend, the horse, ever change to something else, for that very association becomes a friendship and concern for the well-being of this noble animal. The new Union Stables are so constructed that every stall is well lighted and ventilated; there is absolutely no possibility of loss by fire, and the sanitary equipments of the building throughout preclude the possibility of contagious diseases doing any extensive damage. The building is 100x120, five stories high, with concrete floors, and accommodates three hundred horses. The firm of Benjamin & Maddocks is known throughout the Puget Sound country among horse owners and fanciers as the most progressive, as well as a fair and square concern in every sense of the word.

A photograph of the newly-completed Union Stables was accompanied by a brief history of the proprietors and a description of the building. (*Seattle Sunday Times*, February 27, 1910)

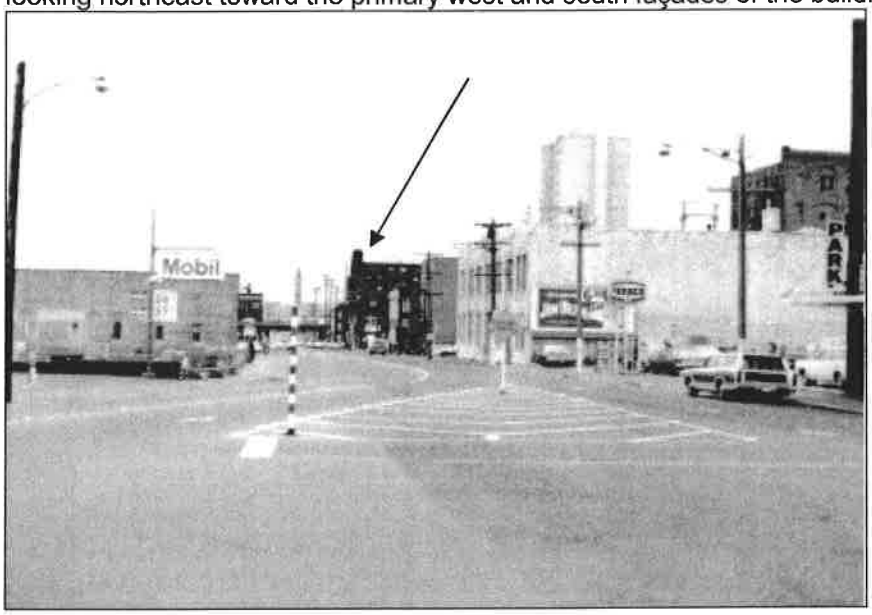
Union Stables
Name of Property

King Co., Washington
County and State





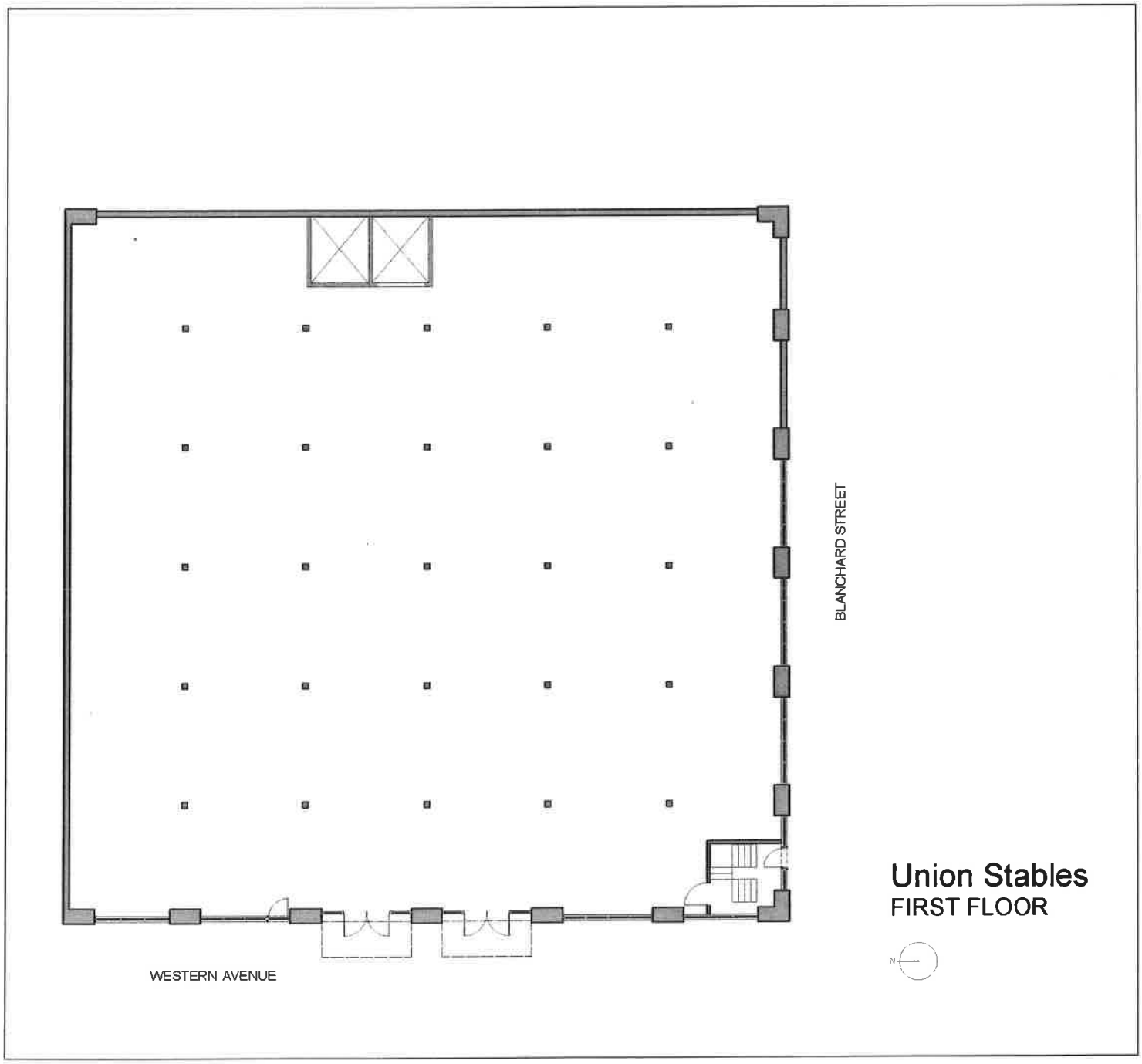
Tax record photos from 1937 (top) and ca. 1975 (directly above). Both of these photos both show views looking northeast toward the primary west and south façades of the building. (Puget Sound Regional Archives)



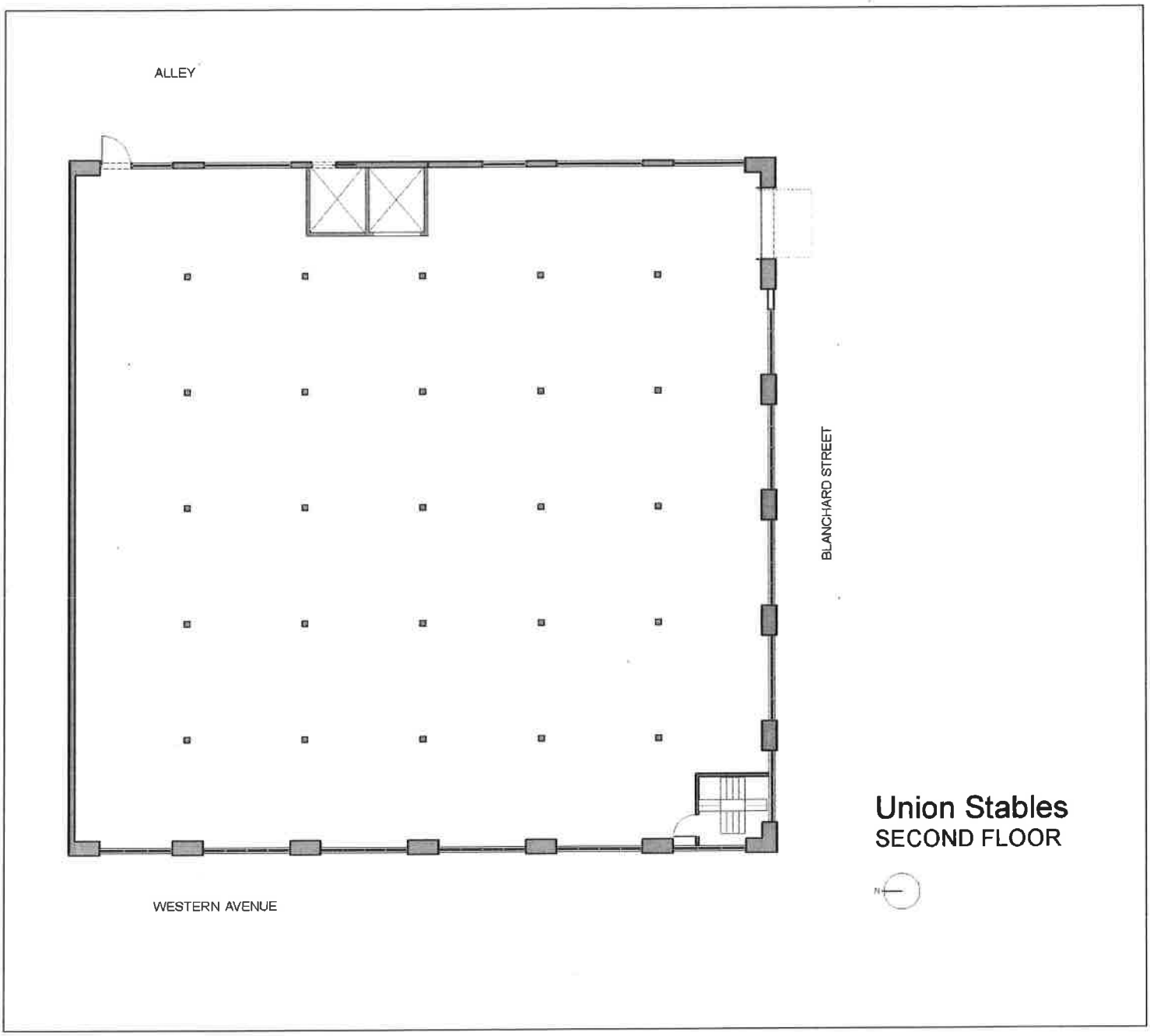
Looking north along Western Avenue from the intersection with Virginia Street and Pike Place, in 1975. The subject building is visible in the mid-ground of the photo, about two blocks up. (Seattle Municipal Archives Photo Collection, item no. 31532)

Above left: A ca. 1970 aerial photo looking northeast over the block containing the subject building, which appears as the cubic mass at the lower right. This view shows the penthouse before the 1978 fire. (UW Map Collections)

Above right: Sketch from a newspaper advertisement, 1979. (*Seattle Times*, May 4, 1979, p. 10)



(Weinstein A|U)



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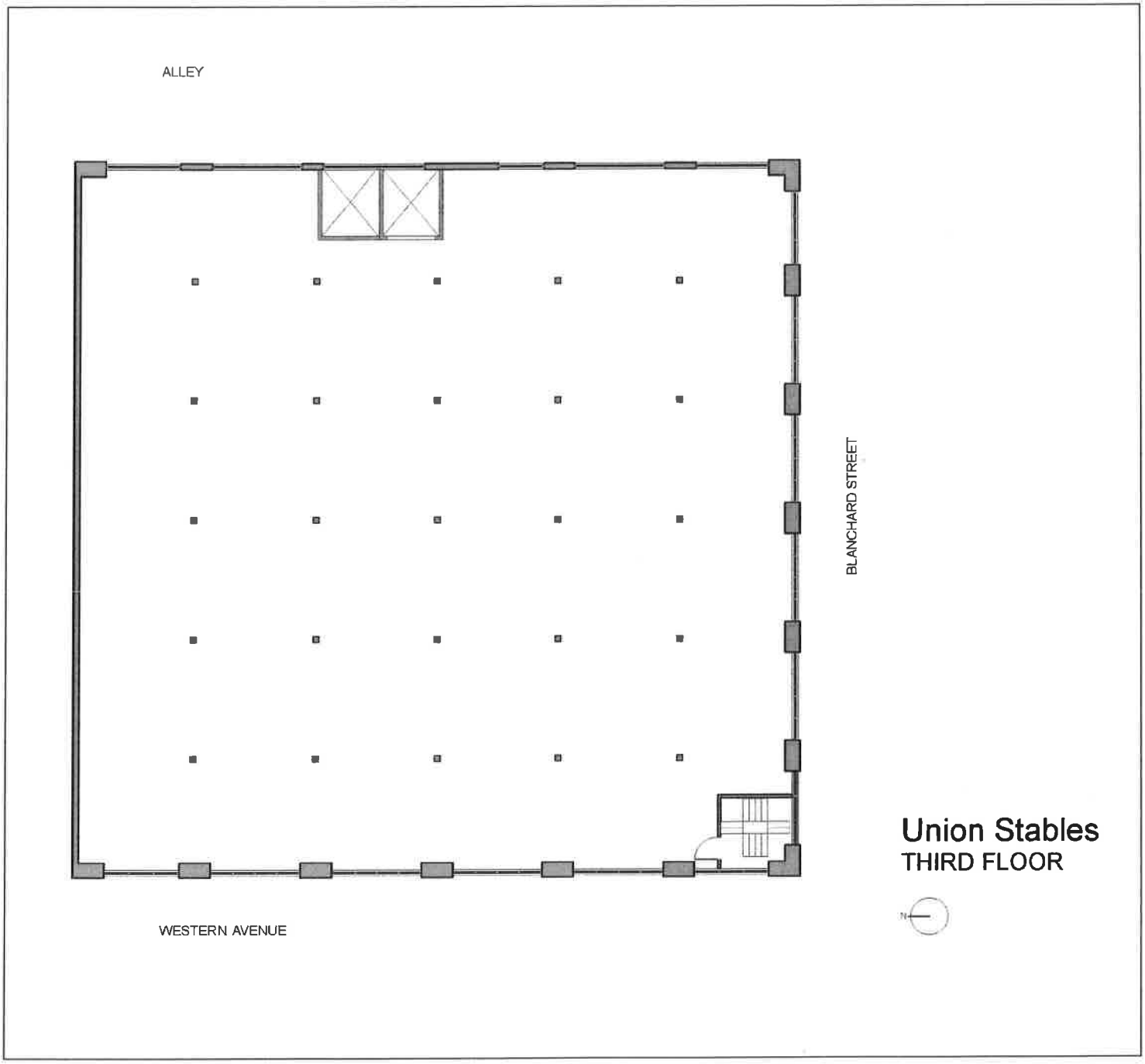
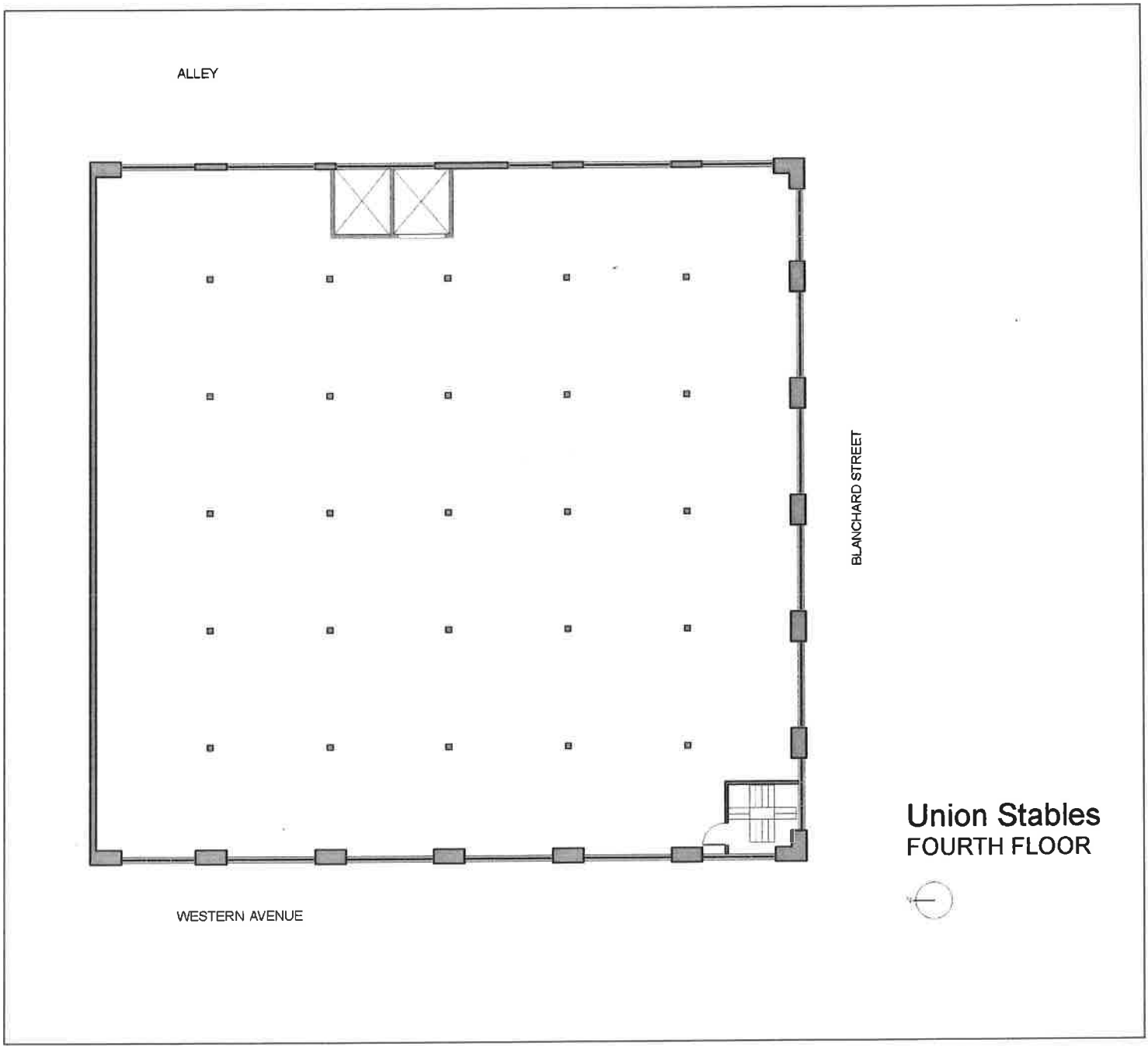


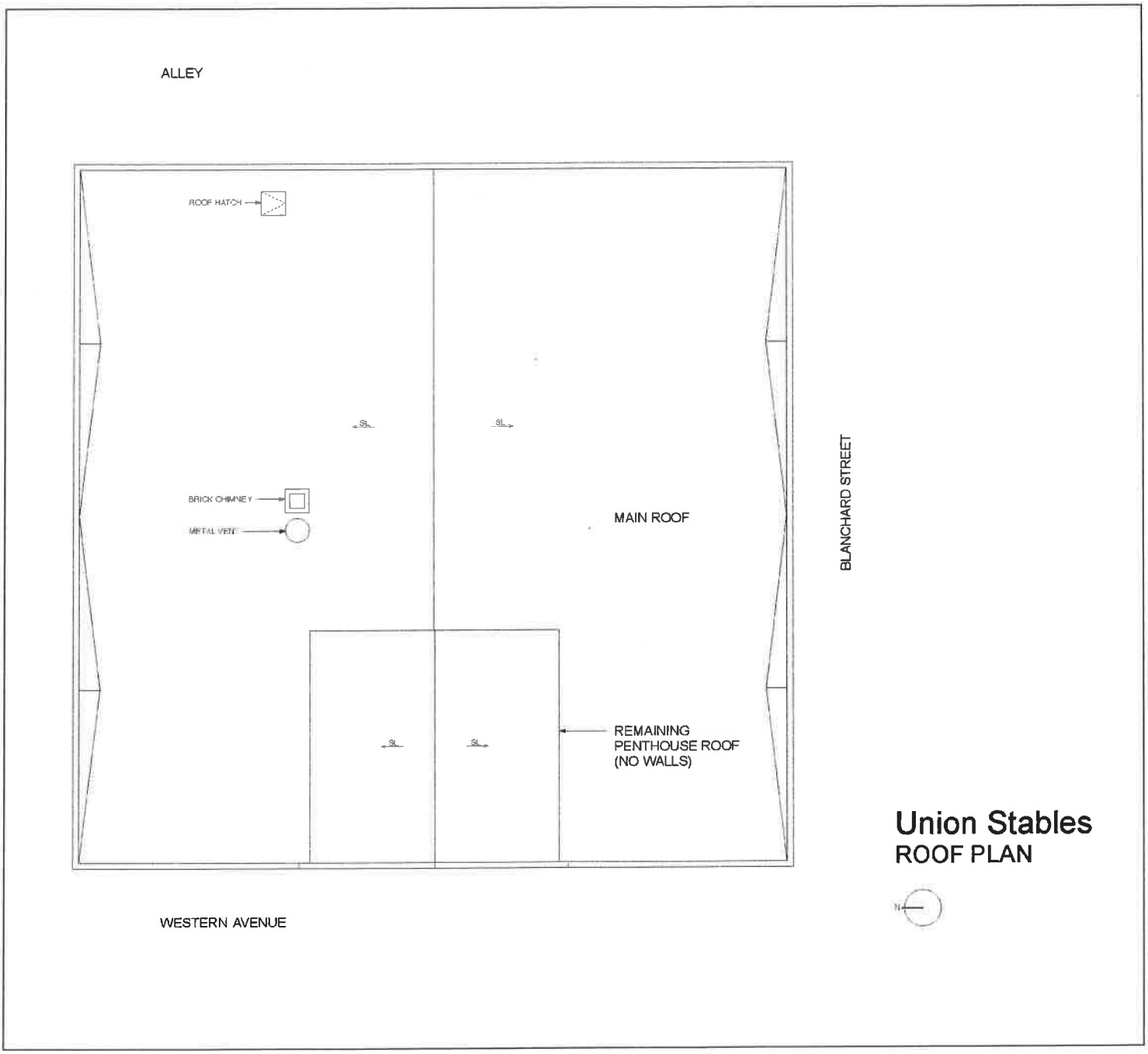
(Weinstein A|U)



(Weinstein A|U)

Union Stables
Name of Property

King Co., Washington
County and State

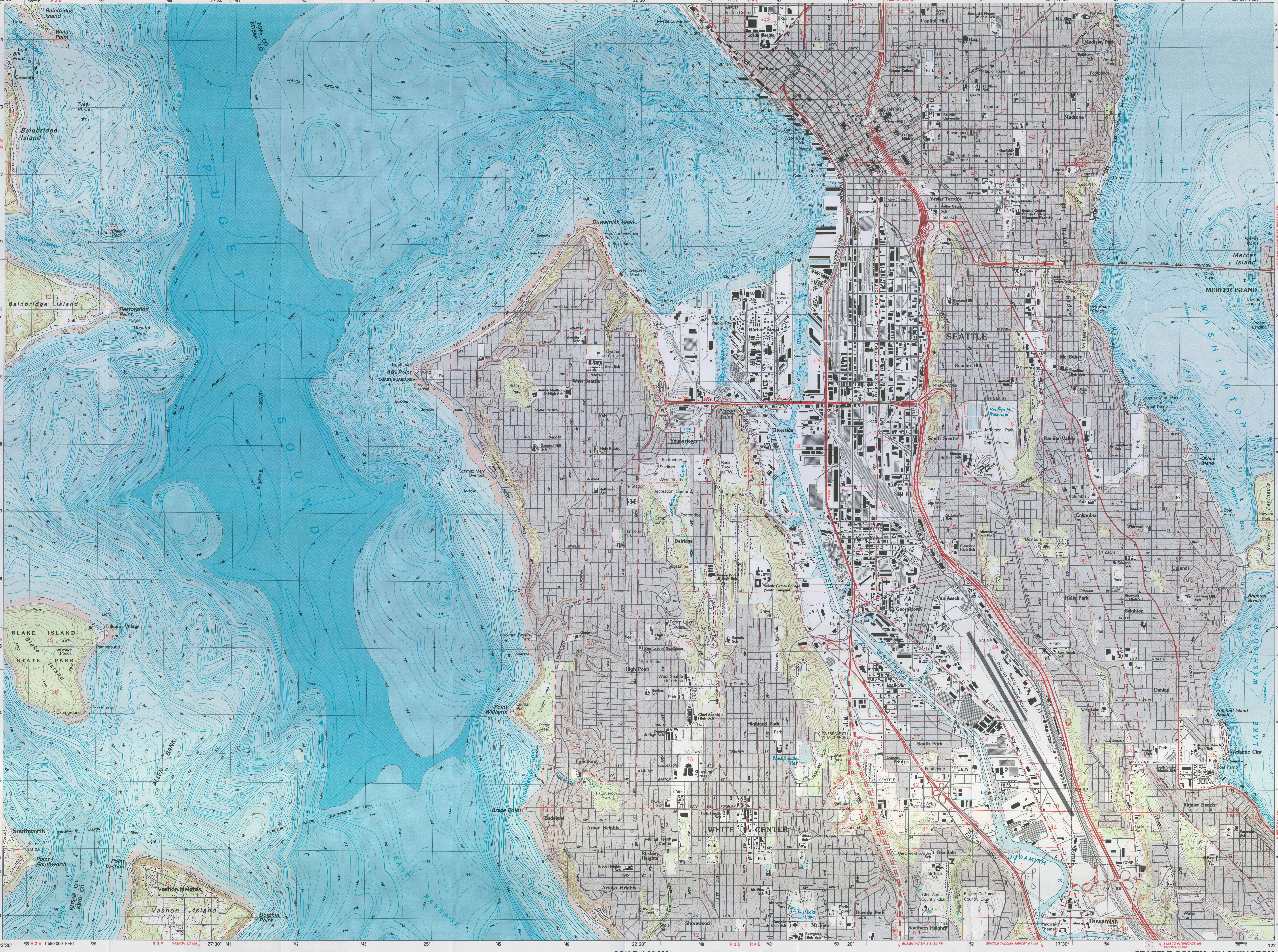


(Weinstein A|U)

SEATTLE SOUTH, WASHINGTON

Union Stables, King Co. Washington
Zone 10
52 73 190N / 549 249 E

7.5X15 MINUTE SERIES (TOPOGRAPHIC-BATHYMETRIC)



SCALE 1:25 000
1 CENTIMETER ON THE MAP REPRESENTS 250 METERS ON THE GROUND
KILOMETERS 1 .5 0 1 2 3 4 5000 METERS
MILES 1 .5 0 1 2
1000 0 2000 4000 6000 8000 10 000 12 000 14 000 16 000 FEET

CONTOUR INTERVAL 5 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
BATHYMETRIC CONTOUR INTERVAL 2 METERS-DATUM IS MEAN LOWER LOW WATER, DATUM OF LAKE WASHINGTON IS LOW WATER WHICH IS 20 FEET ABOVE THE PLANE OF MEAN LOWER LOW WATER IN PUGET SOUND
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE

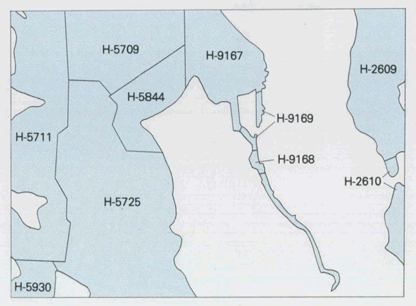
INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1983

SEATTLE SOUTH, WASHINGTON
N4730—W12215/7.5x15
1983

HYDROGRAPHIC SURVEY INFORMATION

SURVEY NUMBER	SURVEY DATE	SURVEY SCALE	SURVEY LINE SPACING (NAUT. MILES)
H-2609	1902	1:10,000	.06-.25
H-2610	1902	1:10,000	.04-.23
H-5709	1935	1:20,000	.05-.25
H-5711	1935	1:10,000	.02-.12
H-5725	1934	1:20,000	.04-.20
H-5844	1935	1:5,000	.01-.07
H-5930	1935	1:10,000	.05-.10
H-9167	1970	1:5,000	.02-.05
H-9168	1970	1:5,000	.02-.05
H-9169	1970	1:5,000	.02-.04

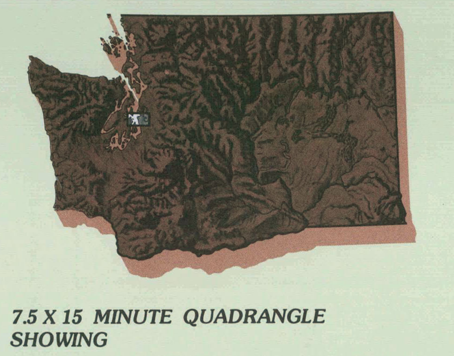
HYDROGRAPHIC SURVEY INDEX



Photographic copies of the above and prior surveys may be obtained, at the cost of reproduction, by addressing the Director (N/CG243) National Ocean Service, National Oceanic Atmospheric Administration, Rockville, Maryland 20852

Seattle South
WASHINGTON

1:25 000-scale *metric* topographic-bathymetric map



7.5 X 15 MINUTE QUADRANGLE SHOWING

Contours and elevations in meters
Highways, roads and other manmade structures
Water features
Woodland areas
Geographic names
Bathymetric contours in meters

U. S. GEOLOGICAL SURVEY
NATIONAL OCEAN SERVICE

1983

Produced by the United States Geological Survey and the National Ocean Service

Control by USGS, NOS/NOAA, USCE and King County Engineer Office

Compiled by photogrammetric methods from aerial photographs taken 1977. Field checked 1978. Map edited 1983
Supersedes Duwamish Head and Seattle South 1:24 000 scale maps dated 1949

Bathymetry compiled by the National Ocean Service from tide-coordinated hydrographic surveys. This information is not intended for navigational purposes

Mean low water (dotted) line and mean high water (heavy solid) line compiled by NOS from tide-coordinated aerial photography updated through 1977

Projection and 1000-meter grid, zone 10, Universal Transverse Mercator
10,000-foot grid ticks based on Washington coordinate system, north zone
1927 North American Datum
To place on the predicted North American Datum 1983 move the projection lines 23 meters north and 93 meters east

Grey tint indicates areas in which only landmark buildings are shown

There may be private inholdings within the boundaries of the National or State reservations shown on this map

CONTOUR INTERVAL 5 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
BATHYMETRIC CONTOUR INTERVAL 2 METERS-DATUM IS MEAN LOWER LOW WATER, DATUM OF LAKE WASHINGTON IS LOW WATER WHICH IS 20 FEET ABOVE THE PLANE OF MEAN LOWER LOW WATER IN PUGET SOUND
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST METER

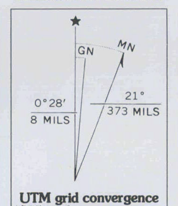
BASE MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS. BATHYMETRIC SURVEY DATA COMPLIES WITH INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO) SPECIAL PUBLICATION 44 ACCURACY STANDARDS AND/OR STANDARDS USED AS OF THE DATE OF THE SURVEYS

CONVERSION TABLE

Meters	Feet
1	3.2808
2	6.5617
3	9.8425
4	13.1234
5	16.4042
6	19.6850
7	22.9659
8	26.2467
9	29.5276
10	32.8084

To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by 0.3048

DECLINATION DIAGRAM



UTM grid convergence (GN) and 1983 magnetic declination (MN) at center of map
Diagram is approximate

ADJOINING MAPS

1	2	3
4		5
6	7	8

1 Suquamish*
2 Seattle North
3 Bellevue North
4 Bremerton East*
5 Bellevue South
6 Olalla*
7 Burien
8 Renton
*1:24 000

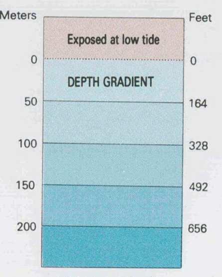
ISBN 0-607-57921-8

Topographic Map Symbols

Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road; trail
Route marker: Interstate; U. S.; State
Railroad: standard gage; narrow gage
Bridge; drawbridge
Footbridge; overpass; underpass
Built-up area: only selected landmark buildings shown
House; barn; church; school; large structure
Boundary:
National, with monument
State
County, parish
Civil township, precinct, district
Incorporated city, village, town
National or State reservation; small park
Land grant with monument; found section corner
U. S. public lands survey: range, township; section
Range, township; section line: location approximate
Fence or field line
Power transmission line, located tower
Dam; dam with lock
Cemetery; grave
Campground; picnic area; U. S. location monument
Windmill; water well; spring
Mine shaft; prospect; adit or cave
Control: horizontal station; vertical station; spot elevation
Contours: index; intermediate; supplementary; depression
Distorted surface: strip mine, lava; sand
Bathymetric contours: index; intermediate
Perennial lake and stream; intermittent lake and stream
Rapids, large and small; falls, large and small
Swamp; marsh
Submerged marsh; land subject to controlled inundation
Woodland; scattered trees
Scrub; mangrove
Orchard; vineyard

A pamphlet describing topographic maps is available on request

FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO, 80225



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