

Advocacy Update
January 25, 2008

Previous issues of the Advocacy Update available at: <http://historicseattle.org/inthenews.aspx>

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Historic Seattle Members and Guests Meeting

Please join Historic Seattle in acknowledging John Chaney, its Executive Director, on the eve of his retirement after 15 years with the organization. Also celebrate the Centennial of the Moore Theater, one of the city's fine remaining landmark theaters. A presentation by Laura Drake on theaters and vaudeville will be followed by tours of the theater.

Where: Moore Theater
Location: Second Avenue and Virginia Street, Seattle
Date: Monday, January 28, 6:30 pm – 8:00 pm
Tickets: None needed. Free/donation

Despite its physical distance and isolation from entertainment centers in New York, Chicago, and Los Angeles, Seattle managed to entice major symphony orchestras and opera companies and an international galaxy of stars to perform in its halls. E. W. Houghton, designer of the Grand Opera House, the first Coliseum Theatre (demolished), and the Moore Theatre was in great demand to design vaudeville and film houses throughout the western states--nearly 100 if one is to believe the local press. The Moore Theatre was one of Houghton's most ambitious designs. The theater and its attached hotel were built in 1907 for James Moore to accommodate attendees to the Alaska Yukon Pacific Exposition. The marble, onyx, and mosaics in the lobby alone were said to cost \$40,000. The theater hosted Anna Pavlova, Feodor Chaliapin, the New York Philharmonic, Sergei Rachmaninoff, Helen Hayes, and George M. Cohan. Learn about the challenges of maintaining this venerable building and the many needs that await it if it is to continue to prosper as a first-rate venue for live entertainment. We hope to see you there!

Crosscut online magazine

January 20, 2008

Lift a glass: A Seattle landmark bites the dust

By Cynthia Rose

Jan. 19 was just an ordinary Puget Sound Saturday; the rainy drive to a specialty bookstore in Seattle's Georgetown neighborhood, a latte fetched from right next door, and the strains of eclectic music in the air. Then, from across the road, an interruption that's becoming familiar: another demolition, spewing bricks and concrete into the street. The shock only lasts for seconds, because it's been elaborately previewed on a developer's Web

site, in public meetings, and with extensive PR that hammered home familiar themes of renewal and preservation.

Which is surreal considering that the building being torn apart is an official Seattle landmark: the Rainier Cold Storage and Ice/Seattle Brewing and Malting Company. In 1893, as a merger of three earlier Seattle breweries, it would bring Rainier Beer to prominence and evolve into the sixth-largest brewing facility in the world. Now, mechanical claws are devouring the brewery's Stock House section — whose towering façade completes the south end of the 855-foot-long building. Developer Sabey Corp. — a growing presence in the Georgetown area — bought the landmark in October 2006. On its Web site, the company says that after the purchase they learned that the Stock House portion of the complex had a seriously compromised structural integrity. Several aspects of its history as a cold storage and "ice house" facility had led, they say, to degradation that required immediate demolition.

The idea that a developer would make such a purchase without first investigating its full structural state would seem unlikely. But according to the blog written mostly by Sabey Senior Vice President of Investments Jim Harmon (who was on site Saturday in a state of elation that contrasted strongly with that of most onlookers), "we certainly didn't buy the property with this in mind."

With the upcoming demo of the Stock House have come many responses. Some have been surprised or deeply saddened. Some viewed this as fully expected and well communicated. That's a pretty wide spectrum of response and, perhaps, indicative of the independent spirit of Georgetown. At the beginning of the project, we were invited by GT residents to be particularly forthright and open about the project and we have tried to do so. While watching the chat rooms, blogs, etc. and in walking the neighborhood I find the level of speculation alarming.

When locals and preservationists demanded that at least the historic west façade be retained, Sabey Corp. was ready for them. On Aug. 31, the Seattle Landmarks Preservation Board viewed a Sabey presentation "as to possible designs to save the [west] wall, regardless of cost." But weeks before, Sabey had asked the Department of Planning and Development for an emergency permit to completely demolish of what they termed a "public safety hazard." This, as activists and locals quickly realized, protected them from further actions or demands by the Landmarks Board. The city signed off on it Jan. 4.

On Saturday, Jan. 19, behind the counter in the buzzing Fantagraphics store, art consultant Larry Reid stared as the parapets across the road came crashing down. "That's Seattle history," he said angrily. "It's going away and we can't get it back; it's gone forever. I was born here, I grew up here, and I know you can't save everything. But goddamn it, you can save a wall! It's all going to go in Seattle. It's all going to be gone."



Seattle archivist Paul Dorpat shares Reid's shock. "I've probably never driven to the airport without driving by there, just to enjoy its sheer size and its architecture. To me it's always seemed like a kind of cathedral: to the working man, to his place in our history — and to his beer." Dorpat agreed with Reid that the act seemed a special affront in light of the recent passing of Walt Crowley, the founder of HistoryLink. "If he were here, Walt would have been down there, chained to the wall."

The sentiments were echoed by crowds of morose Georgetowners. They lined the streets, stuck flowers in the fencing, and raised their beers in homage. Those just stopping by Georgetown on a Saturday seemed equally angry. "It's just so Seattle," said painter and programmer John Ohannesian. "They're razing it just to build another concrete and glass atrocity."

On the pavement, a blond man in leather struggled to capture the scene with his cellphone. He said his name was Stan and he was on a visit from Sweden. Then he blurted out, "This is so incredible! I can't believe it! You and your country, you care nothing about nothing but money!"

Back inside the Fantagraphics store, the clerk behind the record counter looked outside the window, sighed, and moved to change the tune. His choice? A plaintive "Let Me Go Home" by Scottish songsters Camera Obscura.

King County Landmarks Commission and Shoreline Landmarks Commission meetings

Shoreline Landmarks Commission Meeting Agenda

Thursday, January 24, 2008

7:00 p.m. – 8:00 p.m.

Shoreline Historical Museum

749 North 175th Street

Shoreline, WA

King County Landmarks Commission Meeting Agenda

Thursday, January 24, 2008

8:15 p.m. – 9:00 p.m.

Shoreline Historical Museum

749 N 175th Street

Shoreline, WA

Directions from Downtown Seattle to Shoreline Historical Museum

1. Go North on I-5
2. Take the NE 175TH ST exit- EXIT 176
3. Turn LEFT onto N 175TH ST.
4. End at 749 N 175th St

Ballard News-Tribune

January 21, 2008

Denny's wants to reopen in Ballard

By Rebekah Schilperoort

The franchise owner of the Denny's restaurant, which for 23 years occupied the building now up for landmark status with the city of Seattle, said it wants to re-open at the popular Ballard diner site, or maybe another site here. DWO, a franchise company based in La Palma, Calif., purchased the Denny's at the northwest corner of 15th and Market Street in June, but had to shutter in September to make way for a planned mixed-use development.

Gene Erdman, director of human resources for DWO, contacted the News-Tribune early Monday, Jan. 14. "...DWO would welcome the opportunity to re-open our Denny's restaurant in that exact location if at all possible," Erdman said. "We would re-open tomorrow if possible. We would be very happy to be able to serve our loyal customer base in the Ballard area." A city board will decide Feb. 20 whether the building, a former Manning's Cafeteria designed by a well-known Bay Area architect, is important enough to warrant a landmark designation. Architecture experts believe it's a prime example of a type of roadside architecture called "Googie," which originated in the Las Angeles area.

The developers, Rhapsody partners, are hoping to buy the site from Benaroya Properties to build an eight-story condo. If approved by the Seattle Landmarks Preservation Board, it might be impossible to develop anything there because of restrictions to modifying historic structures. Louie Richmond, a spokesman for Rhapsody, said Benaroya still plans to sell the site to Rhapsody and move forward with the condominium project. It was purchased for \$12.5 million from the Seattle Monorail Project. "The economics do not make sense as a restaurant," Richmond said. "That simple."

But Erdman said he wants to begin operating in Ballard "immediately," possibly even in a different location. "We are not in the business of closing restaurants," Erdman told the News-Tribune in October, days after the diner closed up. "We kind of fell victim to that development." "I can tell you with 100 percent assuredness we are ready to open back up tomorrow. We'd mobilize our troops ... we want to be (in Ballard)." Erdman wouldn't comment on whether DWO would be willing to invest in restoration of the Mayhew building if it were found to

be historic.

Manning's Cafeteria opened in 1964 and later became a Denny's in 1984. The Manning's chain originated in the Pike Place Market in 1908 and spread across the Pacific Northwest before ceasing operations in the 1970's. The building was set to be demolished for a new Denny's in 1983 after Manning's closed. By that time, the diner had become a favored gathering spot by many Ballard residents who staged a protest. Denny's agreed to remodel the building instead, an unusual move for a corporate chain.

The group Documentation and Conservation of the Modern Movement in Western Washington is holding a community meeting Wednesday, Jan. 23 at the Ballard Library at 6:30 to discuss saving the old diner. The organization, a local chapter of a national group devoted to preserving Northwest modernism, has listed the building on its Web site as "endangered Google." Get more information at <http://www.docomomo-wewa.org/>.

City Of Seattle's 2008 Citizens Budget Conference

Sunday, February 10, 12-5 P.M.

Seattle Center House, Third Floor Conference Rooms

Sponsored By Seattle's City Neighborhood Council, In Cooperation With The City Council, The Departments Of Finance And Neighborhoods, And Seattle Center

Get in at the beginning as the City of Seattle kicks off its two-year budget process! Find out why budgeting matters to you and how to get involved in the decisions that affect your neighborhood. Join the Mayor, City Councilmembers, and representatives of many City departments in dialogue about Seattle's revenue and spending priorities.

This biennial conference begins with a welcome from the Mayor and ends with a discussion by City Council members on how to get budget results. In between are panel presentations from City agencies large and small, including the Police and Fire departments, Department of Parks and Recreation, Seattle Department of Transportation, Department of Human Services, Office of Housing, Seattle Center, Seattle Public Library, Department of Neighborhoods, City Light, and Seattle Public Utilities. Also, for an hour at noon there is a "budget fair" for one-on-one contact with City staff about your budget issues.

Only once every two years can you meet on budget issues with such a wide range of Seattle officials. The conference is open to the public, free of charge, and there will be snacks and beverages. Don't miss the Citizens Budget Conference--Sunday, February 10, noon to 5 p.m. at Seattle Center House!

For further information: <http://seattle.gov/neighborhoodcouncil>, 206-322-5463, cleman@oo.net, or rjboddie_2@msn.com. The City Neighborhood Council is an official City of Seattle advisory body, composed of one representative from each of the thirteen district councils.

Heritage Capital Projects Fund 2009-2011 Application Workshops

Workshop conducted by Garry Schalliol, Director, Outreach Services Division, Washington State Historical Society. For applications and information, contact Garry at garrys@wshs.wa.gov. March 4, 10:00 a.m. – Museum of History and Industry, 2700 24th Avenue East, Seattle

2008 Valerie Sivinski Washington Preserves Fund Grant Program

Grants from the fund have assisted local historic preservation organizations and advocates engaged in the important work of preserving Washington's cultural heritage. Over the past decade, grants from the Washington Preserves Fund have been awarded to assist with a broad range of projects and preservation activities. The next deadline for submitting grant applications is Friday, February 15. Applications submitted via email must be received by 5 PM that day. If a hard copy is being sent via US Mail, application materials must be postmarked no later than February 15. All application materials are available on the Washington Trust for Historic Preservation's website: <http://www.wa-trust.org/>. For additional questions about the application and for

information on donating to the Valerie Sivinski Washington Preserves Fund Endowment, please contact Chris Moore at cmoore@wa-trust.org.

Join WSDOT to Discuss Central Waterfront Planning

The public is invited to attend a Seattle Central Waterfront Planning Open House on Tuesday, Feb. 12, 2008. This is the first of four meetings planned throughout the year to discuss the progress of the Stakeholder Advisory Committee and guiding principles that will be used to measure potential solutions for the central waterfront. The meetings are also an opportunity for program leads to hear your feedback – time for oral public comments has been set aside.

The first meeting will be held in West Seattle at Cooper Elementary School from 5:30 to 7:30 p.m. Public comment will begin at 6:30 p.m. Future meetings will be held in other Seattle locations. For more information, please visit: <http://www.wsdot.wa.gov/Projects/Viaduct/Calendar.htm>.

Crosscut online magazine

January 25, 2008

An unjustified delay in restoring the King County Courthouse

By Peter Steinbrueck

For 40 years, the exterior of the 1916 building has been blighted by 1960s-era aluminum panels. There had been \$109,000 in the \$4.9 billion King County budget to study restoration of the exterior, but it was vetoed by Executive Ron Sims. In his debut as a Crosscut writer, architect and former Seattle City Council member Peter Steinbrueck says the County Council should override that veto.

The King County Courthouse, part of Seattle's original civic campus downtown, is one of the grandest of local historic landmarks under public ownership today. Designed in the Beaux Arts style by prominent Seattle architect A. Warren Gould, the Courthouse was completed in 1916 after a much-debated public vote. Originally, the marbled main entrance faced a lushly landscaped City Hall Park, giving a "city beautiful" grace to seat of local government.

But an extensive remodel of the building was made in 1967, evidently intended to modernize the outmoded neoclassical look. Regrettably, much of the original stone detailing and windows of the courthouse exterior were masked over with the installation of banal aluminum panels on the east and west facades, and the grand Jefferson Street main entrance was turned into a brutal loading dock. What park in Seattle deserves to have in its foreground the clutter and clank of daily truck loading and parked service vehicles?

So it was particularly disheartening to the local preservation community when King County Executive Ron Sims, citing costs and other concerns, recently vetoed a \$109,000 line item in the County Council's 2008-09 approved budget that was intended for a long-awaited restoration study of the building's altered exterior. As Christine Palmer, preservation advocate for Historic Seattle described in a letter last summer to Sims, "the neglect King County government has shown to the courthouse sets a double standard when the county urges private property owners to preserve and restore their historic buildings while failing to properly preserve its own historic building."

The handsome yet defaced historic Courthouse has long awaited attention and funding for a fuller restoration. Local architects Cardwell/Thomas conducted an exhaustive study in 1987 for this purpose. Some small features of the building's interior have been restored, but "most of the study has been ignored," according to Palmer. And while an \$86 million seismic retrofit in the 1990s provided necessary structural and mechanical upgrades, nothing has been done to restore the marred original building entrance on Jefferson Street or the exterior facades defaced with tacky metal appliqué.

The good news is there are two preservation proposals out for the Courthouse restoration. The council budgeted \$250,000 for design development to re-establish the south-facing main entrance to the Courthouse, and the county won an \$800,000 competitive preservation grant from the state for larger restoration of the historic structure.

The county's 2008 adopted budget is \$4.9 billion, which begs the question: Why did Sims veto a small potatoes item of just \$109,000 to study restoration of the Courthouse? At time when state funds have been awarded, and the long neglected landmark was just beginning to see its day in the sun again? Sims, well known for his strong environmental advocacy, acknowledged the need to study how the renovation would affect energy use in the building. But he asserted in a Dec. 27 veto letter to the council that removal of the metal panels covering the windows would likely result in increased energy usage.

The claim that uncovering the courthouse windows "could have a negative energy impact," as Sims says, is completely unfounded. In fact, it flies in the face of the prevailing view held by most "green building" architects and engineers concerned with climate protection — that increased natural daylighting instead of artificial interior lighting is key to lowering energy demand. This is because artificial lighting uses more electricity, generates internal heat, and requires even greater energy use through mechanical cooling. That is why natural daylighting of buildings is today a key environmental design strategy. The study vetoed by Sims would have provided just the engineering analysis needed to evaluate window treatment and energy impacts.

It's estimated that at least 25 percent of greenhouse gas emissions is generated by buildings from their energy use. One of the best sustainability strategies, therefore, is to preserve and restore older historic buildings that were typically designed, in their original state, to rely more on natural daylight and passive (non-mechanical) ventilation provided by operable windows. In the so-called "modern era" of architecture in the 1960s, energy was cheap, so there was heavy reliance on artificial lighting and energy-sucking mechanical systems to cool buildings.

All is not lost. With the 30-day deadline approaching, there's still time for the King County Council to take appropriate action to override Sims' misguided veto of the Courthouse Aluminum Panels project. If not for historic preservation, then for advancing climate protection by reducing energy use — something we should all be concerned about.

Seattle Post-Intelligencer

January 22, 2008

The end of the line for Andy's Diner in Seattle - Landmark rail-car restaurant finds going too tough

By Gregory Roberts

[NOTE: Despite this reporter's use of the word "landmark," this property is not protected with a City of Seattle landmark designation.]

Andy's Diner, a South Seattle landmark for more than 50 years, has closed its doors -- again. "It just wasn't a very profitable venture," owner Bill Howard said Monday. "Times have changed since the heyday of Andy's Diner." The diner, housed in a collection of historic railroad cars, served its last barbecued steak and bourbon on the rocks Saturday. The rail cars include one that President Franklin Roosevelt reportedly traveled in during his 1944 re-election campaign.



Howard, who operates a lighting business nearby, and two partners bought the diner in July 2000. The place closed for a few months while the new owners cleaned, painted and recarpeted. They reopened that October. But Howard said Andy's never operated in the black under his ownership. Part of the reason, he said, is that people nowadays -- commendably -- are more concerned about drinking and driving. Also, Andy's is in a commercial and industrial area and there aren't any nearby residents to patronize its bar.

The restaurant originally was opened in 1949 by Andy Nagy. Howard owns the business but not the land it occupies at 2963 Fourth Ave. S. He said he had been trying to find a buyer for Andy's, but that effort fizzled

when his landlord negotiated a sale of the underlying property, derailing the chance to extend the diner's lease. As for the future of Andy's, Howard said, that depends on what the buyer of the property wants to do with it.

Ballard News-Tribune

January 21, 2008

Work to start on Silver Cloud in Ballard

By Rebekah Schilperoort



Construction will begin this year on Ballard's first hotel, which the city planning department approved to be built on land zoned for industrial businesses. The project, a 170-room, six-story Silver Cloud hotel, was approved with a number of conditions attached, such as the hotel must serve primarily people who work in the industries that it will surround. The hotel will be built on property adjoining the site of the old Yankee Grill restaurant, along Shilshole Avenue Northwest in the Ballard Interbay Northend Manufacturing and Industrial Center, one of two industry-preservation areas in Seattle.

Hotels are permitted on industrial land as long as the developers can demonstrate it's meant for users in that area.

The Silver Cloud must get at least 60 percent of its business from people in the marine or industrial fields. Silver Cloud will also have to create a marketing plan to demonstrating how that will be accomplished. "It will very likely involve submitting monitoring info to (the planning department), but we will have to work out the details," said Alan Justad, a spokesman for the city.

Ed Linardic, lead architect for the hotel project, said most of the guests at the Silver Cloud hotel in Capitol Hill come from the hospital industry or people visiting patients at nearby Swedish Hospital and Medical Center. He expects a similar trend to happen here. Two marketing studies conducted by the hotel company found industrial users in Ballard would use it. With limited guest services, this kind of lodging isn't thought to be very attractive to tourists. The new Ballard hotel will include 1,900 square feet of conference space, a pool and exercise facilities.

The hotel chain claims to obtain about 75 percent of their customers from businesses close by. One basis for allowing the development is that it won't displace any existing industrial use. The site, now a parking lot, is considered by the planning department to be underutilized. But there is a concern that allowing a hotel could contribute to a rise in property values on industrial land, pricing out industrial uses. Some say that is already happening and is a severe threat to business vital to Seattle's economy.

Though land in this area is supposed to be preserved for industry businesses, the city decided a hotel would be a better fit than other potential non-industry uses. "Adjacent users think that occasional guests would be better able to cope with high noise levels than constant daytime users, such as office leasees," said Justad. The development was approved days before a new city ordinance goes into effect that would have halted the project, said Linardic.

The law drastically reduces the amount of commercial and retail development permitted on industrial property to strengthen zoning protection for industry and manufacturing in Seattle. On most industrial land here 100,000 square feet of commercial and 75,000 square feet of retail space is permitted. The new law, which went into effect Jan. 19, caps both at 10,000 square feet. Through meetings with the community, several changes were added to the design to alleviate noise and lighting concerns, said Linardic. Initially, some business owners felt there would be conflicts between hotel guests and noise created by industry business operations, which often go late into the night.

Triple-paned glass and blackout curtains will be installed to windows facing Pacific Fisherman, a ship and yacht repair yard several yards to the west of the hotel site. The original plans were also redrawn to move the hotel's

main entrance from 24th Avenue Northwest, directly across from Pacific Fisherman's entrance, to Shilshole, to alleviate potential conflicts between the shipyards' large trucks and hotel traffic.

The property owners will have to sign a contract that acknowledges the surrounding environment is predominately industrial and that those uses cannot be considered nuisance. Linardic said the project is seen as a positive addition to the area by most nearby businesses.

More than \$30,000 has been added to the project's budget for structural and aesthetic improvements. A cul-de-sac with sidewalks and landscaping will be built north of the site at the end of 24th Avenue Northwest where the road meets the Lake Washington Ship Canal. A crosswalk is proposed across 24th, connecting with the existing sidewalk and crosswalk across Shilshole.

The city study showed that parking demand would be greater than what was required. Silver Cloud Inn added 60 stalls to meet that need. A total of 211 parking spaces are included; 103 will serve the hotel and 108 are set-aside for the future tenant of the Yankee Grill building. A catering business is currently operated out of the old restaurant. Silver Cloud Inns and Hotels are located in western Washington and Oregon. There are nine in the Seattle area.

Appeals of this decision must be received by the Seattle Hearing Examiner no later than Jan. 24; 684-0521, or <http://www.seattle.gov/examiner/>.

West Seattle Herald
January 21, 2008
West Seattle Park Designs Shown
By Tim St. Clair

About 40 people met with architects at The Kenney Retirement Center last week to discuss design of a new park planned for Morgan Junction. Architects exhibited three different designs for the 0.6-acre park, which will be located next to the intersection of California Avenue and Southwest Eddy Street. Meeting attendees voted for their favorite design ideas to help guide the architects as they refine plans for the new little park.

Each of the proposals included variations of particular elements that people previously told planners they want. For example, people want a gathering place in the park where the Morgan Junction festival and other events could be staged, so an elliptical plaza was included in each plan. Attendees preferred a paved plaza rather than a crushed granite surface. It's important to include places in the new for people to sit too. Many voted for randomly placed boulders to sit on while others would prefer benches.

They want trees and shrubs planted around the edges of the new park. People also responded to the idea of a rain garden at the west boundary of the park to collect water because the site has a 4 percent slope from east to west. Another popular idea was to plant a large "specimen tree" at the northeast corner of the park, next to the intersection of California Avenue and Eddy Street. They want a few additional trees along California Avenue to soften the hubbub of passing traffic. Attendees also told the architects to include evergreen as well as deciduous trees.

People insisted there be a kiosk at the California Avenue entrance, where community notices could be posted. People want adequate lighting in the park and some public art too. There are no plans to include a fountain or other type of water feature, nor a restroom. An unusual aspect of the park is the new Beveridge Place Pub, which is under construction next door. Co-owner Gary Sink told the small crowd that he and his wife, Terri Griffith, the other co-owner, bought the entire park site as well as the new pub's location. The existing Beveridge Place Pub is next door south of the new pub.

They purchased the property from the Seattle Monorail Project when voters derailed the monorail project. They subsequently sold about half of the parcel to the city of Seattle so a park could be built there. Since the park site had been a gas station and then a car-repair garage, the contaminated soil was excavated, disposed of in a landfill and replaced with clean fill dirt. Sink and Griffith split the clean-up cost with the city, he said.

The new pub will have a row of parking spaces between it and the park. A patio, partly encircled with a wrought-iron fence, is being built between the pub and park as well. An official name for the new park has not been determined yet, said Seattle Parks and Recreation's Virginia Hassinger, project manager.

The new park is budgeted at \$367,000. The money is coming from the Pro Parks levy, which Seattle voters approved in 2000. Architects will refine plans for the new park with information gathered at last week's meeting and then meet with the public again later. Construction is expected to begin next fall.

Highline Times

January 21, 2008

Highline Japanese Garden Featured in Film

The Highline Botanical Garden Foundation and Highline Historical Society will co-host the premier of award-winning filmmaker Ken Slusher's latest documentary, *The Seike Garden: An American Story*, on Saturday, Feb. 2. This 30-minute movie, which will be shown at 2 p.m. at SeaTac City Hall, 4800 S. 188th St., recounts the five-year community effort to relocate the Seike Japanese Garden from Sea-Tac International Airport's third runway flight path. It chronicles the history of the garden, cooperative efforts by local governments, nonprofits and private citizens to save the garden, and the physical challenge of relocating and replicating a 45-year-old living work of art.

The story of the Seike Garden begins with Shinichi Seike, who emigrated from Japan in the early 1920s and opened an import/export business in Seattle. Like thousands of other Japanese Americans, the Seike family was interned during World War II. Upon regaining their freedom, the family opened Des Moines Way Nursery just north of SeaTac airport. In 1961 the family, under the direction of Hiroshima designer Shintaro Okada, constructed a quarter-acre Japanese garden as a memorial to middle son Toll, who was killed in action while serving with the U.S. Army 442nd Regimental Combat Team in Germany during World War II.

Construction of the third runway necessitated that the garden either be relocated or sold. Using personal interviews and images drawn from family photos, 8 mm. footage of original garden construction, and more recent still and motion photography, the film details the fascinating array of social, financial and logistical hurdles involved in moving the garden to the Highline SeaTac Botanical Garden at the Sea-Tac Community Center, 13735 24th Ave. S. It also highlights the seminal roles that immigrant families have played in building the Highline community, a story that has been repeated in thousands of communities across America. A question and answer session with the filmmaker will follow the premiere.

The Highline SeaTac Botanical Garden is managed by the Highline Botanical Garden Foundation and is funded and maintained by a partnership between the Foundation and the city of SeaTac. The City of Burien contributes additional maintenance funding for the Seike Garden. For information on either the Seike Garden or the Highline Botanical Garden, visit www.highlinegarden.org or call 206-391-4003. For information about Slusher and his work, visit his website, www.openmondays.com.

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