

Advocacy Update
April 18, 2008

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

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A Second Look: Googie Architecture and the Modern Ideal

Docomomo-WeWa (Documentation and Conservation of the Modern Movement-Western Washington) will present a lecture on Googie architecture. In recent months, Googie architecture has been brought to the collective consciousness of Seattleites. What is Googie architecture? Why is it significant to our architectural and cultural heritage? What does it mean in the larger context of Modernism? Why should we care?

The event will be held on Tuesday, May 20 at 6:30 pm at the Swedish Cultural Center (1920 Dexter Ave. N., Seattle). For those who wish to tour the Swedish Cultural Center before the lecture, please join us in the lobby of the building at 5:45 pm.

California architecture critic Alan Hess will examine how Googie architecture successfully combined Modernism and popular culture and why it is important today. Alan Hess is the author of *Googie Redux: Ultramodern Roadside Architecture* (2004) and *Googie: Fifties Coffee Shop Architecture* (1985). As a practicing architect and historian, Hess documents the emerging suburban metropolises of the West. As an architecture critic, he has written a column for the *San Jose Mercury News* since 1986. His most recent books are *Julius Shulman: Palm Springs; Forgotten Modern: California Houses 1940-1970*; and *Frank Lloyd Wright: Mid-Century Modern*. Hess has been active in the preservation of roadside and post War architecture. His writings and advocacy efforts have helped raise awareness and appreciation of mid-century Modern commercial architecture and have led to the preservation of many of these resources.

Historic Seattle is co-sponsoring this event along with 360 Modern, Seattle MODERN, the Swedish Cultural Center, and the Washington Trust for Historic Preservation. For tickets and information, visit Docomomo WEWA's website at <http://www.docomomo-wewa.org/events.php>. Tickets for the event are \$10 each (plus \$1.24 service fee). Please arrive a few minutes before the event so that we can check you in. No paper tickets will be issued.

The Swedish Cultural Center Building, built in 1961 and designed by Steinhart Theriault and Anderson, is a striking example of post-war Modernism in Seattle. For more information on the organization and rental facilities, visit the [Swedish Cultural Center's website](http://www.swedishculturalcenter.org/) at: <http://www.swedishculturalcenter.org/>.

"Museums and the Web" 2008 awards

Each year Museums and the Web recognises the best work in museum web design and development in the Best of the Web competition. A panel of judges reviews sites nominated by the community, and selects sites in a number of categories. Here are the winners. Congratulations to the sites named below (with comments from the best of the web 2008 panel).

Exhibition

honourable mention The Digital Vaults <http://www.digitalvaults.org>
a cool looking tool that immerses the user in documents and images, thus connecting to the mission of the Archives.

Winner The American Image: The Photographs of John Collier Jr. <http://americanimage.unm.edu/>
Brilliant use of Web 2 technologies. The Propaganda film activity is wonderful.

***Educational* winner**

Great Chicago Stories, Chicago History Museum <http://gretchicagostories.org>
Stories are very compellingly written, and though very linear within the story, incorporate other elements once outside the story. I love the fact they actually evaluated the site--it does make a difference in my judging to see how it actually plays out with real students.

Professional

honourable mention The IMA Dashboard, Indianapolis Museum of Art <http://dashboard.imamuseum.org>
a viewport into the inner workings of a museum that does a nice job of providing a great snapshot of a ton of museum esoterica

winner ExhibitFiles, Association of Science-Technology Centers <http://exhibitfiles.org>
I got sucked into it far longer than I expected, browsing through exhibit after exhibit, looking for little nuggets that I could use in the future.

***Research*winner**

Prints and Printmaking, Australia, Asia, Pacific <http://www.printsandprintmaking.gov.au/Catalogues/Work.aspx>
an impressive gateway reference site. This is what a reference site should be. It covers a wide territory, with a clearly defined focus, but also covering many aspects of that subject. It includes biographical and institutional information, exhibitions and bibliographies, as well as 45,000 works. The information is simply and clearly presented.

***Community ***

honourable mention Brooklyn Museum of Art Community, Brooklyn Museum of Art
<http://www.brooklynmuseum.org/community/>

It is striking to me how infused the community as throughout the institution -- not just a blogger or two on staff, but an apparent museum-wide commitment

Winner My Brighton and Hove

<http://www.mybrightonandhove.org.uk>

The quality of the stories sets it apart from other entries. So evocative, with many gems from multiple authors. It's had a while to stew (8 years), and it shows...

My Brighton and Hove is also recognised as the Best Small Museum site.

Podcast

honourable mention TateShots, Tate

<http://tate.org.uk/tateshots>

Great content, great user interface. Varied in approach and yet consistently entertaining and informative.

Winner Roman Art from the Louvre Webisodes, Indianapolis Museum of Art

<http://www.theromansarecoming.com/webisodes>

These are really engaging and look like they were really designed to be podcasts and not simply repurposed content from other media.

Innovative

Launchball, Science Museum, London

<http://www.sciencemuseum.org.uk/launchball>

Impressive array of interactive, and very stimulating games. Superb graphics and multimedia integration. Very intelligent scripting.

People's choice

chosen by people registered at <http://conference.archimuse.com>

Maps: Tools for Adventure, The Children's Museum of Indianapolis (in conjunction with the National Geographic Society) <http://www.nationalgeographic.com/education/toolsforadventure>

Best of the Web

Launchball, Science Museum London

<http://www.sciencemuseum.org.uk/launchball>

I was very skeptical about this until I started playing...and couldn't stop.

Congratulations to all of the winners, and thanks to the judges for their contributions! For full details, see <http://www.archimuse.com/mw2008/best/index.html>

Crosscut online magazine

April 17, 2008

Save the nukes!

By Knute Berger,

Abby Martin, the University of Washington graduate student who is trying to save the fascinating old Nuclear Reactor Building (now More Hall Annex) on campus, sends us this photo showing a new addition: a sign announcing the university's intention to demolish the structure. Martin has submitted an application nominating it for a National Historic Register listing. The modern architecture group Docomomo WeWa has added it to their list of endangered historic properties.

Martin is urging people to ask Seattle's Department of Planning and Development to delay demolition, slated for this summer. She is also urging the public to write to university president Mark Emmert asking the UW to consider preserving the historic structure instead of tearing it down. While the university has long discussed the fate of the building, no formal review of its historic significance was undertaken because it is less than 50 years old and city landmark regulations do not apply to UW property. The National Register, however, will consider listing younger structures in exceptional cases.

The building, which housed a small working nuclear reactor between 1964 and 1988, was the remarkable product of a collaboration between three of Seattle's most noted modern architects, Wendell Lovett, Gene Zema, and Daniel Streissguth. It was designed to train future nuclear engineers and open the arcane alchemy of nuclear science to public view. The Nuclear Reactor Building, Martin has written, was "intended to dispel the mystery of nuclear power and to showcase the progressive technology." It was conceived and constructed during the boom in science and technology instruction inspired by the launch of Sputnik and John F. Kennedy's New Frontier.

A side note: The UW building is not the only endangered reactor building in the state. The Washington Trust for Historic Preservation also lists B Reactor at Hanford on its "Watch list" of historic structures at risk. The B reactor, built for the Manhattan Project, was the first full-scale plutonium reactor ever built. According to a group that hopes to turn the reactor building into museum, the B Reactor Museum Association, the Department

of Energy has agreed not to demolish it until studies of its historic significance are complete. It is currently being considered for possible listing as a National Historic Landmark. Let's hope it gets a "glowing" report.

AIC Stresses Emergency Preparedness on May Day

The American Institute for Conservation of Historic and Artistic Works (AIC) stresses emergency preparedness on May Day. Archives, libraries, museums, and historic preservation organizations across America are setting aside May 1, 2008, to participate in May Day, a national effort to protect collections from disasters.



In 2005, Hurricanes Katrina, Rita, and Wilma provided a wake-up call. More recently, severe storms reminded us that disaster can strike with little warning. The Heritage Health Index, released soon after the hurricanes, reported that few institutions are really prepared.

Visit AIC's Disaster Response and Recovery library page at:

<http://aic.stanford.edu/library/online/disaster/index.html> for more information on protecting our cultural heritage.

New "creative mitigation" suggestions from AASHTO

The American Association of State Highway and Transportation Officials (AASHTO) maintains a Center for Environmental Excellence website at: <http://www.environment.transportation.org/>. A new segment of the website has been developed for Historic Preservation/Cultural Resources. One feature of this new preservation segment outlines Creative Mitigation suggestions.

The outcome of the National Historic Preservation Act's Section 106 process to assess impacts to historic sites is not predetermined. It is the interaction among the participants involved in this consultative process that determines the outcome (with the Federal agency involved in the project making the final decision). As a result, there are many opportunities for creative and innovative approaches to fulfilling the requirements of Section 106. This is especially the case in resolving adverse effects.

Resolution of adverse effects is often treated as a mechanical process, using well-established, standard approaches such as archaeological data recovery (i.e. archaeological excavations) or photographing and documenting a historic building that will be destroyed as a result of an undertaking. Several state Federal Highway Administration offices, transportation agencies, and State Historic Preservation Offices, however, are using non-standard, innovative approaches to resolving adverse effects. These approaches are often referred to as creative mitigation. Creative mitigation can result in better project and historic preservation outcomes, and has greater public benefit than standard approaches. Examples of creative mitigation include assisting in the development of local historic preservation plans and ordinances, developing educational materials and web sites, purchasing properties containing historic properties, or developing historic property management plans as a supplement to, or even in lieu of, standard mitigation. Examples of creative mitigation from around the country can be found at in the Case Studies below.

Listed below are examples of success stories, best practices, and/or innovative tools/approaches. This section will grow as entries are submitted or links to other sites with useful examples are provided.

- **[Georgia](#)**
[Georgia DOT Archaeological Resource Protection Workshop \(01/18/06\)](#)
[The Jimmy Carter National Historic Site Education Program](#)
- **[Minnesota](#)**
[Minnesota Department of Transportation's Deeply Buried Archaeological Site Testing Protocol Project](#)
[Stillwater Lift Bridge Management Plan \(May 2006\)](#)

- [North Carolina](#)
[North Carolina DOT Consensus Eligibility and Effects Process \(01/18/06\)](#)
- [Ohio](#)
[Ohio DOT Programmatic Agreement](#)
[Ohio DOT Cultural Resource GIS](#)
[Section 106 Process Programmatic Agreement \(2006\)](#)
- [Pennsylvania](#)
[Pennsylvania Cultural Resources GIS](#)
[Pennsylvania DOT Cultural Resource Management Website](#)
- [Rhode Island](#)
[Rhode Island Personnel Resources for Narragansett Indian Tribe](#)
- [Texas](#)
[Preservation Success on US Route 77, Texas](#)
[Texas DOT Potential Archeological Liability Map \(PALM\)](#)

MOHAI's Nearby History Reunion

Seattle's Museum of History & Industry has offered Nearby History classes for ten years, and it's time to celebrate! Did you take an oral history class at MOHAI? A Nearby History program at a local library or at the museum? Then I would like to extend a personal invitation to you to join us for our ten-year reunion on May 1, from 6 – 8 pm, here at the Museum. Over the years, literally thousands of Nearby Historians have learned how to do history-from-scratch, and this will be a great opportunity to get back together. If you are in touch with anyone who was a Nearby Historian, please pass this invitation along. Be sure to stop by to reminisce, share a glass of wine and some snacks with us. And let us celebrate you for being part of this extraordinary program, the only one of its kind in the United States. See you then!

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Crosscut online magazine

April 18, 2008

Seattle Process demystified: an introduction to neighborhood planning

By Peggy Sturdivant

Across the country, Seattle is credited with creating a model for civic engagement — the Department of Neighborhoods. During its origin in the 1990s, more than 20,000 people participated in formulating master plans for 38 Seattle neighborhoods. It was an unprecedented community process that allowed neighborhoods to plan their own growth and development. The plans were approved by the Seattle City Council in 1999. It has been nine years, and it's time to revise them. As this process begins anew, do you know what's in your neighborhood plan?

The cityscape has changed dramatically since 1999. Light rail is working its way through South Seattle; downtown has an architecturally renowned Central Library and 25 neighborhood libraries have been built, replaced, or renovated. Certain neighborhoods designated in the plans as "urban villages" have exceeded their 2010 population growth targets; cranes define the skylines in many parts of town. Longtime residents and

newcomers increasingly find their neighborhoods unrecognizable, with single-family homes replaced by townhouses, older apartments replaced with mixed-use retail/apartments, apartments converted into condominiums. Many citizens feel powerless in the face of such rapid change. The groundwork was laid long ago, through zoning in the 1970s, a citywide comprehensive plan in the early 1990s, and the later neighborhood plans.

Anyone who wants a voice in the present or future of their neighborhood, or the city as a whole, faces a huge learning curve. Seen from a jetliner while descending to Sea-Tac Airport, the city is clearly delineated by water east and west. At ground level, the view is of a city mired in paperwork, myriad meetings, and an uneasy intersection of government and community groups — legendary Seattle Process. A proposal to update the neighborhood plans is wending its way to the City Council. There is still time to take stock of the lessons learned from the original process and to prepare for a long haul through revisions — as an informed citizen.

In 1994 the City of Seattle completed the current comprehensive plan, titled *Toward a Sustainable Seattle*, to comply with the State of Washington's Growth Management Act — to anticipate 20 years of population growth. The neighborhood plans were then conceived to complement the comprehensive plan, tailoring it to individual neighborhoods. The City Council launched the planning effort as "a partnership between the city and its neighborhoods to improve the quality of life while accepting increased density." Survivors of the original five-year planning process refer to the winners as the last ones standing.

There are always winners and losers in a political process, and in this case it was the neighborhoods that were already organized, with a communications system in place and a large number of longtime homeowners. What about neighborhoods where citizens had less of a voice because of language, economic status, or transience?

What was I doing in 1991? I was a resident, but I was unaware of the bottom-up neighbor plan process. Like others, today I find myself in a neighborhood that may have changed more in the past 10 years than the 80 preceding. Citizens often become active in their community when there is a threat to something they value, and then each citizen must learn the complicated ropes of Seattle's *Neighborhood Involvement Structure*, not to mention divisions between planning departments at City Hall. By its own admission in launching a new customer service initiative, the city has trouble communicating between departments; does city government have the means to reach average citizens and underrepresented groups?

The Evans School of Public Affairs at the University of Washington recently held a Neighborhood Planning Forum to discuss challenges in the update process, beginning with whether planning should be city-directed or neighborhood-directed. Major topics of discussion centered on what happens when the goals of the city as a whole differ from those of a neighborhood and whether any planning process can ever truly represent all stakeholders.

The city auditor's office has been evaluating to what degree the plans have been implemented and whether that implementation has been equitable across the city. That could reveal successes and flaws related to the previous process. The Department of Neighborhoods lost staff due to a budget cut, which affected implementation and calls into question its ability to direct a future update process. Even the neighborhood boundaries are an issue. Only 60 percent of Seattle's land mass is included in the plans, despite boundary overlaps. Due to a decreased budget and a desire to align with the city's Department of Transportation, one proposal calls for updating neighborhoods within the six transportation sectors, at a rate of one sector per year, rather than the individual neighborhoods consecutively. The neighborhoods are most commonly divided within 13 districts.

The process of updating the plans will be political and complicated. Meetings will vary between passion and tedium. The planning process will touch on all aspects of city life — budget, transportation, public safety, affordability, green space, community centers, growth and development, sustainability — issues that affect anyone who lives or works in Seattle.

Knowing the time commitment, the learning curve, the potential frustrations and compromises, why would citizens and community groups want to enter into the process? This ongoing series of articles will examine the intersection of neighborhoods and government in Seattle, because anyone who cares about the future of Seattle can't afford not to be involved.

There will be a community meeting on neighborhood plans tomorrow, April 19, from 8:30 a.m. to noon at City Hall. Sponsored by the City Neighborhood Council and billed as a neighborhood planning workshop, every citizen and business owner is encouraged to attend.

Seattle Times

April 17, 2008

Bus driver in Arboretum crash says he was using GPS, did not see bridge-height warning

By Jennifer Sullivan, Lauren Vane and Haley Edwards

[NOTE – The Arboretum Aqueduct Bridge is a designated City of Seattle landmark and is also listed on the National Register of Historic Places.]

A charter-bus driver who crashed into a low pedestrian bridge in the Washington Park Arboretum on Wednesday, sending two dozen students and others to the hospital, told police he was following a GPS system and did not see a sign warning of the bridge height, police said today. Brad Adams, the 52-year-old driver, received a traffic infraction for hitting a structure with an impaired clearance, according to a Seattle Municipal Court spokeswoman. The ticket carries a fine of up to \$154, said Seattle police spokesman Mark Jamieson.



The 12-foot-tall charter bus operated by Lynnwood-based Journey Lines got stuck in the 9-foot underpass near the Highway 520 onramp shortly after 6 p.m., according to a Seattle police report. Police said that the driver claimed he was following a GPS system on which route to take and did not see the yellow sign



indicating the bridge height, police said. "All of a sudden, you hear this scraping, awful noise," Sigrid Williams, 17, who had been on board, said on Wednesday night. Williams said her head slammed into the seat in front of

her when the bus crashed.

Steve Abegg, president of Journey Lines, didn't return telephone calls today. On Wednesday night he said that driving through the Arboretum is not a normal route for the company. The driver said Wednesday that he has driven for the company for the past year and a half. Twenty-one Garfield High School softball players and their coach were on board, Seattle School District spokeswoman Patti Spencer said this morning. Five of the girls were taken immediately by ambulances to Harborview Medical Center with neck and back pain, according to the Seattle Fire Department. "All of the students and the coach were treated at Harborview last night," Spencer said.

The students were given today and Friday off from their classes to recover from the incident, Spencer added. Sixteen students took today off from school, district officials said. The team was returning from a game against Lake Washington High School at Crestwoods Park in Kirkland. Garfield lost the game 10-0. All practices and games for the next two weeks have been canceled so the players can recover from the crash, said district spokesman David Tucker. Tucker said the district has contracted with Journey Lines for at least 15 years.

Seattle Department of Transportation crews inspected the footbridge today and found little damage, said agency spokesman Rick Sheridan. The bridge remains open. "There is no structural damage. There is only minor damage to the concrete," Sheridan said. When Journey Lines was last inspected by the state Utilities and Transportation Commission in February the company was issued a satisfactory rating, said agency spokeswoman Marilyn Meehan.

Two years ago the company was issued a \$300 fine after parents chaperoning students from Lowell Elementary School, in Everett, reported smelling fumes while on their way to an event. The company was cited for failing to maintain bus floors and for safety issues — there was mold growing on bus and inoperative emergency lights on board. The company, which has been in business for 16 years, had no accidents between 2006 and 2007, Meehan said.

Rainier Valley Historical Society's 117th Annual Meeting

"Makers of Mischief—A Boomer's Adventures in Childhood," Columbia City memories from author Jack Osborne who shares how his childhood dreams have led him back home. Historical displays, light lunch, free admission. Saturday, May 3, 10:00 a.m. – noon. Rainier Valley Cultural Center, 3515 S. Alaska Street (half block west of Rainier Avenue). For more information, contact the RVHS at 206-723-1663, or rvhsoffice@aol.com.

Daily Journal of Commerce

April 16, 2008

INS Building fetches \$4.4M in latest bidding

By Lynn Porter

The winning bid for the historic former Immigration and Naturalization Services Federal Building in Seattle is \$4.4 million, according to the U.S. General Services Administration. The GSA, which conducted the auction, said it can't release the name of the winner until the U.S. Department of Justice completes an antitrust review. This is done when any federal property sells for more than \$3 million, said Bill Lesh, public affairs manager for the GSA Northwest/Arctic Region. The review is expected to take at least 30 days.

The bid is almost double what the city of Seattle was poised to accept from developer Urban Visions last year for the 1931 structure at 815 Airport Way S. before the feds stepped in and put it out to bid. Lesh said he isn't surprised that the property fetched what it did. "Just talking with our guys they just felt that in a competitive situation and in the market that is Seattle real estate these days that it was going to be worth a lot more than \$2 million," he said.

Under Urban Visions' agreement with the city, the Seattle-based firm was to pay the federal government \$1 million for the now-vacant building, give another \$1 million to the Seattle Chinatown International District Preservation and Development Authority for affordable housing, and spend \$200,000 to \$300,000 on an interpretive center celebrating the building's immigrant-related history. But last year, before the deal was to be submitted to the Seattle City Council, GSA said the \$1 million from Urban Visions was below appraised value. The GSA let the city submit a new offer based on the appraisal, but Lesh said the city declined.

The city contends the GSA agreed in 2006 that \$998,000 was the minimum to be sought from developers. The GSA said it didn't make that deal. In this latest round of bidding, Urban Visions offered \$4.24 million, but then dropped out. "It's too expensive," said Greg Smith, a principal with the firm. The building has significant asbestos, lead paint and seismic issues, coupled with restrictions on redevelopment because of its historic designation, Smith said.

Urban Visions' earlier offer to the city was high given those considerations, Smith said, but the developer raised its offer in the latest round of bidding because it owned "all the property around" the building. "Maybe somebody else sees something else with it, but we don't," he said. "They're basically buying a Pandora's box." Urban Visions' had planned to redevelop the building as the Seattle Sustainability Center, with office space, an organic cafe, bicycle center, bike storage and repair, and showers.

The firm owns eight acres around the 1.1-acre site and had wanted the property to be part of its transit-oriented plans for that neighborhood. “It was important for us to try to control it as part of a bigger development,” Smith said. The structure is on the National Register of Historic Buildings.

The GSA at one point offered the building to the city for free — an option the city rejected because of restrictions and extensive seismic issues, a city official said. The federal government decided to sell it in August of 2005 after halting a competition between two Seattle groups vying to convert it to mixed-use. The GSA decided the groups hadn't offered enough money.

Nitze-Stagen & Co. and Barrientos had wanted to convert it to workforce housing. A team led by Lorig Associates planned permanent housing for low-income men, an emergency shelter for battered women, and other services. Peter Shorett, executive vice president of the Valuation Advisory Group at GVA Kidder Mathews, said the historic designation is “a big deal” because it restricts what developers can do. Still, he said the building is in a signature location in an area seeing more development. So all the new owner needs to decide is “how much money are you willing to throw at it,” he said.

Daily Journal of Commerce

April 17, 2008

For Sale: One rusty bridge, cheap!



By Jon Silver

Looking for a used bridge? King County would like to sell you one. The county is replacing the Mount Si Bridge, a 94-year-old structure that spans the middle fork of the Snoqualmie River between North Bend Way and 434th Avenue Southeast. It offers the only access to about 400 homes and the popular Mount Si and Little Si trail heads outside North Bend. The new owner will have to be up for a challenge.

The 171-foot-long bridge is the last remaining pin-connected truss in unincorporated King County, and was one of the first steel truss bridges on the Snoqualmie River system. It was initially one of two trusses built over the White River between Buckley and Enumclaw. It was moved to Mount Si in 1955. The 36 pins holding the bridge together have been collecting rust, which could make the structure difficult to disassemble, according to Julia Turney, an engineer with the county Department of Transportation's Road Services Division. The pins, which are 20 inches long, may have to be torched off or forced out with a hydraulic ram.

The bridge is also an official county landmark and listed on the Washington Heritage Register, eligible for a listing on the National Register for Historic Places. (Though once it does move, the bridge will no longer be listed on the Heritage Register, but the owner can reapply.) Julie Koler, county historic preservation officer, said her group in the Office of Business Relations and Economic Development hopes to work with the new owner to assist with the move.

Given the complications — did we mention the hazardous lead-based paint is flaking off? — Turney of the Road Services Division said the county isn't looking for a big pay day from the sale. The minimum bid is \$1. It will be up to new owner to take apart the bridge, cart it off, make repairs, find replacement parts, obtain permitting and reinstall it elsewhere. Preservation considerations won't preclude the owner from using modern materials such as stainless steel to put it back together, Turney said.

The bridge won't be a good fit for high-traffic areas, but could serve well for park, trail and golf course crossings or access to private residences or smaller communities. “It's so narrow and has such low (overhead) clearance that it doesn't meet qualifications for federal or state funding anymore” for upgrades or rebuilding efforts,

Turney said, explaining its limited possibilities. The road bed is about 20 feet wide, with no space for shoulders or sidewalks. Vertical clearance is 15 feet and bridge loads are limited.

Inquires so far have come from other cities and counties and a few private parties. If nobody comes for the bridge, it will face demolition. The county obtained a "certificate of appropriateness" from the county Landmarks Commission that sets forth the conditions for removing the bridge. If the county can't find a new owner, it becomes the property of Mowat Construction Co., the general contractor for the \$16.2 million replacement bridge, which is set for completion by the end of the summer.

Mowat project manager Ryan Olson said the demolished bridge would be recycled. The county has been actively seeking bids, posting ads in the DJC and elsewhere. It even set up a Web page at www.metrokc.gov/kcdot/roads/eng/bridge/mtsibridge/index.cfm chock full of information about the bridge, including a six-minute video that covers its history and condition.

The bid deadline is 10:30 a.m. April 24. Submissions should be sent to the King County Fleet Administration Division, King Street Center, Room 822, 201 S. Jackson St., Seattle, WA 98104. Gwen Lewis, who can be reached at (206) 296-6572, can answer questions about the bridge. Russ Johnson, at (206) 263-6263, can provide information about the bid process. An ad last appeared in yesterday's DJC.

The new bridge, under construction about 70 feet downstream from the old bridge, is a three-span structure, according to Larry Jaramillo, supervising engineer for the county's bridge design unit. The main truss, about 240 feet long, has a 40-foot-wide roadway that will have two lanes of traffic, shoulders and a 6-foot-wide sidewalk. Two 60-foot-long approach spans on the southwest side of the bridge are precast concrete girders.

The new approaches should provide a better sight line for traffic. Workers recently poured the concrete for the bridge deck, Jaramillo said. A temporary work trestle "just big enough for a crane" sits parallel to the new structure. Once the new bridge is done, Mowat will pick the old bridge up off its foundation and set it aside. But we'll soon know whether the bridge will be set aside for good.

Magnolia News
April 11, 2008
Upzoning Interbay
By Russ Zabel

It's been almost four years since a group of businessmen and property owners launched an effort to revive what many saw as a blighted Interbay neighborhood along West Dravus Street and several blocks to the north and south of the arterial. Now the effort is close to paying off, according to those involved.



A State Environmental Policy Act (SEPA) review about the proposal was completed at the end of March, which was good news, according to Bruce Wynn, executive director of the Interbay Neighborhood Association, the organization formed to champion the revitalization efforts. "There are a few areas that need to be fleshed out a little more," he said. But the Department of Planning and Development didn't identify any red flags in the proposal, which would increase allowable heights up to 125 feet in some parts of the area, Wynn added.

The neighborhood association originally proposed turning the area into a Hub Urban Village under the city's Comprehensive Plan, but the city nixed the idea in 2005, saying the area didn't qualify for the designation. The association subsequently changed tactics by proposing a zoning overlay for the area, and the newly released SEPA review addresses that approach.

The Interbay area is a mix of business, industrial and residential uses, and that wouldn't change, according to Jeff Thompson. Thompson - a neighborhood association member and a partner in the Freehold Group, which owns several pieces of Interbay property - said stakeholders had planted a seed for change with their efforts. "This is a place that needs to change; this is a place that needs to heal," he said. One of the goals of the effort, Thompson added, is to increase the number of residents living in the area, something that would be feasible with the proposed upzone.

Indeed, the proposed upzone would allow an addition 1,300 new residential units to be built in the area, according to city estimates in 2006. At least some of the new units would be affordable workforce housing, according to Jessica Vets, former executive director of the Interbay Neighborhood Association. Affordable, she explained, means to those making 80 to 120 percent of King County's median income, which is hovering around \$54,000 these days. The idea is that people working in the area could live in the area, according to a neighborhood association briefing paper.

According to a map of the proposed rezone, buildings could reach a height of 45 feet along both sides of West Dravus Street and 125 feet to the south of Dravus, which drops 42 feet compared with street level. The shorter height limit on Dravus is to eliminate the "canyoning" effect, Vets said. One section to the north of Dravus and west of the QFC would allow buildings to 125 feet tall, while building heights near 15th Avenue West would be limited to 85 and 65 feet, according to the map. The shorter heights to the north of Dravus are preferable because the land only drops 26 feet from street level on Dravus, Vets said.

To pencil out economically, buildings shorter than those proposed would have to almost fill the lots they're on, while taller buildings could be narrower so that sunlight could get through, she added. One of the things members of the neighborhood association have talked about in the past is widening the sidewalks on Dravus to 20 feet. But the city would be unlikely to pay for that and other amenities, such as improved rights of way, notes the association briefing paper. Realizing that, the association is considering the creation of a Local Improvement District (LID), which would see local property owners pay for the improvements.

A proposed LID for the area was set up around three and half years ago, Vets noted. "I think 85 percent were fully committed to it," she said, "and that's just in the commercial area." Still, Vets cautioned, the ownership of a number of different properties had changed since then. "An (Interbay) LID is probably going to have to happen to make things work," agreed Seattle City Council president Richard Conlin. The council is expected to take up the rezone legislation in the next couple of weeks, he said.

Asked why it took the city so long to act on the proposal, Conlin said Mayor Greg Nickels didn't include the idea in his zoning proposals to the council. The council didn't think leaving out the Interbay proposal was appropriate because the request had been filed such a long time ago. Wynn from the neighborhood association is hopeful the city council will approve the zoning change. "There's so much that's already in place to create a wonderful neighborhood," he said of the reason for his optimism.

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