

Advocacy Update
August 3, 2008

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

CONTENTS:

- **Upcoming Seattle landmark nomination and designations**
- Daily Journal of Commerce: **Seats open on Seattle landmarks board**
- **AIA Seattle reception**
- **WSDOT's possible scenarios for Seattle's central waterfront**
- **Architectural salvage at Capitol Hill for Sound Transit's U-Link**
- National Trust Historic Sites Weblog: **Historic Sites and YouTube**
- **Seattle Unreinforced Masonry Building Committee**
- **Getty Revamps Grants Program**
- **Columbia City walking tour**
- **Working Waterfront Historic Tour in Fremont**
- **MOHAI Summer History Tours—the ones that have not already been Sold Out**
- **Primary Candidates Forum**
- Seattle Times: **Seattle Times Co. explores sale of two parcels**
- Ballard News Tribune: **Design standards worry builders**
- West Seattle Herald: **Viaduct: State nixes retrofit**
- Daily Journal of Commerce Blog: **Time ticking on move for historic downtown clock**
- Seattle Lane Use Blog: Signs that you're a neighborhood activist.

Upcoming Seattle landmark nomination and designations

The Seattle Landmarks Preservation Board will consider the following nomination and designations at its meeting on Wednesday, August 6, 2008 at 3:30 p.m. in the Seattle Municipal Tower, 700 5th Avenue, 40th Floor, Room 4060. The public is invited to attend the meeting and provide brief comments. Prior to the meeting, written comments can be sent to the staff of the Landmarks Preservation Board at beth.chave@seattle.gov. Copies of the Landmark nominations are online at: http://www.seattle.gov/neighborhoods/preservation/landmarks_current_nom.htm. These documents are large and may take sometime to download.

Designation:

Coca Cola Bottling Plant, 1313 E. Columbia Street

Nomination:

Dr. Annie Russell House, 5721 Eighth Avenue NE

Daily Journal of Commerce

July 23, 2008

Seats open on Seattle landmarks board

Seattle is looking for two people to serve on the Landmarks Preservation Board: one historian and one structural engineer. The 12-member board makes recommendations to the city council for landmark designation and reviews all proposed physical alterations to designated features of landmark properties. It is composed of two architects, two historians, one structural engineer, one representative each from the fields of real estate and finance, one member from the City Planning Commission, a Get Engaged member (aged 18-29), and three members at-large. Board meetings are held on the first and third Wednesdays of each month at 3:30 p.m. The architect members also serve on the board's Architectural Review Committee. Board members generally must commit about 10 hours per month to board business. Those interested in being considered should send a letter of interest and resume by Aug. 15 to Kristine.Kertson@Seattle.gov.

AIA Seattle reception

Please join us for New Edge | New Blood: A Dozen Firms Shaping the Future of Seattle Architecture. Opening Reception: Tuesday August 12, 5:00-6:30PM at the AIA Seattle office, 1911 First Avenue. Exhibit: August 12 – September 26 at AIA Seattle, 1911 1st Avenue. Who is shaping the future of Seattle architecture? Which firms represent the “new blood” that will carry us forward, challenge our status quo, and shape a new architectural frontier for our city? AIA Seattle explores these questions in “New Edge: New Blood”, an exhibition of twelve up and coming Seattle firms. Questions? Contact Brad Barnett or Stephanie Pure at (206) 448-4938 or aia@aiaseattle.org

WSDOT's possible scenarios for Seattle's central waterfront

Eight packages of transportation system improvements are now being evaluated as we move forward in finding a replacement for the viaduct's central waterfront section. These eight packages, or scenarios, were introduced at the June 26 Stakeholder Advisory Committee meeting and include above-ground, below-ground and surface viaduct replacement options for the central waterfront. All of the scenarios include improvements in transit, I-5, surface streets, and transportation management policies. Over the next few months, the program team will work on detailing the scenarios' travel times, congestion levels, and how effective they are in keeping people and goods moving. The scenarios will also be evaluated against the other Guiding Principles (viewed at: <http://www.wsdot.wa.gov/Projects/Viaduct/solution.htm>), such as improving the health of the environment and public safety, and improving downtown as a place for people. Based on what we learn, the final central waterfront solution will likely be composed of elements from several different scenarios.

The program team determined that a retrofit, Elliott Bay crossing, and surface expressway will not be carried forward because existing technical information showed they did not meet a number of the Guiding Principles adopted by the committee. Learn more online about the evaluation of these options and the scenarios under consideration at: www.wsdot.wa.gov/Projects/Viaduct/solution.htm

We will soon be visiting a neighborhood near you to get your input on a solution for the viaduct's central waterfront. A series of open houses will be held in September in Ballard, West Seattle and downtown to report on our progress and hear what you think. Look for more details in the next e-mail update or on our Web site: www.wsdot.wa.gov/Projects/Viaduct/Calendar.htm

Architectural salvage at Capitol Hill for Sound Transit's U-Link

University Link (U-Link) is a 3.15-mile extension of light rail from downtown Seattle to the University of Washington (UW) with a station at Capitol Hill and another on the University of Washington campus near Husky Stadium. Light rail service will operate in two tunnels (northbound and southbound) stretching between Westlake Station in downtown Seattle and the University of Washington campus. Once built, University Link will connect the region's three most densely populated urban centers— downtown Seattle, Capitol Hill/First Hill, and the University District— with a fast, frequent and reliable light rail line. U-Link will add 70,000 daily boardings systemwide. It is estimated to save 4.5 million hours of travel time annually. University Link is scheduled to open for service in 2016.

The University Link project is currently in final design. The design of the Capitol Hill Station will be 90 percent complete in September. Work is also underway to acquire the necessary property rights to build the underground facilities. Construction began in early 2009 with the demolition of buildings at Capitol Hill. Several salvage activities are now underway or planned. Products salvaged from the demolished buildings can be purchased at ReStore, Earthwise and Second Use. For more information, go to their Web site at <http://www.nbsnonline.net/>. Some of the vacant buildings are also available to be moved off site. For more information about purchasing one of these buildings, please go to <http://www.nickelbros.com/>. For further information about the U-Link salvage program, contact Michelle Ginder at michelle.ginder@soundtransit.org.

For more information about Link light rail please contact Sound Transit, Union Station, 401 S. Jackson St., Seattle WA 98104, 1-206-398-5000, 1-888-713-6030 TTY.

National Trust Historic Sites Weblog

July 24, 2008

Historic Sites and YouTube

by Stephen Neuhauser

Using web based media to engage the public with historic sites has many advantages. Perhaps the most beneficial is the fact that a visitor does not have to be physically present at a historic site to gain information and engage with the site. The web provides many options for historic sites to reach out to visitors in what is called the Web 2.0 movement, using the web to connect socially. One aspect of this is the video sharing site YouTube . YouTube is similar to a blog in many ways, only it uses video instead of the written word. YouTube allows the public to post videos of their own creation on the web and share them with others. These videos can be about anything and represent a wide range of topics.

YouTube presents a unique opportunity for historic sites to engage with the public in a direct way. The National Trust for Historic Preservation operates a channel on YouTube that shows several examples of how YouTube can be used by historic sites. One of the most exciting uses of the National Trust's YouTube channel occurred during May 2008. May is national preservation month, during which the National Trust ran a campaign entitled "This Place Matters ," which encouraged the public to film themselves at endangered historic places and explain why the place mattered to them.

The use of YouTube in the "This Place Matters" campaign highlighted both a benefit and weakness of YouTube. The success of the campaign showed that a focused use of YouTube can produce an active response from the public, which is the opposite of YouTube's biggest flaw. Due to the open nature of YouTube, because anyone can post a video about anything the site tends to get flooded with arbitrary clips about random things, mostly along the lines of individuals doing silly antics. However, as seen in the "this place matters" campaign, YouTube can be a powerful tool to reach the public when it is focused on a specific task.

The potential of YouTube also reaches into other web based media. James Madison's Montpelier, a National Trust Historic Site near Orange, Virginia, uses videos of its restoration both in YouTube and in its online blog about the work being done to restore the main house to when James and Dolly Madison resided there. Their blog contains many videos that show the restoration work being done by expert restores and does a great job of showing the public what is going on while the site has been closed to visitors.

YouTube is a very good resource for historic sites that want to reach a wider audience, provide engaging material, and encourage public participation. Combining YouTube and other online media, such as blogs, can also increase the range of audience that a historic site can reach with information.

Seattle Unreinforced Masonry Building Committee

The City of Seattle is considering possible new requirements for strengthening the City's unreinforced masonry buildings to better withstand earthquakes. The Department of Planning and Development is forming a committee of those who might be affected by the regulations to advise the City on policy questions related to the new requirements. We will ask the policy committee to help us answer such questions as: In what types of buildings should strengthening be required? How much time should be allowed for completing seismic retrofits? What incentives and assistance would be most beneficial?" We hope the committee will complete its recommendations in February 2009. For more information about the committee or the project, please contact: Maureen Traxler (206) 233-3892, maureen.traxler@seattle.gov

Getty Revamps Grants Program

On the eve of its 25th anniversary in 2009, the Getty Foundation has announced a number of changes to its grantmaking priorities and strategies refocusing on strengthening art history as a global discipline, promoting the interdisciplinary practice of conservation, increasing access to museum and archival collections, and developing current and future professionals and leaders. Among the grants eliminated are Publication Grants, Architectural Conservation Grants, Research Resources Grants, and Museum Interpretation Grants. For more information, visit: http://getty.edu/grants/new_priorities/message_director_2008.html.

Columbia City walking tour

The Rainier Valley Historical Society will be part of the Museum of History and Industry's summer walking tour series. The Columbia City tour will take place Saturday, August 9 from 10:00 a.m. to noon. Please join us for a stroll through Columbia City's past, from the first streetcars to the new light rail, from the Knights of Pythias to the Royal Esquires. Plus coffee and pastries from the Columbia City Bakery to keep you going. Advance tickets can be purchased at www.brownpapertickets.com or by calling 800-838-3006. Tickets are \$20 for MOHAI members, \$25 for everyone else.

Working Waterfront Historic Tour in Fremont

The Fremont Historical Society will host a one-hour, guided tour of a portion of the working waterfront of Fremont at 10 a.m. on Saturday, August 23. Kirby Lindsay, a long-time Fremont resident, will lead the tour starting in front of History House (790 North 34th Street) to proceed south to Lake Union and east from the Aurora Bridge toward the foot of Stone Way. The tour will feature information about one of Fremont's founders, "Doc" Freeman, of Fremont Boat Company.

Kirby Lindsay writes a column about the past, present and future of Fremont, called View From The Kirb, featured bi-monthly in the North Seattle Herald-Outlook. She also volunteers as editor of the Fremont Chamber of Commerce newsletter and as Iconologist for History House. She has spent a lifetime in Fremont, living among its colorful and creative characters, and when it comes to Fremont, she is known to say, she is full of it.

For more information about this event, please contact 206/632-3170 or fremont@oz.net. For more about the Fremont Historical Society, visit www.fremonthistory.org or contact fremonthistory@comcast.net

MOHAI Summer History Tours—the ones that have not already been Sold Out

Gas prices keeping you in town this summer? Take one of MOHAI's history tours and learn a few fascinating facts. Visit www.seattlehistory.org for the full schedule. Tours often sell out, so get your tickets now. Advance tickets should be purchased at www.brownpapertickets.com (1-800-838-3006). Walking tours: MOHAI members-\$20. General Public-\$25. Boat tours: MOHAI members-\$25, General Public-\$30. Day-of tickets subject to availability and additional \$5.

Roanoke Park - Roanoke Park sits above Portage Bay and is the site of many stately homes and mansions designed by the city's top architects. Join Leonard Garfield and Allan Seidenverg on this architecture & history tour that will include some interiors. Saturday, September 6, 2008, 10 a.m. to noon

Discovering Seattle Center - Seattle Center was the site of the 1962 World's Fair—an event that put Seattle on the global map. It became Seattle's Central Park but is now undergoing a public review to decide its future. Join Seattle historian Roger van Oosten and parks expert Elizabeth G. Walker for a tour of Seattle Center where you'll see it in a whole new light. Saturday, August 16, 2008, 10 a.m. to noon

Lake Union - Explore the history of Seattle through the lens of Lake Union's many narratives: Native American, maritime, environmental, residential, recreational, engineering and industrial. Join MOHAI historian Lorraine McConaghy on a walking tour of the lake's western shore, from Gas Works Park, across the Fremont Bridge to the Center for Wooden Boats. This is a LONG walk—three miles and two hours in length. Transportation will be provided back to Gas Works Park at the completion of the tour. Saturday, August 23, 2008, 10 a.m. to noon

Mercer Girls: Seattle's Cargo of Brides - In May of 1864, eleven single women arrived in Seattle from Massachusetts to find love, marriage, and a new life. They became known as the Mercer Girls, after Asa Mercer who brought marriageable women to Seattle to civilize the rough and tumble town. Researcher Peri Muhich will lead a tour of the Mercer Girls' favored spots in downtown Seattle, ending with a visit to the Fairmont Olympic Hotel. Saturday, August 30, 2008, 10 a.m. to noon

A Trip Down the Duwamish River - Join river guide BJ Cummings of the Duwamish River Cleanup Coalition for a two-hour tour of Seattle's hometown river. View habitat restoration and Superfund cleanup sites, learn about the cultural and natural history of the river, and embark on a "critter search" around Kellogg Island to try to spot osprey, eagles, herons, seals and river otters. Saturday, Sept. 13, 2008, 10 a.m. to noon

**League of Women Voters – Seattle
Primary Candidates Forum
Saturday, August 9, 10:00 a.m. – 5:00 p.m.
Central Area Senior Center, 500 30th Ave. S**

Schedule:

10:00 a.m. State Official candidates

1:00 p.m. Superintendent of Public Instruction candidates

2:30 p.m. State Senator and Representative candidates

4:00 p.m. Congressional Representative candidates

**Seattle Times
August 2, 2008
Seattle Times Co. explores sale of two parcels
By Seattle Times staff**

The Seattle Times Co., searching for more cash to help its flagship newspaper, has put nearly half of its remaining real estate in fast-growing South Lake Union up for sale. Listing agent Steven Wood of Century Pacific said The Times is marketing two properties: the 283,000-square-foot 1000 Denny Building, at Boren Avenue North and Denny Way, and the block just north of Times headquarters that is dominated by the mostly vacant Troy Laundry building. Together, they cover more than four acres and have an assessed value of more than \$32 million.

The Times decided to sell those properties now because the market is strong in South Lake Union — Vulcan Real Estate is building a headquarters campus for Amazon.com nearby — and because "The Times is looking for more revenue," Wood said. The newspaper's advertising revenues have plummeted this decade as competition from the Internet has intensified. In March the company put its Maine newspapers up for sale to

help pay down debt. While a prospective buyer signed a letter of intent this week, the sale has been slowed by a lawsuit and other complications.

Seattle planners are considering allowing taller buildings and greater density in South Lake Union. Wood said prospective buyers recognize that's likely, and The Times would realize the benefit in any sale. The newspaper occupies about 40 percent of the 1000 Denny Building and leases out the remainder. Wood said The Times plans to lease back part of the eight-story building if it is sold.

An office or residential building could be built on the Troy Laundry block, he said, although the brick and terracotta facade of the 1927 laundry building is a historic landmark and would have to be preserved. The Times sold six acres in South Lake Union to Vulcan in 2004 for \$30 million. If 1000 Denny and the Troy block are sold, the company holdings in the neighborhood would be reduced to just two blocks totaling five acres.

Ballard News Tribune

August 3, 2008

Design standards worry builders

By Allison Espiritu

Mayor Greg Nickels has announced new proposed regulations for building townhomes, spurring concern from builders worried about the impact on future developments. Covering 10 percent of the city, newer townhomes have been an ongoing sore spot for single-family homeowners who oppose what they call cookie-cutter designs. Nickels' proposal aims to ease these concerns by creating policies for townhome construction that increase community bonds and accessibility to more affordable housing. Townhomes are often more affordable than other newer residential construction.

Along with these new regulations, the mayor is promoting green, environmentally friendly building through the new design standards. "We can grow in ways that enhance and enrich our lives," Nickels said in a statement. "These regulations will help us make sure that new multifamily housing is attractive, sensible, and fits in with their neighborhoods, while also supporting affordable housing." Through a new administrative design review process overseen by the city, Nickels is looking to encourage more artful townhomes that will blend in rather than stick out like sore thumbs in mixed housing communities. He also hopes to create more open space, require wider driveways and larger parking spots, have entrances facing the street and require more windows and doors to fill up potentially blank walls.

Currently a bonus program, or workforce housing incentive, is already in place for denser zones such as areas zoned low-rise, mid-rise and high-rise. If builders seek additional height they must build under the Leadership in Energy and Environmental Design (LEED) or Energy Star construction that saves both energy and water and uses recycled materials. "Much of the green building is focused on saving energy and water, both which can add significant financial gains in the long run for the owners of the project," said Alan Justad, deputy director for the city's Department of Planning and Development. "We balance protecting the planet with affordability and livability," he said. "We need all three."

Justad believes the city will be able to generate 4,000 more units with the new design review and the bonus program, 75 percent of which are expected to be built in urban villages and centers including downtown Ballard. But Jay Kechloain of JS & J Builders, Inc. and Miklos Kohary of Kohary Construction, Inc., both long-time builders in the community for over 25 years, see potential downfalls. Nickels' plan will add another required design review for builders. On average, Kechloain and Kohary wait eight months to one year for a design to be reviewed and approved. They worry that if the new review follows this time pattern it will be more costly and inefficient in the end, for builders and buyers. "This is insane; the proposal is insane because of the cost factors involved," said Kohary. "The mayor had an agenda to create more affordable housing in Seattle, but they need to make up their minds, do they want to do it or do they not?" "The time restraint [of a design review] is adding more cost, which is causing builders to spend more money while they wait, which causes them to bump up the price of the finished home."

For a \$1.5 million piece of property with the potential to develop 10 units, builders would pay about seven percent interest plus the loan for the property, amounting to about \$9,000 more in interest per month, Kechloian said. With design reviews lasting eight months to a year, the interest would add up to between \$72,000 and \$80,000, and tack on additional \$10,000 per unit to the home's selling price. "That won't cost me anything that costs the consumer," said Kechloian. "We're not worried about it personally. I'm worried about it for my kids, my grandson, or for any young buyer who wants to live in the city." Justad said the city would be reviewing its design review process in conjunction with the mayor's proposal with the goal of adding on no more than an additional one to two months.

Another concern for experienced builders lies in the costs younger builders will have to face with the added design review. Young builders just starting up their companies don't typically have the funds that more experienced companies have. Buying property, asking for loans, getting charged for interest and then waiting another eight months to a year while still paying interest could stop inexperienced builders from moving forward with a project. Local carpenter Justin Sakounthong of IKKA Construction General Contracting, LLC, an independent construction company, said the design review process is already too long. "For the community these new designs would be better, making homes less out of place," said Sakounthong. "But before they can add on another design review, the city needs to be capable of reviewing this in a proper manner to be effective and cost efficient."

Currently IKKA Construction is subcontracting for a Ballard-based company but hopes to build townhomes elsewhere in the city. IKKA Construction project manager Jonas De Guzman said his company is committed to creating townhomes that are aesthetically conducive to the community and is hoping the city will be able to expedite the process. However he does anticipate added costs if the proposal were to be approved.

Brittani Ard, a zoning-consultant who files permit applications for townhouse developers, is not only aware of the time that could be added onto projects but also sees the costs that requirements for an additional review will give developers. "When you have a project go through design review, they ask for PowerPoint presentations, full models of neighborhoods, a 10 to 15 page packet with modeling of neighborhoods, mapping of what the project will look like and you have architectural service fees," Ard said. "Even just the cost of producing a packet is about \$900 to \$1,000." Holding costs, affordability to buy property and design review requirements are all possible financial consequences if the additional design review is approved.

However Nickels' idea of making townhomes more economically sustainable aren't being opposed by most Seattle builders. "Most builders today use Energy Star building to promote being green," Kechloian said. "It does cost more to build green than not to ... but that's not an issue. The issue is whether the design review is going to happen or not." The mayor's proposal will go to the council's land-use committee for review later this summer. Justad said the new design review proposal is complex and doesn't expect adoption until early 2009, allowing the council and the public the rest of the year to review it. "Design review is an art but we'll look for ways to turn it around and out because housing prices are expensive as it is," said Justad.

West Seattle Herald

July 28, 2008

Viaduct: State nixes retrofit

By Matthew G. Miller

A half dozen people waved black and yellow signs reading "Rebuild Viaduct, No Tunnel" at the traffic on Fourth Avenue at City Hall Thursday afternoon. Gene Hogle, who represents Working Families for an Elevated Solution on the viaduct advisory committee, organized the rally. Bud Shasteen, who lives in High Point in West Seattle, handed out flyers. On them a chart compared the state's estimates for replacing the viaduct, against what the Viaduct Preservation Group estimates a retrofit will cost. "Our goal is to get Miyamoto again to do a study on the retrofit," said Shasteen

At the Alaskan Way Viaduct Stakeholders Advisory Committee meeting later that afternoon the state did just

that. "We have taken the retrofit off the table," said Dave Dye, deputy secretary for the Washington State Department of Transportation, "but we will do one more piece of due diligence." In July 2006 the engineering firm Miyamoto International considered external braces and dampers as part of a retrofit, a design by retired engineer Victor Gray and the Viaduct Preservation Group. In that study Miyamoto was not asked to consider foundations or soil conditions beneath the viaduct.

It will this time. The state has contracted the firm to evaluate the full plan. "After 10 years of conversations and many independent experts, (we've been told a retrofit) is not fiscally responsible," said Dye. "But if we get a 'wow' factor, a 'We've never thought of that,' we will bring (the retrofit) back." The viaduct advisory committee continues to evaluate eight other scenarios to replace the viaduct: two configurations of elevated roadways, three tunnels, and three surface-only options. The retrofit failed to meet guidelines for public safety and fiscal responsibility.

Andrew Taylor, with KPFF Consulting Engineers, reviewed 15 studies, back to 1995, on the vulnerability of the viaduct and the feasibility of a retrofit. He found the viaduct structure was "deficient" and in some cases already "failing." After the 2001 Nisqually quake shear damage appeared at some joints, where beams began splitting away from columns. Chunks of concrete popped off the structure, which engineers call "spalling," revealing rusting and broken rebar inside. Chlorides from the sea salt in the air penetrate the concrete, corroding and weakening internal metal structure.

In a retrofit columns may be encased in steel jackets and beams wrapped in carbon or fiberglass and resin. But wrapping does not strengthen the knee joints to the upper deck, nor the "tee" joints to the lower. Reports say they must be replaced. While their joints are being replaced, the girders and decks must be supported by temporary structures, eliminating parking and closing lanes. "It's not work than can be done on nights and weekends," Taylor said. A retrofit would involve seven to eight years of construction, with closures of the entire viaduct.

Studies also reported weakness in column foundations. Injection of grout around the footings could stabilize soil subject to liquefaction, which is the tendency for loose fill to behave like liquid during an earthquake. But in a quake pilings can lose adhesion with surrounding soil. The weight load transfers from the sides of the pilings and concentrates on their tips. Later jet grouting can't redistribute that load. If the seawall fails and the fill dirt spills into Elliott Bay, jet grouting may not keep the viaduct from following.

New pilings and foundations for the sinking four columns between Seneca and Yesler streets cost \$5 million. The viaduct has nearly 400 columns, although the southern mile of the structure will be replaced in a separate project beginning in 2009. And despite the fixes, a retrofit still doesn't address the narrow lanes, the lack of emergency shoulders, and the inadequate merge lanes, which plague commuters now. Engineers estimate a retrofit could extend the life of the viaduct only 25 years. A new structure will be designed to last 75 to 100 years.

Federal standards were updated this year requiring structures to withstand 1,000-year earthquakes. The Tacoma Narrows Bridge and the Sound Transit light rail are built to an even higher 2,500-year standard. The viaduct, according to the seismic vulnerability report by Parsons Brinckerhoff last November, has a one-in-10 chance of collapsing in an earthquake in the next 10 years.

In September 2006, the Washington State of Transportation estimated the cost of a new elevated roadway, replacing all 2.2 miles of the viaduct, would be \$2.828 billion. That November, T.Y. Lin International estimated a retrofit, using Victor Gray's design, would cost \$2.268 billion. That is 80 percent of the cost for a new structure. Estimated costs for scenarios still being considered are expected this autumn after computer modeling of traffic patterns show the strengths and weaknesses of each.



Time ticking on move for historic downtown clock by Shawna Gamache

My DJC colleague Lynn Porter reported today that the Carroll's Fine Jewelry clock that has been on Fourth Avenue near Pike Street since 1913 could make a move to MOHAI. Carroll's closed this Spring. The Carroll family has donated the two-ton freestanding cast iron timepiece to the Museum of History and Industry. The Seattle Landmarks Preservation board will weigh in on the landmark's move at its August 6 meeting. Eight other Seattle street clocks are also designated city landmarks. They include the Ben Bridge jewelry store clock at the Fourth and Pike

Building and the Greenwood Jewelers clock on North 85th Street.

Seattle Land Use Blog

July 31, 2008

Signs that you're a neighborhood activist.

by Greg

I think that if you experience any of the following - you're probably a neighborhood activist.

- A week never goes by where you're not at some kind of city, neighborhood, sustainability meeting.
- You don't need to look up directions to the Seattle Center Exhibition Hall, the Bertha Knight Landes room, University Heights Center, Queen Anne Community Center, or the HighPoint Community Center.
- At least one city councilmember knows your name (and is still willing to talk to you).
- You don't like being called a 'NIMBY', but you still think it'd be funny to wear a t-shirt with 'NIMBY' printed on it to a city meeting.
- Your name has appeared in either the Stranger, Seattle PI, Seattle Times, or Seattle Weekly. Bonus points if you've been called a 'NIMBY' by any of their readers.
- You run a neighborhood web site or blog.
- You don't get paid for any of your community work. 😞
- You've made a developer and/or architect shift uncomfortably while you speak up at meetings.
- And finally - you actually have read and can kind of understand city code!

Christine Palmer, Preservation Advocate

HISTORIC SEATTLE

Dearborn House, 1117 Minor Avenue

Seattle, WA 98101

206.622.5444 x 226, Fax 206.622.1197

e-mail: christine@historicseattle.org

website: www.historicseattle.org

Educate, Advocate, Preserve