

**Advocacy Update  
September 21, 2007**

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**Seattle Times  
September 21, 2007**

**The Bungalow Fair: A celebration of architecture — and an anniversary**

**By Nicole Tsong** The annual Bungalow Fair celebrates the region's historic ties to the Arts and Crafts movement and gives avid bungalow residents a place to share their passion. But this year, the fair also gets to revel in its own milestone — its 10th anniversary. The fair, sponsored by Historic Seattle, compiles an abundance of information about the ubiquitous architecture familiar to most local residents. Homeowners head to the fair to accentuate their home's historic elements, including architecture, design and furnishings. And for this year's anniversary, the fair will feature several new exhibitors, a sold-out special tour of Craftsman bungalows in the Ravenna neighborhood and the debut of a book about the local Arts and Crafts movement.

Attendees can browse antiques; talk to architects about restoring their homes; and pick up lamps, posters, pottery and other accessories. New local exhibitors like The Elliott Bay Book Co. also

will be on hand. "It's kind of like the one place you would go to home in and know what's available in the Arts and Crafts movement, be that furnishings or design or the lamps and tapestries and ... other kinds of ephemera," said Luci Baker Johnson, manager of volunteers and events for Historic Seattle.

This year's lectures will feature authors who have written extensively about the Arts and Crafts movement, including Lawrence Kreisman and Glenn Mason, who penned "The Arts and Crafts Movement in the Pacific Northwest"; speaker Judith Tankard, who wrote "Gardens of the Arts and Crafts Movement"; and Ray Stubblebine, author of "Stickley's Craftsman Homes." Bo Sullivan, a designer with Portland's Rejuvenation lighting, also will speak about period lighting.

General admission costs \$10, and each lecture costs another \$10. Members can preregister until Wednesday for a special rate of \$8 for admission and for each lecture. Students with valid identification pay \$5 for admission and for each lecture ticket.

The special publication debut of Kreisman and Mason's book, which takes place at 7 p.m. Thursday, costs \$15 for members, \$20 for the general public and \$10 for students. The fair will be held at Town Hall, 1119 Eighth Ave., Seattle, and runs 10 a.m.-5 p.m. Sept. 29 and 10 a.m.-4 p.m. Sept. 30. For more information, see [www.historicseattle.org](http://www.historicseattle.org) and click on "The Bungalow Fair," or call 206-622-6952.

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### **Seattle Times**

**September 16, 2007**

### **Arts And Crafts**

Lawrence Kreisman

During his 1909 lecture tour to the West Coast, the renowned British Arts and Crafts designer C.R. Ashbee presented three lectures in Seattle. Unimpressed by what he referred to as the crowding, pollution and degradation he had seen in New York, Pittsburgh and Chicago, he was fascinated and delighted with the West. Ashbee wrote in his journals that Seattle was "the only American city I have so far seen in which I would care to live. All the gold of Ophir would not tempt me to live in one of those smug Eastern cities. . . . Here is a city with a new light in her eyes."

His wife, Janet, remarked on the city's cosmopolitanism, its "well-appointed restaurants decorated with the latest Arts and Crafts distinction of line and coloring." While searching downtown restaurants in today's Seattle will not yield any that Mrs. Ashbee would have visited, her comments reveal that Seattle and the Pacific Northwest were participating actively in the important design and reform movement that had roots in 19th-century Britain.

In 1913, speculative bungalows near Woodland Park, each with a different appearance, lured new homebuyers to this North Seattle neighborhood.

But despite all the activity here, our region has been covered only as an occasional footnote in the plethora of books and articles about the Arts and Crafts movement in America. That is what Glenn Mason and I hoped to change in putting together "The Arts and Crafts Movement in the Pacific Northwest" (Timber Press, \$39.95). It is our effort to explore comprehensively the Arts and Crafts legacy in this corner of the country. Our research covered a wealth of journals, articles, promotional materials, photos and illustrations of the period — leading us to world's fairs, artists, architects, craftspeople, manufacturers and entrepreneurs in Seattle, Portland, Spokane and smaller communities throughout the region.

Along the way, we discovered that the ideals of the Arts and Crafts movement — the celebration of craftsmanship and the creative process; an appreciation of sound construction, pleasing proportion, grace and simplicity; and a comfortable rusticity that sees beauty in nature and honors indigenous materials — found fertile ground in Washington and Oregon. Individuals and companies in these two states were influenced in their introduction of new ideas and products, and sometimes adapted generic designs to reflect the Northwest climate, topography, indigenous cultures and Pacific Rim communication and trade.

The effect was seen in a remarkable variety of public and private architecture, including progressive commissioned residences, rustic lodges and bungalows for everyone. Architects and designers, striving to create environments of domestic comfort, found what they wanted in the stock of locally available logs and cedar shingles, river rock and stone.

Anonymous amateurs and significant regional artists alike also crafted furniture, tile, metalwork, lighting, leaded and stained glass, jewelry, ceramics, china painting, textiles, leatherwork and basketry. Local artists and designers jumped in just as enthusiastically to showcase painting and printmaking, photography, graphic arts, book design and illustration.

Art instruction and manual-arts courses in the public schools encouraged students' prolific production of handmade Mission-style furniture and accessories. Regional architecture clubs organized exhibitions of both nationally and locally known architects and interior designers. Arts and Crafts societies trained art workers and hobbyists alike. Handicraft and fine-arts exhibitions were regularly held in the region. These exhibitions often encouraged establishment of regional museums. There were also modest salesrooms organized by art groups in Portland, Spokane, Bend and elsewhere.

The styles and ideas of the Arts and Crafts movement continued to exert a strong influence on residential neighborhoods well into the Depression years, despite the slowdown in house construction and a sluggish economy. The rebirth of interest nationally in the Arts and Crafts movement during recent decades has had an impact on the restoration of inner-city housing, new construction in the Craftsman style, and a seemingly endless attraction to objects and accessories that reflect "the simple life." In particular, they focus on the value of rest to be found at home as the pressures and complexities of daily life mount. The movement has come full circle as a new generation of regional artists and craftspeople are embracing the belief system expressed a century ago by "head, heart and hand."

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### **Historic Seattle Executive Director Retires**

Effective January 31, 2008 John Chaney will retire as Executive Director of Historic Seattle after almost fifteen years of service. Historic Seattle's Council will initiate a nationwide search for a new Executive Director. You can contact John with your good wishes for his future at [johnc@historicseattle.org](mailto:johnc@historicseattle.org).

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### **SCIDPDA Seeks Acquisition of Historic INS Building**

On July 30, Seattle Chinatown International District Preservation and Development Authority (SCIDPDA) submitted a proposal requesting acquisition and redevelopment rights for the historic five-story Immigration and Naturalization Service and Assay Office Building (INS) located on Airport Way S, on the edge of the Chinatown ID. Until a few years ago, the INS Building was the first stop for thousands of newly arrived immigrants and future Chinatown ID residents. Thousands of Chinese were detained and investigated at the building until the repeal of the Chinese Exclusion Act in 1943. Many refugees seeking asylum were also incarcerated behind the building's bars, forbidden to enter the US but unable to return home.

The redevelopment of this building is an opportunity to exorcise these painful memories and add new life to this historic building. We envision the building as a much needed resource of “workforce housing” for the community's working families that earn more than subsidized housing allows, but who still cannot afford market rate housing. It will also provide space for retail commercial uses that support area residents and businesses. However, the most important function of the building will be to honor the immigrants and refugees who passed through its doors and built the foundation of the Chinatown ID community.

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### **Public Comments on proposed landmark demolition in Georgetown**

In 1993 the City of Seattle designated the former Rainier Cold Storage and Ice/Seattle Brewing and Malting Company Building, 6000-6004 Airport Way S., as a landmark. Property owner Sabey Corp. hired KPFF engineers to assess the Stock House portion of this complex of buildings. KPFF found the 1902 Stock House

portion too unstable and deteriorating to preserve. Sabey is working with the Architectural Review Committee (ARC) of the Seattle Landmarks Preservation Board to determine whether demolition of this portion of the landmark site can be permitted or if the building can be required to be preserved.

Sabey has established a website for this project where Seattle residents can post their comments about losing this portion of the community's heritage. Please visit

<http://sab761.securesites.net/home/index.php?id=323> to view what has been said to date by Georgetown neighbors and others. You can post your comments by sending them to:

[Rainier@sabey.com](mailto:Rainier@sabey.com).

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**Frank Lloyd Wright house in Sammamish for sale for \$1,700,000** Frank Lloyd Wright designed a unique “Usonian” house for Mr. and Mrs. Ray Brandes for their acreage on Issaquah’s Pine Lake Plateau, now Sammamish. Built in 1952, the Brandes House is one of only three Wright designed buildings in Washington, the house is located on four and a half acres in a natural woodland setting. Secluded 300 feet from the road, the drive is private and gated. It is listed on the National and State Registers of Historic Structures and has been the recipient of several prestigious preservation awards. The Brandes house has also been extensively published, most recently in Frank Lloyd Wright: The Houses by Weintraub & Hess. The house is approximately 1,900 square feet including a 400-square foot workshop/office, which now functions as a family room and separate office with fireplace. There are three bedrooms and two baths. The house receives natural light throughout the day via the clerestory windows. Wright placed the building on the site to take full advantage of the natural contours of the land and the movement of the sun. This beautifully landscaped and impeccably preserved home has Wright's original furniture. The Wright-designed redwood cutout boards in the clerestory windows banding the house give the effect of a jewel box at night when the light shines from within. The dentil details along the fascia as well as the clerestory windows create magical designs within the house as the sun changes angles during the day. The purchase price includes the furniture, a copy of the original blue prints, and copies of other historical documents including letters written between Mr. Wright and Mr. Brandes. The house is currently owned by the Brandes' son, Jack Cullen and Deborah Vick. To make an offer on the property, please contact them as indicated below:

Deborah Vick, 206.551.6140, [Dvick2@comcast.net](mailto:Dvick2@comcast.net) Jack Cullen, 206.234.4689, [jc@foster.com](mailto:jc@foster.com)

To view photos of the property, please visit:

<http://www.savewright.org/index.php?page=33&id=71>

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### **Mayor Seeks Candidates for Pike Place Market Historical Commission**

Mayor Greg Nickels is inviting merchants and property owners in the Pike Place Market Historical District to apply for two openings on the Pike Place Market Historical Commission. The 12-member Pike Place Market Historical Commission is responsible for the review and approval of all use and design changes within the ten-acre Pike Place Market Historical District. "The Pike Place Market is a Seattle treasure. I would like to find good people who can help it thrive and continue its great service to farmers, other merchants and to people of the region," said Mayor Nickels.

The commission includes two Market merchants, two Market property owners, two Market residents and two members each representing Friends of the Market, Allied Arts, and the Seattle Chapter of the American Institute of Architects (AIA). Members serve a three-year term. All appointments are made by the mayor, subject to City Council confirmation. Commission meetings are held on the second and fourth Wednesdays of each month at 4:30 p.m. In addition, some members serve on at least one additional committee that meets twice a month. Commission members generally must commit about 5 hours per month to commission business.

Interested applicants must own a business or property within the Pike Place Market Historical District, or hold a long-term lease in a property within the district. Members are volunteers and do not receive financial compensation. To be considered for appointment to the commission, please send a letter of interest and resume by October 20, 2007 addressed to Mayor Greg Nickels c/o:

Heather McAuliffe, Coordinator  
Pike Place Market Historical Commission  
PO Box 94649  
Seattle, WA 98124-4649

The Nickels Administration and City Council are committed to promoting diversity in the city's boards and commissions. Women, senior citizens, persons with disabilities, sexual minorities, and persons of color are encouraged to apply. For more information, please contact Heather McAuliffe via e-mail at [Heather.McAuliffe@Seattle.Gov](mailto:Heather.McAuliffe@Seattle.Gov) or visit our website at [www.seattle.gov/neighborhoods/preservation/pikeplace.htm](http://www.seattle.gov/neighborhoods/preservation/pikeplace.htm).

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### **Crosscut**

#### **Does Seattle have too many historic landmarks?**

*By Knute Berger, Mossback September 17, 2007*

**A preservationist questions the current boom in landmark nominations, wondering if people with NIMBY agendas are hurting the process by trying to lower the bar for historic properties. He also steps into the middle of the Ballard Denny's controversy.**

Are too many Seattle buildings being considered for landmark status? At least one dedicated preservationist thinks so. He's Larry E. Johnson, a Seattle architect and consultant. He is on the board of Historic Seattle, the preservation group. He's also worked for many local developers, such as Justen Co. and Wright Runstad. Johnson was on my radar screen because he's involved with the controversial development project by Rhapsody Partners, of Kirkland and Las Vegas, that would demolish a longtime Denny's restaurant in Seattle's Ballard neighborhood. Some experts have questioned whether the architecturally unusual diner should be torn down because it is the work of an important West Coast mid-century modern architect named Clarence Mayhew.

Some experts say it's an excellent example of eccentric post-war roadside Googie architecture. The Denny's was recently featured KUOW-FM's Weekday program as part of a look at local modern architecture. The program opened with an architectural tour of North Seattle with Susan Boyle and Eugenia Woo of the modern architecture preservation group DoCoMoMo-WeWA, with host Steve Scher and me tagging along. Guests also included Googie expert Al Hess and

Alan Michelson, head of the University of Washington's Library of Architecture and Planning. A podcast of the show can be found here . The 1964 Denny's restaurant was saved from the wrecking ball once before, back in the 1980s, when the people of Ballard protested that it was an important local landmark — sometimes referred to as the "Taj Mahal of Ballard" — and a gathering place, especially for the neighborhood's seniors, who loved its earlier incarnation as a Manning's cafeteria, a Western chain that grew out of a single coffee company based at the Pike Place Market.

Johnson is involved because Rhapsody has let go the first consultant it hired, Mildred Andrews, a respected historian I met earlier this summer. Andrews had been picked to put together a city landmark nomination for the building. It is common for property owners and developers to nominate their own buildings for landmark status, often in hopes that such nominations will be rejected so that demolition and redevelopment can proceed. Rhapsody does not believe the Denny's is landmark-worthy.

That can create potential conflicts of interest for historians and consultants, who are paid by property owners who often don't want their properties protected. Make a strong case for an historic building and you undercut the guy signing your paycheck; make a weak case and you could be enabling the destruction of a significant structure. At best, preservation consultants walk a mighty thin line between the community's interests and their employers'.

Andrews did not respond to an e-mail request for an interview about her departure. Johnson said that she produced a "well-prepared" report on the building's significance, and he was hired to complete the process of compiling the nomination. He also said that Rhapsody was unhappy that Andrews had talked to the press,

referring to a comment of hers reported on Crosscut. There is also speculation that Andrews may have made too strong a case for the building. Johnson declined to characterize his views about the Denny's building.

Last week, the Ballard News-Tribune's Rebekah Schilperoort reported on the consultant switch . Rhapsody has also hired longtime local public relations whiz Louie Richmond. He's not only fielding questions about the historic status of the project but trying to smooth over criticism of the developer's plans. Some in the neighborhood worry that the proposed development isn't pedestrian-friendly. Richmond assures that the design is not final.

The News-Tribune story also carried some provocative observations by consultant Johnson regarding the state of the landmarking in Seattle: Johnson is concerned that nominating a building for historic status has become the new way to fight unwanted development. "I think all these fights — we're reacting to change, such rapid change," he said. The city's all-volunteer landmark board already has its hands full with considering the designation of 38 downtown buildings, he said, and their time shouldn't be used inefficiently. "We're scraping the bottom of the barrel [sic] (sometimes)," Johnson said. "We can't keep everything and we shouldn't be throwing everything out either."

I asked Johnson if he was referring to the Ballard Denny's as an example of obstructionism and he says no, that he was providing context for what's happening more generally in town. But he absolutely thinks that there are too many projects being proposed for landmark status and that NIMBY's are abusing the process. The example he offers is Waldo Hospital in the Maple Leaf neighborhood. Johnson was the consultant to Camp Fire, the owners of the property. Camp Fire plans to turn a park-like site into townhouses. Johnson says the hospital clearly didn't meet the criteria for landmark status — though it is listed by the Washington Trust for Historic Preservation as one of the state's "most endangered" properties. He says the process was used by activists to try and stop development mostly because the land contains many old trees (some call

it "Waldo Forest"). "That's not what [the landmark law] was intended to do," he says. Johnson won that fight. The city declined to landmark the building in July.

Change is difficult, Johnson acknowledges. "It's hard for me when I walk downtown to recognize the city I grew up in," he says. But he worries that if the bar is lowered too much for landmark status, it will destroy the value of historic districts — unless, he says, "you're going to call the whole city a landmark district." Johnson described himself as a "realist" who believes we can't turn back the clock.

Johnson reiterates that he thinks that Seattle's volunteer landmarks board is overwhelmed, both by NIMBY submissions and by the recent, controversial spate of downtown building nominations from the city itself. In an e-mail, he writes that "the Landmarks Board, an unpaid and largely unappreciated group of people who spend a significant part of their lives doing their best trying to responsibly make the cut on what is important to preserve in our city, as well as trying to positively direct changes to those buildings, landscapes, and structures that have already been assessed as significant to our city — are now forced to deal with what are basically land use issues, rather than real preservations issues."

Karen Gordon, the city's historic preservation officer, bristles at the suggestion that the city's new nominations are a problem. She says her office can handle the job: "It is not for consultants to property owners to speculate on the workload for a city agency. We are considering buildings along with our downtown workload and plan for that." City Council member Peter Steinbrueck says staff has been added to "support the downtown nominations work."

Johnson says that scores of other downtown property owners have been informed that their buildings might be landmarks, and that has resulted in a flood of calls to land use attorneys and consultants like him from property owners who want to clarify their buildings' status. Isn't that good for the preservation consulting business? "I'm an architect. I'd rather design buildings," he answers.

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## **Journal Newspapers**

**September 4, 2007**

### **Historic University library gets a fresh look**

**By Cathy Herholdt**

At first glance, visitors to the newly restored University Branch of the Seattle Public Library, which is scheduled to reopen on Oct. 13, may find it looking a little fresher, but not dramatically different. That's because architect Bob Hoshide had to make sure any updates carefully complied with the Landmarks Preservation Board's requirements for historic buildings. The building is listed on the National Register of Historic Places.

New carpeting, flooring and paint update the interior. Additionally, some of the upgrades were "behind the scenes," such as updating electrical work and installing a new boiler. The building will also receive an exterior paint job prior to reopening. Regular patrons, however, will not be disappointed with the fresh, new look of the library, and will appreciate the valuable changes that maintain the building's historic feel. New seating and shelving, more efficient circulation desk and work areas and new computer work stations and study areas were among changes planned for the renovation. The most obvious difference is the enhanced circulation desk, which now spans the entire width of the building's grand entry.

Patrons will enter the library through one of two new entryways—to the left for the adult reading area and computer stations, or to the right for the children's and teen areas and reference desk. The two entries are divided by wood and glass walls that match the building historic character so closely, it's hard to tell they're new. Refinished tables and new furniture in the reading areas

complement artwork by local artist Dennis Evans. The Carnegie libraries in Seattle (Central, Green Lake, West Seattle and University) received art budgets, since their buildings could not be expanded. Evans' work-an astronomy-themed piece and one based on geometry-add three-dimensional visual appeal to the walls.

"The goal was to keep the building functional in a changing library world," explained Branch Transitions Manager Jan Frye, who knows some library users will be carefully eyeing the details. "Carnegie building lovers will be looking to see that we didn't ruin their space. I think we did a good job." Frye is especially pleased with the finished teen area. "With new cabinetry, we've been able to create an area that feels like it's for them. I think users will appreciate that," she said.

Downstairs, staff members will enjoy new office space, furniture and a new break room. A new ceiling in the community meeting room offers better acoustics and improved lighting. The room also received fresh paint and carpeting.

The University branch closed in Dec. 2006 for the renovation, which was paid for through the Libraries for All bond measure. The opening is scheduled for noon on Saturday, Oct. 13. The library is located at 5009 Roosevelt Way NE in Seattle.

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### **Seattle Construction and Renovation Conference and Exposition**

Construct Seattle is a venue for architects, engineers, contractors, renovators, developers, builders and specifiers to come together annually. Accredited speakers will educate the above groups on issues pertinent to the construction industry. Meet and network with your peers at Construct Seattle while viewing the latest products and services for new construction and specification. Join leading building owners, property managers, facility managers, plant engineers, building operations and interior designers at Seattle's premier property management show.

Wednesday, September 26 – Thursday, September 27

Washington State Convention and Trade Center, 800 Convention Place, Seattle

Includes seminars, exhibits, and special events

Admission is free, but a fee is charged for each seminar

Visit [http://www.constructseattle.com/a\\_seminars.htm](http://www.constructseattle.com/a_seminars.htm) for the list of seminars

Why Attend?

- See over 150 exhibitors. Save time, get up-to-date product information, stay informed.
- Learn about new and innovative products.
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Other Reasons to Attend?

- Attend seminars and get some great ideas on how to improve your business. Hear what's new in technology.
- Visit the exhibits and take advantage of some great show specials.
- Participate, learn, enjoy and win some terrific prizes.
- Attend complimentary receptions to meet with other industry professionals and exchange ideas in a comfortable environment.

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### **Capitol Hill Times**

**September 19, 2007**

#### **First Church of Christ Scientist Vision Becoming Reality**

**By Doug Schwartz**

The prospect of turning a former Capitol Hill church into a performing arts space has taken a significant turn for the better. The future use of the former First Church of Christ Scientist,

located at the corner of 16th Avenue East and East Denny Way, has been uncertain for more than a year. Bought by a developer who planned on turning it into 12 high-end condominiums, the building has also been the subject of a 13 month effort by Dan Fievez to convert the structure into what would become the First Center for the Performing Arts. The center is envisioned as a performing arts space, an educational venue and as a home to musical organizations in need of a place to play. Fievez, a lifelong classical music devotee, has spent his time trying to raise roughly \$100,000 in earnest money needed to keep the developer from beginning major physical work on the building's interior. On Friday, Sept. 14, as the figurative hourglass was running out of sand, Fievez was able to come up with the money courtesy of two major donors who have asked to remain anonymous.

Time was truly of the essence. Developer Joe Sacotte, who has been open minded to the project from the beginning, had experienced some delays on the First Church project, delays which gave Fievez more time to generate funding. But interior demolition work was scheduled to begin earlier this week. Had such work begun, the opportunity to create the performance venue would have been lost. (Sacotte was unavailable for comment as this issue went to press.) The building's actual demolition was never an option - the former Christian Science Church, built in 1906, is on the city's historic preservation list. While the exterior of the building was destined to remain intact, it's interior use as upscale, if unique, domestic residences seemed its most logical outcome. When Fievez saw the building at the invitation of fellow music lover Nancy Dickenson 13 months ago he was immediately converted to the idea that the church would be an ideal classical music venue. It's wonderful acoustics, its beautiful interior and its central Capitol Hill location would be perfect for the kind of community asset Fievez envisioned. "No way a person could walk inside this building and not end up wanting this to happen," he said. "It's spectacular and it's unique. It's true that they don't build them like this anymore." Fievez' challenge was always financial. But despite knowing many people who are significant patrons of the arts, and despite the fact that he never heard a word of disapproval regarding the performance space idea, Fievez had a great deal of difficulty coming up with the funding that would halt the condominium conversion. It was a Catch-22 situation. He needed money to start the project, but without the project it was tough to raise money. Part of the issue revolved around the Conditional Use Permit required by the city to change the building's use from a church into something else, a process that could take roughly six months. Potential investors were understandably hesitant to sign on until that permit was obtained. The building's owner understandably wanted the earnest money prior to that time. "People kept telling me, 'when you get it up and running, let me know,'" he

said, adding that people's artistic charity tends to favor the known, established organizations. He said the momentum started to turn in early summer, by which time he'd created a website, printed a glossy brochure and had a short DVD presentation made. Fievez said the finer details will be finalized and signed this week. With the security of an agreement that the building is not going to be developed into luxury residences, he can begin applying for a variety of city, state and federal grants. Additionally, he has spoken with various elected officials, including 43rd District state Rep Frank Chopp, the speaker of the state house and someone who has expressed support for the project. Fievez looks forward to hosting fundraising events inside the building. Ideally, he hopes the center will present its first performances within the next six to eight months. While the building has received a lease on its new life, the First Center for the Performing Arts is still a long way from completion. Papers will soon be filed to establish the First Center as an official 501(c)(3) nonprofit organization. There are three board members at present, one of whom, Christophe Chagnard, serves as the center's musical director. "We're really at the starting gate," he said. "We're just at the beginning. But it's more than just an idea right now." Other, practical work is needed to bring the interior to the condition music patrons would expect. The inside hasn't been repainted in years. New lighting suitable to performing groups needs to be added, as does a stage. The carpets need to be cleaned. With the pews having already been removed, Fievez

will either try to buy them back or arrange for new seating to be installed. The space will allow for an audience of roughly 1,100 people. Another issue to be resolved involves parking. The church's parking lot, which faces East Howell Street on the south side of the property, has been acquired by the city's Parks Department and will be turned into a park. Fievez wants to develop underground parking for the First Center, an expensive prospect but one that would help alleviate potential parking impacts to the neighborhood. And then there's the financial side. There are numerous obligations to be met, not the least of it paying for the developer's mortgage until such time as the building can be bought. The organization has now officially taken on monthly operating costs. "It's taken a long time to get to this stage," Fievez said. "It's a wonderful feeling, but we're only now just at the starting line." More information about the First Center for the Performing Arts is available at [www.1stcenterpa.com](http://www.1stcenterpa.com) or by calling 206-324-7464.

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### **Fremont's Fitch-Nutt House at Seattle's Landmarks Preservation Board**

On September 19, the Landmarks Preservation Board voted to accept the landmark nomination of the Fitch-Nutt House, 4401 Phinney Avenue N.; the designation meeting has been scheduled for November 7. Fremont neighbors conducted the research, wrote the nomination, and presented the PowerPoint slides for this effort to protect the endangered residence built c. 1902. Although this nomination has the strong support of the neighbors, the Fremont Historical Society, and the Fremont Neighborhood Council, the owner, Kirk Gronvold, opposed the nomination and attended the LPB meeting accompanied by his attorney. After decades of deferred maintenance, Gronvold would like to demolish the building and construct a new income-producing structure. If this residence is designated as a City landmark, it will be the first home in Fremont to receive that protection.

You can read the nomination and view photos of this distinctive endangered property at: [http://www.seattle.gov/neighborhoods/preservation/landmarks\\_current\\_nom.htm](http://www.seattle.gov/neighborhoods/preservation/landmarks_current_nom.htm). Please write to the LPB members with your support for this landmark nomination before the designation meeting on November 7. Correspondence should be addressed to: [beth.chave@seattle.gov](mailto:beth.chave@seattle.gov).

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### **Ballard News-Tribune**

**September 17, 2007**

#### **Public votes on large projects in Ballard**

**By Rebekah Schilperoort**

Throughout this month, community initiated projects that would add sidewalks and make other improvements to many Ballard streets are vying for a piece of the city's neighborhood street fund from the "Bridging the Gap" levy. The projects are being presented at a series of community open houses, where members of the public have the opportunity to cast their vote on which projects should be prioritized by the city. The project rankings will be considered along with a series of criteria by a Seattle Department of Transportation team and narrowed down to the top 50 projects, said Therese Casper with the department of transportation. In October, top projects are presented to the Large Project Review Team, comprised mostly of members of district councils, for prioritization. The review team will prioritize \$4.5 million in projects, and another \$4.5 million in alternative projects. Project design and implementation is scheduled to start in November. The review team will also meet annually for project updates and status reports. Peter McGraw, senior public relations officer for the Department of Neighborhoods, was impressed with the success of the first open house last week at the Ravenna-Eckstein Community Center. "This has just been a great turnout," McGraw said. "It's really difficult to know how involved the community will get." The city received more than 500 applications for projects, more than four times the number received in previous years. About 170 of those applications were for large projects, those that cost \$500,000 or more to construct. "That same amount of interest and involvement early on is showing up at the open house and we're really happy about that," McGraw said. Large projects in

the Ballard area: - North of North Beach Elementary on the east side of 24th Avenue Northwest: To ease neighborhood complaints of parents parking in their driveways, the project proposes cutting the hillside that runs along the school playfield, build a new sidewalk and put in angle parking. - Northwest 100th Street: Add crosswalks, pedestrian crossing signs and crossing flags at the three locations along 100th Street. - Northwest 90th Street from Northwest Holman Road to 8th Avenue Northwest: Install sidewalks and boulevards to make the neighborhood around Crown Hill businesses, schools and playfields safer for pedestrians and more walkable. - Northwest 100th from Dibble to 15th Avenue Northwest: Improvements to enhance pedestrian safety and neighborhood walkability on the arterial street. Install full sidewalks on both sides of the road. - Northwest 95th Street from 13th Avenue Northwest to 15th Avenue Northwest: Improvements to enhance pedestrian safety and neighborhood walkability and create safer routes to nearby schools. Install sidewalks / boulevards. - 13th Avenue Northwest from 85th to 100th: Sidewalks and boulevards along 13th Avenue Northwest, a major pedestrian arterial. - Holman Road/15th Avenue Northwest corridor: To quell speeding traffic and added safety around nearby schools, parks and businesses, install a series of pedestrian actuated crossings and visual speed controls. - 14th Avenue Northwest from Northwest 65th to Salmon Bay: Implementation of 14th Ave Visioning Improvements addressing safety issues. Improvements to median, landscaping, sidewalk maintenance and pedestrian street lighting. - Ballard Avenue Northwest from 20th Northwest to Vernon Avenue Northwest: Repair old, damaged sidewalks. - Carkeek Park, Broadview neighborhood: Add sidewalks north of 85th and along Northwest Carkeek Park Road and surrounding streets. For more detailed information and to vote for projects, visit <http://www.seattle.gov/neighborhoods/btgnsfcrf/>. Open house dates and locations for large projects (5-8 p.m.) Sept. 13 - New Holly Neighborhood Campus (7054 32nd Ave. S.) Sept. 18 - McClure Middle School (1915 1st Ave. W.) Sept. 19 - Youngstown Cultural Arts Center (4408 Delridge Way S.W.) Sept. 20 -B.F. Day Elementary School (3921 Linden Ave. N.)

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### **Mayor Nickels proposes funding for heritage in 2008 budget**

Seattle Mayor Greg Nickels proposed his 2008 budget which increases investments in history and cultural facilities. In 1909, Seattle opened its doors to the world with the Alaska-Yukon-Pacific-Exposition (AYPE), a seminal event in the young city's history. To mark the centennial of this important milestone, \$200,000 will launch a major new heritage initiative by investing in the planning of exhibitions, publications and events by more than 30 regional community partners, including Canada and Alaska. The centennial theme is "Celebrating the Past - Creating the Future." The AYPE, the first World's Fair to feature the Pacific Rim, attracted millions to what has since become the University of Washington campus.

Additionally, the mayor's proposed budget provides funding for cultural facilities, including \$150,000 to complete the purchase of Town Hall, and \$150,000 to support major facility upgrades. The mayor's budget now goes to City Council for review. The Council is expected to approve the city's budget by Thanksgiving.

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### **Experts to Speak on Great Boulevard Design**

On Tuesday, September 25 authors and professors Allan Jacobs and Elizabeth Macdonald of the University of California-Berkeley will speak about the possibilities of excellent boulevard design. Time: 6:30PM - 8:30PM

Place: Seattle City Hall, 600 Fourth Avenue, Bertha Knight Landes Room, First Floor

Free to the Public

Allan Jacobs and Elizabeth Macdonald are nationally-renowned for their work on creating boulevards and public spaces that work. Both professors at the University of California Berkeley, they co-authored the book "The Boulevard Book: History, Evolution, Design of Multiway

Boulevards". Professor Jacobs is the author of several books on the subject of great open spaces including "Great Streets". Jacobs has been a member of the Department of City and Regional Planning at the University of California at Berkeley since 1975.

As well as being an academic, Professor Macdonald is a licensed architect and practicing urban designer. She is a partner in the San Francisco based firm Jacobs Macdonald: Cityworks, whose recent projects have included a redesign of Pacific Boulevard in Vancouver, among many others. This will be a talk from these two experts with an opportunity for audience members to ask questions.

Event Co-Sponsors: Seattle City Council; Seattle Department of Transportation; Seattle Department of Planning and Development; Jones & Jones; Richard Haag Associates; SvR Design; Mithun; and Seattle Great City Initiative.

Event Supporters: University of Washington Departments of Urban Planning; University of Washington Department of Landscape Architecture; Peter Miller Architectural and Design Books; Seattle Urban Forest Stakeholders; Seattle Design Commission; Groundswell NW; Feet First: Building Walkable Communities; Seattle Parks and Open Space Advocates.

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### **Seattle Post-Intelligencer Land ahoy for Seattle's *Wawona* schooner September 19, 2007 By Debera Carlton Harrell**

The *Wawona's* seafaring days are over -- for good. The famous three-masted schooner, one of only two remaining in a once grand Pacific fleet, will be moved from its longtime Lake Union slip for restoration and an ultimate display on land at Lake Union Park. The city of Seattle and Northwest Seaport, which owns the vessel, signed an agreement aiming to close decades of controversy over how to save the once glorious yet deteriorating ship. The agreement is to be announced Wednesday. "Given her age and condition at this point, this is a great result," said Joe Shickich, president of Northwest Seaport. "It was clear that the boat needs to come out of the water for preservation purposes ... but all along, we've said this boat belongs at South Lake Union."

Northwest Seaport will work with the city and the Seattle Parks Foundation on a final design, but expects the *Wawona* to be displayed at her full 165-foot length, with her 110-foot masts providing a visible, beckoning

landmark, Shickich said. The ship is to be located on a parcel at the park's southeast corner currently owned by the state Department of Natural Resources. Jackie Kirn, an executive manager with the Mayor's Office, said the city is negotiating with DNR for a waterway use agreement on Waterway 4, where the *Wawona* is now moored, which includes that parcel. "That contract with DNR is critical, but I'm just so grateful the *Wawona's* not going to be destroyed," said Kay Bullitt, one of the ship's most ardent benefactors during a 44-year rescue effort that included everything from black-tie galas to student bake sales.

Bullitt said "it's a miracle" that the ship survived to see its 110th birthday Sept. 10, but acknowledged that the cost of completely restoring the *Wawona* was "prohibitive." But an increasingly impatient city, eager to forge ahead with Lake Union Park developments and concerned about the *Wawona's* condition and safety issues, pushed for the *Wawona's* removal, even threatening litigation. The agreement, signed Monday, reflects a "sea change" in attitudes and a new spirit of cooperation between the city and supporters of maritime heritage, Shickich said.

The *Wawona*, built in 1897 and the largest three-masted sailing schooner ever built in North America, is an icon of the Pacific Northwest, argued many local historians and supporters who have criticized the city for dismissing its maritime past. The schooner worked in every local

industry -- as a record-breaking cod-fishing vessel, carrying lumber up and down the West Coast, and hauling supplies during World War II. "The *Wawona* is a real object, a vessel that is as great a symbol of Seattle and Puget Sound as anything else; it is iconic," said Dick Wagner, founder of the Center for Wooden Boats at South Lake Union.

Since 1963, until last year when the vessel was closed by the city for safety reasons, the *Wawona* had been used for educational tours, sea shanty sessions and other cultural programs. Northwest Seaport hopes to reprise such programming once the land display is complete. Because of its status as the first ship to be named to the National Historic Register and also as a city landmark, Northwest Seaport is required to work with the Army Corps of Engineers and Landmarks Board to address any legal hurdles to moving and dismantling the *Wawona*.

Shickich said that under terms of the agreement, the vessel is to be moved by December to a dry dock yet to be determined, where it will be "deconstructed" and documented historically by naval historians. After being disassembled, it will be taken to storage on city property -- yet to be determined -- then moved to Lake Union Park for reassembly. "I hope the vessel can be largely restored to a fully intact condition -- and protected from the weather. Ultimately, this may be the only solution that's going to save her," said City Councilman Peter Steinbrueck, who with former City Councilman Jim Compton has championed historic preservation of the *Wawona*.

Northwest Seaport's -- and the city's -- first choice is to display a "restored skeleton" of the vessel as depicted in some on-land illustrations showing the vessel's full size. Shickich said that, while there are holes in the port bow, the starboard bow has been restored, and the full bow will be "framed in." The sailor's quarters will be rebuilt so the fo'c'sle (forecastle) could be used as a meeting place, with the ship's enormous old-growth fir timbers -- 130 feet to 150 feet long -- saved. The decking may need to be replaced so people can walk atop the ship, while other parts of the ship will remain "skeletal" so that visitors can go inside the vessel and see how it was built.

The city will pay \$400,000 -- money allocated in last year's budget -- to move the ship, disassemble and store it. Shickich says Northwest Seaport expects to raise about \$2 million to rebuild the ship memorial by 2010. The agreement also allows for some parts of the ship, such as the aft cabin, to be saved and displayed inside the park's Armory, which is expected to be taken over by the Museum of History and Industry.

For some, the result is bittersweet. "To tear her apart and display a skeletonized version of her instead of actively working to preserve her -- it makes me sad," said Trapper Graves, a longtime Seattleite and shanty singer who has performed and worked with kids on the *Wawona*. "But if she could be extensively, truly restored for a land display instead of just displaying pieces of her, I'd take that," Graves said. "Then kids could still go on her, and people could still see the great workmanship."

Capt. Andrew Reay-Ellers, a tall ship captain from Seattle, said the key is to preserve the ship "as a whole," but nobody knows if that can be done. "To move her, dismantle her in pieces, then move her back and hang pieces

on a skeletal frame instead of moving her directly to the site makes no sense," Reay-Ellers said. "What you want is for people to feel the essence of the ship, and that can be done on land if in the process of renovating it you don't ruin it."

Kirn said a direct move from berth to DNR site was not a choice, since the land is neither ready nor legally available yet. The city hoped to begin clearing the creosote pilings in Waterway 4 in order to continue work on the park, and the *Wawona's* timely removal allows the city to do that before the late-fall salmon run -- during which shoreline construction is not allowed.

On a recent visit to Lake Union Park, Seattle resident Greg Buck, 62, gazed at the *Wawona's* broken port bow, dismayed by its dilapidated condition. "I remember seeing the *Wawona* 50 years ago, when I was a kid," Buck said. "I never got to go on it, but I would love to have. It was impressive. But it's a shock, seeing it this way."

Alice Winship, a member of Northwest Seaport and a longtime supporter of the *Wawona*, said her personal opinion -- not necessarily that of the board -- is that displaying an "intact vessel" on land could work. "Her huge hull and masts would be an awesome, educational spectacle," Winship said. "But that is only if she is displayed as a whole."

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### **Seattle Post-Intelligencer Sister ship *C.A. Thayer* is making history in S.F. September 18, 2007**

**By Debera Carlton Harrell**

An agreement to produce a land display of the *Wawona* comes at a time when her sister ship, the *C.A. Thayer*, is undergoing a \$17 million restoration. On public display at Hyde Street Pier near Fisherman's Wharf, the *Thayer's* renovated and repainted black hull gleams, even beneath cloudy skies. Visitors to the pier, part of the San Francisco Maritime National Historical Park, gazed at the huge historic schooner, reading its history on dockside plaques. The *Thayer* was in dry dock for three years during a meticulous preservation effort. While much of the original timber and other material could not be preserved, the ship has retained its historic look, stature and public fascination, park officials say. It awaits further work, including reinstalling the masts.

The Hyde Street Pier draws about 700,000 people a year, said Lynn Cullivan, spokesman for the San Francisco Maritime National Historical Park, part of the National Park Service. The pier displays historic ships, is near a maritime museum that is being expanded and is reachable by cable car -- all elements of Seattle's Lake Union Park. San Franciscans credit the federal government for financial help. House Democratic Leader Nancy Pelosi of California helped kick off the *Thayer* restoration by securing money in Department of Interior spending bills, including \$4.6 million in 2001 and \$1 million in 2002.

"The *Thayer* and the *Wawona* will be completely complementary in what we're doing," said Joe Shickich, president of Northwest Seaport, which owns the *Wawona*. "The *Thayer* has very little of her original fabric, which had to be replaced to make her seaworthy. We hope to restore as much of the original fabric (material) as possible." As *Wawona* supporter Kay Bullitt put it: "We won't be able to restore it the way they did with the (sister ship) *C.A. Thayer*, but we hope to have as much of the *Wawona* restored as possible and bring it on land for generations to enjoy. It's the best we could hope for."

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### **Seattle Post-Intelligencer Lake Union Park close to its fundraising goal September 18, 2007 By Debera Carlton Harrell**

The Seattle Parks Foundation is close to its fundraising goal for Lake Union Park as the city's newest public waterfront park takes shape faster than expected. The foundation has raised \$18 million for Lake Union Park --

just \$2 million shy of its \$20 million fundraising goal, and officials said they hope to raise the rest by the end of the year. Meanwhile, other major elements are coming together, foundation officials said. The seawall is now complete and is much stronger than the old one it replaced. A cedar-planked, terraced boardwalk along the park's northwest shore also is finished. By the time a new streetcar makes its first stop at Lake Union Park in December, a huge mound of dirt will be

leveled to fill much of the 12-acre site. It's from the nearby construction site of a research facility, and shifting it will save the foundation the cost of importing soil -- and the contractor the higher costs of hauling it farther away.

A pedestrian bridge also is being built, and is expected to be installed in January. The bridge will cross a cove and connect the main park with 5 acres of green space along Westlake Avenue, parking and a United Indians of All Tribes canoe carving and educational facility. There will also be a kayak-launching beach across the bridge, and restored salmon habitat in the cove. Last Friday afternoon, with the bulldozers done for the day, a union of urban and natural worlds was evident.

Kayakers paddled the lake's southwest end, while seaplanes took off nearby. The *Virginia V*, one of several ships at the park's historic ships wharf, pulled out of its berth with a long whistle, as if saluting the wedding party on board. "People need the relief of green space, and blue space," said Karen Daubert, executive director of the Seattle Parks Foundation. "This will be a neighborhood park, but it's also a regional public park." Maggie Walker, who with husband Doug co-chairs the campaign steering committee, said donors agree. "For a lot of people who have contributed, the issue is having more green space in the city, a place to relax," she said. "When you talk to businesses, they want a place that will attract employees and offer relief from demanding work, like biotech. Some of the smaller businesses also see the park as a magnet for employment."

Other developments to come include:

- A 300-foot-long fountain, which visitors can run through like a sprinkler, that will be lit at night.
- A model-boat pond.
- Extensive landscaping, including a grassy "wave form" berm that people can sit on, kids can tumble on -- and that also will block traffic noise.
- Landscaping also will include a grove of trees reminiscent of Parisian parks, and "green" walkways of crushed shells that are more porous and eco-friendly than pavement.

King County Councilman Larry Phillips, whose 4th District includes South Lake Union, toured the area last Friday. "I think the park's going to be great," Phillips said. "I've lived here a long time, and I'd seen the drawings and design, but it was great to see it starting to emerge. It's really starting to take shape."

The Seattle Parks Foundation will hold a fundraiser Sept. 26, "Dine Out for Lake Union Park." Participating restaurants Duke's Chowderhouse, Southlake Grill and Paddy Coyne's will donate a portion of each dinner tab to support the development of South Lake Union Park. Go to: [seattleparksfoundation.org](http://seattleparksfoundation.org).

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### **Mercer Corridor Project Open House**

In 2006, the City Council adopted, and voters approved, "Bridging the Gap ." This initiative provides \$30 million for the Mercer Corridor Project, and will allow the Seattle Department of Transportation to complete the design and begin right-of-way acquisition in 2007 and 2008. SDOT is continuing to identify funding through the Regional Transportation Investment District, State and Federal grants, and private development, so we can begin construction in 2009 and complete work on Mercer Street in 2011, prior to major construction on the Alaskan Way Viaduct and Seawall Replacement Project.

The Two-way Mercer Corridor Project will widen Mercer Street between Interstate 5 and Dexter Avenue North to accommodate three lanes of travel in each direction, parking, sidewalks and a median with left-turn lanes. Valley Street will be narrowed to a two-lane, two-way street. A two-way Mercer and narrow Valley Street will:

- Provide a direct route from I-5 into and through the area to serve existing and future travel needs;
- Improve a key alternative route to Seattle Center and surrounding neighborhoods during Alaskan Way Viaduct construction;
- Improve travel time from I-5 to Queen Anne;
- Remove barriers, such as turn restrictions, and make it easier to get around by car, truck, foot, or bike;
- Support transit use through convenient pedestrian access and a street network that allows east-west transit service;
- Connect bicyclists from Eastlake to Dexter with new lanes on Valley and Roy streets;
- Create a quiet, pedestrian-friendly Valley Street to connect the neighborhood to South Lake Union Park;
- Support the City's economic development and livability goals for South Lake Union.

SDOT is completing a federal Environmental Assessment (EA) for Two-way Mercer Street and moving forward with design. A public Open House will be conducted to collect input. Please join us to review and provide input to the designs for a Two-Way Mercer and a narrowed Valley Street.

Thursday, September 27, 5:00 – 7:00 p.m. South Lake Union Armory 860 Terry Avenue N., Seattle The Armory is served by Metro bus numbers 17 and 70. The Armory is ADA accessible. To learn more about the project and how you can get involved, please contact:

Angela Brady, SDOT project manager:

Phone: (206) 684-3115

Fax: (206) 615-1237

Email: [angela.brady@seattle.gov](mailto:angela.brady@seattle.gov).

More information about the project is available at: [www.seattle.gov/transportation/ppmp\\_mercer.htm](http://www.seattle.gov/transportation/ppmp_mercer.htm).

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## **Seattle Post-Intelligencer 1907-2007: A century of change in Seattle - Rough-and-tumble town made itself into premier city**

**September 19, 2007**

**By Casey McNerthney**

A crowd of several hundred people gathered around the Second Avenue entrance to the Moore Theatre, and as they waited for the Friday night show, a few topics kept circling around. The city's population is expanding at an exceptional rate, putting a strain on communities resistant to change. Transportation is sparking fiery debates. And because the employment rate here is far better than the national average, more growth and change are expected. Scenes like this one from the theater's December 1907 opening still happen -- nearly 100 years later -- as Seattle seems perpetually in the midst of transformation. "That was the year Seattle started to be a metropolis," Seattle historian Alan Stein said. "In 1907, city leaders really had a vision of the future." And the centennial celebration of Pike Place Market this summer tells only part of the story.

While the city has grown up, adding a few hundred thousand people, some things never change.

Annexation of six areas -- including the former cities of Ballard and West Seattle -- added tens of thousands of new Seattleites a century ago. Now, condominiums are building upward, packing people into to what used to be inexpensive property. A hundred years ago, city leaders squabbled over building roads. Now they're worried about maintaining them. Local companies such as Microsoft, Boeing and Starbucks have taken over where the booming lumber industry of 1907

eventually left off, creating a job growth rate in the Puget Sound area that's more than double the national rate.

What's now Children's Hospital and Regional Medical Center, an institution that treated 71,000 children last year, opened in 1907. So did the messenger company that later became UPS. While most baby boomers think the 1962 World's Fair was the only one Seattle hosted, there was the earlier Alaska-Yukon-Pacific Exposition -- and groundbreaking ceremonies happened in 1907, the year it was originally planned for. "The city was really booming," said Stein, a Historylink.org staff member and regional expert on that year. "That was the year that Seattle really became the city that it is."

Seattle's official founding came on a rain-soaked November day in 1851 when a 24-person party led by Arthur Denny landed at Alki Point. The city struggled through a depression that stole jobs and caused banks to fail, and later a fire that destroyed most of the downtown business district. The emotional spark plug finally came in July 1897, when a special edition of the Seattle P-I sent hundreds running to the waterfront to see a steamship arrive with two tons of gold mined from Canada's Yukon Territory. By the end of the century, assayers had exchanged more than \$18 million in gold, Stein said. But money brought vice, and Seattle was initially branded a Wild West town.

Take the 1901 example of Seattle police Chief William Meredith, who had tried and failed to go after a saloon owner and gambler. After the investigation, the saloon owner, John Considine, said police had solicited him for bribes, and city leaders forced Meredith's resignation. Furious, the former police chief came after his accuser with a sawed-off, double-barreled shotgun and confronted him in a Second Avenue drug store. But his shots didn't kill Considine, who took the former cop's revolver and shot him in the heart. Considine was later acquitted of murder on the basis of self-defense.

To turn the pioneer town into a premier West Coast city, leaders knew Seattle had to drop its rough-and-tumble image. That would come with expansion fueled by gold rush money. "You can see the progression of history so clearly," Stein said. "People came, tossed the money around like Kleenex and it kept floating around the city." Gold rush money helped Seattle sustain water, sewer and electrical systems that then-Mayor William Hickman Moore used as the key bargaining chip to annex the six neighboring communities -- including the cities of Ballard and West Seattle.

When census counters tallied Seattle's population in 1910 (237,194), it was nearly triple the number from 10 years earlier. "There was even enough money in Seattle for people to realize they needed to start spending on society's problems," Stein said, referring to the founding of the Home of the Good Shepherd in Wallingford. Opened in 1907 by Sisters of the Good Shepherd, it housed about 170 orphaned and troubled young girls that year, and provided education for thousands until its 1973 closure. Today, the building is a community center and listed in the National Register of Historic Places.

The economic boom also allowed developer James Moore, who crafted Green Lake neighborhoods and several downtown business blocks, to build what's now The Moore Theatre, the city's oldest entertainment venue. This month, 11 acts are booked there. Henry James Casey's father died trying to strike gold, but the resourceful entrepreneur borrowed \$100 to start a package delivery business that would capitalize on the economy. In 2007, UPS expects to have \$47 billion in sales.

When Forbes magazine earlier this summer released a list of the best states for business, Washington placed fifth. The report praised export of popular products -- namely airplanes, coffee shops, e-commerce and software. Citywide, teardowns have picked up since 1998,

averaging about 500 homes demolished a year -- a 57 percent increase from the average in the preceding eight years. Permits issued in the first quarter of 2007 for Seattle apartment and condo units were more than double the number issued in 2006. Builders say in the next few years, there might not be enough contractors to complete the estimated 9,000 condominiums scheduled for completion in the next few years. "A hundred years ago, Seattle became the city that it is," Stein said. "As some of the same patterns emerge, the question is, 'What will the city become?'"

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### **City Of Port Townsend Historic City Hall Restoration**

Port Townsend, the beautiful Victorian Seaport. This phrase means more than just a Chamber of Commerce brand. It speaks to its heritage, history and the modern day culture of preservation in Port Townsend. In recent years there have been over \$25 million invested in the historic downtown and uptown areas. Nowhere is this

more apparent than in the restoration of Historic City Hall. On May 14, 1971 City Hall was placed on the National Register of Historic Places and in 1973 Port Townsend was declared a National Landmark Historic District. On May 05, 1977 City Hall was named a National Historic Landmark and shares that honor with only 23 other places in Washington State, and is one of 2,500 nationwide.

Despite the recognition by many that Historic City Hall was the anchor to the downtown, the depressed economy of the area prevented all but the most emergent tasks necessary for health and safety to be performed. In 1969 Mayor Frank Smith made a failed attempt at a \$335,000.00 bond requiring voter approval. In 1972 a federal grant provided \$169,000.00 for minimal restoration work. In 1991, 1997 and 1999 condition and repair studies were conducted. Everyone was in agreement that something needed to be done but how much and how to pay for it were the constant yet- to- be- answered questions.

Historic City Hall was an old brick building with almost nonexistent mortar on parts of the building which faced years of assault from wind, salt water and time; flooring and roof framing and decking were dry rotted and needed repair; roof and drainage systems needed replacement; windows were deteriorated and leaking; the basement walls leaked; the whole building needed electrical, heating and lighting upgrades. Years of minimal maintenance had left the building in need of expensive structural and cosmetic repairs. Perhaps the most problematic and expensive fix was a seismic support system for this 100+ year old unreinforced brick building.

In June of 2003, the City Council adopted a plan recommended by a staff and citizen task force, to create a new facility for administrative offices and restore Historic City Hall. Historic City Hall would continue to be used as Council Chambers by the City and administrative and museum space by the Jefferson County Historical Society. The City's architect examined several solutions for seismic support for Historic City Hall, and most solutions were either too expensive or intruded on the aesthetic sensibilities of the building. The chosen option was to use the new building to provide structural bracing for seismic support of Historic City Hall.

The design allowed the bracing to be hidden in the ceilings and roofing, thereby minimizing intrusion into the historic structure. Deep pilings, oversized grade beams and the steel bracing incorporated into the new building provide the lateral support to protect Historic City Hall from earthquakes. The project also included grinding and replacement of exterior brick mortar. The cement mortar repairs that had been done in the mid 20th century were deemed inappropriate. A Historic Masonry Specialist, John Speweik, introduced a re-pointing technique that utilized a mortar mixture of simply lime, sand and water. This softer mortar allows the bricks to move in an earthquake and allows the building to breathe better to let the moisture escape. The techniques employed on Historic City Hall were videotaped and aired on the local cable channel as an informational video on historic building restoration.

The City's primary focus was on the structural elements. While the JCHS provided valuable input for restoration techniques, their fundraising efforts and technical expertise provided most of the aesthetic enhancements that restored City Hall's interior to its former grandeur. Woodwork and wood furniture original to the building were restored; fixtures were replaced or restored; the interior was repainted in historically accurate pallets; tile and floors were refurbished and elegant carpet true to the period was installed.

The City contributed over \$2 million for primarily structural improvements. The Jefferson County Historical Society raised over \$1.3 million which was used for additional structural enhancements and cosmetic improvements to the interior. This project was a marriage of city funding, government and foundation grant funds (raised through the efforts of JCHS) and citizen contributions.

The City, the citizens (both current and future generations) of Port Townsend, JCHS and the visitors who enjoy the historical sites of Port Townsend are treated to a glimpse of the past grandeur of the Victorian era and a sense of history that cannot be replicated in today's modern buildings. More important, however, than the structure itself were the partnerships that were created by this project. Staff, elected officials, state agencies, citizen committees, JCHS members, consultants, construction workers and artisans all worked together to recreate Historic City Hall as a pivotal structure in the downtown and to keep its Council Chambers serving as a setting for democratic discourse for another 115 years.

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### **Tacoma landmark nomination**

The City of Tacoma Landmarks Preservation Commission agenda for September 26, 2007 includes a preliminary review of a City landmark nomination for the Olympic Garage at 1224 Tacoma Avenue S. For more information, please visit:

<http://www.tacomaculture.org/historic/resources.asp>.

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### **Alaskan Way Viaduct review at City Council**

Seattle City Council Committee of the Whole

Monday, September 24, 2007, 2:30 p.m.

Watch Meeting Live: [www.cityofseattle.net/council/Council\\_Live.htm](http://www.cityofseattle.net/council/Council_Live.htm)

Agenda

1. Introduction

2. Public Comment (15 minutes)

3. Review of Urban Mobility Plan Workplan to Replace the Central Waterfront Portion of the Alaskan Way Viaduct

Discussion and possible vote

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### **Seattle Post-Intelligencer Seattle bulked up by gobbling tiny cities September 20, 2007 By Casey McNerthney**

No one ever really found out who owned the horse that showed up dead in Ballard's reservoir. Some say it had wandered there on its own. Others claim city leaders planned the killing for political gain. Historians, who can't find newspaper clips about it, think the story is an urban legend. But true or not, Ballard residents voted to become part of Seattle because of that horse, or at least in part. And 100 years later, the horse has become the mascot of the "Free Ballard" campaign that has taken on several meanings.

In 1907, it was water, electricity and transit that ultimately swayed residents in six areas to become part of Seattle, even if it meant disbanding their own cities. Ballard and West Seattle were the last to go that year, after Columbia City, South Park, Ravenna and Southeast Seattle. The annexations defined the Seattle we now know, and three years later, the city's population was

nearly three times that counted by the previous census. Although it has been 100 years, some of the bitterness over the annexation hasn't gone away. In Ballard, which had the strongest anti-annexation sentiment, employees at the novelty store Archie McPhee sell more than 1,000 "Free Ballard" stickers a year. For the 100th anniversary of the annexation, they added mugs, new bumper stickers renouncing Seattle's "tyranny" and three styles of T-shirts, two of which sold out.

The most popular of the added items: A coffee mug and T-shirt with the "Free Ballard" slogan below an image of the dead horse. "Back then, Ballard had its own school district, fire department, postal service and a very strong industrial core," said Mary Fortino, president of the Ballard Historical Society. "There were a lot of things people were very proud of."

In 1898, Ballard mills produced 322 million red cedar shingles -- more than any other city in the world. The mill remained strong through 1907, a year in which Ballard had more bars per capita than any city west of the Mississippi River, Fortino said. And because Ballard was separate from Seattle, bars didn't close on Sunday -- the day hundreds of fishermen on a six-day workweek cut loose. "That was another reason people opposed annexation, because they didn't want to be under Seattle's thumb," said city historian Alan Stein, noting that Georgetown -- an area famous for its breweries -- didn't join Seattle until 1910.

West Seattle was the last and largest of the cities to be annexed in 1907. With nearly 16 square miles came Luna Park, an amusement park like Coney Island, built where the first settlers landed in 1851. But the park, also popular for dances and the longest bar on the bay, closed six years later; the swimming pool there was lost to arson in 1931. Ravenna was five blocks wide when annexed. Founded as a mill town, Columbia City residents bragged of never having a saloon, but finally gave in to annexation because their tax base was too small, Stein said. The annexation of South Park, which joined because of inadequate utilities, made hundreds of Italian and Japanese farmers residents of Seattle. One was Giuseppe "Joe" Desimone, who later owned Pike Place Market.

Despite the annexation endorsement of William Rankin Ballard, the sea captain and land developer who co-founded the city in 1890, opponents held rallies in buildings now on the National Register of Historic Places. Ballard's anti-annexation party the night before the April 6 vote drew about 300 people. The vote had the narrowest margin of all annexations -- 996 in favor to 874 against, according to city records. A few hours before Ballard's annexation papers were signed, City Hall was draped in black crepe and the flag on the city pole flew at half-staff. Some accounts recall a hearse being brought to transport records to the Seattle City Hall. "What we've found is now there are really different interpretations of what 'Free Ballard' means," said Archie McPhee manager Shana Iverson, who has seen the stickers around the state and heard of them going around the world. "Some people still tie it to the anti-annexation movement. Some people want to free Ballard from condo developers or traffic."

Beth Miller, Ballard Chamber of Commerce executive director, said the neighborhood's progression can be seen as a thumbnail on Ballard Avenue Northwest, which in the past decade has lost light industrial shops to new restaurants and bars desperate for prime location.

"We continue to be very, very strong in the maritime industry, not just here but globally," she said. "Unfortunately, now the community is finding itself very pressured to turn industrial land into commercial or mixed-use (property)." For the past two years, Rob Mattson, a Department of Neighborhoods employee and Ballard Neighborhood District coordinator, has been tracking the number of developments with at least 25 housing units or more than 25,000 square feet that have started construction in Ballard. His list now has 20 projects.

"This sort of rivals the sort of development you're seeing downtown, and that's unsettling for people to think of traffic and a lot of new neighbors," he said. "People who lived here even 10

years ago come back and say, 'That's where my favorite restaurant used to be,' or 'We used to play there when we were kids.' ... Things aren't going to be what they used to be."

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### **Seattle Post-Intelligencer Moore Theatre was once anchor of vibrant arts scene**

**September 19, 2007**

**By Rose Egge**

For a city with a rough, pioneer reputation, Seattle was always able to support a vibrant arts scene. A century ago, that scene was centered around Second Avenue downtown. "The Moore Theatre was the northern anchor of Second Avenue, which was the major street in Seattle between 1900 and 1920," Larry Kreisman, program director of the architectural preservation organization Historic Seattle, said. "It was the core of theater, retail and banking." While it once resided alongside the Garden, Embassy and Majestic theaters, The Moore Theatre is the only remaining operational theater from Second Avenue 100 years ago.

When it opened in 1907 the Moore's architect, E.W. Houghton, received national acclaim for his beautiful design. The simple exterior had Italian and Byzantine terra-cotta details, while inside, the lobby was much more lavish with mosaic floors, marble, onyx, carved wood, stained glass and metal. The impressive theater was host to popular entertainment at an affordable price. A crowd of 2,500 came out to see the theater's first performance, the comic opera "The Alaskan." Written by Joseph Blethen and Harry Girard, the production later went on to have a successful run on Broadway. "New theaters will never be able to duplicate the grand public spaces, the rich materials and the motion picture's powers to create fantasy lands where a pauper can feel like a queen, if only for a few hours," Kreisman said.

The Moore Theatre also was host to the Orpheum Vaudeville circuit, presenting musical comedies, at an affordable price, by troupes such as The Negro Ensemble, a popular local group of vaudevillians. Even during the Great Depression, Seattleites came out to the Moore. Cecilia Schultz leased it in 1936 as a new home for music in Seattle. Through the 1930s, Schultz booked Sarah Bernhardt, Lily Langtry, the Barrymores, Marie Dressler, Anna Pavlova and many more top performers. "Even though we were what people might think of as the end of the rail line, there were a huge number of touring companies and operas and symphonies that came out to Seattle. It became a really important place to be performing," Kreisman said. "The artistic milestones that have happened there during the last 100 years are still incredibly important.

Artists such as Ella Fitzgerald and Bette Midler, Nirvana and Pearl Jam have all performed at this venue," said Josh LaBelle, the Seattle Theatre Group's executive director. "It's really important to remember that this was the home for several key artistic institutions that are still operating today."

**Moore Theatre Tours - The Seattle Theatre Group is offering free tours of the Moore Theatre beginning Oct. 13. The tours, which are about 90 minutes, are scheduled for the second Saturday of every month. Tours begin at 10 a.m. in front of the theater's main entrance, on the corner of Second Avenue and Virginia Street.**

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### **North Seattle Herald-Outlook**

**September 20, 2007**

**Talks break down over Aurora plan**

**By Jessica Van Gilder**

While nobody disagrees that Aurora Avenue North needs to change, no consensus on how it should change looks to be forthcoming between the city and Aurora merchants. After discussing the Aurora Avenue North Improvements Project from North 110th to 145th streets for six years,

the Aurora Avenue Merchants Association (AAMA) claims the Seattle Department of Transportation (SDOT) neglected the community's concerns and knowledge of the street. "We were led to believe that some of our input was taken into consideration when they made their plans," said AAMA president and Aurora business owner Mark Blumenthal. "We've been meeting with them for many years, and they haven't taken into account anything we've told them." But according to city planners, the community's input was taken into consideration. "All roadway designs are a balance, and they're very concerned with businesses thriving. Safety is our main focus on this, and medians have been shown to decrease accidents," said LeAnne Nelson, SDOT project communications manager. "We want to compromise where we can, and that's what we're trying to do." When the city filed a Declaration of Non-

Significance (DNS) on Aug. 8 detailing the design plans for the Phase 1 of the project, Blumenthal and other AAMA members felt that the city had ignored the merchants' concerns. "They'd told us along that they were going file a DNS, and we had said all along we don't understand how you can possibly do that because you are significantly affecting not only property owners and business, but neighborhoods," said AAMA executive director and Aurora business owner Faye Garneau.

In the Phase 1 section, from North 137th to 145th streets, the project design presented in the DNS included 12-foot sidewalk zones, an 11-foot median with four left-turn pockets, four 11-foot lanes and two 11-foot, bus-only lanes. According to Garneau and Blumenthal, this design will negatively affect businesses along Aurora, as well as the neighborhoods connected to Aurora. The wide lanes and sidewalk zones take away from parking and cut into businesses' properties, and the median prevents access to several businesses along Aurora, they say. "In our opinion, it's a bad plan, and we'd like to create a new plan with them. The frustrating thing is they claim to have met with the business and property owners, but when we talked to our membership and non-members we find very few people that have talked to the city," Blumenthal said. AAMA and Aurora businesses' discontent over the DNS plans led them to file an appeal on Sept. 4, and now both sides will wait for the court to decide whether the plan will go ahead as is or be revisited by SDOT. "I guess [the appeal] shows they're unhappy, and I'm really hoping they get happier as they see we are accommodating what they're asking for, specifically with the public amenity zones," Nelson said. SDOT did amend some of the design plans by changing the median width to 10 feet and cutting the amenity zones down to 8 1/2 feet. Because those changes were not reflected in the physical DNS plan though, AAMA followed through with the appeal. As for the amendments made to the DNS, they still don't satisfy AAMA's biggest concern: access - or lack thereof. Although the median width has decreased, AAMA doesn't want a median put in at all. "Access is a very important thing. By putting a median down the road without allowing sufficient breaks in it, people can't get to where they want to go," Garneau said. "Those are our customers, our employees, our neighbors. And businesses won't be able to get their dropoffs from truck deliveries either." However, SDOT's position remains the median is necessary because of safety, and sufficient breaks are planned for.

Since 1999 there have been more than 1,500 collisions on Aurora, making it among the highest rated for accidents in Seattle, Nelson said. Nelson also emphasized that although it may not look like suggestions weren't considered in the final plan, all voices are listened to. Also, many of the businesses' properties aren't up to city code and actually encroach on public-use zones, she said. As for the claims that the community's concerns were ignored, Nelson said, "I just don't think that's true. It's unfortunate if a group feels that way, but we have been meeting with them an awful lot all through the initial design. "There's only so much you can do for each voice. The important thing for them to remember is that they're not the only voice," she added. But what the two sides seem to agree on is that the other hasn't really listened. "We're trying to show that we are, in fact, looking at the recommendations and concerns, but it depends on each side's openness to hear," said Nelson. And AAMA echoed Nelson's sentiments. "Everybody has a responsibility

to figure out the best solution, but when one side is not doing the courtesy of listening then it can't happen," Garneau said. Aside from contentions over communication, the city and AAMA both want to help Aurora improve and change. "Aurora does need some revitalization and it certainly can use some help, but we have to try and get everybody on the same page," Garneau said. "That's not exactly easy when you have what appears to be an inflexible position on the part of the city staff by their unwillingness to even consider some of our compromised suggestions." The AAMA will hold a luncheon on Thursday, Sept. 27, at noon at the 125th Street Grill, 12255 Aurora Ave. N., to apprise Aurora property owners of the current situation. Though the lunches are normally free, because of the legal costs of fighting the city's plan, the lunch costs \$15. For reservations, call 526-1366.

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### **Seattle Post-Intelligencer Church of the Epiphany is a constant in changing area September 19, 2007 By Andy Scott**

The chiming noon bells of the Church of the Epiphany echo in Madrona, playing old Episcopal melodies that reflect the staying power of a church in an ever-changing city.

The bells that chime twice a day are a symbol of the longevity of the 100-year-old church on Capitol Hill and have become part of what makes the neighborhood distinct, said the Rev. Jane Maynard. "Our mission is to offer ministry, worship and support to the neighborhood," Maynard said.

Since 1907, the parish has seen its main sanctuary burned in an arson, growth in its congregation and buildings, and the slaying of a parishioner. The current location of the parish on Capitol Hill was not established until 1911, which gave the Pacific Northwest enough Episcopal churches to formally declare itself a diocese, according to church historian Barbara Stenson Spaeth.

#### **The Church of the Epiphany in the Capitol Hill neighborhood in 1911**

Before the property was purchased, church services were held in a storefront a few blocks away. In 1971, the church was named one of the most significant architecture designs in the city by the Seattle P-I and the American Institute of Architects. In October 1978, it was declared a historic Seattle landmark. Epiphany was in the spotlight early in its history when the Rev. S. Cameron Morrison died of poisoning Aug. 2, 1922. Morrison bought the poison barium sulfide when his doctor had prescribed barium sulfate for pains in his abdomen.

In 1969, the church was in the news again when one of its parishioners, Edwin T. Pratt, was shot and killed at his home. Pratt, executive director of the Seattle Urban League and advocate for civil rights, was shot by a man who was never caught. Spaeth said that in May 1975 a firebombing damaged much of the interior of the church, but structurally there was no damage. No one was injured in the fire, and the church was repaired by the end of the summer, she said.

No one on the church staff knows exactly how the church was named Epiphany. But Spaeth said a group of women chose it in 1908 to reflect the Christian realization, or epiphany, of Jesus as Christ. Many of those moments are captured in the stained glass windows of the main chapel. Stories from the Bible, such as Jesus' first miracle, the crucifixion and resurrection are depicted in vibrant color. "It's really about the 'aha' moment," she said.

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### **The Associated Press Group tries to save Salem, Oregon mental hospital September 16, 2007**

Local history buffs want the Oregon State Hospital campus in Salem placed on the National Register of Historic Places. It wouldn't stop hospital structures from being torn down to make way for a planned new psychiatric facility. But preservationists hope to persuade officials to save some of the older buildings. "It's a step to say, 'Stop and think twice before you randomly go in there and tear down buildings,'" said Hazel Patton, a leader of the preservationists. In a National Register nomination submitted to the State Office of Historic Preservation, they seek creation of a historic district encompassing nearly 50 state hospital buildings built between 1883 and the 1950s.

Atop their list is the hospital's biggest and oldest building, the 124-year-old J Building -- used in the filming of the 1975 movie classic "One Flew Over the Cuckoo's Nest." It is said to be the oldest psychiatric hospital still in use on the West Coast. A state advisory committee will consider the request in October and forward a proposal to Washington, D.C. If approved, it isn't clear how it may affect state plans to build a new \$250 million psychiatric facility on about 100 acres of the 144-acre hospital campus. Construction could start in 2009.

Patton said the goal is not to obstruct the new facility. "We absolutely believe that there should be a new facility for mental health treatment. That's not what we're fighting. We're fighting for the old buildings," she said. "Across the country, there are many old state hospitals, like ours, that have been saved and reused." Decisions on what to save and what to tear down will wait until an architectural/engineering team is hired. Contractors are expected to deliver a footprint of the new facility by spring.

In 2005, state consultants deemed the J Building obsolete, unsafe and apt to collapse in an earthquake. Senate President Peter Courtney, D-Salem, recently told Salem's Statesman Journal newspaper that he favors razing much of J Building but saving a small part of it for a museum and resting place for the cremated remains of more than 3,000 patients who died there between the late 1880s and mid-1970s. Patton says that while long-vacant portions of the building appear to be in bad condition, the structure is sturdy. "When you look beyond the peeling paint and the pigeon poop, you see that it's still structurally sound," she said.

Patton says private developers might want space in the 500,000-square-foot building, particularly if they could tap into federal tax credits provided by a listing on the National Register. "The entire campus tells the story of mental health in Oregon," Patton said. "You can't just pick out one building. It's the whole story and how it progressed over the years." The facility opened in 1883 as the Oregon State Insane Asylum. The building is an example of a model developed by Dr. Thomas Kirkbride of Pennsylvania, who pioneered some of the nation's first architectural standards for mental hospitals. Oregon's first mental hospital quickly became crowded. Over time, building expansion created an inverted J shape, hence the name.

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### **North Seattle Herald-Outlook**

**September 20, 2007**

#### **New U-District fire station featured in open house**

**By John Livingston**

The Seattle Fire Department invites the public to an open house on Saturday, Sept. 29, from 11 a.m. to 1 p.m. to see its plans to rebuild Fire Station No. 17, in the University District. The open house includes a look at Station 17's engine, ladder truck and medic unit, as well as plans to refurbish and enlarge the 68-year-old firehouse at 1050 N.E. 50th St. The current Station 17 was built in 1929, according to fire-levy communications officer Christina Faine, with the Seattle Fire Department. "To recognize its historic significance, the building received landmark designation in

2005," she said. "The Seattle Landmarks Preservation Board will review this project." The Seattle Fire Department's webpage features a photo of an earlier Station 17, with horse-drawn fire engines. The original Station 17 was located five blocks to the south, at 10th Avenue Northeast and Northeast 45th Street, according to the Last Resort Fire Department, the official historians for the fire department. The renovation is needed to bring the building up to seismic standards and to provide a safer, more efficient work environment for supporting fire and emergency medical calls.

The Seattle Fire Department plans to renovate Station No. 17, at 1050 N.E. 50th St., under the guidance of the Landmarks Preservation Board

The construction will add space for a medic unit and a proposed specialty unit (Tunnel Rescue). Currently, the nearest medic units are located at Station 16, near Green Lake. That station houses an engine company, a ladder truck, a battalion chief, a reserve aid car and a reserve battalion chief's car. Specific improvements to Station 17 will include: • A structural upgrade to bring the station up to current seismic safety standards. • An addition on the north side of the station to support Battalion 6, which will provide space for firefighting equipment and vehicles.

• Increased space for classroom instruction, physical training and an outside court for practicing drills. • New firefighter quarters. • Renovated administration area. • Improved mechanical and electrical systems. Project design began earlier this year. The fire department expects to finish getting all of the necessary permits this year and start construction. The remodeling of Station 17 should be finished in 2009. During the upgrade, the firefighters and equipment will move to temporary quarters. This will ensure that neighborhoods served by Station 17 continue to receive fire and emergency medical response. "We're still looking for a site for the temporary quarters," Faine said. The total budget available for Fire Station 17 is \$9.5 million. Funding comes from a Fire Facilities and Emergency Response Levy. Voters passed the measure in 2003 with a 69-percent yes vote, providing \$167 million for projects from property tax revenue. An additional \$67 million from other city sources was added, Faine said: "We've developed cost estimates based on today's market conditions." The U-District station renovation is one of two major firehouse renovation projects under way in the area. An open house earlier this month highlighted plans to build an entirely new Station 38 on the northeast corner of 40th Avenue Northeast and Northeast 55th Street. That would move the Laurelhurst station seven blocks to the east from its current quarters at 33rd Avenue Northeast and Northeast 55th. Like Station 17, Station 38 is an historic building, and Faine said the fire department plans to sell the existing Laurelhurst station. Construction is expected to start next year. Future plans call for improvements at Station 40 in View Ridge, Station 9 in Fremont and Station 21 in Greenwood, which will be completely replaced. The Sept. 29 event at Station 17 is the second open house to give the public ample opportunity to look at the project and make their views known. Approximately 200 community members attended the first open house on Jan. 27. Families are welcome at this month's event. If people who want to attend have special needs or language requirements, the fire department can make arrangements for them; contact Christina Faine at 386-1366 or by e-mail at [christina.faine@seattle.gov](mailto:christina.faine@seattle.gov). For details on all the stations affected by the Fire Facilities levy, visit <http://www.seattle.gov/fleetsfacilities/firelevy/locations.htm>.

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## **Ballard News-Tribune**

**September 17, 2007**

### **City unveils plan to preserve industrial land**

**By Dan Catchpole**

Mayor Greg Nickels wants to keep commercial and retail development off industrial land. Nickels has announced an initiative to strengthen zoning protection for industry and manufacturing in Seattle. The purpose, Nickels said during a press conference, is to protect existing industrial jobs and encourage new ones. Over 120,000 jobs in Seattle are in industry and

manufacturing, according to the Employment Security Department. That is one-quarter of all jobs in the city and more than in biotech, healthcare and IT combined. The proposal drastically reduces the amount of commercial and retail development permitted on industrial property. On most of Seattle's industrial land 100,000 square feet of commercial and 75,000 square feet of retail space can be developed. Nickels' proposal caps both at 10,000 square feet. "It's the most significant thing the city's done in decades" to help industry, said Dave Gering, director of the Manufacturing Industry Council. "The most important issue in protecting industrial jobs is preserving industrial land," said Marianne Bischel, spokesperson for the mayor. "The city should be a partner, not the problem." Nickels' proposal was "long in coming," in Seattle City Council member Peter Steinbrueck's view. "The Council has been pressing for several years to get a stronger response to protect Seattle's industrial land," he said. Prompted by the council, Seattle's Planning Commission began studying the state of the city's industrial land and its future needs in 2005. In July, it recommended restricting commercial and retail development on industrial land. The city's industrial centers "are reserved for industrial land first and foremost," Steinbrueck said. "Office and

retail can go elsewhere" in the city. "We can do more, and I feel we need to do more" for industry in Seattle, Steinbrueck said. He wants the council to consider economic development and infrastructure investment in addition to zoning protection. "We'll move expeditiously, but thoughtfully," Steinbrueck said. But, he added, "We are not going to be able to accommodate everybody." This summer, city council has twice rejected the Port of Seattle's request for a zoning change on its 99-acre North Bay site to allow development of an office park. The broad, flat site is the largest undeveloped industrial land in the city. In June, Mayor Nickels endorsed the Port's request for the zoning change, which would take away industrial land rather than protect it. Opponents argue that the changes are misdirected or that market forces should be allowed to operate. They have not been as vocal as the supporters, but Ballard-based real estate agent Barry Hawley expects a vigorous fight over any legislation restricting commercial and retail development. "Absolutely, because you're talking about the value of land," said Hawley. The proposed zoning restrictions would reduce the property value of industrial land. The 100,000 square foot commercial space and 75,000 square foot retail allowances on industrial land are "a big incentive" for commercial developers, Hawley said. "There's no room for commercial development in Ballard because of mixed-use development," said Hawley. The mixed-use developments typically only have "token commercial" space. "Any place you can put residential in density in Ballard is too expensive for commercial." The effect is mixed-use development pushes commercial and retail onto industrial land. "The city's let this happen, and this is a reaction against it," Hawley said. "I think some politician saw this as an opportunity to garner public support," said Vince Deluca, senior vice president of the real estate firm Colliers International in Seattle. "For politicians to say they're going to put a halt to this is preposterous." "Being able to pay the rent is a basic cost of doing business, and if you can't pay the rent in SoDo maybe you should consider moving to South Park or Auburn or Kent," Deluca said. However, he added, it doesn't apply to all situations. "Maybe there needs to be fewer sweeping generalizations coming out of the mayor's office," said Deluca. Supporters of the proposed restrictions are unsure about the rest of Nickels' initiative, which includes the city reviewing the zoning along the edges of the manufacturing and industrial centers and promoting research and development in industrially zoned areas. The boards of the Manufacturing Industrial Council and North Seattle Industrial Association want more specific before they will vote on all of Nickels' initiative. "It's in the details that people always have problems," noted Eugene Wasserman, president of the Industrial Association.

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**Dunn Garden Annual Fall Foliage Festival**

The E.B. Dunn Historic Garden Trust will conduct its annual autumn festival Sunday, October 14, from 2:00-4:00 p.m. Rain or shine, casual dress, reservations required. Please reserve your place no later than October 10 at [www.dunngardens.org](http://www.dunngardens.org). The historic garden, located at 13533 Northshire Road, NW in Seattle, is exceptionally photogenic during this festival. Enjoy the beauty of this designed landscape, refreshments, silent auction, and plant sale.

Christine Palmer, Preservation Advocate

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