MAKING PLANS FOR THE WATERFRONT

By Jan O’Connor, Land Use/Waterfront Committee Chair

This month’s program article, “Waterfront for All,” which discusses the work of the Central Waterfront Committee, has as its focus what will happen on the waterfront after a series of major transportation decisions are implemented. The Nisqually earthquake of 2001 and its implications for the safety of the viaduct and the seawall provided strong motivation for some serious transportation planning.

A stakeholders’ committee met for two years to review current information about the use of SR 99, to review options, and to look at related traffic patterns and needs in the area. The stakeholders’ group agreed that the viaduct should be removed. Repairing it would have been very costly and its life expectancy would be short in view of its current age. As this decision was being discussed, the Seattle mayor, the King County executive, and the Washington governor came to the stakeholders with a proposal for a bored tunnel. This proposal was not enthusiastically accepted by all. Many participants in the stakeholders’ group felt that strong special interests had pressured the state and that the bored tunnel had not been adequately reviewed as an option by the group. After much contention and opposition by the newly elected Seattle mayor, the approval of Referendum 1, in August of 2011, was accepted as public approval of the plan and the city council and mayor began working on the necessary agreements.

After a series of resolutions, an agreement was negotiated which delineates the responsibilities of all the parties—city, county, state, and port—for financing and implementation. SR 99 is a state highway and its costs are basically borne by the state from designated sources. For several years, work has been going on south of the viaduct to prepare for the transition and to improve roadways in that area.

The city, as part of the agreement, is to prepare a promenade bordering the new surface Alaskan Way, a roadway which will be four lanes wide to the north of the ferry terminal and six lanes wide south of it. The city is responsible for much of the utility work that will be necessary as the viaduct is removed and the tunnel is bored.

In anticipation of the changes likely to be taking place along the waterfront, the city began working in 2003 to develop a collective vision for the waterfront, now described as Waterfront for All. The construction schedule is tight. Work has begun on the bored tunnel and it is scheduled to be open to drivers in 2015. The viaduct will be demolished in 2016 and the city must be ready with its plans. However, it behooves the city to have its plans in order even earlier since some of the proposed plans have components which can be incorporated into the work that is going on prior to that.

For example, at a recent meeting Steve Pearce, from the transportation department, presented a many-page document that included lists of transportation adjustments that must be made and how some of the proposals from the Central Waterfront Committee could be incorporated into them. This is our time to decide what the waterfront will be like in the future.
Contents

President's Message .................................................. 3
Calendar ........................................................................ 4
Forum Schedule ......................................................... 5
Board Briefs .................................................................. 5
Committees .................................................................. 7
King County Connects
  League Drinks ........................................................ 8
  Immigration Luncheon Registration ......................... 9
  Help Wanted for Immigration Luncheon .....................10
  Privatization Action Team .........................................11
  All Mail Ballot Study Committee ...............................11
  Transportation Committee Report ..............................11
Membership
  Getting Connected ..................................................12
  Membership Form ...................................................13
  The Way We Were, Part 3 ...........................................15
Features
  Book Review ..........................................................16
  The Rise of the New Global Elite ...............................17
  Planning as a Seattle Civic Activity ............................19
Program: Seattle Central Waterfront
  Discussion Questions .............................................23
  Waterfront For All ...............................................25
  Map of the Waterfront ...........................................32
Unit Meetings ................................................................ 41
Board and Committee Contacts .................................43

Contact Information

President: Judy Bevington
Voter Editor: Nan Moore

League of Women Voters
of Seattle-King County
1620 18th Avenue, Suite 101
Seattle, WA 98122
Phone: 206-329-4848
Fax: 206-329-1273
info@seattlelwv.org
www.seattlelwv.org

Office Hours:
Weekdays, 9:00 a.m. – 5:00 p.m.

League of Women Voters of Washington
4730 University Way NE # 720
Seattle, WA 98105
206-622-8961
lwvwa@lwvwa.org
www.lwvwa.org

League of Women Voters of the United States
202-429-1965
lwv@lwv.org
www.lwv.org

Postal Regulations
The Voter is published monthly
except June and August by the League of
Women Voters of Seattle - King County,
1620 18th Ave, #101, Seattle, WA 98122.

Periodicals postage paid at
Seattle, WA.

Postmaster:
Send address changes to The Voter.
1620 18th Ave, Suite 101
Seattle, WA 98122
The Voter (ISSN 0888-8841)
Connecting with Judy

Campaign Finance Reform, Citizens United, and Us

I am delighted with the energy in League for campaign finance reform, an issue for which the League has long worked. The Supreme Court decision in Citizens United v. Federal Elections Commission (FEC) has moved this topic to the top of the list for our own local program planning as well as for numerous Leagues nationwide. The national League joined that case as a friend of the court and argued that corporate spending in elections should not be equated with the First Amendment rights of individual citizens.

What does League do now in response to this case and the huge sums of money being poured into the presidential campaigns by corporations and wealthy individuals? The relevant LWVUS position is: “The LWVUS believes that the methods of financing political campaigns should ensure the public’s right to know, combat corruption and undue influence, enable candidates to compete more equitably for public office and allow maximum citizen participation in the political process.” This national position may be applied to state and local campaigns. Further, National policy states: “All action at the federal level must be authorized by the LWVUS board. This includes any effort aimed at influencing a decision on a federal issue…”

The national League is supporting a stronger FEC and stronger disclosure laws. National feels there are too many complicated legal issues, such as those related to freedom of speech and personhood, to support an amendment to the Constitution at this time. They are setting up a task force to examine the issues. The National Convention will be in Washington D.C. in June where I’m sure this will be a hot topic.

Statewide and locally, many Leaguers are eager to act. At State Convention last year, a resolution was passed saying that we should educate ourselves and the public about this issue. Some want us to support local action, others to support a constitutional amendment. We have taken some action. A group of local leaguers carried an LWV sign at a local rally, we co-sponsored a speaking event by the author of Corporations Are Not People, and we joined a list asking National to make this a high priority. If you want the League to take action, contact our Action Chair, Ellen Barton. You will, per our protocols, need to submit a draft and the local League positions that you feel support the action. Speaking with one voice is important to our effectiveness.

A State committee is being formed on this topic; we will be represented on it. It will be the committee members’ task to inform themselves and others on the complex issues related to various proposals (such as the legal issues associated with a constitutional amendment) and to explore what actions are feasible, achievable, cost-effective, and not unduly divisive. The State committee needs to determine what actions are consistent with League positions and which they might need to work on as informed individuals speaking for themselves. Convention delegates will need to decide what stance to take if relevant issues come to the floor.

An article in the New Republic magazine entitled “The Wrong Way to Fix Citizens United” gives some caveats about a rush to action. According to its author, Mark Schmitt, the various amendments currently in circulation would all create their own

(continued on p. 6)
### April/May

<table>
<thead>
<tr>
<th>Sunday</th>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
<th>Saturday</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>12</td>
<td>13</td>
<td>14</td>
</tr>
<tr>
<td>Voter Deadline</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>16</td>
<td>17</td>
<td>18</td>
<td>19</td>
<td>20</td>
<td>21</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>23</td>
<td>24</td>
<td>25</td>
<td>26</td>
<td>27</td>
<td>28</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>30</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(Units are meeting during shaded period)

**APRIL**

- **International Relations Committee**
  Monday, April 2
  12:45 – 2:45 p.m.
  League Office

- **Forum: Seattle Central Waterfront**
  Thursday, April 5
  7:30 p.m.
  Seattle First Baptist Church

- **Board Meeting**
  Saturday, April 7
  9:00 a.m. – noon
  League Office

- **Voter deadline**
  Monday, April 9

- **Transportation Committee**
  Tuesday, April 17
  10:00 a.m. – noon
  League Office

- **Economics and Taxation Committee**
  Saturday, April 21
  10:00 a.m.
  League Office

- **Land Use/Waterfront Committee**
  Tuesday, April 24
  10:00 a.m. – noon
  League Office

**MAY**

- **Immigration at the Crossroads Luncheon**
  Saturday, April 28
  11:30 a.m.
  Town Hall

- **No Forum this month**

- **Board Meeting**
  Saturday, May 5
  9:00 a.m. – noon
  League Office

- **International Relations Committee**
  Monday, May 7
  12:45 – 2:45 p.m.
  League Office
Forum Schedule

The League of Women Voters of Seattle-King County (LWVS-KC) presents a public forum each month (except December) between August and May, generally on the first Thursday of the month at 7:30 p.m. The expert speakers at each forum focus on a topic chosen by the Board with advice from the members. We also provide information on the topic in the Voter. Those topics are then discussed at unit meetings during the following weeks; unit meetings are open to all. See the list of units at the end of this Voter for a discussion in your neighborhood.

Most forums are held at the Seattle First Baptist Church, but occasionally they are scheduled in other locations and times. The schedule of upcoming forums for 2011-2012 appears above; check your Voter or the LWVS-KC website (seattlelwv.org) each month for up-to-date information. New: Some of our members are meeting at 6:00 p.m. before the forum for happy hour. This month we will be at the Capitol Club at 414 E Pine. Feel free to join in! Please take note: The All Mail Voting study has been postponed to the fall, so there will be no forum in May. We have added a hot topic presentation in June: Iran. This will not include unit discussion; unit meetings in June are optional.

Board Briefs

The Board of the League of Women Voters of Seattle-King County met on Saturday, March 3, 2012. This is a summary of their work.

Presentation to the Board

Immigration Committee Chair Barbara Reid presented an overview of the five-year history and work of the committee and the reasons that the committee is disbanding. The group will continue to socialize and individual members will move on to work with organizations that focus on local and national immigration issues. During this five-year period a local study was produced, and LWVUS developed consensus on some of the important national issues. Barbara Reid presented one wish-list item from the committee: that is, that LWVUS make the positions on immigration more visible on the national web site. In completing the study the members came to appreciate the amount of work done by those who do research and interviews and also learned that cheerleader members are surprisingly important to committee work. The Immigration Committee has provided an important foundation of information for the League; Voter Services will continue to do voter registration outreach to new citizens. There are important on-going issues in immigration. The board would like to ensure a means by which the issues can be brought before the League, perhaps through the League’s Social Justice Committee.

Corporate Personhood

The Board approved supporting LWVWA efforts, as part of the 2012-2014 National Program Planning call, to seek remedies on the issue of
corporate personhood and further campaign finance reform in whatever form necessary. Jean Carlson and Janet Winans will serve as the LWVS-KC liaisons on the issue.

**Spring Event**

Ginna Owens reported that the $45.00 ticket price for the Education Fund Immigration at the Crosswords luncheon has certain implications. In order for this to be a successful fundraising event, the Board and other members must identify sponsors and ensure that other gifts and donations are received through the event activities. Invitations will be mailed mid-March. Joanna Cullen and Janet Winans will be identifying volunteers for the event.

**Annual Meeting**

Planning is underway for the May 24, 2012 LWVS-KC Annual Meeting.

**National Convention**

National Convention Delegates were approved as proposed by President Judy Bevington. Executive Board members and Voter Services chair would be given priority. It is likely that this will result in the six delegates that the current budget covers. The Seattle-King County League is entitled to seven delegates; the Board agreed that if funding materializes for a seventh, President Judy Bevington will select that delegate.

**Voter Service**

Cyndi Woods reported that since the Speaker’s Bureau has already received requests for speakers on issues and moderators for the 2012 election season, she anticipates an active and lively upcoming year in this area.

Julie Anne Kempf outlined a very tight calendar in regards to the election season forum and ballot summary activities. She also proposed and the Board agreed to explore the idea of a forum featuring the candidates for Secretary of State.

**President’s Message (cont’d from p. 3)**

problems. One of the currently proposed amendments would prohibit “corporations [and that would include LWV, I believe]” … from [exerting] “any influence upon the electoral/political system of these United States.” Schmitt says that the corporate form is simply how we organize any collective effort in the United States; he states that while corporations aren’t people, they can and should be regulated, and that such efforts to regulate ought to begin at least with the presumption of a right to free expression. Also, a constitutional amendment would not address the effect of campaign contributions by wealthy individuals. Our efforts at this time may be more efficiently focused on campaign finance reform rather than a constitutional amendment. I think we have much to inform ourselves (and others) about as we seek ways to counter the effects of *Citizens United.*

Judy Bevington, President
League of Women Voters of Seattle-King County

**Mission Statement**

The League of Women Voters of Seattle-King County, a nonpartisan political organization, encourages informed and active participation in government, works to increase understanding of major public policy issues and influences public policy through education and advocacy.
Committees

**Economics and Taxation Committee**  
**DATE:** SATURDAY, APRIL 21  
**TIME:** 10:00 A.M.  
**PLACE:** LEAGUE OFFICE

**International Relations Committee**  
**DATE:** MONDAY, APRIL 2  
**TIME:** 12:45-2:45 P.M.  
**PLACE:** LEAGUE OFFICE

All are welcome to attend the April meeting. Our lively “hot topics” discussion will be followed by furthering the plans for an educational event to be held June 5th on the topic: Iran.

**Land Use/Waterfront Committee**  
**DATE:** TUESDAY, APRIL 24  
**TIME:** 10:00 A.M. – NOON  
**PLACE:** LEAGUE OFFICE

Committee members will be contacted about the agenda.

**All Mail Ballot Study Committee**

Still time to join the study team! To include the presidential year data, we will be reporting in April 2013. If you have questions or would like to join the team, leave a message at the Seattle League office, 206-329-4848, or please contact chair Julie Anne Kempf via e-mail at: julie@kempf.com

Regular meetings will be starting in April 2012.

**Social Justice Committee**

Contact Chair Pro Tem Jayne Freitag for meeting information: mjafreitag@comcast.net

We have so much important work to do together, especially in light of recent developments in Olympia that will profoundly affect funding for social and health services in our state. The suggestions coming out of our LWVS-KC Program Planning meeting, that the League research the issue of chemical dependency and public policy relating to the criminalization of drug possession, provide us with still another focus. We hope to invite local experts to speak to our committee on these topics. We may even work on an LWVS-KC informational forum.

**Transportation Committee**

**DATE:** TUESDAY, APRIL 17  
**TIME:** 10:00 A.M. - NOON  
**PLACE:** LEAGUE OFFICE

Topic: The Issues Confronting Walkers and Bikers

We encourage participation by all in our issue committees. Often there are excellent speakers who provide informative presentations.

**Privatization Action Team**

After the excellent discussions League members held in their units, we need to identify people who want to be on the action team for this issue. Please contact Nora Leech (206-328-0445) if you are interested in attending an information meeting (time and date to be announced). We will be exploring possible actions on this important topic.
WHAT DO YOU MEAN, “LEAGUE DRINKS”?  

In the tradition of Green Drinks and “meet-ups,” the League of Women Voters of Seattle - King County has launched a new group that should appeal to younger folks, working folks, or anyone who would like to grab a happy hour beverage or appetizer and have an informal, lively discussion loosely centered around current events, community issues, and politics. League Drinks meets once a month, on first Thursdays, at the Capitol Club from 6-7:30pm.

The Capitol Club, located at 414 E. Pine Street in Capitol Hill, is within easy walking distance of the Seattle First Baptist Church. No doubt some of us will choose to stroll up the hill after League Drinks to catch the monthly LWVS-KC forum (also conveniently timed on first Thursdays).

League Drinks is a chance to get to know fellow King Countyites who care about the issues of the day and want to learn more, express their opinions, and maybe even organize for common action. It’s also a really good opportunity to find out more about the workings of the League and get to know League members and their friends. The group is open to all, so please invite others!

Our next get-together will be on Thursday, April 5, from roughly 6-7:30 pm. We’ll be in the room immediately to the right of the entrance at the Capitol Club.

If there’s a burning issue on your mind that you would like to bring to the table, please do! There have been several hot button issues before the state and local governments recently — not to mention the incessant drama that is the federal government — so we will surely have lots to talk about.

If you have any questions or need more information, please don’t hesitate to contact Lindsay Cummings (lindsaycummings@hotmail.com) or the League office.

We’re looking forward to more cheap drinks and inspiring conversation! See you there! Cheers!
IMMIGRATION at the CROSSROADS
A nation built by immigrants continues to struggle with “how to get it right.”

LWV Education Fund Spring Fundraising Luncheon
Featuring Jorge L. Baron

Saturday April 28, 2012
11:30 -1:30
Town Hall Seattle/Downstairs
8th & Seneca

Guests will be asked to make a financial contribution in support of the League’s 92 Year Honor Roll; Extraordinary Scholar Award; Leadership Circle Pledge Program; and other Voter Services.

REGISTRATION

NAME __________________________________________________________________________________________________

MAILING ADDRESS____________________________________________________________________________________

PHONE ____________________________________  EMAIL____________________________________________________

Please register me and _______ guests at $45 each for IMMIGRATION as the CROSSROADS

Please reserve a table of ten in the name of _____________________________ at $450.

Guest Name ____________________________________________________________________________________________

Guest Name ____________________________________________________________________________________________

Guest Name ____________________________________________________________________________________________

Guest Name ____________________________________________________________________________________________

Guest Name ____________________________________________________________________________________________

Guest Name ____________________________________________________________________________________________

Guest Name ____________________________________________________________________________________________

Checks should be made payable to LWVS Education Fund.

Mail to LWV Ed Fund, 1620 18th Ave. Suite 101, Seattle, WA  98122 or register on line at www.seattlelwv.org
HELP WANTED
IMMIGRATION AT THE CROSSROADS: SEEKING TABLE CAPTAINS AND VOLUNTEERS

The spring fundraiser of the League of Women Voters of Seattle Education Fund (Ed Fund) is just around the corner. Participation of League members is crucial to making it a success. The funds to be raised are needed to keep the League office running, put on forums, publish the TRY, and continue to provide voter service.

Here’s what you can do:

Serve as a table captain: Plan to attend the event, invite nine guests to sit at your table, send in their names and payment to the League office, and take responsibility for collecting contributions at the event.

Note: You are not required to pay for the entire table – you can invite guests but have them pay for their own tickets. Even if you cannot fill a table completely, please consider being a table captain.

Fundraising Luncheon - IMMIGRATION at the CROSSROADS

Saturday, April 28, 2012
Town Hall Seattle
Downstairs, 8th and Seneca, 11:30 - 1:30

Help out on the day of the event: Our volunteer coordinators will find a task that fits your schedule.

Offer a ride to the event: Members sometimes call the office looking for a ride. If you can provide one, please let us know.

To volunteer, please call the office at 206-329-4848.

Even if you are unable to help in any of these ways, we do encourage you to attend if you can. And if you cannot, please consider making a tax-deductible contribution to the Ed Fund.
The speakers at the February 21st Transportation Committee meeting were Sara Nicolic and Grace Cho from the Puget Sound Regional Council (PSRC). They spoke to us about the Growing Transit Communities Partnership (GTCP).

The PSRC is made up of representatives from four counties bordering Puget Sound: Snohomish, King, Pierce, and Kitsap. The Council is responsible for regional transportation, growth management, and economic development planning. It disburses millions of dollars of federal and state funds for transportation. LWVWA and many other groups have non-voting seats on both transportation and growth management boards.

Because it was the highest scoring entity that applied for the offered federal funds, the GTCP has received $5 million to build a regional consortium of stakeholders from local government officials, funding institutions, transit agencies, non-profit and for-profit developers, environmental advocates, housing and community advocates, and many other organizations. The consortium will be the central planning agency for the design and development of resources that surround the planned light-rail stations along the light-rail corridor from Tacoma to Everett. Its goals are to provide more transportation choices; promote equitable, affordable housing; enhance economic competitiveness; support existing communities; coordinate policies and leverage investment; and value communities and neighborhoods.

The $5 million grant from the federal government was for this kind of design and development only; it cannot be directed to other transportation needs. PSRC, in its 2040 planning, has made a commitment to “Equitable Transit Communities that include transit, pedestrian, bike, auto and special needs mobility, access to housing, employment, education/training, and civic engagement that enhances livability by addressing health, safety, amenities and design.”

At this point there are three “catalyst” demonstration projects underway: King County north at Northgate; King County east at Bel-Red, and Pierce County near the University of Washington-Tacoma campus.
Getting Connected  

**TRYING SOMETHING NEW**

It's a pleasure to welcome new members Russell Fosmire, Elaine Hogle, Zara Kublin, and Flo Lentz. Please keep an eye out for them and introduce them to League programs where they can make a difference. Sally Nelson has rejoined. It's good to have her back!

**CALL ON YOUR POWER**

Have you asked anyone to join the League during the last year? Our best way to reach potential members is through you. Talk to friends, family, and work associates; tell them about what the League does and invite them to join. People are asking for ways to make a difference. You have an answer! Give us the names and addresses of people you want to invite to join. We'll make it easy for you and them by sending them the membership brochure and two issues of the Voter. Alternatively, you can give someone a gift membership. Just send your check to the office with the particulars of the person you are presenting with a membership. The new member will receive a packet introducing her or him to the League. By working together, we can ensure the continuing strength of our vital organization.

**SUPPORTING THE LEAGUE**

This month we thank Kelly Pelz, Pamela Mitchell, and Lorna Stern for renewing their memberships at the Contributing Membership level. Pat Cleary, Connie Reed, Phyllis Runyon, Nancy Smith, and Peggy Tlapak also deserve thanks for renewing as Boosters. Showing their faith in the League's mission, Dorris Martin and Sally Nelson added a contribution to their dues.

Dues do not cover the cost of all our programs. These extra gifts allow the League to continue pursuing many different avenues that would otherwise be prohibitively expensive. Many, many thanks to all our supporters!

**INTRODUCING TWO OF OUR NEW MEMBERS**

Perhaps you've heard the name **Tatsuko Go Hollo** before. If you haven't, it's because she does her job quietly and effectively. What's her job? She serves as a policy associate and is involved with researching, data analysis, writing, and creating material for other advocates and for elected officials. She has also been a community advocate herself.

Tatsuko earned a Master's degree in Social Work from the University of Washington. She served as an intern for the LWVWA Civic Engagement project in 2010. She is a member of the 46th District Democrats.

She lists many interests: city and county government, civil liberties, health care, homelessness, human services, social justice, and women's issues. (I think she'll find kindred spirits in the League!) She sees candidate meetings and ballot issue research as areas she values.

**Kathy Jorgensen** comes to us from King County South where she participated in LWV from 1993-2011. She finds the grass roots approach to solving problems more effective and satisfying than accepting solutions from the top down.

She has had experience in moderating candidate forums and forums discussing ballot issues. (I see great opportunities for her in the coming election cycle!)

Kathy has her degree from University of North Carolina-Chapel Hill and works as a paralegal. She is particularly interested in immigration, international relations, and land use/zoning.

She reports that her primary motivation, when first exploring the League, was to find activities to get out of the house while she was a stay at home mom. And looks where it's gotten her! Kathy lives in Auburn.

Submitted by Pat Loschen
Join the League!

If you have this publication, you’re probably already a member but if you’re not, or if you know someone who should join, just tear out this form, fill it out and send it in. Or, you can go to our website and sign up online. www.seattlelwv.org.

Members automatically receive the Voter, either in print or electronically, which keeps you up-to-date on our monthly forums, neighborhood discussion groups, committee activities, voter registration and other volunteer opportunities. In addition, members receive action alerts about legislation in Olympia and Washington, D.C., as well as publications from the state League.

League membership is open to men and women.

Name: ____________________________________________

Address: __________________________________________

City/State/Zip: ______________________________________

Phone: ____________________________________________

Email: _____________________________________________

Dues and contributions:

☐ $60 one year individual membership
☐ $90 one year household membership
☐ $35 low or fixed income
☐ $25 student
☐ Enclosed is a contribution of $ __________

Please make your check payable to LWVS-KC and return with this form.

Membership dues and contributions are not tax deductible; however, eligible tax deductible contributions may be made to the LWVS Education Fund.
Thank you for joining and supporting the work of the League of Women Voters!

Please return this form to:

League of Women Voters of Seattle-King County
1620 - 18th Avenue, Suite 100
Seattle, WA  98122-7007

Celebrating 92 years of educating voters, improving elections, and making democracy work!
The Way We Were.....Stories of King County South, Part 3

As the third installment in the series on individuals that made the South King County League special we would like to introduce you to some folks who went before us and paved the way. We would like you to know about the following people in memoriam.

Dorothy Roberts
Dorothy joined the LWV-King County South in the 1960s and was a member of the LWV-Washington Board from 1986-1993. She was a guiding force in Enumclaw in both League and community affairs for many years and ran for our school board to elicit changes in 1975. She was a dedicated lobbyist as a tax specialist and also followed school issues and public financing of state campaigns. Dorothy served as LWVWA Treasurer from 1986-1989 and worked on the Port study, Education: Programs That Work study, Action Committee, Speaker’s Bureau, and was the Tax and Education Chair. She also served as an officer of the Plateau Preservation Society (an environmental advocacy group in Enumclaw), served as lobbyist for PTSA, and was an active member of People for Fair Taxes. Dorothy was instrumental in setting up the League’s Voter Registration Booth at the King County Fair. This was hugely successful as a public information source, as well as for the League’s coffers, for many years. She is remembered with the Dorothy Roberts Award that is presented every two years at the League of Women Voters of Washington Convention to a person who shares a similar commitment, dedication, and passion for the mission of the League.

Jenny Hodson
Jenny had been a kindergarten teacher and remained interested in education to the end, but she had a whole host of other interests, including poetry, Vashon Island governance, the welfare of cats (she was a volunteer with Vashon Island Pet Protectors), and many more. She ran for the Vashon School Board and won. She endured severe health challenges but remained upbeat and kept her sense of humor. She was one of the best leaders our Vashon Unit had. Jenny was able to put together good meetings on local topics, with interesting speakers. She had a strong interest in keeping League membership affordable so that as many as possible could join.

Enid Dolstad
Enid and her sister Jocelyn (Seattle) were very active LWV members over many years. She had a strong interest in informing voters. She was the unit chair for several years and hostess of the annual Vashon unit summer picnic numerous times. She made sure that her involvement in League did not interfere with her political activities. Even after the start of her fight with cancer, she came out to help in the huge Democratic caucus gathering for our precinct in 2008. She also lived her belief in recycling and reusing and would gather up the many pounds of undelivered Beachcomber newspapers (our island weekly) and take them to a recycling center in Seattle.

League Bookshelf
Are you an avid reader?
Do you like to share books?
We’re starting a book swap. Bring a book you’re done with that you think other Leaguers might enjoy and leave it on the shelf. If you see one you that piques your interest, take it away!
BOOK REVIEW by Vicky Downs

The Good Rain: Across Time and Terrain in The Pacific Northwest
by Timothy Egan

On a recent flight, the elderly man sitting to my right noted I was reading The Good Rain. “That’s my favorite book about the Northwest,” he said. “In fact, I’ve read almost all Tim Egan’s books.” Astonishingly, the man across the aisle on my left had also read the book and, seeing my copy, announced he’d like to read it again!

This book, written over twenty years ago by a New York Times journalist and award-winning author, provides an overview of the Northwest—its geographic, economic, social, and political issues—that feels amazingly up-to-date.

Egan shows us how the first settlers in this area tended to live off the munificence of the land. “Of all the Indians in North America, possibly no tribes…were more prosperous than the natives who lived near the Pacific Coast.” Of one tribe he said, “[The] Puyallups were a small, docile band of salmon-eaters, most of whom were somewhat overweight.” This was a society “living off nothing but what swam up to their villages or grew in the bushes nearby.”

When white settlers came, there “was a collision of mid-western, church-going, cow-eating, monogamous people with a Northwestern, polytheistic, salmon-eating, promiscuous band. The white women [in the Denny party], their starched bonnets collapsing in the rain storm, broke into fits of tears.”

After a few difficult years, forests with the “straight, tallest and thickest timber whites had ever seen” were cut down and sold for as much as three hundred dollars per thousand board feet. This made a good living for many and millions for a few. Similarly, sea otters were easily killed and their thick, luxuriant fur could “fetch as much as two thousand dollars” for just one large pelt in faraway London. These delightful animals, together with salmon and Dungeness crabs, were only a part of the bounty from the sea, which provided a living for many.

In time, Seattle “took up pick axe and shovel against” the steep hills to create a more livable town. Gold in Alaska provided an opportunity for entrepreneurs to sell gear to men heading northward. Farmers grew orchards and produce and raised meat and poultry to feed the growing population. Still later, bridges and canals followed by trolleys, automobiles, and aircraft connected the city with more distant places.

Egan shows how the Northwest is constantly changing, with inevitable contests between people with differing needs. Town-dwellers needed electricity and farmers needed water, so politicians organized the construction of the Grand Coulee Dam, with the “most extensive hydroelectric power system ever built”; the water dispersed from it “painted the desert green.”

“But,” the author says, “this triumph of technology marked a surrender for the laws of the earth.” Salmon could not swim past the dams put up by the Army Corps of Engineers. Though intended to be a Dust Bowl solution to help farmers, the Grand Coulee Dam became an instrument of war. The country needed the power of the Columbia River to smelt aluminum “to build sixty thousand planes a year,” to build ships, and then to build “an atomic bomb whose plutonium was manufactured on the banks of the Columbia.”

What was intended to help farmers before the
Second World War “had brought Industrial Age factories to the Northwest. [Around a] hundred years ago forty-three percent of all Americans lived on a farm,” but nowadays less than four percent do.

Egan is skeptical of but not utterly against big engineering projects and clearly appreciates every bit of nature he sees in this part of the country. He even reminds us that rain is good: “With skin cancer and global warming, the sun is losing favor.” He goes on to say, “Seattle drizzle has become fashionable, as good for the skin as a daily facial.”

This is a lovely book by a local author, a book to own and to dip into from time to time. Like Mount Rainier and other volcanoes in the Cascade Range, Egan gives perspective to the world we live in and the world we’re trying to create.

The opinions in this review are personal and do not represent those of the LWV.

THE RISE OF THE NEW GLOBAL ELITE

A Summary by Vicky Downs

On December 22, 2011, David Brooks, the newspaper columnist and familiar conservative commentator on the PBS NewsHour, published a column in The New York Times entitled “The Sidney Awards, Part II.” In it he named some of the “best public-policy essays of the year.” These essays, he said, “tackled the interconnected subjects of inequality, wage stagnation and the loss of economic dynamism.” In order to help us better understand our economic situation prior to the November elections, particularly the issue of growing inequality, Vicky Downs, of the Economics and Taxation committee, has undertaken to review four of the articles Brooks cited. Here is her third summary, this time of “The Rise of the New Global Elite” by Chrystia Freeland, The Atlantic, January/February 2011.

Ms. Freeland starts by telling us that in August 2010 a guest on Meet the Press stated in forceful terms that the U.S. economy had become “very distorted.” High-income individuals, large banks, and major corporations had experienced “significant recovery,” while the rest of the economy was stuck and struggling.

The author goes on to describe the widening gap between rich and non-rich that has been evident for years. In 2005, analysts at Citigroup described the “Plutonomy”: an economy that does not recognize “the US consumer or consumers of any other nation.” The plutocrats don’t want or need to deal with ordinary consumers but instead find it effective to deal mainly with the biggest corporations and wealthiest people; these two groups control a very large proportion of the economy.

Who or what are these super rich? They are not only different from you and me but also different from the rich of yesteryear. Our “light-speed, globally connected economy” has led “to the rise of a super-elite that consists to a notable degree of first-and second generation wealth. Its members are hard working, highly educated, jet-setting meritocrats who feel they are the deserving winners of a tough worldwide economic competition. They are becoming a trans-global community of peers who have more in common with each other” than with their countrymen back home.

This new plutocracy is inextricably connected to the revolution in information technology and the liberalization of global trade. Thanks to these new technologies and gadgets, people as well as money and ideas travel more freely today than ever before.
From a global perspective, these developments have made “overwhelmingly positive” impacts, especially in the poorer parts of the world. India and China are prime examples.

Within nations, however, the global transformation has been shared unevenly. Though China’s middle class has grown exponentially, the east-coast cities have pulled away from the rest of the country. Thomas Friedman is right that in many ways the world has become flatter, but in other ways it is spikier.

Spikes are associated with technologies that helped create a class of international business megastars. Ever-larger companies, a more competitive global environment, and faster technological innovations make it necessary for shareholders to attract the best possible CEO. Executive pay skyrocketed in large part because of increasing scale, competition, and innovations.

Meanwhile the majority of U.S. workers have missed out on the windfalls. Between 2002 and 2007, 65 percent of all income growth in the United States went to the top 1 percent of the population. By 2007, some individuals earned billions. Such vast wealth created a gulf between the plutocrats and other people. Think of Paul Allen’s 414-foot yacht, the Octopus, which is home to two helicopters, a submarine, and a swimming pool.

Unlike plutocrats of the past who owed their money to their grandparents, today’s super rich are usually self-made and are focused not only on consuming wealth, but also on making it. These people are not preoccupied with debutante balls or regattas, but with winning a place in the international conference circuits such as the World Economic Forum’s annual meeting at Davos. This is where someone like Bill Clinton has to push hard to win his Clinton Global Initiative a place at the table. This is the sort of place where the wealthiest learn about up-and-coming innovations and ideas, and where they discuss all sorts of things from global financial imbalances to the war in Afghanistan.

Some of the super rich have long recognized that philanthropy can provide moral rewards as well as social acceptance and even immortality. George Soros spends billions on his Open Society Foundation, while Bill Clinton has devoted his post-presidency to the construction of a global philanthropic “brand.”

These extraordinarily wealthy people form a global community; ties to others in the group become increasingly closer and more meaningful than their ties to the “hoi polloi” back home. A person in Africa who went to Harvard and now runs a bank might have more in common with a corporation head in Mumbai or New York than he does with his neighbors. Their interests and activities rather than their geography define these people.

One result is that in 2006 the eight biggest U.S. banks were run by native-born CEOs, while today seven of the CEOs were born abroad. Another result is that America’s “super-elite” is adjusting to a more global perspective. This means that they see their work from a more global perspective. A U.S. based CEO of one of the world’s largest hedge funds reported that the hollowing out of the American middle class doesn’t matter. Why? Because if the world’s economy lifts four people in China and India into the middle class while one American drops out of the middle class, “that’s not such a bad trade.”

This is a small picture showing why many U.S. business “elites” appear so removed from the continuing travails of the U.S. workforce and economy. After all, the global “nation” in which they work is thriving.

Surprisingly, those like Goldman Sach’s Lloyd Blankfein, the son of a postal worker, sees himself as a “working-class boy” who did well, and he has little sympathy for those who are still struggling. There are many like-minded peers who can be surprisingly indifferent to the suffering of others. Typically such people consider that the problem has to do with those who “owned three cars and a
“It is this [not-our-fault] mentality that accounts for the plutocrats’ profound sense of victimization in the Obama era.” Much of their pique stems from simple self-interest: in addition to the proposed tax hikes, the financial reforms that Obama signed into law made regulations on American finance more stringent. The rage is not just greed but a feeling of wounded incredulity. They see themselves as heroes, not villains.

This is, of course, something of a plutocratic fantasy. They may want to live in their own community of peers, but they can’t in fact live without the wider community: they need the rest as workers, clients, and consumers.

There are plutocrats who do understand the suffering of others: George Soros, Warren Buffet, and Bill Gates are examples. But for those who don’t and see themselves only as heroes, it will be a mistake to revolt against modestly higher taxes. Someday, the 99% might cohere into a more concrete group with a concrete agenda, acknowledge that the world economy isn’t working for them, and decide protectionism or truly punitive taxation is preferable to incremental measures.

The lesson of history is that, in the long run, super-elites have two ways to survive: by suppressing dissent or by sharing their wealth.

Planning as a Seattle Civic Activity

This month’s featured Voter article is a detailed update about the Seattle waterfront. As a part of the discussion of where we have been, where we are now, and the vision for the future of the central waterfront, we have considered various governmental decisions related to the waterfront. We have not looked as deeply at the activities of R.H. Thomson, a man who had more impact on the early shaping of Seattle’s waterfront and city planning than any other single individual.

R.H. THOMSON: The Man Who Shaped a City

Reviewing the history of the development of the Seattle waterfront is almost an exercise in disbelief. Local residents have spent years debating the plans for replacing the State Route 520 bridge, which passes over Lake Washington from Montlake to Medina. Endless debate has come to be described as the “Seattle Process.”

But in another era, the vision of one man brought about changes that would be endlessly challenged today. That man was R.H. Thomson. Born in Indiana in 1851, and educated there, he worked as a surveyor and then moved to the west coast when his father accepted a teaching position in Oakland, CA. He taught mathematics in the same college as his father and there met T.B. Morris, who had been in Washington Territory looking for coal.

Thomson and Morris traveled to Seattle together. They met local notables at a memorial service for the recently assassinated President Garfield. David Denny, also at the service, pointed out how much Seattle had grown. Thomson noted the size of the crowd and the rudimentary state of the city’s infrastructure. Thomson is reported to have wondered how anybody could do business in such a muddy, hilly mess. He entered into an early version of a public-private partnership with the city and county surveyor. One of their tasks was to do the surveying necessary to establish a canal between Lake Union and Lake Washington. In later years, Thomson would be largely responsible for obtaining the funds for the construction of the Lake Washington Ship Canal and the Hiram Chittenden Locks.
In 1884, Thomson became the city’s first sewer system. He resigned to work for the Seattle, Lake Shore, and Eastern Railroad. He plotted the path of the railroad from the north end of Lake Washington to Snoqualmie Falls and on to Spokane, where he lived for several years. He came back to Seattle to work as a consulting engineer.

In 1892, he became the city engineer, a post he held for 20 years. He extended the sewer system and worked on building sidewalks and paved streets. He worked on establishing Lake Washington Boulevard, part of the Olmstead Plan, as a bicycle trail. Downtown Seattle, however, remained a major challenge. The steep hills of the area and the muck of the Duwamish tide flats were an impediment to growth. Re-grading went on almost constantly. The dirt removed, if it couldn’t be used to fill in a low spot, was washed into Puget Sound or the Duwamish tide flats, thereby building up Seattle’s future industrial areas. In all, twenty-five miles of streets were re-graded. Flatness was Thomson’s goal.

He also persuaded James J. Hill, owner of the Great Northern Railway, to avoid the waterfront by building a tunnel that ended at the present site of the King Street Station, which Hill also built. The tunnel, completed in 1906, is still heavily used and is known as the Burlington Tunnel. Thomson was also responsible for building the City Light Cedar Falls hydroelectric plant. On January 10, 1905, the newly-generated power lit up the streetlights in Seattle.

The Seattle City Council urged him to take a vacation in Europe. For him, it was an opportunity to see how other cities managed the problems with which he was always confronted. He came back energized and took a position on the University of Washington’s Board of Managers. He became very interested in water commerce and lobbied the Washington State Legislature to allow the formation of port districts.

Many people opposed the city’s having an official port, with its own pier. He resigned from his university post in 1911 to work with the new port district that had been authorized by the legislature and approved by the public. He advocated for the port’s acquisition of property, the deepening and straightening of the Duwamish, and campaigned in Washington D.C. for funds to build the Hiram M. Chittenden Locks.

In 1907, before leaving city leadership for the newly formed Port of Seattle, Thomson invited the Olmstead Brothers of Central Park, New York City fame to lay out the plans for the Alaska Yukon Pacific Exposition (to be held in 1909 on the current site of the University of Washington) as well as the more extensive plan for Olmstead parkways. That second plan for a necklace of green jewels of parks along a contiguous ribbon of roads and paths through greenways is still treasured and in use today. Thomson first laid the path along Lake Washington proposed by the Olmstead brothers as a bicycle trail. The Arboretum and Green Lake parks are also part of the Olmstead plan. It is ironic that the two “roads to nowhere” in the arboretum were to be part of the R.H. Thomson Expressway along Lake Washington, ultimately rejected by the public in the 1960s.

**After R.H. Thomson: A City Grows into a Metropolis**

By the late 1800s, city leaders were working on plans that would help guide the development of the city. They were dealing with the growth precipitated by the discovery of gold in Washington and Alaska. In 1910 the city established a commission to oversee the preparation of a plan for the development of the city. Virgil Bogue was hired to develop such a plan and he laid out a very ambitious project. It shifted the city center to the flattened area now called the Denny regrade, which was being produced by the monumental dredging efforts of R.H. Thomson. From that site, the city center could be connected to Lake Union to the north and to Elliott Bay to the west.

The Bogue plan was approved through passage as a city ordinance and that led to some serious issues. If you were a property owner and the plan designated a future purpose for your property, what were your legal obligations? The plan also prescribed more major earth moving projects,
some of which would undo the earth moving projects just completed. The plan failed a public vote. Aside from legal issues, residents were felt to be very tired of the muddy construction mess that was part of the earth moving projects of R.H. Thomson.

The city, in the past 100 years, has proposed or adopted many subsequent plans. One of Thomson’s first surveying jobs in Seattle was to lay out the possible path of a canal between Lake Union and Lake Washington. In later years, he took a more serious interest in water commerce and was, in part, responsible for obtaining the funding to build the Hiram Chittenden Locks. The Montlake Cut and the Locks were completed in 1917 and the level of Lake Washington dropped nine to twenty feet, depending on location and season. This had a heavy impact on local drainage patterns, especially to the south of the city in the Cedar River watershed.

A city zoning plan was adopted in 1923. One of Thomson’s assistants was George Cotterell, who became a longtime advocate for the residents of the city and head of the Municipal Ownership League, and who was often in conflict with business interests. He headed a city commission that established zoning in the core of the city. It created six zones or Use Districts. The natural waterfront at that time, before the seawall, was Western or First Avenue. Commercial buildings were allowed along First Avenue and several of them were built after the zone was established. The buildings of that period in that zone often served as small establishments for businesses such as furniture makers or as hotels for the working class. Their design and construction was good quality work, done by recognized architects; several of the buildings still exist.

Some of the plans proposed for the waterfront through the years are scary in retrospect. A couple of them advocated removing all the piers from the waterfront and building high-rise apartments. Another proposed eliminating all the existing piers and building a 3000-foot pier parallel to the shore.

Ivar Haglund had operated a small restaurant on Pier 54 since the 1940s. The Century 21 Fair of 1962 led to some tourist-type shops along the waterfront. In 1966, Ivar Haglund purchased Pier 54 and established Ivar’s Acres of Clams. Retail businesses were established on adjacent piers. Those piers are now regarded as the shopping area of the waterfront and the piers have been designated as historic landmarks.

The Alaskan Way Viaduct of 1950 has already been noted. In 1958, the METRO Regional Waste Disposal plan was adopted and credited with cleaning up Lake Washington. In 1964, King County adopted a Comprehensive Plan which was revised and readopted in 1985 and continually revisited. In the 1960s, King County was faced with the prospect of increased population growth related to the growth of Boeing and this concerned many local leaders who feared its impact on the local environment.

A committee called Forward Thrust was organized by the Mayor of Seattle, the King County Commissioners, and local leaders. Jim Ellis was the chair of the committee. This organizing committee engaged hundreds of local residents in developing plans for King County’s future. The result was a series of twelve bond propositions put before the public in 1968. Seven of them passed. One of the measures that passed was a large bond issue in support of the Department of Parks and Recreation. Some of that money was used for the initial funding and design of the Seattle Aquarium and the adjacent Waterfront Park. In 1972, the State Shoreline Management Act was adopted, followed by the Critical Areas ordinance, both of which are updated regularly. These acts severely limit construction over water and activities within specified distances from the shore. As scientists have become more aware of the impact of human activities on the quality of water in Puget Sound and beyond, greater control of those activities that affect the water has been initiated. Those condos you see stretching out over the water at certain locations were probably built before the adoption of the Shoreline Management Act. In discussing changes that might take place on the waterfront, overwater construction is a
factor to be considered. Expanding the aquarium may require the shifting of pier uses or acquiring an existing pier. Activities within 200 feet of the shoreline are severely limited.

The State Growth Management Act was passed in 1990 and the Seattle Comprehensive Plan in 1995, both of which are periodically updated, followed by Neighborhood Plans between 1995 and 2000.

Flat streets had been the goal of R.H. Thomson. This civic-minded engineer apparently was not aware of the environmental impacts of dumping millions of tons of dirt into Puget Sound, or into the wetlands at the mouth of the Duwamish, or of dredging shipping lanes through them.

Becoming aware of the importance of maintaining the water quality in Puget Sound and maintaining the traditional salmon runs has led to a tremendous amount of work during the last decade to try to do just that.

The failure of the Bogue plan energized the port. The port had been routinely attacked by all who had specific interests at the waterfront: the railroads, the Chamber of Commerce, and other wealthy private interests. Many questioned whether or not the port should have a pier; nevertheless the port built a public dock, the Bell Street Wharf. World War II provided another impetus in the area for shipbuilding and shipping activities, an impetus which is now gone.

Seattle adopted its first zoning ordinance in Sept of 1923. The “manufacturing zone” included the central waterfront and everything up to Western Avenue. First Avenue was designated “commercial” and a variety of business activities were allowed.

In the 1920s, the number of tracks along Railroad Avenue was reduced to two tracks on each side of an auto roadway. Work on the seawall was begun in 1916 and completed in 1934. In 1935, Railroad Avenue became Alaskan Way.

In 1962 the port produced a twenty-year plan for the central waterfront, a plan supported by the civic stalwarts. The development was to consist of eighteen blocks along the waterfront. All the piers would be demolished. There would be many tourist facilities, parking facilities, and high-rise apartments. This idea for developing the waterfront was never built. John Graham and company proposed a similar plan in 1965 and suggested demolishing Pioneer Square. The Seattle Design Commission hired a San Francisco architect who came up with plans that included doing away with the viaduct.

By the late 1960s and early 1970s, First Avenue through downtown was regarded as rundown and unappealing, and it served as a red light district. By the early 1980s, Cornerstone Development had bought several of the buildings and was renovating them. Harbor Properties also bought and renovated properties in the area and built Harbor Steps, which leads from First Avenue down to Alaskan Way. In 1977, the Seattle Aquarium won an architectural award and in the same year, across Alaskan Way, the Pike Street Hillclimb was completed. Myrtle Edwards Park north of the Waterfront was completed in 1976. The park, added to the Sculpture Park and some green space owned by the port, has left the north end of the central waterfront with a nice stretch of accessible green.

Residential development has continued in the upper areas along First Avenue. Tourists love the waterfront but new residents from Belltown to Pioneer Square are also potential participants in waterfront activities as well as supporters of the businesses proposed for the area. A goal of the Central Waterfront Commission (see main Update section) is to establish an organization that brings all the city residents to the waterfront.
April Program - Seattle Central Waterfront

UNIT MEETING AGENDA:

UNIT BUSINESS:
Introductions and welcome of guests and visitors
Attendance and sign-ups
Board Announcements

DISCUSSION QUESTIONS:

1. How do you use the waterfront? (Choose as many as apply.)
   • Transportation (Ferries/Water taxi)
   • I work on the waterfront
   • Through-route for commuting by ____________________________ (please specify)
   • Cruise Ship
   • Victoria Clipper
   • Entertainment/Recreation
   • Other ____________________________ (please specify)

2. If you have not been to the waterfront in the past year, why not? ____________________________

3. If you visited the waterfront during the past year for entertainment or recreation, what did you do?
   • Walked/Bicycled for pleasure
   • Participated in some special event ____________________________ (please specify)
   • Visited the Aquarium
   • Shopped at the waterfront stores
   • Ate at a restaurant or other food attraction ____________________________ (please specify)
   • Other

4. How did you get to the waterfront if you visited for entertainment?
   • Walked from elsewhere in the city
   • Bicycled as transportation
   • Private Auto
   • METRO Bus
   • Tour Bus/School Bus/Private Bus
   • Ferry or Water Taxi
   • Other ____________________________ (please specify)
5. Have you traveled from the First Avenue level to Alaskan Way on foot? What was your path?

6. If you answered yes to No. 5, how could your walking experience have been improved?

7. As the new plan for the waterfront is being developed, what would you like to see included?

8. Do you agree with the Guiding Principles of the Central Waterfront Committee (see below)?

9. Many people seem to lament the loss of the concerts formerly held on Piers 62-63. (The timbers of the piers are no longer safe to hold such large crowds.) Are there special events that would draw you to the waterfront, day or night?

10. What are we losing by adopting the James Corner Plan?

11. What are we gaining by adopting the James Corner Plan?

The Guiding Principles of the Central Waterfront Project:

- Create a waterfront for all.
- Put the shoreline and innovative, sustainable design at the forefront.
- Reconnect the city to its waterfront.
- Embrace and celebrate Seattle’s past, present, and future.
- Improve access and mobility.
- Create a bold vision that is adaptable over time.
- Develop consistent leadership from concept to construction to operations.
Waterfront for All

A League of Women Voters Update by Jan O’Connor

Reading Committee:
Judy Bevington
Beatrice Crane
Betty Sullivan
Kati Ortiz
Julie Anne Kempf

Photograph of Railroad Avenue (Alaskan Way) at American Can Company Wharf (Pier 69).
Photograph dated March 24, 1934. Courtesy of Seattle Municipal Archives
WATERFRONT FOR ALL

Big things are happening on the Seattle Waterfront and they are the focus of the Central Waterfront Committee's plan, Waterfront for All. Major transportation issues have been decided, with agreements among the city, county, and state governments as well as a public vote to remove the viaduct and dig a bored tunnel. Each party's responsibilities, financial and otherwise, are laid out in a negotiated document of considerable detail. The city's responsibility includes establishing a promenade along Alaskan Way after the viaduct is removed and a new roadway is established. Since replacing the seawall is not a part of the state plan, the city also has that responsibility.

In anticipation of major changes that might be required in the future, planning for the central waterfront began in 2003 when the city began a public process for developing a community vision for the Seattle Central Waterfront as the first step in preparing a Central Waterfront Plan. As an initial step, the city reviewed existing plans and policies to provide the basis for establishing planning principles to guide the development of a plan. Those proposed principles were presented for public discussion at two planning forums sponsored by the Seattle Planning and Design Commissions in 2003. Some League members may have taken part in the three-day public planning event, in which groups produced their vision of a future waterfront. Proposals developed in the community meetings were further reviewed by technical discussion groups and a plan was presented to the Seattle City Council. The Waterfront Concept plan was adopted in 2006, and it included the principles that guide the present Central Waterfront Committee.

In 2010, the Seattle City Council appropriated funds to be spent between 2010 and 2012 to develop a Framework Plan and Conceptual Design for Waterfront Seattle. The term framework is used to indicate a broader vision of the city in which the waterfront plan is included. It would include programs such as Green Streets or proposed bike and foot trails that are already underway to connect and enhance parts of the city.

The scope of the core project extends from Pier 48 on the south, adjoining Pioneer Square, to Broad Street on the north, adjoining the Seattle Art Museum's Sculpture Park. (See centerfold map of waterfront.)

The core project includes a new Alaskan Way surface street between King and Pine Streets that will serve motor traffic, bikes, and pedestrians, as well as the occasional horse-drawn sightseeing carriage. A city street over a small viaduct will link Alaskan Way directly to Elliott and Western Avenues in Belltown.

The ordinance creating the Central Waterfront Partnership Committee (CWPC) was approved by the Seattle City Council and Mayor in November of 2009. The ordinance appointed members, specified a schedule for the committee's work, and set a committee sunset date of December 31, 2010.

When Mayor Mike McGinn took office in January 2010, he learned that the seawall needed replacement very
soon. To address the seawall in tandem with the waterfront redevelopment, he reconstituted the CWPC as the Central Waterfront Committee (CWC). It included citizen representatives from stakeholder city commissions and was chaired by Charley Royer and Maggie Walker. The committee was an advisory group part of a civic partnership led by the Seattle Department of Transportation, the Seattle Department of Planning and Development, and the Seattle Department of Parks and Recreation. The committee is to issue its report in June of 2012.

**History of the Seattle Waterfront**

To fully understand the current proposed visions for the future of the Seattle waterfront in conformity with the fundamental infrastructure needs of the area, we must first examine the history of the waterfront.

The settlement of 1851 at Alki in West Seattle by the Denny party is generally recognized as the event that began the history of a non-native American community on Elliott Bay. This community grew into the present day multi-cultural city that bears the name of a great local Suquamish tribal leader at the time of the Denny settlement, Chief Seattle (Sealth).

Those early settlers from the East soon learned that Alki was not a good place to harbor or launch ships. They recognized that the eastern shore of Elliott Bay might provide a more protected site for ships and for assembling and loading the products in demand by other west coast settlements. In the very early days, those “products” were primarily raw logs needed for milling to support the building that was taking place in San Francisco.

To accommodate the need for a decent natural harbor, the settlement moved to a new site in 1852, a site which had been used by the native American tribes of the area as a crossing-over place and winter camp. Yesler’s Mill at the foot of Yesler and First Avenue was at the heart of the new settlement. Logs were skidded down the hill to the mill. A wharf was built into Elliott Bay and any debris that accumulated was dumped into the bay to build up the shoreline. Through the years that debris included ballast from ships, waste from manufacturing, coal dust from coal loading operations, and dirt sluiced down from the hillsides.

Other first settler families established claims in the area and eventually other wood products such as shingles, siding, and barrels were manufactured along the shoreline.

Seattle was rejected as an early railroad terminus. Instead, Tacoma was selected as the terminus of the Northern Pacific, which reached the west in the 1880s. Part of Seattle’s response to rejection was the development of an active fleet of small ships that came to be known as the Mosquito Fleet. They carried passengers and goods throughout the Puget Sound area.

The railroads did come, however, and for several years they dominated the waterfront. The first was a local rail line, but eventually the cross-continental lines, including the Northern Pacific and James J. Hill's Great Northern Railroad, reached Seattle.

Coal was discovered in the areas east of Seattle. The towns that grew up around these mines are still familiar names today: Roslyn, Black Diamond, Newcastle, Bellevue, and Renton. A short line around the end of Lake Washington was established to move this coal to the growing Seattle waterfront industries. Coal was the major source of fuel for the ocean-going fleet and for the smaller ships of the Mosquito Fleet.
Alaskan Way, formerly known as Railroad Avenue, was built in 1885. A line east of the high tide line was selected and a 120-foot-wide right of way was built on pilings over the tidal flats. The railroad tracks were supported on wood trestles. Pier structures, also supported by pilings, provided walkways to higher ground.

Our cover photograph shows how this looked prior to the building of the seawall. Eventually the areas under Railroad Avenue and between it and higher ground were filled in with dirt washed down from the hills as they were graded flat.

In 1889, the Great Seattle Fire destroyed the downtown commercial district and many of the waterfront structures. The commercial structures were rebuilt in the familiar historic (and more fireproof) brick, with a basic new ground or first floor level. This was established above the original street level. The public can now observe the original first floor level by taking the Underground Tour in Pioneer Square. Since this was a busy time on the waterfront, the fire-damaged piers were rebuilt in the same haphazard fashion, although on a larger scale.

As settlement continued, an increase in regulation limited and changed the activities on the waterfront. Washington became a state on November 11, 1889. The state constitution provided for the establishment of harbor lines: an outer line, beyond which private uses cannot be established, and an inner line. Between the two areas created by these lines, activities and uses are controlled. The detailed centerfold map of the waterfront piers, included in this report, reveals the harbor lines and limits of ownership. At this time, the late 1800s, city leaders were working for legislation and plans that would help guide the development of the city and give city leaders more control over the waterfront.

The 1897 Klondike Gold Rush provided a new impetus for improving the waterfront. New piers were built as we see them now: angled to provide greater length without having to go deeper and to provide an easier turning radius for the trains. Areas to the east, the uplands as they are described, were filled with warehouses and other supportive structures, including livery stables and hay barns. The increased activity on the waterfront led to expansion to the south. Much of the flood plain of the Duwamish River was filled with earth from areas which were being regraded. The east and west waterways were dredged to provide access for shipping and industrial sites to the south. In 1916, similar improvements were made further north to expand harbor facilities at Smith Cove in the Interbay area. A thriving cruise ship business now operates from the Smith Cove site. During the early years, the topography of the city was being dramatically changed by the vision and earth moving activities of R.H. Thomson, the city’s engineer.

James J. Hill had brought his Great Northern Railroad to Seattle, but stopped at Smith Cove. With the assistance of R.H. Thomson, he acquired the needed property and built a tunnel under downtown Seattle in 1905 with a terminus at the current King Street Station. He also funded the building of the station. The one-mile tunnel,
known as the Burlington Tunnel, is still in heavy use by both freight trains and Amtrak.

History was not free of the discussion and controversy that accompanies planning today. The waterfront was the realm of the railroads and it was described as a “chaotic mess.” Many city leaders wanted more control, and many with business interests related to the railroads were not ready to relinquish it. Statehood brought more control of the railroads by state and local governments. The state legislature was lobbied to allow the establishment of local port districts, and in 1911 the voters approved the creation of a Port Commission to oversee the orderly development of the county’s harbors and waterways. This action resulted from lobbying the legislature for laws which could shift control of the waterways from the railroad to the public. The Port Commission purchased piers to develop a public port, developed the Bell Street Terminal at Pier 66, and established a West Seattle ferry at the foot of Marion Street.

By the 1930s the central waterfront was in decline. The Mosquito Fleet, popular with early commuters, declined with the increasing use of the automobile. A larger terminal was needed for ferry traffic. The Colman Ferry terminal, although it has been rebuilt several times and is scheduled for yet another rebuild, is one of the oldest features on the waterfront. Washington State Ferries acquired the ferry system in 1951, purchased Colman Dock in 1952, and built the current terminal in 1966. The Federal Maritime Act of 1936 imposed more rigid standards on passenger vessels and that proved to be another blow to the Mosquito Fleet. Most of them went out of business rather than meet the new standards.

The regulation and use of the waterfront was also changing with the times. Railroad Avenue, now Alaskan Way, was a shoddy street resting on trestles and dirt, although some of the train tracks had been removed. At the turn of the previous century, a seawall was planned and constructed to improve this situation, and thus improve the waterfront.

The seawall is not simply a wall that holds back the tide. It is a massive structure upon which you are probably walking or driving if you visit the waterfront. The first phase, from Washington Street to Madison Street, was built between 1909 and 1917. The second and final stage of seawall construction was completed in 1934, extending the seawall north to Broad Street. Concrete was used as fill, and the conversion of Railroad Avenue to Alaskan Way was complete.

By the 1930s, increasing automobile congestion led to proposals to shift north/south through traffic to an elevated boulevard along the waterfront, the Alaskan Way Viaduct. That decision was also controversial. The original railroad dominated uses of the waterfront had separated it from the city for many years and the viaduct was seen as another extension of that condition. The first link of the viaduct was opened in 1953, followed by the connection to Aurora Avenue through the Battery Street Tunnel in 1954. First conceived as a through route, the original viaduct had no ramp connections built to downtown. Ramps were later added in the 1960s and the public generally regarded the viaduct as a success.

Century 21, Seattle's World Fair of 1962, also encouraged a new look at the waterfront. The Edgewater Hotel was built on Pier 67 and proved to be very popular. Many small businesses set up near the locally-famous Ivar’s Acres of Clams restaurant to capture the tourist business. It was reported at the time that a few cruise ships anchored offshore as a base for fair attendees, with passengers shuttled to what is now the Argosy landing.

Role of the Port of Seattle in Waterfront History

In the latter half of the 20th century, changes in maritime activities led to new thinking about the waterfront as an adjunct of port activities. Currently, most cargo is moved via container shipping. That type of shipping has moved south of the Central Waterfront to Pier 46. Several transportation realignments have been made to
facilitate the movement of containers to trucks and trains. The fishing industry has moved to factory ships or to ships based at Fishermen’s Terminal in Ballard.

Early activities along the waterfront required what was referred to as upland space. This would have been space east of Alaskan Way where supplies needed by the shippers, hay for horses, or canning facilities and supplies needed by the fishing industry could be stored. These needs have changed. A building from that period which has survived for many years serving various functions is currently in use as The Old Spaghetti Factory restaurant.

In the 1990s, the port developed a cruise ship terminal, conference center, maritime museum, and public moorage at their former offices on Pier 66. The former American Can company freight terminal on Pier 69 now serves as the administrative center of the port. Also in the 1990s, the port sold the upland area east of Alaskan Way to private individuals. A Marriott Hotel and several luxury condominiums have been built between Alaskan Way and the railroad tracks.

The Port of Seattle, which manages both the shipping port and the Seattle-Tacoma International Airport, reports a healthy shipping business currently, but the future of the port as a shipping center is also debated as plans proceed to enlarge the Panama Canal and subsequently allow the passage of larger ships through the Panama Canal without the current west coast stop and transfer of goods to truck or train. Several ports are preparing for even larger ships for which Seattle does not have the capacity. Seattle, as a port of entry, charges fees. Cargo which enters the U.S. via land from the north is not charged those fees. Potentially, cargo will enter at Vancouver, B.C., travel by rail across Canada, and then enter the U.S. north of Chicago where planning is underway to reorganize the Chicago area transportation system. And on the other hand, federal money is being allocated to southern states to rebuild their ports, assuming an increase in business when the Panama Canal is enlarged.

Currently much of the shipping business is focused on Asia: China, Japan, Korea. History shows that there are often rapid changes in goods to be moved and demand for port facilities. Pier 46 has a ten-year lease with a Japanese company. The need for the huge cargo ships may shift as trade patterns change.

The Port of Seattle has also been building the cruise ship business in the most recent decade, and Seattle is also promoted as a jumping-off base for Alaska cruises, so tourism remains a key source of income connected to a healthy waterfront.

The Seawall

Many of us have walked along the waterfront and looked over the concrete balustrade to the water below. We were probably walking on the seawall, which extends well under Alaskan Way.

Imagine the original waterfront with extensive tidelands. The natural high tide boundary at that time was probably where First Avenue is today. Being near the water with access to ships was important to early industries and the railroads. The railroads sank timbers into the tidal zone, built trestles on the timbers, and put railroad lines atop the trestles. It was unplanned, chaotic, and continually wet.
The seawall extends from S. Washington Street to Broad Street along Elliott Bay and under Alaskan Way. The first section, built starting in 1907, extends from S. Washington Street to Madison Street. It is fifteen feet wide and consists of concrete supported by timber piles. The central section of the seawall was built in 1934. It extends from Madison Street to Union Street and is sixty feet wide. It is built with timber piling, a steel master pile, and a concrete face. The third section was also built in 1934. It extends from the Aquarium on Pier 59 north to Broad Street, and has a composition similar to the central section. The Seattle Municipal Archives has many fascinating photographs available for browsing of seawall construction during all three original phases.

The major interests when the seawall was built were those of the railroads and the shippers. The vulnerability of the timbers, seismic dangers, rising seawaters, and environmental issues did not get much consideration.

Those factors are today recognized as important. The timbers are deteriorating because of the effects of the seawater and tiny marine organisms called gribbles that destroy the wood. The seawall is also vulnerable in case of seismic waves and the long term impact of rising ocean levels. It is also recognized that the long dark piers extending over the water discourage the natural movement of salmon along the shoreline. The new seawall design may be adapted in view of that need. Currently, the seawall supports Alaskan Way, the railroad line, major utility lines, and the Colman Dock Ferry Terminal.

The proposed new seawall will extend from South Washington Street to Broad Street. It will be built in two steps, the first from South Washington Street to Virginia Street. Replacing the seawall is not a part of the State Route 99 replacement project, as was once proposed when a shore side tunnel was under consideration, so the entire cost of paying for the seawall will fall upon the residents of the City of Seattle. The estimated cost of the first section of the new seawall is over $390 million. The Army Corps of Engineers is involved in the planning, but it is unlikely they will contribute to offset the cost of the project.

A stakeholders group is working with the seawall design group. Its work is coordinated with that of the Central Waterfront Project. Two alternative plans are being discussed, one of which would move the seawall several feet to the east in the area near the aquarium. There is discussion of leaving some space between the existing piers and the face of the new seawall which would be covered with translucent material or have an open area. This would allow light to reach a pathway near the face of the seawall and provide an attractive route for juvenile salmon. A draft environmental impact statement is scheduled to be ready in early 2012. Construction is scheduled to begin in 2013, with planned completion before the demolition of the SR 99 Viaduct in 2016.

**The New Roadways**

The new roadway in the Alaskan Way path will need to accommodate general purpose traffic, freight, bicycles and pedestrians. Plans for the deep bore tunnel do not include access and exits that currently exist from the Viaduct to Western Avenue and at Seneca and Columbia Streets, so the new Alaskan Way will need to accommodate increased volumes of freight and general purpose traffic. In addition, greatly increased bicycle and pedestrian volumes are anticipated along and to the new waterfront.

While the Alaskan Way surface street has not been designed yet, the 2008 agreement between the mayor, King County executive, and the governor anticipated accommodating all these uses. When the street is designed in 2012, attention will be paid to each intersection to ensure that they work well for all modes, including greatly increased east-west pedestrian travel, and to ensure that the intersections are signalized as a system to minimize vehicle delays.

*This section is excerpted from the Waterfront Seattle website: http://www.waterfrontseattle.org*
Zone Map of the Seattle Waterfront and

Zone 1: Pioneer Square/Washington Street Zone

The Washington Street Public Boat Landing is a waterfront icon listed on the National Register of Historic Places, and the zone presents unique opportunities due to existing shallow water.

Zone 2: Ferry Terminal Zone

This area is a focal point for regional access for waterborne craft to and from Seattle. Maintaining the multi-modal transportation focus of Zone 2 is of great importance.

Zone 3: Central Pier Zone

All of the piers in this zone are privately owned and are collectively and individually listed as Seattle landmarks. This zone represents the economic core of the downtown waterfront – the piers host a variety of attractions, souvenir shops, and visitor attractions.
Elliot Bay Seawall Project

Zone 4: Park/Aquarium Zone:

With the most publicly-owned land, Zone 4 presents the most dramatic opportunities for moving the seawall inland. Important landmarks include the Seattle Aquarium, Pier 62/63, and Waterfront Park.

Zone 5: Bell Harbor Zone

Zone 5 includes the Bell harbor International Conference Center and the cruise ship docking area. Private moorage at Bell Harbor Marina provides a distinctive visual character to the waterfront.

Zone 6: North Pier Zone

Characterized by sequences of piers and open water areas, this zone includes the Edgewater Hotel and the Port of Seattle’s offices, along with the Victoria Clipper on the south side of Pier 66.

Developing a Vision for the Future

Returning to the present day, newly-elected Seattle Mayor Mike McGinn faced a dilemma when he took office in January of 2010. Upon the advice of staff and experts, the Mayor determined that the condition of the seawall demanded faster action than previously was known.

To address coordination of changes happening relative to the Viaduct replacement with seawall replacement as well, Mayor McGinn reinstated the original Central Waterfront Partnership Committee as the Central Waterfront Committee to facilitate coordination of waterfront redevelopment with seawall planning.

The Central Waterfront Committee and city staff were cautioned to consider the capital needs of the city during the next several years and consider what funding measures might require a public vote.

The financial estimate for phase 1 of replacing the seawall and associated costs is $390 million. However, the city faces many infrastructure needs. The Seattle Center Master Plan is not funded. Several community centers are in need of major repair and renovation. The Conservatory at Volunteer Park is facing closure. The Police Department’s North Precinct and Harbor Patrol facilities are in need of replacement. Potholes are a constant drain on city works resources, as the soggy Seattle climate is one of the worst for constant erosion of road surfaces.

Charge to the Committee

The city created the Central Waterfront Committee to recommend models for the management, use, and programming of the 22 acres of new public spaces on the waterfront that would be created by the removal of the viaduct. The charge to the CWC was to advise in the following areas (Ordinance 123142):

**Guiding Principles.** The principles were to be built upon existing city policies, civic efforts, and the 2006 Waterfront Concept Plan.

**Process and Scope.** The CWC was asked to recommend an approach to soliciting design consultants and the overall scope of the project, models for public outreach, and an ongoing approach to public oversight.

**Partnerships and Financing.** The CWC was asked to recommend models for an effective partnership between civic organizations, business, and government.

**Stewardship.** The CWC was asked to recommend models for long-term maintenance and operations that would leverage both public and private resources to ensure that new waterfront public spaces are well managed and kept active in the future.

The above charges have guided the work of the CWC. Subcommittees were established to work on the charges given them by the Seattle City Council. They are:

- Design Oversight
- Public Engagement and Outreach
- Finance and Partnership
- Long term Stewardship
- Operations and Maintenance

In addition to the CWC, which is essentially a citizen stakeholder advisory group, the project is supported by a City Project Team, consultants, and individuals whom the committees may bring to their meetings for their
expertise. In addition to this formally adopted planning structure, there are almost innumerable groups in the area who have pursued the interests of their organizations and the waterfront for many years.

The entire CWC group has met regularly since the establishment of the committee. The subcommittees also meet regularly. The CWC chairs, Charley Royer and Maggie Walker, and the subcommittee co-chairs serve as an executive committee.

Meeting the Challenge

GUIDING PRINCIPLES: A first step of the newly-affirmed CWC was to reaffirm the guiding principles first adopted in the Waterfront Concept Plan adopted in 2006.

PROCESS AND SCOPE: The CWC then looked at similar projects throughout the U.S. There are many port areas, harbors, riverfronts, and industrial areas that are being currently rehabilitated. In general these areas need modernization because the needs of the shipping industry have changed: the manufacturers that the ports served are no longer active or have alternative ways to move their goods. There is now also increasing environmental awareness and recognition that the rivers, lakes, oceans, and the lands adjoining them are not only beautiful but of vital ecological importance.

The CWC was to participate in selecting a design team for the project. This charge led to some interesting discussions within the committee. The city proposed a "full service" design team in view of the obvious need for engineering and construction skills. Committee members argued for an imaginative designer with an international reputation on the assumption that local designers/contractors could work on components of the project.

The city acquiesced and Requests for Qualification (RFQ) were advertised. Many proposals were submitted. The city/CWC executive committee selected the top four. They were introduced at Benaroya Hall to an audience of more than a thousand and each made a brief presentation of his approach to the project.

The design team selected was James Corner's firm, *james corner field operations* (or "jcfo" (no caps intentional)) based in New York and Philadelphia. The firm is described as being at the forefront of the landscape urbanism movement, an interdisciplinary approach that brings together a wide range of disciplines. His firm's work is described as bringing back the open spaces of the natural world to cities, with an ecologically sound approach.

A recent Corner project that has garnered a lot of attention is the High Line project in New York City, where a mile long stretch of abandoned railroad viaduct was transformed into a park. Since its completion it has been widely used and has had a dramatic impact on the surrounding blocks.

In summary, The Corner Plan is both visionary and challenging. The major components include:

1. Establishing linear pathways along the waterfront for various purposes.
2. Establishing more places for people to stop and enjoy the view.
3. Connecting the upper levels at significant locations to the waterfront by folds (decks, ramps, terraces).
4. Including facilities for a variety of activities (skating rink, swimming pool).

PARTNERSHIP AND FINANCING & OPERATIONS AND MAINTENANCE: Recommendations from the Partnership and Financing and Operations and Maintenance committees have not been completed. As their recommendations are vital for understanding and evaluating this project, that information will have to be made available after this update is published.
Final recommendations are due in June of 2012, and since they are subject to approval by the Seattle City Council, and perhaps by the voters, that is when the real discussions will begin.

The James Corner Plan

After his selection as lead designer, in his first major presentation to the community, James Corner described the current waterfront to a large audience.

Most area residents are probably familiar with some aspect of the waterfront, be it the ferry dock, a favorite restaurant, the aquarium, or some other attraction, but are not familiar with the full range of activities or the owners/managers of those activities. Although the scope of the design area is limited, Corner proposed a vision that looks at Puget Sound as the center of activity for a large area, including the city. This could be described as the framework plan. In a subsequent presentation Corner laid out his general view of the waterfront and what was needed in view of the guiding principles that had been established by the Seattle City Council. He noted that the waterfront target area is linear but is not easily used throughout its length by walkers, runners, and bikers and suggested that components of the plan should include designated paths for those purposes. Corner also noted that more places are needed for simply enjoying the view and that there should be some opportunities for active participation such as swimming, skating, boating.

For planning purposes the waterfront has been divided into six zones. The central piers were originally numbered 1,2,3. The numbering was changed during WWII to include Harbor Island and Duwamish waterway piers in the sequence. The waterfront planning area now includes Piers 48 through 70, but not every number in the sequence is represented, since some piers have been removed through the years or combined with others.

The division of the waterfront into zones for planning is based on the nature of the waterfront and current use. Those zones are:

**Zone 1** is adjacent to Pioneer Square. It is an area with shallow water and no upland bluffs. It's not surprising that it was the site of Yesler’s Mill. Pier 48 is adjacent to Pioneer Square. It is now owned by the state and will be used as a staging site for work on the bored tunnel. It has been proposed in the past as the site for facilities to serve the sports arenas. It has also been promoted as the site where the history of the area should be recognized. In the tentative plans for the waterfront, it has been suggested as the site for a concert facility and swimming beach.
Zone 2 is now the site of the Colman Dock ferry terminal. Maintaining this area as a transportation focal point is important in future planning. Colman Dock needs some upgrading and the terminal building itself may be replaced but relocation is not considered, although the Washington State Ferry System has just announced some tentative plans that may reallocate current uses.

Zone 3 is referred to as the Central Pier zone, the site of the historic piers. These piers are privately owned, subject to the ownership limitations on all piers as well as those imposed on landmarks. They are listed as Seattle Landmarks and are home to businesses such as restaurants and shops of interest to tourists. Ivar’s Acres of Clams and Ye Olde Curiosity Shop are probably the most familiar and oldest of the businesses there.

Zone 4 is the Park/Aquarium zone, and includes the Seattle Aquarium, Waterfront Park, Piers 57-60, and Piers 62-63. Popular concerts were formerly held every summer on Piers 62-63, but this pair of piers is now deemed structurally unsafe for the kind of activity that places thousands of attendees on the piers at once.

This brings us to a primary waterfront challenge. Piers require constant maintenance. The city apparently bears some financial responsibility for the failing piers in its domain. Also, the city-owned aquarium would like to expand. Some juggling of uses may occur here so the overwater coverage is not expanded.

Zone 5 is referred to as the Bell Harbor Zone; Pier 66 includes the Bell Harbor Conference Center owned by the Port of Seattle, the cruise ship docking area, and private moorage at Bell Harbor Marina.

Zone 6 is described as the North Pier Zone. It includes the Edgewater Hotel on Pier 67 and the Port of Seattle offices on Pier 69. The Victoria Clipper sails from the south side of the pier. Pier 70 to the north is privately owned and in good condition.

In keeping with the goal of connecting the waterfront with the city above it, Corner proposed the construction of “folds” (better described as decks and ramps) which would lead from the upper area over Alaskan Way, essentially First Avenue down to the Waterfront. The suggested sites of these folds would be Belltown, the Pike Place Market, Union Street, and Colman Dock.

He also proposed a series of waterfront activities such as a swimming pool, ice skating rink, and picnic area, all pictured in slides on what appear to be very warm and sunny days. The plan has drawn a mixed reaction.

Some viewers found numerous sunny day activities disconcerting, as the reality is that Seattle’s weather is overcast and wet for the better portion of nine months of the year, and a portion of the planned activities should reflect that reality. Other viewers of the presentation applauded the opportunities to return previously well-liked activities such as summer outdoor concerts and shows to the waterfront.

In general, support is strong for taking advantage of this opportunity to do something special with the waterfront, but working out plans to make the connections has been more challenging. Connections between the Pike Place Market and the Seattle Aquarium, although seemingly a natural central linkage, are very complex. The market management and vendors have concerns about loading access, parking for customers, and storage; they want any connection through the market zone to be mindful of those key needs. It has also been pointed out by those following the issue that the existing connections between upper and lower areas are hard to find. The Corner plan has been adjusted several times in hopes of meeting those challenges. The Seattle Aquarium director expressed enthusiasm about the role of the aquarium in the Corner plan, and Corner’s suggestions have led to some positive changes in the aquarium’s plans.

The CWC leadership has been working with the major interests along the waterfront to discuss how Corner’s plans could be incorporated in their planning, their reaction to it, and changes that would make it more
acceptable.

The railroad tracks are another challenge on the waterfront. To approach the waterfront from Broad Street or Elliott Avenue you must cross the railroad tracks. Those tracks are heavily used and auto traffic is often backed up there. The new transportation plan includes a mini-viaduct that would carry traffic over the railroad tracks. Building this structure is a city responsibility under the terms of the agreement reached with the state.

Management and Money

The Corner Plan is a visionary plan. One of the guidelines for the planning process was that flexibility should be one of its features. History indicates that changes along the waterfront are taking place constantly in response to changing economics, scientific understandings, and views of the city as a sustainable center of population. But some immediate commitments are needed in keeping with the city's responsibility to build a seawall and a promenade along the waterfront. Institutions along the waterfront affected by the adopted concept plan have the right to know about possible impacts, participate in planning, and prepare for them in as realistic a way as possible.

The CWC looked at several similar projects to see how they were organized and managed, and how costs and revenues were assigned. At this point, there are tentative plans to deal with those issues. No definitive plans have been proposed although it has been suggested that a nonprofit organization would be established to manage programming, maintenance, costs, and revenues. There are several models available. Not-for-profit organizations in Seattle include the Woodland Park Zoo, the Seattle Aquarium Society, the Seattle Parks Foundation, and the Chinese Garden Society. They may receive some governmental support but are free to fund-raise for their own goals.

Other facilities are managed as part of city government. Examples are the Seattle Center, Lake Union Park, and Magnuson Park. Other organizations are the Public Facilities District (the baseball stadium) and Pacific Place, a public facility operated for profit.

The Metropolitan Improvement District (MID) is a program of the Downtown Seattle Association (DSA) that provides services beyond baseline city services. Founded in 1999, it is funded through an assessment on properties and covers a 225 block area in downtown Seattle. Cleanscapes was founded in Pioneer Square in 1997 and has worked closely with the City of Seattle for years to improve waste reduction and collection in the area.

There are capital costs for major projects such as the seawall. The cost of Phase 1 of the seawall and some associated expenses are estimated to be about $390 million. Potential sources of funding include parking taxes, grants, and revenues from concessions.

Properties which benefit from a project may be included in a Local Improvement District (LID). Once the boundaries of the proposed district are determined, the amount of the levies needed to support the district is based upon a mathematical formula and requires approval by the property owners within the boundaries. Tax levies approved by the voters could also be used to finance such projects.

The CWC committee charged with planning for financing and management has not issued its report. There has been much study and discussion but as of March 1, 2012, no recommendations have been officially offered by those committees. June 2012 is given as the date for adopting a concept plan for the waterfront, so further information should be available shortly and will be printed in subsequent editions of the Voter.
Models for Management of Waterfront Amenities

The city's agreed-upon responsibility for the waterfront when the viaduct is removed is to build a promenade. Since the space is owned by the city, that might be a simple responsibility, but a plan for the waterfront which addresses the guiding principles encompasses many entities, each with its own authority and goals. The Port of Seattle, the Washington State Ferry system, Harbor Fire Patrol, nonprofits, and private businesses have already been mentioned. The structure and management of three other important entities is described below.

**The Pike Place Market**

The Pike Place Market was established in 1907 to connect farmers directly with their customers. Seattle residents voted in 1971 to create a Pike Place Market Historic District. The city established the Market Historical Commission to recommend a vision for the district. With support from the City of Seattle, the Pike Place Market Preservation & Development Authority, the state's first PDA was chartered in 1973. The PDA was charged with purchasing, rehabilitating, and managing the market's day-to-day operations. In the early 1980s, unable to refinance its buildings through traditional means, the PDA partnered with a group of New York Venture capitalists called The Urban Group. The relationship fell apart in the 1980s when the Urban Group demanded that rents be raised or they would take over the market. Peter Steinbrueck organized a second grassroots campaign to save the market and the state and city ultimately paid the Urban Group $2.25 million in a settlement that restored the PDA's ownership of the market.

Managing and operating the Pike Place Market has proven to be challenging, in part because of its extensive goals and many stakeholder groups.

The Pike Place Market Preservation and Development Authority (PDA) is a nonprofit public entity chartered by the city in 1973 to purchase, rehabilitate, and manage the market. Its mandate also includes increasing opportunities for farm and food retailing, serving as an incubator for small owner operated businesses, and providing services for low income people. Its twelve member board is appointed by the mayor, city council, and market constituency.

Several organizations inform decisions related to the Market. They include The Pike Place Market Constituency, the Pike Place Market Historical Commission, the Market Foundation, the Pike Place Merchants Association, the Market Area Merchant Association, the Daystall Tenants Association, and the Pike Place Market Performers Guild.

**The Seattle Aquarium**

The Seattle Aquarium also plays a major role in planning for the future of the waterfront. Although originally operated as a city facility, it worked to achieve nonprofit status, which was granted July 1, 2010, after several years of preparation. The City of Seattle maintains ownership of the aquarium but the Seattle Aquarium Society is now able to fundraise and develop its programs, plans, and events in relative independence. The 501(c)3 nonprofit status is popular with groups with a strong constituency and the capacity to raise funds for their purposes. The aquarium has a connection to the city and some governmental support, but it is free to raise private funds for its activities.

**The Olympic Sculpture Park**

The Olympic Sculpture Park was motivated by private collectors. After some early discussion, a small interested
group began to look for a suitable site for the park. Late in 1998, they made an offer for an industrial brownfield in Belltown. This site was the previous home of a UNOCAL Oil transfer facility, with great views of Puget Sound and the Olympic Mountains.

The Olympic Sculpture Park cost $65 million in capital expenditures. Most funding came from thousands of private donations; however, the city, county, and state also contributed.

The Seattle Art Museum and the Museum Development Authority own the park and the Seattle Art Museum is the manager.

There are numerous other models for public, private, and public-private ownership, management, and support of public amenities but the above local examples are most relevant to the waterfront. For another example, please see the box profiling the new park on the High Line in Manhattan.

**Conclusion**

As the historic central waterfront is renovated, taking advantage of the property made available by the demolition of the viaduct, there is opportunity for increased vitality there and for the City of Seattle itself. The area could attract more tourists and locals to enjoy the magnificent views of Puget Sound and the Olympic Mountain Range, and to enjoy enhanced uses and amenities. Connecting the waterfront to the uplands should benefit both.

Changes will no doubt happen over time as new opportunities are proposed, as consistency with the Corner Plan and new circumstances are considered, and as funding sources are identified. There is opportunity for residents to rediscover our urban waterfront. Many decisions are still to be made to create a waterfront that we will all value and cherish.

To stay abreast of new information and of opportunities to join the conversation as the waterfront project moves forward, please see the Waterfront Project website: www.waterfrontseattle.org

*Please see our companion article, Planning as a Seattle Civic Activity, in this month’s LWVS-KC newsletter, the Voter.*
## Unit Meetings

**APRIL UNIT INFORMATION**  
(Unit times and locations subject to change; please verify with unit leader.)

<table>
<thead>
<tr>
<th>Email</th>
<th>Phone</th>
<th>Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Friday, April 6</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BELLEVUE</strong> – Bonnie Rimawi</td>
<td>425-820-7127</td>
<td>10:00 a.m.</td>
<td>Meeting Room, Lake Hills Library</td>
</tr>
<tr>
<td><a href="mailto:bonnierim@aol.com">bonnierim@aol.com</a></td>
<td></td>
<td></td>
<td>15590 Lake Hills Blvd., Bellevue</td>
</tr>
<tr>
<td><strong>Monday, April 9</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>FIRST HILL</strong> — Jeannette Kahlenberg</td>
<td>206-922-2641</td>
<td>10:00 a.m.</td>
<td>Horizon House, Sky Lounge</td>
</tr>
<tr>
<td><a href="mailto:kahlenb@gmail.com">kahlenb@gmail.com</a></td>
<td></td>
<td></td>
<td>900 University St., Seattle</td>
</tr>
<tr>
<td><a href="mailto:awdittmar@gmail.com">awdittmar@gmail.com</a></td>
<td>206-382-5453</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CAPITOL HILL/MONTLAKE</strong> – Vicky Downs/Zita Cook</td>
<td>206-374-0369</td>
<td>7:15 p.m.</td>
<td>Linnea Hirst, 206-322-3076</td>
</tr>
<tr>
<td><a href="mailto:downsdowns@aol.com">downsdowns@aol.com</a></td>
<td>206-328-3926</td>
<td>7:30 p.m.</td>
<td>1602 E. McGraw, Seattle</td>
</tr>
<tr>
<td><a href="mailto:zzitamcook@comcast.net">zzitamcook@comcast.net</a></td>
<td>206-763-9430</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SOUTHEND</strong> — Marian Wolfe/Susan Jones</td>
<td>206-725-2902</td>
<td>7:30 p.m.</td>
<td></td>
</tr>
<tr>
<td><a href="mailto:hedgwolfe@aol.com">hedgwolfe@aol.com</a></td>
<td>206-725-2902</td>
<td>7:30 p.m.</td>
<td></td>
</tr>
<tr>
<td><a href="mailto:susan@monckjones.com">susan@monckjones.com</a></td>
<td>206-328-3926</td>
<td>7:15 p.m.</td>
<td></td>
</tr>
<tr>
<td><strong>Tuesday, April 10</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>WEST SEATTLE</strong> – Ethel Williams/Amanda Berry</td>
<td>206-932-7887</td>
<td>12:30 p.m.</td>
<td>The Kenney</td>
</tr>
<tr>
<td><a href="mailto:etheljw1@q.com">etheljw1@q.com</a></td>
<td>206-724-7518</td>
<td>7:30 p.m.</td>
<td>7125 Fauntleroy Way SW, Seattle</td>
</tr>
<tr>
<td><a href="mailto:amandamberry@earthlink.net">amandamberry@earthlink.net</a></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SOUTHEAST KING COUNTY</strong> – Cathy Dormaier</td>
<td>360-802-6799</td>
<td>7:00 p.m.</td>
<td>High Point Village</td>
</tr>
<tr>
<td><a href="mailto:clcathy@foxinternet.com">clcathy@foxinternet.com</a></td>
<td>206-725-2902</td>
<td>7:30 p.m.</td>
<td>1777 High Point St., Enumclaw</td>
</tr>
<tr>
<td><a href="mailto:dkdenny@skynetbb.com">dkdenny@skynetbb.com</a></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Wednesday, April 11</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>VIEW RIDGE</strong> – Gail Winberg</td>
<td>206-524-7801</td>
<td>12:45 p.m.</td>
<td>Gail Winberg</td>
</tr>
<tr>
<td><a href="mailto:winbergeng@q.com">winbergeng@q.com</a></td>
<td></td>
<td></td>
<td>6004 NE 60th St., Seattle</td>
</tr>
<tr>
<td><strong>QUEEN ANNE/MAGNOLIA/BALLARD EVENING</strong> – Karen Adair/Elsie Simon</td>
<td>206-283-3242</td>
<td>7:30 p.m.</td>
<td>Eileen Bleeker, 206-789-9155</td>
</tr>
<tr>
<td><a href="mailto:adairk303@gmail.com">adairk303@gmail.com</a></td>
<td>206-283-6297</td>
<td></td>
<td>7317 Mary Ave. NW, Seattle</td>
</tr>
<tr>
<td><a href="mailto:elsiesimon@comcast.net">elsiesimon@comcast.net</a></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Thursday, April 12</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ISSAQUAH DAY</strong> – Margaret Austin</td>
<td>425-392-5760</td>
<td>10:00 a.m.</td>
<td>Issaquah City Hall, Coho Room Upstairs</td>
</tr>
<tr>
<td><a href="mailto:margaret.austin@comcast.net">margaret.austin@comcast.net</a></td>
<td></td>
<td></td>
<td>130 E. Sunset Way, Issaquah</td>
</tr>
<tr>
<td><strong>UNIVERSITY HOUSE/WALLINGFORD</strong></td>
<td>206-860-8758</td>
<td>10:00 a.m.</td>
<td>University House, Auditorium</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>4400 Stone Way N, Seattle</td>
</tr>
<tr>
<td>Email</td>
<td>Phone</td>
<td>Time</td>
<td>Location</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>----------------</td>
<td>--------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td><a href="mailto:warrenandjo@comcast.net">warrenandjo@comcast.net</a></td>
<td>206-363-1798</td>
<td>12:00 noon</td>
<td>Gloria Butts, 206-363-7295</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>12009 1st Ave. NW, Seattle</td>
</tr>
<tr>
<td><a href="mailto:juliet@windermere.com">juliet@windermere.com</a></td>
<td>206-715-5531</td>
<td>4:30 p.m.</td>
<td>Richmond Beach Congrt’l Church</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>NW 195th St &amp;15th Ave. NW, Shoreline</td>
</tr>
<tr>
<td><a href="mailto:srhoff123@yahoo.com">srhoff123@yahoo.com</a></td>
<td>425-861-6748</td>
<td>7:00 p.m.</td>
<td>Hjordis Foy, 425-822-0729</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>11016 NE 47th Place, Kirkland</td>
</tr>
<tr>
<td><a href="mailto:orlanre@aol.com">orlanre@aol.com</a></td>
<td>206-524-0936</td>
<td>7:30 p.m.</td>
<td>Jan Orlando</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5026 36th Ave. NE, Seattle</td>
</tr>
<tr>
<td><a href="mailto:npboisseau@gmail.com">npboisseau@gmail.com</a></td>
<td>206-417-0573</td>
<td>9:00 a.m.</td>
<td>Third Place Commons Meeting Room, Upper Level</td>
</tr>
<tr>
<td><a href="mailto:singingphoenix@yahoo.com">singingphoenix@yahoo.com</a></td>
<td>425-776-4513</td>
<td></td>
<td>17171 Bothell Way NE, Lake Forest Park</td>
</tr>
<tr>
<td><a href="mailto:elizabethcmark@gmail.com">elizabethcmark@gmail.com</a></td>
<td>206-691-1074</td>
<td>9:30 a.m.</td>
<td>Bayview Retirement Community</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>4th Floor Solarium, 11 W. Aloha St., Seattle</td>
</tr>
<tr>
<td><a href="mailto:cindypiennett@gmail.com">cindypiennett@gmail.com</a></td>
<td>253-839-2883</td>
<td>7:00 p.m.</td>
<td>Foundation House</td>
</tr>
<tr>
<td><a href="mailto:kjorgensen@juno.com">kjorgensen@juno.com</a></td>
<td>253-859-8349</td>
<td></td>
<td>32290 1st Avenue South, Federal Way</td>
</tr>
<tr>
<td><a href="mailto:2jostrow@comcast.net">2jostrow@comcast.net</a></td>
<td>206-783-7108</td>
<td>10:00 a.m.</td>
<td>Kim &amp; Joan Peterson</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>6537 Dibble Ave. NW, Seattle</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>206-789-7447</td>
</tr>
</tbody>
</table>

**Please bring a dish to share after the discussion.**
## Board & Committee Contacts

<table>
<thead>
<tr>
<th>Term</th>
<th>Executive Committee</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011–2013</td>
<td><strong>President</strong> Judy Bevington</td>
</tr>
<tr>
<td></td>
<td>206-329-4848 <a href="mailto:president@seattlelwv.org">president@seattlelwv.org</a></td>
</tr>
<tr>
<td>2011–2013</td>
<td><strong>1st V.P. Voter Service</strong> Cyndi Woods</td>
</tr>
<tr>
<td></td>
<td>206-361-8565 <a href="mailto:cyndiwoods@comcast.net">cyndiwoods@comcast.net</a></td>
</tr>
<tr>
<td>2011–2012</td>
<td><strong>3rd V.P. Public Relations</strong> Jean Carlson</td>
</tr>
<tr>
<td></td>
<td>206-774-6649 <a href="mailto:jeancarlson@att.net">jeancarlson@att.net</a></td>
</tr>
<tr>
<td>2011–2013</td>
<td><strong>Treasurer</strong> Kati Ortiz</td>
</tr>
<tr>
<td></td>
<td>206-329-4848 <a href="mailto:treasurer@seattlelwv.org">treasurer@seattlelwv.org</a></td>
</tr>
<tr>
<td>2010–2012</td>
<td><strong>Secretary</strong> Joanna Cullen</td>
</tr>
<tr>
<td></td>
<td>206-329-8514 <a href="mailto:jfoxcullen@gmail.com">jfoxcullen@gmail.com</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Term</th>
<th>Directors</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011–2013</td>
<td><strong>Action</strong> Ellen Barton</td>
</tr>
<tr>
<td></td>
<td>206-321-7362 <a href="mailto:eeb0825@yahoo.com">eeb0825@yahoo.com</a></td>
</tr>
<tr>
<td>2011-2012</td>
<td><strong>King County South</strong> Mary Ehlers</td>
</tr>
<tr>
<td></td>
<td>253-941-1930 <a href="mailto:maryehlers@comcast.net">maryehlers@comcast.net</a></td>
</tr>
<tr>
<td>2010-2012</td>
<td><strong>Voter Service</strong> Julie Anne Kempf</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:julie@kempf.com">julie@kempf.com</a></td>
</tr>
<tr>
<td>2011-2012</td>
<td><strong>Membership</strong> Shari Lundberg</td>
</tr>
<tr>
<td></td>
<td>206-661-9667 <a href="mailto:shari.c.lundberg@gmail.com">shari.c.lundberg@gmail.com</a></td>
</tr>
<tr>
<td>2011-2012</td>
<td><strong>King County South</strong> Pat McCann</td>
</tr>
<tr>
<td></td>
<td>206-335-0638 <a href="mailto:thomaspa@nwlink.com">thomaspa@nwlink.com</a></td>
</tr>
<tr>
<td>2011-2012</td>
<td><strong>Development</strong> Ginna Owens</td>
</tr>
<tr>
<td></td>
<td>206-323-7992 <a href="mailto:ginnao@earthlink.net">ginnao@earthlink.net</a></td>
</tr>
<tr>
<td>2011-2013</td>
<td><strong>Transportation</strong> Janet Winans</td>
</tr>
<tr>
<td></td>
<td>206-323-4825 <a href="mailto:janetwinans@earthlink.net">janetwinans@earthlink.net</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Term</th>
<th>Education Fund Board</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011-2013</td>
<td><strong>President</strong> Nancy Eitreim</td>
</tr>
<tr>
<td></td>
<td>206-722-2820 <a href="mailto:nancye@speakeasy.net">nancye@speakeasy.net</a></td>
</tr>
<tr>
<td>2011-2013</td>
<td><strong>Treasurer</strong> Laraine Volkman</td>
</tr>
<tr>
<td></td>
<td>206-281-7944 <a href="mailto:laraine.volkman@att.net">laraine.volkman@att.net</a></td>
</tr>
<tr>
<td>2010-2012</td>
<td><strong>Secretary</strong> Carol Burton</td>
</tr>
<tr>
<td></td>
<td>206-691-1298 <a href="mailto:ctburton7@gmail.com">ctburton7@gmail.com</a></td>
</tr>
<tr>
<td>2010-2012</td>
<td><strong>Director</strong> Ellyn Swanson</td>
</tr>
<tr>
<td></td>
<td>206-860-8758 <a href="mailto:gusellyn@comcast.net">gusellyn@comcast.net</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Term</th>
<th>Nominating Committee</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011-2012</td>
<td>Karen Adair</td>
</tr>
<tr>
<td></td>
<td>206-283-3242 <a href="mailto:adairk303@gmail.com">adairk303@gmail.com</a></td>
</tr>
<tr>
<td>2011-2012</td>
<td>Astrid Berg</td>
</tr>
<tr>
<td></td>
<td>206-328-2308</td>
</tr>
<tr>
<td>2011-2012</td>
<td>Miriam Helgeland</td>
</tr>
<tr>
<td></td>
<td>253-852-4167 <a href="mailto:miriamhel@comcast.net">miriamhel@comcast.net</a></td>
</tr>
<tr>
<td>2011-2012</td>
<td>Jeanette Kahlenberg</td>
</tr>
<tr>
<td></td>
<td>206-922-2641 <a href="mailto:kahlenb@gmail.com">kahlenb@gmail.com</a></td>
</tr>
<tr>
<td>2011-2012</td>
<td>Boots Winterstein</td>
</tr>
<tr>
<td></td>
<td>206-762-1362 <a href="mailto:paulwinterstein@q.com">paulwinterstein@q.com</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Off-Board Positions</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Unit Coordinator</strong></td>
<td>Linette Bixby</td>
</tr>
<tr>
<td></td>
<td>206-818-0556 <a href="mailto:linettebixby@gmail.com">linettebixby@gmail.com</a></td>
</tr>
<tr>
<td><strong>CIS Coordinator</strong></td>
<td>Cynthia Howe</td>
</tr>
<tr>
<td></td>
<td>206-236-0593 <a href="mailto:howe.john@comcast.net">howe.john@comcast.net</a></td>
</tr>
<tr>
<td><strong>Program Chair</strong></td>
<td>Jeanette Johnson</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:jeanettejohnson10@msn.com">jeanettejohnson10@msn.com</a></td>
</tr>
<tr>
<td><strong>Voter Editor</strong></td>
<td>Nan Moore</td>
</tr>
<tr>
<td></td>
<td>206-523-0152 <a href="mailto:nanvoter@comcast.net">nanvoter@comcast.net</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Committees</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Economics &amp; Taxation</strong></td>
<td>Nora Leech</td>
</tr>
<tr>
<td></td>
<td>206-328-0445 <a href="mailto:LWVseattlenora@yahoo.com">LWVseattlenora@yahoo.com</a></td>
</tr>
<tr>
<td><strong>Education</strong></td>
<td>Lucy Gaskill-Gaddis</td>
</tr>
<tr>
<td></td>
<td>206-938-3040 <a href="mailto:terrylucy2u@comcast.net">terrylucy2u@comcast.net</a></td>
</tr>
<tr>
<td><strong>International Relations</strong></td>
<td>Rebecca Castilleja</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:telbalto@yahoo.com">telbalto@yahoo.com</a></td>
</tr>
<tr>
<td><strong>Land Use/Waterfront</strong></td>
<td>Jan O’Connor</td>
</tr>
<tr>
<td></td>
<td>206-328-6330 <a href="mailto:oconnor.js@gmail.com">oconnor.js@gmail.com</a></td>
</tr>
<tr>
<td><strong>Privatization</strong></td>
<td>Nora Leech</td>
</tr>
<tr>
<td></td>
<td>206-328-0445 <a href="mailto:LWVseattlenora@yahoo.com">LWVseattlenora@yahoo.com</a></td>
</tr>
<tr>
<td><strong>Social Justice</strong></td>
<td>Jayne Freitag</td>
</tr>
<tr>
<td></td>
<td>425-922-9501 <a href="mailto:mjafreitag@comcast.net">mjafreitag@comcast.net</a></td>
</tr>
<tr>
<td><strong>Transportation</strong></td>
<td>Janet Winans</td>
</tr>
<tr>
<td></td>
<td>206-323-4825 <a href="mailto:janetwinans@earthlink.net">janetwinans@earthlink.net</a></td>
</tr>
<tr>
<td><strong>Vote by Mail Study</strong></td>
<td>Julie Anne Kempf</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:julie@kempf.com">julie@kempf.com</a></td>
</tr>
</tbody>
</table>
LWV SEATTLE: APRIL FORUM

Making Plans for the Seattle Central Waterfront

Seattle First Baptist Church
1111 Harvard Ave., Seattle WA
(Corner of Harvard and Seneca)

Thursday, April 5
6:30 p.m. - Discussion Leaders’ Briefing
7:30 p.m. - Forum

All forums are free and open to the public.

Speakers include:

- **Bob Donegan**, CEO Ivar’s Acres of Clams, Central Waterfront Committee
- **Nathan Torgelson**, Policy and Development Manager, Seattle Parks & Recreation
- **Jennifer Weiland**, Project Manager, Elliott Bay Seawall
- **Gael Tarleton**, President, Seattle Port Commission