



AKCHO Central Waterfront Case Statement

The Case for Historic Preservation and Heritage Education Related to Central Waterfront Impacts of Alaskan Way Viaduct & Seawall Reconstruction/Replacement

Association of King County Historical Organizations 5/2/2005

Introduction: An Historic Opportunity

On February 28, 2001, an earthquake damaged the Alaskan Way Viaduct, which runs the length of Seattle's **Central Waterfront**. The public is debating what to do with the unsafe structure. At the same moment, city officials hope to replace the aging seawall between Elliott Bay's water and the developed shore.

The Association of King County Historical Organizations works to protect and enhance King County's unique heritage, from historic buildings to the stories of its people. AKCHO wishes to take an active, positive role in guiding choices for the viaduct and seawall that protect historical resources while exploiting a once-in-a-lifetime opportunity to tell our community's story. Whatever transportation option is chosen, the result will transform the **Central Waterfront**. Historic preservation and heritage education should be a part of that transformation.

The following Case Statement details AKCHO's view of the importance and significance of the **Central Waterfront** to the board and its members. The statement briefly recounts the history of the waterfront, examines potential impacts of the Alaskan Way Viaduct & Seawall replacement alternatives, planning activities to date, AKCHO's view of area preservation in relation to the Seattle Comprehensive Plan, and economic benefit considerations.

Following the Case Statement is a set of recommendations.

Historical Background

In 1852, 29-year-old Arthur A. Denny discovered the deep harbor at the east end of Elliott Bay with a clothesline and a horseshoe. The entrepreneur moved his wife Mary Ann, two young daughters, his parents, and a dozen or so 20 and 30-somethings with small children to found the city of Seattle, upending the lives of native peoples who had always called the beaches home. Four decades later, the Japanese steamer *Miike Maru* called on Seattle, beginning a trade relationship with Asia that drives today's local economy. In 1934, while a depression threatened to overturn the foundations of our democracy, sailors and longshoremen fought pitched battles on the waterfront with police over the right to improve their lives.

The waterfront is Seattle's life-blood, always has been and always will be. Our whole destiny here is interwoven with that of the men who go down to the sea in ships and bring back the wealth, the trade, and the good will of many climes for our upbuilding.

J. Willis Sayre, *The Early Waterfront of Seattle*, 1937



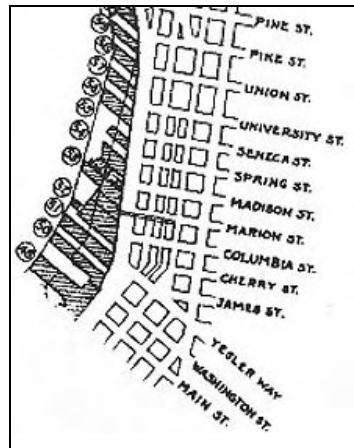
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The revolution in cargo handling during the 1950s and 1960s transformed the waterfront, moving much of the activity from the central piers to vast asphalt yards in the south and north. The **Central Waterfront** languished for a time, but as the industrial 20th century became the high-tech 21st century, Seattle rediscovered its downtown as a place to live as well as work. New homes, in the form of condominiums and townhouses, sprang up near the old piers. In a sense, Seattle had come full circle: The first peoples and white settlers once lived on the waterfront, moving away as the economy developed. Now people are coming back.

Potential Impacts

All alternatives for fixing the **Alaskan Way Viaduct** and the **Alaskan Way Seawall** result in potentially significant and irreversible impacts to a large group of historical and archaeological assets essential to the interpretation and understanding of Seattle and King County's economic and social development pre- and post-European contact.

Historic Assets



At first glance, the impacts of the viaduct and seawall project appear minimal. A technical study¹ included in the Viaduct and Seawall Draft Environmental Impact Statement found that all "build alternatives" would involve demolition of two resources eligible for historic designation: the viaduct and the seawall themselves. Another structure, the **Washington-Oregon Shippers Cooperative Association**, could be demolished or used as project offices. The **Washington**

Street Public Boat Landing, listed in the National Register of Historic Places, would be moved 125 feet to the west after construction. In addition, the tunnel alternative includes potential alterations to a building in the **Pioneer Square Historic District** (Antique Importers/Snowboard Connection) and the basement of the **Catholic Seaman's Union** in Belltown.

However, nearly everyone agrees that the potential for spillover effects of construction and the resulting changes in use patterns are enormous. The technical study lists seven major classes of assets directly or indirectly affected (because they are near the construction zone) by the project.

- **Pioneer Square Historic District** (National Register of

¹ SR 99: *Alaskan Way Viaduct & Seawall Replacement Project, Historic Resources Technical Memorandum (Appendix L), Draft Environmental Impact Statement*, Washington State Department of Transportation, March 2004.



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Historic Places)

- **Pike Place Market Historic District** (National Register of Historic Places)
- **Pioneer Square Preservation District** (City of Seattle)
- One identified but undesignated historic district (**Piers 54 through 59**), named a “character area” in city documents.
- Nineteen National Register properties outside the historic districts
- Seventeen of the nineteen properties above also designated **Seattle Landmarks**
- Six additional properties listed as **Seattle Landmarks**

An AKCHO analysis of the study found a total of 148 properties within the project area currently listed as historic properties or eligible for historic designation. (See Appendix.)

Archaeological Assets

The DEIS also suggests that significant archeological resources may be discovered in the course of the project. Although the document reported no specific finds, “areas with a *high probability* for hunter-fisher-gatherer, ethnographic, and historic period resources were identified.”² (Emphasis added.)

Only a little imagination is needed to speculate on what’s below the current street pavement. According to a book co-authored by Marc Hershman, professor of marine affairs at the University of Washington, First Avenue and Yesler Way may be the site of a significant Duwamish village known as **Djidjil’letch**, or “little crossing place.” As many as 200 people may have lived in eight large, cedar-planked longhouses around 1800 at this site, only one block from the current viaduct.³

Excavations of the area would likely reveal remnants of pioneer Henry Yesler’s sawmill and wharf, the first industry in the area. Both were located in the same area as the Duwamish village. Yesler often dumped sawmill waste into Elliott Bay, slowly filling in the shallows. Ocean-going schooners also discharged ballast in the area near Yesler’s Wharf, creating **Ballast Island**, a man-made landform later used by native canoes as a landing spot. The hulks of at least two vessels, the schooner **Windward**, and the hospital ship **Idaho**, are buried under fill in the area. “Some

² SR 99: *Alaskan Way Viaduct & Seawall Replacement Project, Archaeological Resources and Traditional Cultural Places Technical Memorandum (Appendix M), Draft Environmental Impact Statement*, Washington State Department of Transportation, March 2004.

³ Hershman, Marc et al. *Seattle’s Waterfront: A Walker’s Guide to the History of Elliott Bay* (Seattle: Waterfront Awareness) 1981. Waterfront Awareness was the seed organization for today’s Odyssey Maritime Discovery Center at Pier 66.

⁴ Hershman

⁵ “Tribe Angered That Work On Trade Center To Resume,” *The Seattle Times*, February 25, 1998.



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systematic digging in the vicinity of Yesler Way and Washington Street today would undoubtedly unearth many remnants of Seattle’s past—remains of the old Duwamish Indian village **Djidjila’letch**, sawdust and slabs from Henry Yesler’s sawmill, and rock ballast from old schooners,” Hershman wrote.⁴

The potential exists for discovery of human remains in the project area. During the construction of the World Trade Center building across from **Pier 66** in 1998, a number of human remains were found, which local Duwamish leaders said may have been part of a burial ground.⁵ The building is near the current viaduct.

**Planning
Activities to
Date**

Almost from the day officials recognized the need to replace the viaduct, various individuals, independent groups, and governments have engaged in a discussion over the future of the roadway. The discussions quickly expanded in scope to a discussion of the entire **Central Waterfront**, the area from **Pier 48 to Pier 70** along Alaskan Way. Allied Arts led the way with activities resulting in several different visions of the waterfront that enhanced the area as an urban environment. In addition, Allied Arts led a coalition of environmental groups, transportation advocates, and downtown residents in suggesting a number of enhancements to viaduct and seawall replacement alternatives.

The central waterfront is a living museum, free to all, retelling the story of...Seattle’s growth.

Marc J. Hershman,
Seattle’s
Waterfront, 1981

The most comprehensive “brainstorming” sessions to date have been sponsored by the City of Seattle Department of Planning & Development. In 2004, twenty-two teams collaborated on visions for Seattle’s Central Waterfront, developing design concepts that identified major uses, public spaces, and other key elements. The summary of recommendations contained hundreds of ideas. The ideas were boiled down into three design concepts and presented to a project advisory team, which refined the three into a single concept.

Though AKCHO applauds these sincere efforts, we believe historic preservation and heritage education has not been given adequate attention by the stakeholders and participants so far. For example, only a half-dozen or so of the approximately 350 suggestions in the DPD’s Waterfront Charrette Summary of Recommendations address historic preservation or waterfront history education. Furthermore, AKCHO is concerned about the lack of emphasis on preservation and education in the final concept.



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Compatibility with Seattle Comprehensive Plan

AKCHO believes the Seattle City Council mandated aggressive preservation of historic waterfront assets by adopting goals set forth in the Seattle Comprehensive Plan. With regard to the **Central Waterfront**, the Council intended a waterfront land use district (designated DH-1 in the Plan) to

- facilitate revitalization of downtown's waterfront
- preserve and enhance elements of historic and cultural significance
- promote the preservation and rehabilitation of groupings of piers having an identifiable historic maritime character⁶

City planners should take all steps necessary, within currently adopted guidelines and procedures, to implement these goals.

Economic Benefits



In addition to the cultural and social benefits of historic preservation and heritage education activities related to the **Central Waterfront**, preservation enhances the economic health of the waterfront neighborhood. Numerous studies commissioned by the State of Washington demonstrate that heritage resources rank among the most popular tourist destinations. National studies confirm this conclusion. In 2003, the Travel Industry Association of America found that 81 percent of US adults who traveled the

previous year were interested in historic attractions. The number of trips that included cultural or historical activities rose 13 percent from 1996.⁷

Specific maritime events also demonstrate the popularity of the Central Waterfront for residents and tourists alike. The Seattle Maritime Festival estimates that 1,500 volunteers and other participants produce events that draw 15,000 people to **Pier 66** in early May for annual tugboat races and related activities.⁸ The creation of new attractions focused on the historic piers to the south and streets immediately to the east would generate additional foot traffic and economic activity.

⁶ *Seattle's Comprehensive Plan*, as amended in 2002. "Downtown Harborfront-1 and Shoreline Environment (DH-1)", NP-66.

⁷ 4Culture, "Heritage Tourism Resources" (Technical Paper No. 30), Revised May, 2004, p. 3-4.

⁸ Ken Saunderson, Seattle Maritime Festival, e-mail to Joe Follansbee, April 7, 2005.



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Conclusion

The community is about to embark on a historic transformation of Seattle's **Central Waterfront**. Every person in King County has a stake in these changes, because nearly every community has a current or past social or economic tie to the area. AKCHO believes historic preservation and heritage education related to the **Central Waterfront** deserve higher priority. Otherwise, we risk losing an important part of our identity and an unprecedented opportunity to pass knowledge to future residents.



Preservation and Heritage Goals

Recommended Preservation and Heritage Education Goals for Creation of a Central Waterfront Historic District

AKCHO recommends that federal, state, local, and tribal governments, independent public agencies, interested not-for-profit organizations, large and small private companies, private property owners, and interested individuals should set the following goals for preservation and heritage education related to the **Central Waterfront**:

1. Creation of a **Central Waterfront National Historic District** encompassing **Piers 54 to 59** and surrounding structures historically associated with waterfront activities, such as warehouses, storefronts, government buildings, and union halls.
 - a. Potential district boundaries would be the shoreline (including the piers) on the east, First Avenue on the west, Pike Street on the north, and Yesler Way on the south.
 - b. The district would be contiguous with the **Pioneer Square National Historic District** and the **Pike Place Market Historic District**.
 - c. The process for creating a **Central Waterfront National Historic District** should follow established law and procedures related to historic preservation and respect the rights of private property owners in the affected area.
 - d. An implementation strategy would encourage the restoration and stabilization of historic structures, especially the piers, in cooperation with private property owners and developers within the proposed historic district.
 - e. The implementation strategy would encourage development of space appropriate for heritage education activities and the management of those activities. Facilities may include
 - i. Moorage for visits by large historic ships and sail-training vessels
 - ii. Outdoor space for interactive exhibits, lectures, performances, and other educational activities related to historic preservation and heritage education.
 - iii. A facility for display of historic and pre-historic artifacts discovered during construction, except human remains, for educational purposes.
 - f. Benefits of a **Central Waterfront National Historic District** include
 - i. Financial incentives, such as investment tax credits
 - ii. Potential for direct Congressional appropriations and federal grants for improvements
 - iii. Stimulates public interest in visits to enjoy educational programs
2. Extraordinary care should be taken to test, survey, recover, and catalog historic and pre-historic archaeological resources in the entire viaduct-replacement project area before construction begins.
3. Viaduct removal alternatives should consider plans to retain some portion of the structure with appropriate markers or interpretive signage.
4. Seawall removal and reconstruction should contain provisions to retain the current concrete balustrade, including all architectural details.



Appendix: Properties Potentially Affected by Alaskan Way Viaduct & Seawall Replacement⁹

Abbreviations: NR=National Register; SL=Seattle Landmark; PSHD=Pioneer Square Historic District; PSPD=Pioneer Square Preservation District; PPMHD=Pike Place Market Historic District

ID	Ref	Name	Address	Eligibility
1	S19	Markey Machinery	79 S .Horton St.	Eligible NR; eligible SL
2	S32	Bogart Golf (Frederick & Nelson Warehouse)	1518 1st Ave. S.	Eligible NR; eligible SL
3	S34	Bemis Building	55 65 S. Atlantic St.	Eligible NR; eligible SL
4	S42	(Maginnis Bottling Works)	1028 1st Ave. S.	PSPD
5	S43	E .O. Graves Building	1020-22 1st Ave. S.	Eligible NR; PSPD
6	S44	Olympic Reprographics (M. F. Backus Warehouse)	1014 1st Ave. S.	Eligible NR; PSPD
7	S45	A .L .Palmer Building	1000 1st Ave. S.	Eligible NR; PSPD
8	S46	Artists' Gallery of Seattle	904 1st Ave. S.	PSPD
9	S47	Worldwide Marble & Granite/Accufab Metal Works	902 1st Ave. S.	PSPD
10	S48	Roebing Building	900 1st Ave. S.	Eligible NR; PSPD
11	S49	Coast Env. Systems (International News Building)	820 1st Ave. S.	PSPD
12	S50	WOSCA (OR & WA RR Freight Station/UP House)	801 1st Ave. S	Eligible NR; eligible SL
13	S51	Seattle Plumbing Company	590 1st Ave. S.	PSHD
14	S52	Provident Building	568 1st Ave .S.	PSHD
15	S55	The Copy Machine (Bornstein's & Sons)	562 1st Ave. S	PSHD
16	S56	Fobes Supply Co.	558 1st Ave. S.	PSHD
17	S57	Triangle Hotel	551 1st Ave .S.	NR, PSHD
18	S58	Nordic Cold Storage Building	548 1st Ave. S.	PSHD
19	S59	Duncan & Sons	541 1st Ave. S.	PSHD
20	S60	Nordic Building	542 1st Ave. S.	PSHD
21	S61	Sluggers (Kaufman Warehouse)	538 1st Ave. S.	PSHD
22	S62	Florentine Condominiums	526 1st Ave. S.	PSHD
23	S63	101 King Street (Norfin Building)	500 1st Ave. S.	PSHD
24	S64	Seattle Physical Therapy (Seattle Hardware Annex)	501 1st Ave. S	PSHD
25	S65	83 King Street (Seattle Hardware Co.)	83 S. King St	PSHD
26	S66	Garage	83 S. King St.	PSHD
27	C1	Alaskan Way Seawall	Alaskan Way	Eligible NR
28	C2	Alaskan Way Viaduct	Alaskan Way Viaduct	Eligible NR
29	C3	Burlington Northern Railway Tunnel	S .Main St. to Bell St .	Eligible NR
30	C4	Merrill Place Garage	410 Alaskan Way S.	PSHD
31	C5	Merrill Place (Hambach Building)	419 1st Ave. S.	PSHD
32	C6	Merrill Place (M. Seller Building)	411 1st Ave. S.	PSHD
33	C7	Merrill Place (Schwabacher Hardware Co.)	401 1st Ave. S.	PSHD
34	C8	Otto Sturham & Sons	304 Alaskan Way S.	PSHD
35	C9	Merrill Place	79 S. Jackson St.	PSHD

⁹ SR 99: Alaskan Way Viaduct & Seawall Replacement Project, Historic Resources Technical Memorandum (Appendix L, Attachment A), Draft Environmental Impact Statement, Washington State Department of Transportation, March 2004. The properties listed are a subset of the properties in Attachment A.



Appendix

36	C10	Pioneer Square Garage	84 S. Jackson St.	PSHD
37	C11	80 S. Jackson Condo (Steinberg Building)	80 S. Jackson St.	PSHD
38	C12	Smith Building	321 1st Ave. S.	PSHD
39	C13	Squire Building	317 1st Ave. S.	PSHD
40	C14	Hotel Crown	313 1st Ave. S.	PSHD
41	C15	Maud Building	309 1st Ave. S.	PSHD
42	C16	Bread of Life Mission	301 1st Ave. S.	PSHD
43	C18	Our Home Hotel	75 S. Main St.	PSHD
44	C19	Boston Hotel	76 S. Main St.	PSHD
45	C20	Argens Safe & Lock Co.	80 S. Main St.	PSHD
46	C21	OK Hotel	212 Alaskan Way S.	PSHD
47	C22	Seattle Image Setting (People's Supply Co.)	210 Alaskan Way S.	PSHD
48	C23	New England Hotel	217 19 1st Ave. S.	PSHD
49	C24	Rugs & Arts of Asia	213 1st Ave. S.	PSHD
50	C25	Lucky Hotel	211 1st Ave. S.	PSHD
51	C26	Larry's (Marathon Building)	209 1st Ave. S.	PSHD
52	C27	Skagit Hotel	207 1st Ave. S.	PSHD
53	C28	J&M Hotel & Café	201 205 1st Ave. S.	PSHD
54	C29	Washington St. Boat Landing	foot of Washington St.	NR, PSPD
55	C30	Lutheran Compass Center	77 S. Washington St.	PSHD
56	C31	St. Charles Hotel	81 S. Washington St.	PSHD
57	C32	Seattle Publishing	72 S. Washington St.	PSHD
58	C33	Prudential Building	114 Alaskan Way S.	PSHD
59	C34	Old Firehouse Antiques	110 Alaskan Way S.	PSHD
60	C35	Maynard Building	117 1st Ave	PSHD
61	C36	Terry Denny Lofts (Northern Hotel)	109 115 1st. Ave.	PSHD
62	C37	1 Yesler Building	1 Yesler Way	PSHD
63	C38	Pioneer Square Hotel	75 Yesler Way	PSHD
64	C39	Trattoria Mitchell (Travelers Hotel)	611 Post	PSHD
65	C40	606 Post (Post Hotel)	90 Yesler Way	PSHD
66	C41	Yesler Building	95 Yesler Way	PSHD
67	C42	Schwabacher Building	93 Yesler Way	PSHD
68	C43	Seattle Steam	619 Post	PSHD
69	C44	Mutual Life Building	92 94 Yesler Way	PSHD
70	C45	Flavor of India (Pioneer Drug Company)	625 1st Ave.	PSHD
71	C46	Yam Oriental Rugs (Totem Loan)	627 1st Ave.	PSHD
72	C47	Scheurman Building	102 110 Cherry St.	PSHD
73	C48	Antique Importers/Snowboard Connection	619 Western Ave.	PSHD.
74	C49	Polson Building	61 Columbia St.	PSHD
75	C50	Journal Building	83 Columbia St.	PSHD
76	C51	US Bank	723 1st Ave.	PSHD
77	C52	Hoge Building	705 2nd Ave.	NR, SL
78	C56	Colman Building	801 821 1st Ave.	Eligible NR; eligible SL
79	C57	Norton Building	801 2nd Ave.	Eligible NR; eligible SL
80	C58	Key Bank (Bank of California)	815 2nd Ave.	SL; eligible NR
81	C59	Exchange Building	821 2nd Ave.	SL; eligible NR
82	C61	Maritime Building	911 Western Ave.	Eligible NR; eligible SL
83	C62	Federal Office Building	901 1st Ave.	NR; eligible SL
84	C63	Pier 54	1001 Alaskan Way	Eligible NR district
85	C64	National Building	1000-1024 Western Ave.	NR, SL



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86	C65	Alexis Hotel (Globe Building)	1001-1011 1st Ave	NR, SL
87	C66	Beebe Building	1013 1st Ave.	NR, SL
88	C67	Hotel Cecil	1019 1023 1st Ave.	NR, SL
89	C68	Pier 55	1101 Alaskan Way	Eligible NR district
90	C69	Watermark Tower (Colman Building)	1107 1st Ave.	SL
91	C70	Grand Pacific Hotel	1115 1117 1st Ave.	NR, SL
92	C71	Colonial Hotel	1123 1st Ave.	NR, SL
93	C72	Pier 56	1201 Alaskan Way	Eligible NR district.
94	C73	Amgen/Immunex (Olympic Warehouse)	1203 1207 Western Ave.	NR, SL
95	C78	Porter Davis/Benham Studio (Diller Hotel)	1216 1222 1st Avenue	Eligible NR; eligible SL
96	C81	Pier 57	1301 Alaskan Way	Eligible NR district
97	C84	U .S .Immigration Building	84 Union St.	NR, SL
98	C85	Pier 59/Aquarium	1483 Alaskan Way	SL; eligible NR district
99	C90	Fix Building	1507 Western Ave	Eligible NR; eligible SL
100	C91	Heritage House/garage	1527 31 Western Ave.	PPMHD
101	C92	Pike Place Market	1501 Pike Place	PPMHD
102	C93	Inn at the Market	86 Pine St.	PPMHD
103	C94	Stewart House	1900 Pike Place	PPMHD
104	C95	Starbucks Coffee	1912 Pike Place	PPMHD
105	C96	Soames Dunn Building	1924 Pike Place	PPMHD
106	C97	Champion Building	1928 Pike Place	PPMHD
107	C98	Pike & Virginia Building	1930 Pike Place	PPMHD
108	C99	Fairmount Apartments	1901 1st Ave.	PPMHD
109	C100	Alaska Trade Building	1915 1st Ave.	NR, PPMHD
110	C101	KCM (Butterworth Building)	1921 1st Ave.	NR, PPMHD
111	C102	Livingston Baker Apartments	1931 1st Ave .	PPMHD
112	C105	Guiry Hotel	2101-2105 1st Ave.	NR, SL
113	C106	Schillestad Building	2111 1st Ave.	NR, SL
114	C107	It's Gotta Go (Union Livery Stable)	2200 Western Ave.	Eligible SL
115	C109	Lewiston Hotel	2205 1st Ave.	Eligible NR ; eligible SL
116	C110	Scargo Hotel	2207 1st Ave.	Eligible NR; eligible SL
117	C111	Apex Hotel	2225 1st Ave.	Eligible NR group
118	C112	Belltown Lofts	66 Bell St.	SL
119	C113	Compton Lumber Company	2315 Western Ave.	Eligible NR; eligible SL
120	C115	Endless Knot (Douglas Hotel)	2300 1st Ave.	Eligible NR group
121	C116	Oregon Hotel	2301-05 1st Ave.	Eligible NR; eligible SL.
122	C117	Barnes Building	2320 1st Ave.	NR, SL
123	C118	Austin Bell Building	2326 1st Ave.	NR, SL
124	C119	Catholic Seamen's Club	2330 1st Ave.	Eligible NR; eligible SL
125	C123	Roq la Rue Gallery	2312-16 2nd Ave.	Eligible NR; eligible SL
126	C127	William Tell Hotel	2327 2nd Ave.	Eligible NR; eligible SL
127	C128	Blu Canary (MGM/Loew's)	2331 2nd Ave.	Eligible NR; Eligible SL
128	C135	Adams Apartments	304 Bell St.	Eligible NR group
129	C137	Franklin Apartments	2302 4th Ave.	Eligible NR group; eligible SL
130	C139	Two Bells	2315 4th Ave.	Eligible NR; Eligible SL
131	C140	Fleming Apartments	2321 4th Ave.	NR district/group; eligible SL
132	C142	Fire Station #2	2334 4th Ave.	SL; eligible NR
133	C146	Hull Building	2401 1st Ave.	NR, SL
134	C148	Ace Hotel (Glaser Building)	2419 1st Ave	Eligible NR group; eligible SL
135	C149	Lexington Concord Apartments	2402 2nd Ave.	Eligible NR group; eligible SL



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136	C155	Skyway Luggage	2501 Elliott Ave.	Eligible NR; eligible SL
137	C159	Old Spaghetti Factory	2800 Elliott Ave .W.	Eligible NR; eligible SL
138	C160	Labor Temple	2800 1st Ave.	Eligible NR; eligible SL
139	C163	Bremer Apartments	2905 1st Ave.	Eligible NR group
140	C164	Windermere Apartments	2933 2nd Ave.	Eligible NR group; eligible SL
141	N1	Pacific Science Center	200 2nd Ave .N.	Eligible NR; eligible SL
142	N4	Space Needle	400 Broad St.	SL; eligible NR
143	N9	Auditorium Apartments	605 5th Ave .N.	Eligible NR; eligible SL
144	N11	Seattle City Light Broad Street Substation	319 Taylor Ave. N.	Eligible NR; eligible SL
145	N51	Denny Park Lutheran Church	766 John St.	Eligible NR; eligible SL
146	N65	Joseph Mayer clock	406 Dexter Ave. N.	SL
147	N80	Seattle Parks Maintenance Facility	701 Dexter Ave. N.	Eligible NR; eligible SL
148	N93	Land Rover Seattle	601 Westlake Ave. N.	Eligible NR; eligible SL