

April/May 2001

Serving the Eastlake Community

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N E W S



Next Main Public Meeting

Tuesday, May 15 - 6:30-9 PM

***TOPS - Seward School Library or Cafeteria - look for signs
2500 Franklin Avenue East***

Public meeting on implementing the Eastlake Neighborhood Plan.

***Begins at 6:30 and ends at 9; presentations and public comment begin at
7. Open discussion from 8:30 - 9.***

The Eastlake Neighborhood Plan was completed in September 1998 and adopted by the City Council in April 1999. Elements of the plan include community design, diversity, housing, open space, main street, and transportation. Working jointly, the community and the City have made major progress in realizing parts of the Plan. On Tuesday, May 15 in the TOPS-Seward School, a 6:30 preview and 7 p.m. public meeting will review the results so far.

Governance. The Eastlake Neighborhood Plan was developed by a broad-based steering committee of neighborhood stakeholders. A similar stewardship committee is to oversee implementation of the Plan, with eleven seats representing the following groups: apartment owner/manager; business (two seats); Eastlake Community Council, Eastlake Community Land Trust, Floating Homes Association, Neighborhoods Opposed to Interstate Sound Exposure, Olmsted-Fairview Park Commission, Parents of TOPS, Portage Bay/Roanoke Park Community Council, and social service provider.

The Plan and a follow-up volume summarizing the City's actions up to January 2000 and listing the neighborhood's priorities is available for review at the Seattle Public Library, many neighborhood businesses, on the Eastlake web site, and for purchase at a discounted price at G&H Printing. The Plan, ordinance, resolutions, and work program are also available on the City's web site.

Growth Targets. Now only seven years after the 1994 citywide Comprehensive Plan set 20-year housing targets for Eastlake and other neighborhoods, Eastlake is nearing its target and has more than met the criteria for a special City review as mandated by the Comprehensive Plan. This special review should consider alternative zoning and mitigation to decelerate further growth and/or reduce its impacts.

***We've updated
our web site
once again...
Check it out!***

<http://eastlake.oo.net>

Special thanks to
Daniel Solomons,
owner of **oo.net** for
graciously hosting
our site.

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**Eastlake News
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Eastlake
Community Council
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community of
issues concerning
the Eastlake Area.**

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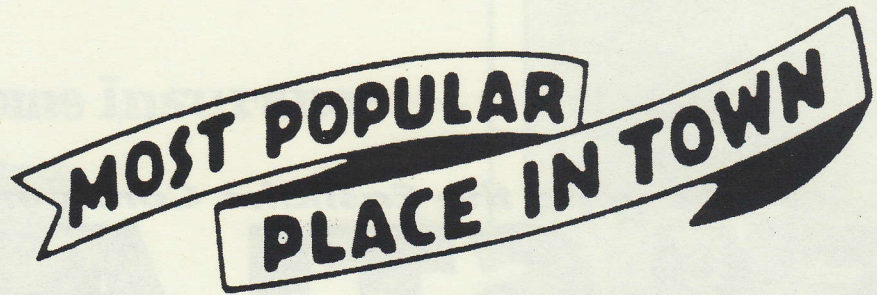
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**Send stories, letters
and ideas to the
Eastlake News 117 E.
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Business Notes

The *Floating Homes Association* is hosting another of its wildly popular houseboat tours, 12-5 p.m. on Sunday, April 29. For information, call FHA at 325-1132. ... *Cuppa Jo on the Go*, 1500 Fairview Avenue E. (860-6136, cuppajo2go@cs.com) is now owned by James and Karen Bennett, who have introduced sandwiches in addition to the usual espresso, soft drinks, and desserts. Hours are 6 a.m. to 4:30, Monday through Friday. ... *The Bubba Mavis Gallery* (1158 Eastlake Avenue E.) is named for its two watch cats. Shows change monthly; for June it's Split Personality--collaborative works by two women, one a designer and one a fine artist. Hours are Saturday and Sunday, 11-6, or by appointment (405-3223). ... *Tommy's Sushi* (2501 Eastlake Ave. E., 726-9893) continues to earn enthusiastic reviews and lunchtime and dinner crowds that include well-known Japanese and Japanese-American celebrities. Owner Tommy Tagashira has also been a radio and TV personality, and writes columns for Japanese readers about travel in the Northwest. ... The Seattle office of *Euro Lloyd Travel* (1910 Fairview Avenue E. #301, 860-0715, www.eurolloyd.com) is one of the company's twelve in the United States, specializing in European travel (such as Oktoberfest) and corporate accounts. ... Last summer, Peter Steinbrueck's City Council committee featured a special presentation by representatives of the Eastlake-based *Abused Deaf Women's Advocacy Services* (525-2843). ... A winter kayaking accident took the life of Eastlake resident *David Gulassa*, a distinguished metal artist who was commuting to his studio along the Ship Canal near Seattle Pacific University. Our heart goes out to his family and co-workers. ...

Mention in this column does not imply endorsement by the ECC, writers, or editor. Send your business news to Chris Leman (cleman@oo.net), 85 E. Roanoke Street, Seattle 98102-3222.

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Housing. The City Council in 1999 adopted an Eastlake-initiated Comprehensive Plan amendment permitting a departure from per-unit ceilings on funds for low-income housing projects in neighborhoods that lack subsidized housing because of high property values. The Office of Housing is completing a promised study of other suggested policy changes. The Eastlake Community Land Trust continues its search for a low income-housing site amidst the neighborhood's real estate boom; City ceilings on subsidy per unit remain a barrier [contact: John McLaren, 325-9890, jmarch@zipcon.net]

Parks. Neighborhood volunteers have led with three Neighborhood Matching Fund (NMF) projects. The Franklin Green Street (the first outside of downtown) was improved in close adherence to the neighborhood plan with funds from NMF, the School District, and the Park Department [contact: Carol Eychaner, 324-1716], and Fairview-Olmsted Park was completed [contact: Robert Rudine, 325-3839, rrudine@aol.com]; volunteers are needed to help weed in both places. The Park Department has funded and is now completing design for drainage and irrigation improvements to Rogers Playfield, which will also receive a beautiful new play area through another NMF project [contact: Laurie Stusser, 323-4556]. The Park Department is completing design for renovation of Lynn Street Park, which will be decorated with art tiles and a kiosk and bench as a part of another NMF project [contact: Laurel Doody, 324-3596].

North Gateway. This park-like area between Eastlake and Harvard avenues under the I-5 bridge is under restoration after damage by a WSDOT seismic retrofit project [contact: Cheryl Thomas, thomaslane@msn.com, 329-2696]. To safely access this area and its many bus stops, the Plan recommended a pedestrian half-signal for crossing Eastlake Ave. at Allison St.; despite hundreds of petition signatures, the City has not yet agreed to this improvement.

Continued on Page Five...

"Music to Fight Cancer" Fourth Benefit Concert for Children's Hospital Hematology/Oncology Clinic

The Lake Union Civic Orchestra, a philanthropic, nonprofit organization will be presenting its Fourth Benefit Concert for the Hematology/Oncology Clinic at Children's Hospital on Saturday, May 19, 2001, 7:30 PM, at Town Hall Seattle.

The orchestra is a rare entity in that it donates its services and also donates ticket proceeds from select concerts to organizations involved in cancer care and support, and other health-related fields. Past recipients have been the Fred Hutchinson Hutch School, the Cystic Fibrosis Foundation, and the NW Aids Foundation. The orchestra dedicated all four of its concerts from its current 2000/2001 season to Children's and are donating 50% of all tickets sales to the Hematology Clinic.

Under the direction of the Music Director, Christophe Chagnard, the orchestra is presenting a program titled Lord Byron and the Muse that will include Manfred Overture by Robert Schumann, the world premiere of Lord Byron in Three Vignettes by Composer in Residence, Sheila Espinoza, and Harold in Italy by Hector Berlioz, with esteemed guest artist Helen Callus, viola.

Tickets are \$12 general (50% donation to Children's Hospital and tax deductible), with children under 12 free. Tickets can be purchased at the door or on-line through www.ticketweb.com.

For more information, including parking and directions, visit www.luco.org or call the orchestra phone line at 206-667-4783. Attending the concert is a great way to support the orchestra's philanthropic endeavors, Children's Hospital, and enjoy a great evening of music.

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Threat of Possible New SR-520 Tunnel and Flyover Ramps

Eastlake is bracing for the state Transportation Department's consideration of a possible four-lane SR-520 tunnel essentially extending that freeway into the neighborhood's heart, and an expanded I-5/SR520 interchange that would impose I-5 westward into the neighborhood. The tunnel, opening somewhere near the intersection of Eastlake Avenue and Fairview Avenue N., would carry traffic to and from the SR-520 bridge and downtown. It would take land now occupied by homes, businesses, roadway lanes, on-street parking, and green spaces.

The proposed tunnel would carry about as much traffic as is now on SR520, and its traffic would congest local streets, making it more difficult to park and drive. The tunnel would undermine the streetscape improvements that are proceeding via the Eastlake Neighborhood Plan, and would wall off the Colonnade corridor park, which is now funded and about to be designed. The tunnel opening would be noisy and polluted, and the tunnel along its entire length would require huge ventilation towers that block views and emit pollution.

Expansion of the I-5/SR520 interchange would do major damage to the Eastlake, Capitol Hill, and Roanoke Park neighborhoods. The existing flyover ramp is already a blight; the proposal is to expand it and add new ones, blocking views and increasing noise, vibration, and pollution. WSDOT is studying expansion of the I-5 right-of-way by taking part or all of Boylston Avenue (including sidewalks, the roadway, and transit stops) and destroying homes and businesses. The project would make it more difficult to reach the Capitol Hill steps and would bring the freeway's impacts closer to Seward School and to whatever would remain of the Eastlake neighborhood.

Eastlake must not be blighted so more people can get between downtown and Redmond! By speaking out now, we can eliminate these alternatives from the environmental impact statement. You can leave voice mail for WSDOT at 448--6611, e-mail at translake@wsdot.wa.gov, or write to Trans-Lake, 401 Second Ave. S., #300, Seattle 98104. But your elected officials particularly need to hear your views:



City of Seattle, 600 Fourth Avenue, Seattle, WA 98104:

Mayor Paul Schell, 684-4000, mayors.office@ci.seattle.wa.us

Councilmember Jim Compton, 684-8802, jim.compton@ci.seattle.wa.us

Councilmember Richard Conlin, 684-8805, richard.conlin@ci.seattle.wa.us

Councilmember Richard McIver, 684-8800, richard.mciver@ci.seattle.wa.us

Councilmember Margaret Pageler, 684-8807, margaret.pageler@ci.seattle.wa.us

Councilmember Heidi Wills, 684-8808, heidi.wills@ci.seattle.wa.us

King County, 516 Third Avenue, Seattle 98104-2312:

County Executive Ron Sims, 296-4040, ron.sims@metrokc.gov

Councilmember Larry Gossett, 296-1010, larry.gossett@metrokc.gov

Councilmember Cynthia Sullivan, 296-1002, cynthia.sullivan@metrokc.gov

Councilmember Greg Nickels, 296-1008, greg.nickels@metrokc.gov

Washington Legislature, P.O. Box 40600, Olympia, WA 98504-0600:

Senator Pat Thibaudeau, 720-3050, thibaude_pa@leg.wa.gov

Rep. Frank Chopp, 720-3052, chopp_fr@leg.wa.gov

Representative Ed Murray, 720-3074, murray_ed@leg.wa.gov

Questions? Contact TransLake advisory committee member Jim Reckers, 323-8537, jhreckers@home.com.

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I-5 right-of-way south of Newton. In November, Eastlake voters were among the most enthusiastic in passing a citywide parks levy that includes \$1.8 million to for a "Colonnade Park" under I-5, east-west steps, and a pathway connecting the Capitol Hill steps to the Lake Union area. A planning process will begin soon, in which it is hoped that the Parks Dept.'s proposed unleashed dog area (not contemplated in the neighborhood plan) will not be a foregone conclusion, as it may be infeasible (there is no rain under the freeway to wash urine from the soil), or could draw funds and space from the Eastlake Neighborhood Plan's priorities for the area. SEATRAN and WSDOT have so far been unwilling to seek federal funds for the east-west pedestrian/bicycle connection [contact: Jon McConnell, 720-0259, jonmcconnell@home.com].

Freeway noise. State funds budgeted in 1999 for noise walls along Harvard and Boylston avenues and for design of noise retrofit for the I-5 bridge were lost in the wake of I-695, yet federal and state funds are continuing for a study of expanding State Route 520 that would increase the noise further (see related story). The City Council in 1999 adopted an ordinance authorizing WSDOT to post signs prohibiting use of the noisy unmuffled diesel compression brakes on I-5 and SR520; the signs went up recently [contact: Jim Simpkins, 860-0076, jimsi@exmsft.com].

Eastlake Avenue. Volunteers and City funds from the Neighborhood Matching Fund, Neighborhood Street Fund, and Early Opportunity Fund are making possible a planted median (boulevard strip) in Eastlake Avenue between Boston and Newton streets, and just east of it a sidewalk on the north side of Newton Street with cornerstones art and (in a future year) steps to the dead-end alley [contact: Chris Leman, cleman@oo.net, 322-5463]. The business and shoreline area near the intersection of Eastlake and Fairview avenues is threatened by WSDOT's possible tunnel carrying four lanes of traffic to and from SR520 (see related story).

Harvard Avenue. Parking has been restored on the east side of Harvard where there formerly was a commute-time restriction. However, the City has not yet agreed to restore the crosswalk on the north side of Roanoke Street for access to the bus stop [contact: Cheryl Thomas, 329-2696, thomaslane@msn.com]. Sound Transit is considering a light rail tunnel emerging at Harvard onto a bridge over the Ship Canal; homes, businesses, and parts of Harvard Avenue could be lost [contact: Wes Larson, 320-9847; weslar@home.com].

Boylston Avenue. SEATRAN has not yet addressed the Plan's priority for eliminating the current prohibition on pedestrian crossing to the north side of Roanoke Street. However, it has begun to design improvements for the dangerous Newton/Lakeview/I-5 ramp intersection. Meanwhile WSDOT is considering a proposal to take part of the street and even some homes for an expanded ramp to and from SR520 (see related story) [contact: Colleen McGrath, 226-4831, cjm120@hotmail.com].

Express bus stops. Most of the Metro buses that use Eastlake Avenue in the afternoon and on weekends make no stops on Eastlake Avenue; they are expresses between the U-district and downtown, depriving our residents of better service and our businesses of customers from outside the neighborhood. The Eastlake Neighborhood Plan's "main street" element for the business district called for, in two miles of Eastlake Avenue, adding just two or three stops by these express buses, including one at Fred Hutchinson Cancer Research Center (as now with route 66). Mayor Schell is sympathetic, as his transit initiative is committed not to treat urban villages just as corridors for zipping downtown or to the suburbs [contact: Chris Leman, cleman@oo.net, 322-5463].

Eastlake Avenue pedestrian district. The City supports the Plan's proposal for a zoning overlay encouraging more mixed use development and discouraging new curb cuts, and has prepared a preliminary draft ordinance, which awaits Eastlake volunteer review [contact: Jim Reckers, jhreckers@home.com, 323-8537].

Community design guidelines. The neighborhood plan proposed ten guidelines, of which the following have been drafted: (1) roof sightlines and roofscapes; (2) reuse and preservation of existing buildings; (3) width of new residential buildings; and (4) character of Eastlake's storefronts and residential facades. The City will review these guidelines, but neighborhood volunteers are needed as liaison [contact: Jim Reckers, jhreckers@home.com, 323-8537].

Fairview green street. The ordinance adopting the Eastlake Neighborhood Plan designated as a "Green Street Type III" the stretches of Fairview between Fuhrman and Hamlin, and between Roanoke and Newton. The specific meaning of this designation awaits a neighborhood study. Volunteers are needed who could, for example, draw up a Neighborhood Matching Fund application to help the process along. Meanwhile, the area has been posted with "15 mph" signs as the Plan recommended.

Fairview south of NOAA. An "early win" for the neighborhood plan was installation of a landscaped path in front of NOAA; the plan also recommended a pathway south of NOAA to the Fairview Ave. N. bridge, but contingent on a design that the various stakeholders find acceptable. In 1998 SEATRAN began a partial topographic and land survey of the area (which the City Council listed as having been completed in the 1999 Eastlake Approval and Adoption Matrix). City failure to complete the survey is proving a barrier to neighborhood design and fund-raising for the path and a safer intersection of Fairview Ave. E. and Fairview Ave. N. [contact: John Crowser, 324-9530, jcc@hartcrowser.com].

Volunteers welcome. Your help is needed to ensure that the vision of the Eastlake Neighborhood Plan becomes a reality. To volunteer for any of the above activities, please contact the people listed or write to: ECC/Neighborhood Plan, 117 E. Louisa St. #1, Seattle 98102.

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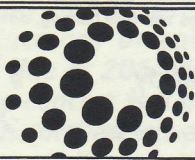
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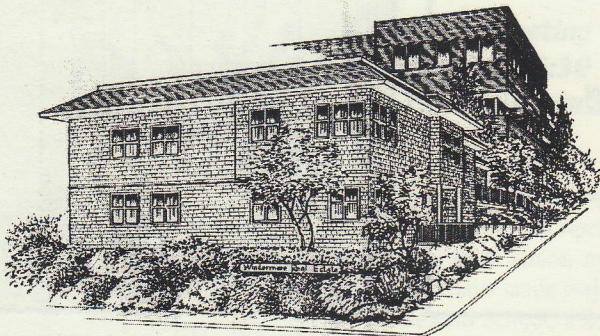
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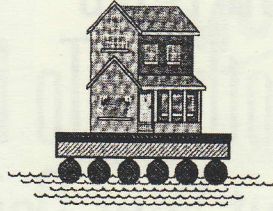
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Eastlake Community Council — 117 E. Louisa #1, Seattle, WA 98102

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