

The Eastlake News

Summer 2013

Coming events

Eastlake tree walk Sat., June 1, 10 a.m. to noon. Refreshments 9:40 a.m. Roanoke street-end park.

Public meeting on crime, disasters, and the Independence Day fireworks, crowds, and traffic Tues., June 11, 7-9 p.m. at TOPS-Seward School. See article, p. 6

Eastlake P-Patch Summer Solstice Celebration Fri., June 21, 4-8 p.m., 2900 Fairview Ave. E. Where better to enjoy the longest daylight of the year? Live music, food, and silent auction.

Good Turn Park celebration and cleanup, Sat., June 22, 10 a.m. to noon, 3149 Fairview Ave. E. (one block south of Fuhrman Ave. E. and the University Bridge). See article and photo, p. 24

Tour of the Blaine and Howe St. stairs and beyond Sat., July 6, 2-4 p.m. 2.3-mile walk led by the authors of *Seattle Stairway Walks*. Meet just east of Franklin Avenue E. on E. Howe St., where the Howe St. stairs begin and enter the west side of Colonnade Park beneath I-5. For full route, see article, pgs. 8-9

Eastlake Cruise on the Islander Thurs., July 11. Boarding begins at 5:30 p.m., 1611 Fairview Ave. E. Departure at 6:30, return by 8:30. Tickets (\$15, including dinner) at <http://brownpapertickets.com>. See photo and caption, p. 4

Eastlake free outdoor movie, "Wall-E" Sat., July 20 in Rogers Playfield. Fun and picnics begin at 7:30 p.m., movie at 8:45. Bring a blanket or low chair to sit on. See article, p. 4

Seattle Night Out Tues., Aug. 6. Free of the normal permits, have a street party for fun, crime prevention and emergency preparedness. See details, p. 15

Eastlake Community Council opposes proposed siting for "Ride the Ducks" next to Terry Pettus Park

In a Feb. 13, 2013 letter to City officials (available in the "documents for review" section at eastlakeseattle.org), the Eastlake Community Council judges that a Ride the Ducks facility for 1949 Fairview Avenue E. would not be compatible with Fairview's character as a shoreline street to be shared by pedestrians, bicyclists, and vehicle traffic and parking. "The peak 75 round trips daily by Duck amphibious trucks pose a serious safety issue for bicyclists and pedestrians who will also be at peak numbers during good weather, as well as for local residential and business vehicles." ECC suggests that the Sunnyside Ave. N. public boat launch now used by the Ducks is far superior because pedestrian and bicycle traffic follows the Burke-Gilman Trail, which is uphill from Northlake Way, not in the path of Ducks entering and leaving the lake.



The ECC letter also observes: "Diesel and gasoline exhaust from the Ducks will be a negative for pedestrians and bicyclists as well as for nearby residents such as houseboaters, and especially for users of the park, which is a popular place for swimming and enjoying the lake views and breezes." And the letter warns of unacceptable noise, urging that City analysts "not assume the fiction that the Ducks obey the noise ordinance, when the reality is that noise levels are far higher."

ECC's letter also notes the City's broken promise to engage in a public planning process regarding the future of the site, including

Continued on next page

Special Inside:

EASTLAKE'S FIRST MUNICIPAL STREETCAR 1919-1940

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The Eastlake News is a quarterly publication of the Eastlake Community Council. We welcome comments, articles or images for possible publication; please include a contact phone number. Articles may be edited for length and clarity. Articles in the newsletter represent the view of the author and not necessarily the ECC. Please send submissions to info@eastlakeseattle.org or by U.S. mail to the return address on the back of this newsletter. For advertising, contact Kevin Haywood, Jr. at advertising@eastlakeseattle.org.

The deadline for ads and submissions is: Jan. 20 for spring issue; April 20 for summer issue; July 20 for fall issue; October 20 for winter issue. Publication schedule is as follows:

Spring - March, April, May
 Summer - June, July, August
 Fall - September, October, November
 Winter - December, January, February

Masthead artwork sketch by Victor Steinbrueck. Other artwork sketches by Karen Berry.

ECC opposes "Ride the Ducks" next to Terry Pettus Park *continued*



Photo of white board for proposed "Ride the Ducks" boat ramp site next to Terry Pettus Park. "Ride the Ducks" would erase five or more public parking places and pass close to the Terry Pettus Park swimming area and by many houseboats. The around the lake walking and bicycling route (shown on the right) would be crossed by each coming and going Duck.

study of the houseboat and recreational impacts of possible uses. Recognizing the possibility that NOAA could leave, the Eastlake Neighborhood Plan obtained this City commitment (p. 20 of the attachment to Res. 29932 adopted by the Mayor and City Council in 1999): "Plan for the re-development of NOAA and other major properties along the Fairview shoreline in a way that strengthens Eastlake's existing industrial maritime uses, recreational users, shoreline habitat and floating home community," with the City's Office of Economic Development (OED) assigned to lead this promised planning process.

When NOAA made the decision to leave in 2011, OED did not carry out the public planning responsibility it had accepted from the City Council, but instead worked secretly with Ride the Ducks to make its land purchase a "done deal" before the community learned of the new owner or use. The lack of planning and public involvement shows glaringly in the Ride the Ducks proposal, which jeopardizes recreational users and the floating home community—stakeholders the City legislation required specifically to be given priority in a plan for use of the site.

A March 23 article in the Seattle Times reports that internal City documents obtained under the state

Public Disclosure Act show that OED and the Department of Planning and Development (DPD), with the full knowledge of Mayor McGinn, thwarted a 1999 City Council resolution requiring a public planning process for the site--and OED shared this internal correspondence with Ride the Ducks and its attorneys before the public even knew of that company's interest in the site. Despite its claims that the promised planning process could not go forward because of a lack of funds, the documents show that OED spent huge amounts of staff time assisting Ride the Ducks, and avoided the required public planning because such planning would have considered open space and recreational uses and the welfare of nearby houseboats. The documents are posted at <http://eastlakeseattle.org>.

The City is still reviewing Ride the Ducks' application. As MUP #3013612 at <http://www.seattle.gov/dpd/onlineservices>, view the project and the comments so far. Your comments are also needed; send them to the DPD at PRC@seattle.gov and ben.perkowski@seattle.gov; and to SDOT at peter.hahn@seattle.gov. ECC continues to advocate for the public interest on this issue and welcomes your questions and suggestions, to info@eastlakeseattle.org.

More land use news, commentary and opportunities to comment on pages 16-21



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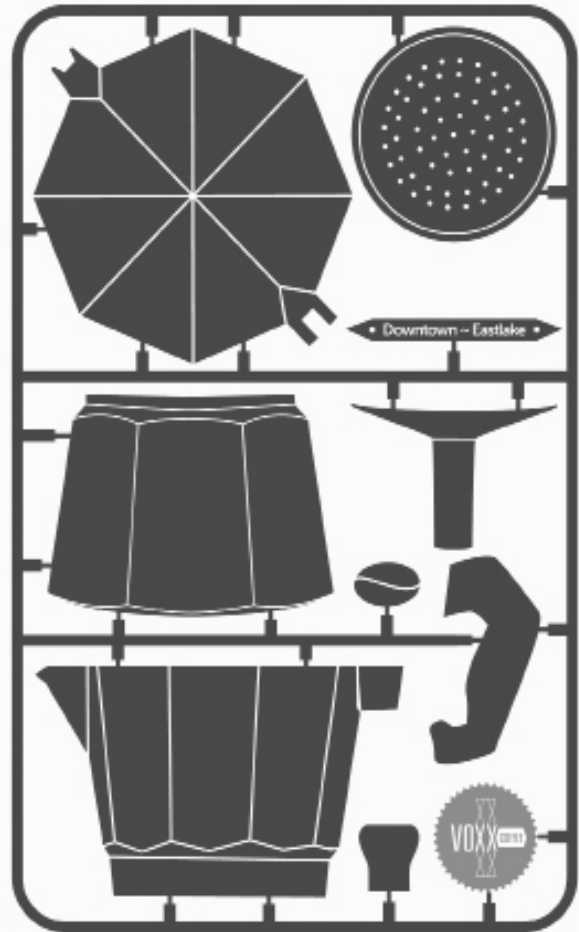
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Eastlake Community Council Cruise July 11



All are welcome to ECC's Thurs., July 11 cruise on the historic icebreaker the Islander. Boarding begins at 5:30 p.m. at 1611 Fairview Ave. E. Departs at 6:30 p.m. for Lake Washington; returns by 8:30 p.m. Tickets (\$15, including dinner, salad, dessert, and punch; vegan options) at <http://brownpapertickets.com>.

Free outdoor movie "WALL•E" Sat., July 20 in Rogers Playfield

Watch the romantic and satirical computer animated science fiction classic "Wall-E" under the stars in Rogers Playfield, 2500 Eastlake Ave., Saturday, July 20. The Pixar film, which appeals to children and adults alike, is about WALL•E, a robot designed to clean up an abandoned and waste-covered Earth, about earthlings then and what they are like, and how WALL•E finds true love with another robot named EVE. The fun and picnics begin at 7:30, movie at 8:45 p.m. Bring a blanket or low chair to sit on, and a jacket to keep warm. The Eastlake outdoor movie happens just once a year, so don't miss it! Brought to you by the ECC with the generous sponsorship of local businesses. For information: info@eastlakeseattle.org or (206) 322-5463.



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Public Meeting: Prepare for disasters, crime, and the fireworks—June 11 at TOPS Seward School

Come June 11 to meet your neighbors and confer with Police Department representatives about neighborhood preparedness. We'll start with the latest on crime in Eastlake, plan for Independence Day traffic and crowds, and conclude with training for emergency preparedness and public safety watch.

Call 911. The police can't respond if you don't alert them, and they're deployed partly based on 911 calls. Nothing is too small to report, a crime need not have been committed, and you don't need to be sure. (Some brazen large-scale thefts have occurred in broad daylight because no one thought to call 911.) The system has plenty of capacity, so don't worry about competing with

another call that could be more urgent. Calls can be anonymous, but it's best to give your name (ask that it be withheld from public disclosure). A record is made of each call; if you plan to request it, ask the call-taker for the event number. To report a crime that did not just occur and you're unaware of suspect's whereabouts, call the non-emergency number, (206) 625-5011 then 2 and 8. After you've called the police about a crime or suspicious person, please send an alert to eastlakesafety@gmail.com and info@eastlakeseattle.org, as we may be able to warn others.

Cooperation for safety and preparedness. Neighbors can prevent crime and prepare for disasters by exchanging phone numbers, e-mail addresses, Twitter and Facebook contacts, and by knowing one another. For guidance on crime prevention: www.seattle.gov/police/programs/Blockwatch/default.htm. For

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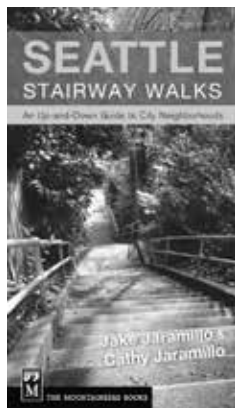
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Eastlake stairways highlighted in new book about Seattle staircases, plus community walk July 6

by Jake and Cathy Jaramillo

Seattle's official nickname, adopted in 1982, is "Emerald City." We also call ourselves Jet City, or tongue-in-cheekily, the 463rd Sunniest City in America. We could just as well have called ourselves Stairway City. One intrepid Seattle couple, Susan Ott and Dave Ralph, walked and mapped all 650 publically accessible stairways. Another gentleman, Doug Beyerlein, created an online map showing the 84 "major" stairways that have at least 100 steps (check out www.seattlestairwaywalks.com/blog for links to both maps). Our new book, "Seattle Stairway Walks: An Up-and-Down Guide to Neighborhoods," uses this extensive stairway system to create more than two dozen scenic walking routes traversing roughly 14,000 stairway steps all over town.



Any way you count it, Seattle is a major stairway city. In the U.S., only Pittsburgh (712 stairways) and San Francisco (670) have more publically accessible stairways. And two of the premier stairways in town are anchored right in Eastlake. The Howe Street stairs, counting all 388 steps between Franklin and 10th, are the longest in Seattle; the Blaine Street stairs, just a block south, are third longest, with 293 steps.

Stairways were once an essential component of Seattle's transportation system. Between 1890 and 1940, much of the population used an extensive electric streetcar system to get around town. Given the hilly terrain, many commuters must have relied on stairways as the final link between their local streetcar stop and home street.

The function of stairways in Seattle has changed quite a bit since then, of course. Instead of workaday transport, people now use the stairways for fun and exercise. One telling sign is the little sticks and pebbles often lined up in rows at the top of the Blaine and Howe stairs: the hard-core workout crowd use them to keep track of stairway laps.

Most of us will never be stairway runners, by any stretch. But, Seattle's stairways can offer most of us a unique opportunity for outdoor fun and discovery. They're essential links in a network of pedestrian scenic byways that weaves throughout the city. These scenic byways, tied together by stairs, are the best ticket to the neighborhood nooks and crannies you'd never see otherwise.

A case in point is I-5 Colonnade park. In a car, zipping along Lakeview Boulevard, it's impossible to see or appreciate what's under the freeway just a few feet away. Here lies what once was a no-man's land marked "no trespassing," transformed into more than a mile of mountain bike trails across two acres, a tortuous labyrinth of varied challenges for riders of all skill levels. Many Eastlakemakers are familiar with this park, and know it's a great success story of individual vision and community involvement. But for us, as outsiders exploring somebody else's neighborhood on foot, it hit us in an entirely different way.

One day three years ago, we happened to see I-5 Colonnade Park beckoning across the street, right after we reached the bottom of the Blaine Street stairs (which also boast Streissguth



View from the Blaine stairway looking up past the Streissguth Gardens by Karen Berry

Gardens, another wonderful "nook" best approached by stairs). Unexpectedly faced with this impressive, useful and obviously affectionate construction, we felt a jolt of pure pleasure and discovery. This invigorating experience happens a lot when you follow your nose up and down the stairs of Seattle.

Eastlake is lucky to have some of the coolest individual stairways in Seattle. City records show that the Howe Street stairs were built in 1911, and we can only guess about the Blaine Street stairs. A map from 1896 shows electric streetcar lines running parallel to each other, one along Eastlake Avenue, and the other up on 10th Avenue. It seems likely these stairs were put in as a final link for local commuters moving to and from home, and to help people switch streetcar lines enroute to other parts of town.

Stairways are an important part of our city's built legacy, with a fascinating history that has yet to be fully written. As such, they're well worth celebrating, preserving and building upon with worthy projects like the Melrose Promenade. But the main reason we love stairways is that we can still use them to explore other people's neighborhoods on our own two feet...or discover something new about our own West Seattle neighborhood. Try the stairs, and make some urban discoveries of your own!

Jake and Cathy Jaramillo are co-authors of Seattle Stairway Walks: An Up-and-Down Guide to Neighborhoods, from The Mountaineers Books. The book provides maps and directions for 25 stairway explorations in 20 neighborhoods, as well as information about the architecture, art and history to be encountered along the way.

Community stairway walk July 6, 2-4 p.m.

This stairway walk begins a few dozen yards east of Franklin Avenue E on E Howe Street, just before the Howe Street stairs enter the north end of Colonnade Park beneath I-5. We step up the lower section of the Howe Street stairs and then turn north, tracing part of the proposed Melrose Promenade as we make our way up and over Capitol Hill. After stopping to admire a beautiful, hidden pocket park on the shore of Portage Bay, we make our way back to the upper section of the Howe Street stairs, take them up, then turn down the full length of the Blaine Street stairs, passing beautiful Streissguth Gardens and enjoying views of Lake Union and Queen Anne along the way. We then cross the south end of Colonnade Park to complete our scenic, 2.3 mile stairway loop.

Steps: 349 steps down, 337 up
Meeting Place: Cul-de-sac on E Howe Street, at the north entrance to Colonnade Park

The Life of a Shopping Cart



Photo by Alex James

Most shopping carts spend their days (and their nights) in respectable service holding people's groceries, produce and assorted sundry items. But some of them end up on the street in various states of disrepute. How does that happen?

It's not completely what you think. The homeless don't take them, as Eastlake resident Alex James learned when he set out to answer that question for a Ballard High School senior project after noticing many abandoned shopping carts on his bus ride to and from school. The

homeless may find them and use them for a time, says Alex who interviewed some of Eastlake's homeless population as part of this project, but shopping cart wheels quickly fall apart on Seattle hills and concrete sidewalks making them useless to the homeless and everyone else.


While there's been a societal awareness about cleaning up litter over the last few generations, says Alex, abandoned shopping carts aren't considered trash by the city; they're considered lost property. But, as Alex notes, they quickly become 60-pounds of litter. There are only haphazard city policies for getting them removed; could city policies be improved? Learn more at the community service blog he created at seattleabandonedshoppingcarts.com.



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MOST POPULAR PLACE IN TOWN

Don Eduardo's Mexican Restaurant and Tequila Lounge (1823 Eastlake Ave., 206-324-4941, www.doneduardosmexican.com) is hosting ECC's Sept. 12 fall celebration 5:30 - 8 p.m.. Don Eduardo's opened in January in the building formerly occupied by Azteca, Rattlers and Casa Lupita. It is named after the owner, Don Eduardo Alvarado. ... ECC thanks **14 Carrot Café** for hosting its April 18 spring celebration; and **Siam on Eastlake, Louisa's, Pazzo's** and **Ship Canal Grill** for hosting similar events in previous years. At the popular events, ECC purchases "small bites" for the public, the restaurant offers reduced prices for beer and wine, and dining continues off the regular menu. ECC welcomes inquiries from other restaurants to host its upcoming celebrations.

Sebi's Bistro (3242 Eastlake Ave, 206-420-2199, <http://www.sebisbistro.com>) has been opened by the Kanczugowski family (Daniel Kanczugowski was a UW varsity football player) in space formerly occupied by Romios and Borsalinos. The extensive menu includes soups, salads, pizza, hot and cold sandwiches, and Polish dishes (with some reviewers writing in the Polish language, so it must be authentic!). The well-equipped bar includes many Polish selections. Hours are T-Th 11:30 a.m. to 9 p.m., F-Sat 11:30 a.m. to 11 p.m.; and Sunday brunch noon to 4. Parking is free. While the web site is under development, the menu and other information are available on Facebook or info@sebisbistro.com. The historic **Anhalt castle** in which Sebi's is located was featured in the *Eastlake News* fall issue, available at eastlakeseattle.org.

Eng3 Corporation (2234 Eastlake Ave., 206-525-0227, www.eng3corp.com) manufactures, sells, and rents its NanoVi™ devices to improve oxygen uptake for health care, athletic conditioning, and wellness. Cards can be purchased to try out a NanoVi™ or for repeated sessions. ... **Urbanspoon** (1551 Eastlake Ave., www.urbanspoon.com) allows smart phone and computer users to search for, rate, check reviews about, and reserve a table at tens of thousands of restaurants in the United States, Canada, and other countries. The company now books more than a million reservations a month, and is growing. *Seattle Times* columnist Brier Dudley calls Urbanspoon "one of the great success stories of the app gold rush." Founded and still headquartered in Eastlake, it is now a subsidiary of New York-based IAM, which also owns more than 150 other brands and products including Ask.com, Match.com, Newsweek, The Daily Beast, and Vimeo.

Seattle Seaplanes (1325 Fairview Ave. E., 206-329-9638, www.seattleseaplanes.com) offers 20-minute scenic flights of the Seattle area; longer flights to dinner on any island or to places like Port

Townsend or Victoria; and charter flights and tours to Mt. Rainier, Mt. St. Helens, the San Juan Islands, Vancouver Island, and other Northwest locations. It's also one of the few places in the country that offers private pilot training in a seaplane. Seattle Seaplanes is a colorful connection to Eastlake's history as the birthplace of Boeing, which in 1916 assembled and flew its first airplane from its seaplane base at the foot of Roanoke Street.

The **Museum of History and Industry** (MOHAI) is newly relocated to the historic Naval Reserve armory at the south end of Lake Union (it's free on the first Thursdays, 10 a.m. to 8 p.m.). From June 15 to Nov. 3, a featured exhibit is about Seattle's floating homes community. Displays include photographs, video interviews, underwater film, and a scale model. Docents will include some floating home residents. Don't miss it! Eastlake is the proud home to 350 of Seattle's 500 houseboats. ... Congratulations to videographer **Vaun Raymond**, awarded the Technology Award from the Association of King County Historical Organizations (AKCHO) for his web-based **Lake**



Jim Chrysler, founder and owner of Seattle Seaplanes

Union Virtual Museum

(lakeunionhistory.org, where you can view excellent videos about local history) "an outstanding project that pairs technology with local history and provides an inspiration or a model for the heritage community." The nomination was made by **Lake Union Drydock** and supported by a letter from the Eastlake Community Council. ... Congratulations also to world-renowned and formerly Eastlake-based landscape architect **Richard Haag** (studio now at 2412 10th Ave. E., <http://richhaagassoc.com>)

for the addition of **Gasworks Park** to the National Register of Historic Places. At a time when everyone else thought that a park at that site required its demolition, Haag included the historic gas works in the design, inspiring a worldwide movement for creative reuse of industrial relics. Eastlake is fortunate to have a great view of Haag's visionary creation, and his continuing volunteer advice on our own park issues.

Total Health Events (2226 Eastlake Ave E. at Vybe Communications Hub, www.totalhealthevents.com, 206-499-1903) organizes races, runs, and walks throughout the Pacific Northwest, many of them to help charities raise funds. Best-known to Eastlakers is the Lake Union 10K, which is Sun., August

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EASTLAKE'S FIRST MUNICIPAL STREETCAR 1919 TO 1940

by Jules James

The past holds lessons. Mayor McGinn proposes to run a “rapid streetcar” through Eastlake. Ninety years ago, Eastlake Avenue had a municipal streetcar line. It was Seattle’s most traveled, carrying over ten percent of the city’s passengers. However all was not well. Citywide streetcar ridership was decreasing in those early years of automobile ownership, and it would affect the Eastlake lines. Ridership was down five percent between 1920 and 1926; the evening and Sunday ridership – the all important recreational marketplace – was down 25 percent. Can Seattle re-build a past failure into modern municipal streetcar success? That’s for the planners, neighbors, voters and riders to decide. This is simply Eastlake’s history of what happened before.

Pre-History 1886-1918

A privately owned streetcar line first reached Lake Union in 1886. It was horse-drawn and the first spur off Seattle’s first streetcar line, which ran mostly on 2nd Avenue out to Battery Street. The spur terminated at a pier where Yale Street Landing is now. The 1886 streetcar pier was intended to serve ferries from Lake Washington, but the Montlake Cut would require another 30 years for completion, so the pier connected with only a couple small Lake Union ferries. Electricity soon replaced hay for horses, and in 1890 the spur was abandoned for a new line on pilings up the west side of the lake into Fremont. With electric power, streetcar lines proliferated citywide.

The Eastlake line began as one of David Denny’s enterprises in 1888. The



Eastlake’s Most Famous Streetcar. At 7:30 pm on July 1, 1919, Streetcar #108 inaugurates service over the University Drawbridge. Above photo, note Eastlake in the background. Seattle had taken over the streetcars system three months before, so Mayor Hanson’s post-rides speech was more about streetcars than opening the bridge. Streetcar #108 had opened the Ballard drawbridge a year and a half earlier. Its lasting fame came as a photo frame for Mayor Ole Hansen (right). Photos: Seattle Municipal Archives



line originally terminated at Lynn Street (Seattle city limits 1883-91). In 1891 the streetcar line was extended with the completion of another Denny enterprise, the Latona Bridge, into Brooklyn, now the University District. The high power transmission lines cross Lake Union where the Latona Bridge once was. The original Eastlake Line ran along Minor Avenue to Roanoke, then up to Eastlake Avenue and over the Latona Bridge.

Between 1898 and 1900, Stone & Webster (a Boston-based private utility) purchased and assembled 22 Seattle streetcar lines into a system. Then it negotiated a 40-year franchise contract with the city. Eighteen years into the contract, the system was sold to the city. By most accounts, City Hall overpaid Stone & Webster by plenty, but in

Mayor Ole Hansen’s defense: we were a shipbuilding town during a wartime economy – moving shipyard workers to their wartime jobs was a higher priority than pinching civic pennies.

Soon thereafter, a judge ruled that the Municipal Railway could not tap into government coffers – the railway had to pay its own way, including annual payments to Stone & Webster. Throughout its life, the municipal railway system was hampered by desperate and foolish financing.

Eastlake’s Municipal Streetcars

The “Eastlake Line” was composed of the #16 Ravenna and #17 Cowen Park routes. The #15 Broadway joined the Eastlake Line at the intersection

of Harvard Avenue and Martin Street. All three routes crossed the 1919-built University Drawbridge that replaced the Latona Bridge.

The #16 Ravenna turned east at Ravenna Park and terminated in Wedgewood. The #17 Cowen Park kept north on 15th Avenue NE past the reservoir almost to Lake City Way. The #15 Broadway terminated on University Avenue just short of 45th Street. Fortieth Street NE (now Campus Parkway) was the transfer point for the East-West line over to Wallingford, Fremont and Ballard.

Southbound, all three routes operated down the middle of Third Avenue and terminated at the Jackson Street loop just south of City Hall Park. Although most of our streetcars were double-ended, loops at the end of track lines were often a necessity for efficient operations.

A city trainman made roughly \$7.50 a day – higher wages than bricklayers and good money for a job riding through the neighborhoods. Trainmen accounted for 1,000 of the 1,600 who worked for the Municipal Railway. By manpower comparison, the Seattle Police Department of 1926 was 600 strong.

Streetcar riding involved wooden bench seating and hand straps tethered to handrails above with advertising posted inside as they do on buses today. Enter and pay at the front, exit in the rear – just like busses now that METRO has discontinued the downtown Free Ride Zone. A 1919 city ordinance prohibited smoking, spitting and littering inside a streetcar.

Full fare for the municipal streetcar system was 10 cents, and the fare box accepted dimes and tokens. Conductors wore coin changers at their waists, but only about ten percent of the riders paid by coin; most purchased the discounted 8 1/3 cents tokens that were readily available for sale in neighborhood stores and sold on street corners downtown. Student fare was 3 cents (2.5 cents by token) and Sunday school kids could use school tokens. Calculated in today's money, a 1926 streetcar ride would be about \$1.30. (Today's METRO fares: \$2.50 peak, \$2.25 non-peak).

Orange on the outside, Seattle



Interior of streetcar with passengers Photo: University of Washington Libraries, Special Collections #UW 5498

streetcars had "L"-shaped "pedestrian catchers" (lineage to 1880s locomotive cow catchers) as front bumpers and traveled along at a leisurely pace of 9 MPH. Riders would get on and off mostly in the middle of traffic lanes. The law required vehicles going both ways to stop when a streetcar stopped.

Accidents

Eastlake Avenue had two curbside lanes for automobile parking, two traffic lanes for autos and trucks, and two center lanes that streetcars shared with automobiles. Streetcars stopped for passengers waiting in the middle of the street at almost every intersection. At Martin Street, there was a protectively-raised mid-street loading platform for pedestrians.

With so much traffic Eastlake Avenue became a notorious mess, and accidents were frequent. The Eastlake Line had a few worthy of local lore, along with a handful of fatalities:

- Approaching the University Bridge early one September morning in his Hubmobile, Tom Been swerved to avoid a streetcar emerging from the fog ahead. He grabbed a bridge railing as

his car teetered on the brink. It tipped into Lake Union and seconds later he followed. Three hours later the Fire Department found an empty vehicle in 20 feet of water. Mr. Been had swum to shore. He was found with his story at a local doctor's office.

- A late-night collision at the landing platform at Harvard and Eastlake sent 40 year old Cascade neighbor Ole Nesto to the hospital and his cart to the scrap yard in December of 1925.
- In January 1934, a motorcycle police officer in pursuit slid into a 65-year-old woman crossing Eastlake at Garfield. The two then slid under an approaching streetcar. He was OK, she suffered two broken legs and internal injuries.
- Not all incidents were accidents. In the days before the heights of the Aurora Bridge... Sid Renner's auto repair business had gone bust. He was on his third wife at age 50. So he walked a few blocks from his house, watched as the Ravenna car picked up a passenger at Martin Street, ran beside like a dog chasing a wheel, then pool-dove under the rear wheels. Back in 1924, the newspapers weren't so squeamish about details.

During the 20 years of municipal

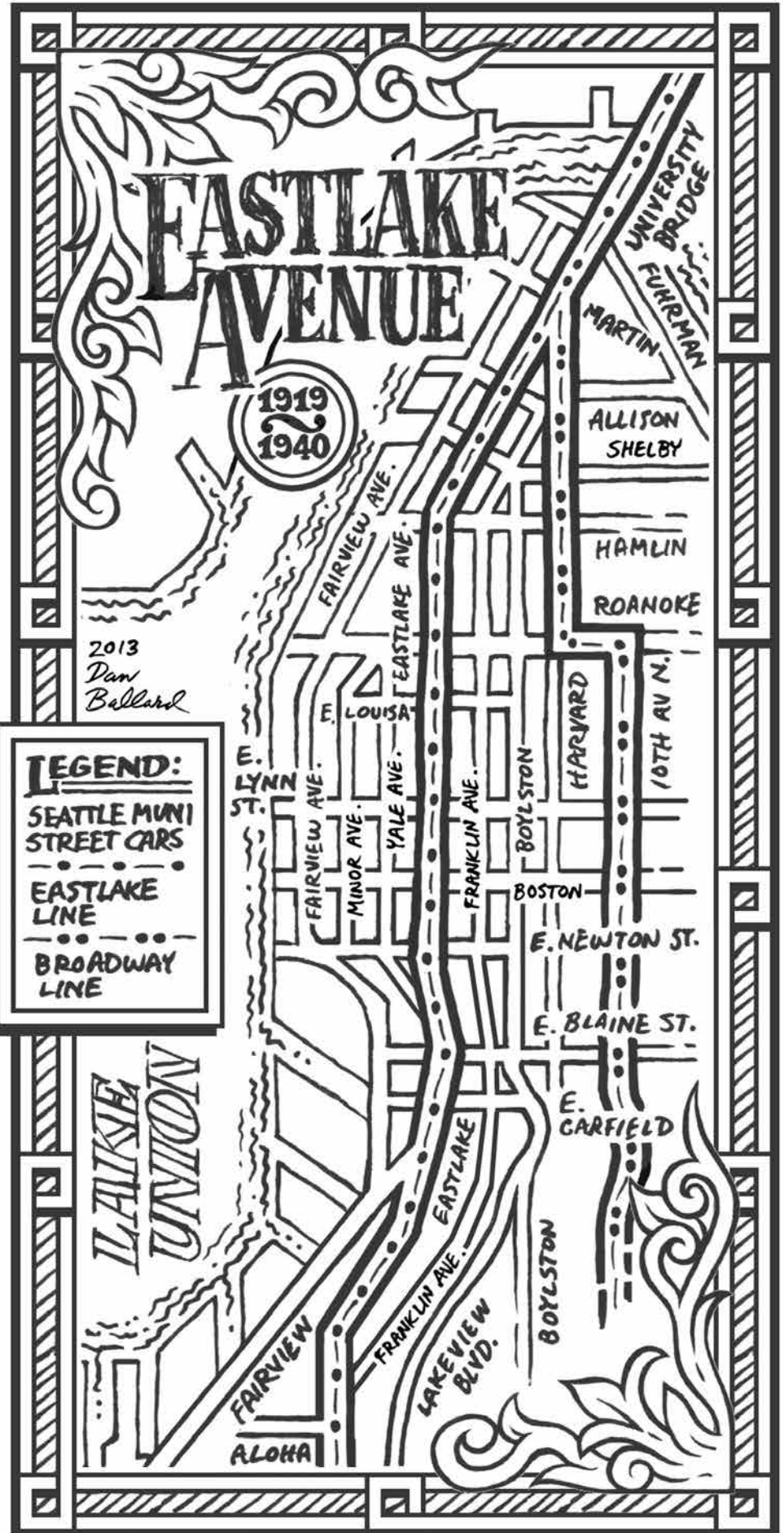
rail on Eastlake Avenue, automobiles collided with streetcars at Martin, Hamlin, Edgar, Louisa, Lynn, Blaine and Garfield killing at least one person. Another three persons were killed or seriously injured in the process of entering or leaving an Eastlake streetcar, struck by automobiles at Louisa, Roanoke and Harvard. Skidding on wet rails was a frequent cause of additional Eastlake vehicle mayhem.

Accidents along the line weren't the only negative news for the streetcars; ridership was declining as the automobile was ascending. By 1923, more automobiles crossed the University Bridge than passengers in streetcars.

Declining Ridership

In the Spring of 1923, Seattle Municipal Railway cut fares in half in attempt to increase ridership. The experiment lasted three months. Ridership did not double. In fact, citywide ridership continued to decline, from 97.5 million passenger boardings in 1922 to 68.8 million by 1928.

The University Bridge was a notorious mess of clogged traffic. Volumes today are comparable to 1926 – about 28,000 vehicles per weekday. But in 1926, neighborhood electric traffic signals did not exist, Roosevelt Avenue was two-way, the bridge approaches were narrower and autos less reliable. Plus the streetcars were slow. Hair-brained “solutions” flowed forth. In 1929, City Hall considered a streetcar deep ditch running up Lake Union along Fairview Avenue with a tunnel under Eastlake Avenue at



Streetcar rides were 90% paid by token. Conductors on downtown sidewalks and neighborhood shopkeepers sold them. The impressive “S” in the middle of the STUDENT token often had its spine broken out by fidgeting young riders. The adult fare token was hollowed with a triangle and was smaller than a Mercury dime shown. Photo: Jules James

Allison Street, crossing Portage Bay on a rail-only bridge. The City Engineer recommended filling in Lake Union and constructing a grand boulevard down the middle. Neither happened. Instead, after a decade of ten percent annual traffic growth, the University Bridge was renovated from four lanes to six in 1932-33.

The End of Seattle's Streetcar System

When the Aurora Bridge opened in 1932, the end was obvious. Eastlake Avenue had been Seattle's primary North-South transit corridor since the 1919 opening of the University Bridge. That distinction passed to the Aurora Bridge -- a bridge built without streetcar rails. Seattle's municipal streetcar investment would linger another eight years.

Between 1922 and 1938, Eastlake streetcar ridership had dropped 34 percent from 9.7 to 6.4 million riders. Buses were cheaper to operate, more flexible in route alignments, could pull to the curb for loading and were safer in traffic. Automobiles were faster, more fun and lifestyle-efficient.

In the 1890s, streetcars had beaten



Woman stepping off streetcar downtown at 5th and Pike in 1927. Streetcars stopped in the middle of the road with traffic stopped both ways for passenger to load and unload. One of the positives of replacing streetcars with buses was curbside service. Photo: University of Washington Libraries, Special Collections #SMR 95

the horse handily and then dominated Seattle transit for three decades. But the private automobile equally dominated the streetcar. Our municipal streetcar system was already becoming an obsolete relic when purchased.

On May 5, 1940 the Eastlake

Streetcar Line was replaced by "trackless trolley" service -- the bus -- that today has 8 sets of northbound and southbound bus stops spaced between the Steam Plant and the University Bridge. (The McGinn-proposed streetcar would have just two stops, Lynn and Martin Streets.)

To be more than a quaint municipal amusement ride, a modern streetcar line on Eastlake will have to favorably compete for commuter and off-peak ridership with cars, buses, bikes, scooters, VanPools, ZipCars, fleets of GPS-tracked taxis, company-sponsored shuttles, smart-phone based ride-share clubs, and perhaps later driverless cars that park themselves after dropping the kids off at school.

History is clear: municipal streetcars of the 1920s-30s lost the marketshare competition in Eastlake and citywide to the car. It's anyone's guess if a new streetcar on Eastlake will be re-building an obsolete relic or investing in a sustainable next generation of public transportation.

That's for Eastlake to determine and decide.

Special thanks to the researcher for this article, Victoria Gibson, and Dan Ballard, graphics..



Eastlake and the Martin Street Stairs, circa 1926. Notice the lack of traffic lights and signs. Eastlake streetcars could round in front of the corner drugstore to travel south on Harvard, then over to the Montlake Bridge when detouring the University Bridge was necessary.



continued
from p. 10

18 this year (sign up at <http://lakeunion10k.com>) and benefits Girls on the Run of Puget Sound (preparing girls for a lifetime of self-respect and healthy living) and Redeeming Soles (shoes, socks, and foot care for the homeless and underprivileged). Total Health Events' races are sanctioned by either USA Track & Field (USATF) or USA Triathlon (USAT). The company also sells Herbalife sports nutrition products.

Citizens for Off-Leash Areas (COLA) invite one or more volunteers to steward the I-5 Colonnade off-leash area to keep it clean and safe. Stewards recruit other volunteers and lead them in occasional work parties; and work with the Seattle Department of Parks and Recreation, including a quarterly meeting with stewards citywide. They receive up to \$100 per quarter for expenses, and may apply for additional funds. COLA is working with ECC and the City on major improvements for the off-leash area, and stewards will participate first-hand in these decisions. For questions or to get involved, contact COLA (pj123r@yahoo.com, 206-913-7261) and ECC (contact info below).

Mention here does not imply endorsement by the ECC, writer (Chris Leman), or editor. To submit news items, for questions or to volunteer: info@eastlakeseattle.org or c/o ECC, 117 E. Louisa St. #1, Seattle 98102, or (206) 322-5463.

June 11 public meeting

continued from p. 6

www.seattle.gov/emergency or (206) 233-7123. Please let ECC know if you've taken one of these trainings. ECC invites doctors, nurses, and paramedics to join our confidential list to be contacted during a neighborhood-wide emergency: (801) 243-2136 or jeremythueson@gmail.com and info@eastlakeseattle.org. Ham radio or satellite telephone operators are also asked to let ECC know how to reach them in a future emergency.

Independence Day. At the June 11 public meeting, Police will discuss planning for crowds and traffic occasioned by the fireworks. They've eased crowds and traffic in recent years; if you can't come June 11, please let ECC know of any questions or suggested tweaks. Private fireworks have been an increasing problem in Eastlake in recent years. Nearly all

skyrockets and firecrackers are illegal and dangerous.

Door to door sales. Sellers are required to have a license with the name of the agent and the type of product or service being sold; call (206) 684-8136 to check if the City has such a license on record. It's unlawful to gain admittance for selling at any residence posted with a sign like "no agents," or "no solicitors." Upon contacting a prospective buyer, sellers must disclose their name, company, and what they're selling. Read carefully anything you are to sign. The Police Department advises not to pay on the spot (funds often disappear without result); arrange to receive a bill upon receipt of the product or service. For any purchase, the salesperson and the contract must state your right to cancel within three days. While there are reputable salespeople, others use the pretense of sales or requests to use the bathroom, the phone or for a drink of water to gain illegal access. If requested, sellers are required to leave the premises immediately. Call 911 if you feel intimidated, pressured, or threatened, or think your neighbors may be in jeopardy from a suspicious seller. And after you've called 911, send an alert to eastlakesafety@gmail.com and info@eastlakeseattle.org, as ECC may be able to warn others.

Organize an August 6 street party. On the first Tuesday in August, block parties are free of the need for a permit or fee. "Night Out" is a national event to help neighbors meet each other, toward starting a block watch and preparedness team. As time allows, police and fire officers drop by. To register: <http://seattle.gov/police/nightout>. For questions, contact ECC at info@eastlakeseattle.org or (206) 322-5463.

Precinct picnics. The Seattle Police Foundation welcomes you to the East Precinct picnic on Sat., July 13 1-4 p.m. at the East Precinct, 1519 12th Ave., with free food, music, and kids' activities. The West Precinct picnic will be in September.

Report graffiti. Quick removal of graffiti discourages taggers. The City requires landowners to remove it promptly, and promises immediate action on public property. Report graffiti (and water pollution and illegal dumping) at (206) 684-7587; or at <http://www.seattle.gov/util/index.htm>. To join ECC's effort against graffiti: frisky1@mindspring.com.

Contact ECC. The Eastlake Community

Council needs your ideas, questions, and volunteer help about public safety and emergency preparedness. Please contact us at eastlakesafety@gmail.com and info@eastlakeseattle.org or by U.S. mail at 117 E. Louisa St. #1, Seattle, WA 98102-3278.

Thank You Seattle Prep!



Every year around Earth Day, students from Seattle Prep spend a morning helping take care of parks and other open spaces in Eastlake and other nearby neighborhoods. This photo is of students and staff who helped April 25 at ECC's shoreline restoration project near the corner of Fairview Ave. E. and E. Blaine Street. Supervising was ECC board member Joey Baumgartner (at lower left).

Reducing the drumming noise in Gas Works Park

With the warm weather, constant drumming (sometimes all night) is back at Gas Works Park, and Eastlake suffers most from the noise. Drumming isn't allowed in parks without a permit, and rarely are such permits issued. Although most of the drumming is illegal, enforcement won't be a Police Department priority unless more of us ask for action.

To let the police know (especially at night) when noisy drumming is occurring in Gas Works Park, please call the 24-hour noise complaint line at (206) 625-5011 and press 2 and then 8 to speak with a dispatcher or leave a voice message. Also, please send an e-mail to loren.street@seattle.gov (officer Loren Street of the North Precinct, in which Gasworks Park is located), letting him know the date and time that you called the above phone number about the noise, and whether or not the drumming stopped.

For the above information, our thanks go to Eastlaker Kristen Wagler, who can be reached at kristenwagler@yahoo.com if you would like to help in addressing the issue of drumming noise from Gas Works Park.

Micro-housing, aka Apodments, coming and proposed

A congregate housing project with 115 bedrooms and very few kitchens is proposed for these two lots, right, at 2820 Eastlake Avenue.



Early stages of construction of the microhousing project at 2371 Franklin Ave. E., left. Although the City classifies it as a five-unit multifamily building, it will actually have 39 independent living units but no on-site parking, and will tower over the charming apartment building to the right, which does have on-site parking.

Right: Yale Terrace East, seen from Edgar St. and looking north toward Hamlin St. The steep street is a named alley without sidewalks and is part of the Cheshiahud Lake Union Loop. Proposed microhousing is at 2719 Yale Terrace E., upper left. Although the City classifies it as an eight-unit multifamily building, it will actually have 42 independent living units and no on-site parking. The vacant lot to the right is already under City permit to become a large office building, whose parking garage entrance will open only onto Yale Terrace East.



Eastlake's land rush—Mayor, Council push oversized buildings with insufficient yards, trees, parking, fire safety, or public and environmental review

City policies are fueling a land rush more destructive than any in Eastlake's 130-year history. The claim is to increase housing affordability and reduce car ownership and use, but the impact is to reduce affordability and upset the transportation balance. What are these reckless changes and how to reverse them?

All residential land in Eastlake has been zoned low-rise multifamily since the first zoning in the 1920s. (Houseboats are single-family zoned). Multifamily projects can also be built on some commercially zoned land. For the current zone of any lot: http://www.seattle.gov/dpd/Research/Zoning_Maps/default.asp. While Eastlake has experienced a steady expansion of multifamily housing, until the past few years the pace of growth was kept within reason by stable City laws and regulations.

But in recent years, the Mayor and City Council (almost all of whom live in single family zoned areas insulated from these changes) have increased allowable building height, bulk, and scale and reduced required yards, fire safety, elevators, on-site parking, and public and environmental review, and eliminated limits on the number of living units for each lot. The Eastlake Community Council rallied the neighborhood and worked with others across Seattle to fight these changes (see, the Sept./Oct. 2010 *Eastlake News*, on our web site), sometimes staving off worse ones.

In these changes, our elected officials ignored and undermined neighborhood plans they claim to support (Eastlake's plan, also on our web site and the City's, seeks to preserve our scale, character, and diversity and to re-use existing structures rather than wipe them away). They turned Eastlake's "low-rise" designation almost into a "mid-rise" zone without admitting it. The speculative frenzy they encouraged is

eating up Eastlake's most affordable units, its older apartments. It is blocking views, eliminating trees and open space, and endangering on-street parking.

Parking. Eastlake's land rush is worsening the already fierce competition for on-street parking places. Eastlakers are among the highest users of transit and bicycles, but motor vehicle parking isn't just a frill. Whether or not one owns a car, visitors' and service vehicles need a place to park; and our local businesses can't survive without on-street parking. Eastlake is inherently short of on-street parking, hemmed in by Lake Union, the Ship Canal, and I-5. There are few parking spaces on Boylston Ave. E., and Eastlake Avenue has a peak-period, peak direction parking restriction.

Over the objections of ECC and groups in other neighborhoods, in 2011 the Mayor and City Council eliminated a generations-old requirement for new residential buildings to include on-site parking. They claimed that our bus service allows excellent alternatives to driving, and that the real estate market will ensure that new buildings have enough on-site parking. It did not matter that Eastlake's bus service is not all it should be, and is vulnerable to cuts from King County Metro's ongoing budget crisis; or that developers have a short-term profit motive to free ride on the common resource of on-street parking and exit with their windfall before the insufficiency of parking becomes most dramatic.

Ditching public and environmental review. State Environmental Policy Act (SEPA) requirements for transportation and environmental analysis and for public notice, comment, and appeal have helped

ensure that new building projects are sustainable for Eastlake and acceptable to the public. So of course the Mayor and Council have exempted ever-bigger projects from these requirements, including projects in the maximum residential zone (L-3) that have 8 or fewer units despite their very real impacts on the fragile streetscape.

Micro-housing. The Eastlake Neighborhood Plan supports affordable housing, but in a way that is safe and sustainable, such as with the "small efficiency dwelling units" allowed under the Land Use Code and regulated by DPD Director's Rule 6-2004. Instead, the Mayor and City Council have promoted "micro-housing" (trademarked by one developer as "apodments"). Per square foot, these buildings have much higher rents and profits than apartments but they lower the actual rent often with inadequate kitchens and bathrooms (with the only sink being in the kitchen), substandard bedrooms, no parking, no elevator and inadequate fire exits.

One form of micro-housing not before seen in Eastlake is "congregate housing." An example is the proposed 115-unit project at 2820 Eastlake Ave. that will replace two residential buildings just north of Hamlin Street (see photo). The units lack separate kitchens, sharing one or more huge kitchens with the rest of the building (akin to a college dormitory, fraternity or sorority). The project's huge parking demand will likely flood Franklin Ave. and Hamlin St. with cars, as Eastlake Ave. prohibits parking at the peak hour in the peak direction and there's no parking allowed on the alley behind. At least this project will be subject to SEPA requirements for environmental and transportation analysis, and for public

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Eastlake's land rush continued

notice, comment, and appeal.

While not quite so gigantic, the other two micro-housing projects that have come up so far in Eastlake are problematic because they also lack parking, and because they exploit a loophole (created by the Department of Planning and Development in consultation with developers and cleared with the Mayor and some City Councilmembers but not brought to the public for discussion). It misuses the Land Use Code's allowance of boarding houses with up to eight separately leasable units and a shared kitchen, by combining many such "boarding houses" into one building but claiming only one official housing unit per "boarding house." ECC's June 28, 2012 letter to the director of Seattle's Dept. of Planning and Development about such a project at 2371 Franklin Ave. E. is available in the "documents for review" section of the ECC web site.

The effect of this charade is to evade a whole range of important requirements by getting in under thresholds that would normally apply to their dozens of separately leasable units: (1) SEPA requirements for environmental and transportation analysis and for public notice, comment, and appeal (2) design review based on citywide and neighborhood standards; (3) the requirement that each unit in a building over three stories have two fire exits, not just one; (4) the requirement for an elevator, ensuring accessibility by people with disabilities; (5) sufficient bicycle parking, because they are required to have only one bicycle parking space per official housing unit, not per each separately leasable unit; (6) far more separately leased units are resulting than the moderate increases that the Mayor and City Council (who refused to do an environmental impact statement to back up their claims) said would occur after their 2011 changes in the multifamily portions of the Land Use Code; and yet (7) these increases are not counted toward the neighborhood's housing target, which is based on official units, not separately leasable units.

The third Eastlake micro-housing project we are aware of is a proposal at 2719 Yale Terrace East. With eight official housing units, it slips under the exemptions listed above, but actually has 42 separately leasable units. The exemption from environmental and transportation analysis and from public notice, comment, and appeal is particularly unfortunate because the project is on a named alley that is steep and without sidewalks and is part of the City's official Lake Union Loop walking and bicycle route (see photo p. 16).

The developers are piling on these projects because the loophole greatly reduces their requirements; but these requirements are needed for livability and public safety. It is urgent that the City Council quickly fix the many problems, preferably by first passing a moratorium on new micro-housing projects until new laws and rules are adopted to prevent irresponsible development. The needed improvements in the Land Use Code are unlikely

tot happen in time without the City Council first passing a moratorium.

Towers threaten lake views. Over the opposition of ECC, other community groups and our iconic ally the Space Needle, the City Council on May 6 largely passed the Mayor's vast increase in allowable building heights south and southeast of Lake Union to 400 feet on Denny, 240 feet north to Mercer, 160 feet between Mercer and Valley, and a 40 foot increase to 125 feet near the Lake Union shoreline along Fairview Avenue North south of Galer Street. Views and sunlight are to be privatized, with heights near the lake higher than along much of the downtown waterfront! The Mayor and City Council failed future generations that their predecessors had thought of in protecting to this point visual access to our precious lake amidst the city.

Housing goals: bait and switch. Eastlake's overheated construction is sacrificing human scale, open space, views, and affordability despite our long ago having reached the housing targets agreed to with the City. Seattle's 1994 Comprehensive Plan and the 1998 Eastlake Neighborhood Plan, established a 2014 target of 380 additional housing units, and we reached that target 15 years *early*--faster than any neighborhood except Wallingford. The Comp Plan promised neighborhoods reaching their housing targets a pause to allow parks, streets, and other improvements to catch up and for consultation between the City and neighborhood about whether further housing increases would be sustainable.

By the time Eastlake reached its adopted housing targets, the Mayor and City Council (of course!) had repealed the promises in the Comp Plan, and without public participation or livability improvements, have steadily raised our housing targets so we never catch up, with no pause to weigh the sustainability of future increases. The City is like the Peanuts character Lucy who snatches away the football whenever Charlie Brown (Eastlake) is about to kick it. Until an honest system of housing targets is established, the moving targets will continue to damage our neighborhood's livability and its trust in government.

"Transit Communities" Comprehensive Plan amendment. Adding insult to injury, in May the City Council adopted an amendment to the Comp Plan to encourage further increased building height, bulk, and scale in "transit communities"--neighborhoods deemed to have excellent transit. Will Eastlake suffer this designation and its consequences?

Conclusion. What can be done to reverse the City's recent blows to Eastlake's livability and affordability? Four steps seem clear.

(1) Change the minds of the City Council. Urge rollback of their recent expansions in the height, bulk, and scale of

buildings and their recent reductions in required yards, fire safety, elevators, and on-site parking. And especially urge them to enact a moratorium on micro-housing projects and quickly revise laws and regulations to better govern these projects. Councilmembers (write them individually, not as a group) can be reached by e-mail; by U.S. mail at PO Box 34025, Seattle, WA 98124-4025; and by fax at 206-684-8587. Names and e-mails are sally.clark@seattle.gov, tim.burgess@seattle.gov, tom.rasmussen@seattle.gov, jean.godden@seattle.gov, richard.conlin@seattle.gov, mike.obrien@seattle.gov, bruce.harrell@seattle.gov, nick.licata@seattle.gov, and sally.bagshaw@seattle.gov. Please share with ECC your message and any City Councilmember's reply--send to ECC at info@eastlakeseattle.org, or c/o ECC at 117 E. Louisa St. #1, Seattle 98102-3278.

(2) Change who's in public office. The officials who destroyed the safeguards that made Eastlake's growth sustainable shouldn't get off easily. This year Mayor McGinn is running for re-election, as are four Councilmembers (Sally Bagshaw, Richard Conlin, Nick Licata, and Mike O'Brien), while another Councilmember (Bruce Harrell) is running for Mayor. They--and we--can do better. Please get involved and whomever you support, urge reversal of the policies fueling Eastlake's destructive land rush.

(3) Change how Councilmembers are elected. They'll always be more responsive to the campaign checkbooks of developers and their architects, consultants, and attorneys until (as with virtually all cities of Seattle's size) they're elected from different districts where the grassroots has more sway. Charter Amendment 13 would create seven geographic districts, with two positions still elected at-large (city-wide). Districts would hold council members more accountable to their constituents. Petitions are at Lake Union Mail, 117 E. Louisa St., <http://seattledistrictsnow.org>; or moseleyse@gmail.com. If sufficient signatures are submitted by July 1,sa vote will be held in November 2013.

(4) Volunteer with the ECC. Help the Eastlake Community Council comment on land use projects and get improvements in the law and regulations. Volunteer at ECC's web site, <http://eastlakeseattle.org>, at info@eastlakeseattle.org or by U.S. mail to ECC, 117 E. Louisa St. #1, Seattle, WA 98102-3278. Questions and suggestions are welcome and needed.

The views expressed in this article are those of the author, Chris Leman, and not necessarily those of the ECC.



You can now find Eastlake Community Council on Facebook. Find out the latest news about the ECC and become a fan by clicking Like on our Page.

ECC seeks public input on next steps for proposed building design guidelines

Following up on a recommendation of the 1998 Eastlake Neighborhood Plan, the Eastlake Community Council submitted on March 27, 2013 to the City's Department of Planning and Development a set of proposed Eastlake-specific guidelines for developers and City planners to use in designing and approving new multifamily and commercial buildings. On April 12, ECC heard the following from a DPD reviewer:

As you probably know, the City is in the process of revamping the citywide Design Guidelines. Among other improvements this new draft now incorporates many of the design guidelines that frequently appeared in the neighborhood specific guidelines. I believe you will find that in a number of cases the new citywide guidelines also capture the specific design issues described in the draft Eastlake guidelines. With this in mind, I have gone through the Eastlake guidelines and labeled those elements that I believe are now well covered in the citywide draft. Recall that the purpose of the neighborhood guidelines is to supplement the citywide guidelines—adding and expanding only on issues unique to each neighborhood. Our goal is to incorporate into the Eastlake guidelines any citywide design issues that need additional amplification to better address elements, conditions and opportunities unique to the Eastlake Neighborhood. Note: there's nothing wrong with having fewer guidelines. It actually helps the Design Review Board focus on those design concerns most important to the community.

ECC's proposed design guidelines and DPD's comments on them are posted in the "documents for review" section of the ECC web site, <http://eastlakeseattle.org>, along with more background on the process. In many cases, DPD suggests that a guideline not be adopted for the neighborhood because a similar or identical one is in the citywide guidelines, a revised version of which is about to be adopted by the City Council [Council Bill 117619, available in the ordinances section of the City Clerk's web site at <http://clerk.seattle.gov>].

ECC needs to decide which of the DPD comments to accept and which, if any, to decline; and what package of guidelines, if any, to submit for further consideration by the City. We see three main issues:

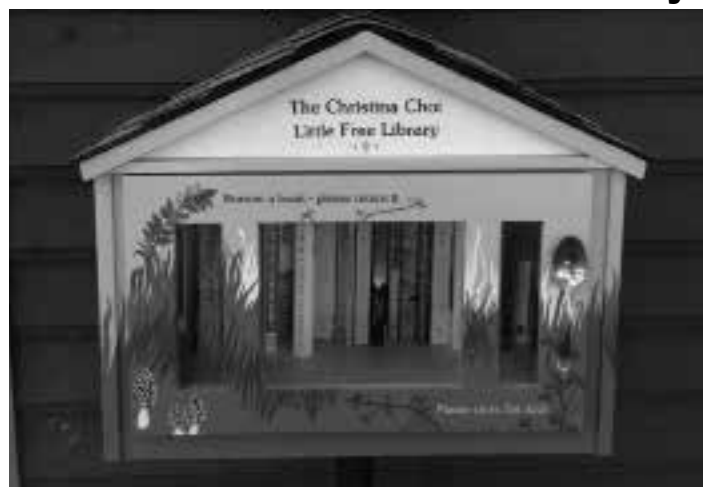
(1) Should we give up a proposed Eastlake design guideline because it is in the citywide design guidelines? City guidelines can be changed without much signoff by the Eastlake neighborhood, whereas Eastlake-specific guidelines would be difficult for the City Council to change without formal signoff by the neighborhood.

(2) Can or should the neighborhood-specific guidelines contain language to prevent their use to produce unreasonably large buildings? It has been argued that the design review process is too often used to depart from development regulations and standards in the Land Use Code in ways that simply make buildings larger, with less open space, etc., instead of making them better while complying with regulations and standards. In truth, there is no real standard for determining whether a project offers sufficient benefit for the requested departures — the Code simply says "Departures may be allowed if an applicant demonstrates that departures from Land Use Code requirements would result in a development that better meets the intent of adopted design guidelines." DPD, the design review boards, and applicants thus cite design guidelines as giving them broad authority to, in effect, amend or repeal parts of the Land Use Code, without any means of measuring, qualitatively or quantitatively, what constitutes a "better" project. In order to address this concern, the ECC proposal contains the following language: "The above Eastlake neighborhood-specific design guidelines may not be cited to justify departures, variances, or other modifications from development regulations and standards in the Land Use Code that would cause a project to have larger building height, bulk, or scale, or less than the amount of open space or parking required by the development regulations and standards in

the Land Use Code." Unfortunately, DPD states in its April 12 comments that this sentence is "outside the purview of the Design Guidelines." ECC needs to decide whether to keep this sentence in its proposal to the City Council.

(3) Contrary to the first decade of design guidelines, in which design review public meetings were held in the neighborhood of the proposed project, DPD in the past decade has been holding the design review meetings far away, in locations difficult for those in the neighborhood to reach. For example, in recent years, most (if not all) design review meetings about Eastlake projects have been at one of the following: Seattle Central Community College, Se-

The Christina Choi Little Free Library



Like the mushrooms that Christina Choi so treasured, a tiny library has sprouted outdoors in tribute to her. Beautifully crafted and thoughtfully stocked, it is along Louisa Street just west of the corner with Eastlake Avenue. In each book is the rubber stamped inscription: "This book comes from the Christina Choi Little Free Library in Eastlake. ... Please return it when you can." A dearly loved child of Eastlake and muse of Seattle's restaurant community, Choi died unexpectedly in December 2011 at the age of 34. More about her life can be found in the spring 2012 Eastlake News, available at eastlakeseattle.org.

attle Vocational Institute, and Seattle University—locations that are (a) farther from Eastlake than is downtown, (b) on the other side of I-5 and the other side of Capitol Hill and First Hill, making pedestrian and bicycle access difficult; (c) difficult to reach by bus from Eastlake; and (d) with sparse or expensive parking. To reverse this serious blow to public participation, the ECC proposal contains the following language: “Design review board meetings for Eastlake projects will be held at locations within the Eastlake neighborhood. Notices will be posted throughout the neighborhood, not just in the immediate vicinity of the proposed building.” DPD states in its April 12 comments that this sentence is “outside the purview of the Design Guidelines.” Again, ECC needs to decide whether to keep this sentence in its proposal to the City Council.

An important caution is that design guidelines (whether citywide or Eastlake-specific) cannot prevent a bulky building if the underlying multifamily or commercial zoning allows it, and if the building is exempted from analysis and appeal under the State Environmental Policy Act (SEPA). As outlined in the accompanying article on land use, the Mayor and City Council unfortunately have been expanding the size of allowable residential and commercial buildings, while reducing or eliminating required open space and parking, and exempting larger and larger buildings from SEPA review. Reversing these changes is most important to our neighborhood; design guidelines are only guidelines and alone they cannot protect the neighborhood.

ECC welcomes public comment on the above issues, any other aspect of the proposed design guidelines that it submitted on March 27, 2013, and on the April 12 comments received from the City (see above for how to find them on the ECC web site). ECC values your suggestions on how to proceed, and will also reconsider anything in its proposal if given good reason to do so. Should the ECC proposal go on to the City Council, there will be a public hearing in which anyone can testify. Questions, comments, and suggested revisions are always welcome and may be submitted to info@eastlakeseattle.org or by U.S. mail to ECC, 117 E. Louisa St. #1, Seattle, WA 98102-3278.

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“By Water On Land” meets “Shear Draft”—sculptures at Eastlake’s south gateway

In February, the intersection of Eastlake Ave. and Fairview Ave. received a second monumental sculpture (see photo), “By Water on Land” by Carolyn Law (www.carolynlaw.net). Made of two recycled utility poles, stainless steel fittings, and extruded aluminum tubing similar to actual masts, it was jointly funded by King County Transit 1% for Art and SDOT 1% for Art.

4Culture, the King County arts agency, says that the sculpture “draws its physical form and artistic concept from the urban tension and emotional undercurrents of this place. The site has a strong urban expression dominated by the elements that comprise our city streets such as utility poles and trolley lines.”

Artist Law offers that her design “co-opts elements of the site’s infrastructure,” inviting a “shift in awareness and perspectives, as people move around, through and by. The site is a neighborhood and physical nexus. Go one direction and you move into the commercial area. Go the other direction and you go towards the seam between land and lake.”

Just across Eastlake Ave. is Guemes Island artist and architect Thomas A. Lindsey’s “Shear Draft” (see photo), a 1995 a steel evocation of the area’s shipbuilding and aircraft industries. Built and installed by Lake Union Drydock, it was an Eastlake Community Council project



Above: “By Water On Land,” © 2013 Carolyn Law, photo courtesy of the artist. Right: The Feb. 23 construction of “By Water On Land” as seen from an earlier sculpture, Shear Draft. Photo by Joey Baumgartner.




funded by Seattle’s Neighborhood Matching Fund and donations, including from ZymoGenetics (now Bristol-Myers Squibb).

The two sculptures distinguish the south gateway as called for in the Eastlake Neighborhood Plan. Suggestions are welcome (to info@eastlakeseattle.org) about possible art and other features for Eastlake’s north gateway triangle, under I-5 near the intersection of Eastlake Ave. and Harvard Ave. E.



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Celebrate and clean up Good Turn Park on Sat., June 22

Good Turn Park (named after the Scout slogan, “do a good turn daily”) is a bit of forest on Lake Union in the heart of the city. Its beach is great for playing with your dog or launching your kayak, and there’s a rustic picnic table.

The park is at 3149 Fairview Ave. E. (the Martin street-end, one block south of Fuhrman Ave. E. and the University Bridge). It was built as an ECC project, largely with donations from residents and businesses and with some City funds, and is maintained by volunteers. Now it needs a good turn of its own. Tommy Eggleston, Elizabeth Norvell, and Marilee Fuller accomplished a lot at a spring clean-up day, but there’s more to do.

Join us in celebrating and cleaning up Good Turn Park on Sat., June 22, 10 a.m. to noon. Bring gloves and sturdy shoes--and if you have one, a shovel, pruner, or saw (chain saws welcome!). And bring some food or drink to share with others (plates or cups not provided). We’ll do a bit of work and then relax and enjoy our wonderful park and



Good Turn Park

neighbors. For questions or to be contacted about future events, e-mail to info@eastlakeseattle.org.

Become an ECC Member and/or Make a Donation

The Eastlake Community Council is volunteer, so dues and donations go a long way, and your involvement is welcome and needed.

name(s) _____

street address or PO box _____

city, state, zip code _____

phone: _____

e-mail: _____

- Household Membership \$35
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- Business Membership \$75
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Today's date: _____

Please send this form with a check made out to ECC to:
ECC, 117 E. Louisa St. #1, Seattle, WA 98102-3278

Or you may join and pay by credit or debit card or just volunteer at <http://eastlakeseattle.org>

For questions: info@eastlakeseattle.org or (206) 322-5463.



Be a cornerstone for your community Volunteer!

We invite you to check off one or more interests (need not be a member or donor to volunteer):

- Help with web site, data base, social media, or video
- Art walk or public art
- Parks and open spaces
- Traffic and parking issues
- Bus/transit service
- Review building proposals or legislation
- Crime prevention or emergency preparedness
- Neighborhood history or photography
- Door-to-door newsletter distribution
- _____ (suggest something new!)

The Eastlake Community Council membership is open to all who live, work, or own property in Eastlake.