

The Eastlake News

Fall 2015

Coming Events

ECC annual elections meeting Tues., Oct. 6, 7 p.m. – 9:30 p.m. at Pocock Rowing Center. Debates among candidates for City Council and School Board, and pro and con on state and local ballot measures, and ECC elections.

ECC Fall Celebration Thurs., Oct. 15, 5:30 to 7 p.m. at Little Water Cantina, 2865 Eastlake Avenue East, Seattle. \$6 margaritas, \$4 beers, \$1 off wines, and \$1 off wells, plus an assortment of food specials. Have fun and meet your neighbors at the Eastlake Community Council's twice-annual celebration.

Public meeting on land use and transportation proposals looming for Eastlake Tues., Oct. 20, Pocock Rowing Center, 3320 Fuhrman Avenue East, 7-9 p.m. See articles on pages 1, 6, 8 and 23.

Election Day Tues., Nov. 3. Vote as if your neighborhood depended on it. To register: <http://www.kingcounty.gov/elections>.

Public meeting on Earthquake/tsunami risk and preparedness Tues., Nov. 10, Pocock Rowing Center, 3320 Fuhrman Avenue East, 7-9 p.m. See article, p. 22

Note: Because meeting space is not available in public schools early in the school year, ECC's initial public meetings this fall will again be at the Pocock Rowing Center, 3320 Fuhrman Avenue East. ECC is deeply grateful to the Pocock Rowing Foundation for use of this wonderful facility.

Eastlake Under Threat?

Proposed comprehensive plan “update” actually a revolution against neighborhood livability

Mayor Murray has proposed an “update” of Seattle’s 1994 Comprehensive Plan which is in reality a new plan unleashing devastating new construction upon Eastlake and other neighborhoods that since 1994 have been designated as urban villages. Worse, the proposed update would remove protections that currently guarantee some semblance of village-like livability here. When adopted, the 1994 Comprehensive Plan was committed to balancing growth with livability; with the revisions, it would pursue growth at any cost.

For the current plan, search on the web for Seattle Comprehensive Plan; for the proposed new plan, search on the web for Seattle 2035. Neighborhood advocates protested the City’s failure to identify and explain the actual changes posed, and while it responded with a “crosswalk” document that begins to identify the many parts of the current plan that would be lost, the document is rough and not user-friendly. For an independent analysis of the changes and what they would mean for a neighborhood like Eastlake, see the Comprehensive Plan section of the ECC web site, [Continued on next page](http://eastlakese-</p></div>
<div data-bbox=)

Mayor/City Council density increases for “affordability and livability” likely to undermine both in Eastlake

In the 2013 Voter’s Pamphlet while running for Mayor, Ed Murray promised, “I’ll protect the character of our neighborhoods.” But now under the banner of “affordability and livability,” the Mayor and some City Councilmembers are proposing huge density increases for Eastlake and other neighborhoods classified as “residential urban villages” by Seattle’s Comprehensive Plan (see separate article on other adverse changes the Mayor is proposing for that plan).

After years of giving developers lucrative increases in new building height and reduced setbacks (eliminating yards and therefore the possibility of trees in new projects) without asking for anything in return, the City would now force further increases in density in return for “inclusionary zoning.” A small fraction of new housing units would be made “affordable”--something the developers could afford without further violating Eastlake’s scale and charm and rewarding them for

Continued on page 3

Eastlake Community Council
117 E. Louisa Street, #1
Seattle, WA 98102-3278

www.eastlakeseattle.org
 info@eastlakeseattle.org

Chris Leman
 President

Zac Eskenazi
 Vice President

Lynn Poser
 Treasurer

Eric Suni
 Secretary

Board Members:
 Kurt Abe, Linda Alexander, Kalani
 Fogleman, Barbara Heather, Ann
 Prezyrna, Zach Williams

Editor:
 Judy Smith

Advertising Coordinator:
 Kevin Haywood, Jr.

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.

Proposed comprehensive plan “update” actually a revolution against neighborhood livability continued from page 1

attle.org.

The Mayor is proposing that Seattle and particularly its 37 designated urban villages take far more growth than County targets currently require. And those current targets already have Seattle accepting as its share of growth more new construction per acre and per capita than any other city in the state. This is a decision that would have huge consequences for Seattle’s size and livability, and it should not be made without full public awareness and involvement.

In the proposed “update,” many if not most items in the current Comp Plan that protect sustainability, livability, and public participation are either weakened or entirely deleted. More than symbolic of the loss of balance in this “update” is that the plan would no longer even be titled “Toward a Sustainable Seattle,” as it has been since being adopted in 1994.

Consider just a few of the current Comp Plan’s balanced policies and goals which the Mayor proposes to delete or denature but which should be retained or strengthened:

Deletes policy LU11: “In order to maintain the character of Seattle’s neighborhoods and retain existing affordable housing, discourage the demolition of residences and displacement of residents, while supporting redevelopment that enhances its community and furthers the goals of the Plan.”

Deletes policy LU34: “Limit the maximum amount of lot area covered by a structure to maintain compatibility with the scale and character of an area, to provide an adequate proportion of open area on a site relative to the area occupied by structures, and to provide occupants with sufficient access to light and air, as appropriate to the intended character and use of an area.”

Deletes policy LU39 to “preserve and enhance the City’s physical and aesthetic character and environment by preventing untimely and indiscriminate removal or destruction of trees” and to

provide incentives to property owners for tree retention; and deletes policy UV39 to enhance the tree canopy and understory in urban villages like Eastlake.

Deletes policy LU81: “Limit building heights to establish maximum heights, maintain scale relationships with adjacent buildings, and limit view blockage.”

Deletes policies LU1, LU5, LU76, LU164 that currently direct that zoning, rezoning, and conditional use changes reflect community preferences, and be consistent with neighborhood plans like Eastlake’s.

Deletes goals LUG6, LUG6.1, and TG17 and policies LU20, LU49, LU, LU50, T-39, T-40, and T-46 that currently direct that parking policies “account for local objectives,” recognize parking as a part of “moving people and goods,” consider “access to local businesses,” “parking spillover into residential areas,” and “truck access and loading,” and not “introduce serious safety problems or blighting influences” but rather “achieve vitality of urban centers and urban villages” and “preserve Seattle’s competitive position in the region.” While deleting those goals and policies, the Comp Plan “update” would introduce two new policies: LU63 to “rely on market forces” for onsite parking and T40 to give higher priority to “greening” over “storage” (the City’s new negative term for parking) in the allocation of street space.

The public comment period is open until Nov. 20, but early comments will make more of a difference. Please e-mail your views to 2035@seattle.gov or send them by U.S. mail to the Seattle Department of Planning and Development, Attn: Seattle 2035, 700 5th Avenue, Suite 2000, P.O. Box 34019, Seattle WA 98124-4019. But as the Mayor and his agencies seem wedded to these destructive changes, be sure to send your views to the City Councilmembers, who will make the final decision. Their addresses are in the box on the next page.



Mayor/City Council density increases for “affordability and livability” likely to undermine both in Eastlake

continued from page 1

demolishing the buildings that offer the most affordable rents, while the speculative frenzy continues to elevate rents in what buildings remain.

The proposed density increase would be via a shadowy increase in the Floor Area Ratio (FAR) for new commercial and residential buildings. It is the ratio of a building’s total floor area (added together from its multiple stories) to the area of land upon which it is built. In theory, Floor Area Ratios can be used to limit development, but in practice they are more permissive, more easily changed, and much less understood by the public than more intuitive limitations such as building height, lot coverage, and setbacks.

“New urbanist” architect and theorist Andres Duany has criticized over-reliance on Floor Area Ratios as an abdication of planning. He argues that traditional design standards such as limits on height and lot coverage and requirements for setbacks make it more possible to predict and guide physical form and thus to conserve and enhance neighborhood character. Duany also points out that with traditional setbacks, assembled lots have a considerable advantage over individual lots, thus undermining diversity of ownership and the effort to keep the city fine-grained.

The Mayor’s proposals, now before the City Council, would translate into height increases of at least ten feet and possibly twenty feet or more in the multifamily and commercial zones that comprise most of Eastlake’s land. These changes could destroy much of Eastlake’s remaining affordability and livability—so of course they were proposed by a “Housing Affordability and Livability” advisory committee.

They are part of a supposed “grand bargain” between elected officials and developers that—as exposed by Seattle Times columnist Danny Westneat—was cooked up behind closed doors and pushed through this committee which the Mayor and some City Councilmembers had ludicrously overloaded with development industry sympathizers, with neighborhood advocates largely excluded.

The following is an excerpt from comments by architect Greg Hill (an architect who lives in Wallingford, which like Eastlake is classified by the City as a residential urban village) at the Sept. 8 City Council hearing on the Mayor’s proposals:

I reject the notion that we have to destroy our village in order to support higher developer profits.

I reject the Sierra Club notion that everyone must live in Seattle, regardless of the consequences to livability.

I reject the notion that we can no longer afford to plant trees in new development, and that is presently the case.

I reject the notion that the unnamed potential future residents are somehow more important than the current residents.

I reject the notion that we can no longer have family housing.

A housing crisis has followed every

continued on page 4

How to contact the Mayor and Council

Whatever your views on the various issues addressed in this newsletter, it is important to exercise your rights as a citizen by communicating with our elected Mayor and City Councilmembers. (And please consider sending a copy to the Eastlake Community Council at info@eastlakeseattle.org. Doing so alerts ECC to your concerns so we can keep you informed and involved about follow-up.)

Unlike former Mayor McGinn but like former Mayor Nickels, current Mayor Ed Murray does not accept comments from the public by e-mail, requiring electronic communication via a web site, <http://www.seattle.gov/mayor/get-involved/contact-the-mayor>.

You can also reach Mayor Murray by letter at 600 Fourth Avenue, 7th floor, P.O. Box 94749, Seattle, WA 98124-4749, or by fax at 206-684-5360.

Be sure to communicate with the nine City Councilmembers individually, rather than by a group e-mail (which is far less likely to be heeded). The City Council e-mail addresses are as follows:

sally.bagshaw@seattle.gov
tim.burgess@seattle.gov,
jean.godden@seattle.gov
bruce.harrell@seattle.gov
nick.licata@seattle.gov
mike.obrien@seattle.gov
john.okamoto@seattle.gov
tom.rasmussen@seattle.gov
kshama.sawant@seattle.gov

You can also reach the City Councilmembers by letter at 600 Fourth Avenue, 2nd floor, P.O. Box 34025, Seattle, WA 98124-4025, or by fax at 206-684-8587

Some names will change come January.

Mayor/City Council density increases for “affordability and livability” likely to undermine both in Eastlake

continued from page 3

commercial boom in every decade. The city cannot solve this demand crisis by encouraging more supply. You can no more build your way out of this crisis than you can solve highway congestion by building more lanes.

You can make winners out of a narrow spectrum of the populace, the developers and speculators that profit from rapid growth.

For further analysis and links to the City proposals and upcoming City hearings and public comment periods, see the Land Use section of the ECC web site. E-mails and letters to the City Councilmembers are urgently needed; see box on page 3 with their contact information.

ECC's Fall Celebration is Thurs., Oct. 15 at Little Water Cantina

Have fun and meet your neighbors at the Eastlake Community Council's twice-annual celebration. The next one is 5:30 p.m. to 7 p.m. Thurs., Oct. 15 at Little Water Cantina, 2865 Eastlake Avenue East, Seattle. \$6 margaritas, \$4 beers, \$1 off wines, and \$1 off wells, plus an assortment of food specials.

Wider Horizons supports “aging in place”

To help elders and those with disabilities “stay put” in their own homes in Eastlake and other Seattle neighborhoods, *Wider Horizons: Central Seattle's Village for Life* opened in June. The non-profit organization is a “one-stop shop” to help residents build community and to network for free or low-cost resources.

In addition to a variety of social and educational activities, this virtual village supports independent living with volunteer- and staff-provided help as well as appropriate referrals to many different social support services such as minor home repair, pet care, computer assistance, rides (to supermarkets, medical appointments etc.), and health advocacy. Vetted professionals provide home care, care management, de-cluttering, and other services.

Wider Horizons is part of a national movement of grassroots organizations that began with Boston's Beacon Hill Village in 2002. About the experience nationally, see www.vtnetwork.org. About the opportunities in Seattle, see www.widerhorizonsvillage.org.

The best way to learn about *Wider Horizons* is to attend a small gathering (available at least monthly) in the home of a member. To sign up for one, or for more information, contact denise_klein@comcast.net or 206-650-3586.

Current Consign

2335 Eastlake Ave E
Casual to *Elegant*, we have you covered!

NEW TEENS & PRE-TEENS

- dresses, skirts & gowns
- jeans & slacks
- shirts & tops
- sports
- work clothes
- casual jackets
- handbags
- shoes & boots
- jewelry
- scarves



shop here & save

206.946.6650

www.currentconsign.com







Rosewood Skin Care

TECHNOLOGY TAILORED FOR YOUR SKIN

New Client Special

90 Minute Service for \$99

206.909.5270

rosewoodseattle@gmail.com
 2621 Eastlake Ave E Suite B
www.facebook.com/rosewoodseattle

Microdermabrasion~Microcurrent~Oxygen~LED
 Waxing & Tinting

Controversy over the “Red Robin” site

Seattle’s Department of Planning and Development (DPD) is considering a proposal for a residential/commercial building on the former Red Robin site. Located at 3272 Fuhrman Avenue East, the site extends downhill to Portage Bay Place East and abuts the southeast end of the University Bridge. On Feb. 2, 2015 the Eastlake Community Council hosted a public meeting (at ECC’s invitation, the Portage Bay/Roanoke Park Community Council was co-host) about the project.

The Feb. 2 meeting featured a presentation by the project’s architect, Bradley Khouri, who can be reached at bgk@b9architects.com or (206) 297-1284. To seek changes and reductions in the project, an organization has been formed called Portage Bay Place Neighbors and Friends, with contact person Margaret Chon, umchon@gmail.com, (206)755-3101, and donations coordinator David Black, davidblackinw@comcast.net, 206-322-1015.

DPD on July 30 received a petition signed by 152 people stating: “we oppose the project as currently proposed and urge that it be redesigned and resubmitted to reduce its scale and impacts.” The petition also requested a public meeting in the neighborhood about the project. DPD held that meeting on Sept. 17, where most of the speakers blasted the proposal as absurdly oversized, overshadowing the “country road” atmosphere of Portage Bay Place East,

and posing traffic dangers and parking impacts.

Parking is a particular concern for residents of the area around Fuhrman Ave. E. where demand for on-street parking already outstrips supply and likely to be multiplied by vehicles of the project’s residents and restaurant patrons (the old Red Robin provided plenty of on-site parking, none of which would remain with the proposed new restaurant).

A hopeful development is the July decision by the Seattle Department of Transportation that Portage Bay Place East is a street, not an alley. Streets require more of setback (yard) and other requirements that will force the developer to revise the project. Hopefully the revision will scale back the size and impacts to become more acceptable to the neighbors.

ECC encourages everyone to inform and involve themselves about this important project. See the ECC web site’s land use page for links to the project documents (which include more than 150 individual comment letters or e-mails), and for how and where to send a comment. ECC welcomes suggestions (to info@eastlakeseattle.org) on what its own position and role should be regarding the project proposal.

Union PILATES



S T R E T C H

Authentic Pilates in Eastlake

Private and group classes,
apparatus and mat training

www.unionpilates.com
2712 Eastlake Ave. E.
(between Hamlin & Edgar)
206.659.8653



Enhancing & embellishing your natural beauty

EYELASH & EYEBROW EXTENSIONS

FACIALS * WAXING * TINTING

by

JAE RAYTCHEV

licensed esthetician & certified lash stylist



WWW.SPLASHEXTENSIONS.COM

2714 Eastlake Ave E Seattle, WA 98102

1-804-404-LASH

“We must always change, renew and rejuvenate ourselves, otherwise we harden”. Goethe.

What if your BODY had designed a “whole health care system” especially for you? It has! We now can “deeply listen” to your whole body and assist it to repair from psychological trauma, injury, stress, illness and disease. Your body is designed to heal itself.

I help Optimize that Healing process! Don’t stagnate and harden. Get flexible and healthy in body and mind! Call me!

Eastlake office:

2366 Eastlake Ave, Seattle 98102

Suryo L. Gardner, MA, LMP, CBP, CBI
206-251-0621

www.BodyTalkSeattle.com



City leans away from a streetcar on Eastlake Avenue. Should bus rapid transit and a cycle track take away lanes?

In the proposed \$930 million transportation levy (a property tax increase) that is before the voters Nov. 3, the Mayor and City Council don’t propose extending the South Lake Union streetcar along Eastlake Avenue to the University District—largely because the cost would be many times that of “bus rapid transit.” The levy proposes \$104 million for “seven transit plus multimodal corridor projects, redesigning major streets with more frequent and reliable buses, upgraded paving, signals and other improvements to improve connectivity and safety for all travelers, whether walking, biking, driving, or taking transit.”

Although the Mayor’s March “Move Seattle” proposal (p. 56) included the “Roosevelt to Downtown Complete Street” on Eastlake Avenue with “bus rapid transit” and a barrier-protected “cycle track” for two-way bicycle travel, the levy ordinance that the Council passed on June 29 doesn’t specifically require that it be among the seven corridors funded if voters approve the levy.

With new funding (such as from the federal government, reallocation of the transportation levy funds as the City Council can do, or a local improvement property tax such as goes to the South Lake Union streetcar), the streetcar alternative would become more viable. For now, it is being kept alive through SDOT’s Roosevelt to Downtown Corridor study, which is also considering a “bus rapid transit” alternative.

There has been significant delay in SDOT’s release of documentation on the existing conditions (street sizes, traffic and parking counts, pedestrian and bicycle counts, etc.), and the delay hampers public discussion and creates an asymmetry with SDOT and its consultants, who do have regular access to the information. It is hoped that this data trove will soon be posted on the project web site (seattle.gov/transportation/roosevelthct.htm); when it becomes available, the Eastlake Community Council asks your help in determining whether the data needs improvement and what it bodes for the position ECC should take on the corridor issues.

A major question in the Roosevelt to Downtown Corridor study is whether a streetcar line or rapid transit buses would take one exclusive lane in each direction, along with a third lane taken for a barrier-protected “cycle track.” ECC expects that the forthcoming documentation on existing conditions will suggest severe traffic and parking impacts here from exclusive transit lanes.

The Eastlake Avenue right-of-way is just 75 feet wide, and from curb to curb the roadway itself is only 50 feet wide. Devoting two exclusive lanes to transit and one to bikes would cause the loss of traffic and parking lanes on one or both sides, and probably also the loss of the existing center turn lanes and planted medians with their trees. The center turn lanes reduce congestion because those turning east or west are not blocking north-south travel. The center lanes also reduce collisions between vehicles and (especially in combination with the medians) provide a refuge for pedestrians that are crossing.

The small businesses along Eastlake Avenue would likely be harmed by a loss of on-street parking, while the resulting

increase in parking demand on the other neighborhood streets would leave residents with still less than the scarce parking they now experience.

If traffic lanes were taken for transit and center turn lanes were eliminated, drivers would frequently find Eastlake Avenue clogged up. To bypass it they would increase their already disruptive cut-through traffic on the neighborhood's five other north-south neighborhood streets.

Federal law requires that only half the mileage of a federally subsidized bus rapid transit route have exclusive bus lanes. Eastlake Avenue is less than half the mileage of the corridor, and so exclusive transit lanes could be taken downtown and north of the Ship Canal while not doing so in Eastlake. In the direction of the peak period commute, Eastlake Avenue is perhaps the only arterial outside of downtown that already has a lane of parking taken each weekday for buses and other motor vehicles. This commute lane may suit the needs of "bus rapid transit" without the need for excluding other vehicles.

Clearly, any consideration of devoting exclusive right of way to a streetcar or bus rapid transit line as well as to a cycle track must consider along with any benefits, the negative consequences for Eastlake as a community. Despite such concerns, we understand that what the not yet released parking utilization study SDOT has done is only for Eastlake Avenue, not for the other neighborhood streets whose parking patterns would be upended by a takeaway of parking on Eastlake Avenue. Despite the extreme shortage of parking on these other streets, SDOT has stated that it is unwilling to do a parking utilization study there; ECC continues to hope SDOT changes its mind and does the full study, as these streets will experience greater parking demand as a result of what SDOT does on Eastlake Avenue.

The proposed cycle track poses a somewhat different set of issues. Removing the (generally slower moving) bicycles from the motor vehicle lanes could actually help traffic move more quickly. The cycle track would not have to be in the curb lane and thus might not necessitate removal of on-street parking.

A cycle track is likely to be oversubscribed from the day it opens, and alternative routes will also need to be identified—among them: (1) Boylston Ave. E. (connecting to Eastlake Avenue via the pathway under I-5 between Allison St. and E. Shelby St.; and/or via the Roanoke St. bridge and Harvard Ave. E.); (2) Lakeview Blvd; (3) in the Colonnade area under I-5; (4) on Minor Avenue East (as recommended by the 1998 Eastlake Neighborhood Plan); and (5) Fairview Ave. E.'s Cheshiahud Lake Union Loop on Fairview Ave. E. Unlike buses and cars, bicycles have several north-south routes through Eastlake, and should not be restricted to a single cycle track.

The SDOT study web site is seattle.gov/transportation/roosevelthct.htm and the phone number is (206) 233-3780. Comments or questions to SDOT should be sent to RooseveltToDowntown@Seattle.gov. Your comments should also be sent to the Mayor and City Councilmembers, whose contact info is listed on page 3 of this issue. And please share your message and any replies with ECC at info@eastlakeseattle.org, or c/o ECC at 117 E. Louisa St. #1, Seattle 98102-3278. ECC also welcomes your thoughts on what position it should take on the various issues above. Questions and comments are also welcome to info@eastlakeseattle.org or to (206) 322-5463.

Carol M. Foltz MA, LMHC

Career Pathways: *Navigating Life's Twists and Turns*

TEENS

Students home schooled; Running start students

COLLEGE STUDENTS

Deciding on a major; Graduates unhappy with chosen careers

ADULTS IN TRANSITION

Needing education; Experiencing an 'empty nest'; or in crisis

UNEMPLOYED AND UNDEREMPLOYED WORKERS

Considering retraining

RETIRED PROFESSIONALS

VETERANS AND THEIR FAMILIES

Dedicated to Listening

Call for a **FREE 30 minute** Consultation
206-860-8510

Check out My Site for further Information:
www.seattlecareercounselingcoach.com

A space to create and innovate

- Weekend drop-ins
- Office retreats
- Maker space
- Birthday parties
- STREAM education



Contact us about your next event!

Starting
at \$25

206.328.5303

2815 Eastlake Ave E #150
Seattle, WA 98102



globaltestkitchen.com
info@globaltestkitchen.com
find us on facebook!



Opportunity for joint efforts with the community to address traffic and parking issues near TOPS Seward School

Traffic and parking conditions are difficult throughout the Eastlake neighborhood, and the area around TOPS-Seward School is no exception. The 1997 City of Seattle Master Use Permit for expansion and remodeling of the Seward School buildings was issued under the condition that TOPS-Seward and the School District undertake a series of steps to improve the traffic and parking situation. These conditions are listed below (numbers added), along with their status as ECC best understands it. Clearly, there is an opportunity for joint efforts with the community to address traffic and parking issues around the school.

REQUIREMENT 1: Student drop-off and pick-up shall occur in the school parking lot in accordance with the “Preferred Alternative & Roanoke Intersection Modifications” plan, described as follows: Parent vehicles heading westbound queue on the south side of E. Roanoke St. (between Boylston and Franklin) before entering the parking lot, vehicles travel through the parking lot “loop” to the courtyard area where students are dropped off or picked up at the curb, departing vehicles then queue along the gym before leaving the parking lot and turning left (west) onto Roanoke. Signage should be placed along the first block west of Boylston on E. Roanoke Street to prohibit parent drop-off and pick-up on the first block off of Boylston (queuing only allowed along this block face during morning and afternoon drop-off and pick-up periods). Additional student drop-off and pick-up locations are limited to Boylston.

STATUS: The drop-off/pick-up plan described above does not appear to be used. The required signs have not been placed.

REQUIREMENT 2: To shorten the amount of street width that children and others must travel to cross E. Roanoke and Boylston Ave. E., curb bulbs shall be installed at Boylston and Roanoke and at Roanoke and Franklin as shown on the “Preferred Alternative and Roanoke Intersection Modification” diagram in the City decision.

STATUS: Curb bulbs were installed at these two intersections, and they appear to be consistent with the diagram in the City decision.

REQUIREMENT 3: Improvements shall be made to E. Roanoke Street to slow traffic down coming off of the freeway and to create a “protected” area that will keep the through traffic away from the queued parents’ cars on E. Roanoke and E. Boylston.

STATUS: The curb bulbs mentioned above seem to have made a modest contribution toward this objective.

REQUIREMENT 4: Parents shall be directed by the Seward TOPS K-8 School principal to park in the parking lot of St. Patrick’s Church, 2702 Broadway Avenue E., or some equivalent alternative on each of those evenings when the principal anticipates that attendance at an after-school event will exceed 75 adults.

STATUS: It appears that alternative parking at St. Patrick’s Church has been announced to parents for some very large events, but not for all those events that involve more than 75 adults.

REQUIREMENT 5: The School shall implement a school patrol as soon as feasible after the start of school in order to facilitate the placement of 20 mph speed limit signs around the school.

STATUS: The school patrol has not been implemented, and the 20 mph speed limit signs are in place only on Franklin Ave. E. Changes in state law and in School District policies since adoption of this requirement may possibly allow posting of 20 mph speed limit signs without a school patrol being necessary.

REQUIREMENT 6: School buses shall load and unload on E. Louisa Street, with ADA (wheelchair-accessible) loading on Boylston.

STATUS: The school bus loading appears to meet these requirements, although for a brief period it was dramatically departed from in 2005 (by prohibiting parking on two blocks of Roanoke Street and Franklin Avenue E.) and then largely restored after community intervention.

REQUIREMENT 7: The School shall develop a map showing the approved/acceptable locations for parent pick-up/drop-off as described in the decision (parking lot and Boylston) and distribute the map to all parents. The map shall be posted near all entry/exit doors at the school.

STATUS: It is unknown whether a map of approved/acceptable locations for parent pick-ups/drop-offs has been developed and whether or when it has been distributed to parents. No such map is posted near any entry/exit doors at the School.

REQUIREMENT 8: Staging children for afternoon pick-up by buses should be done in the lunchroom area. Children to be picked up by parents must go to the gym area and wait in the courtyard area for pick-up.


STATUS: The staging requirement for bus loading is apparently being observed. The gym/courtyard staging does not appear to occur because the parking lot drop-off/pick-up location in the required "Preferred Alternative" does not appear to be used.

REQUIREMENT 9: General public parking is to be provided on the south side of E. Roanoke St. and on the north side of E. Louisa St., except during the a.m./p.m. loading/unloading periods when these block faces are used by parent vehicles and buses for queuing. The duration and time of such public parking periods is to be determined jointly by the School District and SDOT.

STATUS: The required general public parking is now being provided.

REQUIREMENT 10: Additional measures may be necessary in the future after the redeveloped school has been in operation for a full year and the effectiveness of the changes can be monitored and evaluated. The District should plan to revisit the bus loading, parent drop-off and pick-up and neighborhood and system conditions after the first full year of school operation following the remodel/addition, or by August, 2000.

STATUS: It is not known whether, since the 1999 re-opening of TOPS-Seward, the School District has done an analysis of bus loading, parent drop-off and pick-up, and neighborhood and system conditions.



NEW PATIENT SPECIAL:

\$49.00

**ONE HOUR MASSAGE
AND
CHIROPRACTIC
CONSULTATION.**

"Great chiropractic care in a great environment with fun, caring people. They handled the chronic neck pain that was keeping me awake at night. I was recommended massage, decompression and chiropractic adjustments. After a few weeks of care I was sleeping like a baby! I was able to do all of my treatment in the office which made it easy for me to complete my treatment plan. Now I just pop in every 4—6 weeks and I feel great! Big thanks to Eastlake Chiropractic and Massage Center!"

MOST INSURANCES ACCEPTED.

BY LAW THIS OFFER EXCLUDES
MEDICARE, ON THE JOB AND PERSONAL
INJURY CLAIMS.

**OFFER EXPIRES:
NOVEMBER 30, 2015**

CALL NOW!

206.324.8600

2722 EASTLAKE AVE E., SUITE 360
SEATTLE, WA 98102

EASTLAKECHIRO.COM

REQUIREMENT 11: A School Advisory Council shall be established to consider the use of the school for non-school use after school hours. The SAC shall consist of up to five members including the principal or a representative designated by the principal, up to three people from within 800 feet of the school as appointed by the Eastlake Community Council, and a non-voting Parks Dept. representative. The SAC shall meet at least twice a year to review the parking impacts of non-school activities scheduled at the school, and shall make recommendations to the Parks Dept. and Seward/TOPS School to adjust the after-school operating hours of the school facilities, if necessary, to reduce the impacts of overflow parking in the neighborhood.

STATUS: The School Advisory Council (SAC), as it was to be structured in the Master Use Permit condition, has not been established.

REQUIREMENT 12: The operating hours of non-school use of school facilities shall initially be established as follows: Monday through Friday, facility closes at 9:00 p.m.; Saturday, open from 8:00 a.m. to 6:00 p.m.; Sunday, open from Noon to 6:00 p.m., except for special events as approved by the Seward School Advisory Council.

STATUS: Although not met precisely, these hours generally seem to be observed.

REQUIREMENT 13: The school shall distribute information to the Eastlake Community Council and local newspapers at least quarterly that itemizes a calendar of events for the evening use of the gym, specifying start, and approximate finishing times. The School, the School Advisory Council, and the Departments of Parks and Recreation should implement the least expensive way to mail such a quarterly calendar to all residents in the Eastlake area south of Shelby, north of Boston, and between I-5 and Eastlake Avenue.

STATUS: ECC does not believe that these quarterly reports have been prepared or sent to the local newspaper, and it has not been receiving them itself. The spread of web sites, e-mail, and social media since the 1997 adoption of this requirement now makes publicizing such information easier.

REQUIREMENT 14: The School District, TOPS-Seward School, and the School Advisory Council shall mutually develop a transportation management plan (TMP) that will be implemented by the School and monitored by the School Advisory Council. The TMP should develop procedures that offer incentives for staff and parents to reduce the number of single-occupant vehicles coming to the school during school hours as well as measures to mitigate impacts from evening and weekend special events.

Specific targets shall be developed for each of the first five years of the school's operation after re-opening by setting a goal of an increasingly greater number of teachers, parents, and volunteers coming to the school via means other than by single occupant vehicles (SOV). On-site spaces for evening spaces should be provided on an incentive or reward basis, such as only cars with two families may park in the on-site lot. The plan should also specifically address the parent drop-off/pick-up operation, developing information handouts for parents specifying the accepted locations for this function. The City's Hearing Examiner added a requirement that the Dept. of Planning and Development "shall assist the participants in the development of the TMP by providing information about TMP strategies and helping to set up meetings. Before the TMP can be implemented, DPD must approve it and ensure that it has the potential to be both fair and effective. Once approved, the TMP becomes a condition of approval and can be enforced through the same means as other transportation management plans."

STATUS: TOPS-Seward School does not have the required Transportation Management Plan, and preparation of this plan has not yet begun.

REQUIREMENT 15: Prior to the issuance of the Master Use Permit, the School District is required to submit to the Dept. of Planning and Development and to the Dept. of Transportation a Transportation Management Plan acknowledgement letter for review and approval.

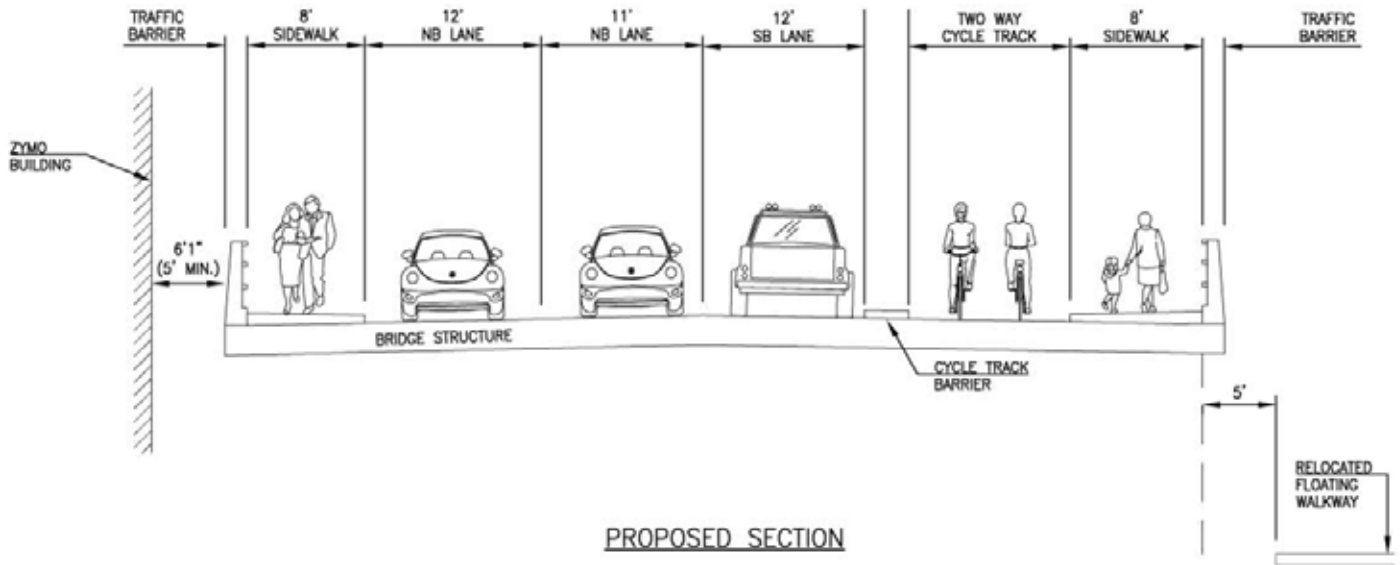
STATUS: Unknown

REQUIREMENT 16: A report shall be prepared by the School Advisory Council and the School District following the first full year of operation of the re-opened school, evaluating the effectiveness of the Transportation Management Plan measures and reviewed with a Land Use Planner at DPD to determine if adjustments are needed including whether off-site bus loading on E. Louisa and parent drop-off and pick-up operations are operating safely.

STATUS: As there is not yet a Transportation Management Plan, its performance cannot be evaluated. It is not known what evaluation the School District has done in recent years about the safety of bus loading and parent drop-off and pick-up.

The traffic and parking conditions around TOPS-Seward School equally concern the school community and the Eastlake community. The Eastlake Community Council is committed to working with the school on these important issues of safety and convenience. Thoughts and volunteers are always welcome; send comments and questions to info@eastlakeseattle.org.

Will Fairview Avenue bridge reconstruction block buses, cars, trucks, bikes, and pedestrians?



The Fairview Avenue bridge is proposed for replacement, but whether the route is kept open during construction will make a world of difference for Eastlake residents and businesses. Fairview Avenue North is south (puzzlingly, yes, but that’s another story!) of Fairview Avenue East. On its way to South Lake Union, Fairview Ave. N. between Lake Union and the landmark City Light steam plant (now home of ZymoGenetics) is a one-block bridge over water.

The Seattle Department of Transportation originally promised to keep this part of Fairview operating during the bridge construction, but now proposes to close it for a year or more. That may be good for SDOT’s budget, but it will force time-consuming detours on buses, cars, bikes, and pedestrians and will leave no real alternative for freight trucks serving Lake Union Drydock and other industrial businesses.

For more on the project, see <http://www.seattle.gov/>

transportation/fairviewbridge.htm. (SDOT’s design also would remove and not replace the public overlook that Lake Union Drydock recently built at the north end of the bridge.) E-mail comments should go soon to FairviewBridge@seattle.gov; please also cc the Eastlake Community Council at info@eastlakeseattle.org.

MARK K. PLUNKETT
ATTORNEY AT LAW, PLLC
BUSINESS & ESTATE PLANNING PRACTICE

TEL: (206) 328-8345 SUITE 228 - AREIS BUILDING
 FAX: (206) 328-5364 2366 EASTLAKE AVENUE EAST
mkplunkett@comcast.net SEATTLE, WASHINGTON 98102
www.markplunkett.com

Your Eastlake Realtors
Sasha & Julie Shefts
 206.595.4777

Eastlake is the place to live, work,
and play in the city!

This isn’t news to you, but if you want to
buy or sell property in the neighborhood,
please contact us. We are your neighbors.

www.theshefts.com



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.

Eastlake's Emerald City Classic!



SINCE 1977

2305 EASTLAKE AVE E SEATTLE WA, 98102
206.324.1442

Known for its tahini-stuffed French toast, this “funky” Eastlake “hangout” also lures locals with its “interesting chalkboard specials”; the American fare makes for a “hearty”, healthy and “inexpensive” breakfast or lunch, just “get there early on Sunday.”
-ZAGAT

“First of all, the owner is on point. From front of the house to the back. She makes sure the customers are taken care of. FACT: Old school Greeks run the best diners.”
-YELP



BOTTOMLESS LUNCH DEALS
FRIES OR HOMEMADE CHIPS

DAILY SPECIALS	NOW SERVING
famous cinnamon rolls	beer & wine
omelettes and scrambles	mimosas
vegetarian dishes	the bloody terry
	the hangover

TAKE ADVANTAGE OF SEATTLE'S LAST
OUTDOOR ESPRESSO CART

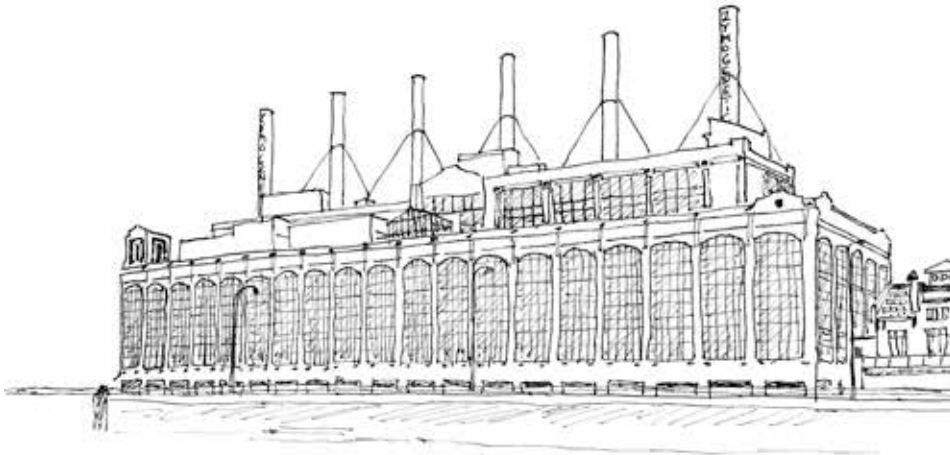


Outdoor Espresso Bar.
We proudly serve Caffe Vita coffee at our tables and walk-up outside bar.
Stop by or stay a while!



“Breaking Eggs Since 1977”

JOIN US in Celebrating 23 Years in YOUR Neighborhood!



Death of a Steam Plant and a Rebirth

by Judy Smith

It was about this time last year that I got a tour of the old Lake Union Steam Plant now ZymoGenetics. The thought was to do an article about its centennial that year (1914-2014); however, looking into the history of the Steam Plant, it snowballed. There were so many stories: that of its architect, Daniel Huntington, who also designed many other landmark structures; the story of City Light, Seattle's nascent public utility, and in particular James D. Ross who led the agency through battles with private power companies; there was the Hydro House built first as a stop gap measure until the Steam Plant could be financed and built; the story of electricity, the technology that gave us our modern age; and then of course there was the Steam Plant itself. Where to begin?

The History of the Hydro House appeared in the winter 2014/15 Eastlake News. A look back at the Steam Plant's early years appeared in the spring 2015 Eastlake News.

Now I'm going to leapfrog over several years, including that pivotal time in 1931 when Ross was fired by Mayor Frank Edwards who was deep in the pockets of the private utility companies, to the 1970s. (The story is renowned; the firing was short lived as the people quickly and overwhelmingly rallied to recall the mayor, and a new mayor appointed by the city council immediately reinstated Ross, ensuring the survival of public power in Seattle.)

By the 1970s the Lake Union Steam Plant, which supplied emergency power to Seattle, was only being fired up to a couple of times every decade

and only during very low water periods and only as a last resort. But it remained maintained and ready for use.

In the comments section, under an old picture of the Steam Plant on DorpatSherrardLamond's "Seattle Then and Now" website, Dennis Brooke retells a story that a favorite UW professor, Paul Heyne, told his economics class in 1979 about some Steam Plant workers he ran into:

He was riding a metro bus and two guys sitting near him and dressed in laborers clothing were having what seemed like a nonsensical conversation.

First laborer: "Yesterday I was working on Monday but today I'll be working on Wednesday and Thursday."

Second laborer: "I have to work on Sunday. It's been giving us trouble."

Finally Heyne couldn't stand it and turned to the two. "What in the hell are you two talking about?"

Turns out that the smokestacks/boilers were nicknamed after days of the week.

Much more fun than "Boiler #1, boiler #2, etc. I think of Paul Heyne's story every time I drive by the plant.

Today, if you drive by the former Steam Plant, you'll count only six smokestacks, making you question the veracity of that story. Brooke who admits he writes a blog called "Almost True Stories" also notes in his comment that "this one IS true." And it most likely is because the steam plant originally did have seven towering steel smokestacks that rose 105 feet in the air. The current smokestacks are only replicas (although four do serve as vents for ZymoGenetics labs) and only 65 feet tall; they're placeholders, reminders of

the smokestacks that were once there.

By the 1970s those original 105-foot tall smokestacks were proving problematic. "The plant smokes badly on startup and traffic on the Freeway was slowed as motorists gaped at the unaccustomed sight of the plume of black smoke from the usually idle steam plant," wrote a May 4, 1973 *Seattle Times* article ("Lake Union steam plant to close after 8-day run").

The smoke also caught the attention of the newly formed Puget Sound Air Pollution Control Agency causing the *Seattle Times* to mock that agency's citation of City Light and defend the old Steam Plant with an editorial in 1979 entitled "Aw, c'mon, now!" saying, "We can only assume that the control agency's offices were warm and toasty that morning last week, when the existence of an energy 'mini-crisis' failed to dawn on those who let their zeal for pure air get in the way of some common sense."

But smoke was only a symptom of a much worse problem – oil.

The very thing that powered the steam plant also killed it.

In 1984 officials acknowledged that the more than 800,000 gallons of fuel oil stored at the steam plant was contaminated with PCBs, or polychlorinated biphenyls, which were known to cause cancer in laboratory animals. True the steam plant was rarely used, but when it was that eye-catching smoke was releasing carcinogenic toxins in the air, and no one could say for sure how long that had been going on.

One thing that was for sure, the old steam plant would never run again. After that it became a matter of what to do about all that oil. There was talk of burning it on site, but that led to huge local protests. Finally, an alternative solution was adopted, sodium. "The balls of sodium somehow devoured the PCB, but are highly flammable in water," Neighborhood activist Jules James wrote in an email to me, noting as well that armed guards were stationed around the tractor trailer of sodium 24-7, and Seattle's first responders were specially trained.

The oil was removed from the site in 1987 at a cost of \$4.35 million to the city.

That left the monumental building. There was talk of tearing it down. City

Continued on page 14

TUI TUI honors Amelia Susman Schultz

Steam Plant cont. from pg. 13



by Robert Rudine and Janet Yoder

On June 24, the Archipelago of Tui Tui of the Joyous Lake (a houseboat dock at 3235 Fairview Avenue East) issued stamps and souvenir sheets to commemorate the centennial of Amelia Susman Schultz, Ph.D. Amelia once owned a floating home on the Tui Tui dock.

To celebrate her hundredth birthday, the very lively Amelia Schultz invited her friends and family to a cruise on the historic steamship Virginia V, a boat seven years her junior. Her boyfriend booked the Virginia V, which had been built by his grandfather.

Amelia was a co-defendant in the unlawful detainer action when our houseboat and hers were being evicted in 1982. The trial could have ended with the Seattle Equity

Ordinance being overturned and both houseboats being moved or destroyed. Fortunately, our attorney proposed a settlement, which was accepted by our former lakelord, the late Garney Harris. The newly liberated dock was named Tui Tui.

Apart from her role in Tui Tui’s liberation, Amelia is a woman of other extraordinary accomplishments. She is a four-field anthropologist, a linguist of the Tsimshian Smalgyax language, and the last Ph.D. student of the famed anthropologist, Franz Boaz. Amelia is also a WWII vet and the author of a small treatise on male-dictions in a Swiss German dialect. She remains active, taking Tai Chi classes, is a member of a book group, and copy edits and proofreads anthropological works.

Light viewed the Steam Plant as a White Elephant. For years it had languished empty – well not quite empty. Plenty of people broke into and made it their own for a time. The basement walls were covered with an impressive amount of graffiti. (In fact Patty Vandenburg, who gave me the tour of the building, had a large framed picture that looked a bit like a Mexican day of the dead painting but was actually a photograph of some of the graffiti before it was removed.)

Vacant but not vacant. The place had a mysterious air to it– its dark windows like sunglasses hiding its identity. (The windows were dark not just from soot but from being painted black during WWII.) The abandoned building was cool back then – a friend of mine told me she dreamed of living in it. Probably a lot of people did.

It was massive and intimidating to pass by, a little scary, but a lot people fell in love with it. And that saved it.

Community groups rallied to give it landmark status. Flyers went out from a group called Friends of Lake Union Steam Plant or FLUSP, anointing anyone who showed an interest a member and promising a secret handshake. “While this call-to-arms is humorous,” their flyer noted, “the issue is not and the building is much too beautiful to be let go.” Susan Boyle one of the group’s founders, an architect and preservationist, would write the landmark nomination form.

Landmark status was granted, and that was the relatively easy part. Boyle never doubted for a minute that it would happen. The building fulfilled five out of the six landmark designation qualifications. (Only one was needed for consideration.)

The real battle would be over what to do with the building.

On a survey by the Eastlake Community Council on ideas for the building, one of the last things the community wanted, was a single-occupancy owner, but what did the community eventually get?

A single occupancy owner.

But not at first. At first the sale boiled down to a complicated land swap that the city of Seattle made with a development company called Koll, which owned a lot of property in South Lake Union including at the time – open space that the city wanted to add to its



park parcels. Koll got the steam plant; the city got the land; a little bit of money was exchanged.

The deal came as a shock to a community that had been quite vocal about what it wanted for the publicly owned property.

“When the plan was announced it caused an uproar,” an article in the May 1992 Eastlake News recalled. “After all, the city had previously participated in Eastlake meetings and released schedules in preparation for an open, public process on the re-use of the Steam Plant. Why were no other developers allowed to make offers on the Steam Plant? Why was the process hidden from the public? Why did City hall break its commitment previously made to the neighborhood?”

And there had been lots of community ideas – a key one was to have at least a portion of the Steam Plant open to the public. “Make it a place we can come and enjoy, with its cathedral ceiling and grand generators,” Stan Sinex of the Portage Bay-Roanoke Park Community Council was quoted as saying in 1990 at one of several city/community meetings. The ideas included talk of moving MOHAI from Montlake into the building, or establishing a new maritime museum. There was talk of artist studios and an art gallery, (Dale Chihuly considered it for a glass museum before finally settling on Tacoma) or residences with at least 20% affordable housing, a senior center, community center, even a public swimming pool.

None of that was to be. The city had made a deal with Koll without doing a usual Request for Proposals on public parcels. One of the key negotiators for the deal, an officer with Koll Co., was William Justen a former director of the city’s Department of Construction and Land Use. “Governments have formal surplus processes,” wrote James. “Ours had just begun when it was stolen away.” The whole thing he noted, “Smelled like a case of insider favoritism.”

“high tech corridor” vs. “urban village”

The battle between the community and the city and Koll went on for well over two years, with meetings and articles in the local news outlets and the ECC’s newsletter posting updates about progress or more often lack of progress.

In memoriam



Jeri Callahan, 1935-2015

Jeri Callahan, age 80, passed away peacefully the morning of April 10th in Shoreline, WA. Known to many as “the Houseboat Lady”, she had found her niche in the floating home community of Lake Union, residing there for over 25 years.

Jeri offered tours by water of the floating homes and in 2005 published a book (available from Amazon), *Staying Afloat - Life Aboard Houseboats, Barges and Liveaboards*. It is a carefully researched and well-written series of vignettes past and present, including profiles of many people who live on the water.

Jeri also had been a teacher, a newspaper columnist, and a publicist for the UW Health Sciences Center. For more on her life, see www.legacy.com or the August 2 *Seattle Times*. In lieu of flowers, donations can be made to Saint Mark’s Cathedral, Seattle Children’s Hospital, or a charity of one’s choosing.

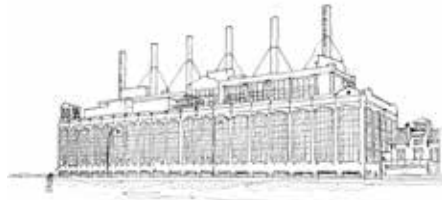


Solange Marie Julia Vincent McIntyre, 1932- 2015

Solange McIntyre, who had resided in Eastlake for more than 50 years, passed away on May 22 at her home on Yale Avenue East. She was born in Roynac in southeast France, and as a child with her family had escaped the Nazi occupation for dearly remembered wartime years in Morocco in the era portrayed by the movie *Casablanca*. Then her family made the long journey to settle in in remote Dawson City, Yukon Territory, Canada.

While attending Seattle University, Solange met her future husband Leon McIntyre (shown with her in this photo). She had a distinguished career in Renton for the Boeing Corporation, where as a research librarian she was deeply involved in the company’s storied marketing effort.

Stoically enduring the ravages of Parkinson’s disease, Solange kept up a lively e-mail correspondence to the end. In keeping with her bilingual background, her graveside service featured both French and English. Our condolences go to her husband Leon, two sisters, and many other relatives and friends in the U.S. and Canada.



Steam Plant cont. from pg. 15

That May 1992 article in the Eastlake News was a telling look back. While humorous in tone it reflected the community's frustrations, "The next chapter in the on-going saga of the redevelopment of the Lake Union Steam Plant," it wrote before announcing the next public meeting date. It ended the first paragraph with "The entire process has been most curious."

Responding to neighborhood frustrations, the city set up the Lake Union Steam Plant Advisory Committee, of which James was the chair. It had representatives from the Eastlake Community Council, the Lake Union Floating Homes Association, and Portage Bay/Roanoke Park Community Council. They were chartered to work with Koll and came up with recommendations they thought amenable to Koll, including,

- Develop the Steam Plant building as a mixed use building, primarily housing.
- Develop the Hydro House with a commercial use open to the public.
- Provide existing floor-to-ceiling- public space in the Steam Plant.
- Provide a public access pier of approximately 3,000 square feet over water in the Fairview right-of-way.

But in the end Koll said it couldn't get financing for a residential structure, and the public meeting to which the 1992 article referred was to review the new deal with Zymogenetics.

In any event it was unlikely the community would have gotten any of the recommendations it wanted as Koll eventually revealed that only luxury and moderately priced condos would pencil out. Community space, commercial space, and affordable housing were off the table.

Why Koll couldn't secure financing is unclear. It could be the banks were scared off by the unknown risks involved with the property. While the PCBs were gone, the property still had a lot of other environmental problems – asbestos around the boilers and toxins in the

ground, which the city promised to clean up before any deal was made and did. Another \$1.2 million was spent.

During that time as well approval by the Seattle Landmarks Preservation Board was appealed as it allowed many changes to the historic plant, including removal of all of the smokestacks, that went against FLUSP's and other preservationists vision for the building.

The smokestacks had their own back story, worthy of an article in itself. Suffice it to say that at first most people didn't care what happened to the old smokestacks. They blocked views and were dangerously falling apart.

But FLUSP and other preservationists argued to save them in some form. James was one of those against, but he finally came around, noting that neighborhood activist "Carol Eychaner almost single-handedly convinced Eastlake of their importance."

With the Koll deal falling apart the community felt that the city should start the RFP process from scratch and not allow Koll to turn over the property to Zymogenetics.

Of course not everyone agreed.

The Seattle Times editorial department piped up in support of Koll's deal, in an August 11, 1992 editorial, "... returning the debate to the time before Koll convinced the city to allow the conversion would be waste of time and effort. By all accounts, ZymoGenetics is an excellent prospect to bring new life to the abandoned plant...Some community residents want the clock to fly backward. They want previous untenable ideas reconsidered, including a community swimming pool and low-income housing. Those ideas have been discussed and discarded. The city got its public compensation in South Lake Union Park...."

James responded in an Oct. 16, 1992 *Seattle Times* op-ed piece, "A publicly owned historic landmark is being sold without a process of competitive bidding to a politically important – but financially impotent – developer who intends to immediately re-sell the property."

James contended that the city's public process for disposing of surplus property had a loophole for land swaps that needed to be closed to avoid future behind the scene deals.

He presciently also noted that what would happen with the Steam Plant

would determine the fate of Eastlake neighborhood, "In the years prior to the Steam Plant swap, hundreds of people had participated in re-use discussions. Most everyone involved recognized the redevelopment of the Steam Plant to stand as the prevailing precedent for the entire south end of the Eastlake neighborhood. It was the meeting between the proponents of a "high-tech corridor" and the proponents of the "urban village" concept."

That was 23 years ago, but it was a turning point for not just the neighborhood but also the city.

ZymoGenetics steps up

ZymoGenetics, this mysterious new company doing research few people understood, took on the huge clean up task. And it was huge, bigger than anyone imagined. No one could deny the heroic efforts ZymoGenetics undertook to make the building useable again. They had to work with the Landmarks Board that had jurisdiction over the building's exterior and required its restoration and rehabilitation. The company spent \$1.6 million to acquire the property and then \$25 million in renovations. The company's then president, Bruce Carter, was quoted as calling it "the mother of all fixer-uppers."

The building went from bohemian grit to upscale gleam, becoming the proud showcase of an international company.

And it is as beautiful inside as out. ZymoGenetics appreciates its history. The lobby is devoted to historical photos of the Steam Plant. The rest of the building showcases local Native American and contemporary art. Its light-filled interior has open labs facing the view of the lake and interior or street-facing offices. Along with elevators, a single helix-like stairway connects all four floors. There's a deck on the roof allowing ZymoGenetics employees a spectacular view of the lake. The deck only holds about a hundred people, so for the 4th of July, a company lottery grants winners and their guests deck space.

For a time the adjacent, smaller Hydro House was used as a restaurant accessible only to ZymoGenetics employees through a linking passageway. While this mirrored its historical use as a lunchroom for Steam Plant employees, it rankled neighbors who wanted full public access to the

historic structure. (The public was allowed to order at a counter that faced the Eastlake entrance but blocked a view of the interior.) A few years ago that access was granted.

The community did get something it wanted, waterfront access in the form of a floating sidewalk on the north side of the Fairview Trestle. It allows ZymoGenetic employees to launch kayaks and canoes onto the lake and the public a stretch of waterfront walkway.

When I walked out the front doors of ZymoGenetics onto Eastlake Avenue last summer, it was a glorious, hotter than usual July day. I looked around and was struck by the beautiful, decorative terra cotta tile running up the building. It's easy to miss when you're driving down Eastlake, but an impressive sight on foot. I looked up and up at the massive building beside me to where the tile ended around the words City Light Plant No. 3 with roman numerals beneath that, against the blue sky. I felt a chill then at the thought that the architect, Daniel Huntington, intended the building to last.



On July 4, Estella Berg and her brother Forest (members of the chess club at TOPS-Seward School) set up a chess stand, charging one dollar a match, with a refund if the customer won. Here, Estella plays Seattle Police Officer Wesley Collier, who did not win a refund. Officer Collier is accompanied by Officer Mike Virgilio; Estella is accompanied by her friend Audrey.

*Having an affair?
...let us cater it!
customized menus
holiday parties weddings*



Serafina osteria & enoteca
2043 Eastlake Ave. East
206.323.0807 serafinaseattle.com

A cozy, Southern European-style restaurant.



TAPAS - PASTA - PAELLA - COCKTAILS

Late Night Dining - Full Menu
Tues-Thurs 5:30p to 11:30p
Fri & Sat 5p to 1a / Sun 5p to 10p
Closed Mondays

 PomodoroSeattle  PomodoroRistorante

 pomodoro@pomodoro.net

**2366 Eastlake Avenue E
206.324.3160
www.pomodoro.net
FREE GARAGE PARKING**

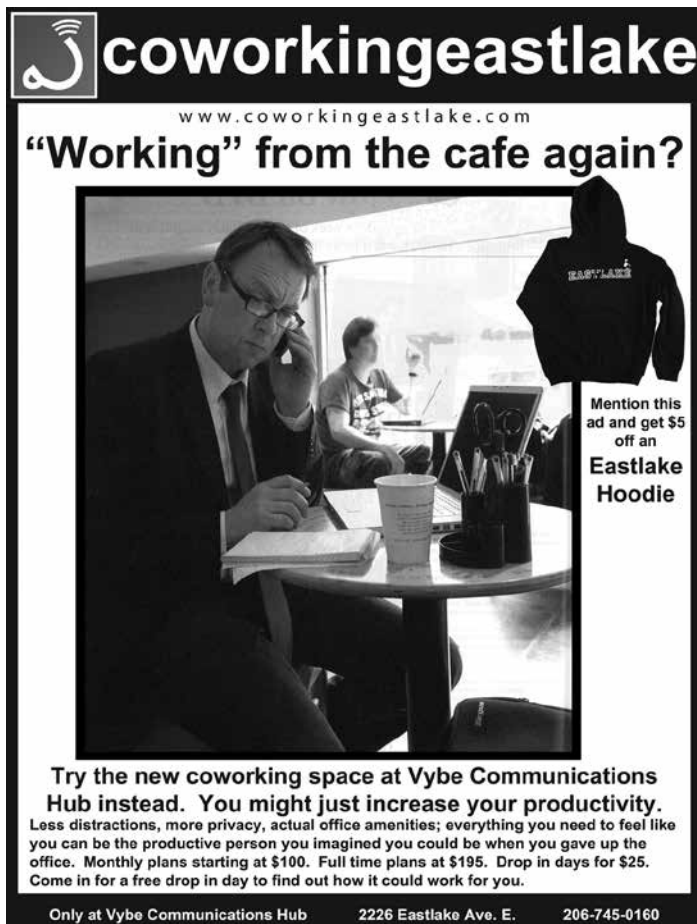
MOST POPULAR PLACE IN TOWN

The Eastlake Community Council is honored to be partnering with **Little Water Cantina** (more about this restaurant at right) for ECC's twice-annual celebration, this time on Thurs., Oct. 15 (5:30-7 p.m.). ECC also thanks **Mammoth, Pomodoro, Sebi's Bistro, 14 Carrot Café, Siam on Eastlake, Louisa's, and Pazzo's** for hosting in previous years. At the popular events, ECC purchases "small bites" for the public, the restaurant offers reduced beverage prices, and dining continues off the regular menu. ECC welcomes inquiries from other restaurants to host its upcoming celebrations.

ECC thanks **G&H Printing, Live Oak Audio Visual, National Frozen Foods, Northwest Administrators, Seattle Models Guild, and Washington State Employees Credit Union** for generous donations that made possible our July 18 **free movie under the stars** in Rogers Playfield. Suggestions for next summer's movie are always welcome. ... And ECC thanks **Champagne Cruises** for co-sponsoring with us the July 23 **Eastlake summer cruise** which helped raise funds for ECC projects.

In July, Paola Thomas of **KOMO News** named two Eastlake restaurants as having among Seattle's ten best restaurant outdoor spaces. On **Little Water Cantina** (2865 Eastlake Ave. E., 206-397-4940, littlewatercantina.com): "If it was up to me the whole of Lake Union would be lined with restaurants with outside terraces. Instead hardly any exist, which makes Little Water Cantina's Eastlake terrace overlooking the water with west-facing sunset views even more special. The upmarket Mexican food and cocktails are delightful too." On **Serafina/Cicchetti** (2043 Eastlake Ave E., 206-323-0807, serafinaseattle.com): "If you prefer a garden vibe, then the lovely secluded patio and classic Italian cooking at Serafina, another Seattle stalwart, should be your jam. Sister restaurant Cicchetti also offers outdoor seating on the small side terrace." Also, here's hoping that KOMO also checks out the Lake Union view from the terrace at the **Eastlake Bar and Grill**, 2947 Eastlake Ave E, Seattle, 206-957-7777, neighborhoodgrills.com.

ECC thanks our 43rd District state legislators **Sen. Jamie Pedersen, Speaker Frank Chopp, and Rep. Brady Walkinshaw** for securing \$3.5 million to complete the long-delayed noise walls along I-5. Please thank them at jamie.pedersen@leg.wa.gov, frank.chopp@leg.wa.gov, and brady.walkinshaw@leg.wa.gov. Sen. Pedersen played an especially key role in a Senate closely divided by party. ... On their retirements from the City Council, ECC sa-



coworkingeastlake
www.coworkingeastlake.com

"Working" from the cafe again?

Mention this ad and get \$5 off an Eastlake Hoodie

Try the new coworking space at **Vybe Communications Hub** instead. You might just increase your productivity. Less distractions, more privacy, actual office amenities; everything you need to feel like you can be the productive person you imagined you could be when you gave up the office. Monthly plans starting at \$100. Full time plans at \$195. Drop in days for \$25. Come in for a free drop in day to find out how it could work for you.

Only at Vybe Communications Hub 2226 Eastlake Ave. E. 206-745-0160

BOAT, YACHT AND FLOATING HOME INSURANCE IS OUR ONLY BUSINESS!

BOAT Insurance Agency

"Locally owned for over 25 years by Northwest Boaters"

2601 W. MARINA PLACE, SUITE B SEATTLE, WA 98199
p 800.828.2446 | f 206.285.1370
info@boatinsurance.net
www.boatinsurance.net

lutes and offers best wishes to **Sally Clark, Jean Godden, Nick Licata, and Tom Rasmussen.**

Please help the **Eastlake Community Council** make and keep this neighborhood a wonderful place to live, work, or play. See our web site at <http://eastlakeseattle.org> for background and for opportunities to volunteer or to donate needed cash or in-kind items.

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.



117 E LOUISA ST SEATTLE WA 98102
206.329.1468 LAKEUNIONMAIL.COM

SDOT should fund a safer Eastlake Avenue crossing at Newton Street

The Eastlake Community Council needs your help to convince the Seattle Department of Transportation to install a traffic signal or flashing beacon to make it safer to cross Eastlake Avenue at E. Newton Street. The crossing has been a priority since being included in the Eastlake Neighborhood Plan in 1998.

On Feb. 9, ECC nominated the project for public funding. Although SDOT argues that not enough people are crossing at this intersection there to matter, there certainly seem to be a lot at rush hour, as people cross to reach the bus stops on both sides of Eastlake Avenue.

ECC believes that current crossing numbers would be higher but that some choose not cross at this intersection because of danger or the lack of opportunity. The Harborview Injury Prevention Program found in a study done for the 1994 Eastlake Transportation Plan that when pedestrians begin to step out into the roadway at this intersection, about 99 out of 100 drivers do not stop—a level of non-compliance that is exceeded at no crossing in all of Seattle.

If you have had experiences with this intersection, please describe them in an e-mail to ECC at info@eastlakeseattle.org. For example, SDOT says there haven't been many collisions or near misses involving pedestrians at this intersection, but we believe some are not reported.

ECC has submitted petitions with 71 signatures of residents and business employees calling for a traffic signal or flashing beacon for this crossing of Eastlake Ave. at Newton St. More signatures would help. For a blank petition, go to <http://eastlakeseattle.org/?page=pedestrian>. For questions or ideas, please contact us at the e-mail address above or 206-322-5463.



Errine Larsen
Vice President of Sales
Executive Alarm Service

210 E. Blaine Street
Suite 413
Seattle, WA 98102

206.953.0615

errine@executivealarmservice.com
executivealarmservice.com



**EASTLAKE
VETERINARY
HOSPITAL**

CARL D. ANDERSON, DVM
TRACY FUELLEMAN, DVM
MARK D'ORAZIO, DVM

1536 Eastlake Ave E., Seattle WA 98102 (206) 328-2675
WWW.EASTLAKEVETERINARYHOSPITAL.COM

LIGHT HAULING

- Moving -
- Dump Runs -
- Delivery -

SERVICE-ORIENTED
YEARS OF EXPERIENCE

206-362-3895

Advertise in the Eastlake News
Contact Kevin Haywood, Advertising Coordinator, at
advertising@eastlakeseattle.org

More Eastlakers “Go Postal” over delivery problems

In response to the article last issue about recent U.S. Postal Service delivery problems in Eastlake, ECC received several responses, two of which we quote below.

One commenter: I, too, have had issues with the postal system here in the Eastlake area. I have had on multiple occasions mail thrown on my porch, not even rubber banded, left to the whims of mother nature. Most recently, a package not showing up but the Postal Service states that it had been delivered. It even had a tracking number--maybe delivered, but certainly not at my place. My word against theirs. The incompetent mail carrier apparently can't read well enough to do his job.

Substitute carriers really seem to be challenged with delivery of mail in our area. ... I must say that my regular carrier is awesome.

Another commenter: You at least managed to get the party line from someone (I wonder who) about how the Postal Service explains the problems. That's further than I got when I tried to get to the bottom of a postal impasse over a year ago. I live in Capitol Hill and work in Eastlake. Both areas experienced a relocation of postal offices to Fourth and Lander, sometime around early 2014. I was missing bills, neighbors were missing ballots, and I wanted to get my mailbox relocated.

Because no one would answer the phone lines and my own carrier was uninterested and unresponsive, I went to Fourth and Lander a handful of times. I found a chaotic situation: no signs on doors, no sign on the postmaster general's office, no reception services, no access to supervisors. I talked with several carriers in the parking lot who were quite sympathetic and helpful. They universally said things like: "I've been with the Service for 18 years and I've never seen such disorder and lack of basic resources [needed for] mail to be delivered reliably and efficiently."

When I finally trapped a supervisor in the parking garage, he said he personally had to manage 40 routes and 4 zipcodes in the one building and couldn't be expected to address my concerns.

My neighbor who had been missing Netflix envelopes and dealing with the fines from those losses said her carrier told her he hoped that things would be better pretty soon (this was Fall, 2014), with the anticipated arrival of more personnel. In fact the rumored improvement was never observed. I gave up the effort, hoping someday someone with more clout and energy would look into the situation. I speculate that the Postal Service is trying to cope with inadequate funding through eliminating unionized personnel and replacing them with untrained and unequipped temporary personnel. Meanwhile many of us are trying to avoid using the postal system whenever possible.

Yes, people steal mail. Yes, the Postal Service has contracted to bring many packages from corporate shippers. Yes, there is always staff turnover. These issues are not what is making the Postal Service dysfunctional. There is a progressive shift toward poor management perhaps related to inadequate funding and support at a national level.

What's to be done? If everyone gives up, as I have done, there is nothing to motivate adequate assessment of the difficulties nor adequate strategies toward solutions. If we each go to private mail services ... eventually that may in fact be our only real choice. Good luck, keep asking questions. Keep telling us what you learn.

In addition to the above, the Eastlake Community Council welcomes your suggestions for any specific improvements needed. Were these just passing problems from 2014 and have things improved? Please send your experiences and thoughts to info@eastlakeseattle.org or hand deliver (do not mail!) to ECC, 117 E. Louisa St. #1, Seattle 98102-3278.

Let us untangle you from the mess of holiday lights!

Commercial and Residential Service Includes:

- Use of our lights (Nothing for you to store!)
- Required cords and mounting hardware
- Installation before the holidays
- Removal after the holidays

SEATTLE
HOLIDAY LIGHTS

Free Estimates, **Call Today 206.682.7110**

WWW.SEATTLEHOLIDAYLIGHTS.COM

LICENSED, BONDED, INSURED - LIC# ALLC0CP896DA

Making Eastlake an Alcohol Impact Area

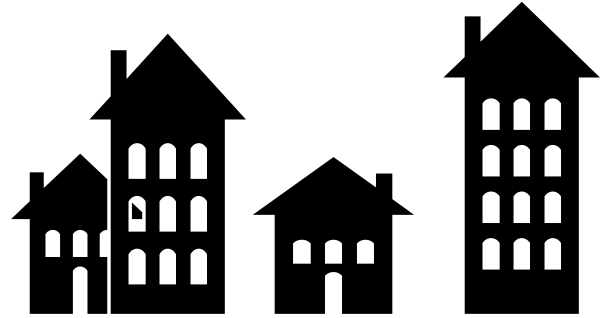
In an August 4 letter to the Mayor and City Council, the Lake Union District Council (a City advisory committee on which ECC has a seat) expressed concern that the City “has not gotten started on processing the 2013 request by the Eastlake Community Council for the Eastlake neighborhood to be included in an Alcohol Impact Area (AIA).” With this support from other neighborhoods, ECC believes that the Mayor and City Council will get the process moving.

An AIA restricts sale of extra-high alcohol content beers and wines favored by chronic public inebriates. The City left out Eastlake when AIAs were established in the neighborhoods that surround it, and so some who are unable to purchase fortified beer or wine in those areas come here to purchase these products.

To document the problem for Seattle and state officials, ECC asks your help in taking photos of any fortified beer or wine cans and bottles found discarded in the neighborhood. Examples are Steel Reserve, Olde English 800, Milwaukee Best Ice, Boone’s Farm, Thunderbird, and Night Train Express. Using the City Government’s “Find it, Fix it” app for smart phones, send the photo to the City, thus documenting the location; please also send a copy to ECC at info@eastlakeseattle.org. About the app, see <http://www.seattle.gov/customer-service-bureau/find-it-fix-it-mobile-app>.

For more about this issue, see the ECC web site. Under state rules, the City Council would authorize study of a possible AIA with a first step being for the City to facilitate and monitor voluntary efforts with retailers; only if these efforts fail would an AIA be proposed by another City Council action, with final approval being by state authorities. At each stage, there would be ample opportunity to comment. ECC welcomes your thoughts, pro or con, to info@eastlakeseattle.org.

*Providing the highest quality painting
& most professional services
in your neighborhood.*



We offer the following services for residential and commercial properties:

- Exterior Painting
- Exterior Staining
- Pressure Washing
- Drywall Repair
- Interior Painting
- Millwork Painting
- Green Paint Options

CALL OR EMAIL
TODAY FOR A
FREE ESTIMATE:

206.682.7110



ALL COVERED PAINTING

Interior & Exterior • Commercial & Residential

caitlin@allcoveredpainting.com

Visit our website at
www.allcoveredpainting.com

Licensed, Insured & Bonded - LIC#ALLCOCP896DA

G&H PRINTING
The Corner for Fine Printing

2370
EASTLAKE AVE. E.
SEATTLE, WA 98102

E. LOUISA ST.

phone 329-9888
fax 324-3705

Advertise in the Eastlake News
Contact Kevin Haywood, Advertising Coordinator, at
advertising@eastlakeseattle.org

Historically low lake level poses issues for floating homes

by Ed Waddington

Due to the combination of a warm winter with virtually no snowpack, and the warm, dry spring and summer, the water level in the Lake Washington/Union system in late August was already at its normal winter low, and is expected to fall another foot by November or December, lower than in many decades.

The Floating Homes Association held a Community Forum at Puget Sound Yacht Club August 24 to discuss issues facing floating homes. Representatives of the Army Corps of Engineers explained that in normal years, the lakes are regulated at the locks to stay between 22 feet above sea level (summer high) and 20 feet (normal winter low), but that this year the level is likely to drop to 19 feet.

Water inflow to the lakes comes from rainfall and snowmelt in the Lake Washington basin, and the outflow goes through the locks and the fish ladders. Evaporation from the lake surface is also a large component. The Corps controls the locks and the fish ladders, but has no control over evaporation losses or inflow.

The Army Corps is making every effort to limit water loss through the locks, by queuing up vessels, using only the small lock whenever possible, and using only two of the four fish ladders. However, even if the locks and fish ladders could be closed (which can't be done due to federal laws regulating commerce and endangered species), the inflow would still barely balance evaporation losses, and the lake level would still not rise until the return of significant autumn rains.

Floating-home owners and residents are very concerned that flexible utility connections between piers and floating homes may be stretched beyond their normal limits, and sewer systems may not operate properly. The biggest concern, however, is that many near-shore homes will go aground at the forecast low-water levels, and could potentially develop severe tilts and structural damage making them uninhabitable.

Members of the community and contractors who service floating homes are exploring ways to address these issues before the low water arrives. For more about this issue, see the Floating Homes Association web site at www.seattlefloatinghomes.org.



Nov. 10 public meeting on earthquake risk—How soon, how bad, and how to prepare?

Over the summer, everyone in Seattle was talking about “The Really Big One,” an article by Kathryn Schulz in the July 20 *New Yorker* magazine. It’s about new research causing some seismologists to forecast an earthquake soon and even overdue that would be much larger than previously thought likely. One Oregon State University scientist predicts that with bare minutes’ warning, “everything west of Interstate 5 will be toast,” rendered quickly unrecognizable from damage by the earthquake, tsunami, and seiche (tsunami-like sloshing of a lake high up the sides of its basin).

ECC’s final public meeting of 2015 will be Tues., Nov. 10, 7-9 p.m. at the Pocock Rowing Center, 3320 Fuhrman Avenue East, 7-9 p.m. Bill Steele, Seismology Lab Coordinator at the University of Washington’s Department of Earth and Space Sciences will present an up to the minute talk on the science and what to expect, and a representative of Seattle’s Office of Emergency Preparedness will talk about what we can do now to get ready. We’ll also introduce and congratulate whoever has been elected Nov. 3 to represent Eastlake on the Seattle City Council. Don’t miss this important meeting!

A part of Eastlake has been relocated to Woodland Park Zoo’s new Banyan Wilds exhibit.



This spring, Daly Partners, a real estate investment and development firm, began construction on their East Howe Steps project. Slated for removal were four mature palm trees, estimated to be over 30 years old and valued at \$14,000. Rather than sell them to a landscaper, Daly Partners first tried Craigslist (no takers), then discovered that the Zoo could use the trees for their new exhibit. They were dug up and will now live amongst the tigers and sloth bears for families to enjoy for years to come. Thanks to the Zoo for this photo.



Metro proposes to cut Eastlake bus trips by 25 percent. Can route 70 improvements compensate for loss of routes like 25 and 66E?

Eastlakers voted in large numbers for the Nov. 2014 City tax increase to save and expand bus service, and are entitled to surprise at Metro's August 2015 proposal to eliminate routes #25 and #66E (see <http://metro.kingcounty.gov/programs-projects/link-connections>). Eastlakers would be left with fewer transit choices than in generations. Here's hoping that Seattle officials won't go along with the cuts, which move the Metro funds saved in Eastlake to improve bus service elsewhere.

Metro says that the bus cuts are needed to avoid duplication with the extension of Sound Transit light rail downtown service to Capitol Hill and the University District that opens in early 2016. But the new light rail service will be no help to Eastlakers in getting downtown or to the University District; for that they need good bus service, but unfortunately Metro proposes to reduce, not increase the bus trips available in Eastlake. Currently, there are 258 bus trips a day through Eastlake, and the proposal is to reduce them to 184—a 25 percent decrease.

Yes, local #70 (the only bus Eastlakers would have left) would come more frequently, but if #66E is ended, Eastlakers would, for the first time in decades, be without express service. And if #25 is ended, Eastlakers would no longer have bus service on Boylston Ave. E., an alternative to Eastlake Avenue congestion and a direct route to the Montlake/University Village area.

The decision on which bus routes to keep or drop will be by King County, so be sure to express your views soon to the entire County Council at <http://www.kingcounty.gov/council/issues/2016-transit-service-change.aspx>; to Eastlake's County Councilmember Larry.Gossett@kingcounty.gov or 206-477-1002; and to Mayor Ed Murray via seattle.gov/mayor/get-involved/contact-the-mayor.



www.lakeunionwatershed.com

Ralli-Round

Auto Service Center

1512 Fairview Ave E.

206-323-8000

Your neighborhood car guys

Our shop might be rustic, but we use the latest in electronic diagnostic equipment and Original Equipment parts to provide the highest quality service at lower than dealer prices.



**12 month unlimited
mileage guarantee on
all parts and labor**

**Toyota factory-trained
master technician and
ASE Master Technician**

No service is too small or too large: an Oil Change on your Honda, a Timing Belt on your Audi, or replacing the Turbocharger on your Subaru. VW, Toyota, Mazda, BMW and the occasional Ferrari all frequent our shop.

We are highly trained car geeks and bring Car Talk to you, explaining the how and why of your car repair so you can make an informed and educated decision.

**Small local business serving Eastlake and
South Lake Union for over 50 years.**

www.ralli-round.com

Monday to Friday

10:30 am to 6:30 pm (later by appointment)



Eastlake News' youngest deliverer and reader, Hudson Hainer (pictured here) is the third generation of his family to walk this newsletter to homes on Minor Avenue East (he helps his father). Hudson's grandmother (who took this photo) was ECC Vice President and also delivered to this same route for many years. Thanks Hudson and your 40 fellow volunteers who also faithfully hand deliver the Eastlake News to their neighbors each quarter! They could use some help; to volunteer, please contact ECC as listed below."

How are runs and other events affecting Fairview Ave. E.?

The City is permitting growing numbers and sizes of runs and other events on the full length of Fairview Ave. E., occasioning traffic and parking restrictions. How do these restrictions affect you, is notification sufficient, and what are your recommendations for next year? As reported on the ECC web site's page on Special Events Impacts and Solutions, ECC is working to minimize and mitigate the neighborhood impacts, and welcomes your comments and suggestions, to info@eastlakeseattle.org or by U.S. mail to ECC at 117 E. Louisa St. #1, Seattle, WA 98102. If possible, please be specific about events and dates.

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
- Student / Senior / Low Income Membership \$10
- Business Membership \$75
- Donation \$ _____

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!)