



# The Eastlake News

**Coming Events**

Spring 2018

**City Council public hearing on proposed Citywide upzones** Mon., April 16, 6 p.m. at Seattle Central College. See article, p. 4

**Earth Week shoreline cleanup #1** Thurs., April 19, 9:30 a.m. to noon. Meet in front of Lake Union Drydock, 1515 Fairview Ave. E. See article, p. 20

**Earth Week shoreline cleanup #2** Sat., April 21, 9:30 a.m. to 12:30. (Same location as above.)

**Eastlake's parking crisis and what to do about it** Tues., April 24, 6:30 p.m. at TOPS-Seward School, 2500 Franklin Ave. E. See p. 8 and <http://eastlakeseattle.org/?page=parking>

**Eastlake tree walk led by Arthur Lee Jacobson** Sat., April 28, 10 a.m. to noon (refreshments at 9:30 a.m.). Begins at Roanoke Street-end park, corner of Fairview Ave. E. and E. Roanoke St. See article, p. 19

**ECC Spring Celebration** Tues., May 1, 5 to 6:30 p.m. at Le Messe, 1823 Eastlake Avenue E. See article, p. 2

**City Council public hearing on proposed Citywide upzones** Mon., May 7, 6 p.m. at Franklin High School. See article, p. 4

**ECC Public meeting on public safety in Eastlake and planning for the crowds and traffic of July 4** Tues., June 5, 6:30 p.m. at TOPS-Seward School, 2500 Franklin Ave. See article, p. 16

## Consider volunteering to serve on the ECC Board of Directors



Founded in 1971, the Eastlake Community Council is among the City's most active neighborhood associations. ECC's official purposes include to foster a sense of community among people who live and work in Eastlake, to preserve Eastlake's history and livability, and to promote public access to and enjoyment of Lake Union and its shoreline.

Among the ways to volunteer is to serve on ECC's board of directors (including the offices of president, vice president, secretary, and treasurer). The board has the important trusteeship responsibility of managing ECC's affairs such as by organizing public events, commenting on a wide variety of government policies and programs, taking legal action, publishing the *Eastlake News*, raising and spending money, and so on.

ECC's board is elected by those who are members as of 15 days before the annual meeting (held on the first Tuesday in October). Under the bylaws (available on the web site), the board and officer candidates placed on the ballot are determined by the board after considering recommendations from its nominating committee.

ECC's nominating committee is now seeking volunteers to serve in board and officer positions. Attendance at the monthly board meetings is the most important responsibility, and in addition it is hoped that each member will contribute time to a particular interest or skill area.

ECC's bylaws require that members, board members and officers reside, work, own property, or do business in Eastlake, and that they be "persons whose background, experience, and interest indicate that they will support the purposes of the Council."

The Eastlake Community Council invites you to step forward to serve on the board of directors, and/or encourage someone else to do so. Please volunteer, suggest someone else, or pose any questions, to the ECC nominating committee at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or c/o Lake Union Mail PMB #1, 117 E. Louisa Street, Seattle, WA 98102. Background information is always welcome.

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**Inside:** Upzone update pg: 4; Seaplane bouys pg: 9; Freeway Revolt pg: 6, and lots more

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

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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; May 20 for summer issue; August 10 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 Spring Celebration is Tues., May 1, 5-6:30 p.m. at Le Messe

The Eastlake neighborhood has some of Seattle's best and most popular restaurants. An important new entry is Le Messe (Italian for "harvest"), which on March 16 earned an enthusiastic review from *Seattle Times* restaurant critic Providence Cicero. Chef-owner Brian Clevenger lived in Eastlake when he first arrived in Seattle, and says he's always retained a fondness for it and is excited to return.

Celebrate May Day and meet your neighbors at the Eastlake Community Council's spring celebration – Tues., May 1, 5-6:30 p.m. at Le Messe, 1823 Eastlake Avenue E., <http://lemesseattle.com>. For this event only, Le Messe has extended its happy hour, with cocktail specials at \$8, a wine at \$7 and a \$2 beer, and special prices for various pastas, proteins, and raw or vegetable plates.



## 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 send a blind 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.

Mayor Jenny Durkan accepts comments from the public by e-mail (jenny.durkan@seattle.gov). You can also reach her by letter at 600 Fourth Avenue, 7th floor, P.O. Box 94749, Seattle, WA 98124-4749, or by fax at 206-684-5360. The Mayor's reception phone is 206-684-4000.

You can send a message to all nine City Councilmembers at once with this address: council@seattle.gov. However, it is always

better to communicate with each City Councilmember individually (and not by one e-mail that uses all nine addresses!). The City Council e-mail addresses are as follows: sally.bagshaw@seattle.gov, teresa.mosqueda@seattle.gov, rob.johnson@seattle.gov, bruce.harrell@seattle.gov, lisa.herbald@seattle.gov, mike.obrien@seattle.gov, lorena.gonzalez@seattle.gov, debora.juarez@seattle.gov, and 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. (A signed letter may actually be noticed more than an e-mail.) Each Councilmember also has a voicemail number listed at <http://seattle.gov/council> or by calling 206-684-8888.

# HINES PUBLIC MARKET

## 14 Carrot CAFE

14 Carrot Gold

The 14 Carrot Cafe nests in the historical Hines Public Market building on the Eastside of Lake Union. Commercial vernacular buildings were built along major streetcar routes to provide nearby residents with groceries and other daily needs.

Eastlake Avenue was an important streetcar route, connecting downtown to the University District, first over the old Latona Bridge and later over the University Bridge.

This small commercial building has been an Eastlake fixture since 1923.

For years it housed a grocery and meat market; Carr's Fine Foods, owned by Arlyn Carr, and a meat market owned by Val Sonntag were here for more than fifteen years from the 1930s until the 1950s. At that time the sign said "Carr's Fine Foods".

There has also traditionally been a tavern here, starting with The Beer Parlor ran by Joseph Carroll in 1938, Mack's Tavern in 1952, the It'll Do Tavern in 1966 and now the Eastlake Zoo Tavern as well as the 14 Carrot Cafe which has been cracking eggs for over 40 years now.

The 14 Carrot Cafe opened its doors in 1977 by first owner Julia Miller who then sold it to Greek immigrant Eletheria "Terry" Proios in 1992.

Terry has been successfully running the show for 25 years now.

The awning still boast its beautiful Art Deco design reading "Hines Public Market".

Enjoy an organic breakfast and lunch with a side of Seattle history.

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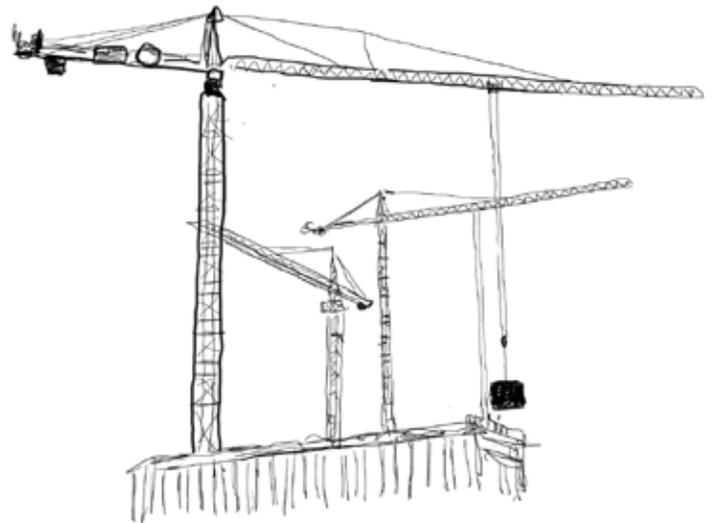
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## Hearings and appeal donations: a way to respond to proposed increase in building heights

The Seattle City Council is considering a proposed ordinance that would upzone every residential or commercial lot in Eastlake, and many others throughout the city. It would do so by changing the zoning of many lots in Eastlake to higher intensity zones and by increasing the potential height that can be built in all zones.

This upzone process started with a then-secret “Grand Bargain” between developers, Mayor Ed Murray, and Councilmember Mike O’Brien. Although some meetings and hearings have been held, and District 4’s own Councilmember Rob Johnson is now presiding, the process still lacks transparency or civic engagement, with no real effort to notify or listen to those renters, home and condo owners, and small businesses who will suffer.

Although the City Council public hearing that focused on Eastlake and nearby neighborhoods was on Feb. 12, those that “focus on” other parts of Seattle are also open to anyone who wishes to make a comment on any impacts or issues in Eastlake. They are on the following Mondays: April 16 at Seattle Central College; May 7 at Franklin High School; June 5 at Chief Sealth High School; and on Tues., June 25 at Seattle City Hall. The hearings begin at 6 p.m., and sign up to speak begins at 5:30, but it is best to get there as early as 4:30 p.m., as a developer-funded coalition is organizing to get people there to sign in early. Those signing in about 7 p.m. are



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Alex Pedersen, former City Council  
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not likely to be called upon to speak until after 8 p.m.

The proposed ordinance (which is dauntingly complex) and how to find the maps indicating what is in store for each Eastlake property can be found on the ECC web site, <http://eastlakeseattle.org/?page=HALA>. One thing is clear: every residential or commercial lot in Eastlake would have a height increase, some by one story, some by two stories, and some by three stories!

Whether or not you speak at one of the public hearings—and whatever your views—please send e-mails or letters, addressed separately to each of the nine City Councilmembers (see contacts on p. 2) including to our District Four councilmember Rob Johnson at [rob.johnson@seattle.gov](mailto:rob.johnson@seattle.gov), with cc to his staff at [citywidemha@seattle.gov](mailto:citywidemha@seattle.gov) and with bcc to ECC at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org).

Appeal for the appeal. On Nov. 27, a coalition of 26 non-profit organizations including the Eastlake Community Council filed an administrative appeal to the Seattle Hearing Examiner, challenging a final environmental impact statement (EIS) by the Office of Planning and Community Development. Eastlake joined together with other neighborhood and community groups as SCALE (Seattle Coalition for Affordability, Livability, and Equity). We seek a ruling that the EIS does not accurately state the impacts on Eastlake and other neighborhoods of a proposal to the City Council to allow greater height and bulk for new buildings on multi-family zoned properties in exchange for claimed improvements in affordable housing.

ECC believes that the Seattle Hearing Examiner will agree that the EIS fails to accurately describe how the resulting upscale development will displace low- and middle-income people, destroy trees and historic structures, and cause traffic and parking problems, shortfalls in facilities and services, and other negative impacts. Since all of the residentially zoned land in Eastlake is classified as multi-family and would be up-zoned by the proposal, this case is a huge one for our neighborhood's future.

Links to the coalition's appeal letter, to the EIS, and to other documents in the case can be found at <http://web6.seattle.gov/Examiner/case/W-17-010>. Cost of the appeal includes the attorneys (the well-regarded firm of Bricklin and Newman) and expert witnesses and could total more than \$100,000.

ECC has donated more than \$1500, and needs your help with additional donations. Please make checks out to Eastlake Community Council, specifying in the memo line "MHA-EIS appeal"; mail or drop off to: ECC, c/o Lake Union Mail, 117 E. Louisa St. #1, Seattle 98102-3278. To donate on-line: <http://www.seattlefairgrowth.org/feisdonate>. Please specify that the donation is on behalf of the Eastlake Community Council. Background, including a list of the coalition partners can also be found on that site. Please help!



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## Directory uncovers history of Seattle's freeway revolt

Interstate 5 and its interchange with SR-520 (opened in 1962) destroyed or compartmentalized much of the Eastlake neighborhood and irreversibly imposed higher noise levels than allowed for construction under current law. Soon after, Eastlakers joined with other neighborhoods in a partially successful revolt against further expansion.

*Seattle's Freeway Revolt: A Directory of Historical Resources*, hosted on the Seattle Public Library's special collections online, provides a wealth of information on the intense, multi-year battle to halt plans for an expansive network of freeways in Seattle. (Print copies of the directory are available at the Central Library and selected branch libraries.) For a link to the Directory, with background and articles about the project, as well as how to donate, see <http://seattle-arch.org>.

The Directory includes an overview of this multi-faceted movement, along with timelines, bibliographies, graphics and guides for finding relevant information. The project was made possible by a grant to the nonprofit group Seattle ARCH (Activists Remembered, Celebrated and Honored) from the 4Culture/King County Lodging Tax Fund.

Citizen opposition centered on three major freeway projects that would have dramatically transformed the Seattle landscape and created a freeway density greater than Los Angeles.

The R.H. Thomson Expressway, roughly a mile parallel to I-5, would have cut a 15-mile swath from Duwamish to Bothell. Citizens Against the R.H. Thomson ("CARHT") waged a four-year battle that stopped this freeway, which would have destroyed as many as 3,000 homes and displaced up to 8,000 people.



The Bay Freeway, envisioned as a link between I-5 and the Seattle Center, would have created a giant viaduct walling off South Lake Union from the rest of the city. A citizen lawsuit was instrumental in defeating it.

An expansive, 14-lane I-90 Mercer Island bridge would have connected to the R.H. Thomson via a massive interchange and cut an open trench through Mount Baker Ridge. Much of the surrounding community would have been obliterated. Citizens spearheaded legal challenges against the project and advanced design modifications that resulted in the current 8-lane bridge configuration. Two of those lanes were designed for future rail transit, which will soon be implemented.

A documentary film on the freeway revolt, produced

by filmmaker and UW professor Minda Martin with assistance from Seattle ARCH, is targeted for release in early summer. See above web site for a video preview.

Seattle ARCH has also worked to preserve a section of the R.H. Thomson "Ramps to Nowhere" as a monument to citizen activists who helped defeat this freeway. In October 2016, the Seattle City Council unanimously approved a resolution, introduced by Councilmember Debora Juarez, to preserve four columns and a crossbeam of the defunct freeway. The monument is expected to come to fruition when reconstruction of SR 520 is completed in 2028.

The Eastlake Community Council salutes the efforts of Seattle ARCH and of the thousands of volunteers whose work it honors by creating such a valuable historical resource. They made Seattle a better place by stopping some of the freeway expansion that otherwise would have done far more damage than Eastlake and other neighborhoods have already suffered. Thank you.

*Photo: SR Thompson proposed interchange at SR-520 bridge 1961*



Louisa Arborway improvements could use volunteer help

The much-loved Louisa Arborway (pictured above) is actually a part of E. Louisa Street that is too narrow for vehicles. In the middle of a very long block, pedestrians and bicyclists use it to get between Eastlake Avenue and Yale Avenue. The 1998 Eastlake Neighborhood Plan (available on the ECC web site) calls for the Arborway's improvement. Subsequently the Eastlake Community Council arranged with the Seattle Department of Transportation for the current LED lighting, which brightens when people pass by. The Plan also calls for drainage improvements to prevent the sheet of water that covers the walkway when it rains; and for archways at each end to support vines for flowers or grapes. Any final designs would be chosen only after public notice and comment. If you would like to help as a volunteer or with funds, please contact ECC at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org).

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## Can a new kind of RPZ avert hourly parking charges on Fairview Avenue E. south of Newton St.?

The hundreds of on-street parking places on the four blocks of Fairview Avenue East between East Newton Street and Fairview Avenue North have long been heavily used by local workers and residents. But the Seattle Department of Transportation is considering parking pay stations on this part of Fairview like those downtown, in the University District, and on Eastlake Avenue south of E. Galer Street. That would be a disaster for the businesses and residents that now depend on parking there.

This lose-lose scenario could be averted by a win-win solution if businesses and residents join to convince City government of a new kind of restricted parking zone (RPZ) tailored to the unique business, residential and parking conditions on this part of Fairview Ave. E.

Seattle's Municipal Code currently allows an RPZ to be established only on a block face with residential use, and allows only residents to buy the parking permits. The proposed change in law, which would apply to these four blocks of Fairview only, would allow an RPZ to be established along business frontage, and would allow permit purchase by any Eastlake employee or resident who proves that their workplace or residence provides little or no on-site (off-street) parking.

This proposed new kind of RPZ represents a business-resident symbiosis that is typical of Eastlake, which is unique in having equal numbers of residents and workers. Employees that lack on-site parking at their workplace would use their permits to park on-street during business hours when few residents need to. Residents that lack on-site parking at their homes would use their permits to park on-street at night when few employees need to.

Eastlake's existing RPZ (also known as Zone 8, and established by a 1993 City ordinance achieved through a partnership of the Eastlake Community Council with apartment owners) is already the most business-friendly in Seattle. Those without an RPZ permit are prohibited from parking only on one side of the street and only after 6 p.m. In the daytime anyone without a permit can park for either two or four hours, depending on which side of the street. Many customers and some employees of local businesses (none of whom qualify for a permit) also use these parking spaces for the allowed two or four hours.

On-street parking on the four nonresidential blocks of Fairview Avenue E. between Fairview Ave. North and E. Newton Street has long been depended on by residents (especially those in the floating homes, which lack on-site parking), by employees of marine industrial businesses (which have little land but are prohibited from parking vehicles over water on their docks). The proposed new kind of RPZ would allow such users to purchase permits (the City's current price for a two-year permit is \$65, with a \$10 low-income rate, and shorter-term prices also offered). Although non-resident customers of Eastlake businesses would not qualify for a permit, they could park in the proposed new RPZ area for up to two hours in the daytime and four hours at night.

The Eastlake Community Council welcomes your thoughts on this proposal, to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org). And please come to the public meeting on parking, Tues., April 24, 6:30-8:30 p.m. at TOPS-Seward School, 2500 Franklin Avenue E. See accompanying article for more background and on additional issues to contact the Mayor and City Council about.



**2820 Eastlake Ave. E. before and after sketches by Karen Berry**



## Summer trial of seaplane “runway” buoys upends a century of balance among uses.

### Will City/State officials fairly evaluate it and seek wide public comment before considering renewal?

For the first time ever, lighted buoys will soon mark two 4000-foot north-south seaplane “runways” in the middle of Lake Union. Kenmore Air Harbor, Inc. is installing them with funds from the Washington Department of Transportation, and a license from the Washington Department of Natural Resources granted to the City of Seattle. None of these agencies fairly weighed the negative impacts on other users of Lake Union amidst evidence that seaplane traffic is overwhelming our cherished urban lake.

The controversy forced DNR to limit the current license to a trial period (between one week before Memorial Day and one week after Labor Day 2018). But without increased public outcry, the agency is unlikely to do a thorough evaluation and will again fail to adequately publicize the follow-on proposal, and will not listen to public input that is overwhelmingly against the seaplane landing buoys.

When Seattle was much smaller, with no airport, Lake Union was the aviation industry’s incubator. Eastlake is proud that from a seaplane base at the foot of E. Roanoke Street, the Boeing Airplane Company in 1916 assembled and flew its first aircraft and in 1918 made the nation’s first international mail delivery.

Although Boeing soon moved to the Duwamish area, seaplanes remain to this day an integral and valued part of Lake Union life. But corporate expansion is endangering this status by threatening safety and sustainability.

The balance among competing uses of Lake Union is upset now that flights are at 30,000 a year (sometimes 100 on a summer day). If the buoys remain, the number of flights will continue to grow. Kenmore Air and Harbour Air (respectively the largest seaplane operators in the U.S. and Canada) have announced preparations for regularly scheduled seaplane service between Seattle and Vancouver, B.C.

A century of coexistence with marine businesses and residents worked because the seaplanes weren’t numerous and they were operated by individuals or very small businesses. Lake Union’s marine industry was diverse and unimpeded by the seaplanes. Recreational use of Lake Union was sharply limited by pollution (the Gasworks operated 1906-56) and the lack of shoreline parks—not even

a vehicle ramp for boat launches.

Now the water and air are much cleaner, and there are dozens of shoreline parks (including the Sunnyside Avenue boat launch ramp and many places to launch small craft) and a lakefront walking and bicycle route. A larger and different population has steadily increased the use of sail and motor boats (including cruise businesses), kayaks, canoes, rowing sculls, and paddle and sail boards. The shipyards, large vessel moorages, yacht dealers, and fishing companies around Lake Union have larger vessels that will be constrained by a line of buoys.

The late, great Bill Keasler (1946-2016), longtime president of the Floating Homes Association, also for decades led efforts to limit seaplane flights and noise. The City of Seattle convened a Lake Union Seaplane Committee of community groups and seaplane operators. The operators resisted a lid on flight numbers, arguing that one wasn’t needed because past increases had leveled off. But since that time, the number of flights has continued to grow, with no end in sight.

A 1989 “binding agreement” signed by the community groups (including FHA and ECC) and the seaplane operators and by the Mayor did not address the number of flights, but made some operational improvements that are still largely observed by the seaplane operators. Among them: no commercial takeoffs before 9 a.m. on Sundays, and 8 a.m. other days; no takeoffs or landings on Portage Bay; and specified locations for taxiing, takeoffs, landings, and the path and altitude of flights.

But City government has broken the two key promises it made in the agreement and in a City Council resolution: to chair and continue to convene the Committee; and “to maintain and publicize a central location,” including a phone number, to receive “complaints and compliments” about seaplane operations, and to “make the comments available to the public.”

No longer the honest broker, Seattle City government seems to have been captured by the seaplane operators. The City did not seek any public comment before applying to DNR for a permanent license for the seaplane landing buoys, and it has not asked the public for suggestions on how to evaluate this summer’s trial experience with the buoys.

Lake Union probably has the most seaplane takeoffs

continued on next page

**Seaplanes** continued from page 9

and landings of any U.S. location (there are a lot also at Kenmore Air Harbor, at the north end of Lake Washington). The only seaplane bases in North America with more flights are in Victoria and Vancouver, British Columbia. The busiest is Vancouver Harbor Flight Center (adjacent to downtown), with well over 40,000 takeoffs and landings yearly.

There is another major seaplane base on the Fraser River adjacent to Vancouver International Airport, with up to 100 takeoffs and landings on a summer day. A control tower in a downtown skyscraper manages the seaplane operations of the two Vancouver operations.

Canada's second busiest seaplane base is Victoria Harbor Water Airport with about 30,000 takeoffs and landings yearly. Operations are coordinated by a flight service station that operates like a control tower. Seaplanes also take off and land at the Victoria International Airport's Water Aerodrome 14 miles away.

The context of seaplane operations in Vancouver and Victoria is dramatically different from the current or proposed format for seaplanes on Lake Union. The comparison suggests that seaplanes will never be as safe on Lake Union, especially at the current or increasing level of seaplane flights. On Lake Union, conflict between seaplanes and the other uses is uniquely irreconcilable. Unless the growth in seaplane traffic is reversed, recreational and industrial uses will increasingly suffer, as will safety.

One major difference from Lake Union is that these Canadian locations centrally control the seaplane traffic. Although the Lake Union seaplane companies coordinate their own flights, there is not a centralized control tower or flight service station.

Another difference is that the takeoff and landing areas in Vancouver and Victoria are exclusively for seaplanes, with boats of all kinds prohibited. In Victoria, harbor ferries and water taxis are allowed to cross the takeoff and landing area, but must yield to seaplanes and display a flashing yellow light while doing so.

DNR acknowledges that boats are not required to stay out of the seaplane "runway" marked by the buoys, whether or not a seaplane is present and wishing to take off or land. It would take highly controversial federal, state, and local action to legally exclude boats from seaplane areas on Lake Union, and so the seaplane operators are using the buoys to achieve this privatization informally.

One reason why conflict between seaplanes and boats is so much more intense and dangerous on Lake Union is that in the Canadian harbors, most types of boats are either prohibited or tightly restricted. In the 5000 acres of Vancouver Harbor that are adjacent to the city, motor boats are allowed but recreational moorages are limited. And there is an absolute prohibition on anchoring, fishing, sailing, rowing, paddling, etc.

Victoria Harbor (620 acres) is far smaller, but still is

larger than Lake Union (580 acres). In the harbor, seaplanes encounter few boats because only manually powered vessels (rowboats, sculls, canoes, kayaks, paddle boards, etc.) have wide access; and because sailing is entirely prohibited, and powered boats are confined to traffic lanes.

The prohibitions and restrictions on boating in Vancouver and Victoria harbors help explain why buoys are not much needed to define the seaplane runways. There is just one buoy in Vancouver, and none in Victoria, which relies on four shore-based strobe lights, activated by the Flight Service Station prior to a takeoff or landing. The point is that too few boats are allowed to be present in the harbors to occasion dangerous encounters with the seaplanes.

To summarize: in Vancouver and Victoria, boats are absolutely prohibited from the seaplane runways; and in the wider harbor areas different types of boats are either prohibited or tightly restricted. Imagine how such limits would upend the glorious diversity of boating on Lake Union, where every kind of boat is allowed: powered boats, sailboats and sailboards, rowboats and sculls, canoes and kayaks, paddleboards, and on and on. All are subject to the 7 knot/nautical mph speed limit--unlike the seaplanes, which even when not taking off or landing are not covered by the speed limit unless they are within 200 yards of shore or a dock.

When a seaplane is on the water, U.S. Coast Guard navigation rules classify it as a marine vessel. To avoid collisions between marine vessels, these "rules of the road" impose a hierarchy regarding which vessels have the burden to give way and which have the privilege of maintaining their location and movement. The Coast Guard's Navigation Rule 18 gives manual-powered vessels (rowboats, rowing sculls, canoes, kayaks, paddle boards, etc.) the highest privilege, followed by sailing vessels, then power-driven vessels, and in last place, seaplanes, which have the lowest privilege and the highest burden to defer to the others.

This burdened status of seaplanes is further stated in the Coast Guard's Rule 18 as follows: "A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation." An exemption from this burden for seaplanes is with narrow channels or required traffic separation — possibly allowing the seaplane "runway" buoys to give seaplanes right of way over boats on Lake Union for the first time ever.

The Coast Guard rules that place seaplanes dead last in rights of way are reinforced by the Federal Aviation Administration's "Right of Way Rules: Water Operations" in the U.S. Code of Federal Regulations (sec. 91.115), which require: "Each person operating an aircraft on the water shall, insofar as possible, keep clear of all vessels and avoid impeding their navigation, and shall give way to any vessel or other aircraft that is given the right-of-way by any rule of this section" and one such rule is section (d): "Overtaking. Each aircraft or vessel that is being overtaken

has the right-of-way, and the one overtaking shall alter course to keep well clear.”

In short, federal maritime and aviation laws require seaplanes to keep clear of and avoid impeding ALL other vessel categories—power-driven vessels, sailing vessels, and manually powered vessels. It is the most far-reaching burden for any category of vessel. Even powered vessels (motorboats, dinner rafts, etc.) are not required to “keep well clear” of seaplanes or “avoid impeding their navigation.” A seaplane in flight is even required to give way to a seaplane that is afloat and hence is classified as a marine vessel.

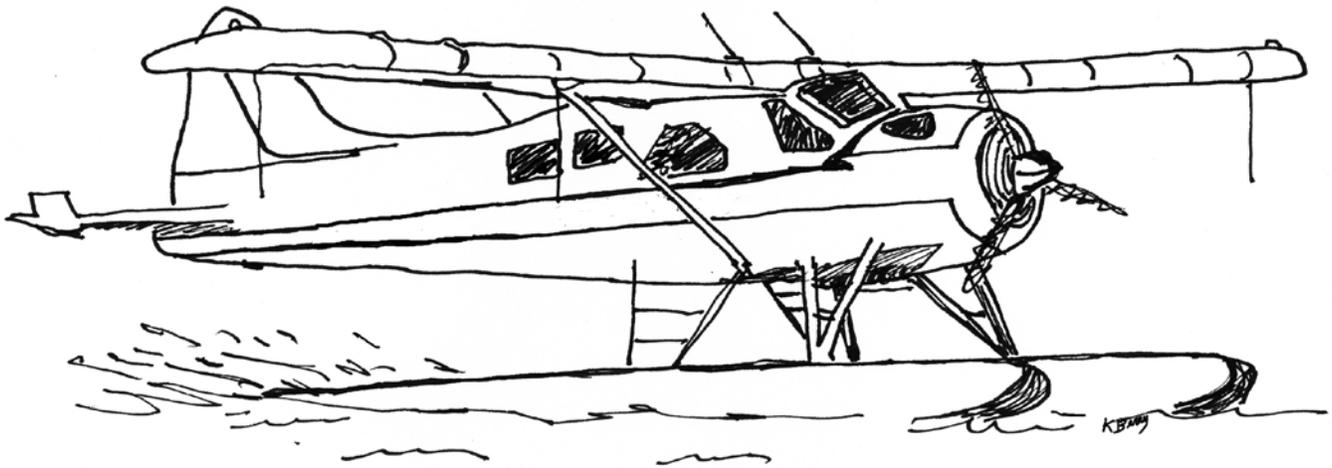
Given lowest priority by these marine and aviation rules, what are seaplanes to do when (increasingly) their desire to take off or land encounters a Lake Union covered with boats, all of which have right of way privileges over seaplanes? The only real and safe option is not to try. The seaplane can delay or cancel its takeoff. It can delay its

quite old.

Collisions between seaplanes and boats are infrequent but often fatal. According to the U.S. National Transportation Safety Board (NTSB), in the period from 1983 to 1995 there were three collisions of seaplanes with boats, with three fatalities in the boats. The records before that time are fragmentary, but include a 1976 “hit and fly” incident in New York, when a seaplane hit a moored boat, injuring three on the boat.

The frequency of boat-seaplane collisions may be increasing. In 1999, a seaplane that was landing in the Vancouver Harbor’s runway hit a motor boat, injuring the boat operator and passenger. Records before that time are fragmentary, but in New York alone they include a 1967 fatality on a boat hit by a landing seaplane, and a 1976 “hit and fly” incident in which three on a moored boat were injured by a seaplane on takeoff.

In 2012 in Florida there were no injuries when a motor boat was hit by a landing seaplane. And in a 2013 in



landing, or land elsewhere. There is no right of a seaplane to land on Lake Union when the lake is congested with other users whose rights are prior to that of the seaplane.

On most of Lake Union (except in a tightly regulated 40,000 square foot east-west speed test area at the north end) and the rest of the Ship Canal, the Seattle Harbor Code establishes for vessels a speed limit of 7 knots/nautical mph. However (and contrary to the City-community-seaplane operators’ 1989 agreement), seaplanes are exempted from this speed limit except within 200 yards of the shoreline or a dock.

Seaplanes taking off or landing can move at 20 to 40 knots/nautical mph, speeds at which they can injure or kill anyone who is in a boat or otherwise in or on the water. As takeoff begins, the nose rises and can completely block the pilot’s view ahead. Boats of various kinds can quickly and unexpectedly cross the path of the seaplane as it takes off or lands. Even at slower speeds, seaplanes are powered only by their propeller which can be a source of danger to those nearby. This is not even to mention the high noise and air pollution from these planes, most of which are

Alaska a seaplane that was taking off collided with a fishing boat, injuring one on the fishing boat and two on the seaplane. Few near-collisions are reported to the authorities, in part because it is difficult for the boaters to see the perpetrator’s fuselage number.

There is no way of getting around it: the buoys on Lake Union are being used to let seaplanes off from their legal burden in marine and aviation law to “keep well clear of all vessels and avoid impeding their navigation.” It is a step toward the situation in a few U.S. locations (e.g. Manhasset Bay, NY and two lakes in Anchorage, Alaska), where boats have been excluded from seaplane areas, and seaplanes have been granted the right of way over all other vessels.

Tragically, Lake Union’s proprietor, the state Department of Natural Resources has the legal power to protect the lake’s diversity of uses, but is allowing itself to be used by the one user group (seaplanes) with the least legal priority, to leapfrog itself over others’ stronger rights to the lake

**Seaplanes** continued from page 11

and essentially privatize it, and without paying DNR for the privilege.

Although U.S. federal law sharply limits state and local regulation of aviation, the federal courts (in the words of an important U.S. Supreme Court case) have recognized that an “airport proprietor” has the “right to control the use of the airport” and is thus “exempted from judicially declared federal pre-emption.”

As the proprietors of public lakes and waterways, most states place at least some restrictions on seaplanes, unlike Washington. For example, Colorado and New Jersey entirely prohibit seaplanes from public lakes and waterways, and Ohio and New York prohibit seaplanes on most of them. DNR manages (on behalf of Washington state) most of the state’s rivers and lakes, but has not chosen to impose any limits on seaplane use, including on Lake Union.

Because of DNR’s passivity, the industry group International Air Transport Association (IATA) has designated Lake Union as an international airport (it is on aviation maps with the abbreviation LKE). DNR could regulate or charge fees for the ever-increasing seaplane traffic that is becoming a barrier to navigation, recreation, peace and quiet, and the beauty of the lake. Instead, DNR is the willing collaborator in dangerously intensifying seaplane traffic at the expense of all other uses, and without charge.

DNR implausibly claims that the licensed buoys would be a “non-exclusive use.” But anchored in place, the buoys will be a major barrier to navigation, especially for sail-powered craft whose maneuverability is greatly constrained by the need to give buoys a wide berth. The buoys would be lit day and night, with pilots able remotely to cause additional lights on the buoys to flash on and off when a seaplane is about to land or take off.

The City application originally was for two rows of four buoys each, with the northernmost in line with Boston Street, and the southernmost being in line with Highland Avenue. The City later revised its application to be for five buoys, with the north and south ends the same as originally. The north-south buoys are to be 750 feet apart, a reduction from the original 1000 foot separation.

In Feb. 2016, DNR posted on its web site a brief summary of the City application and of the (mostly negative) public comment it had received. DNR never posted the original application, the revised application, its own analysis of the revised application, a summary of public comment received since Feb. 2016, or the actual buoy license contract as it was approved in March 2018 for a one-summer trial. The Eastlake Community Council had to obtain these documents through the state’s Public Records Act, and for public use (whatever the views of the user), has posted them on the ECC web site at <http://eastlakeseattle.org/?page=seaplanes>.

The City of Seattle filed the application without public meetings or any real outreach. DNR should have required the City of Seattle as applicant to do outreach and hold

public meetings; and DNR should have conducted a public hearing on the proposal.

Now that it has approved the summer 2018 buoy trial, DNR acknowledges that it should require the City to evaluate the experience. However, DNR is not asking the public for suggestions on what kinds of evaluation it should require of the City.

**Urgently**, please write to DNR and the City with your suggestions for the kinds of information-that the City should collect for its evaluation; and once the buoys are installed, please record and submit your own observations of their impacts (for contact info, see below).

Before it even considers applying for one or more additional years of the buoys, the City should reconvene the Lake Union Seaplane Committee and resume reaching out to the public and enabling comments such as by the phone line that the 1989 Seaplane agreement committed the City to maintain. These are public lands that should be managed in the public interest. That end can be achieved only if the public is provided current information in a timely way and encouraged to comment.

Seaplanes should remain on Lake Union, but probably not in the current numbers and certainly not in increased numbers. The seaplanes have outgrown this lake where they began. Lake Union is small with many other users that have the right of way over seaplanes, and yet are endangered by them. In allowing lighted buoys in the middle of the lake, DNR is harming the lakescape and undermining the rights of boats that actually have legal priority.

Kenmore Air should reduce its Lake Union operations, moving more to its base on Lake Washington, and to a new base on the downtown waterfront. In 1997-8, the company submitted a City land use application and obtained a federal permit for seaplane service from Elliott Bay on the downtown Seattle waterfront. However, it never followed through on these plans.

If safety on the lake is paramount, the seaplane operators should eliminate or reduce their Lake Union operations on summer weekends when recreational activities are at their height. They have long suspended their Lake Union flights on Tuesday evenings from May to September to accommodate the Duck Dodge, a popular sailing competition.

Whatever your views, it is important to communicate them to public officials. Contacts for the Mayor and City Council are on page 2. Commissioner of Public Lands Hillary Franz can be reached at [cpl@dnr.wa.gov](mailto:cpl@dnr.wa.gov), or by U.S. mail to mail stop 47000, 1111 Washington St. SE, Olympia, WA 98504, with a copy also to local DNR manager Vivian Roach, [vivian.roach@dnr.wa.gov](mailto:vivian.roach@dnr.wa.gov), 950 Farman Avenue North, Enumclaw, WA 98022-9282.

Please also send a copy to the Eastlake Community Council at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) (suggestions, questions, volunteers, and donations are also welcome). We will keep you in the loop as the issue continues to develop. For updates and for documents referred to here, see the ECC web page, <http://eastlakeseattle.org/?page=seaplanes>.

## Blue Ribbon's Vanessa Smith wins Nellie Cashman Award

Vanessa Smith, President of Blue Ribbon Cooking (an Eastlake business) has received the prestigious Nellie Cashman Award for 2017 from the organization Women Business Owners. The award honors Puget Sound area women entrepreneurs who have made outstanding contributions through their leadership in business and the community. A prior winner in 2010 was the late Susan Kaufman (1951-2016), founder of Eastlake's Serafina and Cicchetti restaurants.

Vanessa Smith has spent much of her professional career at Blue Ribbon, helping to grow it to over 90 employees. The award citation notes that she "brings determination, hands-on leadership, an incredible hard work ethic and fun to all of life's adventures." When not planning parties for the company's clients, she enjoys savoring moments with her young family at their home on E. Shelby Street. Her husband, Adam Smith, provides Chef Management for Blue Ribbon.

Blue Ribbon (2501 Fairview Avenue East, <http://www.blueribboncooking.com>) was founded in 1994 by Virginia and Mike Duppenthaler, who stepped aside from management in 2007, now choosing to contribute as they desire.

The Nellie Cashman Award is named after an American pioneer, philanthropist, entrepreneur and gold prospector who lived from 1850 to 1925. Presented annually since 1982, it is the oldest award of its kind in the Puget Sound and Western Washington region.



## Sponsors needed for a Box of Sox in Eastlake

By *Patty Vandenburg, Associate Director, Engagement, ZymoGenetics*

In February ZymoGenetics hosted a Waffle Wednesday to support a local non-profit, WeCount's Box of Sox Program. Nonprofits, businesses and residents partner to place a blue newspaper sized metal box in a heavy travelled area and keep it stocked with free socks. Through our employee fundraiser, we were able to collect \$500 plus \$500 corporate match as seed money to fund a box in our own neighborhood of Eastlake. We are looking for other organizations to help fund the purchase, secure volunteers and/or hold sock drives to keep it full year round.

Why socks? Some facts that you may not be aware of: Socks are often the most requested and least available items at emergency shelters. Homeless outreach providers call socks "white gold" because of their constant need. People who are homeless can use 2-3 pairs of socks each day, especially in the winter and without laundry facilities. People who are not homeless but are down on their luck may also need free socks.

Graham Pruss, Executive Director & Co-Founder of WeCount is committed to making a positive impact one pair of socks at a time. For background, see the web site: <http://www.boxofsox.org>. Donations of any amount are welcome. A business or non-profit organization can have its logo placed on the box if it commits to longer-term support. Please contact me at [patty.vandenburg@bms.com](mailto:patty.vandenburg@bms.com) for questions or if you are interested in supporting this effort in Eastlake.



## Write for the Eastlake News

Volunteer reporters sought to write for the Eastlake News. Send queries or submissions to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org).



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.



## District 43 legislators achieve four-year speedup in completing the I-5 noise walls. Can they also achieve reductions in noise from the Ship Canal Bridge?

Interstate 5 was built in 1962 before environmental laws or noise regulations, without any thought to blocking or preventing noise. The Ship Canal Bridge perfectly reflects noise downward and outward, as if it had been designed to do so. Result: some Eastlake businesses, residences, sidewalks, and parks have the worst noise levels in the state. From the Eastlake Community Council's founding in 1971, we have worked to reduce this noise, with a first major success being the current noise walls.

But the last noise wall construction ended in 2008 despite WSDOT's acknowledgment at the time that the worst noise locations were not yet addressed. ECC advocated for completion of Eastlake's noise walls for the two blocks almost to Allison Street, and in 2015 the governor, a Republican Senate and a Democratic House set aside \$3.5 million for doing so. But construction was not slated to begin until the summer of 2025, a ten-year wait (and 63 years since the freeway's construction without noise

walls).

The November 2017 switchover in control of the state Senate to the Democratic Party posed hope of building Eastlake's missing noise walls much earlier. And sure enough, in the recently completed 2018 legislative session, Eastlake's state legislators—all Democrats—used their new-found power to accelerate the schedule so that construction will now begin in the summer of 2021. See below for how to thank them and the Governor.

The Governor and our legislators can also help in addressing I-5 Ship Canal Bridge noise, which is the highest from any freeway. After a pilot project a few years ago in which ECC participated, WSDOT concluded that it cannot install meaningful noise barriers on the bridge. Most designs are heavier than it can safely bear, and even the lightest would catch the wind, risking a catastrophic collapse.

The only remaining solution to the I-5 Ship Canal Bridge noise is to produce less to start with. In 2013,

at ECC's request, our state legislators asked WSDOT to consider these noise-reducing operational changes in bridge traffic: (1) close the express lanes earlier (10 p.m. rather than the current 11 p.m.); (2) open the express lanes later (5:30 a.m. or 6 a.m. rather than the current 5 a.m.); (3) reduce express lane speeds on the bridge and approaches, such as to 40 miles per hour; and (4) exclude trucks and motorcycles from the bridge express lanes, at least at night.

WSDOT rejected all four of these proposals, but our state legislators asked it to reconsider. Nothing has happened, and they need to push for a better response. ECC appreciates their continued efforts on the neighborhood's behalf. We hope that Gov. Inslee will also intervene.

The Eastlake Community Council enthusiastically thanks our state legislators for their noise wall victory this year. Whatever your views, they need to hear from you also about the above issues. The contacts: Senator (jamie.pedersen@leg.wa.gov); Representatives (frank.chopp@leg.wa.gov and nicole.macri@leg.wa.gov); and Gov. Jay Inslee (<http://www.governor.wa.gov/contact>). ECC would be grateful for a copy, to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org), where you can also send questions and ideas. For background, including ECC's correspondence with various officials, see <http://eastlakeseattle.org/?page=noise>.



Flowers beautify the neighborhood at this time of year, even growing out of the concrete (as here on Yale Avenue). Your photos of any aspect of Eastlake life are welcome for possible use in the *Eastlake News*, to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org). They are also welcome on ECC's Instagram site, <http://instagram.com/eastlakeseattle>.



## City designates a modernist landmark with the support of its owner, W.G. Clark Construction

In January, the City Council accepted the recommendation of the Seattle Landmarks Board to preserve as an official landmark the three-story modernist building at 1945 Yale Place East that has long been known to architects as the Pacific Architect and Builder Building, for an influential magazine that was published there.

Originally commissioned for a printing company, the building was constructed in 1957 upon a design by A.O. Bumgardner, whose architecture firm was long located at 2021 Minor Avenue East where many Eastlake Community Council events were held.

The building is distinctive for its peaked, rhythmic white roof contrasted with flat, dark walls below. The Landmarks Preservation Board cited as reasons for its designation that it “embodies the distinctive visible characteristics of an architectural style, or period, or a method of construction,” and that it is “an outstanding work of a designer or builder.” The preservation controls apply widely, including the site, building exterior, and the interior to protect the ceiling vaults.

The landmark nomination and

designation would not have occurred without the remarkable skills and diplomacy of Docomomo WEWA, the western Washington chapter of a national organization dedicated to the Documentation and Conservation of the Modern Movement. Members of Docomomo WEWA share a passion for Northwest Modernism. The Eastlake Community Council assisted the effort with photos from its archives and some taken recently, as well as a detailed letter of support.

W.G. Clark Construction Company, the building's owner, deserves the deep gratitude of the neighborhood and of the preservation community for supporting the landmark designation. Too often in such cases, an owner resists landmarking or even sabotages a building's historic features. To the contrary, W.G. Clark embraced the 1945 Yale Place East building's iconic features. As one of the Northwest's oldest and most distinguished construction firms, it can now be counted on for the best possible stewardship of this architectural gem. The Eastlake Community Council thanks W.G. Clark and looks forward to its move into the building as its new corporate headquarters.

## Discuss crime issues and the fireworks at June 5 public meeting – and have a block get-together Aug. 7

The Eastlake Community Council works to keep our neighborhood as safe as possible from crime and disasters, and to coordinate with the Seattle Police Department (SPD) on these topics as well as the unique challenge of crowds and traffic on July 4. For many years, one focus of these efforts has been to organize an early summer public meeting, which this year is Tuesday, June 5, 6:30 p.m. at TOPS-Seward School, 2500 Franklin Ave. E.

ECC's web site, <http://eastlakeseattle.org> has several pages and many links on these topics. Following are some highlights. Please send your e-mail address to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) with questions, suggestions, or to volunteer.

**SPD priorities for Eastlake.** In 2015 SPD instituted a program to partner with neighborhoods on "micro community policing plans." The West Precinct now meets at least every six months with Eastlake stakeholders to develop and update law enforcement priorities. The current plan (posted on the ECC web site's public safety page, where you can also see the one for just east of I-5) lists these priorities: burglaries; car prowls/auto thefts; issues related to the homeless population (encampments, public intoxication, needles, etc.); and traffic (cut-through traffic, speeding around TOPS-Seward school). SPD welcomes suggestions regarding these priorities, and will discuss them at ECC's June 5 public meeting. Comments can be sent anytime to Community Police Team Officer Donald. Little@seattle.gov; please cc ECC at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org).

**Data-based policing and the importance of calling 911.** SPD's increased reliance on data in deployment makes it more important to call 911 when you see or experience any law-breaking or if you expect it to occur imminently. Police can't respond or plan if you don't alert them, and are more likely to patrol a neighborhood with a pattern of past 911 calls. Nothing is too small to report, and a crime need not have been committed. Some brazen large-scale thefts have occurred in broad daylight, and some small thefts have been repeated because no one thought to call 911. These calls can be anonymous, but it's best to give your name (you can ask that it be withheld from public disclosure) so you can monitor the response. There is a record made of each call; if you plan to request the record, ask the call-taker for the event number. The 911 system has plenty of capacity, so don't worry about competing with another call that you fear is more urgent. The operators have the skill and technology to refer your call. An alternative to 911 is the non-emergency number, (206) 625-5011 (dial 2 and then 8 to reach a dispatcher). It's for something suspicious but you're not sure

it's criminal; for late reporting of a non-emergency crime with no suspects nearby; or to report noise or parking infractions. Don't leave any crime unreported, or Eastlake will lose out in SPD's increased reliance on data.

**Neighbor-to-neighbor cooperation.** Your block, dock, building, or business will be safest by preparing together. Please share phone numbers, e-mail addresses, Twitter and Facebook accounts, and get to know one another for mutual alerts and problem-solving about suspicious or risky situations. Blockwatch can but doesn't have to involve a whole block; there's safety in cooperation of even a few residences or businesses, nearby houseboats or liveboards, or within an apartment, condo, or office building. For more: <http://www.seattle.gov/police/programs/Blockwatch/default.htm>. For advice on organizing, contact the West Precinct's crime prevention coordinator, Barbara. Biondo@seattle.gov.

**Organize an August 7 street party.** On the first Tuesday in August, block parties are free of the need for a paid permit or costly liability insurance. "Night Out" is a national event to help neighbors meet each other, toward starting a block watch and emergency preparedness team. As time allows, police and fire officers drop by. To register: <http://seattle.gov/police/nightout> or on Facebook. For questions or advice, contact ECC at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or (206) 322-5463.

**Door-to-door solicitors.** Have doubts about someone who has knocked on your door? Don't open it--but do let them hear you, to avert a break-in. It's unlawful for solicitors to ignore a sign like "no agents," or "no solicitors," or refuse to leave immediately if requested. There are reputable solicitors, but others wish to gain illegal access, so be wary of requests to use the bathroom, phone or for a drink of water. Call 911 if you feel threatened, or if a suspicious solicitor has left who may jeopardize others. And alert your neighbors in any way you can. Commercial sellers are required to have a license with the agent's name and the product or service sold; they must disclose their name, company, and what they're selling (these requirements don't apply to non-profit solicitors). It's unlawful to falsely claim to represent a business or non-profit group; call 911 if you think this is happening.

**Lighting.** Better lit streets and alleys will reduce car prowls and other crimes. Please contact ECC with your suggestions for the locations of any new street lights.

**Report graffiti.** Quick removal of graffiti discourages taggers. Seattle 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 <http://www.seattle.gov/util/index.htm>. To join ECC's effort against graffiti: [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) and [friskyl@mindspring.com](mailto:friskyl@mindspring.com).

ECC wants to hear your ideas and questions about crime issues and prevention, and on emergency preparedness. Please contact us at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or by U.S. mail at 117 E. Louisa St. #1, Seattle, WA 98102-3278.



Thank you to **Blue Ribbon Cooking School** (2501 Fairview Ave E, blueribboncooking.com) for donating refreshments to the April 24 Eastlake Tree Walk led by author Arthur Lee Jacobson (see article, p. 19).

And thanks to **Le Messe** (1823 Eastlake Avenue E., <http://lemesseattle.com>) for hosting ECC's May 1 spring celebration (see article, p. 2), and to Eastlake Bar and Grill, 14 Carrot Café, Mammoth, Otter Bar and Burger, Pazzo's, Pecado Bueno, Pomodoro, Sebi's Bistro, and Siam on Eastlake for previously hosting the event. At the popular twice-annual celebration, ECC purchases "small bites" for the public, the restaurant offers extended "happy hour" prices, and dining continues off the regular menu. ECC welcomes inquiries from other restaurants to host its upcoming celebrations.

The March 31 **Eastlake Egg Hunt and Fun Run** was made possible by in-kind donations from **G&H Printing** (posters) and **Fleet Feet** (fun run sponsor). Volunteers are also key, with special thanks to coordinator **Christy Elton**. Sponsor is the Eastlake Community Council. For events in Rogers Playground like the egg hunt, fun run, and movie, ECC purchases the required permits, provides the required liability insurance, and pays any expenses not covered by other donors.

**Northwest Soup Company** (1201 Eastlake Ave., 206-582-3503, Mon-Fri 7am - 3pm, <http://greatnwsoupcompany.com>) resumes in April its annual Barbeque Thursdays. A great opportunity to enjoy the deck with its spectacular Lake Union view. The restaurant is in the historic Hydro House beside the equally historic Steam Plant building that houses ZymoGenetics.

Congratulations to Eastlake resident **Tom Im**, who has been serving since August 2017 as Deputy Director of **InterIm Community Development Association** ([info@interimicda.org](mailto:info@interimicda.org), 310 Maynard Ave South). ... And congratulations to Eastlake resident **Michael Maddux**, who is now on the staff of recently elected City Councilmember **Teresa Mosqueda**. As Mosqueda holds an at-large seat that covers all of Seattle, Maddux is an important ear and voice for Eastlake on a range of issues. In his political life, Maddux advocated for the upzone of Eastlake and other neighborhoods. Now in a nonpartisan position on the City Council staff, he also has the responsibility for fair consideration of the many Eastlake residents and workers who oppose the upzone or urge less height increase than originally proposed.

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 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](mailto:info@eastlakeseattle.org) or c/o ECC, 117 E. Louisa St. #1, Seattle 98102, or (206) 322-5463.



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[www.lakeunionwatershed.com](http://www.lakeunionwatershed.com)

### Wanted: Graphic Designer for the Newsletter

This is a volunteer position with the Eastlake Community Council. Design and reinvent the Eastlake News and/or create a web version based on material provided -- ads, stories, sketches and photos. Must know InDesign. Please contact ECC with statement of interest and qualifications: [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org)



## Dick and Marti Wright

by Jim and Linda Ross

Late last year the Eastlake community lost two long time friends and neighbors, Dick and Marti (Udell) Wright.

In November Marti was diagnosed with an aggressive form of pancreatic cancer. Her doctors offered an experimental and aggressive operation as the best course of action for this form of cancer which still has few known cures or treatments. She underwent a twelve hour surgery at University of Washington Medical Center with a difficult two weeks in hospital recovery.

Marti was always a fighter and was determined to win the most important battle of her life. She managed to overcome her pain and work through the difficult task of recovery. Unfortunately on her first night out of the hospital she suffered a blood clot and the doctors were unable to revive her.

Her husband Dick was of course devastated. He had been suffering from Parkinson's disease for several years, and Marti had taken wonderful care of him as his disease progressed. The thought of losing Marti and having to leave their Fairview Avenue E. apartment home atop the Lake Union Sea Ray outfitting building was more than he could deal with. Three weeks after Marti's death, Dick decided to leave the rest of us and once again be back with Marti.

Dick and Marti were very active outdoor people and in fact met at a nudist colony. They enjoyed winters at their Kona, Hawaii vacation home-- swimming, sightseeing and just enjoying the scenery and weather that went along with it.

They would also spend part of their summer in a time share cabin in Hemming Bay, BC near Campbell River. They would go up for two or three weeks at a time, staying in the primitive cabin, crabbing and fishing and enjoying the scenery.

In the summer months they would return to Seattle to the apartment and enjoy the view of Lake Union from the very large open deck. For a few years they had a beautiful decktop garden, but it became too much for them to tend as Dick's battle with Parkinson's progressed. Even as it became more difficult for Dick to get out and about, you could still see them walking up and down Fairview, admiring the Pea Patch and other sights along the shore.

Dick spent many years as a professional diver, sea plane pilot, and owner of a small repair yard near the Ballard Locks. He spent many hours under the surface of Lake Union, adding flotation to the older log-supported houseboats of the day. When not under the water he was aloft in his seaplane carrying friends and family up to some remote island in British Columbia.

Marti enjoyed paddling her canoe around Lake Union and swimming with the manta rays in Hawaii. She was 53 when we lost her, way too early for someone so athletic and active. She leaves a large caring family who rallied around her throughout her illness, and her



sister Rachael maintained a blog with great pictures of Dick and Marti in better times: <https://finehairblows.blogspot.com/2017/10/fck-cancer.html>

We were fortunate to be next door neighbors and friends to Dick and Marti for many years. They were two of the most caring people you could ever know. We miss them and are sure they are missed by many other Fairview friends and neighbors.

An informal celebration of the lives of Dick and Marti will be held Saturday, June 2, 1:30 to 4 p.m. at the Alki Beach Bathhouse, 2701 Alki Avenue SW in West Seattle. Hawaiian shirts are the preferred dress code.

Center Photo: Dick and Marti Wright with salmon catch

## Elaine Davis, 1927 – 2018: Boeing engineer plus



Elaine Gething Davis was a beloved houseboat resident on Portage Bay Place, member of the boating community, Eastlake Community Council supporter and one of the earliest women to be employed by the Boeing Company as an engineer. She died January 24, 2018 surrounded by close friends after a short, unexpected illness, ready to join Phil (1927-2015), her beloved husband of 58 years. He was also an engineer who had worked for Boeing as well as King Broadcasting.

Elaine was born on her aunt's farm on the southern Oregon coast. Her parents always encouraged her to get an education, not that common for rural girls. When they moved near a military base, the family would run outside to watch planes fly over. After World War II her father bought a surplus plane, and everyone took flying lessons.

As so many veterans had flying experience, her dream job as a pilot didn't seem practical, so Elaine sought training in aerodynamics at Oregon State, where she was the sole woman (one of the first ever) in the mechanical engineering department. Her professors and fellow students who were returning vets were supportive, but some of the younger students said she was only there to get married. That made her mad enough to study even harder, receiving as a freshman the Student Branch Lecture Award from the Institute of Aeronautical Studies, and she graduated with top honors.

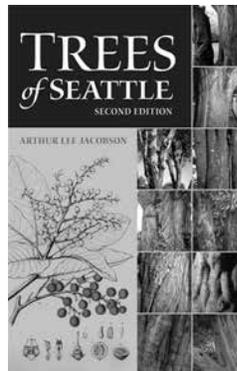
Her engineering degree in hand, Elaine landed a job at the Boeing Company, but this was 1949 and she was relegated to a clerk position, performing data reduction on a calculator for a new wind tunnel. When one of her Oregon State professors who was consulting for Boeing in Seattle discovered her plight, he told Boeing (possibly by letter) that he wouldn't consult any more with the company unless Boeing put her in a position worthy of her skills.

Boeing immediately promoted Elaine to the position of aerodynamicist, and she then took a more responsible position regarding design of the wind tunnel for which as clerk she had been conducting only routine tasks. She soon graduated to classified work for Boeing (apparently about putting things into orbit and the trajectories for nuclear missiles). After 43 years at Boeing and honored with an Employee Achievement Award, she retired in 1992.

Elaine lived with joy and liked a party as much as an engineering puzzle. She and Phil had met dancing at the Trianon Ballroom and enjoyed musicals, plays, the Symphony and jazz. They sailed the San Juans and belonged to the Seattle Yacht Club, where she headed the Women's group and, in association with other yacht clubs, was twice elected President of the Women's Interclub Council. Elaine's other hobbies included photography, painting, and reading. She tap danced into her eighties.

Eastlake and Portage Bay will never forget Elaine and Phil Davis. Gifts in their memory may be made to the Elaine Gething Davis Scholarship c/o the Oregon State University Foundation, 850 SW 35th St., Corvallis, OR 97333, <http://osufoundation.org>.

*Photo: Elaine Davis on her houseboat deck*



### Eastlake Tree Walk to be led by Arthur Lee Jacobson on Sat., April 28

The Eastlake Community Council has engaged the renowned Arthur Lee Jacobson, author of *Trees of Seattle* and many other books, for another ever-popular Tree Walk. Not to be missed, it will be Sat., April 28, 10 a.m. to noon, beginning at Roanoke Street-end Park (corner of Fairview Ave. E. and E. Roanoke St.). Refreshments (donated again by Blue Ribbon Cooking School) begin at 9:30 a.m.

To describe Jacobson merely as a tree expert or tree writer is like saying a redwood is just a tree. He knows everything about trees, shrubs, and other plants and communicates about (and with?) them magically. And he walks (and bikes) his talk, having planted trees all over the city, including in Eastlake. If you want Jacobson's quick take on identification or diagnosis, he encourages you to bring a twig or photo.

## Celebrate Earth Week at the April 19 and April 21 shoreline cleanups

With City maintenance budgets dropping, Eastlake residents, businesses, and employees have increasingly pitched in to protect and enhance the neighborhood's public spaces. Public lands along the Lake Union shoreline that are largely not in City parks are in particular need of help, as they are the responsibility of agencies like the Seattle Department of Transportation that have few staff or resources for maintaining unpaved areas.

To celebrate Earth Week, the Eastlake Community Council invites residents, businesses, and employees to help out at one or both of two work parties: Thurs., April 19 (9:30 a.m. to noon) and Sat., April 21 (9:30 a.m. to 12:30). In both cases, please meet



anytime in front of Lake Union Drydock, 1515 Fairview Ave. E. SDOT provides the tools and gloves. Businesses are encouraged to allow employees to participate "on the clock"

in these public-spirited and fun events. For questions or more information, please contact ECC at [info@eastlake-seattle.org](mailto:info@eastlake-seattle.org).

*Photo above: Volunteers moving native plant material to Fairview shoreline .*

### 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](mailto: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):

- Events and fundraising
- Help with web site, database, 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

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