

MARCH '78

NEWSLETTER

EASTLAKE COMMUNITY COUNCIL

P.O. BOX 4101

SEATTLE, WASH. 98104



MEETINGS:

GENERAL MEETING

The next general meeting will be at 7:30 p.m., March 21, 1978, at Seward School Cafeteria. We will discuss in gory detail the subjects you will read about here, plus more.

Don Carr, a representative from the Engineering Department, will be present.

Discussion with him will center on ways to mitigate the traffic problems the Northwest Associates Building, 2313 Eastlake Ave., will create.

Your presence as a neighbor is cordially requested.

SEE YOU AT THE COUNCIL MEETING EVERY 3rd

TUESDAY, 7:30 p.m., SEWARD SCHOOL

Freeway Encroachment

(Don't let the Freeway Bug get you)

In the last few newsletters you've been reading about a possible expansion of Highway 520. One of the alternatives being considered is to remove Boylston Avenue, and the homes from Roanoke Street south, replacing them with a new southbound ramp so 520 commuters can enter in the I-5 outside lanes.

The Study Committee has not yet determined which alternatives to recommend. THURSDAY, MARCH 23, 1978, AT 7:30, there will be a PUBLIC MEETING in the MUSEUM OF HISTORY & INDUSTRY.

The Study Committee is looking for your opinion. Here is a chance for you to participate in a government decision which will directly affect you. Please join the rest of EASTLAKE COMMUNITY in voicing your opinion. We need your support. If you have any questions call FRED KEMPE, 322 2221, 223 1220.

COMMUNITY BREAKFAST

Our monthly community breakfast will be held April 8, 1978, at Julia's 14 Carrot Cafe, at 10:00 a.m.. The featured speaker at this breakfast will be Mayor Royer's recent appointee to DCD, Daryl Grothaus.

Roanoke Reef

Our appeal to the Shorelines Hearings Board will be heard on March 15, 16, and 17, 1978. We are appealing the City's decision to grant the Roanoke Reef developers a moorage permit for moorage which will be connected to the platform. That permit was issued after the City decided that there would be no environmental impacts even though the moorage will be connected to that illegal and ugly platform.

Steve Crane, our attorney in this appeal, has been doing a good job putting together our case and working with Bob Jansen, who represents the two state offices who have joined us in this appeal, the Attorney General's office and the Department of Ecology. Unfortunately, after nearly eight years we are still racking up legal bills -- over \$2,000.00 of which is presently due.

We have to keep up the fight. If this permit is okayed, you can bet there will be less chance of the platform ever being moved and some type of development on top of the platform is likely. It's unfortunate that we have to keep this up, but a loss now will mean that all of the blood and tears over the past eight years of the people in our neighborhood will have been for naught.

Walk down to the platform if you can't already see it from your windows. Image the law being complied with and the platform being gone. Let us know of your support.

...and other pro-neighborhood articles

ANOTHER SKYSCRAPER IN EASTLAKE?

At the last meeting of the Eastlake Community Council Board there was further discussion of the building construction at 2313 Eastlake Avenue. Northwest Administrators, which now operates from their offices at 2300 Eastlake Avenue, are building a 4 story structure to house their computer accounting facilities. The building will be 48' high on Eastlake and 58' high along the alley. It covers nearly 100% of the lot and contains two levels of parking for over 70 cars. These will enter from both the street and the alley side. Residents are concerned with the construction-related problems (alley blocking, noise and dirt) and fear additional damage to the neighborhood due to the buildings size and scale which will introduce more cars into the area and may block views.

In a recent issue of the University Herald the developer and his project manager characterized the Community Council as being anti-development. ECC members point to the contrary, that ECC is not anti-developer but pro-neighborhood. We are willing and able to assist developers in making their buildings better and the neighborhood better for them, but in this case our efforts have not only been ignored but excluded.

On March 3 the Board voted to seek legal counsel on this matter. Residents and property owners along Franklin and Yale Avenues should receive more information about this building within the next week. The City Engineering Department has been contacted. Although they prefer a wait-and-see attitude, the ECC is pushing for a solution to anticipated traffic problems (congestion, noise, maintenance) before they occur, hopefully with the cooperation of Northwest Administrators.

Don Carr of the Traffic Engineering Dept. will be present at the next general meeting on March 21st. and people should come prepared to discuss their concerns about traffic then. Residents who have questions or complaints about construction use of the alley should contact Don Henderson of the Street Use Permits section of the Engineering Department at 625 2317. If you have any further questions please call John Fox of the ECC at 324-2854 (home).

CITY THREATENS LAW SUIT AGAINST MARINE POWER AND EQUIPMENT

You may have noticed the accumulation of "debris" and large scrap ships at the southend of Lake Union. The site at 1100 Fairview has been the scene of one of the worst abuses of the State Shoreline Act and the City's Shoreline Master Program since Roanoke Reef.

Marine Power and Equipment had received a permit to build a barge-fabrication plant and for the last year has used that permit to store "debris", cargo containers, log booms, and large slavage ships. They have for months been mooring barges that extended beyond the construction limit line and have turned what once was the last unobstructed view of Lake Union into what can only be called a "garbage dump".

The City has finally decided to order them to comply with the terms of the permit and begin construction and it appears likely that a court summons will be issued asking them to appear in court to explain why they have not begun, as of March 1, 1978.

It would seem to make more sense for the City to rescind the original Shorelines permit as it can do under the City's Master Program rather than asking them to begin construction. As of yet the City has not, however, moved in that direction. Perhaps the Eastlake Community Council can insist that such action occur.

HELP!

If you have ever felt "left out" because you didn't receive your Eastlake Community Newsletter?- you aren't alone. That's because we need HELP with distribution! We are doing better, but at the present time some of our members are distributing 4 or 5 times the amount that is normally assigned to one person. PLEASE VOLUNTEER TO SPEND 15 - 30 MINUTES ONCE A MONTH to help distribute newsletters in your neighborhood. That can be your contribution to your community (even if you don't have time to go to meetings and/or do community work). We try to have the newsletters printed by the 2nd Thursday of each month so distributors have 2 or 3 days to pass their's out.

THANK YOU - VOLUNTEERS PLEASE CALL
KAPPY TRIGG 322-2221

estate update

CITY MAY HELP US OUT

There are a number of large parcels of property in the Fairview/Allison area of Eastlake that have three or four homes sitting on just one property with one owner. That situation has made it next to impossible for a property owner to sell each house individually.

Under the existing zoning code, a property owner could not, for example, sell just one of those homes to a tenant who might like to buy the house that they have been renting. City variances and subdivision applications would not have to proceed on individual sale and they are not normally granted under those circumstances.

Well, the City may be willing to grant the required variances if the applications have the approval of the Eastlake Community Council. Because it would enable property owners to sell to their tenants who would like to be owner occupants rather than to large developers. It would increase owner-occupancy in our neighborhood and protect against the demolition of those houses by large developers, who are now the only ones able to afford the purchase of those large lots with 3 or 4 houses on the property. If you are a tenant or property owner who would like to know more about this, call JOHN FOX 632 1285 (work).

REALTORS FORCE HOMEOWNERS OUT

Reports have been coming out of Seattle neighborhoods which indicate that some realtors may be involved in questionable, if not illegal real estate practices. Rising property values and reinvestment in **MANY** inner-city neighborhoods has created a sort of "boom-town" mentality in the real estate community and some realtors are reportedly blanketing neighborhoods in an apparent effort to fraudulently lure, bluff, cajole, and even threaten long-time residents into selling. Those who are particularly susceptible are the elderly and low income homeowners that may also be having difficulty meeting mortgage payments or other debt obligations.

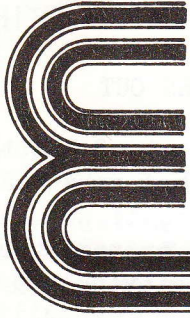
The seller may be deceived into thinking he or she is getting a good deal only to incur a larger debt service elsewhere and higher housing costs. The community also suffers when the speculator resells the property in an inflated price. The consequences are higher housing costs, rents, and taxes for everyone and the erosion of the liveability of a neighborhood for low-income people. Owners of older low-to-moderate apartments may also sell out to large developers whose only thoughts are to tear down and rebuild more expensive units which means higher rents for tenants.

If you have been approached by a realtor who appears to be misrepresenting himself or the housing market, or who may even resort to threatening tactics such as going to your creditors or mortgage company, or if you have knowledge of such cases, please call John Fox at the Fremont Public Association, 632 1285.

plant fans...

Because we're reducing the newsletter, we now have room again. If you want flowers and tomatoes this summer, now is the time to start the seeds. Get a shallow box (3-4"), a piece of glass that will cover it, and containers (usually green plastic) for starting the seeds. Most important - - use sterilized soil. Small seedlings have a habit of picking up whatever bugs the soil's got and "damping off" (keeling over dead one day while you're at work). Plant the seeds according to package instructions paying special attention to depth. Moisten the soil, but don't get it wet, put the seed containers in the box, leaving an inch between

the top of the container and the top of the box. Put the glass over the top. When the seeds sprout, move the glass back to give them a little air. When they get to be about an inch, thin them to about 1 per square inch. Once they're sprouted, move them out of the direct sun so they don't burn up. Tomatoes, snapdragons, allysum, and other flowers with large seeds are fairly easy. Petunias - - I've never gotten any to sprout. It may be best to buy them from the nursery. Next time - getting ready for spring!



EASTLAKE COMMUNITY COUNCIL
P.O. BOX 4101
SEATTLE, WASH. 98104



We are organized to:

encourage and enjoy a sense of community
in this neighborhood;

work to highlight and preserve the history
and the things that make Eastlake
a good place to live and work;

provide a clearinghouse for information
on governmental and private programs
that affect our community;

be an action group to initiate and encourage
programs and projects that will enhance
our day-to-day existence;

work for the preservation and public
enjoyment of the shorelines;

work with other groups to improve the
quality of life in the city as a whole.

Join us now!

APPLICATION FOR MEMBERSHIP

Yes! I love Eastlake and want to support my community.

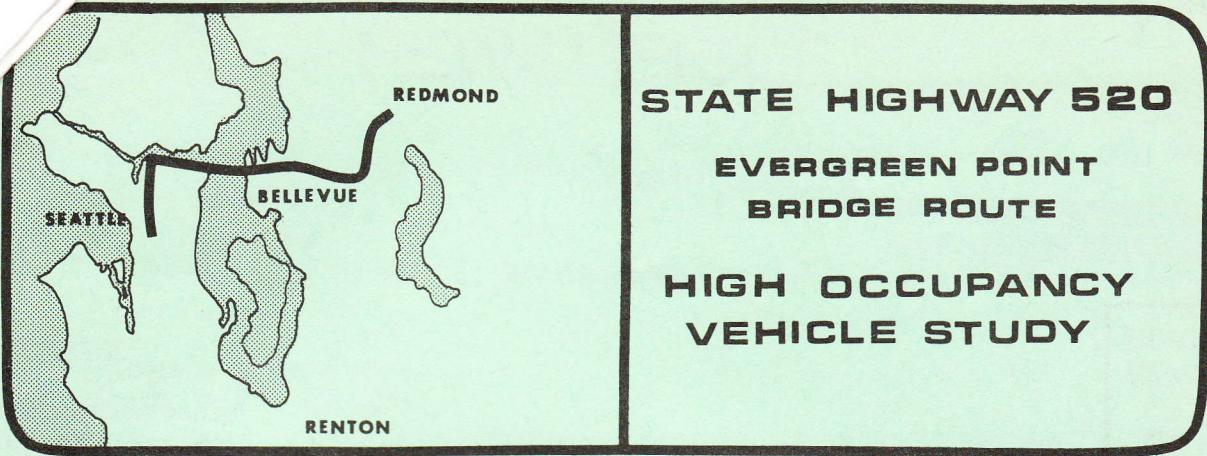
Name _____ Phone _____

Address _____

Yearly dues: \$5 household, \$3 senior citizen, \$10 business.

Mail to: Eastlake Community Council, P.O. Box 4101,
Seattle, WN 98104

SEE YOU AT THE COUNCIL MEETING EVERY 3rd TUESDAY, 7:30 p.m., SEWARD SCHOOL



PUBLIC MEETINGS

MARCH 9, 1978
7:30 P.M.
CHINOOK JUNIOR HIGH SCHOOL
2001 98TH AVENUE N.E.
CLYDE HILL

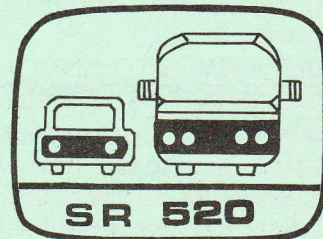
MARCH 14, 1978
7:30 P.M.
ROSE HILL JUNIOR HIGH SCHOOL
13505 N. E. 75TH STREET
REDMOND

MARCH 23, 1978
7:30 P.M.
MUSEUM OF HISTORY AND INDUSTRY
2161 E. HAMLIN STREET
SEATTLE

This is the second series of Public Meetings on the study of possible means of encouraging increased use of high occupancy vehicles (buses, carpools and vanpools). The State Route 520 Team which is conducting this study has prepared a list of 8 preliminary alternatives to address the problem. Some of these require new construction, but some do not. A brief description of these alternatives is included on the reverse side of this notice. Your reaction and comments on these alternatives is important, and will be considered by the Team in their evaluation.

For Further Information Please Call
Our Public Affairs Office, 764-4097

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Preliminary List of Alternatives

1. BASE ALTERNATIVE
This alternative assumes no action beyond the previously committed actions of toll removal, extension of SR 520 east of 148th Avenue N. E., and continuation of the Metro Park & Ride program.
2. POLICY ALTERNATIVES TO ENCOURAGE TRANSIT AND CARPOOLS This alternative will include options such as: parking, staggered work hours, shared-ride services, new toll systems, transit fares, cross-lake ferries, land use, energy, restriction of single car usage and subsidies.
3. CONVERT AN EXISTING TRAFFIC LANE IN THE DIRECTION OF PEAK HOUR FLOW TO HIGH OCCUPANCY VEHICLE LANE
4. CONVERT EXISTING TRAFFIC LANE IN MINOR DIRECTION TO REVERSE PEAK DIRECTION FOR HIGH OCCUPANCY VEHICLE USE.
5. INSTALL SURVEILLANCE CONTROL AND DRIVER INFORMATION (SC&DI) WITH PREFERENCE TO HIGH OCCUPANCY VEHICLES.
6. INSTALL SC&DI WITH SOME NEW RECONSTRUCTION. Similar to #5, with redevelopment of entrance ramps, addition of shoulder lanes and bypass lanes at critical locations to give high occupancy vehicle preference.
7. CONSTRUCT ADDED HIGH OCCUPANCY VEHICLE LANE. The new lane would be reversible, and operate in the direction of peak flow.
8. CONSTRUCT WIDENED SHOULDER LANES FOR HIGH OCCUPANCY VEHICLE USE IN BOTH DIRECTIONS.