



# Eastlake News

January / February 2008

## Upcoming events

### **Feb. 5 — Public Meeting on Land Use Projects and Issues**

7:00 p.m., TOPS @ Seward School. 2500 Franklin Ave. See page 3 of this newsletter for details.

### **Feb. 13 — ECC Board Meeting**

7:00-9:00 p.m., TOPS @ Seward School. 2500 Franklin Ave. The Eastlake Community Council Board meets the second Wednesday of each month. We gather in the Eastlake Room. If you would like to attend or have an agenda item that you would like to add please contact Matthew Stubbs at [President@eastlakeseattle.org](mailto:President@eastlakeseattle.org).

### **Mar. 25 — Public Meeting Lake Union: History and Future**

7:00 p.m., Tops @ Seward School. 2500 Franklin Ave. Mark your calendars for this public meeting on Lake Union, the proposed trail, Lake Union Park and your concerns.

To learn more about more upcoming events, go to the ECC calendar at [www.eastlakeseattle.org](http://www.eastlakeseattle.org).

## **Help Improve Eastlake: Become a Member of the ECC**

Looking back on 2007, the Eastlake Community Council is proud of its efforts to improve the quality of life in the Eastlake neighborhood. As the voice of the community, the council worked to acquire essential city funds for improvement projects, sponsored local events, expanded its crime prevention efforts, and organized shoreline and park restoration work parties. With 2008 now in full swing, the ECC plans to ratchet up its efforts to continue to make Eastlake an attractive, thriving community.

Of course, none of this can happen without your help. Volunteers and paid membership dues are critical to the success of every ECC endeavor. While ECC membership dues are voluntary, your contribution goes a long way to serving this unique and special community that we all care about. In fact, 100% of your membership is used to directly implement programs and neighborhood improvements — we have no administrative costs as we are all volunteers.

*continued on page 2*

## **Welcome to Eastlake, 1883**

*by Jules James*

If the plan plays out, new street signs will soon proclaim: “Welcome to the Eastlake Neighborhood. Established 1883.”

A few months ago, the Eastlake Community Council asked me to provide a year defendable as our first. The assignment begs a threshold determination of “neighborhood” before the pleasant wander through our history.

What are the components of a neighborhood? What must we save and recruit? To be a neighborhood with a future, must we have an elementary school? A pizza house, coffee shop or post office? A public meeting space? Formal government recognition? Or just a generally-recognized name with relatively unencumbered boundaries?

*continued on page 10*

☞ **Read more Eastlake history at [www.EastlakeSeattle.org](http://www.EastlakeSeattle.org)**

EASTLAKE COMMUNITY COUNCIL  
117 E. LOUISA STREET, #1  
SEATTLE, WA 98102

WWW.EASTLAKESEATTLE.ORG  
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#### Help Improve Eastlake ...

*Continued from front page*

A paid membership with the Eastlake Community Council brings you the following benefits:

- You have the opportunity to vote in the ECC annual elections. We need YOUR support.
- You have a voice at all public meetings, and the option to introduce motions or votes to the Board (non-members do not). We need YOUR voice.
- Your paid membership covers expenses to print the *Eastlake News* and the costs associated with various meetings through-

out the year. We need YOUR patronage.

- Your paid membership helps to sponsor local gatherings, such as events at the annual Lakefest neighborhood festival. We need YOUR help.

Also, as a member, you will receive a copy of the *Eastlake News* mailed directly to you.

The Eastlake community needs your paid membership contribution today! To become a member, fill out the membership form at the back of this newsletter.

## Volunteer Opportunities with the Eastlake Community Council

The Eastlake Community Council builds community and enhances the neighborhood only with your help. We are all-volunteer, so donations of cash, stock, bequests, or real estate go a long way. And most valuable to us are your skills and volunteer time. Here are some ways that you can get involved:

1. Care for a park, shoreline, street, alley, graffiti-marred area, or other corner of creation.
2. Join the land use committee and help review projects or traffic improvements.
3. Distribute the *Eastlake News* on your block or nearby.
4. Help organize an Eastlake auction, tour, art walk, cruise, neighborhood-wide day of yard sales — or invent something new!
5. Contribute photos and memories for the history of Eastlake. An ECC volunteer is compiling a video history, so help us by telling your story or connecting us up with others who have a story to tell.
6. Organize a block or dock watch for crime prevention and disaster preparedness.
7. Help with filing in the Eastlake archives.
8. Enlarge, organize, and annotate ECC's digital photo archives.
9. Submit an article for the Website or the *Eastlake News*.
10. Represent the ECC on the TOPS Site Council, an advisory body to the alternative school that is located in the Seward building.

Want to learn more? Visit [www.eastlakeseattle.org](http://www.eastlakeseattle.org) to learn about how to participate. Or write to ECC, 117 E. Louisa Street #1, Seattle 98102, [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or phone 322-5463.

## February 5 Public Meeting on Land Use Projects and Issues

ECC is hosting a public meeting about land use projects and issues in the neighborhood — Tuesday, Feb. 5, 7 p.m. in the Library at TOPS-Seward School, 2500 Franklin Avenue E. Major projects may have presentations, and there will be information-sharing about early stages of other projects, and construction impacts on projects that are already in progress. We will also discuss the final draft of design guidelines for building projects on Eastlake Avenue and for the Fairview Ave. E. “Green Street”; these are about to go to the City Council for a public hearing and possible approval. (The draft design guidelines are available for comment on the Eastlake Website at [www.EastlakeSeattle.org](http://www.EastlakeSeattle.org).)

The meeting will also discuss some proposed changes in the city’s multifamily zoning and SEPA ordinances that are now up for discussion by the City Council. Your views on all of these topics are welcome and needed! ECC’s land use committee needs your help in making sure that projects and legislation are a good fit for the neighborhood. To get involved, contact the committee co-chairs Matthew Stubbs ([matthew\\_stubbs@comcast.net](mailto:matthew_stubbs@comcast.net)) and Charlie Walsh ([charliejr@issidata.com](mailto:charliejr@issidata.com)).

For more more details on specific land use projects in Eastlake, go to [www.eastlakeseattle.org](http://www.eastlakeseattle.org).

## Eastlake Community Land Trust

Founded in 1990, ECLT exists to protect the interests of renters and to preserve and reclaim Eastlake’s historic economic diversity. The Land Trust is seeking an apartment property to be operated with permanently affordable rents. In Eastlake’s housing market, properties often sell soon after (or even before!) being listed. Thus the Land Trust appreciates the opportunity to make an offer before a property goes on the open market. As ECLT is tax-exempt, the donor of properties can realize significant tax advantages. If you have or know of a candidate property, please contact board member Paul Hanson, [paul.kari@mac.com](mailto:paul.kari@mac.com), 971-5610.

## Neighbor-to-Neighbor Bulletin Board

The ECC recently received this nice note from Anita Coolidge, ECC President in 1971-72:

“Just thought I’d send good southern California wishes to my hometown and “homeneighborhood” — well, for a however brief but wonderful part of my life, at least. I’m glad to see that ECC is going even stronger than when I was president, back when it first began. Of course, we did have the challenge of the 5-story condo being built in Roanoke Bay, and thankfully, we beat it with the support we could muster from the neighborhood, including houseboats, and from some great attorneys. It was an honor to participate in the movement to save the shoreline of Lake Union. Keep up the good work — and fun play. Blessings and miracles to all and to the land and lake of Eastlake.”

## Toy Drive for Foster Children a Smashing Success!

A tremendous thank you to the generous Eastlake community for making the holiday season brighter for local foster children!

From Thanksgiving through December, the Eastlake Community Council, in cooperation with Louisa’s Bakery & Café, held a toy donation drive to benefit foster children at Treehouse for Kids. Donated items included footballs, basketballs, life size dolls, baby clothes, educational books, art supplies, toiletries, a child-size play grocery cart, Barbie dolls, and many other wonderful presents. Several anonymous donors also gave generous monetary gifts; Zymogenetics employees got into the community spirit and raised donations for the ECC toy drive as well. Members of the Eastlake community also raised over \$1,500, giving foster children in our community a happier holiday.

Thank you to Louisa’s Bakery and Café for its generous donation of space for the toy drop-off, and for raising awareness about this campaign. A special thanks to ECC volunteers who braved the wind and rain to post toy drive information throughout the community, and pounded the pavement to spread the word about Treehouse and this great event!

For more information on Treehouse For Kids, and to read about other ways to help local foster children throughout the year, please visit [www.treehouseforkids.org](http://www.treehouseforkids.org).

## Wilson's Wood Row

By Paul G. Spitzer

With fifty large cargo ships moored in the middle, Lake Union looked very different in the 1920s. Wooden freighters stretched from the lake's south end near Lake Union Drydock northward for roughly 1400 feet. Today the large errant fleet is still well remembered in startling, often-reproduced photographs. But as remarkable as the sight was, little was written about how the lake became a waste basket for trash cargo ships. The flotilla would hardly seem to have anything to do with aviation or William Boeing, but in some ways it does.

Timber baron William Boeing began his aviation firm in 1916 and built a hangar on the lake shore. The hangar proved to be a dead end from the view of airplane production which was quickly consolidated in a former shipyard down on the Duwamish River and which came to be called the Red Barn. It is the Red Barn which forms Boeing's unlikely connection with the freighters on the lake.

Edward Heath was an able shipwright who was widely admired for having built many of the famed working vessels on Puget Sound. One was the steamer Clallam which, if it were on Lake Union today, could easily be mistaken for the Virginia V. In 1904, however, poor seamanship managed to sink the Clallam in a storm. It was one of America's worst inland disasters for it took the life of every woman and child on board. At the official wreck inquiry, the captain and crew tried unsuccessfully to place the blame on Heath, but impartial experts willingly testified that no one built boats better than his.

While Heath survived the Clallam episode with his reputation intact, the market for his wooden steamships was spiraling rapidly downward as steel became the standard for steamer-sized vessels. There were simply too

many wood shipwrights left for the collapsing market. Heath responded by producing smaller vessels, including the 97-foot motor yacht Taconite for William Boeing who was drawn to craftsmen of Heath's ability. The Taconite was the first thing to be constructed in the Red Barn, which Heath built at his own shipyard during the winter of 1909-1910.

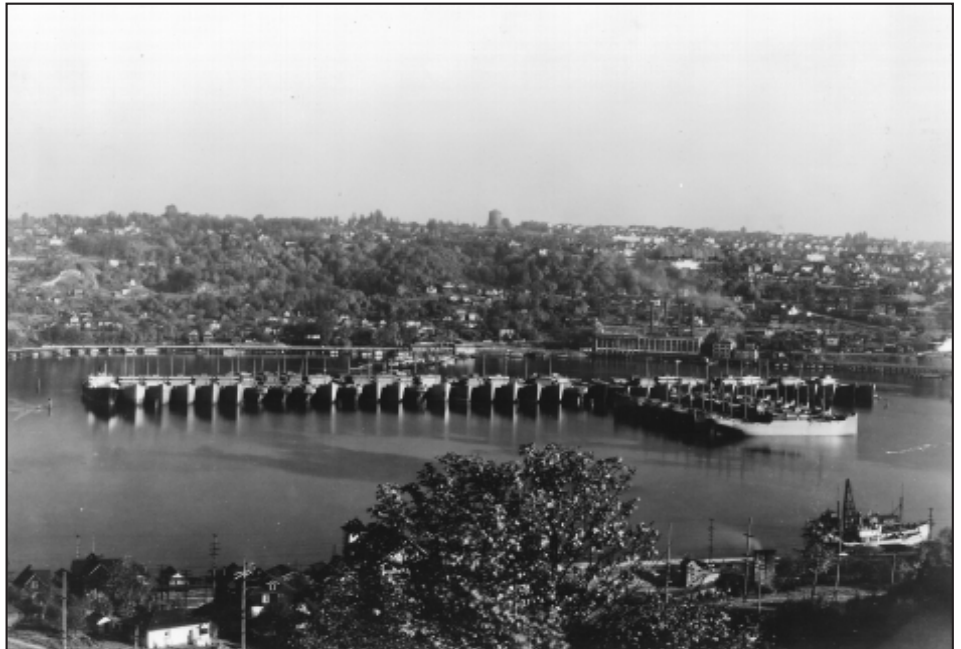
Unfortunately, Heath was stalked by his own poor management skills, perfection being always too costly. Within only a few months of starting to build the Taconite, he went bankrupt. The still uncompleted Taconite and everything inside the Red Barn were vulnerable to seizure by creditors and to prevent this, Boeing bought Heath's shipyard business.

The futures of Edward Heath and William Boeing would be connected for the next half dozen years. Having no further need of a shipyard after the Taconite was launched, Boeing let Heath use the shipyard, apparently gratis. In 1915, however, Boeing needed a place to build his airplanes. He

naturally asked Heath to join him as a foreman in the airplane company's wood shop. Heath built wooden parts, particularly the pontoons, for Boeing's first airplanes, the B&W and the Model C, whose flight tests were done from the Lake Union hangar at the foot of Roanoke Street.

But Heath was never happy working at Boeing. The small scale of the wood planes seemed like tiny slivers and shavings compared to the big wooden ships he was used to building. In the summer of 1916 he saw an opportunity to get back into that business. The American shipyards were swamped with orders due to World War I and this was followed by an even bigger demand in 1917 when America joined the war.

For President Woodrow Wilson, America couldn't build steel ships fast enough. Some misguided planners, as a result, thought that wooden freighters could fill the shortage. New yards opened everywhere at federal behest. During the next years Heath was in charge of large yards in



Wilson's Wood Row with Capitol Hill in the background. The vessels, mostly completed near or after the end of the war, went directly to Lake Union to wait for commercial buyers who never came.

### Wilson's Wood Row ...

*Continued from last page*

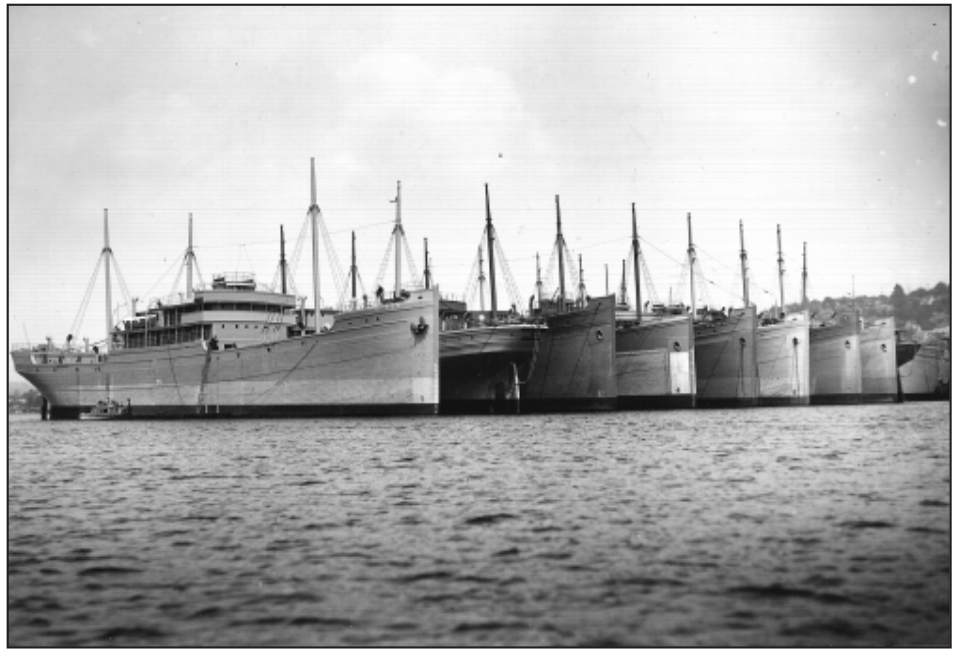
Portland, Tacoma and Olympia building wooden freighters.

To find enough wood, armies of lumberjacks were sent to cut trees wherever they could. War production was extremely wasteful and lumber mills shipped wood that was unsuited for ship construction and still green. Equally green crews built the ships, men who had previously sold socks, waited on tables or built only apple crates. Rare were the skilled shipwrights. On some ships, rumor had it, the green wood sprouted. From Hoquiam came a story of a freighter being thrown together in 18 days.

Although Heath was building large vessels again, as a true craftsman he could not have been satisfied. His finely crafted ships were just lumped together with all the crudely assembled freighters. Heath must have known that the freighters were too slow, too weak, and too small. And then on November 11, 1918 came the news that the war was over and his wooden steamships, and all the others, were too late. The entire wooden fleet — numbering hundreds of freighters around America — wasn't needed.

From then on, Heath's freighters, along with others from around Washington State, lay moored on Lake Union. Lashed together, they waited for the call to commercial service that never came. Some people called it a ghost fleet, but Seattle's wags, who may have coined the phrase, referred to it as "Wilson's Wood Row." A very small number became barges; some had been deliberately burned even before coming to Lake Union, but most merely rotted away.

Good times for Edward Heath were limited to the war period. Most shipyard owners did far worse; the government was reluctant to pay, so only the persistent broke even. The government, by contrast, willingly



**Close up the derelict merchant marine presented a wooden wall. The picture includes a couple of Edward Heath's contributions to the fleet.**

paid for airplanes. Leaving Boeing was another in a long line of poor business decisions made by Heath. Soon Boeing received a sizable Navy order for planes, and the young company needed to move to a real production facility.

Another reason for Boeing's move of his airplane operations to the Duwamish property he had bought from Heath may have been the barrier to seaplanes posed by Wilson's Wood Row. Boeing's test pilot Eddie Hubbard continued the airmail service to Victoria that he and Boeing had initiated in 1920, but only by touching down in the slot between the derelict fleet and the shore. Most landings were at twilight when the fleet's shadows made it difficult to see. Hubbard and his Boeing planes, nonetheless, never suffered any accidents on the lake and neither apparently were there any fatalities among the flyers who followed.

The ships were not so lucky for there would be no survivors in the decaying wood flotilla. All of Heath's war freighters, as well as all the ships before or after, are gone — with the possible exception of the Taconite, which Boeing sold to a New Zealand buyer. It is not known whether the

Taconite is still afloat, but Heath's Red Barn did survive; it is now an important part of the Museum of Flight.

The unapologetic director of the ship building program in Washington, D.C. stated, "We needed ships and were not particular what type was constructed so long as we got vessels that would float." Float was all they did. If there is a footnote, sadly it must be one of environmental destruction: spoiled tide lands, poisoned bays, ruined rivers, road-scarred hillsides, smoke-polluted towns, and most of all vast landscapes barren of trees. Thousands of acres were deforested just for the Lake Union ships which, if joined end to end, would have created a wall 45 feet wide and nearly three miles long. The lake's vessels weighed more than a hundred million pounds, but that was only a fraction of the timber felled. Every inch, every ounce, every hour and every dollar that went into the ships went to waste.

**Paul G. Spitzer** formerly was the Corporate Historian at Boeing, a university professor and Curator at the Museum of History and Industry. The photos are courtesy of The Museum of History and Industry. If readers have information about the fleet we ask that they pass it on to Jules James at Lake Union Mail. 206-329-1468.

# MOST POPULAR PLACE IN TOWN

Eastlake cellist Paige Stockley and her Saint Helens Quartet will perform a special family concert 3 p.m. on Sat., Jan. 26 at the Nordstrom Recital Hall at Benaroya Hall. There will be commentary and audience pleasers like "Dance of the Sugar Plum Fairy" and arrangements from the Disney classic "Snow White and the Seven Dwarfs." Tickets are only \$8 and are available at the door. For more information, go to [www.seattlechambermusic.org](http://www.seattlechambermusic.org), 283-8808

Urban Oasis (2209 Eastlake Ave., 328-8161, [www.elakeurbanoasis.com](http://www.elakeurbanoasis.com)) is a salon and spa that also offers body treatment and massage. A recently added service are eyelash extensions.

The Nov. 14 *Seattle Times* food and wine section reported on the Italian black truffles that are imported weekly by Seattle Caviar Co. (2922 Eastlake Ave., 323-3005, [www.caviar.com](http://www.caviar.com)); the even rarer white truffles can be special ordered — they are selling for \$3,200 per pound!

The balcony of the Eastlake Zoo (2301 Eastlake Ave. E., 329-3277) has a great view of Lake Union, and is available for public meetings, parties, reunions, etc.


The Saturday University District Farmer's Market is year-round (9 a.m. to 2 p.m.). *Green Light Magazine* named it as one of the top markets in the U.S.

The Zagat 2008 Seattle Restaurants guide named Sitka & Spruce (2238 Eastlake Ave. E., 324-0662) the best destination for brunch in Seattle. Breakfast hours are Saturday and Sunday from 10:00 a.m. to 2:00 p.m.

Is a clogged storm drain causing water to pool or overflow, or is a sewer pipe broken? Report it to the Seattle Public Utilities Department at (206) 386-1800.

*Mention here does not imply endorsement by the ECC, writer, or editor. Send your news to Chris Leman ([cleman@oo.net](mailto:cleman@oo.net)) or c/o ECC, 117 E. Louisa St. #1, Seattle 98102. Whether or not you've belonged before to the Eastlake Community Council, please send in your individual or household membership check. Docks or condominium associations can purchase memberships in one check for all of their households. ECC also welcomes business members. Contact ECC Treasurer Charlie Walsh, [charliejr@issidata.com](mailto:charliejr@issidata.com). ECC is also helping to establish an Eastlake Merchants Association; for information, contact Chris Leman (contact information above).*





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## Eastlake Shop Offers Mouthwatering Specialty Food

by *Delight Roberts*

Tony Aikens, owner of EvZE World Gourmet food store, has his mother to thank for his passion in food. But not in the way you might think. “My mother is one of the worst cooks I know,” he remembers with a laugh. But Aikens didn’t realize that until he was a dinner guest in his early twenties and tasted the most succulent dish. With a sense of wonderment he asked his host what he was eating. When she told him it was a pot roast, he couldn’t believe it — in his family, a pot roast was a “brown, hard dry piece of meat.”

This pot roast launched Aikens interest in food and he began to cook and experiment and developed an appreciation for good food. An adventurous eater, he tried new exotic foods, like ostrich and sushi. He also perused cookbooks and cooking magazines for new recipes, but found that he couldn’t find some of the ingredients and had to use either a substitution or leave it out of the recipe. When he read an article about cooking clubs whose members lamented about the same problem, he turned to his wife and mused, “You know, someone ought to open a store where you can get great products from all over the world,” never thinking that he was foretelling his future.

Then, eight years ago, Aikens read an article in *Pacific NW Magazine* about the Seattle Caviar Store (also in Eastlake) and realized that “you can sell a niche product like caviar, and be successful at it.” This was a pivotal moment for Aikens and in 2005 he left his job in the private sector and began developing his business plan. Aiken’s vision was to find great international products that are the “essential basic products of that cuisine” and also those products that make him “passionate when you taste that thing and it makes your eyes roll back. That’s what I’m looking for.”

### EvZE World Gourmet

3213 Eastlake Ave. E.

www.evze.com

206-709-7566

Tues-Sat., 10 a.m. - 6 p.m.

Fridays open until 7 p.m.

But Evze is so much more than a gourmet food store. It is a store filled with products that are made largely by artisans, in small batches, using local products (local to the area where the product is made), and where Aikens can “get as close to the food as possible.” Aikens is passionate about knowing as much as possible about the products that he sells: “I want to talk to the manufacturers and ask, ‘What’s your story? How are people getting paid? Where are you getting your stuff?’”

Every item at EvZE is guaranteed. Aikens guesses that he tastes 98% of everything on his shelves. “I use and taste nearly everything. I want to make sure that it meets my standards.” And those standards begin with a crucial test: before a product can enter his store, the product must be deemed to be free of artificial ingredients, hydrogenated oils, and corn syrup.

In addition to the high quality and diversity of the products that EvZE carries, the customer service and knowledge about each product sets EvZE apart. “Big customer service! It has to be great customer service,” Aikens enthused. He believes that there is an education that needs to go along with the product, and he can tell you the story behind every item he carries.

I have personally tried several products from Evze and eagerly anticipate the next new product. Evze has actually played a small role in the courtship between my husband and I, as the first gift that my then new boyfriend gave me was a



selection of items from EvZE. The organic olive oil was fantastic — light and fruity, perfect for salad dressing or drizzling over roasted vegetables. The balsamic vinegar was rich and so full of concentrated flavor that a few drops sufficed. And the chocolate gelato is some of the best I’ve ever had. It was decadent and creamy and lingered on my tongue, so that a few bites were completely satisfying.

Wondering about other products? Aikens suggests the pasta Rustichella d’abruzzo (“if you’re not going to make it yourself, this is the next best thing”), which he carries in several varieties. Also, the pudding and cake mixes from King’s Cupboard are “the best ever,” according to Aikens.

So next time you need a gift, are looking for that special ingredient, or want to expand your palate, stop by Evze and introduce yourself to a whole new world.

**Delight is a new Eastlake resident, having recently married and moved to the neighborhood. An attorney with 12 years of experience, she recently left Microsoft where she was working in international business development, to start her own law practice. Delight and her husband intend on making this neighborhood their home and would like to help make Eastlake a fantastic community for everyone.**

## Clear-Cutting Eastlake's Big Trees

by Chris Leman


In recent years, some of the neighborhood's biggest trees have been cut down. While a few were genuinely diseased or storm-damaged, most were healthy but destroyed by builders or property owners. Since most of the logging is on private land, it is all the more important to protect trees in street rights-of-way, parks, and other public places. Everywhere, the impulse to cut down large trees must be balanced with understanding of how they make Eastlake and this planet livable for people and other creatures.

Many of Eastlake's most beautiful and interesting birds are here only because of our large trees. Eagles, hawks, herons, woodpeckers, and a multitude of songbirds need these trees as a safe place to perch or nest, and as a source of food. When a large tree is cut down, such birds move to another large tree, and increasingly that means moving to another neighborhood. Pigeons, crows, starlings, and seagulls do not need trees, and they are increasingly dominant as Eastlake has lost so many of its large trees.

Large trees provide shade in the hot weather, and their leaves or needles are a comfort in a sometimes harsh soundscape. Their beauty is recognized in the realty profession as a major contribution to property values. Large trees consume huge amounts of carbon dioxide, and thus are powerful weapons against global warming. They can take decades, even centuries, to reach maximum size, so cutting them down can be very final. Too often, they are being replaced by trees that will never get very large. Small trees have their place, but are no substitute for large trees!

An as-yet unfulfilled work item in the 1998 Eastlake Neighborhood Plan was for the community to conduct a tree inventory and to raise public awareness of significant trees. It is past time for us to undertake this important work, and the Eastlake Community Council welcomes volunteers.

Please contact us at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or 322-5463.



For the Discerning Art Lover

PH PATRICK HOWE GALLERY

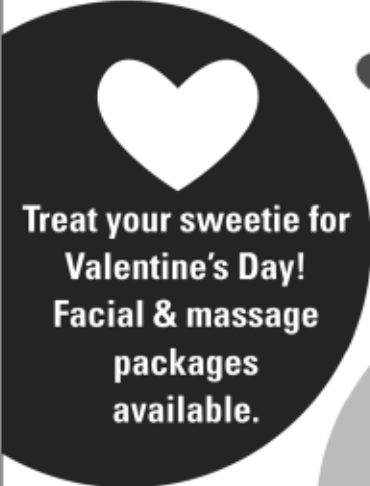
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# EASTLAKE MASSAGE

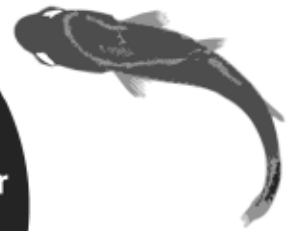
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**3103 Eastlake Ave. E.**



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- newer systems and roof
- parking: detached garage
- two additional off-street spaces
- additional storage space: 800+ sf
- yard irrigation system
- lot: 5,500 sf
- zoning permits additional dwelling
- 2006 taxes: \$4,949
- MLS #: 27168733

**Follow the winding stone pathway**, past a heritage laurel tree, into a Seattle legacy.<sup>1</sup>

**Exquisite architectural details** define this richly storied and lovingly maintained Queen Anne-style residence. Outside, elaborate gingerbreading, cut vergeboards, and decorative shingles accent the cross-gabled roofline. Inside, antique chandeliers, stained glass, fir flooring, millwork, and a heart-shaped porcelain pedestal sink whisk you into a bygone era.

**Greet visitors** on the generous wraparound front porch supported by turned pillars, then usher them inside to the light, airy ambiance that prevails. Host soirees or intimate gatherings in myriad special spaces—from the large, sunny, eat-in kitchen to the bay-windowed living room, warmed in winter by a Rumford fireplace.

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<sup>1</sup>This residence was featured in *Classic Houses of Seattle: High Style to Vernacular, 1870-1950*, Caroline T. Swope



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## Welcome to Eastlake, 1883 ...

Continued from front page

Seattle's own Jim Diers, international expert in the area of modern urban neighborhoods, defines a neighborhood simply as "a shared sense of place." I'd rather require the "neighborhood" to have at least one sidewalk away from the main road, enough school-age children to support a school, or a commonly recognized name. But Jim is generally right: neighborhoods are — were and will be — self-defining terra-fluid.

### Early annexation

In 1883, the land south of Lynn Street was annexed into Seattle. The formal process started with the Mayor's June 30th annual message to City Council and concluded October 31st with the Territorial Legislature's passage of the appropriate charter amendments.

Although there was no public vote, sometime during this June to October 1883 period, a few Eastlake residents almost certainly conversed about the possible local benefits of the proposed annexation over front porch lemonades (assuming any lived within Eastlake's modern boundaries, set from Submerged Parcels/Hydro House to University Drawbridge, I-5 to Lake Union).

A few Eastlake houses can be seen in an 1884 artist's "bird's eye" rendering of Seattle. They look to be where ZymoGenetics is now. But bird's eye maps alone can't be taken as certain proof of housing in Eastlake in 1883. These 19th Century artist renderings were typically for the purposes of real estate speculation. Distances could be distorted, hills smoothed down, swamps dried up and unpleasant housing not included. With a grain of salt we accept the 1884 bird's eye picture.

### Native residents

Were there native populations residing in Eastlake? Absolutely. To quote from Charles Bagley's 1916 *History of Seattle*: "In March 1875 ... a tree fell across a Siwash camp near Doyle's Place (now Jensen's Grove). It caught fire and the Indians had to run to the edge of the lake to save their lives." (PP 678-79)

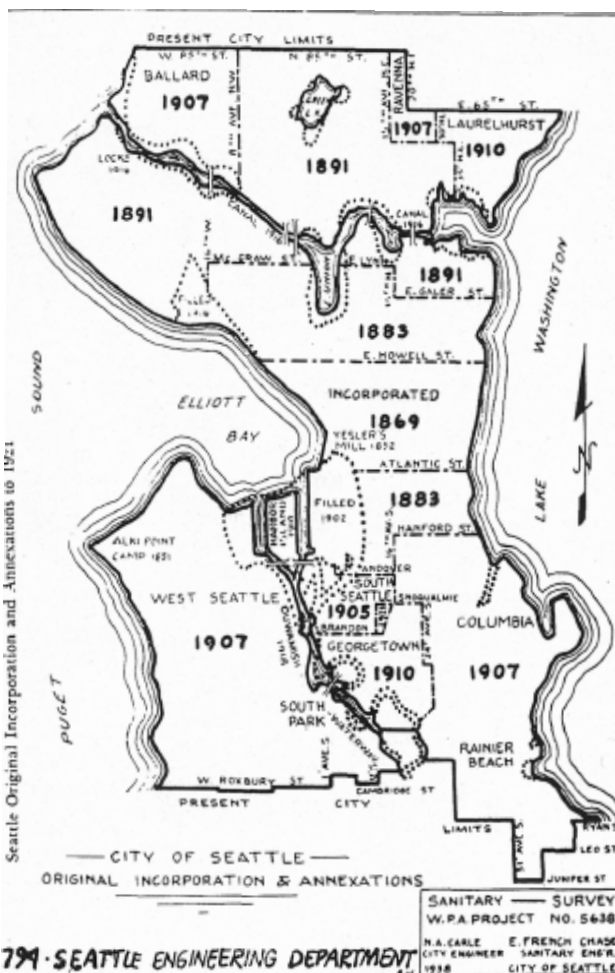
The location of Jensen's Grove can be confirmed by Plate 17 of Baist's 1905 Real Estate Atlas in the Seattle Room at the Downtown Library. Jensen's Grove was located within Doyle's Addition, platted by Arthur Doyle in May 1889. The Bill

and Melinda Gates Foundation currently sits on the site of Jensen's Grove. The location is between Herschel and Proctor on Lake, just downhill from Newton and Galileo. Those are the street names of Doyle's Addition.

However, Northwest natives organized in terms of clans and tribes rather than neighborhoods and cities. They were hereditary-based communities. One can take residency in a neighborhood without centralized approval. One can change neighborhoods without social consequence. Native populations were the first residents of the Eastlake area, but they were not the inaugural members of the Eastlake neighborhood.

Also, Charles Bagley does not conclusively prove that Arthur Doyle lived at "Doyle's Place" before, during or after 1875. The probability is high, but not certain. Doyle's Place could have been an isolated farm or an abandoned shack.

Eastlake's first plat was France's Addition, filed on 27 April 1882 and submitted by two couples: Walter and Mary France and John and Margaret Smith. It consisted of four blocks of 10 lots each, with the westernmost lots approximately where ZymoGenetics is now. This evidence supports — but not conclusively — the 1884 bird's eye images of housing in Eastlake in 1883. However, areas platted for streets and alleys



Annexation Lines: the annexation of 1883 more than doubled the size of Seattle. It was Seattle's only annexation without a public vote. By 1891, the spirit of western populism made annexation a matter requiring public's direct participation. Source: 1938 Seattle Engineering Department graphic.

## Welcome to Eastlake, 1883 ...

*Continued from last page*

don't automatically sprout houses and neighbors.

## Welcome to Waterton?

It is the pace and direction of residential development within the Lake Union basin up through 1883 that all but assures the neighborhood of Eastlake began as the intended town of Waterton, located within a few hundred feet of shores of Lake Union north of modern-day Nelson Place and south of Blaine Street.

Waterton? On David Denny's 2nd Addition Supplementary of 1875, "Waterton Street" connects with Lake Avenue at Lake Union. Further south, in the Pontius additions, it is Albert Street. Further north, in Green's Addition, it becomes Green Street. All are now known as Eastlake Avenue.

During the 1870s, Lake Union was still a passage through the wilderness. Seattle's first railroad ran from approximately the Naval Reserve Building south along Westlake Avenue to a coal bunker pier off Pike Street. The coal came by barge from Renton up Lake Washington, was portaged across at Union City, then barged down Lake Union for the rails to the waterfront. Daily, up to 100 tons of coal were transported into the bunkers and ships at the foot of Pike Street in two-ton capacity tram cars. That calculates to one hundred tram cars — 50 full and fifty empty — crossing Lake Union daily.

The bustle of Lake Union during the 1870s included two brick factories on the west side of the Lake, scooping clay from the cliffs above. A community of roughly 50 houses and 200 people thrived in the Southlake area, informally known as Denny's Town.

The logical next-step during this

period would have been to extend the railroad through Denny's Town, through Waterton and over the hill to Union City and Brooklyn. But progress tends to leap-frog rather than next-step. By the mid-1870s, a new rail line was built south from downtown Seattle to the coal fields. Rather than receiving an extension, the inefficiently quaint Westlake Avenue rail line was shut down in 1880.

## Industry moves to Lake Union

Lake Union's future came two years later in May 1882 when David Denny's huge Western Mill located approximately where the Naval Reserve Building is now. With this, the future of milling lumber in Seattle moved north — on Lake Union and Union Bay and Salmon Bay — from the downtown waterfront. During 1883, Thomas Burke and Mr. Denny completed a log flume at Union City connecting Lake Washington to Lake Union. Soon coming through the log flume was the passenger steam launch "Latona" to join the Maud Foster on the Lake Union.

By 1882, the shoreline town of Latona was large enough to have 10 middle school students and its own Lake Union School. Presumably the two steam launches collected the students from Waterton (Eastlake), Denny's Town (Southlake), Ross (Fremont) and Union City (Montlake) to join those walking from Latona (Wallingford) and Brooklyn (University District) to school. (A streetcar line to Lake Union and the Denny School at



**Western Mill.** The completion of David Denny's Western Mill in May 1882 launched the timber-based economy — cooperages, shake mills, lumber mills, wooden boat building — that dominated Lake Union for the next fifty years. This 1885 view includes the western shoreline of Lake Union in the background and Denny's 1st Addition in the foreground. Source: Museum of History and Industry.

Battery & 6th did not open until 1884).

Western Mill employees needed basic housing. Boom town economics dictated these workers and their families would start out sharing, doubling up, renting out stables and squatting in make-do shoreline shacks — some floating, some not — built after work with lumber and logs from work (some purchased, some not).

During the summer of 1883, the edge of the woods began somewhere around present-day Blaine Street. Footpaths beyond had no destination. But south of Blaine, between Doyle's Place first cited in 1875 and France's Addition of April 1882, undoubtedly a community discussed and accepted its future no longer as a pioneer pier town but as a neighborhood of a small city rising. Welcome to Waterton, 1883.

**Jules James is an Eastlake shopkeeper, homeowner and parent. He has been researching the history and promoting the healthy residential future of the Lake Union basin since 1983.**

# Metro Transit, Eastlake Bus Riders Coalition Face Off Over Petition

The Eastlake Bus Riders Coalition presented King County Council Member Larry Phillips with a petition requesting specific increases in service to the Eastlake bus routes. Phillips submitted these concerns to Kevin Desmond of the Metro Transit Division on October 26th, 2007. Below is the response from Mr. Desmond to some of the requested changes to the routes, as well as the Eastlake Bus Riders Coalition's responses to Metro's statements:

## Route 25

1. *The petition requests a routing change for the Route 25.*

**Metro:** The suggested Lynn Street routing is too narrow for regular transit service and the turning radii at Lynn Street and Boylston Avenue and Lynn Street and Eastlake Avenue are inadequate for large vehicles.

**Eastlake Bus Riders Coalition:** When there was construction on Lakeview for a year, Route 25 made turns on Eastlake Ave. to Lynn St., Lynn St. to Boylston Ave., Boylston Ave. to Lynn St., and Lynn St. to Eastlake. Therefore Metro's statement that "Lynn Street routing is too narrow" does not appear to be correct. Route 25 made precisely these turns for a year while there was construction on Lakeview and again while the noise wall was being constructed on Boylston.

2. *The petition requests the addition of specific trips to the Route 25 schedule for the early evening hours.*

**Metro:** Several of the requested trip additions were made as of Monday, September 24, 2007, as a result of the Transit Now partnership with Children's Hospital. There is an additional outbound Route 25 trip leaving downtown at 6:30 p.m. In addition, there are two inbound trips from Montlake after 6:20 p.m.; they operate at 6:47 p.m. and at 8:00 p.m.

**Eastlake Bus Riders Coalition:** These are much appreciated, but we note

that they are dependent on Transit Now funding and the partnership with Children's Hospital. We urge that Metro make a more permanent increase in Route 25 service, such as extending the downtown departure to 7 p.m. as in petition requests. Please note that Route 25 is the only route between Eastlake, Montlake Freeway Station and University Village. This is important because bus ridership is negatively impacted by the amount of transfers each rider has to make. In addition, if weekend 25 service were added, some of the University Village traffic could be alleviated.

## Route 66 Express

3. *The petition requests that the Route 66 Express be operated more frequently during the peak periods.*

**Metro:** Currently ... there is no funding available for increased service levels on this or other North Seattle routes, and there are no coaches available to provide that service, were the funding available.

**Eastlake Bus Riders Coalition:** Metro made a major error two decades ago when it canceled all Eastlake stops of expresses except for Route 66. Ever since, Route 66 has been overcrowded at rush hour, and yet Metro has not responded by increasing the frequency of Route 66 or restoring the express stops from the other Routes. If there is no funding for the needed improvements, this is a result of poor planning by Metro, not a lack of funds.

4. *The petition requests an additional stop on the Route 66 Express.*

**Metro:** There are both inbound and outbound stops for Route 66 Express at Eastlake Avenue and Aloha Street and at Eastlake Avenue and Lynn Street, each within one half mile of Garfield Street. Adding an additional stop to the Route 66 Express pattern would increase travel time for existing riders, and during peak periods of the day exacerbate crowding.

**Eastlake Bus Riders Coalition:** The specific language of our petition calls for a Route 66 stop at E. Garfield Street. We think it is unreasonable for Metro to expect bus riders to walk half a mile to express stops, when hundreds of them work or live less than a quarter mile of Garfield. ... The crowding that Metro complains of is an indication of rider demand, something we thought Metro would want to respond to.

## Routes 71 Express, 72 Express, 73 Express

5. *The petition requests that these three routes make stops in the Eastlake neighborhood.*

**Metro:** When the express lanes are available these routes use either the regular lanes of I-5 or Eastlake Avenue. Whether they operate via the freeway or Eastlake Avenue these routes operate in express mode to maintain fast and reliable travel for riders traveling between northeast Seattle, the University District and downtown Seattle.

**Eastlake Bus Riders Coalition:** We are not asking for the 71, 72, and 73 Express buses to stop on Eastlake when they are using I-5. We are only asking for limited stops on Eastlake when these buses are already using Eastlake. The principle is simple: all buses that use Eastlake should at least make limited stops on Eastlake. ZymoGenetics, the Fred Hutchinson Cancer Research Center, and other large employers have a longstanding request to Metro for the 71, 72, and 73 Express buses to make an occasional stop on Eastlake, and they are as frustrated as we are that Metro has for years resisted so reasonable a request — one that would greatly increase ridership on those routes, without any appreciable cost to Metro.

**Councilmember Phillips welcomes your views, to Larry.Phillips@kingcounty.gov . And please send a copy to the Eastlake Bus Riders Coalition, c/o transportation@eastlakeseattle.org.**

## Eastlake Zoo Tavern Fundraiser Helps Northwest Harvest

On December 28, Howard Brown, of the Eastlake Zoo Tavern, presented Kim Nelson, Development Director, of Northwest Harvest with a check for \$1,633.00. Howard and his friends from the Zoo also donated over 100 non-perishable food items.

All of these contributions were received during the "Guitar Outlaws Christmas Chorale and Pot Luck Dinner" fund raiser held at the Eastlake Zoo on Sunday, Dec. 16, 2007. The festive night was headlined by the famous Guitar Outlaws, featuring Orville Johnson and Keith Lowe. The crowd joined in vociferously and sang such favorites as: "O'Space Needle" and that song about the Viaduct.

The Eastlake Zoo Tavern is located at 2301 Eastlake Ave. East in Seattle and is open daily from 12:30pm till 2:00am. The Zoo features cold beer, pool, darts, shuffleboard, snooker, HDTV, WiFi, and lots of other fun & games. There is also a view balcony that can be reserved for free. For more information, contact Howard Brown directly at 206-329-3277.



Northwest Harvest supplies 18 million pounds of nutritious food each year to more than 300 food banks across the state of Washington. For more information, go to [www.northwestfoundation.org](http://www.northwestfoundation.org) or call 800-722-6924.



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## Rent Increases Endanger Neighborhood Businesses

by Chris Leman

Our many small, neighborhood-serving shops and eateries supply real needs, and are basic to Eastlake's charm. Unlike a suburb where residents may have to go far from their homes to shop or dine, intrinsic to Eastlake living is having such businesses nearby.

Unfortunately, the boom in commercial leasing, plus our neighborhood's proximity to downtown and the University District, is threatening some of Eastlake's most cherished businesses with rent increases that may put them out of business or force them to move away. Demolition of older buildings has driven out many such businesses, and rents are high and rising for street-level retail space in the buildings that have replaced them. Some of the surviving neighborhood-serving businesses remain only because they own their own space, but most must rent, and they must not be priced out of the neighborhood.

The effort to get top dollar for every square foot of street-level space could create a monoculture of professional service businesses that serve only a fraction of the many people who live or work in the neighborhood. The owners and managers of these buildings may not realize that they will find it easiest to rent out residential and office space if the nearby street-level spaces have lively and useful businesses that their office and residential tenants will like. Your suggestions and help in saving a diverse Eastlake retail and restaurant district are most welcome. Send comments to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or call (206) 322-5463.



Welcome back Miles! As seen in this December 2007 photo, Miles Thomas is back bartending at Serafina. Miles was shot in the right arm after thwarting a robbery in June. Donations for his continuing recovery are still needed; checks can be made out to Miles Thomas and sent to Serafina, 2043 Eastlake Avenue E. Seattle 98102. For other ways to donate, call 206.323.0807 or [rachel@serafinaseattle.com](mailto:rachel@serafinaseattle.com).

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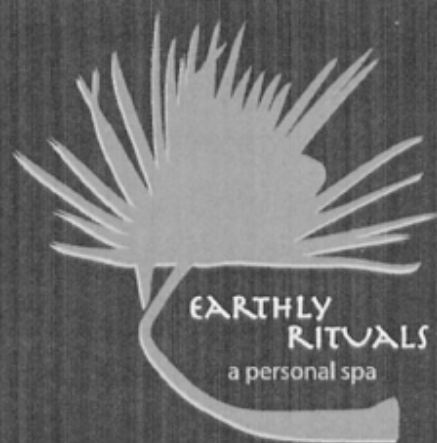
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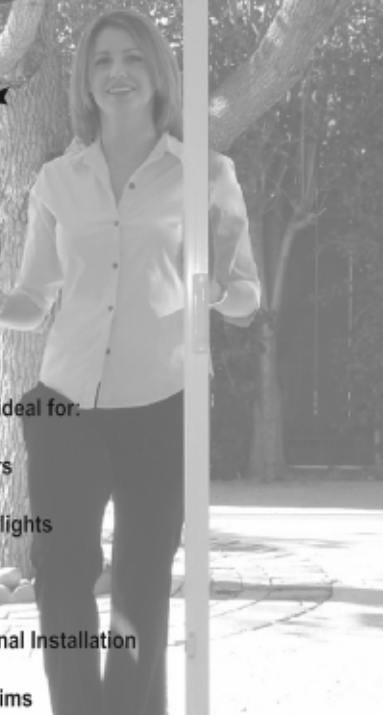
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Editorial Note: We are pleased that more and more Eastlakers send articles and photos to be published in the Eastlake News. We would like to thank them for their contributions, but at the same time point out that these articles represent the view of the respective author, not necessarily of the ECC or *Eastlake News*.

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The deadline for ad material is the 15th of the month before publication (e.g., February 15 for the March/April issue).

**Editorial**

We welcome comments, articles or images for possible publication. Please submit documents to Nathan Hull at [nathanhull@comcast.net](mailto:nathanhull@comcast.net).

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