



# Eastlake News

March / April 2010

## Upcoming events

**Apr. 7 — Public meeting on emergency preparedness and fighting crime and graffiti**

7:00-9:00 p.m. at TOPS Seward School, 2500 Franklin Ave. E. (see article)

**Apr. 28 — Public meeting on history of Eastlake and Lake Union**

featuring Seattle Times Columnist Paul Dorpat, catered food, 6:30-9 p.m. at 3229 Fairview Ave. E. (see article)

## **April 7 Public Meeting on Emergency Preparedness and Fighting Crime and Graffiti**

Want to address crime and graffiti and prepare for emergencies? At a public meeting on Wed., April 7, 7-9 p.m. at TOPS-Seward School, meet with City officials and your neighbors for the latest and to get involved. Share news about recent crimes and graffiti and learn how phone calls, e-mail and social media can discourage perpetrators. And learn about earthquakes and other disasters and how to get ready. Speakers from Seattle City government include Terrie Johnston (West Precinct's crime prevention coordinator), Mark Howard (Emergency Management), and Daniel Sims (Seattle Public Utilities' graffiti unit).

Few of Eastlake's households, blocks or docks are organized for crime and graffiti prevention and emergencies. It's not rocket science—mostly just getting together, exchanging contact information, and checking with each other when there are suspicious or dangerous happenings, and calling 911 quickly. A picnic or barbecue (with or without a City speaker) can help neighbors get to know each other. Consider Tuesday, August 3, the City's yearly "night out," when street parties don't need a permit or fee.

*continued on page 2*

## **April 28 Public Meeting on the History of Eastlake and Lake Union on**

Historical talks and slides about Eastlake and Lake Union draw big crowds, and this one has the irresistible combination of historian Paul Dorpat and catering by the Ravishing Radish. Dorpat tells our history with insight and humor. A widely published author and media personality, he's a Wallingford resident with a soft spot for Eastlake and Lake Union history. Dorpat authors a long-running Seattle Times Pacific magazine column with photos and commentary on the same place "now and then." We'll see unique slides from Paul and other sources. Please bring your own, or printed photos, to share and talk about! (The ECC archives welcomes your donation or loan of slides, photos and other mementoes).

*continued on page 2*

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

WWW.EASTLAKESEATTLE.ORG  
EASTLAKENEWS@HOTMAIL.COM

#### ECC BOARD MEMBERS

TIM AHLERS  
*PRESIDENT*

CHRIS LEMAN  
*VICE PRESIDENT*

KATE DULEMBA  
*VICE PRESIDENT*

MELISSA AHLERS  
*SECRETARY*

CARSTEN CROFF  
*TREASURER*

CANEK GORDILLO  
CECILIA GREVSON  
MARY HANSEN  
JOYCE LANE  
CRAIG MACGOWAN  
JAMES METZ  
CARSTEN STINN  
KATHI WOODS  
BARBARA ZEGAR

ADVERTISING:  
SUSAN FORHAN  
EDITOR:  
NATHAN HULL



#### April 7 Public Meeting on Emergency Preparedness ...

*Continued from the front page*

For information on crime prevention, to volunteer, or get e-mailed crime alerts, contact [crime@eastlakeseattle.org](mailto:crime@eastlakeseattle.org) or (206) 328-7242. A useful web link is, <http://www.seattle.gov/police/programs/Blockwatch/default.htm> On the Community Police Academy (ten free evenings to learn about policing first-hand): <http://www.seattle.gov/police/programs/policeacademy/default.htm>.

Graffiti can be a way for gangs to mark turf, and quick removal is key. The City requires private landowners to remove graffiti promptly, and promises immediate removal on public property. The City graffiti hotline is

(206) 684-7587 (include address, cross street, side of street, etc.). For more information: [http://www.seattle.gov/util/Services/Garbage/KeepSeattleClean/Graffiti\\_Prevention\\_& Removal/index.asp](http://www.seattle.gov/util/Services/Garbage/KeepSeattleClean/Graffiti_Prevention_& Removal/index.asp)

Help your family, business, block, dock or any other group prepare for disaster. Contact ECC at [preparedness@eastlakeseattle.org](mailto:preparedness@eastlakeseattle.org) or (206) 328-7242, and see the ECC web site at [www.eastlakeseattle.org/committees/emergency-preparedness](http://www.eastlakeseattle.org/committees/emergency-preparedness). Excellent information is available there or at [www.seattle.gov/emergency](http://www.seattle.gov/emergency) or [www.3days3ways.org](http://www.3days3ways.org). The City offers free 90-minute trainings, frequently in public libraries.

#### History of Eastlake and Lake Union ...

*Continued from the front page*

Originally a forest loved by its Native American population, Eastlake was logged by the white settlers, who brought farmland and orchards. With bicycle trails and streetcars in the 1890s, it became one of the City's oldest neighborhoods. In the 1910s the Lake Washington Ship Canal brought seagoing ships and marine industry, the University Bridge brought cars and trucks, and Boeing brought seaplanes. Interstate 5, completed in 1962, displaced many homes and businesses and set Eastlake physically apart. Now City

zoning changes pose the greatest question for the future.

See, hear, and help tell our neighborhood's story! Join us Wed., April 28, 6:30 - 9 p.m. at the Yacht Club on Lake Union, 3229 Fairview Ave. E. (half a block south of the University Bridge). And enjoy the catered food (\$5 suggested donation). Special thanks to the Ravishing Radish for donating the room. For information email [cleman@oo.net](mailto:cleman@oo.net) or call (206) 322-5463.



## Eastlake Veterinary Hospital

Carl D. Anderson, D.V.M.  
Tracy Fuelleman, D.V.M. Stephanie Garlichs, D.V.M.

*Convenient on-site parking*

1536 Eastlake Avenue E.  
Seattle WA 98102  
(206) 328-2675  
[www.eastlakevethospital.com](http://www.eastlakevethospital.com)

Office Hours:  
Mon-Fri 8-6PM  
Saturday 8-Noon  
By Appointment

## NOAA to Leave Eastlake, but Battle Continues to Keep it in Seattle

Although the NOAA's Pacific Marine Center's four research vessels and 175 employees will leave their historic location at 1801 Fairview Avenue East by mid-2011, Seattle's elected and community leaders are working to keep NOAA in Seattle. The U.S. Government Accountability Office has ruled that NOAA should not have moved the lease to a flood plain in Newport, Oregon unless there is no "practicable alternative."

In a February 12 letter, the Seattle Mayor and City Council protested to Secretary of Commerce (and former Washington governor) Gary Locke NOAA's failure to consider other practicable Seattle locations, including where the ships are now moored at federally owned facilities in the Duwamish industrial area and especially at NOAA's own facility in Sand Point, which was originally designed in the 1970s to accommodate the ships. In another Feb. 12 letter, the Seattle Community Council Federation (of which ECC is a longtime member) stated that "Relocating NOAA to these sites has the strong support of many neighborhood leaders, who wish to continue NOAA's long history in Seattle and who value the NOAA employees' dedication to the environment. ... These sites best serve NOAA's missions, but they are also the most affordable, an advantage that must count for something in this era of austerity."

U.S. Senators Maria Cantwell and Patty Murray and U.S. Representative Jim McDermott need to hear from you on this issue. To send e-mails (via their web sites) or obtain their Washington, D.C. address or phone number, go to [www.cantwell.senate.gov](http://www.cantwell.senate.gov), [www.murray.senate.gov](http://www.murray.senate.gov), and [www.house.gov/mcdermott](http://www.house.gov/mcdermott). You can also leave phone messages with their Seattle offices: Cantwell: (206) 220-6400; Murray: (206) 553-5545; and McDermott: (206) 553-7170.



Now serving dinner  
Monday - Saturday  
till 10pm

Half price wine  
on Wednesdays and Fridays

Happy Hour  
Monday through Friday 4pm - 6pm

[www.louisiascafe.com](http://www.louisiascafe.com) • 206.325.0081  
2379 Eastlake Ave E

# The Seaplane Paradox

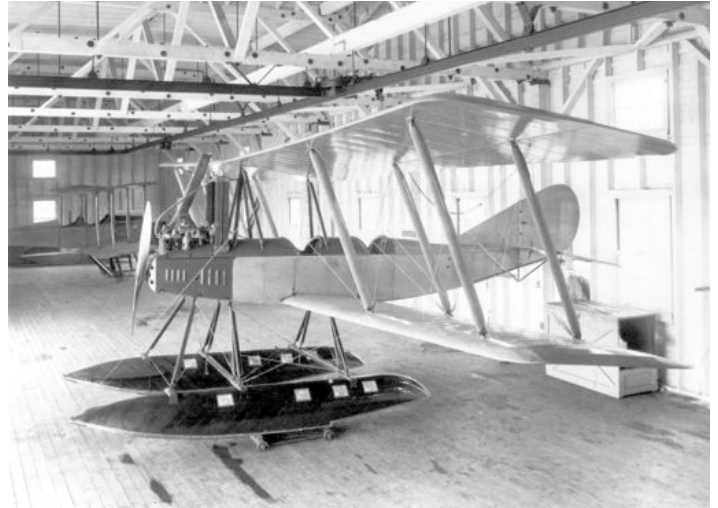
by Paul G. Spitzer

Lake Union and Boeing went their separate ways after the First World War. The company moved away from waterborne planes while Lake Union embraced them. Both would be better off for their choice.

The company realized a few years after starting that the future lay with landplanes. Landplanes were already forcing planes on pontoons and the so-called flying boats to the margins. The sole hope for seaplanes was where landplanes offered no competition and Lake Union was a perfect example. Here one would find the enduring presence of seaplanes, unlike Sand Point and Renton on Lake Washington which shooed off seaplanes for the most part and put in runways. Lake Union found its niche by embracing the kind of planes that every year became more outmoded.

Few were ever rewarded for their bet on seaplanes. But landplanes didn't assure success. Even though flight was an expanding market, those who built planes with wheels would find success uncommon. Succeeding with landplanes was so rare that the ascent of a small company in Seattle is truly surprising. Boeing, moreover, had begun in 1916 with very limited expectations. It referred to its modest activities as an "experimental" business. There were even some who thought it might be a temporary venture. Modest expectations meant that its Lake Union hangar at the foot of E. Roanoke Street only needed room for three aircraft, single engine designs that were not very big.

Neither did Boeing intend on building significant numbers of planes. Hangar space limited construction to half a dozen or so planes per year. Of course, every one of them would have to be a float plane or flying boat. And being restricted to seaplanes, implied building for demand from customers living where waterways were commonplace and landing fields rare. In other words, Boeing would be selling planes suited to the Pacific Northwest market. In 1917, the company discarded the idea of a regional market in favor of selling seaplane trainers to the U.S. Navy. With that one step, its ambition leapt beyond the bounds of Lake Union, from small numbers to large, from individual designs to production runs and from mostly local, private buyers to military customers in Washington, D.C. The future would look nothing like what it originally intended the business to be.



Two personal aircraft of William Boeing in 1918. In the foreground at the Roanoke Street hangar and assembly building is a Model C, the first original Boeing design. At the back is his old Martin TA seaplane, in the midst of being converted to a landplane, and to be sold and trucked away. Airplanes almost everywhere are shifting to wheels except on Lake Union.

For the Navy, Boeing manufactured 50 Model C trainers on floats from its own design. It was a huge order given the size of the firm's facilities and it "pitchforked," in an expression of the time, the company into a prosperous future. But while the planes themselves drew some attention, all but ignored by history were their pontoons. The firm constructed storage space to accommodate hundreds of pontoons, not simply the two needed for each Model C. The company was, in fact, harboring great hopes for its beautiful wood floats. These had a streamlined design and were in some ways more advanced than the planes themselves. They were extremely lightweight, produced under the direction of foreman George Pocock who later gained fame building racing shells for the University of Washington. The production run of the 50 Model Cs went very well and the military took note of Boeing's efficiency and quality.

The Navy immediately placed a follow-on order for 50 HS-2Ls, a big Curtiss-designed patrol plane to hunt submarines. The order, although later reduced to 25 planes, was a sign of trust in the Seattle company's manufacturing processes. It also indicated that Boeing now wanted to be a production company, and to do so was willing to forego designing its own airplanes. The military was again impressed.

The firm had never stopped thinking in terms of seaplanes. To build the HS-2L flying boats, it

constructed a great assembly hall with large doors placed so that completed airplanes could be pushed out directly into the Duwamish Waterway. The firm's hangar on Lake Union would no longer play any part in production. The HS-2L was too large for the Lake Union hangar and the production numbers too big. Wartime aviation, not just Boeing, had outgrown the lake.

In addition during the course of the war, the inferior flying qualities of seaplanes caused them to be seen as outmoded. In the contested skies over the Western Front, the faster and more agile landplane was what safely returned home. It was almost never a seaplane. Seaplanes operated at a disadvantage due to the extra weight, increased air resistance and a dozen other hindrances. Military services restricted them to the backwaters of action.

A year further on, in 1919, the military preference against seaplanes hardly mattered since the aviation industry was all but dead. Boeing was a very successful enterprise up until the war ended in November, 1918, but then its one customer, the military, ceased buying planes altogether, bringing a sharp, deep depression for the industry. Boeing, which had stopped thinking of private buyers, was forced once again to search for the almost non-existent regional customer.

Pocock and a few remaining fellow employees sat around the big, new and empty assembly hall with nothing to do, discussing when William Boeing would call it quits and lock up the plant. Mr. Boeing, in his assured way, told them that things would improve someday, probably a view he himself was far from certain of. In 1920, things did change with a large U.S. Army order to rebuild a huge number of British landplanes. It was followed by another military purchase and then another.

The World War I period military orders for 50 Model C trainers and 25 HS-2L patrol planes did not mean the Seattle company was significant. By the standards of the time, Boeing was still just a smidge and almost unnoticeable. Curtiss Aeroplane, for example, also built trainers including the popular Jenny. Where Boeing built 50 trainers, Curtiss (and licensees) built 6813 Jennies. Not surprisingly, nearly all the Jennies were on wheels. As for the HS-2Ls, Curtiss produced more than 650 to Boeing's 25.

Small though Boeing was, it was profitable and had its toe firmly in the military's door, an opportunity the other smidges never got. They disappeared by the dozens in the post-war

*continued on page 6*



**Manicures - \$15 - \$30**

**Pedicures - \$40 - \$50**

**Acrylics (Odor Free)**

Fills - \$30 - \$45 Full Set - \$60 - \$80

**Out Calls - \$25 plus cost of service**

**Selected Services Include:**

cut, file, cuticle maintenance, OPI color, callus treatment, exfoliating salt scrub, paraffin intensive moisture treatment, massage, nail protein, medical pedicures (attention to problem feet)

Early Morning and Evening appointments available

Quiet, relaxing atmosphere

22 years experience

Free Parking

Serving Eastlake Neighborhood for 11 years!

**E. Marie Brown**

**Phone (206) 293-8810**

(By Appointment Only)

2727 Fairview Ave E.

Suite B

Hamlin Pier, Seattle 98102

**Bring this ad in for \$5 off!**

First time clients only

### The Seaplane Paradox ...

*Continued from page 5*

marketplace. And the Seattle business was not only a rare success among the small manufacturers, but in fact, remarkable compared to the giant manufacturers as well. Four eastern companies ruled the military's order book, producing three quarters of all planes and engines. But every one of the four in the postwar period underwent reorganization, that is to say, failed. The Seattle company, meanwhile, won war contracts away from Curtiss and then wriggled through the post-war depression intact.

Lake Union aviation, despite many limitations, would also survive. It succeeded because a land plane could not do what a seaplane could do, namely land on the water at the steamer docks in Victoria, B.C. and collect the transpacific mail. Even today, flights to and from the lake are principally to places where only a seaplane can go. It mattered not at all that pontoons seemed as backward as paddle steamers. Lake Union became an eddy in the river of aviation events, a little sheltered spot where the waters flow in a constant motion backwards.

During the post-war depression, Boeing was in competition with itself when the Navy surplused the Model Cs at about a fifth of their original price. Howard Hughes chewed through a fair number of them, crashing them in Hell's Angels, his classic movie melodrama about heroism among knights of the skies. One after another the Model Cs plunged to earth dressed in foreign markings and refitted with wheels. George Pocock's cedar masterpieces probably became bonfires in the back lot of some Hollywood studio.

As Hell's Angels played in Seattle in a downtown theater, seaplanes continued to do their job nearby on Lake Union, no matter how backward they were. And on the Duwamish, the little overachieving plane maker tossed aside the concept of the experimental and regional to move into the big-time. Boeing was aided by leaving pontoons behind; Lake Union succeeded by sticking with them. It's the seaplanes paradox.

**Paul G. Spitzer** formerly was the Corporate Historian at Boeing, a university professor and Curator at the Museum of History and Industry. Photo is courtesy of the Boeing Company Archives.

## Neighborhood Loses Actress and Activist Marjorie Nelson

By Chris Leman

Eastlake and the world lost a great soul on February 12 after her brief bout with cancer at the age of 86. As Marjorie Nelson would have wanted it, she died at home, amidst family. Nelson grew up in Seattle, and at Broadway High School (so appropriately named it was!) got her first taste of the acting, directing, and producing that became her lifelong passion. She was in several movies and the pilot of the TV hit *Twin Peaks*, but her first love was theater, where she distinguished herself in Los Angeles, New York, Seattle, Port Townsend, and many other places.

Nelson approached her role as citizen with equal talent and verve, plunging into international, national, and local issues with first husband Howard da Silva and second husband Victor Steinbrueck. Most famously she, Steinbrueck, and a handful of others saved the Pike Place Market from City plans to destroy it.

Less well known are her decades of volunteering in Eastlake. She and Steinbrueck were Eastlake Community Council board members, and she also



At the 1993 neighborhood fair she organized for the centennial of Eastlake and her house, Marjorie Nelson joins others in blowing out a hundred candles on a cake she and her daughters made in the image of the house.

served as ECC Vice President and as Eastlake's representative on the TOPS-Seward School Site Council. With others, she spruced up public spaces, and organized a street fair to celebrate the hundredth birthday of Eastlake and her 2622 Franklin Ave. E. home (a landmark and one of Seattle's oldest).

What Marjorie Nelson gave to the world must also include her inspiration to co-workers, audiences, neighbors, friends, and family alike. She was a deep student of playwrights Brecht (who she knew), Chekhov, and Beckett, but director John Dillon recalled "always had a sense of mischief about her work, no matter how serious the role." Her caring and resourcefulness are summed up in a story from another friend: "While hosting a party once, Marjorie was showing off some rare and valuable ornaments she had displayed on her mantelpiece, and everyone oohed and aahed. Later on a young woman backed into the mantel and knocked one of the pieces to the ground, shattering it. The crowd went uncomfortably silent. Before the mortified woman could apologize, Marjorie grabbed another ornament, and with a loud cheer, threw it to the ground, also shattering it. It was the most surprising and complete act of generosity I've ever seen."

Nelson cherished her children Judith and Rachel, five stepchildren Peter da Silva and David, Lisa, Matthew, and Peter Steinbrueck, and their families. She is also survived by sister Becky Jones. Eastlakers wish all of them strength in this loss, which is heartbreaking too for the neighborhood. All of us who knew Marjorie Nelson are the better for it. The family suggests that any remembrances be donated to an arts, community, or peace group of one's choice.

A Life Celebration of Marjorie Nelson will be held Monday, March 22, 6:30 p.m. in the Leo K. Theater at the Seattle Rep, 155 Mercer Street. Offers of food, performing, photos, and videotaping are welcome, to: marjorienelsonactor@gmail.com (206) 200-8192 or (206) 524-6699.

## EASTLAKE MASSAGE

Whether your focus is a relaxing massage or treatment for a specific injury, our therapists have the skills necessary to meet your wellness goals.



- Swedish
- Deep tissue
- Craniosacral
- Lymphatic drainage
- Pregnancy massage
- Sports massage

**WE OFFER OUTCALL MASSAGE THERAPY SERVICES!**

*If you would like to have a therapist come to your home, please contact us to set this up.*

*Gift certificates available.*

*We accept most insurances as well as Visa and MC.*

206.267.2725 • 3103 Eastlake Ave. E.

**eastlakemassage.net**

# HAIR



## BRIDGE BLOND SALON

CUTS WOMEN 35. MEN 25.  
COLOR 40. PERMS 55. FOILS 75.

SUSAN SAVELLE 206-329-1362  
2373 EASTLAKE AVE. E. (NEXT TO LOUISA'S BAKERY)  
TUES - FRI 11-7 | SAT 10-5 | WALK-INS WELCOME

**G&H PRINTING**  
*The Corner for Fine Printing*

2370  
**EASTLAKE AVE. E.**  
SEATTLE, WA 98102

**E. LOUISA ST.**

phone 329-9888  
fax 324-3705

# MOST POPULAR PLACE IN TOWN

Eastlake Nails & Spa (2501 Eastlake Ave., 206-328-7283, [www.eastlakenailsspa.com](http://www.eastlakenailsspa.com)) offers full service manicures, pedicures, waxing and foot massage. Pedicures are done in custom-built spa chairs while you sip your preferred beverage. Happy Hour specials (11 a.m.-3 p.m., Monday through Thursday) include \$20 pedicures and if you have a manicure and pedicure it's only \$30. ... Sad news that March 21 is the last day for the original **Red Robin Gourmet Burgers** (3272 Fuhrman Ave. E.), now one of 430 Red Robins across the U.S. and Canada. It began in the 1940s as Sam's Tavern, sited to be just beyond the boundary where the laws of that day prohibited liquor sales near U.W. Sam got the name from that song, "The red, red, robin goes bob, bob, bobbin' along." Word is that another restaurant will be on the site soon.

The **laundromat** at 2501 Eastlake Avenue E. recently closed, leaving Eastlake without one for the first time in decades. Through cooperation in the mid 1980s between the Eastlake Community Council and the developer, that space was designed specifically for a laundromat. With the majority of Eastlake residents being either renters or houseboat residents, one is as needed as ever. If you can help locate a business to reopen that space as a laundromat, please contact the writer of this column (and did we say laundromat?).

**Branford Bike** (2404 10th Ave. E., 206-323-1218, [www.branfordbike.com](http://www.branfordbike.com)) is the closest bicycle shop to Eastlake, just across I-5. They sell and service road bikes. ... **Lake Union Sea Ray** (3201 Fairview Ave. E., 206-284-3800) [www.lakeunionsearay.com](http://www.lakeunionsearay.com)) sells and services new and "pre-enjoyed" motor boats, featuring Sea Ray, Boston

Whaler, Bayliner, Meridian, and Trophy. ... The **King County Bar Association** offers free an impressive array of legal information, legal clinics, and other services. [www.kcba.org/legalhelp](http://www.kcba.org/legalhelp) or call (206) 267-7100.

On Monday, Jan. 11, the City Council by a vote of 7-1 (with Nick Licata the only "no") gave the Vulcan land development company and the University of Washington a special "text amendment" allowing a high-rise building of 125 feet (former height limit was 85 feet) at the corner of Westlake and Mercer — just a block from the shoreline and partially blocking the view of the Space Needle from sections of Eastlake and Capitol Hill. The City is considering even larger buildings (up to 300 feet) throughout south Lake Union. Few Eastlake residents and business people have taken notice, but they certainly will once their views are blocked. To get involved in time to avert that result, contact the Lake Union Opportunity Alliance, [www.luoia.wordpress.com](http://www.luoia.wordpress.com).

**Napolitano** (3212 Harvard Ave. E., [napolitanospa.com](http://napolitanospa.com), 206-838-4700) is a full service hair salon and boutique with a quiet spa area in back. It won "Best of CitySearch 2009" in the categories of hair salon, haircut, hair color, hair extensions and best spa. Four local artists (including Sonja Blomdahl, whose studio was in the Eastlake neighborhood for years) created pieces reflecting bridges and nearby lakes for the space.

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, or phone (206) 322-5463.

**Auto Accidents, Work & Sports Injuries**

Relieve pain in your:

- back
- arms & legs
- head & neck
- arthritic joints

Decrease your:

- stiffness & muscular spasms
- risk of injury

Increase your:

- mobility & range of motion
- performance & energy
- sense of well being & relaxation
- balance & coordination

Dr. Matthew Smith



**BodySmith**  
CHIROPRACTIC

Call for a Same Day Appointment

**206.324.8600**  
[www.BackSolution.com](http://www.BackSolution.com)  
2722 Eastlake Ave. East, Suite 360, Seattle

around the corner  
from Serafina

**Cicchetti**  
kitchen & bar

food, wine & sax

*Serafina*

osteria & enoteca

2043 eastlake ave east • seattle  
206.323.0807  
[serafinaseattle.com](http://serafinaseattle.com)




"Loved the small plates"  
"...awesome drinks!"

Tues-Sat 5 pm-2 am  
121 east boston st  
206.859.4155  
[cicchettiseattle.com](http://cicchettiseattle.com)



## Field Guide to Eastlake Characters

**Unofficial name:** “Socrates” or sometimes “Plato” for his love of books.

**Official name:** Dahlbert George, 57-year-old



**Primary Habitat:** Anywhere on Eastlake, sometimes walking around Lake Union or sitting near the Zoo Tavern. He worked for a while at a janitorial company in Eastlake, but that was many years ago. When that company went out of business he started to rely on odd jobs for people in the neighborhood. He does a lot of reading and doesn't have too much to tie him down. “I like this way of life. You never know what can happen,” says George, who is soft spoken and smiles easily. He grew up on Vashon Island and started working as a narrator for the Native American history show at Tillicum Village. He never used a script but recited everything from memory based on the stories he learned from his parents. He was good at it. He always thought he'd join the military when he grew up, but that plan was derailed when a car accident shattered his left leg. Always interested in the arts, he then attended the Institute of American Indian Arts in Sante Fe, but only stayed a couple of years because he began to feel like “that was just high school for grown ups.”

**First Sighting:** George says he started becoming a regular in Eastlake in 1992. If you happen to see any piles of books hidden around the neighborhood, they might be his. “I have books stashed all over the place,” he says. He is partial to James Patterson and Dean Koontz, his favorite authors. He even has one book of his own that he has been working on. He recited a line that he had written as he stood outside of the Eastlake Market, “In the domain of quiet darkness, whispers arise. A mounting murmur of indistinct motions that stir a colorless mist.”

**VOXX COFFEE**

*FEATURING*

**Stumptown**

ORGANIC FAIR TRADE COFFEE  
SANDWICHES & BEER  
WHOLE BEANS  
PASTRIES  
WINE

AIR  
CONDITIONED  
WiFi

2245 Eastlake Ave E  
M-F 6AM-10PM  
SAT./SUN 7AM-10PM

Become a Facebook Fan of VOXX Coffee!  
Receive Premier & Discount Each Week!

## Neighborhood Input Needed as City Revisits Neighborhood Plans

by Karen Rogulja and Paige Richmond

With the help of City of Seattle funds, by partnering with public agencies, and through community outreach, volunteers in the Eastlake neighborhood created the Eastlake Neighborhood Plan in 1998. For the past 15 years, this two documents have helped to shape growth in the Eastlake neighborhood. This year, though, could mark a change in the plan, as the City of Seattle contemplates updating the document.

The City Council passed legislation in September 2008 that authorized the Department of Neighborhoods and the Department of Planning & Development to work with Seattle citizens to begin updating neighborhood plans where necessary. At this point, the City hasn't decided whether Eastlake's plan will be updated — that will be decided later this year — but the city has conducted a Neighborhood Status Update with Eastlake residents through public meetings suveys. The results of the update are available at [seattle.gov/dpd/Planning/Neighborhood\\_Planning](http://seattle.gov/dpd/Planning/Neighborhood_Planning).

Whether the City decides to update Eastlake's plan depends on the input of local residents, which could include considerations of the city's budget, staff time, and how much the neighborhood since changed since 1998.

The 1998 neighborhood plan consists of seven elements-community design, open space, transportation, main street, north gateway, diversity, and affordable housing. This plan can be viewed at [www.seattle.gov/neighborhoods/mpi/plans/elake](http://www.seattle.gov/neighborhoods/mpi/plans/elake)

The 1998 plan has been successful in bringing improvements to Eastlake, including the I-5 noise walls, planted medians on Eastlake Ave. E, the Lake Union walkway between NOAA and Lake Union Drydock, I-5 Colonnade Park, the 15 mile speed limit signs on Fairview Avenue East, and the sidewalks and curbs on Newton St. between Franklin and Eastlake avenues. All of these changes-as well as those that have yet to be enacted-can be seen at [eastlakeseattle.org](http://eastlakeseattle.org).

If unchanged, the 1998 plan will remain in effect and will continues to produce changes for the neighborhood. But Eastlake residents can help shape the update process by contacting the City. If you're interested in an update, call the City's attention to forgotten parts of the plan or suggest removals or additions. To get involved, write to [neighborhoodplan@eastlakeseattle.org](mailto:neighborhoodplan@eastlakeseattle.org) or Neighborhood Plan, c/o ECC, 117 E. Louisa St. #1, Seattle 98102 or call (206) 322-5463.

## Changes to City Townhouse Code Could Allow More Input from Eastlake Residents

by Karen Rogulja and Paige Richmond

This year could mark a change in how the Eastlake neighborhood grows and develops. Right now, all of Eastlake's residential land lots are classified as low-rise under the Multi-Family Zoning code, a set of regulations that affect the size, height, and appearance of townhouses and apartment buildings in the City of Seattle.

In December, the City Council adopted amendments for mid-rise and high-rise zones, and now the Council is considering revisions to the low-rise zones. A Council committee announced in February that proposals from the Department of Planning and Development need changes to improve design quality, increase affordability, encourage a broader range of housing designs, improve provision of open space, and increase sustainability. Committee meetings, public hearings, and environmental

analysis are expected to conclude this summer with Council action.

Key issues are how changes in the zoning code will affect building height, bulk, and scale, and the location and nature of open space. The Congress of Residential Architects (CORA), a group that has been working with the City on this legislation, made presentations to the City Council in September 2009 and to the Eastlake Community Council in November 2009. This report is available online at [www.greatcity.org/wp-content/uploads/bigPDF/CORA-MFHousingStudy-FinalReport%209-24-09.pdf](http://www.greatcity.org/wp-content/uploads/bigPDF/CORA-MFHousingStudy-FinalReport%209-24-09.pdf). Architects with a coalition called Livable Seattle have another viewpoint, which can be seen at [sites.google.com/site/livableseattle](http://sites.google.com/site/livableseattle).

*continued on page 12*

Eastlake Mail  
**CLEAR™**  
 Authorized Retailer



# 4G High-Speed WiMAX Internet



## Home Internet

\$25/mo - Basic Home: 1Mbps

\$30/mo - Fast Home: 3Mbps

\$45/mo - Faster Home: 6Mbps

And remember, with Clear, you can still take your internet with you; you can unplug your modem, go somewhere else, and plug it back in!

## Mobile Internet

\$35/mo - 2GB Mobile: 6Mbps

\$45/mo - Unlimited Mobile: 6Mbps

Compare:	Clear	Sprint
Price	\$45/mo	\$60/mo
Usage Limit	Unlimited	5 GB
Overage fee	N/A	\$.05 per MB over 5 GB/mo
Speed	6Mbps	1.4Mbps

Sprint also charges additional for roaming and international usage. Before Clear's USB card, Sprint was considered the fastest card on the market. Information taken from Sprint's website on 02/08/10: [www.sprint.com](http://www.sprint.com)



# WiMAX Launch Promotion: Pick 2 Unlimited for \$55/mo!!!

6Mbps Home + 6Mbps Unlimited Mobile = \$55 / mo

-OR-

6Mbps Unlimited Mobile + 6Mbps Unlimited Mobile = \$55 / mo

Think about it ... that's TWO Clear mobile cards for less than ONE Sprint mobile card!  
 Split your plan with a friend or roommate, or give the second one as a gift!

## Changes to City Townhouse Code ...

*Continued from page 10*

This update could have a direct effect on the Eastlake neighborhood, including the importance of our Eastlake-specific design guidelines. Neighborhood-Specific Design Guidelines are a set of guidelines crafted by community members which inform developers of the characteristics, style and design which the community values in the development of its neighborhood.

They serve as a neighborhood's supplements to the City's Design Review Guidelines for Multifamily and Commercial Buildings and can include neighborhood development considerations such as open space, building size and scale, setbacks, and parking. Roughly 20 of Seattle's neighborhoods currently have Neighborhood Specific Design Guidelines, including Wallingford, Ballard, South Lake Union, Upper Queen Anne, and West Seattle.

Currently, when a developer proposes a large scale project it must go through design review with the city. On the whole, very few projects in the Eastlake neighborhood undergo design review because Eastlake is primarily zoned for lowrise development. The guidelines do not apply to single family homes or to townhouses and condos with fewer than nine units. Only multifamily and commercial buildings-such as the office and retail building located at 1616 Eastlake Ave. E, now the home of the Grand Central

Bakery, Essential Fitness, Accelerator Corporation, Ikaria Holdings Inc. and Ino Therapeutics-development are subject to design review.

But this could all change in 2010: the City Council is considering revising the design review process to require a new Administrative Design Review Process for townhouse developments. If approved, the proposal will create a streamlined process where City staff review and approve applications for developments. Under the proposal, it is likely that Eastlake's Neighborhood-Specific Design Guidelines would be taken into consideration anytime new townhouses are built in Eastlake (which is a large portion of the neighborhood). There is already a draft version of Eastlake's Neighborhood-Specific Design Guidelines, but these will need to be reviewed and updated, depending on the approval of the proposal. This will involve meetings with representatives from the City's Department of Planning and Development, as well as public meetings held in the neighborhood.

The Eastlake Community Council welcomes the neighborhood's views on what position it should take regarding the multi-family code amendments and the Eastlake-specific design review guidelines. Please contact us at [landuse@eastlakeseattle.org](mailto:landuse@eastlakeseattle.org), or write to Land Use, c/o ECC, 117 E. Louisa St. #1, Seattle 98102.

## Get Well AND Stay Well

*"Dr. K is one of the best docs of any kind in Seattle – he's very knowledgeable about a wide range of health issues, is very caring and has good follow-up. I've sent several friends to him and all have been very satisfied."*

– A.H., SEATTLE



**Dr. Lincoln Kamell, CCSP**  
SERVING SEATTLE FOR 18 YEARS

*Eastlake*

CHIROPRACTIC

*Center*

Dr. Lincoln Kamell, CCSP **206.324.8600**  
Certified Chiropractic **www.EastlakeChiro.com**  
Sports Physician  
Certified in Animal Chiropractic  
2722 Eastlake Ave. East  
Suite 360  
Seattle, WA 98102

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

Neal Booth's

**Boat Insurance Agency**

*"Locally owned for over 15 years by Northwest Boaters"*

PHONE **800-828-2446** • FAX **206-285-1370**

1500 Westlake Avenue N. #102  
Seattle WA 98109

email: [info@boatinsurance.net](mailto:info@boatinsurance.net)  
[www.boatinsurance.net](http://www.boatinsurance.net)



# Eastlake-Specific Design Review Guidelines

Your comments and suggestions are sought on the following draft guidelines, which were drafted by committees of Eastlake volunteers. See below for where to send to your comments.

## A. Site Planning

**Responding to Site Characteristics.** The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

**Preserving Views.** Roofs should be designed to create, preserve and enhance views from neighboring public and private properties. Eastlake's western-sloping topography and lakefront location create many opportunities to view the greater landscape from public and private places. Important views include Lake Union, Gas Works Park, distant views of Queen Anne hill, the Aurora Bridge and Olympics, Downtown and the Space Needle. Views into the neighborhood are valued and may include close-in views of tree-lined streets, maritime activities, historic structures and unique streetscapes. Partial or slot views are also highly valued. Carefully oriented pitched roofs can preserve views between ridges.

When designing roofs, consider the following:

- Existing and potential views from neighboring properties
- Orientation of roof ridges
- Building massing especially adjacent to view corridors

**Community Entrance or Gateway.** Fuhrman, Allison and Hamlin Streets serve as entry points to the Fairview Avenue East Green Street. Development at these points should include elements suggesting an entry or gateway. Consider using building siting, massing, and unique public art to establish a sense of place and entry into the neighborhood.

## B. Height Bulk and Scale

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

The design for new buildings should create a balance between vertical and horizontal lines. Most Eastlake

buildings, large and small, are articulated with individual, human-scaled windows, usually arranged and detailed to produce a balance between vertical and horizontal lines. A few Eastlake buildings have a strong horizontal emphasis - achieved usually through horizontal bands of glass and solid facade materials, but also by bands of protruding, enclosed decks. These buildings are visually prominent in large part because of their departure from the pattern established by other structures.

## C. Architectural Elements

In addition to influencing the neighborhood's scale, the detailing of residential and commercial facades will affect the compatibility different types and sizes of buildings. Although there is no defined Eastlake "style" of architecture, there is a predominant and desired Eastlake scale that is reflected in both the overall size of buildings, and in the articulation, fenestration and detailing of building facades.

**C-1 Architectural Context.** New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

**C-2 Roof Design.** Eastlake's topography creates another viewscape—rooftops. These can be seen from many residences, commercial spaces and rights-of-way. A flat roof may preserve a Lake Union view but could also become an unsightly part of the foreground. In places where there are no distant views, consider using roof forms to create engaging new views. Also recommended are: (1) Integration of rooftop equipment and stair and elevator enclosures into the overall structure's design; and (2) Landscaping and/or "Green Roofs" that filter out pollutants from running into Lake Union

- **Lighting.** Incorporate appropriately scaled pedestrian lighting with new development where appropriate. Use warmer tones in the medium/low foot candle range when making lighting choices.
- **Facades and Storefront Design.** Facades and storefronts should be contextual, reflecting Eastlake's human-scaled pattern of articulation, fenestration, and detailing.

**C-3 Human Scale.** The design of new buildings should incorporate architectural features, elements and details to achieve a desirable human scale. Also recommended are:

**C-4 Exterior Finish Materials.** Building exteriors should be constructed of durable and maintainable materials that

**Design Review Guidelines ...***Continued from page 13*

are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

**Façade Details.** Eastlake's building facades are an important and defining component of the neighborhoods architectural character and scale. Façade details that contribute to Eastlake's existing and desired architectural character include:

- Customized, commercial storefronts that identify individual business establishments and use glass, wood, masonry and other materials to create the storefront and transparency (instead of a manufactured metal storefront system);
- Residential balconies and decks that are integrated into the architectural modulation of the building (instead of cantilevered from, or "stuck" on to, its facade);
- Canvas or structural awnings for weather protection (instead of fluorescent-lit vinyl);
- Transparent rather than tinted glass at the street-level for retail uses.

**C-5 Structured Parking Entrances**

- The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.
- Garages should be placed underground whenever feasible.
- Garage entrances should be from side streets and alleyways wherever possible, per the neighborhood plan.

**Fairview Ave E. Green Street.** Minimize curb cuts on future development between Hamlin Street and Fuhrman Avenue.

**D. Pedestrian Environment**

**D-1 Pedestrian Open Spaces and Entrances.** Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for lively, pedestrian-oriented open space should be promoted whenever possible.

- The use of street furniture such as benches, seatwalls, and stoops should be encouraged to allow people to congregate at street level.
- Curbcuts on Eastlake Avenue should be kept to a minimum.

**Fairview Ave E Green Street Character -- Pathways**

- Preferred treatments for pathways include packed gravel or asphalt in darker or more natural colors rather than light-colored concrete.
- Pathways should follow contours or meander where possible, rather than be laid in straight lines.
- Traditional raised curbs should be employed only where absolutely necessary.
- Provide a pedestrian/bicycle link through new development between the North section of Fairview Ave E. and Edgar Street to connect the North and South portions of Fairview Ave E with one another and create a contiguous bike route.

**VIDEO QUEST**  
 WWW.VIDEO-QUEST.COM  
 TAKE A WALK SEE YOUR NEIGHBORHOOD  
 GET A MOVE ... OR A TAN!  
 11am-11pm, 7 DAYS A WEEK 2234 EASTLAKE AVE E  
 (206) 325-9301

**SEATTLE SOMATICS**  
*massage therapy and healing arts*

Holiday gift certificate special!  
**\$10.00 off your next massage**  
**with purchase of 2 gift certificates**  
*(or \$10.00 off 3rd gift certificate).*



2366 Eastlake Ave E, Suite 439  
 www.seattlesomatics.com  
 info@seattlesomatics.com  
 206.497.8424  
*online scheduling available*  
*insurance accepted*

- When new development occurs, encourage the exploration of alternatives to standard curb, gutter and sidewalks.

### E. Landscaping

**Landscaping to Reinforce Design Continuity with Adjacent Sites.** Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

**Landscaping for Screening.** Use landscaping to screen undesirable views such as Interstate 5.

**Fairview Ave E Green Street.** Develop Fairview Avenue East between Newton and Roanoke Streets and between Hamlin Street and Fuhrman Avenue as a Green Street Type III that preserves the street's current informal character, reveals and ameliorates storm water runoff and provides a safe and pleasant corridor for the movement of pedestrians and bicycles while accommodating the needs of emergency vehicles, autos and freight.

Maintain the current 'country lane' character of Fairview Avenue E which is characterized by

- the meandering nature of the street
- the lack of traditional sidewalks
- the informal tree canopy and plantings along the corridor
- varying street width
- tranquil pace of the street for walking and driving
- regular presence of bicycle traffic

In addition:

- Maintain and enhance the existing informal landscaping and tree canopy along Fairview Avenue
- Restore, protect and enhance existing green spaces.

Please let the Eastlake Community Council know if you agree with the above draft Eastlake design review guidelines, or would suggest any changes. Send your comments and questions to ECC's Land Use Committee at [landuse@eastlakeseattle.org](mailto:landuse@eastlakeseattle.org), or write to Design Guidelines, c/o ECC, 117 E. Louisa St. #1, Seattle 98102.



Nearly every year since 1995, Scout Troop 171 has cleaned up the shoreline and removed invasive plants at the south end of Fairview Avenue East (photo taken Oct. 31, 2009). The neighborhood thanks you!

## Volunteer Opportunities

The Eastlake Community Council builds community and enhances the neighborhood only with your help. We are all-volunteer, so donations go a long way. And most valuable are your skills and volunteer time. Some ways to get involved:

1. Care for a park, shoreline, street, alley, drain, walkway, graffiti-marred area, or other corner of creation.
2. Write an article for the web site or the Eastlake News, or help us update the web site or create an html version of the Eastlake News to make it more accessible on-line.
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 originate a new event.
5. Contribute photos and memories for the history of Eastlake. Compile a video history. Or develop an Eastlake display for Fremont's History House.
6. Organize a block or dock watch for crime prevention and emergency preparedness.
7. Create a latex mold and then a plaster reproduction of the historic dedication plaque for the "Eastlake Ave Bridge," renamed in 1916 as the University Bridge.

8. Help organize the Eastlake paper archives, or enlarge, organize, and annotate ECC's digital photo archives.
9. Attend and report what you learn from the East Precinct Crime Prevention Coalition which advises the Police Department on crime-fighting north of Lynn Street.
10. Offer some other project or skill we haven't thought of!

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

### LAKE UNION MAIL


Postage • Shipping Supplies • Mail Box Rentals



Jules James, Proprietor

117 E. Louisa St.  
Seattle, WA 98102  
Tel. (206) 329-1168  
Fax. (206) 329-3118  
[www.LakeUnionMail.com](http://www.LakeUnionMail.com)

Hours:  
M-F 9-6  
Sat 10-3



**ACUPUNCTURE HEALTH WORKS**

acupuncture | Chinese herbal medicine | massage therapy

**ALICIA MASIULIS MS, LAc, LMP**





2366 Eastlake Ave East, Ste 237 | Seattle, WA 98102  
Tel: 206.623.0990

Mention this ad to receive a coupon for 1/2 off a second visit with your new patient appointment


**Relax. Rejuvenate.**  
**Recover naturally from pain and illness.**

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

## Art / Classes / Events



"Woman in Cafe" Oil By Patrick Howe



**PATRICK HOWE GALLERY**

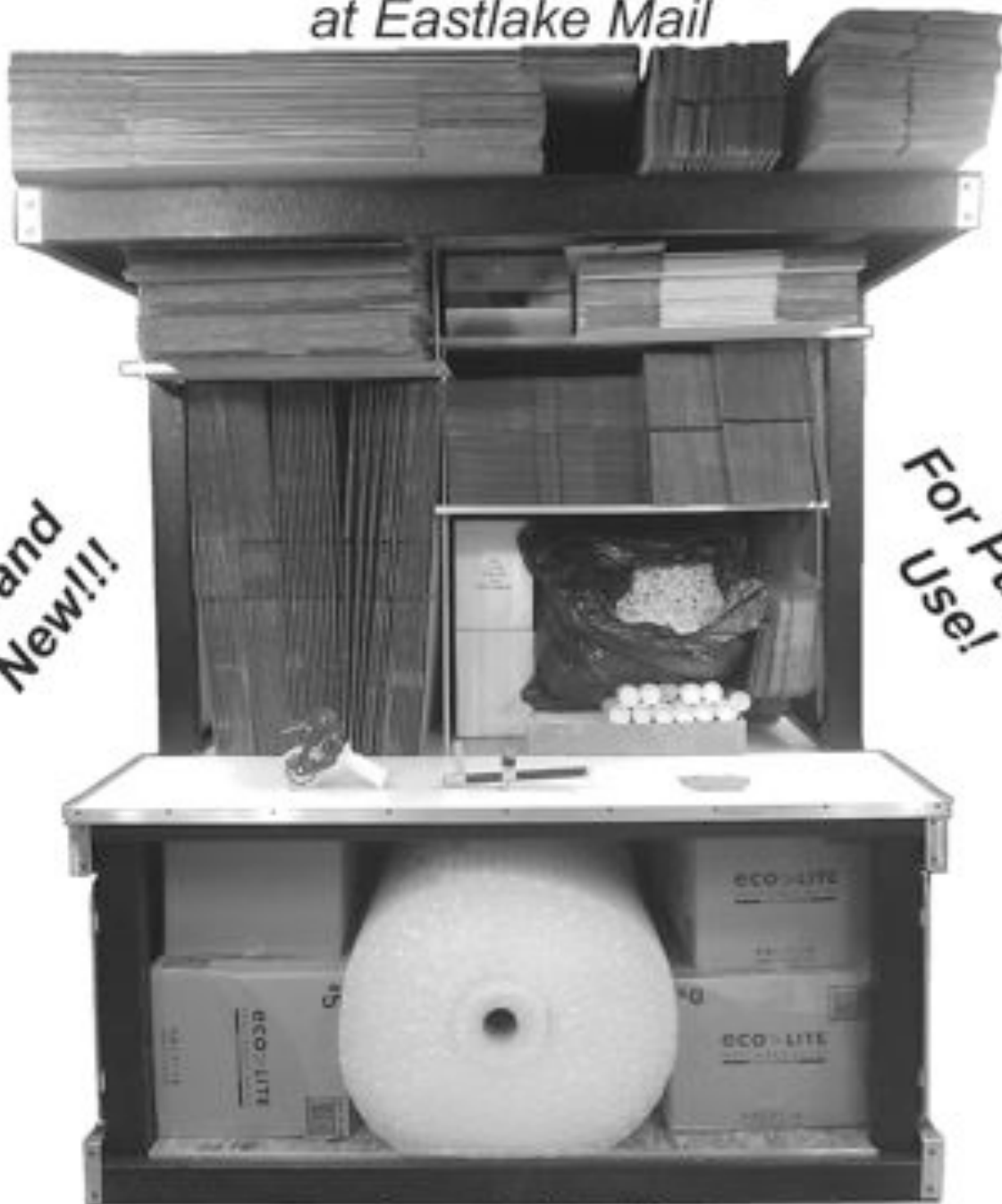
3200 Harvard Ave E. / [www.PatrickHowe.com](http://www.PatrickHowe.com)



Introducing the  
**Self Service Packaging Counter**  
*at Eastlake Mail*

**Brand  
New!!!**

**For Public  
Use!**



**Come try it out!**

- 6 kinds of wrapping paper (3 X-Mas, 3 other), plus multiple color bows & ribbon
- 13 box sizes from business card size up to bike box, 24x24x24, 47x20x18, + more
- 1/2 inch thick bubble wrap, packaging peanuts, tissue paper & kraft wrapping paper
- All the packaging tools you need (tape, knife, box scorer, measuring tape)

**-OR-**

- Leave your items with us - we'll pack them and you can pay by phone later!

**Only at Eastlake Mail:      2226 Eastlake Ave. E.      206-323-0508**


# EASTLAKE HOODIES

Get yours for the winter ...  
or get one for a friend  
for X-Mas. Order by  
phone & ship anywhere  
in the U.S. for \$8\*,  
packaging included.

\*Remote zip codes will cost a little more

## \$35

XXL = \$38



**EASTLAKE**

ONLY AT EASTLAKE MAIL:

2226 EASTLAKE AVE. E.

206-323-0508

## Emergency and Enforcement Numbers (Area Code 206)

911	Crime, fire, health, or other emergency in progress	684-4348 or 684-4370	Community police team and <a href="mailto:timothy.greeley@seattle.gov">timothy.greeley@seattle.gov</a> (for area north of Lynn Street)
526-2121	Poison emergency	684-8454 or 684-8917	Community police team (for area south of Lynn Street)
386-1800	Surface water flooding	684-7087	Park security
684-7400	City Light emergency	684-0330	Domestic violence
684-7587	Illegal dumping, litter	684-5086	Truck over legal load
386-1218	Street, sign, sidewalk repair	684-7587	Water pollution
205-4394	Nuisance rats	343-8800 or 425-649-7000	Air pollution
386-7387	Animal Control	684-7587	Graffiti and illegal dumping
684-5740	Investigations of burglary and theft	684-5797	Narcotics investigations
684-4071	Harbor Police	684-7056	Street lights out or flickering
625-5011	Crime not requiring immediate response; parking enforcement	684-7724	Advice on setting up a block watch or emergency team (area north of Lynn Street)
684-8763	Illegally parked or abandoned vehicles	684-4741	Advice on setting up a block watch or emergency team (area south of Lynn Street)
521-1800	Sexual assault/traumatic stress	461-3222	Crisis Clinic
433-5393	Noise complaints to SeaTac airport	684-7843 or 615-1760	Construction site and permanent equipment noise
205-5242	Noise complaints to Boeing Field	684-5011 or 911	Public nuisance noise (amplified sound, vehicles, watercraft, animals)
425-227-1813	Noise complaints to FAA about any planes or helicopters	296-4783	Electromagnetic fields
386-1234	Seattle's Customer Service Bureau	1-866-363-4276	Child and adult abuse reporting

ECC Membership Application		Eastlake Community Council	
Name	_____		
Address	_____		
Phone	_____	Email	_____
<input type="checkbox"/> Household	\$35		
<input type="checkbox"/> Business	\$75		
<input type="checkbox"/> Senior Citizen/Student/Low Income	\$10		
<input type="checkbox"/> Donation	\$ _____		
Make checks payable to ECC – Mail or deliver to Eastlake Community Council - 117 E. Louisa #1, Seattle, WA 98102			
		<b>Interests</b> <input type="checkbox"/> Parks and Open Spaces <input type="checkbox"/> Traffic/Parking Issues <input type="checkbox"/> Building Guidelines <input type="checkbox"/> Newsletter Distribution <input type="checkbox"/> Fundraising <input type="checkbox"/> Workparties <input type="checkbox"/> Community Art Projects <input type="checkbox"/> Community Meetings <input type="checkbox"/> Event Planning	
		<b>Member Status</b> <input type="checkbox"/> New <input type="checkbox"/> Renewal	

----- Cut here ✂ -----

**Eastlake News** — a publication by the  
Eastlake Community Council  
117 E. Louisa Street, #1  
Seattle, WA 98102-3278

#### Advertising

Contact [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org)

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*.

#### Editorial

We welcome comments, articles or images for possible publication. Please submit documents to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org).

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

*If you did not receive this in the mail with a label attached with your name, then you are not a paying member of the Eastlake Community Council. We need your support, and you will receive benefits in return, so please send in your membership application today!*