

# The Eastlake News

Winter 2010/2011

## Upcoming events

**Eastlake Bus Service Public Meeting:** Tuesday, Dec. 7, 7-9 p.m. at TOPS-Seward School, 2500 Franklin Ave. E. (See page 4.)

**Eastlake Fall Gathering:** Thurs., Dec. 9, 7-10 p.m. @ Louisa's, 2379 Eastlake Ave. (See page 17.)

**Two Design Workshops -- North Gateway Triangle and Roanoke Street-end Park:** Tuesday, Jan. 18, 7-9 p.m. at TOPS-Seward School, 2500 Franklin Ave. E. (See page 2.)

## Inside



**Field Notes -- Audio Tours of Lake Union:** Page 6

**The Story of the P-Patch Expansion:** Page 8

**and more...**

## Assure access to TOPS-Seward School for Eastlake kids!

The hard-fought setback of incoming kindergarten seats at TOPS-Seward School for neighborhood families is now in jeopardy. Seward was for a century a neighborhood school until it closed. To keep the building as a public school, the Eastlake Community Council sought out as a replacement The Option Program at Seward (TOPS), which was then at Stevens. In its early years, TOPS-Seward freely admitted neighborhood children, but in the past decade, most Eastlake children have been excluded, to be bused far away, or to move out of the neighborhood so their families can put them closer to a school they can get into.

Under the proposal, all option schools will have a Geographic Zone surrounding them, with children living in the zones having an almost-guarantee of assignment to that school. The GeoZones will act as a second tiebreaker for enrollment (the first tiebreaker will be sibling attendance at the school). Then everyone else will be assigned by citywide lottery. If this policy is adopted, most residents of GeoZones can expect to be assigned to their option school if they make it their first choice. If a GeoZone resident does not choose the option school as first choice, they will have access to their neighborhood reference school (in Eastlake's case, this is Montlake Elementary).

The GeoZone proposed for TOPS-Seward, in addition to the whole of Eastlake, includes Roanoke Park (from which, like Eastlake, many families wish to attend TOPS) as well as a rectangle running the length of Eastlake and bordered by 10th Avenue on the east and I-5 on the west. Some TOPS staff and families will write to the School Board, asking for a narrowly drawn GeoZone of just a few blocks around TOPS, cutting off access by most Eastlake children. To prevent that result, we must sound off.

The future of Eastlake children is at stake! Please send an e-mail or letter to the board members and administrators, thanking them for their initial design of the GeoZone. Mention that you are an Eastlake resident and that for more than a decade Eastlake has been asking for predictable

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Thanks to all our advertisers and all the volunteers who make this newsletter possible. Special thanks, once again, to James and Kevin of G&H Printing and Ryan Murphy of Eastlake Mail and Eastlake Coworking for their assistance in getting out this issue. Masthead artwork sketch by Victor Steinbrueck.

## Two Design Workshops

### North Gateway Triangle and Roanoke Street-end Park

**H**elp plan the renovation of two public spaces at a design workshop on Tuesday, Jan. 18, 7-9 p.m. at TOPS-Seward School, 2500 Franklin Ave. E. Roanoke street-end park has been deteriorating. At the very least, it needs fresh plantings, but maybe also some redesign – perhaps a historic marker, as it abuts the site where Boeing’s first airplane was assembled and flown in 1916. For questions, or to get involved, please write to: [teamenzo@gmail.com](mailto:teamenzo@gmail.com) or call (206) 898-6147

The North Gateway (triangle of land where Eastlake and Harvard avenues intersect) was identified as a priority in the 1998 Eastlake Neighborhood Plan. Apartments and businesses were demolished to make way for I-5, and in return WSDOT built the existing park, with walls of granite from Mt. Shuksan. More could be done, especially in marking this area as a neighborhood gateway. Some have suggested a signature art piece or decoration of the eight huge I-5 columns as was done in the International District and Ravenna/Green Lake. Also, the Park Dept. has identified the site as a possible skate park. What should be done? To make suggestions or to get involved: [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or (206) 322-5463. And especially, please come to the Jan. 18 design workshop.

## Safer intersection, better parking and path at south end of Fairview Ave. E.

**T**he intersection where Fairview Avenue East ends and merges with Fairview Avenue North is surrounded entirely by land zoned commercial and industrial. For twenty years, the Eastlake Community Council has been working toward a design that keeps adjacent properties in business (especially by preserving parking for their employees and customers) while making the intersection safer for cars, bicyclists, and pedestrians. The project was a high priority in the 1998 Eastlake Neighborhood Plan.

ECC successfully applied for \$500,000 from Seattle’s Neighborhood Street Fund, and the City added another \$250,000 from its Cheshia-hud Lake Union Loop Trail fund. When Mayor McGinn announced the project award on September 22, he thanked ECC for its years of effort. In turn ECC thanks Mike Brooks, Vice President at Washington Holdings, a company that built or owned several Eastlake projects and donated the needed topographic and land survey. For years,

Continued on next page

## Fairview Ave. E. Continued from previous page

Brooks (who in a previous career as a landscape architect designed Commodore Park) assisted ECC representative Chris Leman in discussions with the affected businesses and has produced a series of designs that were instrumental in winning City funding and finding consensus.

To work toward a preferred design, the Seattle Department of Transportation has convened a stakeholder group that has met twice. SDOT also held a public meeting on October 27. For the latest designs and background on the process, see [http://www.cityofseattle.net/transportation/btg\\_nsf\\_large\\_fairview.htm](http://www.cityofseattle.net/transportation/btg_nsf_large_fairview.htm)

ECC welcomes your suggestions and questions, to [timahlers206@gmail.com](mailto:timahlers206@gmail.com) and [cleman@oo.net](mailto:cleman@oo.net) or (206) 322-5463.

## TOPS-Seward School for Eastlake kids!

Continued from page 1

access to TOPS-Seward School. And furthermore, urge that this cannot be a family-friendly neighborhood until our kids are able to go to the school that is at Eastlake's heart--and they won't need a school bus to get there. Share with them why the issue is important to you, your family, or your neighbor's family.

The School Board members are actively soliciting feedback on this issue, and comments -- or lack of them -- will make a difference. The mail address is:

Customer Service, Seattle School District, 2445 3<sup>rd</sup> Ave. S., Mail Stop MS 11-010, PO Box 34165, Seattle, WA 98124-1165.

The e-mail addresses are below. And please send us a copy of what you write, to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org); or to ECC, 117 E. Louisa St., Seattle 98102.

[tracy.libros@seattleschools.org](mailto:tracy.libros@seattleschools.org) (Head of Enrollment Services)  
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## Eastlake Bus Service featured at Dec. 7 meeting

Eastlakers ride the bus a lot, but don't have the service they need. Once boasting some of the best transit service in the City, our neighborhood now has the worst in its 117 year history. What to do? Help decide at ECC's public meeting on Eastlake bus service (Tues., Dec. 7, 7-9 p.m. at TOPS-Seward School, 2500 Franklin Ave.) or contact us with your ideas.

Our community was born with the 1893 opening of an Eastlake Avenue streetcar rail line to downtown, and a later one on Harvard and 10<sup>th</sup> avenues. Both closed in 1941, replaced by rubber-tired electric trolley buses that were themselves replaced with diesels in 1971. Through close partnership with the Eastlake Community Council, Metro in the early 1990s turned route 70 back into electric trolleys, but this time not all the way on Eastlake Avenue, reaching downtown instead through the "Mercer Mess" on Fairview Avenue N. Funds that would have brought route 70 through the downtown transit tunnel were instead transferred to the suburbs.

The reconfiguration of Mercer and Valley Streets may improve traffic and bus service, but for the three-year construction project, Metro and SDOT decided to replace the electric trolley buses on route 70 with noisier and dirtier old diesel buses (not the newer "hybrids") rather than restore the trolleys to the quick all-Eastlake Avenue route they once had. On October 30, Metro also unilaterally eliminated five stops on route 70 (northbound at Fairview, Boston, and Edgar streets; southbound at Boston and Roanoke streets).

Most of the buses that use Eastlake Avenue never make a stop on Eastlake Avenue, treating our neighborhood as only a corridor for zipping passengers between downtown and the University District. Better transit service would make it easier to dine, shop, work or reside in Eastlake, and to commute to jobs outside the neighborhood. The Eastlake Neighborhood Plan, hundreds of petition signatures and many letters call on Metro to establish for each express bus just a few stops (as with the 66 express) on Eastlake Avenue, respecting Eastlake and South Lake Union as the transit destinations that City legislation says they are.

The Dec. 7 public meeting will explore with Metro and the City such issues, but also any others you want to raise about Eastlake transit service. And volunteers are needed for the Eastlake Bus Riders Coalition. For questions or to get involved: [buses@eastlakeseattle.org](mailto:buses@eastlakeseattle.org), or (206) 322-5463.

## Update on Zoning

# Last chance to avert upzone of "lowrise" multifamily zoned land

[Note: As the ECC board has not taken a position on the legislation, this article represents only my own views: Chris Leman, [cleman@oo.net](mailto:cleman@oo.net) (206) 322-5463.]

This is your last chance to urge the City Council not to pass amendments to the "multifamily lowrise" section of the land use code that would upzone most residential land in Eastlake. The amendments would create incentives to demolish affordable buildings in favor of bigger, less affordable ones that block treasured views and eliminate open spaces and trees. The proposals can be found at <http://www.seattle.gov/council/clark>, and the current zone of any lot can be found at [http://www.seattle.gov/dpd/Research/Zoning\\_Maps/default.asp](http://www.seattle.gov/dpd/Research/Zoning_Maps/default.asp).

Through its 1996-98 neighborhood planning process, Eastlake accepted designation as an urban village and adopted clear language discouraging taller and bulkier buildings and the additional on-street parking demand they bring. But in a classic bait and switch, the City Council now may force on Eastlake and the other urban villages, as well as urban centers like South Lake Union, an upzone by changing their L-1 zones to the denser L-2 and changing their L-3 zones to the denser L-4. The Council may also eliminate minimum parking requirements for apartment and condominium buildings in urban villages.

For all low-rise multifamily zones, the legislation would change the rules to: drastically reduce yards and in some cases eliminate them; allow taller buildings; encourage larger, boxier flat-roofed buildings (discouraging neighborhood-friendly pitched roofs); make large trees on-site unlikely; replace today's firm lot coverage limits with the

Continued on next page

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# Avert upzone of "lowrise" multifamily zoned land

Continued

confusing and unpredictable Floor Area Ratio (FAR); and replace existing density limits (units per square foot of lot) with density limits that vary by building type, and don't apply if the building meets certain "green" goals.

Zoning exists to give landowners some assurance of what can be built nearby that could affect them. It should not be used as social engineering to impose higher density on a neighborhood that does not want it. The City Council must drop many of the proposed land use code changes, and respect what makes Eastlake and other neighborhoods special.

Whatever your views, the City Councilmembers urgently need to hear from you. Here are the e-mails and voice mails (mailing address is P.O. Box 34025, Seattle, WA 98124-4025 and fax is 206-684-8587):

- [sally.clark@seattle.gov](mailto:sally.clark@seattle.gov) 684-8802
- [tim.burgess@seattle.gov](mailto:tim.burgess@seattle.gov) 684-8806
- [tom.rasmussen@seattle.gov](mailto:tom.rasmussen@seattle.gov) 684-8808
- [jean.godden@seattle.gov](mailto:jean.godden@seattle.gov) 684-8807
- [richard.conlin@seattle.gov](mailto:richard.conlin@seattle.gov) 684-8805
- [mike.obrien@seattle.gov](mailto:mike.obrien@seattle.gov) 684-8800
- [bruce.harrell@seattle.gov](mailto:bruce.harrell@seattle.gov) 684-8804
- [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov) 684-8803
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# Field Notes educating the public on Lake Union history and ecology

## Opening celebration includes wild foods dinner

By Lisa Pau

Free audio tours of Lake Union are now available as part of a year-long project, the result of collaboration between the City of Seattle and the Studio for Urban Projects, a group of artists interested in urban landscapes and histories. The project, called Field Notes: Observing Lake Union, will run through October 2011, when it closes.

Between now and then, anyone can access historical facts and information on the natural history of Lake Union, as explained by local and national historians, authors, plant experts, geologists, scientists, and park designers, all interviewed as part of this project.

The audio tours address four locations around the Lake Union Cheshiahud Loop: Lake Union Park, Fairview Park, Gas Works Park, and Lake Washington Ship Canal (the last of which will be installed December 2010). Each location has several spots marked by light blue flags planted in the ground; each flag displays a number, prompting a segment of the audio tour.

The tours launched with the opening of Lake Union Park on September 25, 2010 and were followed by a special walking tour on October 23, 2010, where members of the public were met with authors Coll Thrush and David Williams, and horticulturalist Ray Larson, who gave short lectures while strolling through Lake Union Park with participants.

Despite the rainy weather, the group enjoyed an informative discussion on several aspects of the area's history. Thrush, author of *Native Seattle: Histories from the Crossing-Over Place*, discussed the area's history of Native American stewardship and European settlement. Larson, who wrote a master's thesis on the flora of Seattle, discussed the ecology and native vegetation of the area, noting that many plants found around the Park today are actually non-native species introduced by European settlers or hybrids of native and non-native species. Finally, Williams, who has written *The Street-Smart*

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### Field Notes audio tours may be accessed one of three ways:

Using a mobile phone, call (206) 395-2311 and enter numbers indicated on the flags.

Pre-loaded MP3 players are available for pick-up at two Seattle locations:

*Northwest Outdoor Center* (2100 Westlake Ave N, Thursday to Sunday from 10 a.m. to 5 p.m.)

*Dutch Bike Co.* (4741 Ballard Ave NW, 10 a.m. to 8 p.m.)

Download on-line, at [www.field-noteslakeunion.net](http://www.field-noteslakeunion.net) or at the website of the Studio for Urban Projects (<http://www.studioforurbanprojects.org/projects/field-notes-observing-lake-union/>).

Explanatory maps that accompany the audio tours are also available at various locations throughout the Lake Union neighborhood including the Center for Wooden Boats, Voxx Coffee, Pete's Wine Shop, and the Capitol Hill branch of the Seattle Public Library.

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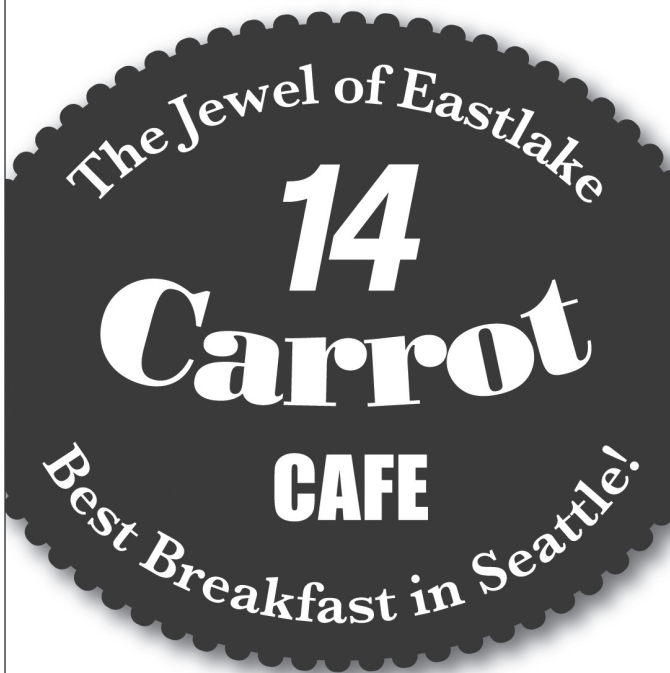


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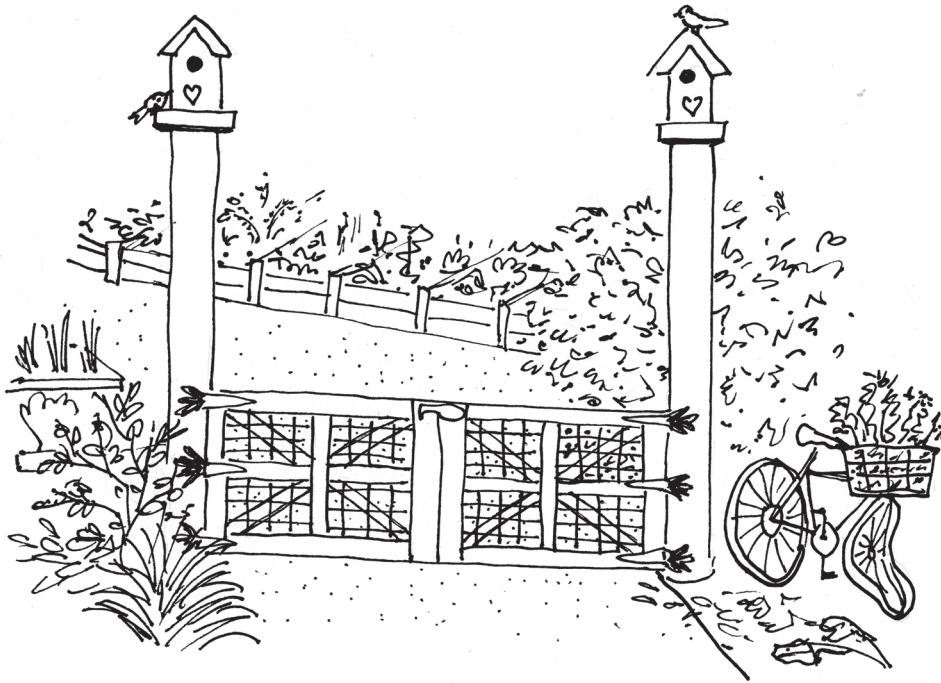
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## What committed leadership, ingenuity, and sweat can create:



## The story behind the Eastlake P-Patch expansion

By Jean Johnson

In the densely populated neighborhood of Eastlake, along the Lake Union northeastern shoreline, among the houseboats, apartments, homes, marinas and businesses, there is an oasis of greenery, plants and flowers. Since its founding in 1981, the Eastlake P-Patch has been hugely popular with local residents. It has a waitlist of over 100 people vying to get a plot, with typical waits of over five years.

With this kind of demand, P-Patch leaders, Barb Donnette and Mary Jones, wondered if the land between the P-Patch and the recently completed Eastlake2851 apartment complex was city-owned and, if it was, if it could be made available as an expansion to the existing 29 P-Patch plots – the land was made up of a large area of stranded hillside consisting of a steep slope of tangled blackberry bushes, brush, and weeds. It was and it could.

So in fall 2008, Donnette and Jones began work with the city to find a way to make the P-Patch expansion a reality. The Department of Neighborhoods offered \$15,000 grants to be matched at least 1:1 with volunteer labor (valued at \$15/hr.). Once word got out that people on the P-Patch waitlist could move up the list rapidly based on their hours worked, there was no shortage of volunteers. Lisa Hummel, who had been on the wait list for several years and was a professional landscape designer, began work to develop a garden plan. Another waitlist volunteer, Valerie Margulis, prepared the grant proposal. Plan and proposal were submitted to the city in April 2009.

The plan, which went through several iterations, consisted of 24 plots; a “giving garden” for food bank donations; community herb garden; benches; hundreds of feet of plumbing; several watering stations; a stairway; graded path; and handicap-accessible raised bed plots – all of it spread along a three-tiered hillside.

In late May 2009, the P-Patch expansion was one of 33 projects awarded a \$15,000 neighborhood grant and the only P-Patch. The award was followed by numerous meetings with city departments throughout the summer to provide design review and changes and to obtain all necessary land-use permits.

The P-Patch was about to nearly double in size, but there would be a lot more work ahead. A key challenge for the landscape designer and project team was how to best leverage the grant money utilizing untrained volunteers, on a part-time work schedule, with scrap and donated materials, to create a garden project that, commercially, would have taken hundreds of thousands of dollars.

Ingenuity came into play. In one example, walls were to be created from recycled broken-up concrete rubble generated by city construction work on streets and sidewalks. This would typically have been delivered by workers to the Dept. of Transportation depot with transport to be arranged by the Eastlake P-Patch. The expansion team convinced the city to deliver the rubble directly to the P-Patch saving both time and money.

Continued on page 10

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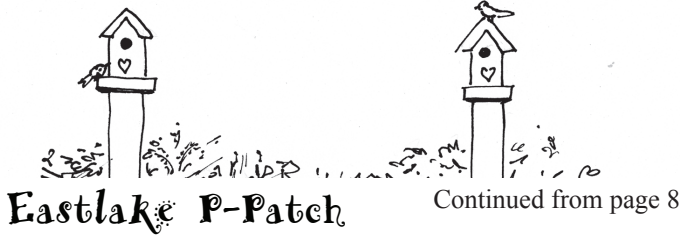
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The city's surplus materials depot was searched by volunteers and hundreds of free granite pavers were found that were subsequently integrated into the design.

Grant funds were used for purchase of materials such as concrete, plumbing supplies, wood, and soil and rental of machinery for grading, setting of concrete blocks and excavation.

Since the first work party in summer 2009, dozens of volunteers have contributed their time, along with several businesses who have donated materials, even gift cards.

**There is still ample opportunity for dedicated volunteers to obtain a garden plot.**

Numerous skilled contractors volunteered their expertise in excavation, plumbing, raised bed carpentry construction, concrete stairway building, etc. The skilled taught the novices the finer points of how to build walls with rubble, gravel, stones and concrete; how to use string as a level; how to mix concrete. Thousands of pounds of granite, concrete

sacks and soil were moved up the hill by wheelbarrow or carried by hand. Brian and Rebecca Partington, volunteer coordinators, and the original project leadership team, put in hundreds of hours alone. Over time, project teams came to be managed by volunteers newly proficient in landscape construction.

The first new sites – six on the middle terrace overlooking Lake Union and three accessible beds – became available in mid-May 2010. All the regularly working volunteers received plots and, to their delight, were able to plant gardens that were in full bloom by summer. Work on the remaining 15 gardens on the upper terrace is still underway.

On August 21, 2010, a community celebration was held for the first expansion phase. The celebration happened jointly with the Ward's Cove marina and houseboat community, to celebrate the Ward's Cove shoreline enhancement effort, and with the support of the Eastlake Community Council. The celebration featured music, informational booths, food and a "walking fish" decoration contest with a \$100

local gift certificate award. Mayor Mike McGinn spoke and participated in the ribbon-cutting for both efforts and expressed strong admiration for the beautification of north Fairview.

On a tour of the P-Patch, he told volunteers that he was quite familiar with the use of sidewalk rubble and SDOT salvage materials in landscaping and that he was impressed with the quality of the construction work and the use of terraces in the design.

Since then, new volunteers have begun to finish the 15 remaining plots on the top tier; however, there is still ample opportunity for dedicated volunteers to obtain a garden plot.

The expansion of the Eastlake P-Patch garden is a testament to what can be done by individual citizens with a vision; dedicated volunteering; and responsive collaboration with the city of Seattle.

For video tours of the Eastlake P-Patch project during construction see the following YouTube videos: <http://www.youtube.com/watch?v=1be0jdZCUf0> and <http://www.youtube.com/watch?v=x2guX4m3-KQ> and <http://www.youtube.com/watch?v=owVXvfHitio>

For a high-definition photo slide show of the garden see: <http://vicaso.com/16418>

For information on becoming a volunteer, please contact: Rebecca Partington at [rebeccaapartington@gmail.com](mailto:rebeccaapartington@gmail.com)

The following merchants were generous supporters and contributors to the project:

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# Field Notes Continued from page 6

## Celebration includes wild foods dinner

*Naturalist: Field Notes From Seattle*, discussed the massive geologic forces from the Ice Age that shaped the landscape of the Puget Sound area.

The walking tour was followed by a wild foods dinner created by local chef Christina Choi of Nettletown restaurant. The eight course dinner included such specially-created menu items as mushroom dusted elk tenderloin with evergreen huckleberry ale sauce, and roasted wild mushrooms with salmon skin and wild ginger. All ingredients were locally sourced and most were wild and hand-foraged. The dinner

**The eight course dinner included such specially-created menu items as mushroom dusted elk tenderloin with evergreen huckleberry ale sauce, and roasted wild mushrooms with salmon skin and wild ginger.**

took place at the Center for Wooden Boats, the cost ranging from \$40.00 to 55.00 per person. Wine from Parejas Cellars of the Yakima Valley and other beverages such as hand-made teas (also created by Choi) were provided as part of

the dinner. The two-and-a-half hour dinner was such a success that organizers are considering another dinner to mark the closure of the project next fall. Those who are interested should check the project website for updates next year.

Studio for the Urban Projects is an arts organization based in San Francisco, “engaging the broad themes of ecology and urbanism,” according to their website. “The story of Lake Union is relevant to cities everywhere,” said Kirsten Bach, one of the studio’s core members. “It is about the intersection of development and natural systems. We answered an open call from the Seattle Office of Arts and Cultural Affairs to create a new media work on the Cheshiahud Lake Union

Loop, and we were thrilled to be selected and given the opportunity to delve into the rich history of Lake Union. We hope that this project encourages people to pause and consider the evolution of the Lake, its ecology, and its fascinating layers of natural and man-made history.”



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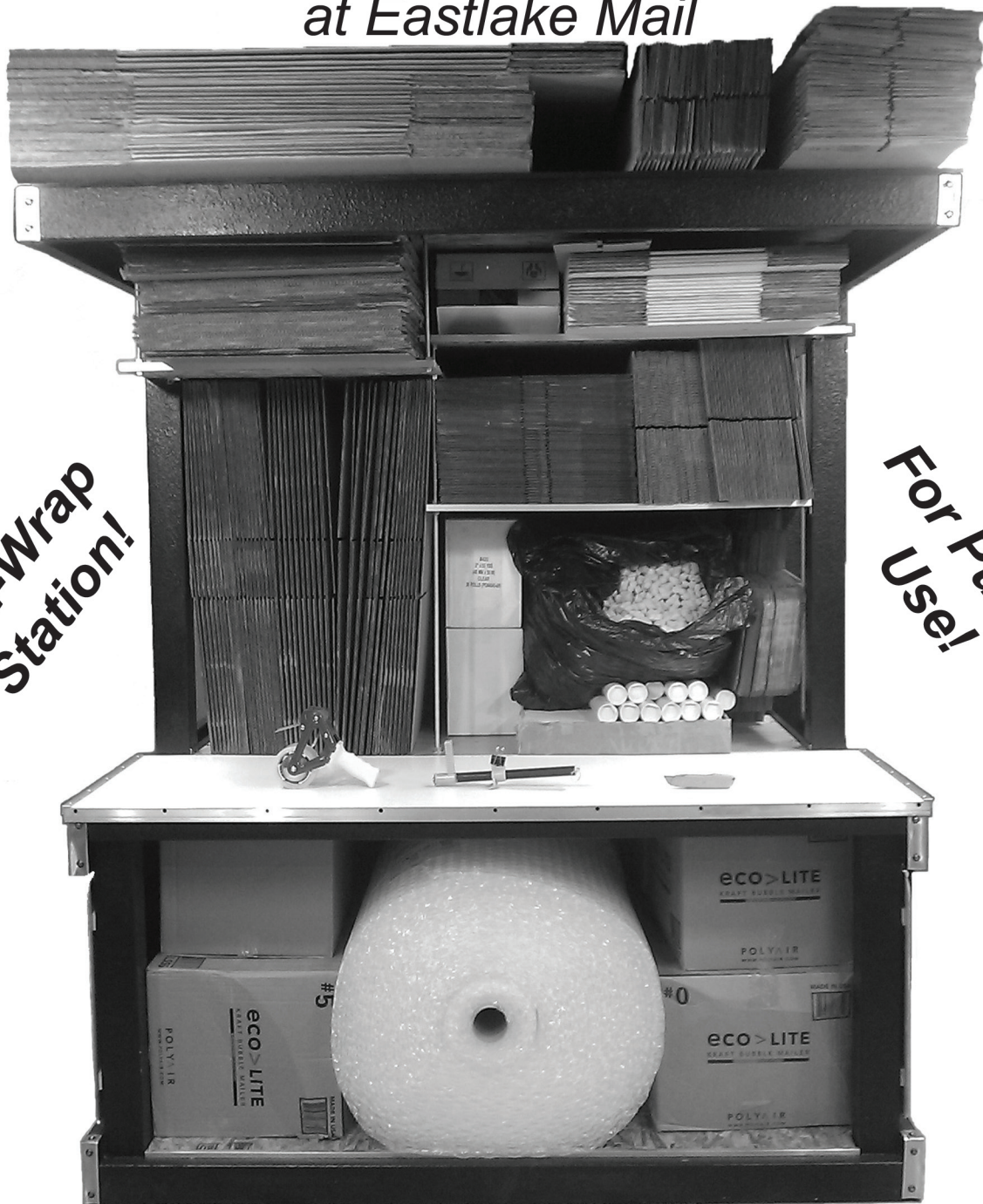
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The prestigious 2010 Nellie Cashman Award for Outstanding Woman Business Owner has gone to Susan Kaufman, who is owner of **Serafina** (2043 Eastlake Ave. E., 206-323-0807, [serafinaseattle.com](http://serafinaseattle.com)) and **Cicchetti** (121 E. Boston St., 206-859-4155, [cicchettiseattle.com](http://cicchettiseattle.com)), co-founder of the Eastlake Merchants Association, and a long-time Eastlake resident. Kaufman is a generous donor to neighborhood causes, and for years has welcomed residents and businesses to elegant receptions. ... ECC public meetings recently have benefited from food and drink donated by **Eastlake Market**, **Grand Central Bakery**, **Starbucks** and **Vox Coffee**. Thanks to these businesses for their generosity!

The Eastlake Community Council has had a longer term relationship with **G&H Printing** (2370 Eastlake Ave. E., 206-329-9888) than with any other business. Since 1974, almost every issue of the Eastlake News, and countless posters, etc. have been printed there. Since 1986, Kevin Upton has been the owner. Before then, the owners were his parents Edwin and Emily. Then and now, G&H has gone out of its way to make it easy for ECC. More often than we should have needed, Kevin has stayed late or come in on a weekend to help us make a deadline, and he has caught more than a few mistakes prior to publication. There is even a photo in our archives of Kevin, his wife Lois, and their children and dog all there on a Sunday, assembling thousands of copies of an urgent newsletter issue. ECC thanks **G&H Printing** for its partnership over the years and for generosity that we can never adequately repay.

Eastlake is fortunate to have two fine sushi restaurants owned by the chefs. **Hiroshi's** (2501 Eastlake Ave., 206-726-4966, [www.hiroshis.com](http://www.hiroshis.com)) was opened in 2002 by Hiroshi Egashira, who worked for eight years at **Kamon on Lake Union** and whose travel to 35 countries has influenced his take on traditional Japanese food. Hours are lunch: M-F 11 to 2; and dinner: M-Thu 5-9 and Fri-Sat 5-10. On Friday night, there's live jazz, with no cover charge; and the restaurant is available for private parties on Sundays. ... A recent arrival in the Ruby Condominiums building is **Sushi Kappo Tamura** (2968 Eastlake Ave. 206-547-0937). Chef-owner is Taichi Kitamura, who trained at Belltown's **Shiro**. A recent Stranger review called it "without a doubt, among the very best sushi restaurants in town," and judged the crab "what sushi is meant to be: simple, beautiful, shockingly good."

In October, the **Eastlake Zoo** (2301 Eastlake Avenue) raised \$755 for Northwest Harvest at its Chili Cook-off, held annually since 1983. ... **Cuppa Jo on the Go** (1500

Fairview Ave. E., 206-860-6136) now produces by hand its own pastries, artisan chocolates, truffles, and caramels. ... **Siam on Eastlake** (<http://www.siamthairestaurants.com>, 206-322-6174) has changed its name and web site and moved to a beautiful new and more visible location, including full bar, at 1629 Eastlake Ave. Hours are M-Th 11:30 a.m. to 11:30 p.m.; Fri. 11:30 a.m. to 12:30 p.m., Sat. noon to 12:30 p.m. and Sun. noon to 10 p.m.

Two local businesses offer state-licensed help to seniors and others throughout King County who need non-medical assistance or companionship to remain at home. The wide variety of services include housekeeping, bill-paying, errands, laundry, cooking, companionship, respite to family caregivers, and assistance with bathing, incontinence, and medication. **With a Little Help, Inc.** (2021 Minor Avenue E., 206-352-7399, <http://www.withalittlehelp.com>) is an Eastlake-based home care agency. ... **Home Instead Senior Care** (3221 Eastlake Avenue, 206-622-4663, <http://www.homeinstead.com>) is the King County office for a nationally franchised home care organization.

Local landscape architect **Richard Haag** is the designer of Gas Works Park and countless other iconic spaces. Nature as a Lover, published in September 2010 in English and Italian, has photos and commentary about 26 of his projects, and an autobiographical chapter by Haag. He founded the UW Department of Landscape Architecture, and his firm ([www.richhaagassociates.com](http://www.richhaagassociates.com)) is now located at 2412 10<sup>th</sup> Avenue East. ... Aidan Cary delivers the weekly **Capitol Hill Times** to Eastlake addresses; to subscribe at an introductory rate of \$9/ six months or \$18/year, contact Aidan at (206) 229-7295.

In September, **Bristol-Myers Squibb** purchased **ZymoGenetics**, an innovative biotech which has been a major Eastlake employer since the early 1990s when it moved into the refurbished historic Lake Union Steam Plant, which once provided much of the City's electric power. The company has been a valued corporate citizen, joining with ECC in efforts to improve bus service and traffic safety. Here's hoping that its Eastlake operations will continue.

**Washington Holdings**, which has developed several office and laboratory properties in the neighborhood, has announced plans for a 200,000 square foot life sciences building at 1818 Eastlake Avenue (former site of Siam on Lake Union and Doran Patrick/Howisey's). An article in the Nov. 10 Daily Journal of Commerce reports that the project, which is adjacent to undeveloped Howe Street right-of-way, would help connect the Lake Union loop trail to Eastlake Ave. and then further east to Colonnade Park with its connections to the Howe and Blaine street steps that extend up Capitol Hill.

Loss of the historic **NOAA** Marine Operations Center – Pacific (tracing its roots back to the Coast and Geodetic Survey's arrival at downtown's Broderick Building in 1898) continues to rankle. The move to Newport, Oregon

is budgetarily wasteful and hampers NOAA's scientific mission. In November, the Army Corps of Engineers approved a Port of Newport dredging permit, and the specially carved NOAA-themed Tlingit totem pole that graced the Lake Union site for 40 years has been spirited away, even though NOAA's lease continues here until 2011. The 8.5 acre property at 1801 Fairview Avenue E. (zoned industrial and maritime) is now for sale, with 870 linear feet of waterfront. Background, photos, and even a video flyover of the site can be seen at <http://www.lakeunionwaterfront.com>. The 1998 Eastlake Neighborhood Plan specifies that, if redevelopment of the NOAA site is likely, there be joint planning involving the City, the neighborhood, and the property owners. Your ideas on potential purchasers and the future of the site are welcome, to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or (206) 322-5463.

In addition to its full breakfast and lunch menu, **Terry's 14 Carrot** (2305 Eastlake Ave., 206-324-1442 and on Facebook) now offers beer (including imports), wine, and mixed drinks (available with or without alcohol) that include signature ingredients like ginger, tomatoes, and carrot juice. ... **Pete's Super** (58 E. Lynn, 206-322-2660, M-Sat. 7 a.m. to 9:30 p.m., Sun. 9:30 a.m. to 9:30 p.m.) offers grocery items, fresh produce and meats, a deli department, and was one of the first wine retailers to offer deep discounts on fine wines. Its lively web site [www.peteswineshop.com](http://www.peteswineshop.com) lists wines from eleven countries, including port and dessert wines, eco-friendly wines, sake, and bubbly, with reviews from far-flung critics and expert staff, latest arrivals and specials, and you can sign up for an e-mail newsletter with fast-breaking specials not seen on the shop floor. ... **Nettle town** (2238 Eastlake Ave. E., 206-588-3607, [www.nettle town.com](http://www.nettle town.com)) will soon be adding Sunday dinner, in addition to hours of Tues.-Fri. 11-3, Sat./Sun. brunch 10-3, and dinner Fri.-Sat. 6-9:30. Back in March, *Seattle Times* food writer Nancy Leson wrote of owner Christina Choi, "If you know anything about eating well in this town, you should be thrilled to learn that Christina has put down roots under Sitka & Spruce's old tree..."

**Eastlake's oldest building**, the 1895 Victorian home at 2819 Franklin Avenue E., a City-designated landmark has been sold. Former owners Anne Fisher and Lynn Howell, who in the 1970s saved the home from the wrecking ball, tell us that the new owners are equally committed to its preservation. ... The **Lake Union Opportunity Alliance** ([www.luoa.wordpress.com](http://www.luoa.wordpress.com)) is working to avert upzoning of South Lake Union -- high-rises of up to 300 feet that would block views of the Space Needle and downtown.

A worrisome result of the downsized City budget that the Mayor and City Council agreed to Nov. 22 is the loss of three Police Department **Crime Prevention Coordinators**. This successful program uses residential and business volunteers to extend the efforts of uniformed police.

Continued on next page

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## MOST POPULAR PLACE IN TOWN

Continued from previous page

It once had 20 full-time equivalents. With the cuts, now there will be only four positions (to cover the City's five precincts), and even those are dependent on a federal grant that could expire. Eastlake block watch volunteers deeply value the crime prevention coordinators. To those who will lose your jobs: thanks, you will be missed, and we'll continue efforts to fully fund the crime prevention program.

Previously in Wallingford, **Alliance Chiropractic and Healing Arts** has relocated to the Ruby Condominiums building (2946 Eastlake Ave., 206-632-5500, [www.alliancehealingarts.com](http://www.alliancehealingarts.com)). Dr. Vivian Ledesma's practice includes a second chiropractor, two massage therapists, and an acupuncturist. ... Also in the same building: **Urban Smiles Family Dentistry**, led by Dr. Ilya Mironov (2936 Eastlake Ave., 206-325-1414, [www.urbansmiles.com](http://www.urbansmiles.com)). Hours are Tues 10-7, Wed/Fri 8-5, and Mon/Thurs/Sat by appointment. ... With so many renters and houseboaters in Eastlake, think of all that business just waiting for whoever reopens the much-missed **laundromat** at 2501 Eastlake Avenue E. For lease information: (206) 448-7757 or [mike@cascade-pacific.com](mailto:mike@cascade-pacific.com).

In his great talk in November about the Ecology of Lake Union, former ECC board member **Craig MacGowan** showed why he is such a popular marine science teacher. He is creator of **Mac's Field Guides**, an ever-growing line of all-weather

two-sided laminated guides to the birds, bugs, mammals, fish, flowers, trees, and other living things in different parts of the country. A web search identifies dozens of web sites that sell them, as well as stores like Barnes and Noble, Metsker Maps, Mountaineers, REI, and many national parks.

On October 1, Eastlake and all of Seattle lost longtime business and civic leader **Ted Choi**, who served in the 1970s as Eastlake Community Council president, overseeing our first neighborhood planning effort. Ted helped produce our 1998 neighborhood plan as an advocate for social services and affordable housing. He grew up atop his parents' laundry at 8<sup>th</sup> and Pike, and became a leader in Chinatown (always his preferred name for that neighborhood). Recently a Montlake resident, he hoped someday to move back to the apartment building on Minor Ave. E. that his family has owned for decades. Ted was an irrepressible advocate for neighborhoods and countless other causes. The service in nearby (and packed) St. Patrick's Church focused not just on his inspiring rise and impact, but his flair in clothes, sports cars, and cooking. A newspaper once ran a photo of Ted at a national political convention, dancing animatedly in the aisle amidst the all-too-serious crowd, and that is how I choose to remember him. For more: [www.tedchoitam.com](http://www.tedchoitam.com).

Like everything done by ECC, the Eastlake News is all-volunteer, and we offer our deepest thanks. Welcome back to editor Judy Smith, who also served as editor (and ECC board member) in 2000. In design and graphics, Judy is assisted by Ryan Murphy of **Eastlake Mail and Business Center** and by local artist Karen Berry. Karen also did the banner for ECC's stationery and its web site, <http://eastlakeseattle.org>. Advertising coordinator is Susan Forhan, owner of **Eastlake Massage**. Judy's predecessor Nathan Hull continued to help us for more than year after he and his family moved to West Seattle. Thanks again, Nathan!

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.



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## Houseboatique

The annual Floating Homes Association Houseboatique will be noon to 4 pm for Saturday and Sunday Dec. 11-12 and 18-19. The address is 2329 Fairview Ave E. We'll have lots of signs out guiding the way. If someone has questions, they are welcome to call the office at 206-325-1132. Examples of Floating Homes logo items for sale are lap robes, baseball caps, coffee mugs, umbrellas and notecards.



# Volunteer Opportunities

The Eastlake Community Council builds community and enhances the neighborhood only with your help. We're all-volunteer, so donations go a long way. Some skills and volunteer time we need right now:

1. Care for a park, shoreline, street, alley, drain, walkway, graffiti-marred area, or other corner of creation.
2. Get emergency training, help your block or dock set up a preparedness team and/or public safety watch, or report or remove some graffiti.
3. Distribute the Eastlake News on your block or nearby. We particularly need someone who can refill the stacks other volunteers leave at cooperating local businesses.
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 or audio history. Or develop a display for Fremont's History House.
6. Help organize the Eastlake paper archives, or enlarge, organize, and annotate ECC's digital photo archives.
7. Represent ECC on Seattle Police Department advisory bodies.
8. Help with ECC's web site, data base and social media efforts.
9. Offer some other project or skill we haven't thought of!

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; e-mail [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org); or phone (206) 322-5463.

## Eastlake Fall Gathering

Enjoy an evening of conviviality and meet your neighbors at Lousia's Cafe Bakery, 2379 Eastlake Ave., Thursday, Dec. 9., 7-10 p.m. A buffet of seasonal appetizers will be available at no charge (donations welcome). Wine \$5/glass. The full menu will also be available for dinner or other beverages. Sponsored by the ECC and Lousia's.

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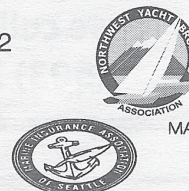
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# Maroney versus Boeing

By Paul G. Spitzer

Pilot Maroney and William Boeing never hit it off. From the beginning, Boeing harbored an aversion to the man who gave him his first airplane ride one day in 1915.

Terah Maroney, whom everyone called Tom, was probably the first aviator in the Northwest to obtain a license. His flying impressed local reporters who wrote up his exploits and personally liked this amiable showman. Moreover, Eddie Hubbard, who became the ablest regional aviator, Boeing's private pilot and test pilot, learned to fly under Maroney and was satisfied with his abilities. Maroney, more than anyone else, got the Northwest into the air with his joy rides.

He tried locating in Everett but couldn't find enough business flying at fairs, air shows and local events. In 1914 he moved his operations to Seattle and brought with him on his flight down a teenage girl companion. She was a runaway and he was still married to a wife back in Montana. The newspapers delighted in covering their aerial misconduct which fit perfectly with what the public expected of fliers.

He wasn't slow in getting more attention. Immediately he barged into the aerial show the city had hired Californian Silas Christofferson to put on for its summer festival. The unknown Maroney flew directly above the famous Christofferson in the hope of advertising himself. And when Christofferson landed on Lake Union at his base, Maroney was right there too having followed him

home. Talking to the press, he challenged Christofferson to a race. While the race never occurred, Maroney got the attention he wanted.

Afterwards Maroney established his operations at Harbor Island on the south shore of Elliott Bay where most of Seattle's local pilots gathered. By 1915 he also had a canvas hangar near the east end of the Lake Washington Ship Canal. It was there that Boeing came for his first airplane ride on a summer morning. Their uneventful tour around the rim of the lake at a thousand feet lasted only fifteen minutes. Like all such joy rides, it was a bone cold, tooth shaking, ear shattering experience in which passenger Boeing

sat on the lower wing of the biplane in front of everything, legs dangling over nothing.

In the coming days Boeing returned for more flights, but these follow up excursions were in a semi-enclosed flying boat Maroney had built. Boeing was always blasé about going aloft and he never touched the controls. Still he arrived at three decisions. One was to enter the struggling 12-year-old field of aviation.

The second was that Maroney was a person with poor judgment who harbored the strange-- to Boeing-- belief that riding a motorcycle was far more dangerous than flying what was nothing more than a motorized cotton and spruce box kite. Boeing next had an engineer analyze Maroney's homebuilt plane and the calculations indicated that its safety factor was zero. There was no reason it held together.

Boeing's third decision was that Maroney would never be his pilot because he was ignorant as to the how and why of flight. This was something even the reporters seemed aware of. Although Boeing hired Maroney to help assemble his Martin TA seaplane, when it came to flying it, Boeing turned to a far less experienced pilot, Herb Munter. Munter immediately stalled, dumping it into Lake Union. Although Maroney was there watching, he understood so little about the mechanics of flight that he couldn't say what had happened. Boeing was not kind in his assessment of that failing and concluded Maroney would never be the test pilot the company needed.

When the B&W, Boeing's first design, was completed it sat in its hangar on the east shore of Lake Union for a couple weeks while he looked for a better pilot. Other people urged employing Maroney, but Boeing did not trust him. A crash, he feared, would ruin the reputation of his company. Ultimately he turned the B&W's controls over to the accident-prone Munter.

Maroney, untouched by any accidents, continued flying safely on his own making a very modest living. He gave flying lessons, did attention-getting flyovers for real estate openings, stunt flying at festivals, and \$25 passenger rides. One of these passengers was the famous eastern suffragette Lucy Burns whom he flew around the city to drop leaflets. In 1916 as war fever built up in America, the military looked to aviators to give voluntary support. Maroney became the pilot of the local Navy Militia and went on a few of its cruises. He provided the militia with an airplane and looked forward to officially joining the service.

When he did join, instead of flying above the fleet, the Navy assigned him to serve beneath it as captain of a submarine. Nothing could have been less reasonable, less suitable or less to his liking. Fortunately, he did know someone influential who managed to get him transferred east and into the Army where he became a flight instructor. One day with a student at the controls, both his legs were broken in

an accident.

After the war and his discharge, Maroney returned to Seattle. The planes he left behind were so obsolete and damaged that they were unusable. He went to work for a flying service on Puget Sound in a Boeing Model C, but business remained bad. Still worse, the thousands of students trained during the war returned home wanting jobs in aviation. The future, even in the rapidly expanding field of aviation, was as bleak for them as it was for Maroney.

One day driving in California, Maroney broke the axle in his car and he stayed there to build cabinets and houses.

The craftsmanship that once had made his airplane stronger than engineers expected now served him in the building trade. However, his several attempts to re-enter aviation never worked out. Opportunities were scarce, airplanes costly, and the complexity of new designs put them out of reach of even people with good carpentry skills such as him.

What did Boeing have against Maroney? It was probably more than some foolish things Maroney said about how planes flew. Garrulous as he was, he was a popular figure. Women commented on how charming they found him. The confidence he gave most passengers was often mentioned in the newspapers. However, none of this would have appealed to a reticent man like Boeing. As someone protective of his private life, what he heard of Maroney was objectionable. Boeing, who spoke little and then very carefully, would have looked on Maroney as a blabberer. Nor would he have liked what he knew of the pilot's all too public private life.

And then there was the incident where Maroney lost sight of his plane which Hubbard was flying. Thinking there had been a crash--which had not happened--he blurted out that he hoped his best engine survived all right. Boeing, who liked Hubbard greatly, was aghast when he heard the story.

Their personalities could not have been more different. But for all of that, suitability as a test pilot must have counted more---more than anything personal. Testing required someone with, if not a technical education, excellent mechanical sense. Test pilots needed to connect flight characteristics with the design of an airplane. An intuitive

seat-of-the-pants aviator who lacked that understanding or an ability to describe events could not be a satisfactory test pilot.

What Boeing wanted was a pilot who "listened" carefully to what planes were saying, learned as much as possible about why they flew and left showing off to others. This pilot would be not too different from Boeing himself, in fact, someone like Eddie Hubbard.



*Tom Maroney, in his militia uniform, and suffragette Lucy Burns, in her celebrity sash, appear to be preparing for their leafletting flight from Lake Union. In late 1915, William Boeing made several flights in this flying boat. It appears to be the homebuilt plane which an engineer's report said was absolutely unsafe. Despite such doubts about the airworthiness of his planes, Maroney is not known to have had any significant accidents.*

*Paul G. Spitzer formerly was the Corporate Historian at Boeing, a university professor and curator at the Museum of History and Industry. In the coming year as a benefit to the Eastlake Community Land Trust, Spitzer's series will be published in a book. If you would like to be notified, contact Chris Leman at [cleman@oo.net](mailto:cleman@oo.net).*



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Eastlake News is a publication of the Eastlake Community Council. We welcome comments, articles or images for possible publication; please include a contact phone number. Articles may be edited for length and clarity. Articles in the newsletter represent the view of the author and not necessarily the ECC. Please send submissions to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or by snail mail to the return address on this newsletter.



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