

# The Eastlake News

Fall 2014

## Coming Events

**Open mike on neighborhood needs/issues/questions** Tues, Sept. 16, 7-9 p.m. at Pocock Rowing Center, 3320 Fuhrman Avenue East (by south end of University Bridge). Speak out, or hear your neighbors out. Public safety? parks? microhousing? streetcar? parties? or (your topic here)? If you can't come, please write us.

**Eastlake Cruise on the Islander** Thurs., Sept. 18. Boarding begins at 5:30 p.m., 1611 Fairview Ave. E. Departure at 6:30, return by 8:30. Tickets \$25 include dinner and dessert. See photo and caption, p. 20

**ECC Fall Celebration** Thurs., Oct. 2, 5:30-7 p.m. at Pomodoro Italian and Spanish Restaurant, 2366 Eastlake Avenue. \$5 wines, \$4 beers. Have fun and meet your neighbors at the ECC's twice-annual celebration.

**ECC annual elections meeting** Tues., Oct. 7, 7 p.m. – 9:15 p.m. at Pocock Rowing Center. Debates among candidates for state legislature, pro and con on state and local ballot measures, and ECC elections. See article, p. 18

**Public meeting on proposed cuts in Eastlake bus service and on Seattle Proposition One to restore bus funding** Tues., Oct. 21, at Pocock Rowing Center, 7-9 p.m. See article, p. 5

**Election Day** Tues., Nov. 4. Vote as if your neighborhood depended on it. To register: <http://www.kingcounty.gov/elections>.

**Public workshop on the Fairview Green Street design** Wed., Nov. 5, 7-9 p.m. at Pocock Rowing Center. Bring your concerns, questions, and proposals, and /or send them to [infoeastlakeseattle.org](mailto:infoeastlakeseattle.org). See article on this page.

**Slide talk by Burke Museum staff on the prehistory of Eastlake, Lake Union, and Seattle** Tues., Nov. 18, 7-9 p.m. at TOPS-Seward School, 2500 Franklin Ave. E. See article, p. 9

*Note: Because meeting space is not available in public schools early in the school year, ECC's initial public meetings this fall will again be at the Pocock Rowing Center, 3320 Fuhrman Avenue East. ECC is deeply grateful to the Pocock Rowing Foundation for use of this wonderful facility.*

## A Green Street for Fairview?



### Send in your ideas and come to the Nov. 5 workshop on the Fairview Green Street

At its best, Fairview Avenue E. is a quiet, leafy place to walk, bicycle, and enjoy the lake. But Fairview needs protections and improvements allowing pedestrians, bicycles, local traffic, and public parking to coexist safely while solving drainage and flooding problems. Your ideas are needed before and at the Wed., Nov. 5 public workshop, 7 p.m. at the Pocock Rowing Center, 3320 Fuhrman Ave E. See the end of this article for where to send ahead your ideas or drawings, or if you have questions.

Recognizing that without official protection, Fairview Ave. E. could be widened for more vehicle traffic and a loss of public parking, the Eastlake Neighborhood Plan got the City to designate Fairview between Fuhrman and Hamlin streets and between Roanoke and Newton streets as a “neighborhood green street.” In principle, that means a design allowing pedestrians, bicycles, local traffic, and public parking to coexist safely. But in practice, the green street designation means little until the neighborhood agrees on a Street Design Concept Plan and gets SDOT to adopt it.

Continued on next page

Microhousing update on page 3

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

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The Eastlake News is a quarterly publication of the Eastlake Community Council. We welcome comments, articles or images for possible publication; please include a contact phone number. Articles may be edited for length and clarity. Articles in the newsletter represent the view of the author and not necessarily the ECC. Please send submissions to info@eastlakeseattle.org or by U.S. mail to the return address on the back of this newsletter. For advertising contact Kevin Haywood, Jr. at advertising@eastlakeseattle.org.

The deadline for ads and submissions is: Jan. 20 for spring issue; April 20 for summer issue; July 20 for fall issue; October 20 for winter issue. Publication schedule is as follows:

Spring - March, April, May  
 Summer - June, July, August  
 Fall - September, October, November  
 Winter - December, January, February

Masthead artwork sketch by Victor Steinbrueck. Other artwork sketches by Karen Berry.

## A Green Street for Fairview cont. from page 1



A view of leafy Fairview Avenue

The Concept Plan is needed to protect Fairview from unwise changes and to qualify for City-funded and developer-funded improvements.

Much outreach and planning about Fairview was done by the 1998 Eastlake Neighborhood Plan and the 1994 Eastlake Transportation Plan. Extensive public meetings and surveys found overwhelming opposition to making Fairview one-way, or building separate sidewalks or walkways on much of Fairview between Louisa and Newton streets.

This process was delayed by the lack of a topographic and land survey, but that omission is being remedied by the generous donated skill and time of local surveyor Johann Wassermann. Based on two volunteer committee reports and many subsequent suggestions from the public (including any you send us soon), ECC is

drafting a Street Design Concept Plan which will at least in part be ready for your review at the Nov. 5 public workshop and about that time on the ECC web site. ECC will continue to improve and publicly post the draft plan based on continuing public comment until submitting it for SDOT consideration sometime next year.

Please attend the Nov. 5 public workshop on possible design protections and improvements for Fairview. And whether or not you can come, please send ECC now your suggestions in words or drawn (to download a map of Fairview on which to draw your ideas, see the "public comment opportunities" at eastlakeseattle.org). Send to info@eastlakeseattle.org or to ECC at Lake Union Mail, 117 E. Louisa St. #1, Seattle 98102-3278.

# ECC gets improvements in 2820 Eastlake Ave. project; help it get City Council to close the loophole that allows congregate housing

In May, with the legal help made possible by many generous donors, the Eastlake Community Council launched administrative and court challenges to a seven-story project at 2820 Eastlake Ave. for 113 “congregate” bed-bath units (none with its own kitchen, and with only two undersized “shared” kitchens) on a site that would otherwise allow no more than 14 apartments. But donations did not keep up with the legal costs, and ECC found that a loophole in City law allows outright these bed-bath units without their own kitchens or on-site parking—even unlimited legal spending could not stop the project.

So ECC got proactive, negotiating a favorable deal for dropping the cases, with the developer agreeing to the following enforceable improvements: (1) convert five bed-bath units to apartments by adding their own kitchens; (2) convert four bed-bath units to shared kitchens, including three new ones and an expansion of one of the two originally proposed; thus there will be a shared kitchen on each floor except on the fourth (alley level) floor where it is a “wet bar” (no stove); (3) provide tenants three covered parking places around the clock in the Eastlake Center building across the street; (4) provide an on-street loading zone on the north side of Hamlin St., and (5) move mailboxes from the 4th floor (adjacent to alley) to the first floor entry courtyard (adjacent to Eastlake Avenue).

While not earth-shaking, these changes were the best the neighborhood could get without a stronger law. (The developer refused ECC’s efforts to add kitchens to all the bed-bath units and to provide at least some on-site parking and loading spaces.)

With the law recognized as the problem, ECC is pressing the City Council for legislative



Will the oversized congregate housing project with inadequate parking to be built at this site, 2820 Eastlake Ave., replacing the two buildings pictured, be one of the last ones the City government allows in a Seattle neighborhood? See accompanying article for how to help ECC persuade the City Council to adopt needed changes in the Land Use Code.

changes in cooperation with other neighborhoods. Councilmember Mike O’Brien proposes to discourage boarding houses, redefining microhousing as being efficiency apartments (minimum 220 square feet average size, and each with a kitchen); and to allow each dwelling unit only one restricted parking zone (RPZ) permit. He would keep

congregate housing projects out of most Eastlake zones, although ECC urges that congregate housing be entirely prohibited from our neighborhood except where required by federal law (such as for the disabled).

Please urge the City Councilmembers (individually, not in a group message) to pass these

Continued on page 11

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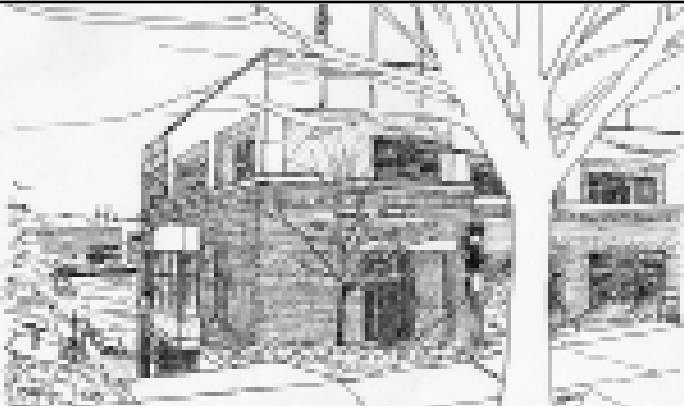


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## Public meeting Oct. 21 at Pocock Rowing Center re: Metro's proposed cuts in Eastlake bus service and Seattle Proposition One that would restore bus funding

Eastlake's various Metro bus lines, already crowded with riders, are threatened by state and county budget cuts. At the Tues., Oct. 21 public meeting (7 p.m. at the Pocock Rowing Center, 3320 Fuhrman Avenue East, by the south end of University Bridge), we've invited Metro to discuss the condition of Eastlake's bus service.

On Oct. 21 we'll also discuss Seattle Proposition One, which would save Seattle bus service by increasing car tab fees and the sales tax. The Eastlake Community Council board of directors has endorsed the measure, as it did a similar April countywide measure that received a large majority in Seattle but lost because of opposition in the suburbs. We will make room on the agenda for anyone who wishes to speak for or against Proposition One.

If the worst happens and the November measure loses, we'll have a fight on our hands, because Metro's proposed bus cuts in Eastlake (<http://metro.kingcounty.gov/am/future>) are poorly conceived. We need to build the record now, so please write [customer.comments@kingcounty.gov](mailto:customer.comments@kingcounty.gov) (with a copy to ECC at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org)). A key message: Don't eliminate routes 25 and 66, and don't leave Eastlake without express service.

Metro proposes to eliminate route 25 and the route 66 express. Route 71 would no longer operate through Eastlake, and route 72 would be entirely eliminated. Route 70 would add Sunday service and become more frequent during commute hours—but 70 would remain a local, and on weekday afternoons the route 73 express that will become more frequent (with funds taken from the 66 cancellation) would continue to have NO stops in Eastlake and NO stops in South lake Union.

Please urge that if route 66 is eliminated, then Metro must add that route's four express stops (Aloha, Garfield, Lynn, and Harvard) to the route 73. Otherwise in the weekday commute and mid-day, the 73 express would,

as it does currently, make NO stops on Eastlake Avenue. Cutting route 66 without moving its four express stops to route 73 would leave Eastlake with only local bus service—no express service at all!

Most Metro buses that use Eastlake Avenue never actually stop there. The Eastlake Neighborhood Plan, hundreds of petition signatures and many letters have long called 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. Better transit service would make it easier to dine, shop, work or reside in Eastlake, and commute to jobs outside the neighborhood.

Metro unfortunately still sees the Eastlake and South Lake Union neighborhoods as corridors for zipping passengers between downtown and the University District. Taking away the route 66 express without adding a few Eastlake and South Lake Union express stops to the route 73 express would be a major step backward. Please convey your concerns to the Metro planners; again, the address is [customer.comments@kingcounty.gov](mailto:customer.comments@kingcounty.gov) (with a copy to ECC at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org)).

Whether or not you can come to the Oct. 21 public meeting, please send ECC your questions, comments, or any offer to volunteer (such as to help organize fellow bus riders to defend and fund Eastlake routes). Reach ECC at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or (206) 322-5463.

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## A walk on Westlake reveals art and history

by Judy Smith

Living in Eastlake, I had never walked through Westlake. I had biked through it a few times going around the lake, both appreciating the long stretch of parking that acts as a quasi bike lane and dreading that stretch due to having to watch for cars. There wasn't much time to really see Westlake, but all that changes when you're on foot.

True there are barren stretches of private parking lots and boxy buildings blocking the lake, just ignore those. Look instead for the street end parks, eclectic businesses, interesting buildings, colorful houseboats, relics of an old railroad, and the major public art, *Spur Line*.

*Spur Line* shows up all along Westlake's waterfront, and it's a wonder it's not more widely known. It was commissioned over ten years ago as part of a massive public works project that included tearing up the area for water line, sewer, and roadway improvements. Maggie Smith, the Bainbridge Island artist who created *Spur Line*, says she saved for possible recycling everything she could get her hands on as demolition occurred and the old rail road was torn out.

Continued on next page

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The west side of the lake celebrates the history of Lake Union via the public artwork *Spur Line*.



Continued from previous page

From that she created an interpretive spur line, a narrative thread for Westlake.

You'll find plaques at the street end parks with quotes from some of the men who worked the line, whom Smith interviewed back in 1990s, as well as quotes from old newspapers, Native Americans, and local historians. The plaques, she notes, are on railings made from old booms, used to contain logs in the lake.

*Spur Line* also shows up as pieces of rail and bronze words embedded in the walkway. The words play off the quotes found on the street end parks. The native tongue, Lushootseed, also appears with its English translation nearby.

Along the walk there are "humble," as the artist calls them, benches for sitting made of reclaimed rail hardware and ties.

A quirky listening tube is easy to miss except for the bronze words "stop, look, listen" embedded in the sidewalk nearby (you can hear water rushing through pipes below).

The original spur line was part of the Northern Pacific Railway, says Smith, and ran from the Seattle Pacific University area of Salmon Bay, along the ship canal, down the west side of Lake Union, down to Terry Avenue and Denny Way in South Lake Union/Cascade neighborhood.

Continued on pages 10 and 11

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# ECC hosts Burke Museum slideshow talk on the prehistory of Eastlake, Lake Union, and Seattle on Nov. 18 at TOPs

ECC public meetings regularly host historians to tell the story of the last century or two around Lake Union. But what about the thousands and even millions of years before—prehistoric times that predated European settlement?

To help Eastlake remember this hidden past, we are honored to have a slide presentation by staff from UW's Burke Museum, one of the country's leading centers on the prehistory and history of the natural and cultural worlds. Don't miss this special event, Tuesday, Nov. 18, 7 p.m. at TOPs-Seward School, 2500 Franklin Avenue E.

And ECC welcomes your donation or loan of slides, photos, artifacts, and other Eastlake and Lake Union area mementoes—[info@eastlakeseattle.org](mailto:info@eastlakeseattle.org), 206-322-5463, c/o 117 E. Louisa St. #1, Seattle 98102-3278.

The Eastlake Community Council's Nov. 18 prehistory event and its history and archives program are made possible by a grant from ZymoGenetics, a Bristol-Myers Squibb company.



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## A Walk on Westlake continued from page 7



Parts of the old spur line still exist.

It serviced the Ford Assembly Plant, or Public Storage building today, along with other businesses and industries around the lake. “It was a switching track,” she adds, “A spur line, a secondary track.”

According to Kurt E. Armbruster’s book *Orphan Road; The Railroad Comes to Seattle, 1853-1911*, Northern Pacific Railway had a deeded right of way up the east side of the lake as far north as Hamlin but the railroad was only built out to the City Light building, ZymoGenetics today.

Northern Pacific operated the line from 1911 to the mid 1990s. In the last two decades of its life, it mostly ran as a ghost train, in the middle of the night.

Some of the original track still exists as a walkway to one of the houseboat communities (pictured above) and on the north end, outside of Westlake’s improved stretch. That area includes an old trestle that I’m almost hesitant to mention. The trestle is not part of the Cheshiahud Loop Trail but in an area of Westlake that feels almost rural with a small patch of woods screening off the roaring avenue traffic. An old rail path leads to the trestle but don’t attempt to walk on it as I nearly did; it’s slippery and rotting, with uneven gaps, and there’s no warning – proof of just how undiscovered it is.

Once you start walking, there’s a lot to see.

*A longer version of this article first appeared on Lake Union Watershed Blog. To see a slideshow of Westlake check out the blog at [www.lakeunionwatershed.com](http://www.lakeunionwatershed.com).*



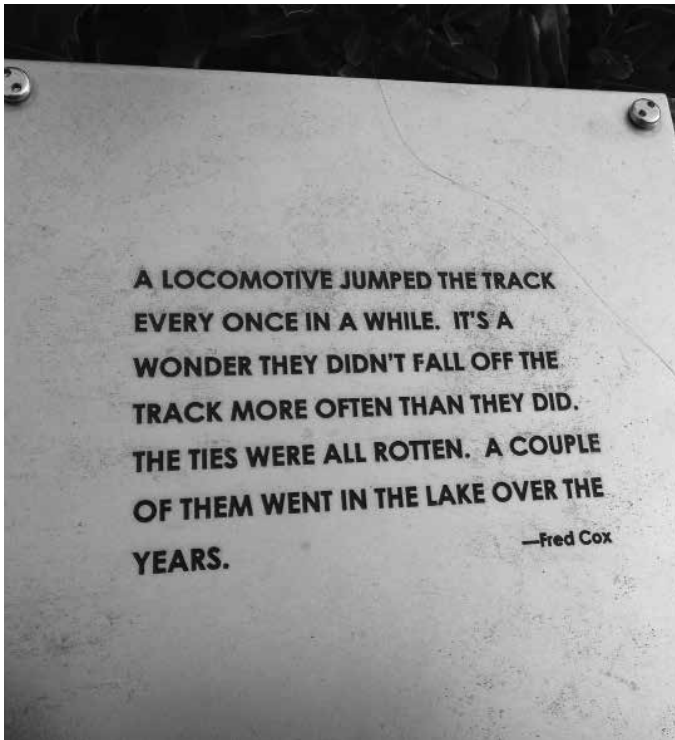

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**A Glimpse into the past:** One of the many plaques making up *Spur Line* along Westlake, telling the history of the railroad, the mariners, Native Americans, and houseboaters on Lake Union.

## Get City Council to close the loophole that allows congregate housing cont. from pg 3

changes. Names and e-mail addresses are [sally.clark@seattle.gov](mailto:sally.clark@seattle.gov), [tim.burgess@seattle.gov](mailto:tim.burgess@seattle.gov), [tom.rasmussen@seattle.gov](mailto:tom.rasmussen@seattle.gov), [jean.godden@seattle.gov](mailto:jean.godden@seattle.gov), [kshama.sawant@seattle.gov](mailto:kshama.sawant@seattle.gov), [mike.obrien@seattle.gov](mailto:mike.obrien@seattle.gov), [bruce.harrell@seattle.gov](mailto:bruce.harrell@seattle.gov), [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov), and [sally.bagshaw@seattle.gov](mailto:sally.bagshaw@seattle.gov). The U.S. mail address is PO Box 34025, Seattle, WA 98124-4025; the fax number is 206-684-8587.

Please share with ECC your message and any Councilmember's reply—[info@eastlakeseattle.org](mailto:info@eastlakeseattle.org), or c/o ECC at 117 E. Louisa St. #1, Seattle 98102-3278. The ECC board welcomes comments and suggestions on next steps.

Your donations are needed to keep ECC strong and active. The legal battle over the 2820 Eastlake Ave. congregate housing project cost almost \$20,000, some of which ECC still owes its attorney. Many generous donations have been received, but more are needed. To continue ECC's unmatched program of community service and events, and to be ready for the next land use battle, we must rebuild our treasury. Checks made out to ECC can be mailed or hand delivered c/o Lake Union Mail, Box #1, Seattle 98102-3278. Or please donate online at [eastlakeseattle.org](http://eastlakeseattle.org). Thank you!

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# Help save the Eastlake Corridor Transit and Street Improvements Project from SDOT

Without consulting with the Eastlake Community Council, former Mayor McGinn in 2012 proposed that the Seattle Department of Transportation do a study for Eastlake Avenue only for a streetcar or a “bus rapid transit” line with exclusive lanes, without looking at Eastlake Avenue as a whole (such as the impact of a separated “cycle track”) or at parking and cut-through traffic problems throughout the Eastlake neighborhood. ECC turned the situation around (see letters posted on our web site), working with the City Council to pass the July 15, 2013 Ordinance 124222, whose Attachment D “Eastlake Corridor Transit and Street Improvements” requires of SDOT:

This project will develop and implement a range of transit and street improvements in the Eastlake Avenue corridor connecting the University District, Eastlake and South Lake Union neighborhoods between Downtown and the Roosevelt Link light rail transit station area. ... This project will identify, prioritize, design and construct the highest priority ‘speed and reliability’ improvements to existing bus service without excluding the potential for longer-term implementation of High Capacity Transit options. The project will also

consider an improved right of way profile to best accommodate the corridor’s multi-modal demands, along with the recommendations reflected in each of the City’s adopted modal transportation plans and the respective neighborhood plans.

Now it appears that SDOT has no intention of carrying out the study as required by Ord. 124222. In an April 2014 Request for Qualifications (available at <http://consultants.seattle.gov/2014/04/11/roosevelt-to-downtown-high-capacity-transit-project-definition-rfq-sdot-14-016>) and the ensuing consultant contract, SDOT has redefined the project back to the alternatives of a streetcar and exclusive bus lanes, not even mentioning the improvement of existing bus service as an alternative. In fact, the study is now called “Roosevelt to Downtown High Capacity Transit Project Definition,” erasing Eastlake from the discussion (sure, Eastlake Avenue is by far the study’s biggest segment, but we must just be a corridor through which to push a lot of riders regardless of the damage to our neighborhood).

Of further concern is that despite the requirement of Ordinance 124222 that high capacity transit not be assumed as the goal, the very title of the study now is “High Capacity Transit Project Definition.” Mayor Murray and the City Council must not allow SDOT to revert back to Mayor McGinn’s high-handedness; they must insist that SDOT obey the ordinance language that the City Council adopted over McGinn’s opposition.

Ordinance 124222 allows SDOT to study the Eastlake

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Avenue alternatives of a streetcar and a rapid-ride exclusive bus lanes, but only if it also studies the alternative of improving existing bus service. In its RFQ "purpose and background," SDOT's only reference to improvements in existing bus service is as "early implementation projects": "The focus of these projects will be speed and reliability improvements to the existing transit service that are often considered the initial development stages of bus rapid transit (BRT) service." SDOT doesn't get it. Improving existing bus service isn't just something that can be done soon; it's also a positive and much less costly alternative to taking lanes away. SDOT must reassure the Mayor, City Council, and the community that it will consider improvements in existing bus service as a full alternative to a streetcar or exclusive bus lanes.

Other problems with SDOT's approach: Although Eastlake's on-street parking is already in short supply (a crisis only to be worsened by loss of parking on Eastlake Avenue for a streetcar or exclusive bus lanes), SDOT refuses to do a parking utilization study of the Eastlake neighborhood, and to consider the negative impacts on Eastlakers of a local improvement district tax like the one that funds the South Lake Union streetcar. There is also concern that SDOT will hand-pick an advisory committee in which Eastlake residents would be outnumbered by downtown, major institutions, and others who don't care how taking away lanes and parking from Eastlake Avenue would damage our neighborhood and its main street and how an LID tax would hit Eastlakers particularly hard.

To monitor this SDOT project and join its e-mail list: [http://www.seattle.gov/transportation/transit\\_Udistrict-Downtown.htm](http://www.seattle.gov/transportation/transit_Udistrict-Downtown.htm). Most urgently, please help save the project from the backsliding documented above.

Contact Mayor Murray at [ed.murray@seattle.gov](mailto:ed.murray@seattle.gov) or <http://www.seattle.gov/mayor/get-involved/contact-the-mayor>, or P.O. Box 94726, Seattle, WA 98124-4726 or fax to 206-684-5579. Names and e-mail addresses for the City Councilmembers are [sally.clark@seattle.gov](mailto:sally.clark@seattle.gov), [tim.burgess@seattle.gov](mailto:tim.burgess@seattle.gov), [tom.rasmussen@seattle.gov](mailto:tom.rasmussen@seattle.gov), [jean.godden@seattle.gov](mailto:jean.godden@seattle.gov), [kshama.sawant@seattle.gov](mailto:kshama.sawant@seattle.gov), [mike.obrien@seattle.gov](mailto:mike.obrien@seattle.gov), [bruce.harrell@seattle.gov](mailto:bruce.harrell@seattle.gov), [nick.licata@seattle.gov](mailto:nick.licata@seattle.gov), and [sally.bagshaw@seattle.gov](mailto:sally.bagshaw@seattle.gov). The Council's mail address is P.O. Box 34025, Seattle, WA 98124-4025; fax is 206-684-8587. Please share your message and any Councilmember's reply with ECC at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org), or c/o ECC at 117 E. Louisa St. #1, Seattle 98102-3278. Questions and comments are always welcome.



## Two more little free libraries sprout in Eastlake

Since last fall two more little free libraries have opened up: one at Howe and Franklin (left) and another on Fairview just across the street



from Pete's Supermarket (right). The one near Pete's offers something for patrons' dogs too; note the bowl of water at its base and cup of dog treats to the side.

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# MOST POPULAR PLACE IN TOWN

In his 2014 book **The Vanishing Neighbor**, Marc J. Dunkelman argues that in many communities, Americans are losing “middle ring” relationships involving people who are “not as close as kith or kin, but not as distant as a mere acquaintance.” He argues that traditional neighborhoods make it more likely that people will have “a certain familiarity with people from different walks of life” and thus a better understanding of one another; but that changes in settlement, the workplace and leisure activities are weakening neighborhood relationships. Does Eastlake provide you enough neighbors in this meaningful sense, and if not, can we do anything to make that result more likely? The Eastlake Community Council (contact info below) welcomes your thoughts on how to make and keep Eastlake a true community.

And thanks to **G&H Printing, Live Oak Audio Visual, National Frozen Foods, Northwest Administrators, Seattle Models Guild, and Washington State Employees Credit Union** for donations that made possible ECC’s free July 19 showing in Rogers Playfield of the animated classic, **Despicable Me**. Expenses for this annual event include the Parks permit, the license to show the movie, the screen, audio, and projection equipment, and the publicity. ECC welcomes other sponsors and suggestions on which movie to show next July.

ECC partnered on a May 1 public workshop about possible locations for a bike share station in Eastlake with **Puget Sound Bike Share**, which subsequently applied for a location on the North Gateway triangle near the NE corner of Eastlake Avenue and E. Allison Street. ECC appreciates Puget Sound Bike Share’s listening to community concerns about other locations which threatened neighborhood businesses and scarce sidewalk space and car parking. An intriguing bonus from the chosen location would be a bike repair shop nearby or in a trailer on-site. Anyone interested? ... **Starbucks** no longer organizes a cleanup after the Sea Fair July 4 fireworks as they did in previous years, so this year ECC partnered with **SeaFair, the Puget Soundkeeper, a lacrosse team from Issaquah**, and local volunteers to clean up the debris left in Lake Union by the. Thanks to all!

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**Pomodoro Italian and Spanish Restaurant** (2366 Eastlake Avenue, 206-324-3160, pomodoro.net) is hosting the Eastlake Community Council’s fall celebration Thurs., Oct. 2, 5:30-7 p.m. -- see calendar on front page. At the popular events, the restaurant offers reduced prices for beverages, and dining continues off the regular menu. ECC welcomes inquiries from other restaurants to host its upcoming celebrations.

ECC thanks the **Pocock Rowing Foundation** (3320 Fuhrman Avenue E., <http://www.pocockfoundation.org>) for making its beautiful Pocock Rowing Center available for ECC’s public meetings this fall, including our annual elections meeting on Oct. 7; TOPS-Seward School is not available for public meetings early in the school year. ... And ECC is grateful to **Champagne Cruises** (<http://www.champagnecruise.com>) for its generous donation of the **Islander** for the July 11 summer cruise and for the upcoming Sept. 18 cruise (see calendar on front page).



Graphic designer and Eastlake resident **Chris Lux** ([chrislux@live.com](mailto:chrislux@live.com)) has published a beautiful 18 by 24 inch multicolored map, shown above, of the neighborhoods of Seattle. It can be purchased for \$40 in the neighborhood at **Mort’s Cabin** (2241 Eastlake Ave., mortscabin.

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com), downtown at **Metsker Maps** (1511 First Ave. in the Pike Place Market) or framed at **Frame Central** stores.

The **Seattle Times** "dining deals" column praised **Sebi's Bistro** (3242 Eastlake Avenue, 206-420-2199, sebisbistro.com). "It was only a matter of time before the turreted, castle-inspired building at Eastlake and Fuhrman... was turned into a restaurant specializing in Central European fare, considering it already resembles a place you'd stumble upon in one of that region's capital cities." The columnist termed Sebi's Polish Platter something to "write home about... a fine, very filling sampling of everything that makes Polish food so heart-warmingly satisfying." ... **Global Test Kitchen** (2815 Eastlake Avenue, 206-325-5303, globaltestkitchen.com) is a "multi-use space created for those who want to share their passion for creation and innovation. Located in beautiful Eastlake Union, we are one block from the water, picnic parks, a pea patch, and other great amenities."

**Seattle Weekly's** August 6 "Best of Seattle" issue singles out **Serafina** (2043 Eastlake Ave., serafinaseattle.com) for the best ambiance ("the place manages to be both intimate and romantic, yet lively, casual and formal") and **Little Water Cantina** (2865 Eastlake Ave., <http://www.littlewatercantina.com>) for the best outdoor drinking ("In the heat of a Seattle summer, what you really want is a well-made margarita, some chips, and something to stare at. Little Water Cantina delivers on all three counts.")

**Elite Fitness Training** (1616 Eastlake Ave., elitefitnessnw.com) is holding on Thurs., Sept. 18, 5:30-8 p.m. its second annual Train the Trainer Night as a Fundraiser for A PLUS, a Seattle nonprofit helping kids with academics by using basketball as the lure. Donors to the event can become a personal trainer for five minutes, "preferably with the hardest, most creative, wackiest, or funniest workout you can think of." For more information: 206-324-7200 or [dave@elitefitnessnw.com](mailto:dave@elitefitnessnw.com). ... With the Seattle-based industrial design firm **Teague**, Eastlake resident **Taylor Sizemore** and his Fremont-based company **Sizemore Bicycle** won a national competition to design the "ultimate urban utility bike." Special features include an automatic transmission, auxiliary electric motor, and handlebars that double as a bike lock. The bike may be sold by Fuji Bicycles.

Congratulations to *Eastlake News* editor Judy Smith on her launch of the [lakeunionwatershed.com](http://lakeunionwatershed.com), which is sure to become one of Seattle's leading neighborhood blogs. The superb feature articles, commentary, well-chosen links, and photos (not to mention wonderful illustrations by artist Karen Berry) are a much-needed window into all of the Lake Union neighborhoods and the natural setting that unites them.

Mention here does not imply endorsement by the ECC, writer (Chris Leman), or editor. To submit news items, for questions or to volunteer: [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or c/o ECC, 117 E. Louisa St. #1, Seattle 98102-3278, or (206) 322-5463.



## Lake Union Watershed

A community blog site

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



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# A Stairway Walk in Eastlake has wonderful surprises

by Janet Yoder

Saturday, June 28, Cathy and Jake Jaramillo guided a group of Eastlakers on a Stairway walk that connects our neighborhood to Capitol Hill and Roanoke Park. Most of us know the Howe Stairs and the Blaine Stairs. We climb them when we want a workout, when we want a view back to Lake Union and Queen Anne Hill and if we're lucky the tops of the Olympic Mountains, or when we simply want to get up to Capitol Hill. On these long sets of stairs we see joggers racing up two steps at a time, climbers carrying heavy packs as they ascend our stairway as if it were Mt. Rainier.

Jake and Cathy introduced themselves at our meeting place on Howe just east of Franklin. They told us how they climbed stairways in LA and San Francisco, using guidebooks. Seattle is rich in public stairways but lacked a guidebook. So Jake and Cathy Jaramillo wrote *Seattle Stairway Walks: An Up and Down Guide to City Neighborhoods* (2013, Mountaineers Books). Web site: [seattlestairwaywalks.com](http://seattlestairwaywalks.com). They tell us the Blaine and Howe Street stairs were approved in 1909 and built in 1911. This steep run of stairs provided a connection between the streetcar that ran along 10th Avenue on Capitol Hill and the streetcar that ran along Eastlake Avenue.

Our group of seven (plus our dog Misha) begins our climb up the Howe Stairs under I-5 and through Colonnade Park. We turn left at Lakeview and follow a sidewalk that parallels Harvard with views of Lake Union to our left. We turn right on Miller and left on busy 10th Avenue. We walk downhill and head into the stately Roanoke Park. On the trail through the park, Jake stops and points up at a face carved into the tree. It's easy to miss. I have walked past this tree a hundred times and did not see the face until today.

From Roanoke Park, we head down super steep



View from the Blaine stairway looking up past the Streissguth Gardens by Karen Berry

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Edgar Street. Any steeper and it would be a stairway only. We cross Boyer and go down forty steps to Astrid's Park, one of the many pocket parks that exist along Lake Union and Portage Bay. A boat at the nearby Queen City Yacht Club dock is running its motor—and spewing exhaust—so we don't linger. We climb the forty steps back up to Boyer, turn left, then right to climb Roanoke Street, just one block from Edgar and just as steep. At the top we see and cross 520. We make our way back up 10th and turn right on Miller. This time we turn south on Broadway, a quiet street with lovely homes. We climb the Howe Stairs up to 10th and turn south.

We descend the Blaine Stairs from 10th down to the treasure of this stairway walk: The Streissguth Gardens. In 1953 an architect named Daniel Streissguth rented an apartment in the nearby Schonaker house on this steep slope. Dan fell in love with the hillside and saved his money to buy a property just north of the Blaine Stairs. Over time he designed and built his house on this property. In the mid-1960s, Ann Roth Pytkowicz rented an apartment in the Schonaker house. She too fell in love with this slope and bought a house just north of Dan's house. He gardened. She gardened. They fell in love, got married, had a son, and they all gardened. When the chance came along in 1972 to purchase two lots to the south of the stairs, they jumped at it.

Those two plots to the south were covered with Himalaya blackberries,



Photo left to right of Cathy Jaramillo, Dan Streissguth, Ann Streissguth, and Jake Jaramillo holding their respective books. (The author's dog Misha is in the corner.) Photo credit: Robert Rudine

Continued on next page 19

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**Candidates, ballot measure campaigns debate at Oct. 7 elections meeting**

Hear from and question candidates for the state legislature, and from the pro and con campaigns on state and local ballot measures--Tues., Oct. 7, 7:00 – 9:15 p.m. at Pocock Rowing Center, 3320 Fuhrman Ave. E. (near south end of University Bridge). This always-popular public forum also serves as the Eastlake Community Council’s annual meeting, when board members and officers are elected to one-year terms.



Jennifer Migaud and a team from ZymoGenetics recently spent their lunch hour cleaning nearby Colonnade Park in support of the Earth Day Corporate Challenge. Their efforts will help make the park a cleaner and safer environment for the walkers, dog owners and bike riders who use the park daily.



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## A Stairway Walk in Eastlake continued from page 17

horsetail, and clematis vines all tangled together into a thick mess. Each season Dan and Ann cleared a portion of jungle. Each season they planted. Over years they built narrow hillside paths that weave across the slope.



Mysterious face in the tree at Roanoke Park

Over years they planted: vine maples, cherry trees, fritillaria, rhododendrons, azaleas, roses beyond naming, narcissus, lilies, trillium, iris, crocus, peonies, penstemon, and phlox. According to the flyer, this one-acre garden hosts about 200 labeled plants and uncountable perennials.

This gardening couple made a magical place on this steep hillside and they invited people climbing

the stairways to feel free to stroll through this garden to the south of the Blaine stairs. In 1996, the Streissguth family deeded this garden to the Seattle's Department of Parks and Recreation. The city purchased the adjacent lots further to the south. The Streissguth family promised to care for the garden during their lives. Dan and Ann are often working in the garden they have given us. We find them gardening on June 28 as we make our way down the Blaine stairs. We visit, admire this gem of a garden, and admire their book: *In Love with a Hillside Garden* (2009, University of Washington Press). Web site: streissguthgardens.com.

Across the street at 1803 Broadway stands a Sears and Roebuck house—Modern Home No. 106—offered in the 1911 catalog for \$1,145. The house has held up well over its century along the Blaine Stairs.

We climb down the Blaine Stairs to Franklin where we began. I purchase an autographed copy of *Seattle Stairway Walks*. The book presents 25 stairway walks complete with maps, number of steps up and down, distance, descriptions, and photos. Flipping through this guide makes me want to get out on the steps to discover the treasures of other neighborhoods. And it makes me appreciate the sturdy concrete steps that have connected Eastlake to Capitol Hill for over one hundred years.



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All are welcome to ECC's Thurs., Sept. 18 cruise on the historic icebreaker the Islander. Boarding begins at 5:30 p.m. at 1611 Fairview Ave. E. Departs at 6:30 p.m. for Lake Washington; returns by 8:30 p.m. Tickets (\$25, including dinner, salad, dessert, and punch; vegan options) at <http://brownpapertickets.com>.

The Islander sailing out from its dock in Eastlake at Fairview and Blaine.

## Become an ECC Member and/or Make a Donation

The Eastlake Community Council is volunteer, so dues and donations go a long way, and your involvement is welcome and needed.

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- Bus/transit service
- Review building proposals or legislation
- Crime prevention or emergency preparedness
- Neighborhood history or photography
- Door-to-door newsletter distribution
- \_\_\_\_\_ (suggest something new!)

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