



The Eastlake News

Summer 2021



1999



1986

Thank you to the Eastlake Community Council, dedicated volunteers and Eastlake residents past and present for 50 years of this neighborhood newsletter. Inside this special edition issue, you will find articles on the history of our neighborhood, updates for the present and information on how to get involved for the future!

Featured Inside:

Eastlake Updates pg. 3-4

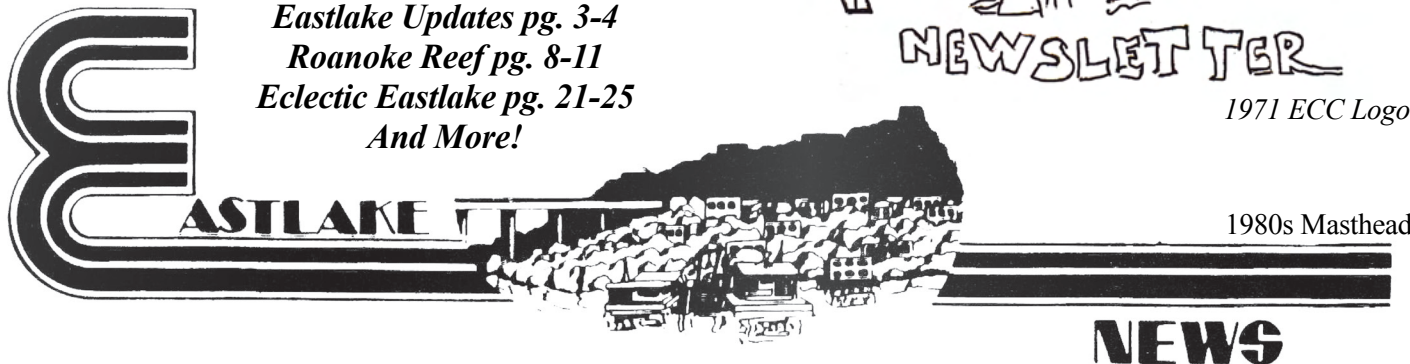
Roanoke Reef pg. 8-11

Eclectic Eastlake pg. 21-25

And More!



1971 ECC Logo



1980s Masthead

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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 Detra Segar at advertising@eastlakeseattle.org.

The deadline for ads and submissions is: August 10 for fall issue; Nov. 10 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.



Eastlake Community Council President's Letter

ECC is celebrating its 50th anniversary, as is Eastlake News. There is a great story, The Battle of Roanoke

Reef, in this issue, that will fill in some details about the formation of the Eastlake Community Council. Don't miss it.

Seattle in 1971 was all about lumber and airplanes. Microsoft and Amazon were far in the future. Boeing was experiencing a downturn and in April there was a billboard that was up for 15 days with the caption "will the last person leaving Seattle turn out the lights." There was a new coffee company located in Pike Place Market, you might recognize the name—Starbucks. Eastlake was recovering from the building of I5 and rapid growth.

This issue and the archives on our website, will offer more insight into Eastlake history. We are unique with Lake Union as our Western border enriching us with a community of floating homes, access to the lake for recreation and a commercial section that keeps us balanced.

Eastlake has always been about resident involvement and the formation of ECC and the Eastlake News make that evident. Our thanks to the many who have come before us and laid the foundation. Each board and committee have given their time and talents to make this a great place to live.

The first dated issue of the Eastlake News is July 1971. It was one sheet of typewritten copy. The current publication has come a long way, thanks to decades of resident involvement. Hats off to the many who have written articles, edited, done the printing, delivered it door to door, and to the local businesses who have placed ads that pay for the printing. Remember you can see past

issues on our website and enjoy a new issue each quarter.

As we celebrate, the future is also on our minds. How can we do the most for all residents with our beautiful lake and greenspaces that we are privileged to live by? What can we do to maintain a green canopy and clean lake? Can we be good stewards and be proud of the contribution we make?

For now there will be more virtual community meetings and a virtual 4th of July, no barges with fireworks. This is where a virtual presentation is not quite the same. A cheer for the annual summer Movie Night which returns in August. Yes, really. It is an election year so you can expect opportunities to assess the qualifications of the candidates once again. Watch our website for updates and details.

Isn't it nice to know that you are part of the continuum of Eastlake and you can make a difference. I wonder what they will say about us in 50 years???

Detra Segar, president
 Eastlake Community Council



Find and "Like" Eastlake Community Council to stay up to date on all the latest ECC news!

Write for The Eastlake News!

The Eastlake News would not exist for the past 50 years without contributions from writers in the neighborhood.

Have a story or interest that you'd like to write about? Visual art? Local photography? Send it to us at: info@eastlakeseattle.org

A Message from Seattle District 4 Representative: Alex Pedersen

Congratulations and Happy Anniversary to the Eastlake Community Council and Eastlake News! The Eastlake Community Council and its publication, Eastlake News, have been community treasures for decades. Both are vital parts of the community providing some of the most thorough information about local government to inform your residents and small businesses throughout your wonderful neighborhood. When you want to know the important events and issues in Eastlake, look to the Eastlake Community Council website and the Eastlake News to get started. May you continue to benefit the Eastlake community with your activities and publication for another 50 years.



Volunteer for the Eastlake News door-to-door delivery effort

The quarterly Eastlake News is available both on-line and in print; it is an essential source of information and a builder of community. Countless people volunteer, donate, engage with a public issue, support a small business, or otherwise are empowered because of something they read in the newsletter.

As it has done for almost 50 years, G&H Printing prints (at a discounted cost for the ECC) enough paper copies to reach every home, business, and public place in Eastlake. The Eastlake News is produced entirely by volunteers, including the more than 40 people who deliver the newsletter door-to-door. Some of these volunteers deliver to more than one route, or fill in temporarily for a block or dock that does not have a volunteer regularly assigned.

ECC invites your help in this Eastlake News delivery effort. It is not necessary to live on the route to which you deliver, although we try for a match if that is your preference. Routes are available throughout the neighborhood, but there is a special need for new volunteers in the southeast sector that is south of E. Newton Street and between I-5 and Eastlake Avenue.

To volunteer for Eastlake News delivery, please e-mail to info@eastlakeseattle.org, or call/text 206-322-5463. Written background/guidance is available and you can choose from specifically described routes. Based on informal dialogue, you will decide whether and where to help.

To the current delivery volunteers, ECC offers our deepest thanks to you and your loved ones, who may not even know how much you are doing to inform and involve the Eastlake community. To potential volunteers, ECC asks

your participation in this important mission, whose best compensation is your satisfaction in knowing that others have gained knowledge and empowerment because of something they had read in a newsletter that YOU delivered.



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Eastlake Updates *by Steve Dunphy*

Fairview Bridge

The opening of the Fairview Bridge is still set for this summer, according to the Seattle Department of Transportation. But the date is still not specific, though there is some informal information that it will be in July.

Continuing in June, crews will:

- Install the new bridge, traffic, and pedestrian railings
- Construct new road approaches on the north and south ends of the bridge
- Construct new sidewalks and curbs, and install landscaping
- Complete restoration of the floating pedestrian walkway
- Install lighting and traffic signals
- Install pavement markings and permanent signs

Discussion is ongoing about a neighborhood event/picnic/party celebrating the opening. If you are interested in helping plan this event, contact the ECC at info@eastlakeseattle.org

eastlakeseattle.org

That Big Hole in the Ground

Alexandria, a national real-estate company with a large presence in Eastlake, is constructing a large office/lab building on the site at 1150 Eastlake Ave. E. This will be one of the more unusual buildings in the Eastlake area - 10

stories with one story open to allow views from the east through the building.

Alexandria, based in Pasadena, has been in the Seattle market since 1996 and has helped create and grow the Lake Union life science cluster. The building at 1165 Eastlake Ave. E. is completed and will become the new headquarters of Adaptive Biotechnologies, currently located a few blocks away.

“The Eastlake Life Science Campus also includes 1150 Eastlake Ave. E., which will have 260,000 square feet of office and laboratory space,” according to Alexandria. “Pre-construction is slated to begin in 2020 and the building is expected to be significantly preleased before its projected completion in 2022. 1150 Eastlake Ave. E. will also have panoramic views of the city, Lake Union and the Space Needle, which will be seen from the rooftop deck. Other building amenities will include a signature glass atrium that will blend the indoors with the outdoors, conference and event spaces and multiple ground-floor eateries that will have health-conscious food. Another feature will be an open pedestrian path.”

Check it out here: <https://www.1150eastlake.com>

The Return of Movie Night!

After a year hiatus, our annual outdoor movie night is back! Join your neighbors for the annual Eastlake outdoor movie at 6:30 p.m. on Saturday, August 21. This year we are showing *Cloudy with a Chance of Meatballs*, a family friendly movie with a PG rating.

Bring your camp chairs and outdoor blankets, and your own food and drinks. (Though we may be getting some food trucks to join us!) Keep an eye on our Facebook event for updates. You can find the event on the ECC FB page: <https://www.facebook.com/EastlakeCommunityCouncil>

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Eastlake Gets a New Business

Opening July 5, Imperia Lake Union is the newly rebranded & remodeled Lake Union Cafe. Located at 3119 Eastlake Ave in the historic 1927 building. Imperia embraces the grand event venue decor inside and enhances it with 1920s touches such as rooms hidden behind doors, guilded Lake Union Café, a private event venue in the historic 1927 building at 3119 Eastlake Ave. E., has announced that it will be reopening its doors in July as Imperia Lake Union after restorations and improvements are complete.

From the press release:

“Imperia Lake Union strives to be a treasure in the Eastlake neighborhood, honoring the history of the building while providing a needed celebration space for all,” said Natasha Moser, co-owner of the space with wife Danielle Moser. “We are proud to bring our values of inclusivity and service to this restoration and rebrand and look forward to making once-in-a-lifetime moments even more unforgettable for our clients.”

The previous Lake Union Café brand was carried over from a time when the venue was a café. It operated as Lake Union Café Private Event Venue for over 20 years. Imperia Lake Union reflects the actual use of space for events and the grandeur of the building’s 1920s roots.

Lake Union Café changed ownership on December 1, 2020, and the new owners utilized the opportunity to make business improvements and rebrand to a name that evoked glamour. The new brand is Imperia Lake Union, and the new logo features interlocking art deco infinity diamonds to symbolize lasting unity.

Imperia Lake Union is a wedding and event venue offering inclusive event services such as catering, florals, decorations, planning, and more. Owned by Danielle and Natasha Moser, Imperia provides exceptional service in an unforgettable atmosphere. Imperia is proudly woman-, military veteran-, and LGBTQ-owned by local Seattle residents.

Visit imperiaseattle.com to explore the new website, venue, and services.



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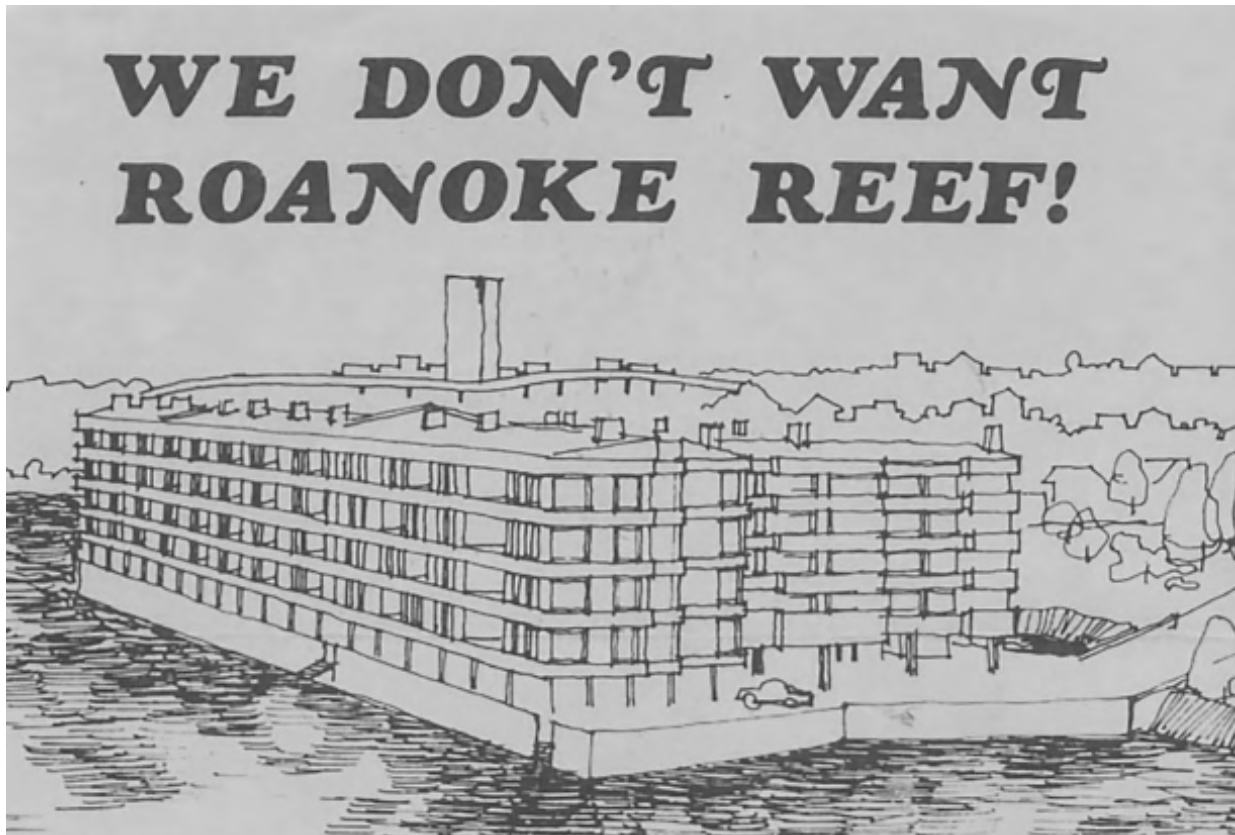
In Memory of Thomas Naylor

Eastlake's Willow Dock resident Tom Naylor died Nov 30, 2020, at home. People have wondered where the man with the two sticks is, the man who walked down to the Fairview Bridge and back, or up the hill and around and back. The two sticks were due to many body setbacks, after a history of intrepid rock climbing in the early days in Yosemite, inspiring ski patrol and back-country and telemark experience - plus stories to go with it all. Tom could and did run like the wind for years, until Polycystic Kidney Disease arrived. We had not known this genetic disease was in Tom's code. His dear climbing and ski buddy Al in Calif was able to donate a kidney in 1998. It was a gift of life but as anyone familiar with transplants knows, there is a price. The thing is though, that intrepid athletic history had everything to do with the 23 years he forged on, despite so many challenges. He worked hard to make the Willow dock and the Eastlake P-Patch expansion and re-build solid places for people to live and share good life.

Tom had also always been a wood worker, and after retirement from the Economic Development Administration where he shepherded grants for towns and cities and regions in the western region, he moved into this passion full-time. Tom built boats, the beautiful trim and built-ins in our houseboat on Willow Dock where we have been for 27 years, many fun extras like bread boards, as he began baking "to die for bread", and towards the end carving beautiful wooden spoons. He simply never quit, until his heart quit on him. Tom left me, Mike, and daughters too, with big holes in our lives. They say time heals, bring it on, i miss him more than I knew possible. And if you ever are ready to give up, think of the man with the sticks - there are others here in Eastlake, men and women, who just keep going. It is all humbling. And inspiring.

Submitted by Mikela Naylor; mikelanaylor@me.com





The Battle of Roanoke Reef

by Jules James

It is the Seattle land use fight by which all others are judged. Thirteen years, from 1967 to 1980, dozens of public hearings, and file cabinets of lawsuits concluded in victory for the neighborhoods of Lake Union.

Since 1962, neighborhood activists had warned that zoning loopholes could allow massive office and residential buildings along the shorelines and above the waters of Lake Union – replacing houseboats and water-dependent businesses. State and city governments lent a deaf ear to the threat.

In 1967, neighborhood fears were realized when a building permit application for a seven-story condominium was filed for the foot of East Roanoke Street. Existing were pleasure craft moorages— some covered, some not – spread out around the Riviera Marina that housed Bill Boeing's weathered 1916 Seaplane Station. The proposed "Roanoke Reef Condominium" was to be built on a 480' x 100' concrete platform located just north of East Roanoke Street – just above the waters of Lake Union. The application read: one story of concrete parking garage, then six stories of wood frame with stucco face and tinted-bronze glass. It boasted a heated pool, glass enclosed lanais, television security system, three elevators and 168 luxury units.

Houseboaters and upland neighbors rallied against the proposed project and won outright. The 1967 building permit for the Roanoke Reef Condominium was denied. But the battle of Roanoke Reef wasn't over; in fact it had only just begun.

In 1969, Fairview Boat Works just north of the foot of East Lynn Street was demolished and construction began on a five story, 98-unit over-the-water apartment house (now the 48-unit Union Harbor Condo). Union Harbor was permitted and built before neighbors could organize meaningful opposition. Within months, five more proposals to build mega-unit over-the-water apartment houses along Fairview Avenue East were announced. A speculative feeding frenzy had begun, and Roanoke Reef re-surfaced as a five story, 112-unit condo proposal.

The newly formed citywide citizens group CHECC (Choose an Effective City Council) prodded state and local government to address the problem of Lake Union's inadequate zoning, and zoning loopholes were eventually closed in such a way as to discourage four of the five over-the-water development plans. One permit was issued, however, to Roanoke Reef. The permit application was submitted to the Seattle Building Department on May 7, 1969. It was "conditionally issued" the next day. Building permits were either approved or denied, so to neighbors the permit spread a strong stench of impropriety. In the end the battle of Roanoke Reef centered on what would turn out to be an illegally issued building permit.

Since individual plaintiffs could be held personally liable for construction delays while officers of non-profit corporations were protected, a first legal strategy was the creation of a non-profit community organization for upland residents. The Eastlake Community Council (ECC) was formed in 1971. Among its official purposes was (and still is) "to maximize public use and enjoyment of the inland waters and shorelines adjoining the Eastlake community."

ECC worked with the Floating Homes Association (FHA, founded in 1962) to fight the vested permit. But each time the building permit was set to expire, the City renewed it.

Enactment of the 1971 Shoreline Management Act should have ended the project outright. But “construction” on Roanoke Reef began March 15, just weeks before the SMA’s June 1 effective date, with workers driving 10 concrete pilings into the lakebed.

Although community SCUBA divers proved the pilings were haphazardly placed and certainly only symbolic, the City again renewed the building permit.

In a June 23, 1971 letter to the Eastlake Community Council’s co-founder Phyllis Boyker, then-Mayor Wes Uhlman wrote, “I dislike the destruction of a valuable natural resource like this section of Lake Union for purely business interests. Unfortunately, however, there seems to be nothing which can be done to halt the project. No building or zoning codes have been violated and no laws have been broken.”

In July, real construction began. Existing moorages were torn out along with the March 15 pilings. The old Riviera Marina that included the original Boeing Company hangar was torn down, and 250 concrete pilings were driven into the lakebed.

With the start of that construction, the community took legal action. Harold H. “Hal” Green of the firm MacDonald, Hoague and Bayless offered his legal services “at cost.” By summer’s end \$11,500 had been raised toward a legal fund. On September 15, 1971, a lawsuit was filed in King County Superior Court on behalf of ECC, FHA, and Phyllis Boyker, who formed the lead as a directly affected upland resident.

Among the suit’s charges were 1) the City had issued an illegal building permit in 1969, 2) the City had repeatedly renewed the illegal permit, and 3) the developers were not in compliance with the Shoreline Management Act.

The developers, represented by Robert Ratcliffe of Diamond and Sylvester, (the law firm of Joe Diamond, parking lot magnate) quickly brought a counter-suit against Phyllis Boyker. Under the threat of financial ruin, Ms. Boyker was forced to withdraw. The developers then contended that FHA and ECC were not directly impacted by the proposal and thus had no right to sue. The State Department of Ecology joined ECC and FHA as a co-plaintiff on February 10, 1972. The trial began four days later. After nine days of testimony, the introduction of 137 exhibits, and ten minutes of consideration following final arguments, Superior Court Judge W.R. Cole ruled against the community on every count – including the very right to bring the lawsuit.

The ECC and FHA were exhausted, debt-ridden, and facing an appeal deadline to the State Supreme Court. They needed an additional \$8,000 for transcripts and court-ordered bonds. They raised money through dances, rummage sales, spaghetti dinners, boat outings, door-to-door solicitations, and mailings. On April 19, 1972, in a

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meeting with representatives for the Attorney General's office, (the AG at that time was Slade Gorton, a charter member of CHECC). The earlier promise of state help was negotiated into meaningful support. That evening, the votes were won to commit ECC and FHA to appeal to the State Supreme Court.

Meanwhile, back at the Reef, construction continued. A fully furnished model unit stocked with sales brochures opened at the adjacent construction staging area. A Roanoke Reef advertising billboard appeared in South Lake Union at the corner of Fairview Avenue N. and Valley Street.

On September 6, 1972, the Attorney General filed papers with the State Supreme Court to halt construction of Roanoke Reef. When work stopped, a significant portion of the cinder block parking structure had been completed. Oral arguments were heard on November 13, 1972, before the State Supreme Court. Joe Diamond, himself, argued for the developers; Harold Green and Francis Hoague (a local liberal legend) for the community. On July 18, 1973, the State Supreme Court ruled for the community. The City was stuck with a nearly \$3 million bill for illegally issuing the permit. What's more, the Court ruled that ECC and FHA did have standing to sue; an important early precedent for public interest litigation that spread throughout the country.

But victory in a land use battle does not simply come with a "permit denied" ruling, and developers do not just go away. In this case, the verdict did not include an order to remove the illegally permitted concrete platform. Within four days, the developers submitted a new building permit application. The proposal had been reduced to 81 units, but remained 57 feet high. And in November 1973, the developers filed a \$7,000,000 damage suit against the City of Seattle.

Although the developers eventually won a \$2,896,534 judgment against the City (check written July 3, 1976), they made little headway in securing permits for their condominium. The tide of the Battle of Roanoke Reef clearly had turned to favor the community. Just before Christmas 1974, the City denied a final new building permit. The Roanoke Reef over-water condominium project was dead. During the next three years, occasional rumors circulated that a new condo building permit was soon to be submitted but the rumors always proved to be negotiation posturing or unfounded speculation.

Between 1975 and 1978, the Battle of Roanoke Reef was a miserable, tedious stalemate. The community was unyielding in seeking removal of the illegal platform. Removal was completely unacceptable to the developers. Sketchbook entrepreneurs offered ideas for a public park, marina or restaurant to settle the celebrated dispute. Each scheme rested atop the illegal concrete slab. Most met with initial public approval. All required vigorous repudiation by the community.

In 1976, '77 and '78, the developers submitted land use applications to establish marinas beside the platform. In

each instance, the developers refused to state that further development would not occur. Two of the three proposals met with initial government approval. An attitude of “let’s approve it and move on to another issue” seemed to prevail. But for the community, the platform continued to be illegal and developers refused to disclaim thoughts of future high-rise development. Each marina proposal initiated another round of public hearings. Each marina proposal was eventually defeated.

Like weeds through the sidewalk, life slowly began to infest the Reef’s concrete slab. An impromptu marine engine repair shop located there. Fishing boats tied up for off-season moorage. Some live-aboards took advantage of the \$1 per foot moorage fees. Kids dove off the slab and canoes cruised under it.

In 1978, the Roanoke Reef stalemate was broken and a temporary truce was declared. It was agreed that a City-hired consultant conduct a study of the legal, economic and environmental ramifications of the concrete slab. The community supported the study only after demolition was included as an option.

Soon after the consultant’s report, Lucile Flanagan (later the benevolent owner of the Crest Theater) quietly emerged with a viable Roanoke Reef plan. Ms. Flanagan would purchase the property for \$500,000, demolish the concrete slab, construct and sell 20 condo houseboat moorages, plus nine townhouses at the site of the former construction staging area. The sale was finalized in the summer of 1979 and the Environmental Impact Statement completed during the first months of 1980.

No single individual led the community’s efforts. Only houseboater Terry Pettus (FHA Executive Director) and uplander Victor Steinbrueck (an ECC board member) were intimately involved from beginning to end, but they thought it proper that the Battle of Roanoke Reef be spearheaded by the ordinary folks of the FHA and the ECC. Nine ECC presidents served during those years. The long casualty list of cancelled vacations, lost career opportunities and strained family relationships explains the rapid turnover.

On a sunny Saturday – July 26, 1980 – the Battle of Roanoke Reef officially ended with a neighborhood party on the concrete platform. Food, music, beverages, skydivers, politicians and speeches accompanied this latest of innumerable fundraisers for the ECC Legal Defense Fund, with one and all invited to start the demolition of the slab at one-dollar-a-whack.

A submerged reef of concrete is located somewhere off Blake Island where the remains of the platform were finally hauled to rest, but not before a few souvenir chunks were given out. For many years thereafter (it may be there still), on a shelf in the Director’s reception area for Seattle’s Department of Construction and Land Use there was a chunk with an engraved red aluminum label reading, “Roanoke Reef, 1971-1980.”

The original “Battle of Roanoke Reef” article of which this is an update was written in September 1987 as an Eastlake Community Council fundraiser.



In the photo above Roanoke Reef Construction got as far as 250 concrete pilings in the lake bed and partial development of a parking structure on top of them before it was stopped. The construction replaced the old Riviera Marina that included the original Boeing Company hangar shown below.



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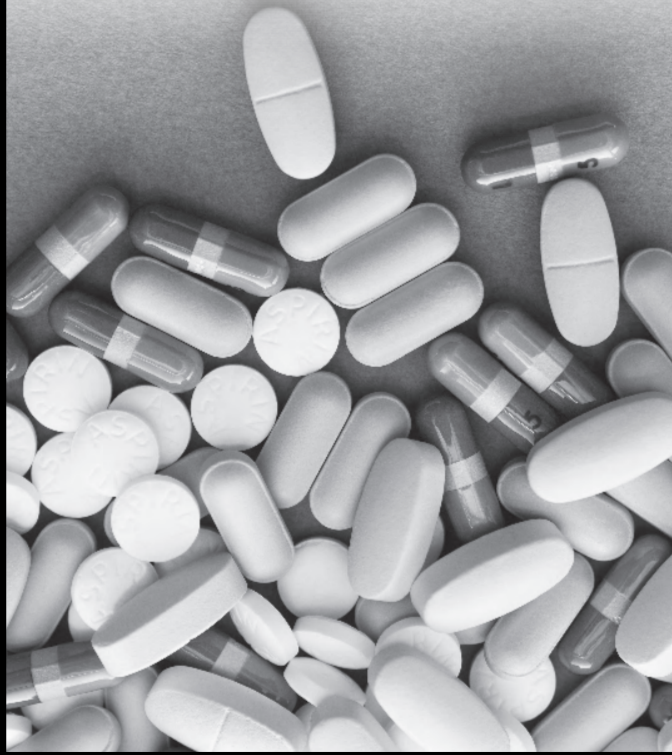
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A century of change in Eastlake *By Chris Leman*

An exploration of historical highlights and lessons for the future on how to keep Eastlake vibrant and livable.

A public school is central

The 1893 founding of what became Seward School was the most important step in establishing Eastlake as a community. Schools bring children and parents together. The buildings and grounds are a recreation resource and site for public meetings and voting polls. In the 1970s children were less numerous in Seattle, parents and residents thwarted Seward's closure. In 1988 the buildings and site were about to be sold and redeveloped, School Board and Eastlake Community Council reached out to an alternative program: The Options Program at Stevens (TOPS). Together they made it happen.

Although Eastlake children in TOPS' early years were routinely admitted, the program drifted from its original mission as an urban school with local engagement to admission by citywide lottery under which most Eastlake children had no real chance to attend. Years of joint effort by local parents, ECC, and others convinced the School Board in 2010 to guarantee admission to Eastlake kindergarteners. Children who apply after kindergarten, however, are not guaranteed admission.

Parks are worth the effort

Denny, Kinnear, and Volunteer Parks were established in other Seattle neighborhoods in the 1880s. It wasn't until 1909 that Eastlake's first city park, Rogers Playground, was built adjacent to Seward. Seward was previously the only recreational area in the neighborhood. Eastlake's next city park, South Passage Point Park, did not come until the 1960s from land that had been taken from its owners to build the Interstate 5 bridge.

In the 1970s Eastlake residents and businesses established parks where the Newton, Lynn, and Roanoke Street rights-of-way enter the lake - Seattle's first street-end parks. There are now dozens around the city, including three more (at the Louisa, Hamlin, and Martin street-ends) that Eastlake volunteers and donors built with City funds. Larger new parks like Fairview Park and the I-5-Colonnade Open Space were also the result of volunteer action. See the web site listed at the end of this article to learn more about their histories.

Ups and downs of being a corridor

Eastlake's location between the state's most-traveled destinations has brought inescapable boons and calamities. On the plus side, the early streetcar lines that once served Capitol Hill and North Seattle provided Eastlake excellent transit service - better than today's buses.



Eastlake's marine industrial businesses are good neighbors and they are integral to our neighborhood's identity. Lake Union Drydock has a 12-acre shipyard where it uses this sturdy little tugboat to move large ships into place for repairs.



In 1916, William Boeing established his first assembly plant and hangar on Lake Union at the foot of Roanoke Street. On July 29, Boeing piloted the maiden flight of his first aircraft, a float plane known as the B & W. Upon returning to the hangar, Boeing told his workers that they were at last in the airplane business. Less than three weeks later, he incorporated the company that still bears his name. It was not until the following year that the Boeing Airplane Company moved its manufacturing activities to the Duwamish area and built the "Red Barn," which today is erroneously referred to as the company's first factory.



Eastlake was the first neighborhood in Seattle to build parks in street-ends (where streets meet the lake). Volunteers built the first version of Lynn Street Park in 1971. City crews rebuilt the park in 1976, and the community held this colorful celebration upon its reopening. The Department of Parks and Recreation fully remodeled the park in 2002.

Until the Pacific Highway (State Route 99) was put through the Woodland Park Zoo and across Lake Union in 1932, Eastlake Avenue was Seattle's busiest north-south highway, with twice the traffic volume of today and many car-oriented businesses. To help students safely across, Seward eighth-graders were deputized in 1928 as the state's first crossing guards.

Eastlake suffered its most grievous blow with Interstate 5 in 1962 when about one fifth of our residents lost their homes. Businesses, streets, sidewalks, and trees were also displaced or demolished. Those remaining faced pollution, vibration, noise, and a wall which diminished access to the other side of the freeway for friends, shops, and customers. Some businesses that had not been displaced closed anyway because customers had been forced to move away, and others on Capitol Hill were now out of reach.

Amidst the negative impacts of I-5's inescapable eastern boundary (replacing 10th Avenue E. as the original informal one), the freeway did make Eastlake easily the most clearly defined of any Seattle neighborhood.

Near-misses can be hugely significant .

Throughout Seattle's history, some proposed transportation megaprojects could have left Eastlake unrecognizable. For example, we could have become largely industrial from the Northern Pacific Railroad's plan in 1910 for tracks on the entire shoreline and to the University district. Even in those early days, City leaders and the public pushed back in favor of preserving the shoreline for public access and eventual enhancements.

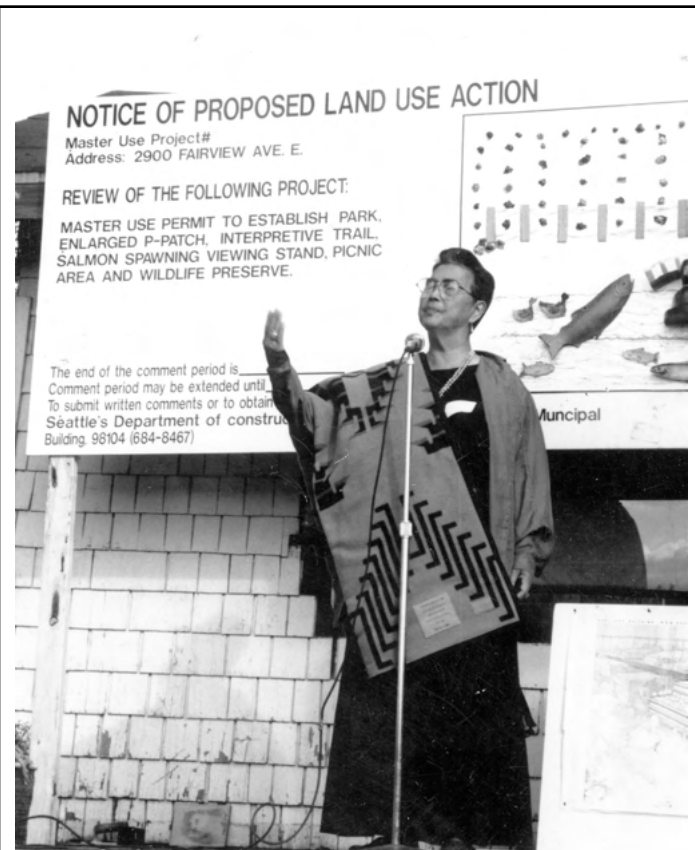
Twice more, the Eastlake shoreline was again endangered, and again saved. In the 1920s it was from a proposal to make Fairview Avenue E. a six-lane highway. In the 1970s another proposal was for Fairview to be a four-lane arterial, and that too was rebuffed.

Planning for State Route 520 also posed dangers. Ramps were proposed that could have destroyed Seward School and Roanoke city park. These tragedies were avoided only through pushback within the planning process.

In the mid-1990s, Sound Transit's planning for light rail considered a surface route on Eastlake Avenue. The proposed station location would have sacrificed part of Rogers Playground and/or the Areis Building which is home to many small businesses. Treasured homes and apartment buildings would have been sacrificed for the rail tunnel or bridge across the Ship Canal. Motor vehicles, bikes, and pedestrians would have been prevented from turning or crossing except at a few locations; a similar proposal was turned back in the late 2010s in early planning for the RapidRide express buses. By engaging with these proposals rather than ignoring them, the Eastlake neighborhood helped show their negative consequences.

Zoning can superheat or moderate growth.

In 1923, Seattle's first zoning code classified land into



Pictured above: Vi Hilbert (1918-2008) In this 1989 photo, Hilbert blessed a neighborhood effort to establish a city park at 2900 Fairview Avenue E. where offices, penthouse apartments, and a movie multiplex were then proposed. The faux city board behind her, a unique activist and satirical art work by Robert Rudine, was a rallying point for the decade-long campaign. Fairview Park opened in 2000. Hilbert was an elder of the Upper Skagit, a tribe of the greater Puget Salish. She was a conservationist of the Lushootseed language and culture and was the last fully fluent heritage speaker of the language (in which her name was taqʷsəbɫu).

geographic zones allowing different kinds of new construction. The new zones ratified Eastlake's existing pattern of industrial, commercial, and residential use. Although many residences were free-standing homes, our initial residential zoning (as it does today) allowed single-family or multi-family structures.

For much of the twentieth century, zoning regulations had limited the height of new residential buildings, and the yard setbacks required were large enough to protect existing large trees and accommodate new ones. In recent decades, Mayors and City Councils have increased the allowable height for new buildings, creating an incentive to demolish existing buildings and trees. Reduced required yard setbacks are now too small to save existing large trees or to plant new ones.

Neighborhood-serving businesses predated and were grandfathered into the 1923 zoning. They are

spread throughout Eastlake, enhancing quality of life. Accordingly, the restricted parking zone (RPZ) in Eastlake is by design friendlier to neighborhood businesses than those in other neighborhoods.

Commerce and industry can be great neighbors.

While most Seattle neighborhoods are mainly residential, Eastlake is unique as an even balance of residents and businesses. Our working waterfront included Boeing's earliest hangar and assembly plant (1916). Eastlake's marine economy got a historic boost in 1917 when the U.S. Army Corps of Engineers opened locks and a ship canal that connected Lake Washington and Puget Sound through Lake Union. Growth, it seemed, could do no wrong.

It isn't always a positive story though. On Lake Union's north shore where planners had proposed a park, Puget Power's coal gasification plant (1906-1956) blighted Eastlake and Lake Union with eye-burning, grimy pollution. (Gas Works Park did not become a reality until 1975.) Seattle City Light's oil-burning Lake Union Steam Plant (used most extensively 1914-1936) also spread a plume of heavy black smoke.

The best changes take time and joint effort

Some of Eastlake's most important successes took years, patience and continuity:

- The first neighborhood efforts in 1971 to get I-5 noise walls to the date of first construction in 1996 took 25 years. Not all are funded or designed, so volunteer efforts continue: 50 years (and counting).
- Eastlakers campaigned to hold Metro to its 1973 commitment to restore electric trolley buses to Eastlake Avenue. The diesel buses then in use were not replaced by electrics until 1997. 24 years.
- Defeat of the Roanoke Reef overwater condominium project took four years (1971-75). Ensuring a well-designed replacement project took another ten years (1976-85). 14 years.
- When offices, penthouse apartments, and a movie multiplex were proposed in 1989 to replace the Eastlake P-Patch and the nearby wooded hillside, the community mobilized for an eleven-year effort that led to Fairview Park in 2000. 11 years.
- From 1990 to 1999, volunteer and civic engagement went into Eastlake's needs assessment, south gateway plan, transportation plan, and neighborhood plan. 9 years, not counting the implementation that continues.
- Five years of effort produced Eastlake's Zone 8 Residential Parking Zone, which gives residents priority for on-street spaces.

Seattle's effort to extend the Burke-Gilman bicycle/pedestrian trail through Ballard to Puget Sound encountered stiff resistance from some businesses and became mired in expensive litigation. Putting a pathway and bicycle route on Fairview Avenue E. through Eastlake's industrial area succeeded because it started not with a City proposal but with discussion and compromise between residential and

industrial interests.

Most neighborhood improvements cost tax dollars, and the effort to find funds is often a long shot. But prospecting in funding applications and requests can occasionally strike gold, such as in the \$750,000 which Eastlake volunteers landed for SDOT to continue the pedestrian pathway to the Fairview Avenue North bridge a decade after SPU built it from Newton to Blaine streets.

Everything worthwhile achieved in Eastlake has been through joint effort. Pride of involvement by even the least of the participants will be greatest if leadership is exerted with generosity and humility. Humility does run the risk that the public may not know that something they like about Eastlake was the product of (or was saved from destruction by) volunteer effort. Knowing the neighborhood's history is a good thing. Historical markers might help the public know how its public improvements came to be.

For further background on many topics in this article, see eastlakeseattle.org

Chris Lemans has been a member of the Eastlake Community Council since 1987. He served for many years on the board of directors in various roles including: President, Vice President, and Secretary.

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Eastlake remembered . . .

By Steve Dunphy

When I count them up, I realize that I have lived in the Eastlake area for more than 50 years. When my wife and I were first married, we lived on a houseboat on the Wandesforde Dock.

Terry Pettus, who has a park named after him, lived across the dock from us and we had many good conversations. We could see him leave his houseboat, stop on the dock, and blow a kiss to his wife, Berta. I was involved with Terry on a project called the Lake Investment Fund, with a goal to help houseboat docks become cooperatives so owners would have their own spaces.

It was vastly under-capitalized, so we were never able to make an “investment.” But the organization certainly raised the profile of cooperative docks.

After our first daughter arrived, we moved onto land to our house on Franklin Avenue East.

Eastlake was always a great place for us, so convenient. Until the traffic got worse, we used to be able to finish dinner at 7pm and still make a 7:30 curtain at the Seattle Rep. Downtown was a breeze.

The neighborhood has certainly changed over the years. Into the 1980s you could buy gas and get your car serviced at Hal’s Eastlake Shell, on the corner of East Lynn Street and Eastlake Avenue. The Eastlake Market, Subway and Son of a Butcher are located there now.

Actually, that building is a famous culinary location. Matt Dillon’s original Sitka & Spruce was there. Then Christina Choi’s Nettletown (Christina sadly died suddenly in 2011) and also the Blind Pig and its next-door bar, Babirusa.

Pete’s was always available for shopping, but we could also just walk down Franklin to Anita’s, a small deli-market at the corner of East Lynn Street. I can’t remember who Anita was exactly, but she did own the land and developed it into a condo and apartment building, aptly named Anita’s.

Oldest business on Eastlake Ave? That honor goes to



Patrick's Fly Shop, established in 1946. It is the oldest fly shop on the West Coast. The 14 Carrot also has been at their location for some time, as have Pazzo's and Serafina also are long-standing eateries.

Many good restaurants are no longer here, mostly replaced by office buildings. Daly's had the best hamburger in town although I really liked their fish sandwich. The original Red Robin was on Fuhrman where Johnny Mo's Pizza is now. My younger daughter had her first waitress job there. Maybe that's why the apartment building there now is called "Robin's Nest.?"

There was a Mexican restaurant, Azteca, on Eastlake in the building where 20 Ounce Tea is located. It was previously Rattler's and was originally built as Casa Lupita. Bandleone was on Eastlake at Lynn where Eastlake Coffee and Mort's Cabin are now. There was a restaurant in the building on Fairview now occupied by Blue Ribbon Cooking. Remember Victoria Station, the railroad box cars linked together to create a restaurant on Fairview.

Then there is the Zoo, our local dive bar. It has been around for nearly 50 years, providing beer, pool and atmosphere. Here is part of one Yelp review: "I've been coming here since 1992. Always fun, always dramatic one way or another. Working class joes come here after work even now. Adventurous techies hit it for the games and for a taste of real Seattle. Old guys stop in to remember and relax. It is exactly where, when, and what it's supposed to be, and I hope it stays as long as it can. Check it out if you like the real deal; it's one of a dying breed of real dive bars in this boom town."

You can keep the conversation going by sending in memories of your favorite Eastlake business, still here or gone.

Send them to: info@eastlakeseattle.org.



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Birding Eastlake

by Dave Galvin

As we move from late spring into summer, we note many changes to Eastlake's bird life. All the winter visitors are long gone; nesting is winding down (with some exceptions), and the chorus of spring song is waning. Yet there is much to pay attention to over the warm summer days. Keep your eyes peeled and keep the reports coming in.

The Ospreys who nest over on Union Bay by the U.W. sports fields often fish in Portage Bay and Lake Union. Look for these "fish hawks"—or hear their shrill whistles—as they fly over the water or perch along the shoreline. Our three pairs of resident Bald Eagles are all on nests on Union Bay, with young hatching in early May. The pair with a nest closest to the Montlake Cut often look for fish or small birds in Portage Bay. Recently a new pair of Eagles has been eyeing the large cottonwood/black poplar trees on Fairview near E. Newton, so keep an eye out in the neighborhood—maybe we'll have our own Eastlake eagles nesting here next spring.

Mallard ducks have completed their first clutch and females are rapidly finishing duties brooding a second clutch of eggs. Meanwhile, Gadwall ducks are just getting started, as they are the late nesters among our waterfowl. Local mortality has been high in my immediate neighborhood: raccoons raided the nearest Mallard nest on my houseboat dock and gulls raided the nearby Canada Goose nest on a rooftop. While traumatic for these individual birds and we humans who watch the carnage, we know that we still have plenty of these waterfowl around, so no need to worry about them overall.

Later, in mid summer, an interesting change happens with our local dabbling ducks. Rather than lose one or two feathers at a time, which most birds do, Mallards and Gadwalls lose all of their flight feathers at once, and the

males change the rest of their plumage to look more like females and keep a lower profile until their wings grow back in. This molting strategy is called "eclipse"—the birds tend to go into hiding during this time to avoid predators. If you see a Mallard in mid summer that looks like a female but still has his bright yellow bill, that is a male in drag—no, in eclipse plumage—laying low until he can fly again and regain his gaudy bright colors.

Our local swallows are of two species primarily—Violet-green Swallows and Barn Swallows. They love to feed on the fly by skimming the air with their mouths open, picking up the swarms of midges near or over the water surfaces, or other small insects over grassy lawns or downwind of trees during a good

blow. Both of these consummate aerialists are long-distance migrants. Violet-green Swallows overwinter in Mexico and Central America while Barn Swallows go all the way into South America for the winter months—long ways to travel for birds that only weigh half an ounce! They need lots of midges in their stop-over areas to fuel such flights.

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I haven't mentioned our most common bird yet, the American Crow. Crows are wily, smart, ubiquitous and universally recognized. While noisy most of the year in big flocks, they get very quiet while they pair up and tend to their nests in May, and then get very noisy again — and aggressive — when protecting their young fledglings in June. Pretty soon they will be back to their murders (that's the name of a flock of crows) as they patrol the neighborhood. Outside of nesting season, most crows use a common night roost. The largest one is at U.W. Bothell, where thousands of crows gather each night. Quite the sight! When you see them winging NE over Eastlake in the evening, that's where they are headed. To learn more about them from one of the world's experts on crows, our own John Marzluff at U.W., check out: www.uwb.edu/about/crows

Thanks for your enthusiasm about our local birds. I will keep updating our neighborhood list at Eastlakenews.org. Send in your photos of birds captured right here in Eastlake, even if only via a cell phone photo. Feel free to correspond, let me know what you are seeing, or ask any questions: galvind53@gmail.com. Thanks to my friend and fellow Master Birder, Larry Hubbell, for his willingness to share his wonderful photos. Check out Larry's weekly blog on local birds and nature at Unionbaywatch.blogspot.com.



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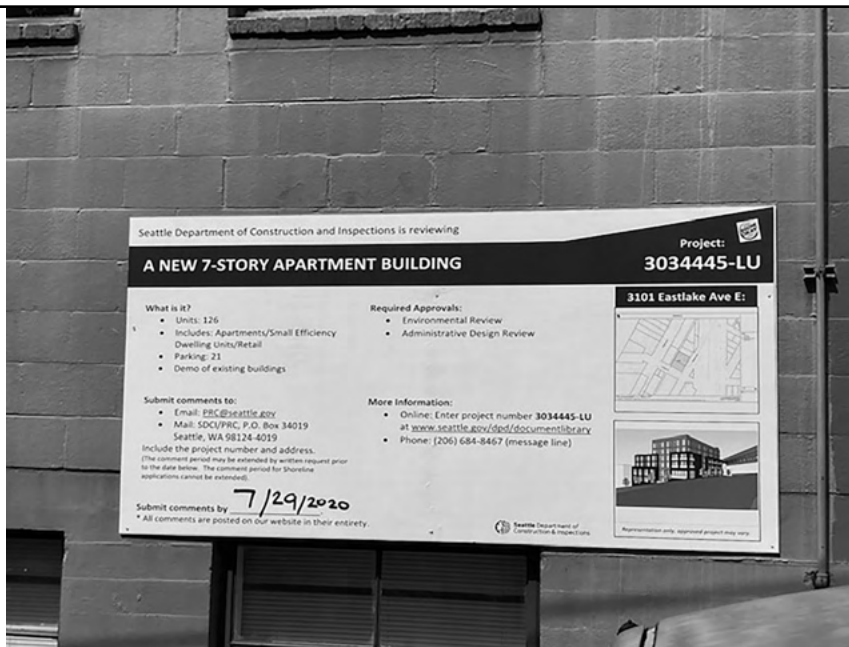
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any structure he wanted on Eastlake Avenue. The ECC would wholeheartedly support it. In exchange, the Fairview structure would be residential, a maximum 35 units. Mr. Beach didn't speak. He just reached for a handshake across the table.

I've never seen so many suits explode at once. It was a crescendo of caveats and legal gibberish, but Mr. Beach waved them all off. Deal done.

3100 Fairview became a 30-unit condominium, home to many active neighbors over the last three decades. By the looks of Project 3034445-LU – posted for public review in July 2020 – the 3100 Eastlake office site will eventually be 126 residential units. How many other projects north of Hamlin Street were influenced toward residential because of Mr. Beach's handshake? Possibly Wards Cove townhomes, Wards Cove Floating

Homes, The Eastlake, The Ruby, the Little Water Cantina apartments, Tramonti, and the Robin's Nest – hundreds of residential neighbors rather than thousands of 9-to-5 commuting office staff. No one can know exact numbers.

I do know Beth Means changed our future. While I fundraised for the ECC to negotiate incremental modifications for the six proposed office buildings, she pivoted the land use future of the northern reaches of our Eastlake neighborhood. With just a handshake.

Mr. Beach's Handshake

by Jules James

In the mid-1980s, developers were turning Eastlake Avenue into a canyon of office buildings. By December 1985, six office building proposals and a mini-storage were under review by the City. Three more office buildings were proposed during 1986, including the Beach buildings.

Bob Beach was 95 years old in November 1986. He ran a small patent attorney practice from the 3100 block of Eastlake. Over the years, he had purchased adjacent properties. He now proposed a 4-story building of 60,000 square feet at 3100 Eastlake and a 27,000 square foot office building across the alley in the 3100 Fairview block.

J. Beth Means, then and now a houseboat resident in the 3100 block of Fairview, argued the demolition of a handful of former houseboats pulled up and clustered at 3100 Fairview would be the tipping point away from residential development north of Hamlin Street. They - along with some ramshackle makeshift housing around his office - constituted almost half of the housing units north of Hamlin. As a former ECC President, her opinion weighed in with gravitas.

I was the current ECC President burdened with three land use appeals active, two office building proposals deep in negotiations and a legal defense fund thousands of dollars in the red. Any of the five cases easily could require multi-thousands more dollars to be committed. So the ECC Board authorized Beth to spend a maximum \$500 on the Beach project. A pittance worth of legal counsel.

A few weeks after the ECC land use appeal was filed, she asked Mr. Beach for a meeting. Beth, myself, Mr. Beach, in Mr. Beach's conference room shoulder-to-shoulder with lawyers and consultants. I was silent in awe. Beth explained her argument and before anyone else could counter, she offered the solution. Mr. Beach could propose

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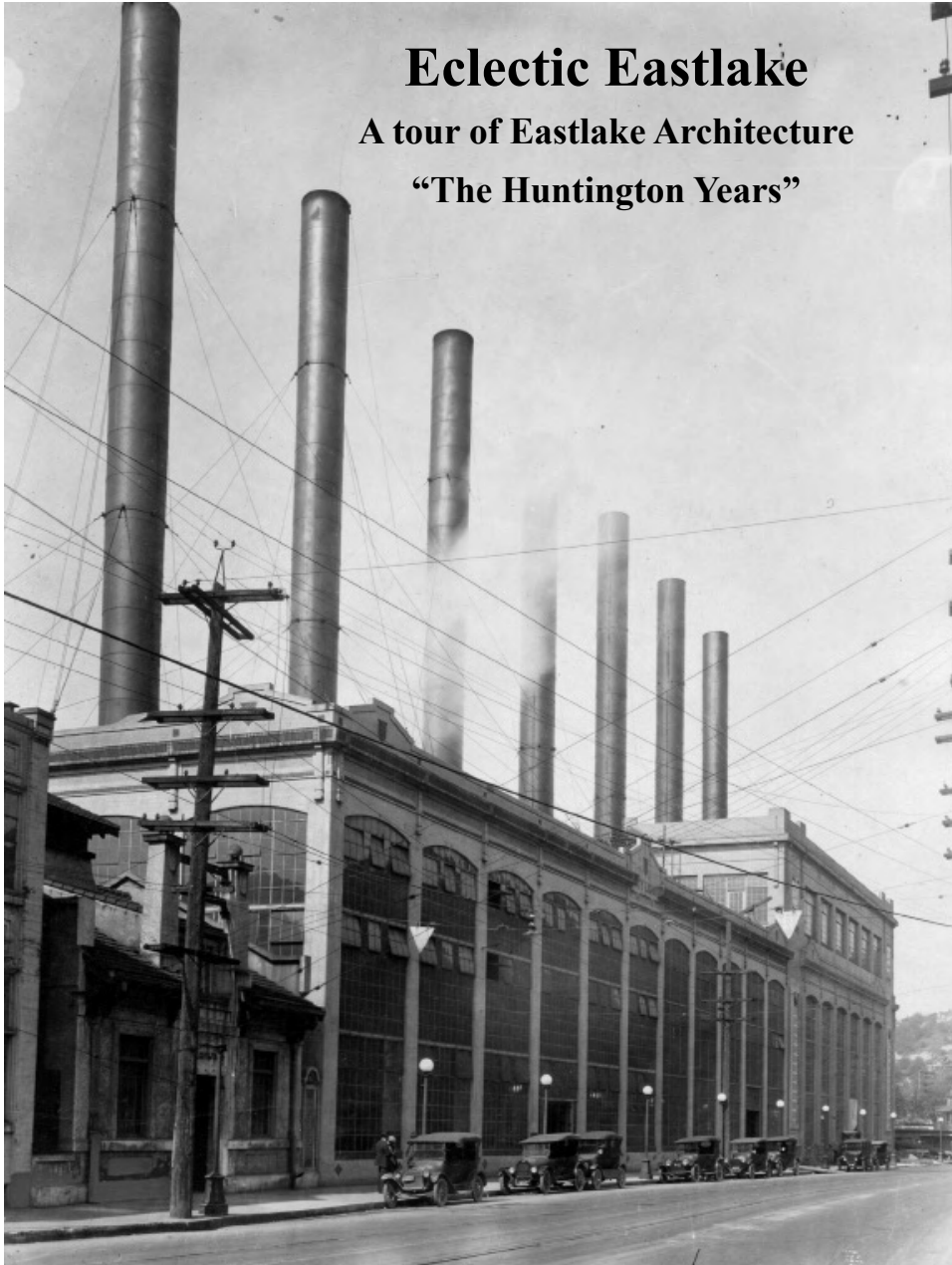
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Eclectic Eastlake

A tour of Eastlake Architecture

“The Huntington Years”



by Judy Smith

Almost uniquely, the Eastlake neighborhood squeezes a remarkable range of land uses, building types, and architectural styles into barely a square mile. It's an eclectic mix.

Schools, bridges, and power plants make up some of Eastlake's most significant early architecture.

Anchoring north and south Eastlake are three designs by Daniel R. Huntington, who served as City architect from 1912 to 1921. North is the University Bridge, where just the massive piers of Huntington's work remain, but to the south are two significant structures: the intriguing Hydro House and the monumental Lake Union Steam Plant.

Not credited to Huntington but completed during his years as city architect is the large classic 1917 school building part of the Seward School complex.

Huntington (in collaboration with other architects) left his mark not only on Eastlake but throughout Seattle where many of his beautiful buildings are still standing and most have received the City's designated landmark status, such as the Arctic Club, now owned by Hilton Hotel, on Third Ave; the First United Methodist Church, now Daniel's Recital Hall, on Fifth Ave; and several Fire Stations (Nos. 2, 7, 12, 16, 33).

We'll look at some of Eastlake's historic architecture over the next few issues of the Eastlake News beginning with the backbone, “The Huntington Years.”

University Bridge

University Bridge is a story of gain and loss. The gain was the current 1919 bascule (draw) bridge, designed by Huntington, that replaced the 1891 wooden Latona Bridge. Drawbridges were needed to allow ships to pass through the newly minted Ship Canal. The University Bridge was the last of the three bascule bridges built at the time – the other two were the 15th Avenue (Ballard) and Fremont bridges.

Although technically still standing, the original bridge barely lasted thirteen years. Everything except the massive piers below were demolished when the bridge was widened in 1932-33, creating the loss of four original towers the bridge once had. The towers were roughly 18 feet long and pedestrians could walk through them enjoying a window view over the lake. Each tower likely had a stairway for the bridge tenders who had to manually lower the roadway gates to stop traffic before lifting the drawbridge. Automatic roadway gates were installed with the 1933 remodel, and the four towers were replaced with two non-descript, utilitarian control towers.

University Bridge can best be viewed from North Passage Park on the northwest side of the Ship Canal, under I-5 Freeway. From there you can see the massive Huntington piers that hold the counterweights (also visible on either side) for the lifting and lowering of the drawbridge, but everything else – the thinner concrete piers of the approaches and the concrete railing and roadway above is from 1933.

The 1933 bridge was designed for both streetcars and horseless carriages, and its concrete railings were a safety improvement. Prior to that, the wood railings on the 1919 bridge protected pedestrians and horses but did little for careening cars trying to avoid accidents on the busy bridge but instead taking dives into the lake.

The remodel brought with it the innovative steel mesh grating that made for a lighter bridge, the first of its kind in the nation. But the expanded roadway turned out to be substandard for motor vehicles; on the plus side, it's now the bike lane.

Photo: Steam Plant and Hydro House (undated), University of Washington Libraries, Special Collections, No. 14591;

While all four draw bridges over the Ship Canal were registered in the U.S. National Register of Historic Places in 1982, only the Fremont Bridge and Montlake Bridge are Designated Seattle Landmarks.

Had the city preserved the four original towers, University Bridge might have had more of the cachet of the Fremont and Montlake Bridges and been a wonderful link between them.

In 1914 as the first three bascule bridges were being designed, there was a definite awareness of aesthetics as noted in the National Historic Places nomination, "On April 20, 1914 the city engineer wrote a letter to the city council: 'of late years, it is recognized that it may be possible to secure graceful and pleasing lines, even in steel structures, without spending any large additional amount of money. It is fortunately possible owing to the height at which our bridges will be built above the water level to secure equal mechanical efficiency with a well-balanced and pleasing effect.' D.R. Huntington, City Architect, was responsible for the architectural treatment of the piers of the three bascule bridges. The massive, concrete piers of the University Bridge and the handsome towers on the Fremont Bridge provide an appropriate architectural frame for the passageway between Puget Sound and Lake Washington. However, the architectural treatment of these three bascule bridges do not equal the monumental stature of the cross-girder bascule bridge built across the canal at Montlake Avenue in 1924."

Today, the drawbridge opens about 3,000 times a year down from a peak of 7,000 in the late 1970s. After the Fremont and Ballard bridges, University



The wrecking ball is poised above one of the four original towers of the University Bridge just before it is about to be demolished in 1932 to make way for the bridge expansion. Photo was taken from the bridge deck looking northeast. Courtesy of Seattle Municipal Archives, No. 5811.

Bridge is one of the busiest drawbridges in the country.

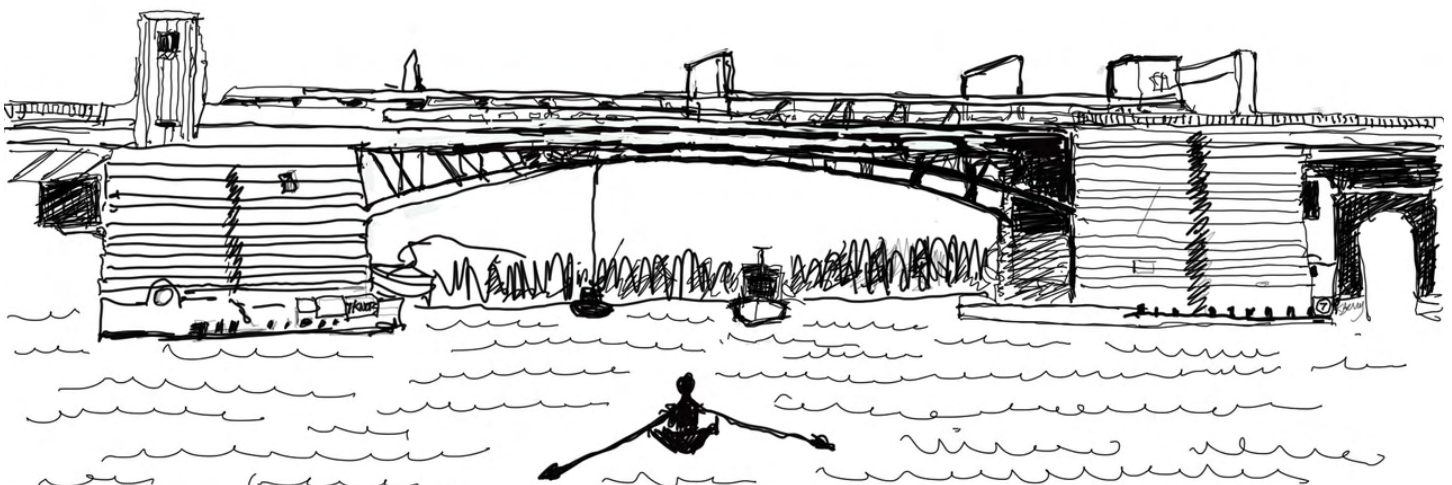
Seward School – 2515 Boylston Ave. E.

Seward School's three buildings from different eras currently house TOPS alternative school (The Option Program at Seward). The first building was the 1895 one-room schoolhouse (actually a two-room wood pavilion but just one room was used as a classroom for all eight grades). That school was called Denny-Fuhrman after the two big land speculators in the neighborhood, Henry Fuhrman and David T. Denny. The structure was moved

a couple of times to accommodate the newer school buildings and is now facing Louisa St. between Boylston and Franklin Avenues.

By 1904 the small schoolhouse was serving 206 students, so in 1905 a new building was constructed, the charming two-story Tudor schoolhouse with stucco and half-timbering siding that faces Franklin Avenue. Together the two buildings were renamed to honor William Henry Seward, U.S. Secretary of State who led the purchase of Alaska from Russia in 1867.

Seattle's rapid growth continued to expand enrollment, prompting the building of the 1917 brick, block-long building along Boylston Avenue. Its elaborate



University Bridge as it looks today viewed from North Passage Park..



“Ironically,” wrote resident Jules James in a history of Rogers Playground, “[closing] marked the beginning of the re-building of the school, the neighborhood, and Rogers Playground. The displaced Colman School was housed at Seward for two years (1990-91), the alternative K-8 TOPS moved into Seward in 1992.”

TOPS closed the school in 1997 for two years for a major renovation, during that time a gym was added to the north and a library, or learning resource center, was added between the 1917 and 1905 school buildings linking them together. A vestibule also links the 1905 building to the original 1895 schoolhouse.

Hydro House and Steam Plant – 1201 and 1241 Eastlake Ave. E.

These two buildings are testaments to the new technology of the early twentieth century – electricity. By the second decade of the 1900s, Seattle’s demand for electricity was insatiable, and Seattle City Light, a department of City government, was leading the way to supply it.

Built in 1912 the Hydro House, or Power House as it was known back then, was a stop-gap measure while the larger Steam Plant was being planned and built. The Power House tapped the latent energy of the Volunteer Park Reservoir overflow. Water fell through a 40-inch wide pipe from the top of Capitol Hill to the Power House generators below creating 1,500 kilowatts of electricity.

The Hydro House bears a familial resemblance to the Fremont Public Library, another Huntington structure; both are Mission Revival Style. Although

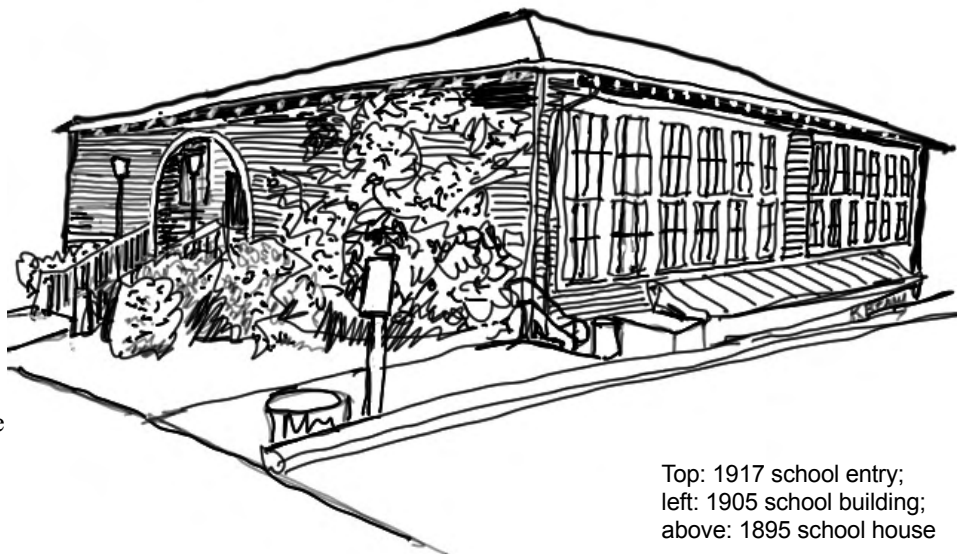
entry proclaims the importance of education, and of students. The building was designed by Edgar Blair who was

impact on enrollment as many homes in the area were demolished. Various programs and temporary uses filled the school while the district considered closing it and did close it in 1990.



the Seattle Public Schools Architect (1909-1918) during Huntington’s tenure and who designed many similar style Seattle schools that are still standing today, many like the Seward School complex, Designated Seattle Landmarks.

Seward School has had a long history with innovative learning practices, but the construction of I-5 in 1960 had a negative



Top: 1917 school entry; left: 1905 school building; above: 1895 school house

“the Lake Union Power House was a contradictory hybrid,” notes preservation architect Susan Boyle who wrote the Seattle historic designation nomination,



“a new building type clothed in an old style.” You can still see today the two small concrete towers on the structure that originally contained cross arms for transmission lines. “The original roof towers clearly expressed the use of the building and the simple symmetrical arrangements of elements spoke of its utility, but the building’s size and style gave it a domestic character.”

That domestic character was eclipsed with the building of the Steam Plant. Comparing the two designs “clearly suggests the revolutionary character of the

later building,” wrote Boyle. The Steam Plant was built and financed in three phases (and looking at the building from Eastlake Ave. you can easily pick those phases out):

Built in 1914 and abutting the Power House, the first phase of the Steam Plant seems humble now compared to what it would become. It had just six of those famous three-story tall window bays and two smokestacks. Four boilers and generating equipment took up most of the space inside. Boyle praises it as advanced “for a design by a municipal architect in a provincial northwest city.... In its tectonic expression of concrete and glass, the 1914 portion of the Steam Plant compares with European industrial building designs such as Gropius A.E.G. Turbin Factory, Berlin, 1907 or Gropius and Meyer’s Fagas Boot Last Factory, 1911.”

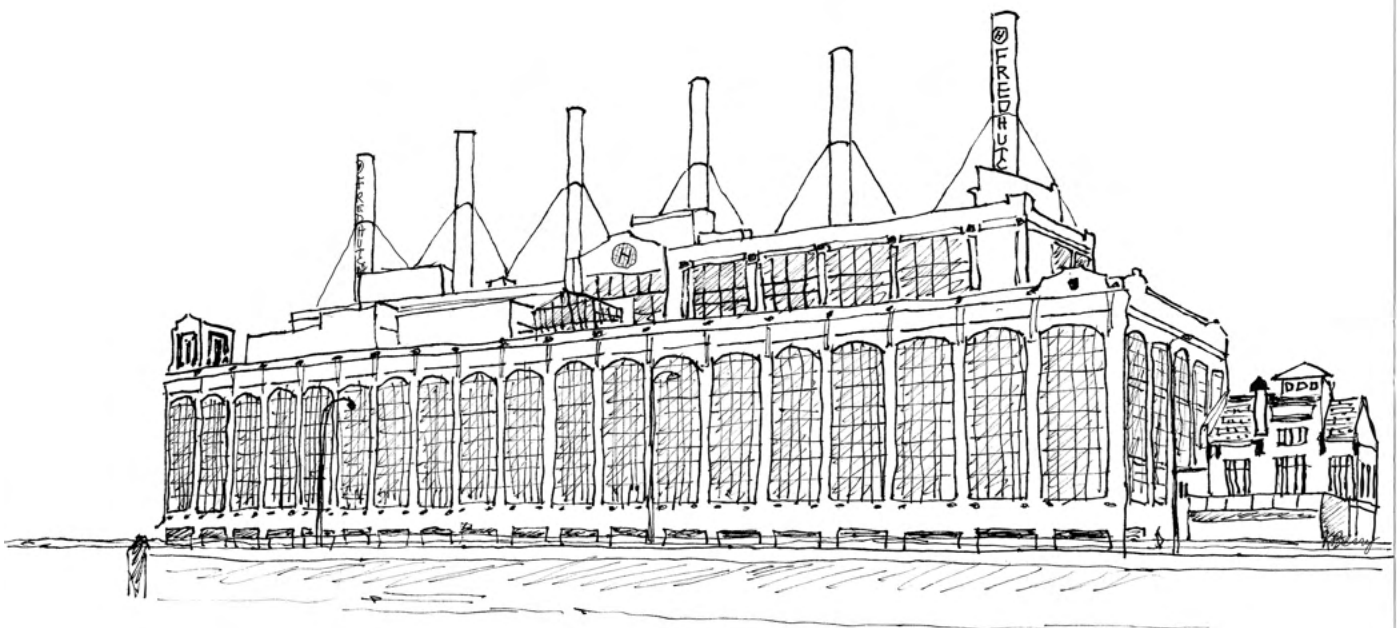
The second phase of the Steam Plant came online in 1918 and begins to proclaim the city’s growing confidence in being a public energy provider. It nearly doubled the size of the first, with five more bays of those famous windows, four more boilers, and two more smokestacks, bringing the steam plant up to a 17,500-kilowatt capacity from the first phase’s 7,500. Outside the words “City Light” are cast in concrete over the new middle bay windows.

The third phase built two years

later, added eight more window bays, but two of those were bricked in making the “building appear heavier and less transparent,” Boyle notes. A second story was added as well as three more smokestacks. Inside saw the addition of six more boilers and another turbo generator, bring the total kilowatt capacity up to 30,000 or 37,500 on overload. In the two places where windows might have been, there are now decorative fruit and flower terracotta garlands and at the top in two spots “City Light Plant No. 3” is etched in concrete with the year 1920 in roman numerals underneath. Looking up at those details from the sidewalk gives the building a breath-taking, towering effect.

“Given the history of City Light and its political efforts to establish itself and gain support for public power between 1914 and 1921,” writes Boyle, “it seems clear that the Lake Union Steam Plant was designed to serve as civic symbol for the agency.”

The Steam Plant was an auxiliary power source while City Light planned and built hydroelectric dams on the Cedar and Skagit Rivers. Its oil-fueled operations were expensive, however, and City Light Superintendent J.D. Ross noted in 1921 that the Steam Plant “should be used only as a stand-by and for low water periods.” It was a back-up source for droughts and various other losses of power until the 1980s. The Hydro House’s power generators had been shut down 50 years earlier, in 1932.



Top: Hydro House with current patio facing the lake; and above: Steam Plant and Hydro House today viewed from the lake.

In the last couple of decades of its life, the Steam Plant fired up only every few years. On those rare occasions, traffic slowed on I-5 as motorists gaped at the black smoke billowing from the its seven smokestacks.

In 1984 the Steam Plant was shut down for good after PCBs, a banned carcinogenic substance, were discovered in its stored fuel oil. Three years later, the city spent \$4.35 million to dispose of the more than 800,000 gallons of the toxic oil. City Light now considered the two buildings to be a “white elephant” and they were in jeopardy of sale and demolition.

Boyle nominated both the Steam Plant and the Hydro House for preservation as city landmarks, writing, “Due to the power plants’ highly visible location and distinctive form they have always served as urbanistic landmarks to communities around Lake Union. They are a gateway to the Eastlake neighborhood [and] a signal to planes that use the lake as an international airport. The stacks of the Steam Plant, which rise above the surface of the nearby freeway, punctuate the skyline to create a monument to industry in the city. Appropriately, this is a monument that is visible by land, by water and by air.”

In 1988 the City Landmark Preservation Board emphatically agreed. Landmark designation became crucial in the ensuing years when the city sold the Hydro House and the Steam Plant.

The original seven towering smokestacks were a significant part of the landmarking process. At 105 feet from top to bottom, they exceeded the height of the large building they rested on. Unfortunately, they had deteriorated and needed to be replaced. In negotiations for the renovation, the Landmarks Preservation Board allowed a reduction in the number of smokestacks to six and a reduction in their height to 65 feet. Four are now used as part of the building’s ventilation.

ZymoGenetics bought both buildings from the city in 1992 for \$1.6 million, then spent \$25 million in renovations. The company’s president, Bruce Carter, called it “the mother of all fixer-uppers.”

Decades later, Bristol Myers Squibb acquired and absorbed ZymoGenetics, then sold the Steam Plant and Hydro House to Alexandria Real Estate Equities. Alexandria currently leases the Hydro House to the Great Northwest Soup Company and the Steam Plant to the Fred Hutchinson Cancer Research Center for its immunotherapy and data science studies. The old Steam Plant has a new life; the Hutch website notes that the historic building is now being used to “Fuel a Revolution in Cancer Treatment.”

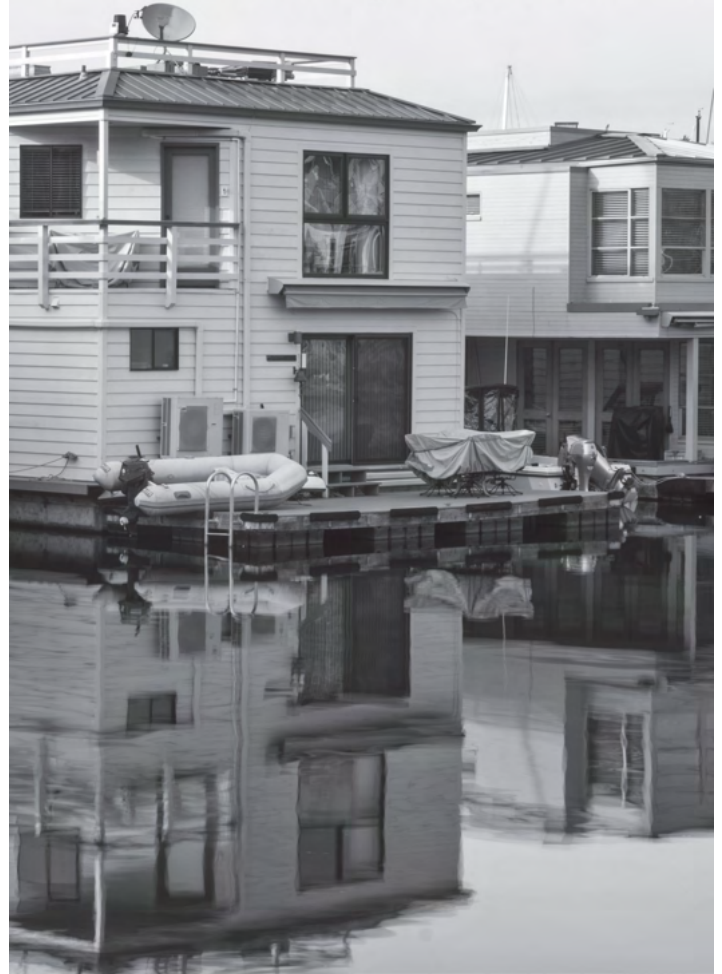
Postscript: Huntington’s Residence – 1800 E. Shelby St.

Although not in Eastlake, one more nearby Huntington structure is his residence, a mansion, overlooking Portage Bay and the Montlake Cut, right next to West Montlake Park. You can see it by water and by walking around the point. It’s now a sadly rundown UW fraternity.



Acknowledgments: Thanks to Karen Berry for sketches; Jules James for his help with the University Bridge section and tip on Huntington’s residence; History Link for information drawn from its essay on Seward School; and Chris Leman for help overall, especially with the Steam Plant.

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Eastlake & Seattle Music

History: Venues

By Angela Shier

When I first moved to Eastlake in 2017, fresh out of grad school and an over-excited Sub Pop Intern, I had no idea the connection this neighborhood would have, not only my entire life (quite literally, I'll explain later) and Seattle's music history. As I began researching, the Eastlake connections just kept coming, and every venue is an endless source of stories & information.

I have the honor of working with Shana Iverson, an inspiring woman who grew up in Eastlake. I sat down with her to learn about her experiences growing up in the neighborhood. As a child she rode bikes along Fairview among the gateless docks. Her father, Stan Iverson, a famous leftist intellectual & activist lived on a Tugboat called The Ora Elwell. It was a place rich with intellectuals, artists, activism and of course, nude swimming to celebrate boating season's opening day. She also told me about living above Rapunzel's (at the time it was next to the carwash which later became the Flower Lady), afternoons spent at South Passage Point Park (known to her as Punk Rock Beach), seeing Ze Whiz Kidz with her mother as a kid and then later The Screamers at The Storeroom, Duffy Bishop at The Zoo

and countless other shows.

Learning about Eastlake's bohemian past is something I cannot get enough of. It is in these



stories that I find a particularly interesting character and context to the neighborhood including businesses (old and new), as well as the people who live and create here (past and present). There is a deep interconnectedness imbedded in the cultural landscape that goes beyond the big names typically associated with Seattle music.

Venues of the Past

Rapunzel's (Pictured above)

Now Sebi's Bistro, once a popular venue in the neighborhood. The owner of the original Red Robin (then a dive-bar), previously owned this historic building.

THE PIPELINE PROUDLY PRESENTS

EMMYLOU HARRIS

and

THE HOT BAND

with an opening performance by
Jim Page

The Hot Band

piano	GLEN D. HARDIN
bass and vocals	EMORY GORDY
rhythm guitar and vocals	RODNEY CROWELL
drums	JOHN WARE
lead guitar and vocals	ALBERT LEE
pedal steel guitar	HANK DeVITO

COMING ATTRACTIONS

PAUL BUTTERFIELD and GOLDIE McJOHN
Wednesday and Thursday July 28th and 29th

MARIA MULDAUR
Sunday and Monday August 8th & 9th



Soundgarden notably played here in the 90s.

The Pipeline (Pictured bottom of pg 26).

Emmylou Harris performed here among many other artists. A list of which is available online at pnwbands.com (event poster Pg. 26).

The Storeroom (605 Eastlake Ave) closed 2001, a place where to countless punk bands performed.

Jensen's Grove (1551 Eastlake Ave) was an entertainment venue located where Bloodworks and Adaptive Technologies are now located. As early as the 1880s it was a German beer garden, boat rental, bowling green and swimming beach.

Still Going

The Zoo

They recently celebrated their 47th anniversary. The Zoo is known for its divey vibe, unique space, decorations and characters. Looking at any inch of their walls you will probably find countless stories of fun times that have been had and continue to be had there. Over the years they have hosted many events from concerts to chili cook offs. My parents even went on one of their first dates to The Zoo in 1989, my mom recalled excitedly telling my father that she'd always wanted to "go check out the animals" there because it seemed like the place to be.

The Victory Lounge & Black Lodge

Constructed in 1918, site of The Victory Lounge (433 Eastlake Ave E) was once home to the Green Tavern (1945-60s), Mister Ed's Tavern (70s) and Lobo Inn (closed in 2007). Prior to the Green Tavern, the building housed Rainwater & Company, Western Window Shade and Ben Odegaard Furniture Repair. The building is registered as a historical site. The Victory Lounge and The Black Lodge (located next door at 427 Eastlake Ave E) remain staple venues in Seattle for local & touring bands.

Otter Bar and Burger (2379 Eastlake Ave)

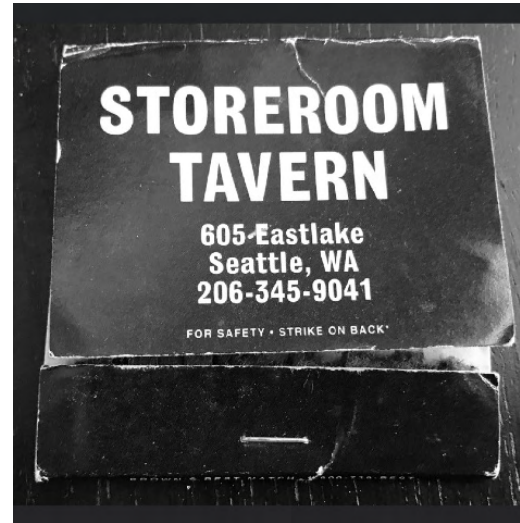
Otter regularly hosts events including Karaoke, musical performances and trivia.

(Pictured below) Seattle legend has it that The Grateful Dead crashed at one of these houses at 1130 & 1132 Eastlake Ave.



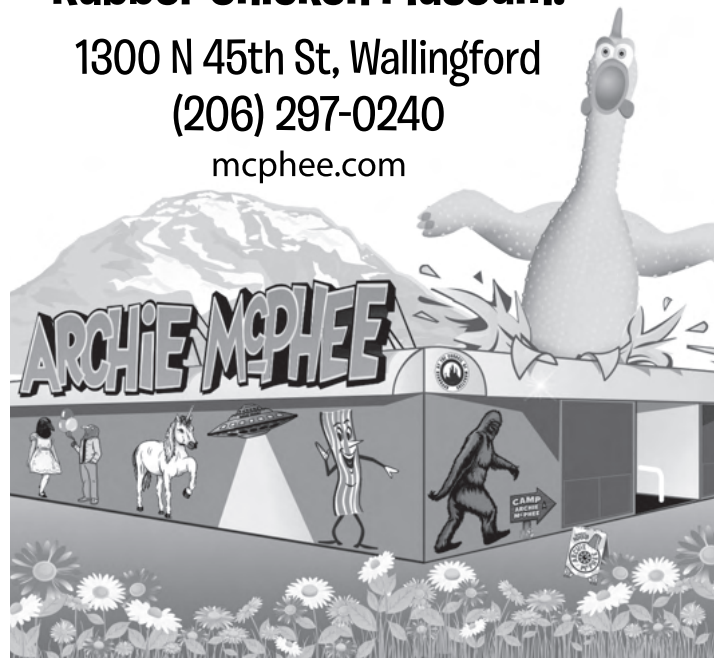
Thank you to Shana Iverson for sharing stories for this piece and to Chris Leman for providing endless information and photographs.

If you would like to share stories and photographs for future articles on local music past & present, send them to: info@eastlakeseattle.org



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Eastlake Future's Fund

The Eastlake Future Fund, at the end of March, is a little over half way to our goal thanks to everyone in the neighborhood.

The Eastlake Community Council Board has pledged \$3,000 toward a challenge grant to match donations for general support of our work in the coming year. That means if you become a member today, any amount you

donate above the membership level (\$35 for individual: \$10 for student, low income or senior; \$75 business) will be matched until our challenge grant of \$3,000 is exhausted. Already a member? You can still donate, and your donation too will be matched!

Watch for more information about how you can join us in making Eastlake an even better place to live, work and play.

<p>Members</p>  <p>\$35 individual \$10 student, low income, senior \$75 business</p>	<p>Anchors</p>  <p>Donations above membership level from \$1-99</p>	<p>Cornerstones</p>  <p>Donations above membership level from \$100-499</p>	<p>Walking Fish</p>  <p>Donations above membership level from \$500-999</p>	<p>Dreamboats</p>  <p>Donations above membership level from \$1,000+</p>
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Become a member and/or donate today by filling out the form below or go online at: eastlakeseattle.org.

Membership includes being able to vote for the Eastlake Community Council board members (as well as run for office if nominated) and an invitation to member events.

* Please indicate how you would like to be listed or if you would prefer to remain anonymous.

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

Please send this form with a check made out to ECC to: ECC, 117 E. Louisa St. #1, Seattle, WA 98102-3278

Or you may join and pay by credit or debit card or just volunteer at <http://eastlakeseattle.org>

For questions: info@eastlakeseattle.org

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- Events and fundraising
- Help with web site, database, social media, or video
- Art walk or public art
- Parks and open spaces
- Traffic and parking issues
- Bus/transit service
- Review building proposals or legislation
- Crime prevention or emergency preparedness
- Newsletter content/production
- Door-to-door newsletter distribution

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