



FALL 2023

THE EASTLAKE NEWS



Stacked rocks provide a moment of calm in Eastlake; see Rock Stacking on Page 15-16.

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SEE INSIDE FOR NEWS, EVENTS AND MORE!

**Eastlake
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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.

Publication schedule is as follows:

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

ECC PRESIDENT'S LETTER *Detra Segar*

As we head into Fall we look forward to the seasonal changes especially to the lake front. We have many accessible spots for contemplation and observation. We are fortunate to have this wonderful stretch of lake front at our front door and it contributes to life in Eastlake.

All communities are complex and every issue that we encounter is multi-faceted. For many years the community and ECC have been involved with the Rapid Ride – J line project that is proposed for Eastlake Ave. Public meetings, large and small, some looked at especially problematic safety areas for cyclists and pedestrians, some examined challenging intersections and others examined potential alternatives. You can see the full proposal at <https://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/transit-plus-multimodal-corridor-program/rapidride-roosevelt>.

There is rarely a perfect answer to a project this large. The “common good” and larger picture should be part of what is addressed as well as the effects on Eastlake. Street and sidewalk use, safety and flexibility should all be part of the solution. As we read about the current state of city expenditures is it clear that value should also be part of the discussion. The ECC board has been deeply involved in the details for many years. Answering your questions and directing you to information is what we do. We continue to support and pursue safer options for cyclists through and within Eastlake, good transit service on Eastlake Ave. with a flexible approach that will meet our needs today and tomorrow yet respecting the needs of our business community and the many who patronize them, while adding vitality to Eastlake. Whatever your position on this project, understand that it



is complex and requires us to look carefully at the details.

This will be my last president’s message. I am not running for another term. The last few years have been a great opportunity to learn more about the residents, businesses and issues in Eastlake. For several years I have handled the advertising for Eastlake News, then joined the board and was part of the reorganization of the board just a few years ago. I have met and worked with amazing people during this time. People who care about our community, who step up and participate in making our community a great place. It has been a privilege to get to know and work with many of you as we continue the long-standing tradition of involvement in Eastlake. There is no shortage of things to get involved in, only the need for more people willing to take them on. Please



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add your skills to one of the many worthwhile projects.

I will continue to participate in several Eastlake projects. The lake front and Fairview Ave. are important to our community. I have worked with the Friends of Street Ends for several years and enjoy their watchfulness and ability to find solutions.

Looking back at the decade that I have lived in Eastlake, there is hardly a block that has not changed in some way. Paying attention, sharing information and getting involved are things that contribute to the well-being of our community, for us and future generations.

My best wishes to the new board. The community will benefit from their efforts. The work doesn't always conveniently fit into schedules but if you want to understand not only Eastlake, but how the city works, this is a great way to make a difference.

ECC NOMINATIONS

Hello ECC members. The board of the Eastlake Community Council appreciate your membership and support for the ECC's efforts to inform, involve, and improve the Eastlake neighborhood. The ballot for the annual board election has been mailed to members of record.

Not all board positions are elected each year. This provides a consistent and knowledgeable board.

The results will be announced at the 2023 annual meeting to be held in person at Agora Conference Center, 1551 Eastlake Ave E, Seattle, on Tuesday, September 26, at 6 p.m.

For election to a two-year term as President:

Shane Hope has lived in the Eastlake neighborhood for 18 years and has served on the ECC Board for one year. She is recently retired from public employment, having been the planning and community development director for two cities and, prior to that, manager of several

innovative state programs. Shane has a master's degree in urban planning with a certificate in urban design from the University of Washington. She has worked extensively with local officials, state agencies, and organizations on community planning issues. Her background includes a certificate in dispute resolution

For re-election to a two-year term as Treasurer:

Ben Wharton is finishing his first term as Treasurer. He first moved to Eastlake in 2011. He is currently a Senior Project Manager for a real estate company and land use advisor focusing on topics in investment and development. Originally from Cape Cod, Ben is an avid cyclist and hiker who also loves to get out on the water. Ben studied political theory and economics at Bowdoin College. He and his wife love Eastlake and its street-end parks and intend to be residents for the long-term.

For re-election to a two-year At-Large board position:

Peter Haley is a former photojournalist and the current Membership Coordinator of the ECC. He describes himself as an urbanite and loves Eastlake's wide mix, from shoreline parks, to houseboats, to restaurants, to biotech firms, and our heavy maritime industry. Peter is committed to Eastlake and will stay until he croaks.

New nominees for two-year At-Large board positions:

James Campbell has been an Eastlake resident since 2014 but has lived in the State of Washington all his life. With an education in communications and marketing from the University of Washington and a professional career in residential real estate, his work and interests are strongly tied to communication with local communities and neighborhoods. Eastlake is his home for the long haul.

Oliver Bengle has been a resident of Eastlake since 2018 and of Seattle since 2014. He has been involved

in various civic development projects internationally—in both Morocco as a Peace Corps Volunteer and with Mercy Corps in South Sudan—and in roles at non-profits enhancing infrastructure and services for people with disabilities across New Hampshire and Massachusetts. He holds graduate degrees in both International Development and Geographic Information Science. He advocates for bicycle and other green modes of transportation, and regularly attends the city bicycle advisory board meetings.

Soojin Kim is a real estate, land use & municipal lawyer. She has lived in Seattle since 1977, and Eastlake since 2020. She has served on the boards of business associations and health care organizations. Her other volunteer work has included emergency services and neighborhood legal clinics.

CONTRIBUTE TO THE EASTLAKE NEWS

If you are interested in sending us article pitches, creative writing or artwork to be featured, please reach out to us at: info@eastlakeseattle.org.

The deadline for the Winter 2023 issue is November 15th.

THANK YOU EASTLAKE NEWS DELIVERY TEAM!

The Eastlake News would not have existed for the past 51 years without the dedication and tireless effort of the Devlery Volunteers and coordination by Chris Leman. Special thank you to Chris for his dedication to the Eastlake News.

If you are interested in being part of the Eastlake News delivery team, reach out to: cleman@oo.net Delivering The Eastlake News is the perfect way to stroll the neighborhood and be involved in the community all at the same time!



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NATIONAL PREPAREDNESS MONTH

By the Eastlake Emergency Hub

The United States observes National Preparedness Month each September to raise awareness about the importance of preparing for disasters and emergencies that could happen at any time. The recent fires in Maui served as a poignant reminder that outside help is slow to arrive and community members must rely on one another in the early days.

The city of Seattle has an all-volunteer network of neighborhood groups designed to spring into action in the wake of a large-scale event. In Eastlake, The Emergency Communication Hub offers a framework for neighbors to come together, a framework to prepare, respond and help one another. If traditional communication systems were down (like phone, internet, social media, tv and radio) and basic services were unavailable (like power, transportation, police, fire and rescue), would you know where to find help nearby? There are two locations where volunteers will organize a place to assemble: **Tops at Seward School/ Rogers Playground by the tennis courts, and Pete's Supermarket & Wine Shop in the parking lot.** There, neighbors would learn or share what's going on in Eastlake and the broader area, request or offer ways to help, access information about self-care (e.g. safe water & food, human waste disposal, managing utilities, prescription medicine), and post messages for friends and family.

If you'd like more information about the Eastlake Emergency Communication Hub, please contact Eastlake.hub@gmail.com. Newcomers welcome! And watch for an upcoming event in the next publication of Eastlake News.



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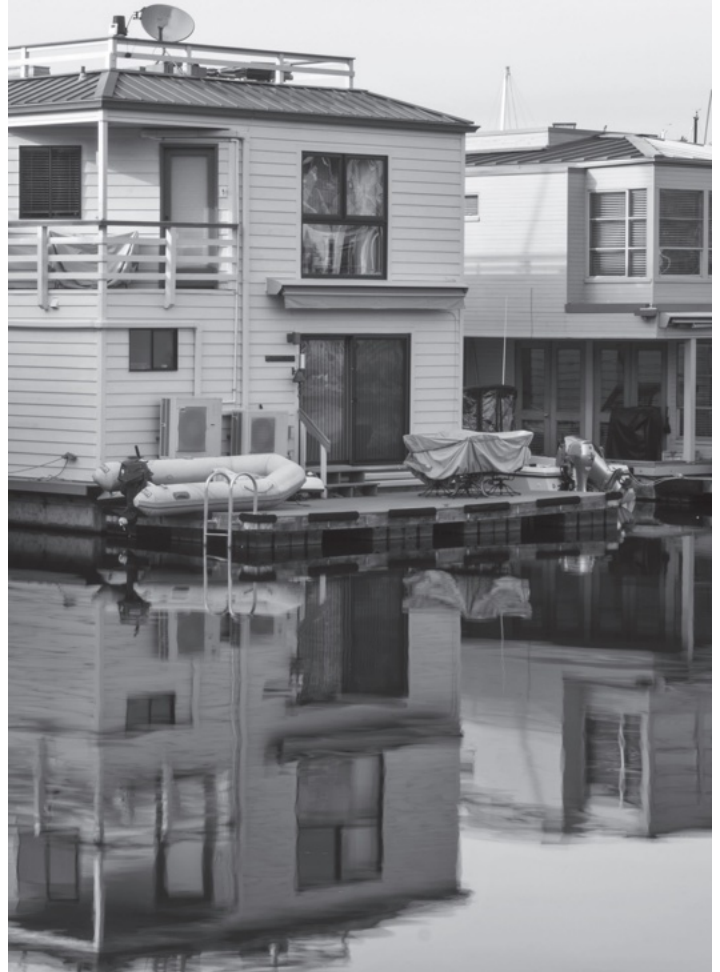
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BIRDING IN EASTLAKE: THE FALL TRANSITION

By Dave Galvin

Fall is a time of transition for our local birds, as diminishing day-length triggers deeply-embedded instructions for how to survive the coming winter, unique to each species. Nesting is complete, fledglings have fledged and are now on their own. Males no longer sing to denote their territory or to attract a mate (with the exception of our Song Sparrows, who sing all year round and have multiple broods). Species that depend on flying insects, such as Violet-green Swallows and Barn Swallows, head south to make sure they can continue to eat, some going all the way to South America.

During fall, we see or hear some birds that nest elsewhere (farther north or in the mountains) as they pass through on their way to warmer climates, such as Yellow-rumped, Townsend's, Wilson's, Yellow and Orange-



Yellow-rumped Warblers migrate through the neighborhood in the fall. They have yellow on throat, side and rump. Photo by Larry Hubbell, used with permission.

crowned Warblers. In the skies over Lake Union, keep eyes and ears peeled for V's of south-migrating geese. I've noticed large V's of Greater White-fronted Geese over Lake Union this time of year (identified by their unique call notes), flying from their nesting sites in the tundra of northern Alaska and the Yukon, headed for California's Central Valley or farther south into Mexico. It is a treat to encounter such sights right here in the big city, a reminder that we are part of a larger world with a lot of moving parts! These birds remind us that we can't just focus locally, that many birds fly by or use our habitats only temporarily. These stop-over spots are critically important to many species, so we need to provide as much useful habitat as possible locally.

Our local Canada Geese hang out year round. Their fledglings from this spring are now fully grown, but continue to stay close to mom and dad for another full year. Thus we see family groups hanging together on the lake or in our local parks. Mallards, by contrast, grow quickly into full adulthood by fall, and are ready to join the scrum in early winter to find a mate for next season.

Our wintering waterfowl begin to appear from nesting sites north and east by late fall. Look for returning Double-crested Cormorants, American Coots, Common Mergansers, Buffleheads, and the rest of our wintering ducks by late fall. These birds breed in northern lakes and rivers or in Eastern Washington's Potholes, and come to lowland Puget Sound for the winter where the water doesn't freeze and where small fishes are plentiful.

Keep me posted of any local sightings and feel free to ask any questions about our local birds. Thanks for your ongoing interest.



Peregrine Falcons historically nested on rocky cliff faces, but find modern buildings to their liking. Urban Raptor Conservancy folks worked with building staff to install a gravel-filled nest box similar to what they would want in a natural cliff face. Two young hatched and fledged from this site nearby. Keep an eye out for Peregrine Falcons in the 'hood. Photo by D. Galvin from the "AGC falcon cam."

P.S. A falcon update: Our young Peregrine Falcon couple on Lake Union produced three eggs on their nest site on the upper balcony of the AGC Building down by Lake Union Park. Two eggs hatched, and both survived to fledge in late June, just before the 4th of July fireworks, one male and one female. As far as we know, both new falcons have learned from their parents how to hunt, after which the parents shooed them out of the area to fend for themselves. These urban peregrines, despite their auspicious name, don't tend to travel as far as the northern, more wild birds, who often migrate to South American in the winter. Our local falcons tend to stay in the neighborhood, or at least the Northwest. Check out more details at the Urban Raptor Conservancy: <https://urbanraptor.org/>

FALL BIRD WALK *Hosted By Dave Galvin*

Join Dave on an Eastlake Bird Walk: Saturday, November 4th

Dave Galvin will host a bird walk on Saturday, November 4, 2023. The walk will focus on the new, early-winter migrants that are water-related, thus a short walk along the Lake Union shore.

Join the walk at 9 a.m. at Terry Pettus Park at the E. Newton Street-end on Fairview Ave. E, rain or shine. Dress for the weather and bring binoculars if you have them or can borrow from a friend. We'll head south along the shore to the Fairview bridge next to the old steam plant, then back north maybe veering inland on Yale Ave. E, depending on time, weather, interest and cooperation from the local birds. Two hours in length, but feel free to peal off whenever you need to find coffee at one of our great coffee houses.

Feel free to check in with Dave ahead of time at galvind53@gmail.com for comments or questions as the day gets closer.

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URBAN LIVING



BUSINESSES AND RESIDENTS DESERVE BETTER PARKING SOLUTIONS FROM SDOT

By Chris Leman

For much of the neighborhood's history, Eastlake residents and business leaders found the Seattle Department of Transportation supportive of curbside car parking places and loading zones. Parking is no frill or luxury; it's central to neighborhood survival and success.

With the broadening of its mission to encourage transit, cycling, and other alternatives, SDOT now treats parking as a lesser priority and sometimes a problem. The shift is evident in plans to remove virtually all the curbside parking and loading on Eastlake Avenue in favor of a RapidRide J Line bus express and new protected lanes for cyclists. The bus and cycling changes will benefit many residents, customers, and employees; but they will harm some businesses if parking and loading alternatives are not provided.

SDOT is reducing parking and loading spaces in Eastlake amidst newly intense competition for these spaces from an unprecedented boom in construction of apartments, condos, offices and labs. These new buildings are now free of the previous on-site parking requirements.

The growing demand for on-street parking amidst declining supply is hitting Eastlake hard, with our neighborhood so uniquely surrounded by Lake Union, the Ship Canal, and I-5 that those unable to park cannot try "the next neighborhood over" (there isn't one). Also uniquely, Eastlake's maritime business and 350+ houseboats are over water and mostly lack on-site parking.

SDOT's July 2023 proposals are primarily to expand the neighborhood's restricted parking zone (RPZ Zone 8), and for other streets to have paid parking or two-hour limits. But not having begun with the outreach and consensus-building which SDOT was once known for, the proposals create new problems for residents and businesses and miss opportunities to benefit both groups.

SDOT on August 15 held an on-line "webinar" purportedly satisfying its legal requirement to hold a public hearing on the parking and loading changes. Comments were time limited and questions were only by text. The many SDOT speakers seemed confident of moving ahead with their parking and loading proposals.

SDOT should reset the process, starting with an in-person public workshop and hearing. The department should seek "win-win" opportunities to benefit residents and businesses alike.

Eastlake's RPZ Zone 8 was planned in 1993 by a smaller, more responsive SDOT in a time of partnership with neighborhood volunteers. In those days, the City Council established each RPZ by ordinance. Years later,

without notice to permit holders, it repealed all the founding ordinances and gave SDOT the power to create, repeal or alter RPZs, subject only to outreach and a public hearing.

Citywide legislation changed RPZs in important ways:

- (1) a permit may be used only within six blocks of one's address;
- (2) motorcycles and scooters don't need a permit;
- (3) car-shares that operate by citywide permit can park in any RPZ;
- (4) extra permits are provided to microhousing projects and adult family homes;
- (5) people with disability parking permits don't need an RPZ permit;
- (6) residents of domestic violence shelters receive temporary permits; and
- (7) each construction company can purchase up to five permits for employees.

The current Zone 8 boundaries and SDOT's proposed changes both miss some blocks of Fairview, Newton, Boylston, Shelby, Edgar, Hamlin, Howe, and Franklin Place E. To get started on adding your block to Zone 8, contact the SDOT RPZ office at (206) 684-5086 or rpzinfo@seattle.gov.

Resident/industry partnership produced Fairview's parking and pathway. Eastlake's early shoreline industries were among Seattle's most historic. Even before the maritime industry came to Lake Union, William Boeing in 1916 constructed his company's first plane at a Lake Union hangar-boathouse at the foot of Roanoke Street, where he piloted its first flight.

The "working lake" really got going with the 1917 opening of the Ballard Locks and the Ship Canal which connected Lake Union with Lake Washington and Salmon Bay. Shipyards and other maritime businesses proliferated, including the storied Lake Union Drydock (founded in 1919) which is today the state's second largest shipyard.

Throughout Eastlake's history, its maritime industrial businesses have been iconic for our neighborhood--fundamental to its landscape, character, and identity. Formal recognition of their importance and their underlying maritime industrial zoning featured in Eastlake's two multiyear neighborhood planning exercises, which were conducted with unprecedented levels of public and business involvement and were accepted by unanimous Seattle City Council resolutions in 1979 and 1999.

In July 2023, with the added commitment not to reclassify it to a non-industrial land use category except as part of a comprehensive review of industrial land use policies or as part of a major update to the Comprehensive Plan, the Mayor and City Council reaffirmed Seattle's industrial zoning. Eastlake's Maritime, Manufacturing and Logistics zone consists of the lake side of the four blocks



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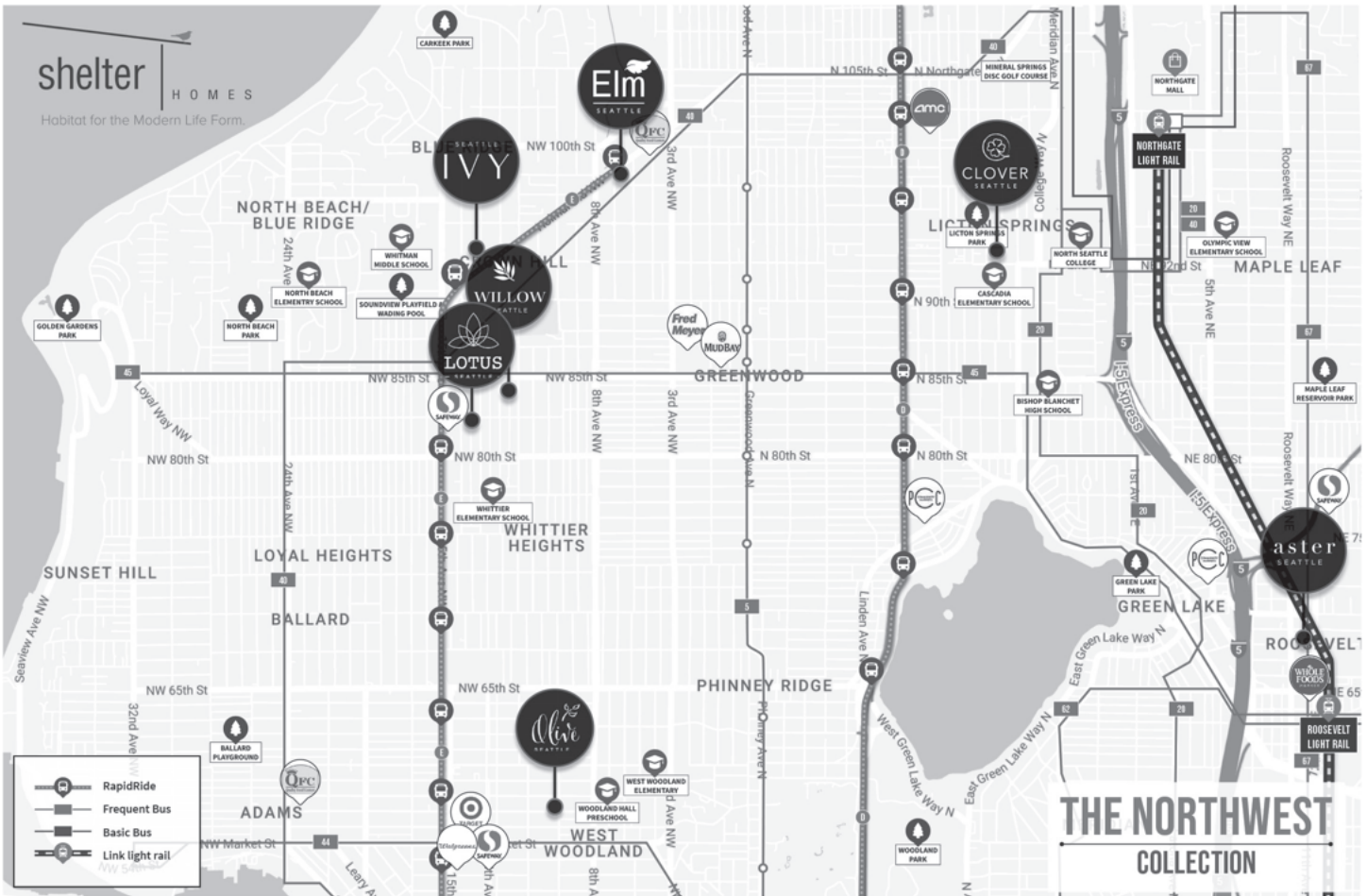


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south of E. Newton Street.

In 1994, the Eastlake Community Council produced the Eastlake Transportation Plan with interagency and stakeholder involvement. A key recommendation was for a pathway on the lake side of the four blocks of Fairview Avenue E. south of E. Newton Street, and for optimized parking to produce more spaces. Design was by UW architecture professor James Donnette, an Eastlake resident since 1968 who knew the maritime businesses well.

Beginning in 1995, the City contracted with and funded, many neighborhoods including Eastlake to produce neighborhood plans. Broad resident and business involvement yielded the Eastlake Neighborhood Plan which the Mayor and City Council recognized in 1999 for its unexcelled outreach.

As a part of the planning process, a stakeholder group of property owners, businesses, and residents affirmed and refined Donnette's pathway and parking design, and the segment between Newton and Blaine streets was constructed in 1997 by Seattle Public Utilities as mitigation for a combined sewer expansion project it was constructing through the neighborhood.

A few years later with \$10,000 from Seattle's Neighborhood Planning Office, ECC engaged a contractor south of Blaine St. to grub out the brush (which had made it hard to park and even to see the lake) and install a five-

foot gravel pathway and optimized parking. The adjacent maritime industrial businesses provided support as years of volunteer work parties cleaned, weeded, and planted the lake bank.

ECC successfully nominated the pathway/parking segment south of Blaine St. for \$750,000 in SDOT funds to pave the pathway and protect it with bollards, improve the parking, and install lighting and landscaping. In 2011, a crisis ensued as SDOT proposed to replace much of the parking with landscaping and a much wider pathway. ECC supported the businesses in insisting that public parking not be sacrificed.

Acknowledging the parking needs of the maritime employees, contractors, and live-in crews of the ships being repaired and restored, SDOT withdrew the disputed changes and participated in stakeholder meetings which yielded the design we see today: a six-foot pathway and optimized parking, including at the south end, triple-deep tandem parking that through cooperative efforts among maritime industry users fits the maximum number of vehicles into a small area.

SDOT's 2023 parking plans risk going back to the unrealistic ones that it dropped in 2011. With good reason, workers and their labor unions spoke up for public parking at the August 15, 2023 meeting. Estimating that 160 parking places are on the lake side of these four blocks of Fairview, SDOT responded that it is not now proposing changes, but may do so in the future.

Uncertainty will remain unless a more permanent resolution can be worked out with SDOT. The unregulated public parking on the lake side of these four blocks is not working well.

- Proximity to downtown, South Lake Union, UW, etc. attracts "hide and ride" drivers who don't live, work, shop, or dine here.
- Employees, contractors, and customers of businesses that provide them parking nevertheless use on-street spaces that others need more.
- Construction workers (who are constantly present nowadays) park their personal vehicles everywhere.
- There is long-term parking of vans and other vehicles occupied by otherwise unhoused people.
- Enforcement of parking regulations is spotty. Within an RPZ, the enforcement is more consistent because it is funded directly from the permit fees.

SDOT should expand RPZ Zone 8 on the lake side of the four blocks of Fairview Avenue E. south of Newton St., and allow maritime purchase of permits for employees, contractors and ship crews. The Seattle Municipal Code originally allowed RPZs only on a block face with residential use, and only residents could purchase permits. But legislative changes now give SDOT wide discretion to include non-residential block faces in an RPZ and allow designated businesses to purchase RPZ permits

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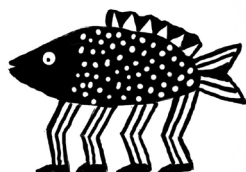
for their employees, contractors, and ship crews. As the permit purchasers, maritime businesses would verify their eligibility and ensure that they park responsibly, including not parking north of Newton Street. The construction contractors which by ordinance can purchase up to five RPZ permits for their employees, are required to verify eligibility and should encourage responsibility as well.

For the maritime workers to have a shot at a parking place by the start of their 6 a.m. shift, the southernmost three of the four western block faces of the Fairview RPZ expansion (south from Howe Street to Fairview Avenue North) would be subject to a parking prohibition between 2 and 5 a.m. For residents (such as of the many houseboats) to have enough overnight parking, the northernmost block (between Howe and Newton) would allow it. Customers of restaurants and retail businesses, people who wish to enjoy Lake Union, and others could, without a permit, park within the Fairview RPZ expansion for up to two hours.

This proposed hybridRPZ Zone 8 expansion is needed in part because SDOT's July proposals would institute two-hour or paid parking on some blocks that have previously been open to all-day parking by maritime industrial workers, contractors, and ship crews.

Conclusion. Residents and businesses share this small and special Eastlake neighborhood. We have worked together before and should do so again to guide SDOT, the Mayor and City Council to wise and sustainable parking and loading policies for Eastlake. They will not come to the best policies on their own.

Your comments to SDOT on any of the above issues can make a difference. E-mail to RPZ8@seattle.gov or post a letter to U.S. mail to RPZ8 Comments, P.O. Box 34996, Seattle, WA 98124-4996.



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- July 7, 2023



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Eastlake deserves responsive, accessible, and transparent representation on the Council to:

- Support transit solutions that connect our communities and support small businesses
- Protect parks and open space to meet our climate goals
- Fight for Eastlake's fair share of bridge and infrastructure investments

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ROCK STACKING *By John Pergamo*

Discover the captivating art of stacked rocks or cairns on Franklin Ave East, nestled between Newton St and Boston St. As you stroll through this serene stretch in Seattle’s Eastlake neighborhood, you’ll encounter carefully balanced stone formations in a TINY rock garden. These artful compositions symbolize balance and harmony, inviting you to experience a moment of calm contemplation. Against the backdrop of the neighborhood’s ambiance, take in the therapeutic allure of this unique art form.

Rock stacking, also referred to as stone stacking or rock balancing, is an artistic and meditative endeavor involving the careful arrangement of rocks into various formations. This practice is widely recognized for its calming and therapeutic effects on observers. Here are several reasons why rock stacking can induce a sense of tranquility:

Mindful Focus: The art of rock stacking demands unwavering attention to the present moment. As onlookers witness the meticulous process of arranging rocks, their awareness becomes fully absorbed in the task at hand. This meditative concentration has the power to quiet the mind, diminish mental clutter, and foster mindfulness, thereby creating a soothing and restful experience.

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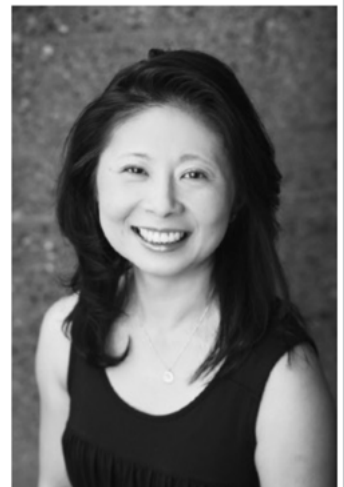
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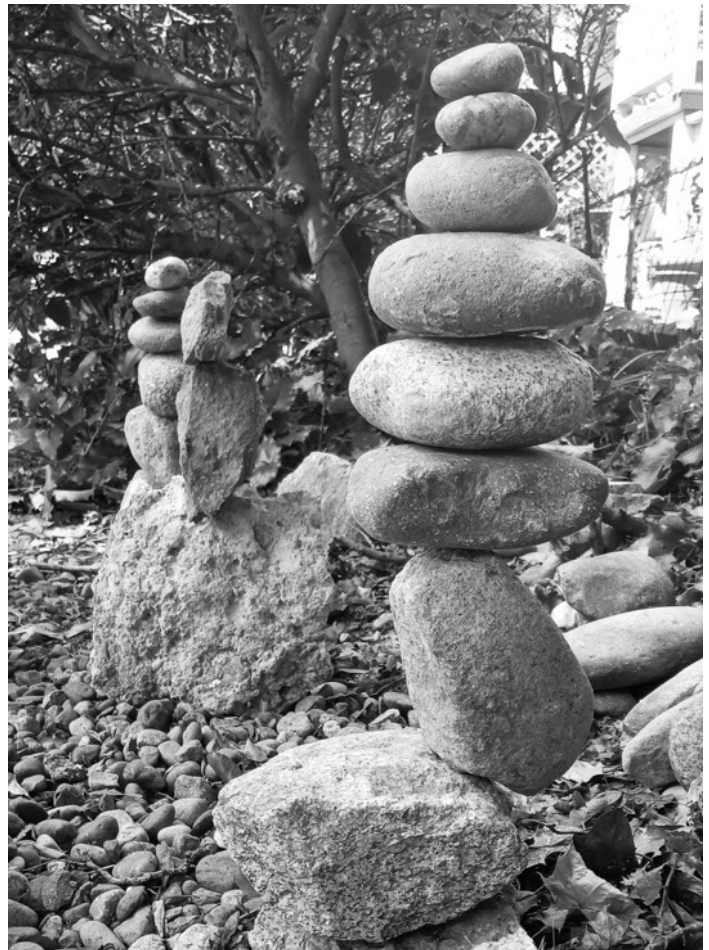
Nature Connection: Rock stacking typically occurs in natural outdoor settings such as riverbanks, beaches, and forests. Engaging with rocks within these environments establishes a profound connection with nature. The sights and sounds of the surrounding natural world further enhance this connection, resulting in a calming influence on observers.

Symbolic Equilibrium and Harmony: The act of delicately positioning rocks to achieve balance in an inherently unstable medium holds a symbolic significance. This practice parallels the quest for harmony and stability in life. Observers often find solace in this visual portrayal of equilibrium, as it represents a sense of inner peace and order.

Aesthetic Pleasure: Rock stacking frequently culminates in visually appealing and harmoniously arranged structures. The interplay of colors, shapes, and precision can captivate the eye and instill a sense of aesthetic gratification. This visual allure contributes to a calming effect, invoking feelings of beauty and serenity.

Sense of Achievement: Successful completion of a rock stacking formation can evoke a feeling of accomplishment and satisfaction for both creators and observers alike. Onlookers often experience a sense of admiration for the skill and effort invested in achieving such balanced arrangements. This sentiment of achievement and appreciation adds to the overall sense of calm and contentment.

It is essential to emphasize responsible engagement in rock stacking, prioritizing environmental respect and preservation. Adhering to ethical guidelines ensures that this practice is conducted in permissible areas without causing harm to the ecosystem.



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

We invite you to check off one or more interest(s) below & complete the form to the right.

- Events and fundraising
- Help with website, 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

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street address: _____

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e-mail: _____

Check a box below for membership dues or donation:

- Individual Membership \$35
- Student / Senior / Low Income Membership \$10
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- Donation \$ _____