

The Eastlake News

Winter 2012/13

Coming events

Drive for the U District Food Bank. Dec. 1-14. Please donate! Collection barrels at Lake Union Mail, Pete's, Ship Canal Grill, and WSECU. See article, p. 5

Holiday cruise on the Islander. Sun., Dec. 23, 6:30-9 p.m. Boarding begins 5:45 p.m. at 1611 Fairview Ave. E. Departs 6:30 p.m. to meet the "Christmas ships" for the grand finale concert on Lake Union; returns by 9 p.m. Tickets at brownpapertickets.com are \$15 (dinner and punch included; cash bar). See photo, p. 15

Public meeting on Eastlake Avenue traffic and parking lanes, bus service, and possible streetcar Wed., Jan. 9, 7 p.m. at TOPS-Seward School, 2500 Franklin Ave. E. See article, p. 6

Public meeting: Join Nancy Pearl to talk about books Tues., Feb. 19, 7 p.m. at TOPS-Seward School. See article, p. 20

Public workshop to design Fairview Green Street Mon., March 11 at TOPS-Seward School. See article, this page.

How to make Fairview Ave. safer for pedestrians while not sacrificing parking? Help choose designs at the March 11 workshop, send in your ideas now!

Fairview Avenue E. is one of the best things about our neighborhood—a quiet, leafy place to walk and enjoy the lake. But Fairview needs improvements allowing pedestrians, bicycles, local traffic, and public parking to coexist safely while solving drainage and flooding problems. Please help design the improvements at the Monday, March 11 workshop, 7 p.m. at TOPS-Seward School, 2500 Franklin Ave. E. See the end of this article for where to send your ideas or drawings, or if you have questions.

We have earlier generations to thank for the survival of Fairview Avenue East's charm and small scale. In 1927, the Seattle Department of Transportation considered turning the shoreline sections of Fairview into a four-lane highway. Although that didn't happen, SDOT has periodically tried to widen these same sections or eliminate some parking. (See page 2 for an alert about a pending SDOT decision on the 1818 Fairview proj-



ect that threatens public parking, and how you can register your concerns.) Community members have fought successfully to keep Fairview's "country road" feel, but so far the protections are only informal. We need to get

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

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

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

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

Fairview Ave. Workshop cont.

SDOT to agree to basic features of Fairview's design. Long before the City in 2009 designated the Cheshiahud Loop walking route around Lake Union, the 1998 community-generated *Eastlake Neighborhood Plan* (see eastlakeseattle.org for the plan, with many pages about Fairview) called for a safe lakeside walking route on or adjacent to Fairview. The plan's stewardship by the Eastlake Community Council led to a safer intersection of Fairview Ave. E. with Fairview Avenue N. (the section of Fairview that heads south from Lake Union Drydock), a shoreline walkway north to Newton Street, and a shoreline walkway between Hamlin and E. Shelby streets. Near Shelby, Fairview Park (another project that ECC worked out with the City and other local groups) made Fairview Ave. E. safer for pedestrians and bicyclists by narrowing the roadway and installing a north-south walkway in the park.

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

Much outreach and planning about Fairview was done by the 1998 Eastlake Neighborhood Plan and the 1994 Eastlake Transportation Plan. Extensive public meetings and surveys found overwhelming opposition to making Fairview one-way, or building separate sidewalks or walkways on much of Fairview between Louisa and Newton streets. While nothing is written in stone, those decisions should probably not be revised without a very strong outcry to do so.

ECC is drafting a Street Design Concept Plan with the volunteer help of an engineer and a designer--and most importantly, with your suggestions. ECC will circulate the draft plan for public comment and revision before submitting it to SDOT, triggering an additional comment and revision process before it is made final.

Please attend the public workshop on possible design improvements for Fairview -- Monday, March 11, 7 p.m. at TOPS-Seward School, 2500 Franklin Ave. E. And please send us your suggestions drawn or in words, to info@eastlakeseattle.org or to ECC at Lake Union Mail, 117 E. Louisa St. #1, Seattle 98102-3278, or call (206) 325-1201. An outline map for your comments, and those received so far, are in the "documents for review" section at eastlakeseattle.org.

SDOT threatens public parking with street design for 1818 Fairview project

Unless the Seattle Department of Transportation hears from you soon, it will needlessly sacrifice 35 parking places on the public right of way of the 1800 block of Fairview Ave. E. and of the adjacent E. Blaine Street--parking that is desperately needed by residents, businesses, and employees, as well as visitors who are here to share and enjoy our lakeshore.

The problem is how SDOT is handling the public right of way adjacent to MUP #3012732, a biotech laboratory proposed by Washington State Real Estate Holdings at 1818 Fairview Avenue E. (former location of the Siam restaurant). The public right of way around that land parcel now provides 78 head-in parking spaces, but SDOT proposes to occupy almost all of this public parking with what the developer calls a "meadow" and sidewalks up to 40 feet wide. Only parallel parking places (12) would remain--for a net loss of 66 spaces!

Some loss of parking from the project is inevitable, but without any changes in the proposed building itself, SDOT should choose the better alternative of head-in parking that

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Known for its tahini-stuffed French toast, this "funky" Eastlake "hangout" also lures locals with its "interesting chalkboard specials"; the American fare makes for a "hearty", healthy and "inexpensive" breakfast or lunch, just "get there early on Sunday."
-ZAGAT

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-YELP



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Eastlaker Craig Etheridge is World Cycle Messenger Champion

This August in Chicago, Eastlake resident Craig Etheridge won his second Cycle Messenger World Championship (his first world title was in Guatemala in 2010). The messengers (also known as couriers) have been called “the world’s hardest working professional athletes.” The arduous competition, laid out on a standardized course, tests speed, agility, and intelligence in optimally picking up and delivering actual packages among many destinations.

Etheridge is a contract messenger with KNR, a delivery company which covers the greater Seattle area. His top condition partly reflects the large distances and many hills he covers in his messenger duties, which can cover 40 miles or more daily. He is versatile, doing well in road, track, mountain bike, and cyclocross competitions.

Cyclocross races can last an hour,



involving pavement, trails, grass, hills and occasional obstacles requiring the rider to dismount and carry the bicycle. Racing all over the country for Raleigh/Clement, a national-level Cyclocross team, Etheridge has dominated the Single Speed category this year.

Etheridge hasn’t allowed the championships to go to his head. The Clement Pneumatici web site

says he is “well-known for his laid-back attitude and masterful riding,” and *Cranked Magazine* writes, “Craig is the guy that will pass you going up a steep hill on his single speed, but he’ll say a few words, laugh, sing a song or hold a conversation completely calm and seemingly never out of breath, oblivious to the fact that the hill is killing you and everyone else.”

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SDOT threatens public parking cont. from p. 2

would leave 47 spaces--35 more than the proposed street design.

Please urge SDOT to approve head-in parking to allow 47 spaces on the public right of way adjacent to the 1818 Fairview Ave. E. project. Write to: leo.kaarrekoski@seattle.gov, luke.korpi@seattle.gov, and peter.hahn@seattle.gov; their U.S. mail address is: SDOT, PO Box 34996, Seattle, WA 98124-4996.



Eastlake's Annual Holiday Food Drive Benefits University District Food Bank

As we did last year, the Eastlake Community Council is sponsoring the annual holiday drive to collect donations for the University District Food Bank.

For over 25 years, the University District Food Bank has helped prevent hunger in Northeast Seattle neighborhoods by providing easy access to free and nutritious food to anyone who is hungry. The food bank serves residents of Eastlake's zip code, 98102, and also those living in zip codes 98103, 98105, 98112, 98115, and 98125. The food bank is located in the basement of the University Christian Church at 1413 NE 50th Street (on NE 50th just down the hill from the corner of 15th Avenue NE) and is open Monday through Friday every week.

Each week, 1,100 families receive the groceries they need to prepare well balanced meals at home. Last year, the food bank had almost 55,000 customer visits and distributed over 2.3 million pounds of food. The University District Food Bank is supported by individuals, churches, government, and many local businesses. Over 80% of the food distributed is donated. During our 2011 drive, East-

lake neighbors and friends generously contributed 425 pounds of food, other needed items and \$1,275 in cash.

To kick off this year's drive, the Eastlake Community Council made a \$100 cash donation to the University District Food Bank. Collection barrels will be available in the neighborhood from December 1 to December 14 at Lake Union Mail, Pete's Wine Shop, Ship Canal Grill, and the Washington State Employees



Kailin Mooney assisting with last year's drive.

Credit Union/Eastlake Branch. Donations can also be brought to the holiday cruise on December 23. Monetary donations can be made by check (hand delivered or sent by U.S. mail to ECC, Lake Union Mail, 117 E. Louisa St. #1, Seattle, WA 98102-3278) or online at <http://www.udistrict-foodbank.org>. In addition to food and cash contributions, toiletries (bar soap, deodorant, toothbrushes, toothpaste, shampoo, toilet paper, safety razors, and shaving cream), reusable shopping bags, and pet food are also needed.



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Streetcar on Eastlake Ave.? pros, cons and alternatives will be discussed at Public Meeting Jan. 9

Your views are welcome and needed at a public meeting Wed., Jan. 9 (7-9 p.m. at TOPS-Seward School, 2500 Franklin Ave. E.) as our neighborhood weighs the City's proposal for a possible Eastlake Avenue streetcar. Eastlake had a streetcar from 1893 to 1941, so we know the advantages. But now, is a streetcar the best way to improve our transit service? And do we want one if it takes away public parking, if it comes along with upzoning for taller buildings, if we get socked with a special new tax, etc.?



Eastlake Ave. before it was restriped to create center turn lanes

When Mayor McGinn spoke at a March town meeting here, he didn't tell us about his streetcar proposal or that the City Council was about to adopt it in the Transit Master Plan. Responding to an Oct. 24 letter and testimony from ECC and others, the Council now has second thoughts, giving Eastlake a last chance to look at what a streetcar would mean and to weigh the alternatives.

Beginning 20 years ago when Sound Transit considered putting light rail on the surface of Eastlake Avenue (choosing instead to tunnel it through Capitol Hill), repeated public surveys and straw votes have shown our neighborhood evenly divided on the flat question of rail on Eastlake Avenue. But depending on the design and its financing, Eastlakers' balance for or against a streetcar shifts dramatically. Decisions made in the next year could change our neighborhood forever. Let's work out a community position, and get City officials to go along.

Amidst debate on whether to build a South Lake Union streetcar, ECC urged in an August 2004 letter that the City release any studies addressing the feasibility of putting it through Eastlake to the U-District. By April 2005 Mayor Nickels and SDOT had a study showing problems with the Eastlake route, but didn't share it with the public, and the City Council didn't get it before approving the segment in March 2006 that is now in operation. Released in April 2006, the study is at www.seattle.gov/transportation/docs/EastlakeDraftReport50806.doc. We are also learning of more recent studies that have not yet been released.

Eastlake Avenue format. At just 50 feet from curb to curb, Eastlake Avenue is narrower than other neighborhoods' main streets, posing difficult tradeoffs that become



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almost impossible with a streetcar. The 2005 study recommended mid-block streetcar stations in the center lane, to be reached with new crosswalks and traffic signals. This format would save the center turn lanes at intersections and would extend the landscaped medians that provide pedestrian refuge. More recently, the City is looking at a format that, in between the stations, puts the tracks in the center lane, problematic because it would eliminate the turn lanes and the medians.

A problem with both formats is that while stopped, the streetcars would block buses, emergency vehicles, and other traffic. On the good side, the current speeding problem would certainly be solved! But more likely, to keep traffic moving, parking would be prohibited in the curbside lanes. The 2005 study states that a streetcar line would require keeping Eastlake Avenue's peak-period parking restrictions (currently inbound 7-9 p.m. and outbound 3-6 p.m.) and permanently eliminate for each streetcar stop an additional six parking places on each side of the street (and probably more, because the streetcars may double up). The report also acknowledges that all parking on Eastlake Avenue would likely be prohibited to protect bicyclists, many of whom have been injured when their wheels tangle with the South Lake Union streetcar rails that (through terrible planning on SDOT's part) they must share a lane with.

Perhaps the only way to have a streetcar while saving parking on Eastlake Avenue is a fixed guideway similar to the format on Martin Luther King, Jr. Way through the Rainier Valley. But this format would destroy our planted medians and prevent many turns. Also, the stations and bypass rails would still interfere with traffic.

Bus service. Why an Eastlake Avenue streetcar when Eastlake has some of the City's best bus service, which could be improved further at a fraction of the cost of building a streetcar? The City Council is asking, as are experts on the Seattle Transit blog. If the streetcar is built, it won't be before 2020 (if then), because there's no money. Any examination of a possible streetcar should compare it with improvements in bus service that would cost dramatically less.

Even without improvements, Eastlake's current bus service bests the proposed streetcar in important ways. The streetcar would be far slower than an express like route #66, which could be expanded at far less cost. And a local bus like #70 has the advantage of reasonably spaced stops -- preferred not just by seniors and the disabled. The

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Streetcar on Eastlake Ave. cont.

Seattle Transit Master Plan (p. 3-10) says that the streetcar stops would average a quarter mile apart, but a map shows the stations a half mile apart. Also, unless it is extended southward, the streetcar will continue to end at Westlake on the edge of downtown, requiring a transfer at additional cost and time, whereas our buses go through downtown with its many destinations.

With the coming of rail, buses are eliminated in order to transfer their funding to the more expensive streetcars, and because many passengers

would choose the bus over rail, for the reasons just outlined. The Seattle Transit Master Plan (p. 3-10) states that an Eastlake Avenue streetcar would cause bus route #70 to be discontinued, its funds absorbed by the higher cost of operating the streetcar. That would leave Eastlakiers with a much longer walk to transit than many other neighborhoods, and the need to transfer to get anywhere downtown. Think of the improvements in our bus service that are possible with just a fraction of the cost of a street car line. None of our current buses

have traffic signal priority (a radio-controlled free pass at stoplights), a feature that makes the proposed streetcar look good, but which could enhance our existing bus service. Until we give our buses the latest technology, it's not a fair fight.

And incredibly, most of the Metro buses that use Eastlake Avenue never stop once in either Eastlake or South Lake Union. These standoffish buses are expresses that connect the University District with downtown. As adopted by City Council Resolution 29932, the Eastlake Neighborhood Plan (Activity M-3.1/T-5.1, p. 16 of the approval and adoption matrix, both available at eastlakeseattle.org) calls for all buses that use Eastlake Avenue to make a few stops on Eastlake Avenue. The matrix directs SDOT to take the initiative with Metro on this issue, but it hasn't done so, despite hundreds of petition signatures by Eastlake bus riders urging the change.

Unlike the city, Metro doesn't recognize Eastlake as a residential urban village or South Lake Union as an urban center; SDOT needs to stand behind the Eastlake and South Lake Union bus riders and employers that want access. It's frustrating to wait for a bus on Eastlake Avenue and see most buses pass you by, even at times when your buses are behind schedule or canceled. Along the 3 miles of Eastlake Avenue, the addition of a few stops would leave

these currently nonstop routes still as express buses, just as the popular route 66 (with its three stops along Eastlake Avenue) remains an express.

Another improvement is for the #70 electric trolley bus to follow Eastlake Avenue downtown to Stewart Street. From 1941 to 1973, our electric trolley buses used that quicker route, but were replaced by diesel, occasioning a successful ECC fight to reinstate the quieter and less polluting trolleys. Unfortunately, the electric trolley buses reinstated in the early 1990s followed Fairview Avenue North, and are now

criticized for closely paralleling the South Lake Union Streetcar. It's time to restore electric trolley bus access to Eastlake Avenue.

ECC is seeking volunteers to advocate for improvements in Eastlake's current bus service such as those just mentioned. To get involved, please contact us as listed at the end of this article.

Parking. As outlined above, the proposed streetcar would cause removal of most or all parking on Eastlake



Former ECC Treasurer Mialee Jose at a tree planting work party on Eastlake Ave.

Avenue, the very opposite of the position of the Eastlake Neighborhood Plan, which calls for restoration of parking. The Plan and its Approval and Adoption matrix (Activity M-3.4/T-1.3 p. 17) would restore parking by eliminating the peak-period car commute lane that twice a day makes Eastlake Avenue a speedy highway whose whizzing vehicles just off the curb degrade the pedestrian environment. Neighborhood businesses are blighted as the City tickets and tows their customers, who never return.

Eliminating the peak-period parking prohibition would make Eastlake Avenue friendly for those who wish to patronize our neighborhood businesses, parks, and other attractions. Despite repeated entreaties from ECC, SDOT has ignored its designation (which was agreed to by Mayor Schell and the City Council) as lead implementor for a study of eliminating the peak period parking prohibition on Eastlake Avenue. Better late than never; ECC again invites SDOT to join in this process.

Special taxes and upzoning. In April 2007, UW released a study paid for by an SDOT-funded streetcar advocacy group of the financing of possible streetcar routes including Eastlake (at <http://depts.washington.edu/trac/bulkdisk/pdf/Streetcar.pdf>). Key is a Local Improvement District like the one taxing property owners within four

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Streetcar on Eastlake Ave. cont.

blocks of the South Lake Union Streetcar to repay half the cost of construction. All landowners (and indirectly, the residents and businesses who rent from them) in the special district pay for the theoretical increase in value of the land. To increase its tax take, the City has every incentive to up-zone for taller buildings, as it did in South Lake Union and as it would do in Eastlake. SDOT has paid a professional appraiser to develop proposals for a local improvement district along the Eastlake Avenue route. All of Eastlake (including the houseboats) is within four blocks of the proposed streetcar, so all would likely face the new tax, with those closest to Eastlake Avenue paying the most.

That the new LID tax would be high is made likely because (with bridges, utilities, and hills) the Eastlake route would cost more per mile than the South Lake Union route and--constrained by Lake Union and I-5--would have fewer properties to tax. City Councilmember Nick Licata has calculated that, if landowners along the Eastlake route were to contribute half the construction cost, they would pay at least an additional \$9000/year per \$300,000 property value.

If (as is likely) the new tax were substantially less, still it would be devastating to homeowners, and would trigger equally devastating rent increases for apartment dwellers and small businesses. Once an LID is established, the City can continue to raise the tax rate. To maximize taxes, the City would rezone for taller buildings (a step that speculators would welcome). The result: irretrievable damage to traffic and parking, views and Eastlake's character and charm.

LIDs are undemocratically governed by the landowners who represent 60 percent of the assessed value, with a new tax forced on all property owners in the district even if most don't want it. Eastlake landowners would likely find themselves outvoted by higher-value property owners like the University of Washington and Fred Hutchinson Cancer Research Center, both of which vocally support the Eastlake Avenue street car route.

Perhaps there would be the 40 percent or more of landowner value to defeat the LID which would impose the new local tax. Why take on a special tax for transit when Eastlake bus service is already funded by a countywide sales tax? As observed in the 2005 report (p. 4-6), "Some property owners asked why they should have to fund another mode if it didn't significantly improve transit service and simultaneously made it harder for customers and employees to reach their businesses by slowing traffic. ... paying for a streetcar line in a developing neighborhood such as South Lake Union that has negligible transit service, was much different than paying for one in Eastlake, where the neighborhood is already highly developed with good transit (bus) support."

Conclusion. To explore the issues above--or others you suggest are relevant--please join your neighbors at the public meeting Wed., Jan. 9 (7-9 p.m. at TOPS-Seward School, 2500 Franklin Ave. E.). And/or e-mail to info@eastlakeseattle.org, write to ECC c/o Lake Union Mail, 117 E. Louisa St. #1, Seattle 98102-3278, or call 206-322-5463.

Field Guide to Eastlake Characters



Official name: A staircase off Lakeview Boulevard East

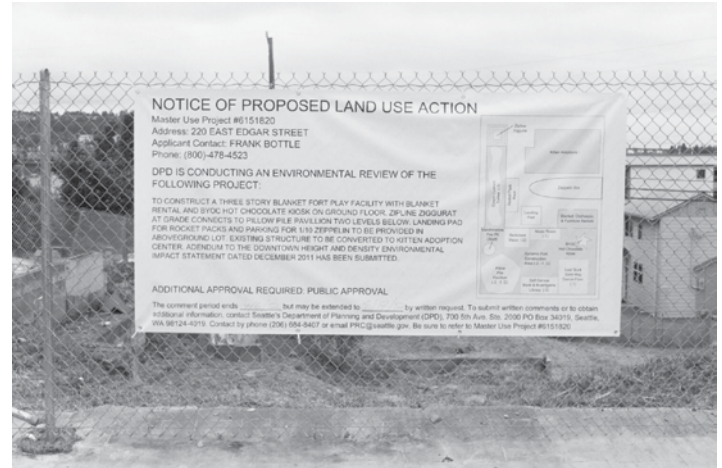
Nickname: "Howe Street Stairs," "Devil steps," and "Why would you do that?"

First Sighting: The 282 steps that are the entirety of East Howe Street between Lakeview Boulevard East and 10th Avenue East are one of the longest sets of public stairs in Seattle. They first began to show up on maps around 1917 and provided a handy portal for pedestrians wanting to go from a rail line on Eastlake Avenue up to Capitol Hill. Now they are training ground for runners, climbers and regular masochists. The Eastlake stairs even have their own Yelp and Facebook pages, where fans write that the view is fantastic. But the most common view for people running up and down them is cement and sneakers, necessary to avoid a face plant.

Why would you do that? It's more fun than the mechanical step machine at the gym and you get to meet fellow Eastlakians, or at least exchange a shared pained expression as you pass one another up and down the staircase. Climbers and hikers training for big events are often seen with backpacks on, as well as the occasional firefighter. For even more torture, a loop can be made from the neighboring public staircase at East Blaine Street.

Pet Peeves: The stairs have accepted their fate as a popular workout location rather than a means of getting from one place to another. "It's ok except for all the sweat and sometimes the forgotten sweatshirt," said the stairs. "Also, some of you people need to work out more. It's embarrassing."

Guerrilla White Board



In late May, a satirical "white board" appeared by the empty lot near the corner of Eastlake Ave. and Edgar St., with the following text: "DPD is conducting an environmental review of the following project: to construct a three story blanket fort play facility with blanket rental and BYOC hot chocolate kiosk on ground floor. Zipline ziggurat at grade connects to pillow pile pavilion two levels below. Landing pad for rocket packs and parking for the 1/10 Zepelin to be provided in aboveground lot. Existing structure to be converted to kitten adoption center. Addendum to the downtown height and density environmental impact statement dated December 2011 has been submitted."



Items in this close-up of the diagram: "Zipline Ziggurat; Couch Cushion Tunnel; Marshmallow Fire Pit (Roof); Pillow Pile Pavilion; Rocket Pack Rack; Bedsheet Maze; Kitten Adoptions; Zepelin Zlot; Landing Pod; Blanket, Clothespin & Furniture Rentals; Music Room; Dynamic Construction Area; Self-Service Book & Boardgame Library; BYOC Hot Chocolate Kiosk; and Lost Sock Sock Hop Dance Floor."

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MOST POPULAR PLACE IN TOWN

The Eastlake Community Council thanks **Bristol Myers Squibb** (its **ZymoGenetics** facility is at 1201 Eastlake Avenue) for granting \$1500 for the Eastlake History and Archives Project. Founded in 1971, ECC has made history, while also collecting and archiving historical records and photos and telling their story. A first use of the grant is to scan and post thousands of pages of the *Eastlake News*, whose issues before 2002 have not been available on the ECC web site. ... ECC's newsletter digitizing project was inspired by the **Floating Homes Association's** recent web posting of all of its newsletters going back to 1963. Responsible for this important contribution to historical memory is former FHA President Bill Keasler, who has been advising ECC's effort. Enjoy the FHA newsletter archive at <http://seattlefloatinghomes.org>.

Thanks to **Siam on Eastlake** (1629 Eastlake Ave., 206-322-6174, <http://siamthairestaurants.com>) for hosting ECC's Sept. 27 Fall Celebration, and to **Louisa's**, **Pazzo's** and **Ship Canal Grill** for hosting similar events in previous years. At the popular events, ECC purchases "small bites" for the public, the restaurant offers reduced prices for beer and wine, and dining continues off the regular menu. ECC welcomes inquiries from other restaurants that would like to host its upcoming fall and spring celebrations. .. **Blind Pig Bistro** (2238 Eastlake Ave E., 206-329-2744, <http://blindpigbistro.com>) is hailed by the *Seattle Weekly* blog as "one of Seattle's hottest new restaurants." The owners describe it as a "modern American restaurant offering seasonally inspired dishes utilizing local produce, augmented with global ingredients and technique."

A local start-up is **HERE, Inc.** (here-inc.com), whose mobile apps are designed to encourage social networking among people who live or work in the same building or neighborhood. The purpose is not to substitute for face-to-face contact, but to make it more likely and more fulfilling than may be possible with large-scale networks like Facebook. ... Close to the north end of the University Bridge, thousands of new **UW dormitory** rooms are being opened, providing possible new customers for Eastlake's restaurants and shops if outreach is successful. Contact the author of this column if you'd like to join a UW tour of the new complex.

Eastern Elements Acupuncture and Massage (3103 Eastlake Ave E., 206-229-5084, <http://www.eastern-elements.com>) practitioner Haydn Engelke (MSA Lac.) offers acupuncture, therapeutic massage, herbal medicine, nutritional and lifestyle counseling, and collaboration with other specialists. According to the web site, "For over 3000 years, Traditional Chinese Medicine has been used effectively to treat a wide variety of health issues. Acupuncture is the oldest continuously practiced health care system in the world and is the primary health care practice for one third of the world's population. The benefits of acupunc-

ture are now clearly recognized and well documented in western medical journals. Due to its safe and non-invasive nature, Acupuncture has become one of the most popular forms of complimentary health care practiced today."

The City Council now has before it proposals from the Mayor for high-rise towers in the South Lake Union area. The **Lake Union Opportunity Alliance** (luoa.org) urges the public to contact the nine Councilmembers (addresses at seattle.gov/council) to oppose any towers near the lake; require that building heights be stepped down to protect views to and from the lake; and preserve the historic character of the Cascade neighborhood.

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



A new Eastlake Community Council board member is Joey Baumgartner, who is coordinator of ECC's shoreline restoration project in the 1500 and 1600 blocks of Fairview Avenue East (in this photo he is shown leading a work party there). Since 2008, Joey has also been a Forest Steward for Green Seattle Partnership at St. Mark's greenbelt. He grew up on a farm in Quincy, Washington, graduated from The Evergreen State College, and works for a Seattle firm that does archeological and cultural resources management surveys throughout the Northwest.



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Colonnade Expansion and Fairview Ridge City parks funds could help Eastlake projects

Despite a lot of effort on the Eastlake Community Council's part, Seattle's 2008 Parks Levy didn't include a parks project for Eastlake. Recognizing that some neighborhoods were left out, the Levy included a Parks Opportunity Fund, and on Sept. 17, ECC filed applications for projects on WSDOT I-5 right-of-way land to improve Colonnade Park (south of Newton Street) and to extend it south from Garfield St. to Aloha Street; and to install trails and steps on Fairview Ridge (south of Fuhrman Avenue E. and the Ship Canal). The plans are posted on the ECC web site, east-

The WSDOT land to the south that is under and next to I-5 offers an opportunity for pedestrian and bicycle connections

lakeseattle.org. They were developed under contract by Art Tuftee, who did much of the design for the mountain biking sector

of I-5 Colonnade Open Space. He is also designer of the trail system at Alderbrook Resort (on Hood Canal). ECC's applications are endorsed by letters from the Feet First pedestrian advocacy group, Citizens for Off-Leash Areas, and WSDOT, whose letter states: "The Washington State Department of Transportation appreciates its partnership of many years with the Eastlake community in reducing noise from Interstate 5 and helping to make WSDOT lands an enhancement for your neighborhood. ... We encourage the City to evaluate favorably the community's application for funds, and look forward to working with the City to make these projects possible on our lands."

Colonnade Park is ranked by the Atlantic Cities web site as third among the world's "cool parks under freeway overpasses." ECC proposes the following improvements within the existing park boundaries: improvements in the existing north path, a new path up from Blaine Street, and a new north-south path between Blaine and Garfield streets, just east of the off-leash area; on the steps, rain covers where gaps between the freeway lanes drench users; a sidewalk along Franklin Ave.; a skate bowl/ramps north of the top steps; repair and sealing of the granite gathering area; a new exercise station; for the mountain biking area, improved trail surfacing and bicycle themed art; and for the off-leash area, an agility course, dog-themed art (including a Garfield St. gateway), and paws-friendly resurfacing.

Although Colonnade Park is well-connected to the north, to the south it faces a dead end, with no connection to Capitol Hill, South Lake Union, or downtown. The WSDOT land to the south that is under and next to I-5 offers an opportunity for pedestrian and bicycle connections, both for recreation and for commuting--with spectacular views and protection from the weather. ECC also proposes to extend the existing Colonnade Park southward with a stairway up

to Lakeview Blvd., a trail south to the intersection of Eastlake Ave. and E. Aloha Street, and a trail southwest to the intersection of Franklin Ave. E. and E. Galer St.

On the plot of wild land between Galer and Nelson known as Eastlake Woods that connects Colonnade with Eastlake Avenue, ECC proposes steps and a switchback

trail, and in the sunny upper elevation above the trees, 30 P-Patch plots, a maintenance shed, and a truck loading area. Three

Eastlake P-Patch garden-ers endorsed the proposed addition of 30 plots south of Colonnade: "The demand for our P-Patch plots far exceeds supply, with a long waiting list. Most Eastlake and South Lake Union residents live in apartments or condominiums without yards. More P-Patch plots are needed, especially in Eastlake's south end, close to the booming South Lake Union area."

ECC welcomes and needs your ideas on these projects and your help in securing City funding. Contact us at info@eastlakeseattle.org, 206-322-5463 or at ECC c/o 117 E. Louisa St. #1, Seattle 98102-3278.



Possible pedestrian and bike trail?



The Eastlake Community Council has been working closely with Patrick Jones (right) of the Citizens for Off-Leash Areas (COLA) to improve the I-5 Colonnade Off-Leash area. Patrick recently became COLA President. Pictured with Mayor Michael McGinn.

Advertise in the Eastlake News

Contact Kevin Haywood, Advertising Coordinator, at advertising@eastlakeseattle.org

Christmas Ships Cruise

All are welcome to ECC's Sunday, Dec. 23 holiday cruise on the historic icebreaker the Islander. Boarding begins at 5:45 p.m., 1611 Fairview Ave. E. Departs at 6:30 p.m. to meet the lighted "Christmas ships" for the grand finale concert on Lake Union; returns by 9 p.m. Tickets at brownpapertickets.com are \$15 (dinner and punch included; cash bar).



Last summer a pair of ospreys (a bird of prey that is drawn to bodies of water) built a nest and hatched their young on a light pole at the former NOAA base at 1801 Fairview Ave. E. The new owners, United States Seafoods, removed the light pole, and the ospreys have not been seen since. The Eastlake Community Council is looking into outfitting other poles in the neighborhood as more permanent nesting sites for these majestic birds.

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Help Preserve Eastlake Trees



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A better path.

This summer's Fairview pathway construction project was welcome but was not without its problems. Contrary to ECC's urging, the Seattle Department of Transportation cut down more trees at 1611 Fairview, even than indicated in its own tree-unfriendly construction plans (see photo to the left). SDOT should have created a bend in the pathway to save the trees, as private landowners did elsewhere in the neighborhood to save trees near the corners of Franklin Ave. E. and Boylston Ave. E.; and

Eastlake Ave. and E. Edgar Street (see photos lower right and below).

Please help inventory the trees on your property or on your block. Visit the ECC web site at <http://eastlakeseattle.org> to obtain the tree inventory form and instructions. Fill it out and send along with any photos to info@eastlakeseattle.org. For questions (e.g., if you are having trouble identifying the species), or to help the inventory effort in other ways, contact ECC at the same address. Thanks, and happy tree inventorying!



Trees can be saved by curving sidewalks around them, creating more interesting walkways at the same time.

Carol M. Foltz MA, LMHC
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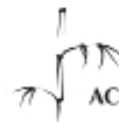
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Proposed new Ride the Ducks facility poses neighborhood issues

Ride the Ducks, a popular amphibious tour business whose route includes Lake Union, has purchased land just north of the former NOAA site and just south of Terry Pettus Park, near the corner of Fairview Ave. E. and E. Newton St. Owner Brian Tracey was hosted to present his project at a Nov. 8 ECC public meeting, and ECC is reviewing the expected impacts. The surplus truck/boats would access the lake off Fairview (currently at the public boat launch off Northlake Way) from the south, not using Fairview north of Newton (boarding of customers would still be near the Space Needle). The site would include a rescue boat and native plantings.

Past industrial use of this land caused noise, dust, and view blockage. While Ride the Ducks will be an improvement and a valued corporate citizen, it poses new issues for our neighborhood that should be settled early. A proposed ramp would eliminate 5-10 current public parking places; the company re-sold a strip of land to nearby United States Seafoods (new owners of the former NOAA facility) where the ramp could have been built without taking away public parking. (The City could place conditions on the proposed ramp, which is MUP project #3013612 at <http://www.seattle.gov/dpd/onlineservices>; comment to PRC@seattle.gov

continued on next page



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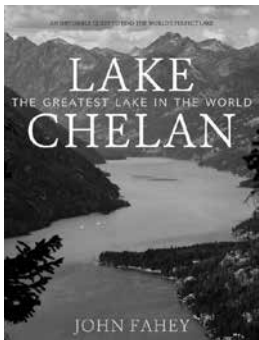
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and ben.perkowski@seattle.gov.)

In their truck mode, the 60+ round trips a day in the summer (120+ trips coming and going—about one every four minutes over a ten-hour period) pose possible safety issues for pedestrians, cyclists, and local traffic. (A possible mitigation is for the Ducks water route to be between this site and Northlake Way, cutting in half the number of trips on Fairview.) In their boat mode, the trips pose possible damage to houseboats and habitat. Then there are the powerful amplifiers and the high-volume music and commentary. Some other neighborhoods have reached agreements with Ride the Ducks to reduce the noise (if you know of these discussions, please contact us).

The Eastlake Community Council welcomes questions and suggestions on the issues most important to raise about Ride the Ducks' planned operation. Please send to info@eastlakeseattle.org, write to ECC c/o Lake Union Mail, 117 E. Louisa St. #1, Seattle 98102-3278, or call 206-322-5463.



Shout out to Eastlake writer John Farley for his entertaining book detailing his adventures traveling the world confirming his suspicion that Lake Chelan is the greatest lake, making you want to go visit that mythic place on the other side of the mountains. (He also notes Lake Union is the coolest.)

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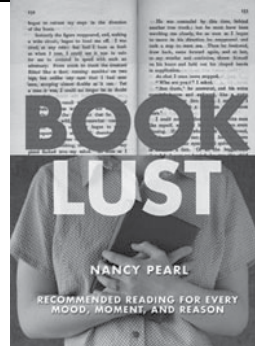
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It's quite remarkable what can be accomplished when we all pitch in. Over the years, thousands of Eastlake residents, workers, and business and property owners have lent their time and skills to neighborhood improvement projects. Every inch of this neighborhood has in some way been enhanced by the efforts of volunteers.

Will you volunteer to make a difference? The ECC web site (eastlakeseattle.org) lists dozens of volunteer opportunities--or please suggest a new activity we haven't thought of yet. There is something for every taste, skill, or time requirement. You can volunteer on-line, or contact us at info@eastlakeseattle.org or (206) 322-5463. Please let us know.



Join Celebrity Librarian Nancy Pearl Feb. 19 for an evening about books

Book-lovers! Join Nancy Pearl for an evening discussion of what we've been reading or might want to--Tuesday, Feb. 19 (7 p.m. at TOPS-Seward School, 2500 Franklin Ave.). "Since the release of the best-selling *Book Lust* in 2003 and the Librarian Action Figure

modeled in her likeness, Nancy Pearl has become a rock star among readers and the tastemaker people turn to when deciding what to read next. ... Readers can't get enough of her recommendations while bookstores and libraries offer standing room only whenever she visits."

Nancy Pearl is a regular on Seattle Channel 21 and National Public Radio stations. For reading recommendations, a list of her own books, and on-line dialogue, see <http://www.nancypearl.com>. The Feb. 19 event will include talk not only about books, but about book clubs. If you'd like to found or join one, ECC will help. Contact us at info@eastlakeseattle.org, or write to ECC at 117 E. Louisa St. #1, Seattle 98102-3278.

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