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BAY FREEWAY ON ELECTION BALLOT

Both the R. H. Thomson Expressway and the Bay Freeway will appear on the February 8th ballot. You will have the unique opportunity to vote down new city taxes for these two obsolete freeway projects. But, to do this, you must vote YES on the Thomson (to terminate the bonds) and NO on the Bay Freeway (to disapprove construction). Over \$15 million of new property taxes are at stake.

The R. H. Thomson Ballot: ^{YES} ^{NO} Terminate Thomson and Other Projects.
Vote YES to terminate the Thomson bonds and put an end to the Thomson threat to the arboretum and a long chain of residential neighborhoods.

The Bay Freeway Ballot: ^{YES} ^{NO} Construct Bay Freeway and Interchanges.
Vote NO to prevent construction of this unneeded \$30 million freeway at taxpayers' expense. The ballot is a blank check for a freeway that may be even more expensive, but, whatever the price, Seattle can't afford to have another Alaskan Viaduct blocking off the south end of Lake Union.

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The Executive Committee of the Floating Homes Assn. has reiterated its opposition to the construction of the proposed elevated Bay Freeway and is urging members to study the proposal and then vote their convictions at the polls on Tuesday, Feb. 8th. The two freeway measures to be on the ballot are outlined above.

There is growing opposition to walling off the south end of Lake Union from community and environmental groups. Among those in opposition as this NEWS LETTER goes to press are: Cascade, Harrison, Montlake, Portage Bay—Roanoke, Ravena, University Park and Madronna Community Councils, the King County Chapter of the Washington Environmental Council and the League of Women Voters.

Below the Association is running the full text of the "R. H. Thompson-Bay Campaign" on the two ballot proposals. This is only one side of the issue but members will have no trouble getting the argument of the proponents. Those supporting the Bay Freeway have the support of both daily newspapers and are mounting a well financed publicity campaign.

"On Feb. 8th you will have the chance to vote against the BAY FREEWAY, a proposed new elevated freeway at the south end of Lake Union. The ballot asks approval to use new property taxes for this inner city counterpart of the Alaskan viaduct. But, incredible as it may seem, the ballot proposition makes no restriction on size or scope of the project and no restriction on total cost. You are asked, in effect, to write a blank check for the Bay Freeway.

"THE \$30 MILLION MILE: It began as a \$4 million highway, included in the 1960 R. H. Thomson bond package. In time it developed into the BAY FREEWAY, with redesign bringing costs to over \$28 million in 1969. Actual costs may run over \$30 million for this mile-long freeway. Recently the courts ruled that these changes in cost and scope are illegal without a new vote of the taxpayers. The new "blank check" ballot proposition is the city's answer to this ruling.

"CITY TAXES FOR A STATE FREEWAY: The request for \$4 million in new property taxes is only the beginning. City Light users will pay \$1.2 million to relocate electrical installations. Over \$8 million will come from Arterial City Street Funds which are intended for street improvements and repairs city wide. These city street projects will then have to be funded by other direct taxes. A major hidden cost is the \$12 million of property taxes off the city tax rolls for the BAY FREEWAY right-of-way. Since freeways pay no taxes, these tax revenues are permanently lost to the city. Annual maintenance costs for the freeway also add up. City residents may well question why they should bear all the tax burdens for what is properly a connecting link to the state freeway network.

"THE MYTH OF NEW JOBS: The \$12 million spent to acquire property creates no new jobs. The \$8 million taken from the Arterial City Street Funds could better be spent on jobs now for other city street projects. This total of \$20 million does not produce a single new job. On the contrary, by displacing businesses, the freeway can cause a loss of existing jobs. Also, freeway contracts must be let by open bidding, which generally brings in out-of-state labor. At the same time the \$8 million taken from the Arterial City Street Funds means a decline in jobs for city workers. If the object is to create new jobs in Seattle, the Bay Freeway is a poor investment of taxpayers' money.

"A FREEWAY SEATTLE DOESN'T NEED: The big jump in cost came at the time the BAY FREEWAY was redesigned to serve 60,000 more people at the then-proposed Seattle Center Domed Stadium. When the domed stadium no longer is planned for the Seattle Center, conditions have changed drastically. Nevertheless, the present Bay Freeway plans are basically identical to those designed to serve the domed stadium. The freeway clearly is no longer needed. Traffic needs can be met by upgraded arterials with improved traffic control systems and more effective public transportation.

"AN ENVIRONMENTAL DISASTER: Visual blight, air pollution, excessive noise and the "Chinese Wall" barrier effect would effectively destroy the south end of Lake Union. Seattle does not need another Alaskan Way viaduct along its lake shores."

Those wishing to distribute leaflets, telephone or otherwise work in the campaign can contact the "R. H. Thompson-Bay Freeway Campaign" by calling ME 2-6157. Financial contributions and communications should be addressed to P. O. Box 147, Seattle 98111.

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PARK PLAN, PRIORITY ISSUES ON MEETING AGENDA

An illustrated report on the plan for the development of the Myrtle Edwards Park on the old Gas Plant site at the north end of Lake Union and a discussion of the priority issues facing the Floating Homes community in 1972, will feature the general membership meeting of the Association on Thursday, Feb. 24th. The meeting will be held in the Montlake Recreational Center, 16th East and East Calhoun St. at 7:30 and must adjourn by 10 p.m.

The park report will be given by Richard Haag, professor of Landscape Architecture at the University of Washington, whose firm has been retained as site planner by the Park Department. The plan has been approved by the Seattle Design Commission and the Seattle Park Board. There are \$3.3 million in Forward Thrust bond issue funds for the development.

A report from the Executive Committee on the "priority issues" of 1972 will be mailed to all members with the official meeting notice early in February. Members are urged to attend and participate in the discussion.

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HISTORIC SHIPS RUMMAGE SALE MARCH 4 & 5

Northwest Seaport, Seattle's historic ships preservation group (formerly known as "Save-Our-Ships") announces its third annual nautical gear and rummage sale to be held on Saturday and Sunday, March 4th and 5th. Group volunteers have issued a call for all sorts of saleable items - nautical and otherwise. This year's sale will be held aboard the Wawona, Relief, Arthur Foss and San Mateo now moored in Waterway 19 (East of the old Gas Plant site) on Lake Union. Plans for the Myrtle Edwards Park call for an historic ships museum in this general area.

Those with contributions should call EA 3-0887 (days) or AT 4-1064 or LA 3-1437 (evenings) and your tax deductible contributions will be picked up. Those making donations valued at \$15 or more will also receive a paid-up 1972 membership in Northwest Seaport.

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FLOATING HOMES COVERED BY FEDERAL RENT CONTROLS

Floating homes and moorages are covered by the federal rent controls under Phase II just as they were under the OPA of World War II days. The Association has a copy of the 8-page regulations and will try to answer questions. Information on specifics may also be had from the Internal Revenue Service, 442-7500. Under recent changes it now appears that all moorages of four or more units and all owners of four or more individual floating homes are covered by the controls. The regulations lay down strict procedures under which increases (due to increased costs) may be made.

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LAKE CONDOMINIUM SUIT SET: The law suit brought against the proposed construction of a 112-unit luxury condominium offshore from Roanoke Bay between Roanoke and Edgar Streets on Fairview E., will go to trial in superior court Feb. 9th. The action has been brought by the Eastlake Community Council and the Floating Homes Association.

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PLEASE NOTIFY THE OFFICE OF ANY CHANGE OF ADDRESS

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