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Newsletter

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# PLAN TO CURB LAKE SEWER OUTFALLS

With funds from the Federal Environmental Protection Agency, the Seattle Engineering Department is meeting with interested residents in the area in drafting a program to solve the "rainy season" pollution of Lake Union and Portage Bay from existing combination storm and sanitary sewer outfalls.

The second meeting was held in the Seward School August 4th with another scheduled for the fall. The schedule calls for City Council action sometime early after the first of the year. When approved by all governmental units concerned, funding will be 75% from the federal EPA, 15% from the State and 10% from the City sewer utility fund.

"A key consideration to be discussed with community residents", the Engineering Department says, "is the acceptability of using on-lake or under-lake holding basins for the combined sewage." An alternative would be to enlarge the existing sewer pipe size around the east shore of Portage Bay and Lake Union to connect with the existing 72-inch Metro Tunnel near Waterway 3 at the south end of the lake.

During summer months Metro tests show the Lake waters more than meet approved water standards for bathing beaches. But during the long rainy season the outfalls in the project area discharge 119 million gallons of sanitary sewage and drain water. This drainage comes from streets, freeway, residential downspouts as well as a number of hillside springs which have been connected to the sewer system. Some springs have a flow of as much as 100 gallons a minute. Following are the outfalls and the annual amount of discharge:

- SHELBY ST. (on Portage Bay) 7.75 million gallons.
- FREEWAY BRIDGE: 3.75 million gallons.
- HAMLIN ST. (no appreciable discharge).
- ROANOKE ST. 22.8 million gallons.
- LYNN ST. 10.4 million gallons.
- GARFIELD (two outfalls) 46 million gallons
- FAIRVIEW (near Lone Star Cement Co. two outfalls) 21.4 million gallons.

The Floating Homes Association has had representatives at both community meetings. The Engineering Department is anxious to get community reaction to proposals which will be presented at the next meeting. We will keep members informed and carry reports in the NEWSLETTER. The project manager is Keith Harris and may be reached at the Seattle Engineering Dept. phone 583-2850.

## "CIVIC BUILDERS" MOURN ROANOKE REEF & BAY FREEWAY

A lively propaganda "political wake" mourning the fate of the "Roanoke Reef", the ill-fated Bay Freeway and I-90 was held on the over-water condominium platform August 13th by the "Civic Builders" an organization made up mainly of construction, parking lot and billboard executives and officials of some Building Trade Unions.

The affair, replete with music, lunch, wine and banners and blasting incumbent city council members seeking re-election, was the opening gun of what promises to be a well-financed opposition campaign. The featured speaker was Councilman Wayne Larkin who broke a long time precedent by bewailing present Council majority policies saying "they have made me into a minority during the past two years". He asked voters to do something about it.

While the shots are directed at all five incumbents up for re-election—Council President Sam Smith, Phyllis Lamphere, John Miller, Tim Hill and Paul Kraabel—Smith and Lamphere have only token opposition. Not so in the other races. While the "Civic Builders" have not made a formal "endorsement" it is the worst kept secret in municipal politics that they are supporting Liem Tuai against John Miller; Bob Perry against Tim Hill and Jean VelDyke against Paul Kraabel. Another strong contender in this race is Chip Marshall.

The primary is Sept. 16th and the final Nov. 4th.

## HISTORY OF SEATTLE'S HOUSEBOATS UNDER WAY

A project to research and write a definitive history of Seattle's houseboats has been approved under the city's CETA program. Official sponsor is the Floating Homes Association with an assist from Allied Arts and with the support of Mayor Wes Uhlman.

Scope of the project, as outlined in the grant application, says "Houseboats as a colorful and unusual part of the housing scene have been a part of Seattle for many years. They are identified in the public mind with our community in much the same way cable cars are identified with San Francisco.

"The neighborhood of Seattle's floating home community has been the scene of one of man's major alterations of the natural environment. The linking of the two lakes (Washington and Union) with Puget Sound via the Ship Canal and the General Chittenden (Ballard) Locks created a complex of fresh and salt waters unmatched in the U.S.

"The Lakes played a major role in the early economic development of the area--from their use as water transport for coal from Newcastle to the waterfront bunkers and the establishment of the Denny sawmill in 1882, at the south end of Lake Union. The Lakes were early made accessible to the pioneer settlement, first through Mercer's road (now Westlake Ave.) and the cable cars via Yesler Street to Lake Washington.

"The character of Lake Union as an "Urban lake" was determined prior to 1909 when lots (mainly submerged) were platted around the perimeter of the lake and Portage Bay and sold with the proceeds going to finance the Alaska-Yukon-Pacific Exposition.

A young professional historian Dr. Howard A. Droker has been selected for the work which can "fill a large gap in our regional history". He grew up in the Portage Bay neighborhood and took his B.A., M.A. and Ph.D. degrees from the University of Washington. His M.A. thesis was on "Black Americans in the Jazz Age" and his doctoral dissertation was "The Seattle Civic Unity Committee and Civil Rights 1944-1964." Those interested in assisting on the project should contact Terry Pettus, 329-1517.

### **EXPERIMENTAL THREE-WAY STOP SIGNS FOR FAIRVIEW**

Reversing a previous vote in favor of an experimental barricade at Newton Street on Fairview Ave. E., the Board of Public Works has approved three-way stop signs at Newton, Boston and Lynn on a 90-day trial basis. The barricade, which was to have been installed for a 120-day experimental period, had widespread support from residents but was opposed by some businesses (Hungry Turtle and Cadranelle Yacht Basin) because of possible injury to these establishments.

The three-way stop signs will be installed immediately and monitored by the Engineering Dept. Traffic engineers are admittedly not happy with the decision feeling that the signs will not accomplish two community objectives (1) discourage the use of Fairview by cars to avoid the stop and go signals on the Eastlake artery and (2) reduce speeds in the congested residential area on Fairview between Newton and Roanoke. Also as a part of the street project Fairview will be surfaced to a uniform width of 20-feet. The problem is compounded by state law which prohibits cities from reducing the legal speed limit below 25 miles per hour.

The street improvements are part of a \$119,000.00 Capital Improvement Project sponsored by Mayor Uhlman and approved by the City Council. Under it the "People's Park" at the foot of Newton Street will be completed and a fishing pier installed. Improvements will also be made at the Lynn Street Park and a view point established at the foot of Roanoke. For the Roanoke mini-park the Floating Homes Association is sponsoring a project for a commemorative historic marker. It was here that William Boeing assembled and flew float planes in 1915. The building was used as a marina for many years and destroyed in 1971 to make way for the aborted "Roanoke Reef" condominium.

### **EASTLAKE "GROPE 'N' COPE" FAIR ALL DAY SEPT. 7th**

The annual Eastlake Community Fair & Gala will be held all day Sunday, Sept. 7th under the joint sponsorship of the Eastlake Community Council and the Floating Homes Association. Location will be the parking lot of the Social & Health Services Bldg. on Fairview with the spill-over across the street in "People's Park" at the foot of Newton.

Market hours will be from 11 a.m. to 7 p.m. with the dance until 10 p.m. The theme this year is "Grope 'N' Cope" which the sponsors say is "something a lot of us seem to be doing a fair amount of the time."

"We plan," the sponsors say "to have a good mixture of residents and craftspeople from outside the neighborhood, which should produce a pleasing and diverse variety of items and services. We are especially encouraging those in the neighborhood to make and sell their wares, meet neighbors, discover friends and also welcome craftspeople from faraway places - Mukilteo to Moclips."

Musicians who wish to participate should contact Gail McKechnie at 329-6758. Other information, including contributions to a "super-garage-sale" may be had by calling Anita Klapper, 2019 Fairview, 325-9333 or 329-0228.

### **CITY COUNCIL CONTINUES WORK ON SHORELINES MASTER PROGRAM**

The Seattle City Council's point-by-point consideration of the massive and complex Shorelines Master Program is now expected to continue into September. The Council began consideration of "Draft No. 4" in December, 1974 and all this year has held weekly sessions under the chairmanship of Councilman John Miller.

The State Shorelines Act, overwhelmingly approved by the voters in 1970, provides for joint enforcement by local authorities and the State Department of Ecology. Work on the Seattle program was begun by a Citizen's advisory Committee in May, 1973. The Seattle Planning Commission spent eight months in deliberations and hearings before submitting Draft No. 4 to the Council.

When completed the program will establish use regulations for all of Seattle's 76 miles of salt and fresh water plus 200 feet inland. The program to protect the shorelines from unrestricted exploitation has become a political issue in the current Council election.

When the Council draft is finished it will be circulated for one more round of public consideration. The Council will then adopt it by a resolution of intent and submit it to the Department of Ecology. When this approval comes through it will be adopted as an official ordinance.

### **DICK WAGNER NEW PRESIDENT OF THE ASSOCIATION**

Richard Wagner, 2770 Westlake N., is the new president of the Floating Homes Association. Other officers and executive committee members are: James Donnette, 2331, vice president; Pat Scott, 2019 Fairview, recording secretary; Mack Hopkins, 1213 E. Shelby, Bill Koskie, 2420 Westlake; Eileen MacIntyre, 1213 E. Shelby, John Southern, 2207 Fairview E. and Todd Warmington, 2339 Fairview E., trustees. Executive Committee members at large are: Susan Drum 2207 Fairview E., Pete Henault, 1213 E. Shelby and Greg Smith, 2017 Fairview E. The Executive Committee meets the second and fourth Wednesdays at the office, 2329 Fairview E. Members are welcome.

# ❁ ❁ FLOATING HOME FORUM ❁ ❁

## BOAT MOORAGE EXTENSION PROTESTED BY RESIDENTS

To the Newsletter:

Following is a communication we have sent to the Department of Community Development, Arctic Bldg., Seattle 98104. Copies have also been sent to Mayor Wes Uhlman, The Army Corps of Engineers, Washington State Department of Ecology, The Seattle City Council and the Environmental Protection Agency.

"The request for a permit by the Hamlin Pier Company to extend its pier further out into Lake Union, at 2727 Fairview Ave. E., for a 34-slip small boat moorage should be denied for many reasons. The paramount reason is the precedent it would set if the permit is granted. Lake Union is an invaluable asset to the City of Seattle. It is unique to this city and provides an incomparable in-city recreational resource for its residents while continuing to be a working lake that is of economic value to the city.

"The proposed new pier would protrude into the center of the lake well beyond the existing line of structures and piers on the northwest shore. The granting of this permit would provide a precedent that would threaten a building spree around the perimeter of Lake Union. This would greatly diminish the lake's visual and recreational appeal; a serious and irrevocable loss to the citizens of Seattle.

"The pier would not only be visually obtrusive but would further constrict the narrowest portion of the Lake. This constriction could pose a hazard to navigation, not to recreational small craft, but to the commercial traffic on the Lake; tug boats with log booms or barges which are difficult to maneuver, large vessels which move through the Lake and the multitude of fishing vessels which use this portion of the Lake as their home port.

"The residents of Hamlin Pier would be adversely affected by the construction of this proposed pier. The houseboaters on the outside of the existing pier would lose the two main attractions of their residences; their view of the Lake and their privacy. This would detract from the quality of their homes and could be detrimental to the value of their homes. The increased use would interfere with and lessen the privacy of all residents of Hamlin Pier and reduce its sense of an individual community. Also the already poor parking situation at Hamlin Pier would be further aggravated. The proposed addition of 20 parking lots for 34 boat moorages would do little to alleviate the badly over-crowded and congested parking problem. Finally there are no public sanitation facilities available for use by the people using the boat moorages.

"For these reasons we ask you to seriously consider the affects this proposed pier would have on Lake Union, both immediate and in the future. Lake Union is a valuable natural resource and its proper management is imperative if it is to continue as a benefit to the entire community. I urge you to deny the request for permits to build this pier that will benefit a few select people while detracting from the quality of life of every citizen of Seattle." Edward Josberger, 2727, Fairview E. (Also signed by 19 other area residents.)

(RESPONSE:) The Executive Committee August 13th voted to support the opposition to the permit application under the Shorelines Management Act. The Department of Community Development has asked the developers for information on which to determine the need for an environmental impact statement.)

## AIRCRAFT NOISE AND OVER-FLIGHTS A NAGGING PROBLEM

To the Newsletter:

This letter is to relate my recent conversations with interested parties on the matter of excessive and annoying noise caused by seaplanes taking off from Lake Union.

The noise was exceptionally bad on the morning of Sunday, July 27. Three planes in rapid succession took off around 8:15 a.m. The problem on that and on many other occasions seems to be twofold: first, the noise of the engines and propellers on takeoff is particularly harsh, abating usually (but not always) when the plane leaves the water. Second, the planes sometimes stay very low after taking off, and pass extra-close to the houseboat docks.

The next morning I phoned the State Patrol, hoping that this problem might fall under Washington's new noise pollution law. It did not, and the State Patrol suggested that I talk to the Seattle Police. I then called the air and water patrol of the SPD. The officer I talked to commiserated with me and suggested that the takeoffs on Sunday had violated an understanding reached with the pilots the previous year to the effect that planes would not fly within a set distance from the SPD station on the north end of Lake Union.

I then contacted the Federal Aviation Administration where it was suggested that I talk with Les Rutherford, owner of the Lake Union Flying Service. Mr. Rutherford, I was told, is eager to improve relations with the lakeside community and the problem could possibly be resolved informally. So I called Mr. Rutherford who was courteous and generous in taking a lot of time to talk to me. Mr. Rutherford said he had been down to the air station the previous morning and he knew that the noise levels had been particularly high. The reason was weather conditions: on hot, humid still summer mornings, the seaplanes need longer to get off the water. When fully loaded (as these morning flights usually are, bound for Canadian resorts) they need to use maximum power and more lake space to take off.

He also said there are certain noise levels inherent in the planes using the lake. Much of the takeoff noise is caused by necessary control settings (propeller pitch) which can be changed after liftoff thus eliminating the noise. Mr. Rutherford indicated that pilots are instructed to reset these controls as soon as they are airborne. Unfortunately not all the pilots remember or heed these instructions. The particularly noisy aircraft are increasingly popular with Canadian pilots and as visitors they seem to follow these instructions less vigorously.

On the matter of flying close to the houseboats, Mr. Rutherford indicated that this was dictated by safety considerations. Under certain weather and load conditions, it is unsafe to take off straight up the middle of the lake. If engine failure were to occur, there would not be turning room for the crippled plane to bank and descend to the water. Mr. Rutherford also indicated that some pilots were now using a "stepped" takeoff in which they gather speed while heading toward the NOAA installation, then turn north and lift off the lake with less northerly distance needed.

Mr. Rutherford said that his and the pilot's position was a "Good Neighbor Policy" and their desire was to relate har-

moniously with their community including floating home residents. He indicated concern and uneasiness over impending federal noise controls which would make it impossible for most piston-engined seaplanes to fly. Much quieter turbine engines have been experimented with, he said, but their cost would be prohibitive.

I would like to add a note of my own. It seems to me that Mr. Rutherford's message, based on the physical and mechanical realities of the seaplanes, was that not much could be done. On the other hand, if you start from the premise that hundreds of lakefront, Eastlake and even Capitol Hill and Queen Anne residents should not have to endure the shattering noise of seaplane takeoffs, then something must be done.

Not all takeoffs are unacceptable nuisances and I have no desire to do away with unoffending flights. But I do think that the basic premise governing this situation should be the living conditions of the affected residents, not the economic or mechanical necessities of seaplane flights as they are now flown. There is, of course, a whole different way of looking at such problems; by considering the affected living environment. It is hard for me to imagine that a mutually-accepted compromise between the logic of the machine and the human environment cannot be reached: Robert A. Kapp, 2035 Fairview Ave. E.

(RESPONSE: The above is typical of a flood of complaints this summer from upland as well as houseboat residents. Most float planes are indeed "good neighbors" but the extremely noisy minority blast off as early as 7 a.m. and some continue as late as 10 p.m. The Association will take up the matter with the City Council Public Safety Committee (Councilman Randy Revelle, Chairman) when it begins public hearings on a proposed municipal noise control ordinance in September. It is also contacting Mr. Paul Schell, Director of the Department of Community Development, on other aspects of the problem.)



**WANT OVER-WATER HOTELS?** The City Council is being pressured to permit over-water hotels (heights up to 75 feet) on Lake Union in the "Planned Unit Development" section of the Shorelines Master Program. We suggest you let Council members know how you feel about this. Time is short.

**IT WAS QUITE A BASH:** The friendly folk at 2025 Fairview did it again with the annual celebration of Bastille Day. A feature of the eatables and drinkables was a pit roasted pig (overnight, yet).

**CHECK THOSE GROUND WIRES:** Todd Warmington reminds the Newsletter to remind you to check your ground wires. Should bridge the gap from our metal water line across your hose connection to the dock. If this isn't clear call the Association.

**'OLD BOAT HOUSE' GETS NOD:** The Post-Intelligencer's "Northwest Magazine" had a cover story (7/20/75) on Dick Wagner and his "Old Boat House" (and houseboat moorage) at 2770 Westlake. His beautiful imported wood craft are much in demand. It is also nice that your Floating Home membership card will get you a discount (plug).

## \* HELP US ORGANIZE! \*

Dear Fellow Houseboaters:

We are having a door-to-door drive to increase the membership in the Floating Homes Association and we need your help. There are many new houseboat residents who have not been contacted for membership in the organization all of us need.

In the past the continued existence of houseboats in Seattle was not as secure as it is now. The Floating Homes Association came into existence to protect our houseboats.

It is important to maintain a high percentage of membership. Our future security depends upon a strong organization. If you are not a member please mail in the application below.

If you can help us contact others during the membership drive we would like to hear from you.

Jack & Eileen MacIntyre  
329-0364 eve (evenings)

JUST IN CASE YOU AREN'T . . .



2329 Fairview East - Seattle 98102  
Phones: EA 5-1132 or EA 9-1517  
(after 11:00 a.m.)

### MEMBERSHIP APPLICATION

DUES \$12.00 PER YEAR

- Covers all the adults (18 years or over) in the household. If more than one membership card is needed list names below.
- Dues payments cover the 12 months following the time of joining.

*Make checks payable to Floating Homes Association, Inc.*

NAME \_\_\_\_\_ Address \_\_\_\_\_ Zip \_\_\_\_\_

Enclosed is \$12.00

Bill me