



The Eastlake News

Spring 2014

Coming Events

Public meeting on microhousing, apartment/condo heights, and retail/restaurant zoning - Tues., March 18, 7 p.m., at TOPS-Seward School library, 2500 Franklin Ave. E. (preceded by 6 p.m. reading circle for kids) See articles, pp. 12, 20

Public meeting on Parking in Eastlake - Wed., April 2, 7 p.m. at TOPS-Seward School (preceded by 6 p.m. reading circle for kids). See article at right.

Blaine and Howe St. steps Spring Cleaning Day - Sat., April 26, 9 a.m. to 1. See article, p. 8

Public meeting on Eastlake, Lake Union, and Seattle history featuring Paul Dorpat and Jean Sherrard - Wed., April 30, 7 p.m. at TOPS-Seward School (preceded by 6 p.m. reading circle for kids). See article, p. 20

Two Jeff Bridges movies at the Eastlake Zoo (one was filmed there!) - Tues., May 6 (suggested donation to benefit the University District Food Bank udistrictfoodbank.org).

ECC's Spring Celebration at Sebi's Bistro - Thurs., May 8, 5:30 - 7 p.m. at 3242 Eastlake

April 2 public meeting about parking in Eastlake: a call to action

A remote and ideological City government is undermining Eastlake's livability with a virtual war on parking. For the details, and how we can save the neighborhood, come to the public meeting on Wed., April 2, 7 p.m. at TOPS-Seward School. We'll look at why parking is so tight, how the City Council has made things worse with recent changes in law, and how Eastlake's restricted parking zone (RPZ Zone 8) can be expanded to blocks not already covered.

Parking is tighter in Eastlake than in many other neighborhoods, as anyone can attest who has circled vainly, walked groceries home from their car blocks away, or seen cars parked across driveways, hydrants, on sidewalks and planting strips and at corners. Here's why:

(1) Eastlake Ave. and some other streets have a lot of business frontage that precludes extending the RPZ. Eastlake Ave. also has a peak-period, peak direction parking restriction that encourages automobile commuting through our neighborhood and takes away parking needed by residents and retail/restaurant customers alike.

Ave. Free appetizers, \$5 wines, \$4 beers, \$1 off specialty drinks, and/or order off the menu. See article, p. 2



Lake Union clean up - Sat., May 17, 9 a.m. to noon. Clean and restore the shoreline, 1500 to 1900 blocks of Fairview Ave. E. -- then party at Lake Union Park. Sponsored by ECC and Puget Sound-keeper Alliance. See article, p. 14

Public workshop on designing Fairview Green Street - Wed., May 20, 7 p.m. at TOPS-Seward School (preceded by 6 p.m. reading circle for kids). See article, p. 10

Public meeting on the July 4th fireworks, public safety, and emergency prep - Tues., June 10, 7 p.m. at TOPS-Seward School (preceded by 6 p.m. reading circle for kids). See article, p. 18

Summer cruise on the Islander - Thurs., July 17 (tentative date)

Movie in Rogers Playfield - Sat., July 26 (tentative date and tentatively, Despicable Me)

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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.

ECC Secretary and Board Member Eric Suni



Eric Suni, who is also ECC's Secretary, is one of three Eastlake Community Council board members who are renters. A resident of Franklin Avenue East, he's lived in Eastlake since 2011.

To benefit the University District Food Bank, Eric is spearheading ECC's May 6 showing of two movies (see separate article) starring Jeff Bridges, who shares Eric's concerns for the hungry, homeless, and low income. Eric contacted the Oscar-winning actor, who is supporting the ECC event.

Eric also works to defend and promote public transportation, and ex-

panded the ECC web site to provide information for Eastlake bus riders. In his day job, he educates the public about cancer prevention and treatment as an Information Specialist at the Fred Hutchinson Cancer Research Center.

Though a Midwesterner at heart, Eric has embraced life in the Pacific Northwest and loves ultimate Frisbee, hiking, making a mess in the kitchen, and complaining about people complaining about the weather. This photo (by Lucy Carpenter) was taken along Wells Creek, a glacier-fed stream off Mt. Baker that feeds into the North Fork of the Nooksack River.



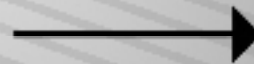
ECC's Spring Celebration is Thurs., May 8 at Sebi's Bistro

Have fun and meet your neighbors at the Eastlake Community Council's twice-annual celebration. Next one is Thurs., May 8, 5:30 – 7 p.m. at Sebi's Bistro - 3242 Eastlake Ave. (206-420-2199, <http://www.sebisbistro.com> and on Facebook). Free appetizers, \$5 wines, \$4 beers, specialty drinks \$1 off. Low-fat and vegan options are available.

Sebi's extensive menu includes soups, salads, pizza, hot and cold sandwiches, and Polish dishes (with some reviewers writing in the Polish language!). The well-equipped bar includes many Polish selections. The historic Anhalt castle in which Sebi's is located was featured in the Eastlake News fall 2012 issue, available at eastlakeseattle.org.



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Parking in Eastlake cont. from page 1

(2) Some other streets (like Boylston, Newton, Roanoke, Shelby, Yale Terrace, and parts of Louisa and Yale) are narrow with either no parking, or parking on only one side. School bus loading on Louisa excludes parking for much of the day. Nearby arterials allow no parking (Fairview Ave. N., Roanoke St. east of Boylston and parts of Boylston Ave. E. and Harvard Ave. E.)

(3) In part because of the lack of alleys on some blocks, a proliferation of driveways has occupied space that would otherwise be on-street parking.

(4) While other neighborhoods can seek parking nearby, our neighborhood is surrounded by Lake Union, the Ship Canal, and I-5--obviously no on-street parking, plus a barrier to parking beyond.

(5) Many of Eastlake's apartment/condo and retail/restaurant buildings date to the streetcar era (pre-1941) when fewer people owned cars, or to before the City's 1967 requirement for on-site parking in new construction.

(6) Parking isn't allowed over water, so Eastlake's 350 houseboats and some marine businesses lack on-site parking, with few having access to private "accessory" parking.

(7) Eastlake's proximity to downtown, South Lake Union, and UW, and to bus routes, attracts "hide and ride" drivers who don't live, work, shop, or dine here. They park free on our streets while spending the day downtown, at UW, or even flying out of SeaTac.

Why parking matters. The City Council is using parking cuts for its ideological campaign against driving. Carefully protecting their own workplace and home parking, they refuse to examine and empathize with actual neighborhoods where parking contributes to livability and economic survival.

Eastlake's 4000 residents and 4000 employees are among Seattle's highest users of transit and bicycles. But many own a car, and others rent or share one. All have visitors or customers who arrive by vehicle and all receive deliveries and services by vehicle. Without on-street parking places and loading zones, our residents could not function and our businesses could not survive. Parking is no frill or luxury; it's central to neighborhood survival and success.

City Council gave developers a pass from on-site parking requirements. The Land Use Code previously protected multifamily-zoned and mixed-use neighborhoods like Eastlake by requiring on-site parking in new office, apartment, and condo buildings. There were, of course, the problems that some building owners charged for their required on-site parking, causing tenants to park on the street; that developers got to move some required parking to off-site accessory locations; and that the City was gradually lowering on-site parking requirements. But

in the last few years the developers hit the jackpot: over the strenuous objections of ECC and neighborhood groups elsewhere, the City Council dramatically reduced or outright repealed the parking requirements themselves.

Result: the "microhousing" projects built at 2371 Franklin Ave. E. and those proposed for 2719 Yale Terrace E. and 2820 Eastlake Ave., which together will bring about 250 new residents, all lack ANY parking on-site or even a loading zone! The weakened Land Use Code is fostering an Eastlake land rush, and buildings with far more parking demand than supply--worsening our already fierce competition for on-street parking.

The City Council claims that the market will motivate builders to include enough on-site parking. More likely is the "tragedy of the commons," with developers taking a profitable free ride on current on-street parking, exiting with their windfall before parking demand fatally overmatches supply. The Council's 2011 changes in the Land Use Code excuse developers from on-site parking requirements on the claim that Eastlake has "frequent" bus service--ignoring that our buses may have no seats left once they get here and increasingly do not even stop because of a lack of standing room; and that Metro's budget crisis impends worse bus service in the future.

Origins of RPZ Zone 8, and why it must be defended and expanded. Beginning in 1979, City ordinances created residential parking zones (RPZ) in 33 neighborhoods, with each side of each block qualified by petition signatures from 60 percent or more of the residents. Eastlake Community Council volunteers undertook parking surveys (later confirmed by City surveys) showing that many blocks were MORE than 100 percent utilized (because of illegal parking). ECC's volunteers engaged in years of liaison with the City officials, collected more than 1100 petition signatures, and Zone 8 was created by City Council ordinance in 1993.

Zone 8 in its design is friendlier than any other RPZ to neighborhood businesses, park visitors, etc. During the daytime, those without a permit can park for up to 4 hours on one side of the street and up to 2 hours on the other. Even after 6 p.m., those without a permit can park for up to two hours except for streets like Boylston and Minor that have parking on only one side.

But the City Council can't leave well enough alone. It has steadily raised the permit price (originally \$27 for two years, it is now \$65, with a guest permit \$30--\$16 for those without a car). Because of spillover parking from the UW, the university subsidizes Zone 8 permits north of Roanoke St., but they were once free; now they cost \$16.

In 2009 without notice to the permit holders and against fervent opposition from ECC and other groups citywide, the City Council weakened the program in many ways, even removing the term "residential" and renaming it "Restricted Parking Zone." Other 2009 changes: motorcycles and motor scooters exempt from needing a permit; a

permit may be used only within six blocks of one's home; extra permits guaranteed to congregate residences (micro-housing like the 2820 Eastlake proposal) and adult family homes; and repeal of the listing and protection of each RPZ in ordinance, now made subject to SDOT's administrative discretion.

In 2012 the City Council exempted Car2Go rental cars from needing a permit. And the worst change yet (again without the courtesy of notice to the permittees or to neighborhood organizations that had commented on previous changes) was its 2013 ordinance 124220 which allows employees in every RPZ to apply for a permit, with only SDOT's discretion standing between us and the complete destruction of Zone 8. We need a City Council that will restore and protect the RPZ program, not quietly undermine it at every opportunity.

The Zone 8 boundaries established in 1993 missed some blocks where not enough petition signatures could be collected. It would only take signatures from 60 percent of the blocks residents to add parts of Fairview, Newton, Boylston, Shelby, Edgar, Hamlin, Howe, and Franklin Place E. If you live there or on any other street that should be added to Zone 8, please get your neighbors involved, and contact ECC for help: info@eastlakeseattle.org.

Two-hour parking. In areas abutting business uses that are not eligible for the RPZ, "hide and ride" is a problem, as is a tendency for employees to park on the street in preference to the on-site or off-site parking required to be available them. In such cases, two-hour parking limitations can help free up spaces for retail and restaurant customers and park users. An example is part of Franklin Ave. E. that abuts the I-5 Colonnade Open Space, whose off-leash area is plagued by a parking shortage. Normally, a two-hour parking limitation requires support from the abutting property owner.

Eastlake corridor study. SDOT is gearing up for a multimodal study of traffic and parking through and in the Eastlake neighborhood. One option likely to be studied is eliminating all parking on both sides of Eastlake Ave. to improve bus service or install a streetcar. There could also be a proposal for parking pay stations on Eastlake Ave. like those downtown and in the University District--not a welcome prospect, although the prospective revenue might argue against the worse result of losing parking to buses or a streetcar. Watch for notice of City public meetings, and be sure to participate and to respond to requests for written comment.

Do a parking survey of your block. To make the case to elected officials and SDOT on a need to improve their



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parking policies for Eastlake, ECC needs you and others on your block to do surveys of the number of cars parked at different times of the day and of the week. Information on how to do a parking survey of your block is posted on the parking page in the Neighborhood Resources section of the ECC web site, eastlakeseattle.org. Such surveys made a big difference in the 1990s, and they can again today.

Contact the Mayor and City Council. Please send your concerns to the Mayor at ed.murray@seattle.gov or P.O. Box 94749, Seattle, WA 98124-4749; and to the City Councilmembers (not as a group, but to them individually) by U.S. mail at P.O. Box 34025, Seattle, WA 98124-4025; by fax at 206-684-8587 or by e-mail: sally.clark@seattle.gov, tim.burgess@seattle.gov, tom.rasmussen@seattle.gov, jean.godden@seattle.gov, kshama.sawant@seattle.gov, mike.obrien@seattle.gov, bruce.harrell@seattle.gov, nick.licata@seattle.gov, and sally.bagshaw@seattle.gov. Please share with ECC your message and any reply--to info@eastlakeseattle.org, or c/o ECC at 117 E. Louisa St. #1, Seattle 98102-3278.

Come to the April 2 public meeting. Join your neighbors and City officials in exploring the role of parking in Eastlake's economy and livability. The public meeting is Wed., April 2, 7 p.m. at TOPS-Seward. Be there! For questions about any of the above, or to get involved: info@eastlakeseattle.org, or c/o ECC, 117 E. Louisa St. #1, Seattle 98102-3278 or (206) 322-5463.

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Update on Ride the Ducks proposal to relocate next to park and houseboats

The Eastlake Community Council has commented extensively to the City Department of Planning and Development on the Ride the Ducks terminal proposed for next to Terry Pettus Park and the houseboat colony. Rob Widmeyer of the Log Foundation (the houseboats closest to the site) shared his latest comments to the City and his thoughts:

Noise: “The Ducks’ recent response to DPD’s Correction Letter of July 18th first claims that the [noise] laws don’t apply to the Ducks; then proposes that if the laws apply, the Ducks comply; and finally proposes that if the Ducks don’t comply, how about making up a new regulation that the Ducks would have no trouble complying with? ... The Ducks are subject to the Seattle Noise Ordinance, and the Ducks present operation does not comply with the Seattle Noise Ordinance.”

Environmental analysis: “DPD already determined that an environmental impact statement will not be required. The process is that any impacts identified during the review, may require mitigation. If a permit is issued, it would come with a ‘conditioned’ DNS (Declaration of Non-Significance). The conditions would require specific action and commitment to reduce impacts from the proponent as a provision of the permit.

“Our position is that the proponent’s proposal as presented has significant adverse impact. During the review process the proponent has been offered much input on these impacts, and given several opportunities to revise their proposal to reduce these impacts. In their responses, they have not changed their proposal in any way. As such we are asking DPD to reject their proposal.”

Offshore lease: “The State Department of Natural Resources has been directly engaged in project review, as the private submerged property proposed for the Ducks’ ramp is immediately adjacent to submerged DNR property that was formerly leased by the previous property owners to accommodate the NOAA base. The Ducks’ position is that they are not going to ‘occupy’ the DNR property, but only ‘transit’ the site (up to 170 times a day) to enter and exit the lake. As such the Ducks do not believe they need to lease the DNR site immediately west of their site. After expressing initial concerns and disagreement (in a letter to the Mayor from Commissioner Peter Goldmark), it appears that DNR may now agree with the assessment, so the submerged portion to the west of the proposed DNR is not included in the new DNR lease (signed with U.S. Seafoods only).

“DNR is also involved with the removal of the remaining dolphin piles (grouping of multiple piles) that were installed as navigation aids for NOAA. Two were previously removed by NOAA. Three groups remain. The Ducks are objecting to the removal of the dolphin pile immediately adjacent to their site. These dolphin piles are to be re-

moved by the previous owners, or by the Ducks, on behalf of the previous owners.”

General: (to DPD) “The Ducks have not really responded to the specifics of your Correction Letter. They have not conceded any impacts from their proposed operations. They have not proposed a single change to their proposal to mitigate the significant impacts identified by Sparling and by numerous comments from community members.

“As you complete your review of the Ducks response to this most recent correction letter, please keep in mind the other concerns the Ducks have not adequately addressed:

“First, the intensity of usage for entry and exit of the 17 amphibious duck boats -- 4 or 5 trips each, per day for a total of up to 170 entries and exits -that’s one every 3 1/2 minutes in a ten hour operation. This use is inappropriate immediately adjacent to a single family residential zone.

“Second, there are safety issues with the park so close to the ramp. People swim and kayak at this park. The ramp also crosses the Lake Union Trail for each of these trips and then continues along south on Fairview Ave East which is very narrow for two ducks passing each other, with bikes and pedestrians in the street at the same time. There are visibility problems for the duck drivers to see people and animals close to the front of the vehicles both in the water, and on land.

“Finally, the proposal is prohibited in the Urban Marine Shoreline Environment. The applicant is applying for a ‘passenger terminal’ in the Urban Maritime Environment. The proposal does not fit the definition of a ‘passenger terminal’ in any sense. The proposal is clearly for a private tour boat ramp. The application is not a ‘passenger terminal.’ The Ducks are proposing to use this Lake Union shoreline for an ‘entertainment use’ - ‘a commercial use in which recreational, entertainment ... and/or cultural opportunities are provided for the general public, either as participants or spectators.’ ‘Entertainment uses’ are prohibited in the UM Environment. The proposal is therefore not allowed, and should be denied.

“All of us who oppose this location for the Ducks support and appreciate a working Lake Union. There is just a much better solution possible for the Ducks elsewhere. Many in the community would join with local government and State agencies to explore other opportunities such as a long term commitment from the City at the current entry / exit location at the Sunnyside boat ramp, or a more appropriate new location elsewhere on the lake - there are several possibilities.”

Also in response to ECC’s inquiry as to how the public can best participate, the Log Foundation’s Rob Widmeyer responded: “At this point, sharing your comments, questions, and concerns with elected city officials might be as effective as further comments to DPD. However, if you send e-mails to anyone, also copy DPD at ben.perkowski@seattle.gov and prc@seattle.gov.”

Volunteers sought for neighborhood arts initiatives

The February 26 public meeting about Arts in Eastlake discussed many ways to promote art in the neighborhood. As a result, the ECC web site has added a section on the arts. The other initiatives will depend on the availability of volunteer help and leadership. The group suggested that ECC publish and post on its web site a walking guide to Eastlake that identifies public art as well as historical, architectural, and natural sites. The group also agreed on the need for an Eastlake art fair or art walk. Please volunteer to help make either of these goals a reality. Or please suggest something else you can help with that fosters the arts in Eastlake. Write to info@eastlakeseattle.org, c/o ECC at 117 E. Louisa St. #1, Seattle WA 98102-3278 or call (206) 322-5463.



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FREE GARAGE PARKING

Clean up Blaine and Howe St. stairs April 26--and urge City to connect them with a sidewalk

Celebrate Earth Day on Saturday, April 26 by helping clean up the beloved Blaine and Howe Street stairs, (just east of I-5) that connect Lakeview Blvd. up to 10th Avenue East. Bring gloves and any one of the following: broom, rake, scraper, pruning shears or saw. For information: <http://www.seattlestairwaywalks.com/walks-and-events> or contact ECC at info@eastlakeseattle.org.

And please contact elected officials about the missing sidewalk on Lakeview Blvd. that should connect these heavily used stairs. Its absence--on a principal arterial--is a risk and barrier for pedestrians who commute, exercise, sight-see, or try to reach homes, businesses, and parks. Now they must either walk in the roadway on the east side of Lakeview Blvd., or make two crossings of Lakeview to and from the west sidewalk. Either way, pedestrians face fast-moving traffic, including from the I-5 off-ramp.

Urging that the Seattle's Capital Improvement Program include the missing sidewalk and a retaining wall to protect it on the east side of Lakeview Blvd. between the Blaine and Howe Street stairs, please contact the Mayor (ed.murray@seattle.gov or P.O. Box 94749, Seattle, WA 98124-4749) and

City Councilmembers (write them individually, not in a group e-mail), PO Box 34025, Seattle, WA 98124-4025 or at sally.clark@seattle.gov, tim.burgess@seattle.gov, tom.rasmussen@seattle.gov, jean.godden@seattle.gov, kshama.sawant@seattle.gov, mike.obrien@seattle.gov, bruce.harrell@seattle.gov, nick.licata@seattle.gov, and sally.bagshaw@seattle.gov. Please also send a copy to ECC at info@eastlakeseattle.org.



The dome of the trash can at Good Turn Park hand-painted with a woody scene by local volunteer Lauren Campbell was stolen in February, but we won't be discouraged. Like about half the parks in our neighborhood, Good Turn was built by the community and is maintained by volunteers. To help with any local park or green space, please contact the ECC.

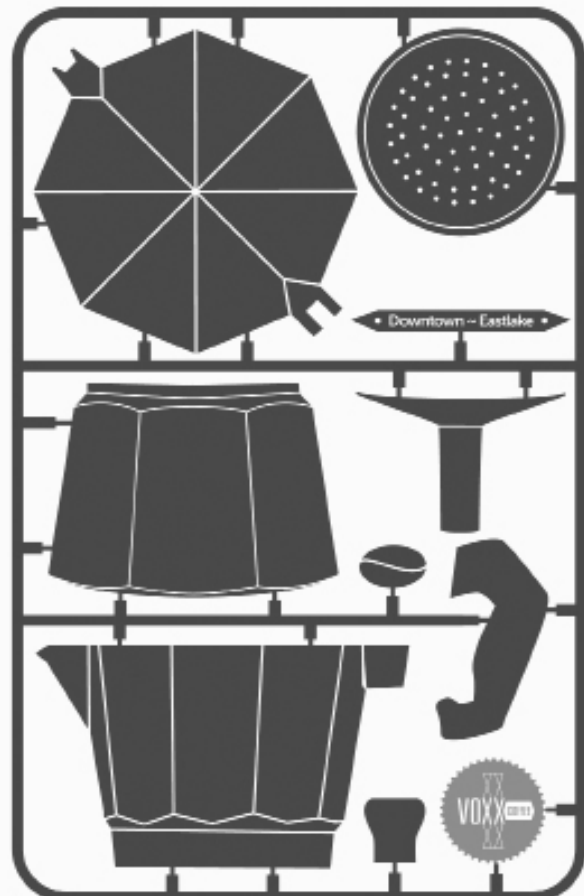


ECC initiatives for singles, renters include MeetUp events

The ECC Jan. 7 public meeting brainstormed with singles and renters how to better serve their needs. Ideas that were discussed include groups for running, walking, stair climbing, canoe/kayaking, and playing boules/bocce. If any of these ideas intrigue you or you can suggest something not on the list, please contact ECC at info@eastlakeseattle.org. Mainly, we need one or more people to take responsibility for organizing each activity.

A result from the meeting was ECC's purchase of a MeetUp.com account subtitled "Enjoying our neighborhood and neighbors." A regular listing already is an ECC-sponsored monthly potluck/game event at the Eastlake Zoo Tavern, with cross-listing of other events such as the Seattle Anti Freeze's "Geeks That Drink Trivia Night" Tuesdays at the Ship Canal Grill on. Please help add some more Eastlake-based events; contact ECC at the address above.

Also as a result of the Jan. public meeting, ECC will post on its web site some information that is useful for renters, such as about tenant rights and about apartment buildings in the Eastlake neighborhood. We welcome your suggestions on information to post on either topic. Also, your ideas are needed on how to make it easier for people who want to share housing to find one another, a step that can dramatically reduce costs. A recent Seattle Times study found more than one in five Eastlake households shared by two unrelated people, the highest proportion of any neighborhood in Seattle.



Officials need to hear it more than ever: don't leave Colonnade park expansion out of funding plans

The popular I-5 Colonnade Open Space (a City park) isn't finished, but is being left out of Parks Dept. planning. Although well-connected to the north, to the south it has no real connection to Capitol Hill, South Lake Union, or downtown. See the "documents for review" section at <http://eastlakeseattle.org> for a master plan by an experienced designer for expanding the park on more WSDOT land--a magnificent opportunity for pedestrian and bicycle connections, with spectacular views and weather protection.

At its south end, Colonnade park needs a stairway up to Lakeview Blvd., a trail south to the parking and bus stop near the intersection of Eastlake Ave. and E. Aloha Street, and a trail from the intersection of Franklin Ave. E. and E. Galer St. up into the park's interior. Also on the WSDOT land between E. Galer and E. Nelson streets that connects Colonnade with Eastlake Ave., there could be steps and a switchback trail, and in the sunny upper elevation above the trees, a P-Patch community garden.

Within its existing boundaries, Colonnade park needs improvements in the existing north path, a new north-south path just east of the off-leash area; a sidewalk along Franklin Ave.; rain covers where gaps between the freeway lanes drench stairway users; a skate bowl/ramps north of the top steps; repair and sealing of the granite gathering area; a new exercise station; a sidewalk along the east side of Franklin Ave. E.; 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.

Colonnade also needs an accessible path up from the corner of Franklin Ave. E. and E. Blaine Street (currently prohibitive for not only wheelchairs but anyone with a disability, seniors, children, or parents with strollers). An easy grade entrance would connect to the existing ADA-accessible trails to the north (now inaccessible to ADA users from the west) and to the north end of the off-leash area (also inaccessible to ADA users), among some of Seattle's biggest redwood trees.

Please urge that Colonnade park's expansion and improvement be listed as an "investment initiative" in any funding measure placed before the voters this August. Eastlake was left out of the 2008 parks levy--don't do it to us again! Emphasize the surrounding area's population growth, the need for more amenities and connections, and cost-effectiveness (WSDOT won't charge the City for use of the land). Write NOW to the Seattle Parks Board, Parks Dept. and Parks Legacy Citizens Advisory Committee--all at parkslegacy@seattle.gov; or c/o Susanne Rockwell at 100 Dexter Avenue N., Seattle 98109. Please especially write to the City Councilmembers at P.O. Box 34025, Seattle, WA 98124-4025, by fax at 206-684-8587, or by e-mail (write them individually, not in a group): sally.clark@seattle.gov, tim.burgess@seattle.gov, tom.rasmusen@seattle.gov, jean.godden@seattle.gov, kshama.sawant@seattle.gov, mike.obrien@seattle.gov, bruce.harrell@seattle.gov, nick.licata@seattle.gov, and sally.bagshaw@seattle.gov. Please copy your message to ECC at info@eastlakeseattle.org.

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How to make Fairview safer for pedestrians while not sacrificing parking? Help choose designs at the May 20 workshop, and 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 Wed., May 20 public workshop, 7 p.m. at TOPS-Seward School. See the end of this article for where to send your ideas or drawings, or if you have questions.

Long before the City in 2009 designated the Cheshiahud Loop walking route around Lake Union, the 1998 community-generated Eastlake Neighborhood Plan (at eastlakeseattle.org, with many pages about Fairview) called for a safe lakeside walking route on or adjacent to Fairview.

The neighborhood 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.

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.

ECC will draft a Street Design Concept Plan 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 May 20 public workshop on possible design improvements for Fairview. And please now 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.



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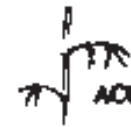
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Pocock Rowing Center is 20 years old!



In June 1994 the George Pocock Memorial Rowing Center on Lake Union and in Eastlake opened its doors. The Center, at 3320 Fuhrman Ave. E, was built in honor of George Pocock and is a state-of-the-art rowing facility. George Pocock was a world-renowned boat builder, professional rower, and coach.

The Pocock Rowing Center turns 20 this year, but any celebration will have to wait until the traditional, annual Pocock Day in mid-July. "June is just too busy for rowers with events and competitions," says Tara Morgan, Chief Relationship Of-

ficer for the George Pocock Foundation, whose motto is "We change lives through rowing." The Foundation that funded the facility also celebrates an anniversary, its thirtieth, says Ms. Morgan.

Pocock Day this year will be a big celebration for both anniversaries and as always open to the public. It includes a pancake breakfast and barbeque as well as the popular Ham and Egger rowing race. For the Ham and Egger, everyone who wants to participate puts their name in a hat, says Ms. Morgan. "You can get Olympians and beginners rowing in the same boat together. It's a lot of fun."

And fun is what rowing is all about as any of the center's over 400 members will tell you.

PRC offers rowing classes for all skill levels. It has a large exercise room with work out equipment, office space, banquet room with view of the lake, and a conference room, which they generously open for ECC neighborhood meetings.

For more information on rowing and the up-coming Pocock Day, check out the Pocock Foundation website at www.pocockfoundation.org. While on line you might also want to check out videographer Vaun Raymond's Lake Union Virtual Museum (which was featured in the last *Eastlake News*). The virtual museum has a great video on the history of rowing on Lake Union that highlights the story and work of George Pocock.



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March 18 public meeting considers microhousing, apartment/condo heights, and retail and restaurant zoning

Please come to the ECC public meeting on land use issues Tuesday, March 18, 7 p.m., at TOPS-Seward School. We'll discuss several issues that could change Eastlake either for better or for worse. On all three, there is background on ECC's web site, eastlakeseattle.org, in the section on "Opportunities for public comment."

Microhousing. We'll hear the latest on what the City Council and Mayor are doing to correct the totally inadequate regulation of microhousing ('apodments') of recent years. We'll also look at two current microhousing proposals that the City is considering, and what Eastlakers can do about them.

L3 zone building heights. Despite fervent opposition from ECC and other neighborhoods, the City Council adopted height increases for L3 zones (much of our neighborhood east of Yale Ave. E.) that, for example, allowed the grossly overheight 5-story microhousing project at 2371 Franklin Ave. E. The citywide backlash is so great that the City Council will be considering modest reductions in the previous increases, but the proposed changes would not have been enough to prevent the 2371 Franklin disaster. We'll discuss what to do next.

Ensuring shops, restaurants, and other customer services on Eastlake Avenue. An important bolster for Eastlake business district has been the Neighborhood Commercial zoning along Eastlake Avenue which under the Land Use Code requires that the first floor facing the street be built for and occupied by shops, restaurants, or other customer services. While these spaces are not always occupied, the required supply has helped keep rents affordable for these businesses. Developers and building owners want these requirements dropped and the City Council almost did drop them in 2012 before ECC joined with other neighborhoods to ask for a study which is now in progress. Dropping the requirement would allow developers and building owners to line Eastlake Avenue with office buildings and apartments/condos with no few shops, restaurants, or other customer services at street-level.

The Eastlake Community Council seeks your input on what is best for our neighborhood. The only parts of Eastlake Avenue currently required to have on-street shops, restaurants, and other customer services are the blocks between Lynn and Edgar Streets, between the University Bridge and Allison Street, and the corners by Boston Street and by Hamlin Street. Should those areas continue to be required to have on-street shops, restaurants, and customer services, and should this requirement be extended to any other sections of Eastlake Avenue? Should on-street businesses be encouraged all along Eastlake Avenue, or should zoning seek to confine them to a few "nodes?"

At this point, the City is not considering any expansion

of the current required locations for on-street shops, restaurants, and customer services, so it is urgent for us to recommend such study if it is warranted. Background is on the City web site at <http://bit.ly/19Tb4Rc>. Please let ECC know your questions or wishes by writing to info@eastlakeseattle.org. And please attend ECC's March 18 public meeting when this topic and the others above will be discussed. Other land use issues may also be raised at the meeting, but please request the addition of these topics beforehand. And if you can't come, please send us your questions or thoughts.

WSDOT backs completing I-5 noise walls, but balks at reducing Ship Canal Bridge noise

I-5 was built in 1962 before environmental laws or noise regulations, so some Eastlake businesses, residences, streets, and parks have the worst noise levels in the state. Since the Eastlake Community Council's founding in 1971, we have worked with a succession of Washington State Dept. of Transportation officials and 43rd district legislators toward retrofitting this section of I-5 for noise reduction.

As a result of ECC's series of public meetings on I-5 noise and your many messages to WSDOT and our 43rd district state legislators, WSDOT has restarted its stalled effort to build noise walls on the parts of Boylston and Franklin

Avenues that abut the freeway. For this purpose, WSDOT recommends that the state legislature include up to \$3.5 million in the biennial budget. Unfortunately, the legislature is deadlocked on transportation funding.

Meanwhile WSDOT has concluded that it cannot retrofit the I-5 Ship Canal Bridge to reduce noise without destabilizing it. Our 43rd District legislators are pressing WSDOT to reexamine this conclusion, and also to better consider low-cost noise-reducing operational changes in bridge traffic that it has previously rejected: (1) close the express lanes earlier (10 p.m. rather than the current 11 p.m.); (2) open the express lanes later (5:30 a.m. or 6 a.m. rather than the current 5 a.m.); (3) reduce express lane speeds on the bridge and approaches to 40 miles per hour; and (4) exclude trucks and motorcycles from the bridge express lanes.

Please thank our elected officials for pressing for noise-reducing measures on the Ship Canal Bridge, and ask them to ensure \$3.5 million for completing Eastlake's noise walls. With a copy to ECC at info@eastlakeseattle.org, write to our state senator (jamie.pedersen@leg.wa.gov) and our state representatives (frank.chopp@leg.wa.gov and brady.walkinshaw@leg.wa.gov). Please also write to the mayor at ed.murray@seattle.gov. For questions: info@eastlakeseattle.org, or c/o ECC, 117 E. Louisa St. #1, Seattle 98102-3278 or (206) 322-5463. For ECC's correspondence with WSDOT and our state legislators, see the "documents for review" section of <http://eastlakeseattle.org>.

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Remembering Steve Miller, 1942-2013

A longtime Eastlake resident, Steve Miller, passed away peacefully at St Patrick's Hospital in Missoula, Montana on Sunday October 13 from complications related to intestinal surgeries.

He enjoyed life greatly.

Steve was born in Chicago on May 12, 1942 to Ralph and Gertrude Miller, attending school in the Norwood Park area of the city. He studied aeronautical engineering at the University of Illinois in Urbana, where he was active in his fraternity and sang with the Glee Club.

Following graduation Steve worked for Boeing, Lockheed, and Volkswagen, and started his own consulting business, S.R. Miller and Associates in Seattle in the 1980s. Some of his best stories involved investigations of accident scenes carried out for testimony in court cases.

Steve met and married a teacher, Pat Graybeal in 1990. They shared many interests including traveling, sailing, music and ballet. He loved to sing, such as with the choir at University Presbyterian Church and with the Seattle Symphony Chorale. He also played Grandfather in the Pacific Northwest Ballet's Nutcracker and had walk-on parts in other ballets and with the Seattle Opera.

Steve was a great sports fan but his real passion was for model trains and for restoring collectable cars including a Ferrari, a Morgan, several Jaguars and many VWs and other European and American models. Shown in the above photo of Steve and Pat is a 1951 Hudson Hornet that he restored.

Steve and Pat enjoyed living near the ocean in Maui, Flathead Lake in Montana, and Seattle's Lake Union. He came to know Jesus personally following a series of heart related challenges during the last years of his life. Steve is survived by wife Pat, son Ryan (Christina), and grandson Quinn, all from Seattle and by his sister Bonnie Miller of Chicago. ECC sends its sympathies and best wishes.

Remembering Arthur Sawe and Julian Gray-Florance, 1989-2014

A tragic collision early on New Year's Day took the lives of Eastlake resident Arthur Sawe and a friend, Julian Gray Florance, both 24 years old.

Arthur and Julian had known each other since the sixth grade. In 2007 they joined other University Prep seniors in helping build the popular mountain biking area in the I-5 Colonnade Open Space.

The crash site was near this city park, and it was also here that friends and family created a temporary memorial to Arthur and Julian (see photo below).

Arthur's mother recalls: "Some are put here for a reason, and Arthur may have been one of those. He was kind, smart, and full of life. He could capture a room simply by walking in. Arthur was charismatic, genuinely interested in others, and would do anything for a friend. He was the best son a mother could have."

Julian is remembered for his "gentle, inventive, and adventurous nature. All who knew him would describe him as a wonderful young man with a big heart who was sweet, kind, loving, and fun; while still a strong hardworking guy who didn't mind getting his hands dirty. He treasured his wide circle of friends and extended family."

The Eastlake community shares this loss and extends its sympathy and love to the families and friends of Arthur and Julian.



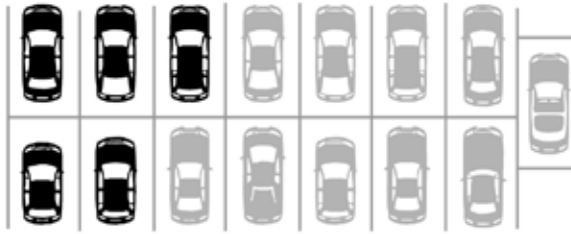
May 17 Lake Union shoreline clean up

Help clean up and restore the Lake Union shoreline Saturday, May 17, 9 a.m. to noon in the 1500 to 1900 blocks of Fairview Ave. E. Afterwards, enjoy a free cookout at Lake Union Park (south end). Come on foot or in kayak, canoe, rowboat, or other watercraft. Bring gloves and wear sturdy shoes. This is one of many sites around the lake that will occupy 300 volunteers. Sponsored by ECC and the Puget Soundkeeper Alliance.

The Fight Hunger, Build Hope Capital Campaign for the University District Food Bank

By the Numbers:

3X
more space



Current space is 800 sq. ft., equivalent to about 5 parking spaces.
New space will have 2,400 sq. ft.

33%
more customers



33% more people will be able to be served each week.
New space will be ADA-compliant.

40%
more food



40% more pounds of food that can be distributed
25% more perishables like fruits and vegetables

Thank You, Eastlake, from the University District Food Bank

During our 2013 holiday drive, Eastlake neighbors and friends donated around 700 pounds of food and other needed items to the University District Food Bank (UDFB). The Eastlake Community Council sends a huge thank you to the Eastlake businesses who hosted neighborhood collection sites: Lake Union Mail, Pete's, and the Washington State Employees Credit Union.

The UDFB is an important safety net in our community. In 2013, the Food Bank responded to 53,000 requests for food without turning anyone away. The Fight Hunger, Build Hope Capital Campaign will help UDFB expand from 800 to 2400 square feet. With this space comes the ability to serve and distribute more food, become ADA-accessible, and increase the amount of perishable food donations -- often the most nutritious -- that can be accepted. Generous donors in Eastlake have already contributed over \$1,100 toward the Eastlake Community Council's \$5,000 goal. Please consider a donation using the information in the coupon at the bottom of this page.

Our community food bank needs our help. Please join the Eastlake Community in strengthening the food bank so it can continue to provide vital services for years to come.

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so we can make sure our donations are matched.

MOST POPULAR PLACE IN TOWN

A recent national survey by the **Pew Research Center** found that only 43 percent of Americans know all or most of their neighbors by name. Eastlake will be safer and friendly if more of us know one another. On the first Tuesday in August (August 5 this year), the City government allows street parties without the charges or insurance that normally apply. But potlucks and parties can be organized anytime and anyplace, like a front yard, driveway, or living room. Contact ECC if you'd like some advice or help with publicity.

The Eastlake Community Council deeply appreciates renewal for 2014 of a \$1500 grant from **ZymoGenetics, a Bristol-Myers Squibb company** that makes possible the Eastlake archive and history program, including our April 30 history talk by local historians **Paul Dorpat** and **Jean Sherrard** (see article). As one of Seattle's oldest yet fastest changing neighborhoods, Eastlake needs to preserve and remember its history.

ECC is grateful to **Champagne Cruises** (<http://www.champagnecruise.com>) for generous donation of the **Islander** for two fundraising cruises a year. The most recent one on Dec. 23 had perfect weather to enjoy the Christmas Ships finale. The captains said they had never seen so many boats out on Lake Union for any occasion ever.

Don't miss the next cruise, which is tentative scheduled for Thursday, July 17.

Sebi's Bistro is the latest restaurant to host ECC's twice annual Celebration (see separate article on the May 8 event). Others have included **14 Carrot Café, Siam on Eastlake, Louisa's, Pazzo's** and **Ship Canal Grill**. At the popular events, ECC purchases "small bites" for the public, the restaurant offers reduced prices for beverages, and dining continues off the regular menu. ECC welcomes inquiries from other restaurants to host its future fall and spring celebrations.

Thanks to the Eastlake businesses that are helping with ECC's May 6 movie benefit for the **University District Food Bank** (see udistrictfoodbank.org). The **Eastlake Zoo** is donating its facilities and part of its proceeds for the event, as are **the 14 Carrot Café** and **14carrotcafeatnight**. Donated services are also coming from **G&H Printing** and **Live Oak Audio Visual**. Donations of other services or cash are most welcome; contact ECC at info@eastlake-seattle.org.

ECC continues to work with the City and businesses to bring **gigabit speed broadband internet** to Eastlake. Two successive corporate partnerships that the City of Seattle engaged in for citywide networks have collapsed amidst a lack of private investment. Meanwhile, other cities like **Tacoma** and even **Chattanooga** are forging way ahead of Seattle. One bright spot is **CondoInternet**, which is already providing some service in Eastlake and wants to expand (not restricted to condos--they will take on any large office or apartment building). ECC encourages you to contact them at info@condointernet.net or (206) 777-6666.

The Seattle Times recently reviewed the happy hour at **Little Water Cantina** (2865 Eastlake Ave., littlewatercantina.com): "Most bars with water views don't offer food or drink discounts at their prime real estate, relegating happy-hour revelers to the dim bar... There's no asterisk in the happy hour here, though. You grab a seat in one of the 16 picnic tables outside if you can find one...while you breathe in the unobstructed water view, and listen to the megaphoned barking of the coxswain and the hum of float planes--the soundtrack of Lake Union, a prelude to summer."

Originally a restaurant, the **Lake Union Café** (3119 Eastlake Ave., <http://lakeunioncafe.com>) with its elegant art deco interior is now available only for private events such as corporate functions, dinners, wedding ceremonies & receptions, retreats, and Bar/Bat Mitzvahs. Its **Lake Union Café Custom Bakery** (<http://LUCCustomBakery.com>,

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With last year’s passage of a state initiative to legalize marijuana in certain circumstances, Seattle is developing regulations on where it can be sold; so far Eastlake is off limits except for medical marijuana--and we do have at least one medical marijuana collective, **Greenhand** (3107 Eastlake Ave E., 206-735 7072, greenhandseattle.com and on Facebook). ... Eastlake is also home to **Leafly** (1920 Eastlake Avenue, leafly.com), a fast-growing startup which hopes to become the “Yelp” of marijuana. The Business Insider blog describes leafly.com as including an interactive “periodic table of pot,” with a click leading to information on each variety such as good and bad effects, and where to get it, and user reviews. Leafly describes itself as “the world’s largest cannabis information resource. We make the process of finding the right strains and products for you fast, simple, and comfortable. Whether you’re new to cannabis, a medical marijuana patient, or a seasoned recreational consumer, Leafly is the perfect destination for you!”

When many of us were teens, jobs were plentiful and a pivotal part of growing up, teaching responsibility and an exciting introduction to new experiences and people. Today youth unemployment is widespread and is damaging young lives. Please consider setting aside some work for a teen. For advice or to post a job opening, contact the **Workforce Development Council of Seattle /King County** (<http://www.youthatwork.info> or 206-448-0474). ... The **Seattle Good Business Network** uses ads and a web site, <http://thinklocalseattle.org> to promote buying and dining with locally owned businesses. But so far, not a single Eastlake business has joined. For information: <http://www.seattlenetwork.org>.

Longtime Eastlake resident and UW earth and space sciences professor **Ed Waddington** is one of hundreds of scientists worldwide on a team that is studying ice sheets in Greenland that are more than 100,000 years old. The research is crucial to understanding global climate change such as we are facing in the current era. ... The **lost pets clearinghouse on ECC’s web site** at eastlakeseattle.org invites listings if you’ve lost a pet or have seen one that seems lost. E-mail us at info@eastlakeseattle.org with anything to be posted.

Eastlake welcomes the **American Diabetes Association** (206-282-4616, www.diabetes.org), now at 2815 Eastlake Ave E., Suite 240. We’ll have more about them in a future issue.

Do you have some time or skills to volunteer for the neighborhood, or would you like to donate something? In the section on “**How to join, donate, or volunteer**” at <http://eastlakeseattle.org> you can donate or volunteer online; or contact ECC at info@eastlakeseattle.org, (206) 322-5463, or 117 E. Louisa St. #1, Seattle, WA 98102-3278.

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.

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June 10 public meeting on July 4th plans and making Eastlake safer from crime and disasters

At this Tues., June 10 public meeting (7 p.m. at TOPS-Seward School, 2500 Franklin Ave. E.), we'll discuss with Police Department representatives their plans for the crowds and traffic from the July 4th fireworks. We'll also engage about any recent car thefts, break-ins, drug problems, or disorderly behavior, and about emergency preparedness.



See ECC's web site, <http://eastlakeseattle.org> on best practices for crime prevention and emergency preparedness; and hot lines and web sites to report different infractions. Below are highlights; we welcome your ideas and volunteer help. And please send your e-mail address to info@eastlakeseattle.org to be contacted about urgent crime or emergency issues as they arise.

911 and (206) 625-5011. Police urge immediately phoning 911 if you see any law-breaking or expect it imminently. The officers can't respond if you don't alert them, and are more likely to patrol Eastlake if there is a history of 911 calls. Nothing is too small to report, and a crime need not have been committed. There are plenty of 911 operators and they know where to route calls, so please don't hesitate. An alternative to 911 is the Police Department's non-emergency number, (206) 625-5011 (dial 2 and then 8 to reach a dispatcher). It's for something suspicious but you're not sure if it's criminal; or for late reporting of a non-emergency crime with no suspects nearby; or to report noise or parking complaint. But please do call one or the other number when you see actual or suspected law-breaking.

Sex trafficking. With our proximity to I-5 and downtown, the neighborhood sometimes is a location for arranging or following through on paid sex. If a crime is in progress, call 911. An on-line alternative to the non-emergency number is to file an anonymous tip at redlighttraffic.org.

Neighbor-to-neighbor cooperation. Your block or dock will be safest by preparing together. Try to share phone numbers, e-mail addresses, Twitter and Facebook accounts, and get to know one another well enough for mutual alerts and problem-solving about suspicious or risky situations. Blockwatch can but doesn't have to involve a whole block; there's also safety in cooperation of several residences or businesses, nearby houseboats or liveaboards, or within an apartment, condo, or office building. For more: <http://www.seattle.gov/police/programs/Blockwatch/default.htm>.

Report graffiti. Quick removal of graffiti discourages taggers. Seattle requires landowners to remove it promptly, and promises immediate action on public property. Report graffiti (and water pollution and illegal dumping) at 206-684-7587; or <http://www.seattle.gov/util/index.htm>. To join ECC's effort against graffiti: friskyl@mindspring.com.

Emergency preparedness. Please join the neighborhood's efforts to prepare for emergencies. For info, videos and free trainings on emergency preparedness: www.seattle.gov/emergency or (206) 233-7123 (and please let ECC know if you've taken one of these trainings or if you'd like to help create an emergency hub in Eastlake). ECC invites doctors, nurses, and paramedics to join our confidential list to be contacted during a neighborhood-wide emergency: (801) 243-2136 or jeremythueson@gmail.com and info@eastlakeseattle.org. Ham radio or satellite telephone

operators are also asked to let ECC know how to reach them in a future emergency.

Contact ECC. The Eastlake Community Council has liaisons to both police precincts that cover our neighborhood, and can help with questions or concerns. ECC wants to hear your ideas and questions about crime issues and prevention, and on emergency preparedness.

Signs are available from the City government for neighbors to signify an active block watch effort or to discourage speeding traffic. For information, contact the Eastlake Community Council at info@eastlakeseattle.org.

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www.Ralli-Round.com

Monday to Friday 10:00 am to 6:00 pm
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Ben's Car Blog

Should I change the fluid in a "Serviced for Life" transmission?

Here at Ralli-Round Ltd we are seeing issues with all "serviced for life" automatic transmissions. When the manufacturers' recommendations are followed, and the transmission fluids are never changed, these transmissions tend to last about 150 -150K miles and then fail. This is going to drastically reduce the reliability and resale value of cars with automatic transmissions, as we are now seeing in some cars of European manufacturers.

At Ralli-Round Ltd we recommend that you change the transmission fluid a minimum of every 50 thousand miles using the factory special fluids.

The new transmissions with "lifetime fluid" do not have the simple drain and fill port as older cars did and most lifetime serviced transmissions don't have a dip stick to measure the fluid levels. The transmission fluid is changed while the car is running and a special scan tool is used. This tool observes the transmission temperature and the fluid level is set using a depth tube that allows the fluid to flow out of a measured high tube inserted in the pan of the transmission.

If your transmission has never been serviced and you are over 70k miles, I recommend a complete flush, instead of a drain and fill. While a "drain and fill" is about a quarter of the price of a complete flush, it only replaces 1/3 of the fluid. A complete flush completely replaces all of the transmission fluid, but is more expensive and time consuming.

I believe that the car manufacturers realize they are building such good engines that, if properly used for, will last over 300k miles.

The solution is simple: Have your transmission serviced every 50,000 miles. Then you are deciding the lifespan of your car, not the car manufacturers.

Next issue: Engine coolants.

Written by Ben L Howe Owner of Ralli-Round Ltd.

We're highly trained car geeks providing high quality repairs and service. And we'll bring Car Talk to you — explaining your repairs, so you can make educated and informed decisions

History slide talk on Eastlake, Lake Union, and Seattle is April 30

The Eastlake Community Council welcomes historians/documentarians Paul Dorpat and Jean Sherrard for an illustrated history talk on Eastlake, Lake Union, and Seattle - Wed., April 30, 7 p.m. at TOPS-Seward School, 2500 Franklin Ave. E.

Dorpat and Sherrard co-author a long-running Seattle Times Pacific Magazine column with photos and commentary on the same place "now and then." Their slide talks offer unforgettable insights and are not to be missed.

Also, ECC welcomes your donation or loan of slides, photos and other mementoes—info@eastlakeseattle.org, 206-322-5463, c/o 117 E. Louisa St. #1, Seattle 98102-3278. Or just bring some to share that night. For example, we are looking for information about three early 20th century local organizations: Eastlake Improvement Club, Fairview Improvement Club, and North Broadway - Eastlake Improvement Club. If you know or can find anything about them, please contact ECC.

Join Paul Dorpat and Jean Sherrard April 30. The meeting is made possible by a grant to ECC from ZymoGenetics, a Bristol-Myers Squibb company.

Eastlake Family Social, with reading time (6 p.m. before ECC's public meetings) begins families initiative

Every Eastlake Community Council 7 p.m. public meeting at the TOPS-Seward School library will now be preceded by a 6 p.m. family social, to include reading time! This great idea emerged from ECC's Jan. 29 public meeting where parents and kids strategized on how the neighborhood could better serve their needs. The Seward School building is mostly unavailable to neighborhood children who aren't enrolled there. Now young kids and their parents can attend ECC's family social there every few weeks.

ECC's public meetings are always in the TOPS library, but since it's in great demand, our reservations aren't on the same day each month. Please note these dates (all 6 p.m. in the school library): Tues., March 18; Wed., April 2; Wed., April 30; Tues., May 20; and Tues., June 10. To help out or for questions or to suggest books or other possible activities for the Eastlake family social, please contact coordinator Maria Gere at mariagerea@yahoo.com. To recommend or organize other ECC initiatives to reach out to families and kids: info@eastlakeseattle.org.

Become an ECC Member and/or Make a Donation

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

name(s) _____

street address or PO box _____

city, state, zip code _____

phone: _____

e-mail: _____

- Household Membership \$35
- Student / Senior / Low Income Membership \$10
- Business Membership \$75
- Donation \$ _____

Today's date: _____

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

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

For questions: info@eastlakeseattle.org or (206) 322-5463.



Be a cornerstone for your community Volunteer!

We invite you to check off one or more interests (need not be a member or donor to volunteer):

- Help with web site, data base, 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
- Neighborhood history or photography
- Door-to-door newsletter distribution
- _____ (suggest something new!)