



The Eastlake News

Coming Events

Summer 2018

Public meeting. Part 1: Engage Police Dept. about Eastlake’s public safety priorities, and July 4 plans. Part 2: Update on land use issues, including developer presentation about project for 10 apartments/4 parking spaces at 2317 Franklin Ave E. Tues., June 5, 6:30 p.m. TOPS-Seward, 2500 Franklin Ave. E.

Clean up and celebrate at Good Turn Park Friday, June 15, 10 a.m. to noon (Martin street end, 3149 Fairview Ave. E.). Wear gloves and sturdy shoes. Also welcome: shovel, pruner, saw, and/or food or drink to share.

Work party to save Colonnade and its redwoods from invasive plants Wed., June 20, 9 to noon Meet at west entrance near corner of Franklin and Blaine streets, near north end of the off-leash area. See article, p. 10

Clean-up after the fireworks and crowds Wed., July 5, 10:30 a.m. to 12:30. Meet at Louisa street-end park on Fairview Ave. E. for empty trash bags and to drop off full ones. See article, p. 7

Eastlake Cruise Thurs., July 12, 1611 Fairview Ave. E., 6:30 – 8:30 p.m. Tickets \$20 at BrownPaperTickets.com. See back page.

Eastlake free outdoor movie, Charlie Chaplin’s “City Lights” Sat., July 14 in Rogers Playground. Fun and picnics begin at 7:30 p.m., movie at 8:35. See article, p. 2

Seattle Night Out Tues., Aug. 7. Free of the normal permits and insurance requirements, have a street party for fun and preparedness. See article, p. 12



Parking: An increasingly vexing problem for the Eastlake neighborhood

by Steve Dunphy

Are you having more trouble finding a parking place in the Eastlake neighborhood these days? Here are some reasons why:

- Construction impacts on parking and traffic. Seattle Department of Transportation permits allow construction workers and contractors to occupy parking spaces or streets otherwise available to the public, while unofficial street closures make room for trucks and construction equipment.
- On-street parking spaces set aside for car-share companies.
- Already crowded conditions from recent construction of town houses and efficiency apartments.
- Nearly twice as many Zone 8 Restricted Parking Zone permits issued than actual parking places in the area.
- An increasing number of “park and hide” commuters who park their cars in Eastlake – for free – then walk to work or ride transit downtown.

There are no simple answers to parking problems in the Eastlake area, as more than 30 Eastlake residents learned in a late April Eastlake Community Council public meeting at TOPS/ Seward School library.

Most speakers related problems with parking including illegal signs, trying to find parking late at night, lost parking due to construction projects, issues with city Zone 8 restricted parking zones and the threat of city pay stations in the

Continued on pg.4

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

The deadline for ads and submissions is: Jan. 20 for spring issue; May 20 for summer issue; August 10 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.



Free outdoor movie, Charlie Chaplin's *City Lights* – Sat., July 14 in the park

Watch Charlie Chaplin's *City Lights* under the stars in Rogers Playground, 2500 Eastlake Ave., Sat., July 14. Fun and picnics begin at 7:30, movie at 8:35 p.m. Bring a blanket or low chair to sit on, and a jacket to keep warm. The outdoor movie is free and happens just once a year, so don't miss it!

City Lights (1931) is widely recognized as among the greatest movies ever made. It was written, directed, and acted in by Charlie Chaplin, who also co-wrote the musical score and the sound effects (there is no audible dialogue). Chaplin is comic, tragic, and acrobatic as his world-renowned Little Tramp character. Other superb performances include Virginia Cherrill (a future Mrs. Cary Grant) as the humble, blind flower girl.

City Lights is the unforgettable story of love and hope between these two lost souls amidst a heartless and unequal city. The novelist and film critic James Agee called the last scene (happy or sad ending? you decide) "the greatest piece of acting and the highest moment in movies."

The hilarity begins with the first scene, with the Tramp spoiling a ceremonial unveiling as he is found cradled in the statue's lap, and he soon begins a slapstick on-again and off-again friendship with a mercurial multi-millionaire (sound familiar?). Among the other highlights, he mistakes cheese for soap and confetti for spaghetti, interrupts a singer with whistle-augmented hiccups, teeters on the brink as a street elevator up-and-downs behind his to-and-froing before a naked statue in a shop window. For love of the flower girl and to help her regain her eyesight, he gets stuck street cleaning behind an elephant, and barely survives a safely-fixed-but-now-it-dangerously-isn't prize fight.

Regarding appropriateness for children, the British Board of Film Classification rates *City Lights* as "Universal – Suitable for all (four years or over)."

This wonderful free movie is brought to you by the Eastlake Community Council with the generous sponsorship of local businesses. See you at the movie in the park, under the stars!!

HINES PUBLIC MARKET

14 Carrot CAFE

14 Carrot Gold

The 14 Carrot Cafe nests in the historical Hines Public Market building on the Eastside of Lake Union. Commercial vernacular buildings were built along major streetcar routes to provide nearby residents with groceries and other daily needs.

Eastlake Avenue was an important streetcar route, connecting downtown to the University District, first over the old Latona Bridge and later over the University Bridge.

This small commercial building has been an Eastlake fixture since 1923.

For years it housed a grocery and meat market; Carr's Fine Foods, owned by Arlyn Carr, and a meat market owned by Val Sonntag were here for more than fifteen years from the 1930s until the 1950s. At that time the sign said "Carr's Fine Foods".

There has also traditionally been a tavern here, starting with The Beer Parlor ran by Joseph Carroll in 1938, Mack's Tavern in 1952, the It'll Do Tavern in 1966 and now the Eastlake Zoo Tavern as well as the 14 Carrot Cafe which has been cracking eggs for over 40 years now.

The 14 Carrot Cafe opened its doors in 1977 by first owner Julia Miller who then sold it to Greek immigrant Eletheria "Terry" Proios in 1992.

Terry has been successfully running the show for 25 years now.

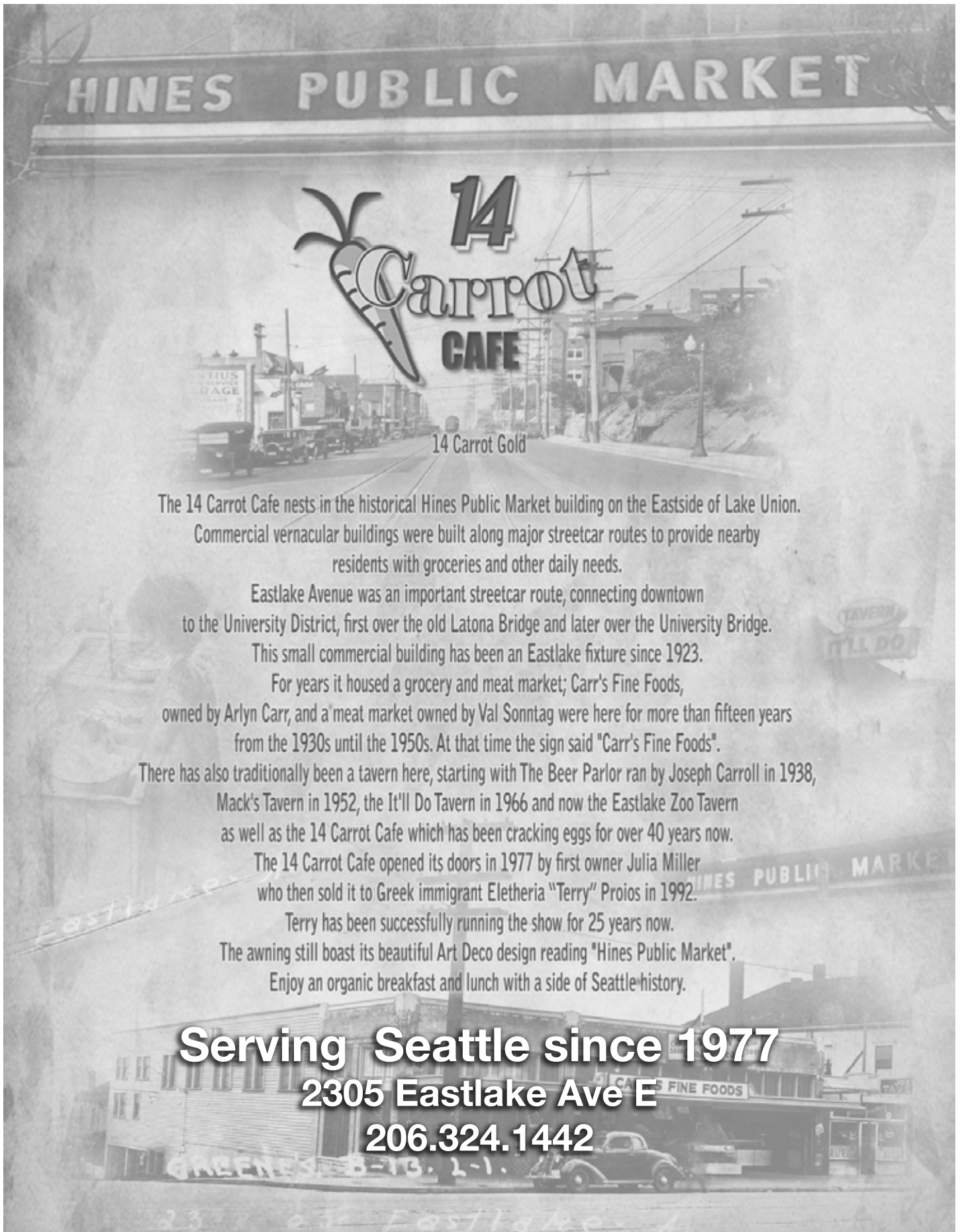
The awning still boast its beautiful Art Deco design reading "Hines Public Market".

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Parking continued from pg 1

neighborhood. And for many of the residents there, the future does not look any brighter with the expected loss of 327 or more parking places under the proposed Roosevelt RapidRide/bicycle lanes project on Eastlake Avenue East.

The issue seems to get more complicated. Recently the city passed an ordinance that no longer requires on-site parking for new commercial and residential construction. The legislation is likely to create even more pressure for the limited on-street parking available in Eastlake.

One resident related issues with a business on Fairview Avenue East. The business is placing its own private parking signs in the parking area along Fairview, she said, despite the fact that it is actually city property. She said the owners admit the signs are illegal, they “just don’t enforce it.”

Another resident related her experience with trying to expand the RPZ along Fairview Avenue East. There are varying requirements for obtaining RPZ status, including getting at least 60 percent of the residents in the area to support it. The resident said she ran into problems with condo owners who saw the RPZ as a threat to visitor parking.

Chris Leman, ECC board member, said there have been rumors of the city adding pay stations on Fairview south of East Newton Street. “This would be a disaster for the



businesses there,” he said. Long-time businesses such as Lake Union Dry Dock would be severely impacted since workers there must park on the street – obviously there is no parking over water. Leman said ECC is at work trying to create a new kind of RPZ that would allow for employee parking along the street.

Much of the meeting was taken up with the Roosevelt Rapid Ride proposal and its impact on the neighborhood. Many were critical of the proposed bike lanes, which are part of the project, saying the lanes rather than the bus line are causing the parking problem. “We’re giving up 50 percent of the street for 3 percent of the users,” one resident said.

Another said the elderly were particularly affected by the parking problem. Many older residents need a car to get to medical appointments and for basic needs such as shopping. Bus connections mean it takes more than an hour to get to clinics, supermarkets or pharmacies.

The RapidRide design also was criticized.

For example, one attendee said one lane of traffic for cars and “rapid” buses would create a “wagon train of buses followed by cars” with traffic flow completely stopped when buses pull over at bus stops. There were several suggestions to relieve the problems such as moving the bike lanes to streets parallel to Eastlake (Fairview, Yale, Minor, Franklin). The meeting sparked another idea - one bike lane, but make it reversible, southbound in the morning and northbound in the afternoon.

Some would like to see additional one- or two-hour parking zones added on-street to aid small business customers, or near parks. Loading zones are needed on-street since Seattle does not require new residential buildings to have on-site loading zones. Under the current Roosevelt RapidRide proposal-loading zones on Eastlake Avenue East would be reduced dramatically, from 19 to four.

There also are efforts to expand Zone 8 Restricted Parking Zone (RPZ) to parts of Fairview, Newton, Boylston, Shelby, Edgar, Hamlin, Howe and Franklin Place E.

In October 2016, a small army of Eastlake residents conducted a street-by-street parking survey of the neighborhood using the same techniques that SDOT would use. However, the survey requires transportation experts to analyze the results and convey them to SDOT. In addition, it would be useful to conduct regular surveys in the future, such as during the day. Another idea suggested at the meeting was to check the license plates of cars parked in the area during the day to determine where they are from.

SDOT currently is developing a scoping report, summarizing the public process and the comments it received during the scoping period, according to SDOT’s RapidRide web site (link below). The report is scheduled

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to be posted this spring, but no report has been posted as of May 10. SDOT also says it will host public meetings this spring focused on project design, but no meetings have yet been scheduled.

<https://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/rapid-ride/roosevelt-rapidride>

One longtime Eastlake resident summed up the parking issue well: “I have lived in the Eastlake neighborhood for 43 years this year and my situation last night epitomizes what has happened the impossibility of resident parking. I returned to my home from a dinner party at 11 pm to find absolutely no available parking within 4 blocks of my home. I am a senior citizen and have had 2 hip replacements and a knee replacement. A majority of cars that I walked by on my way home did not have noticeable residential parking permits. How is it possible that much new construction is happening without requiring parking! The situation is untenable!”

Elsewhere in the news . . .

Here are some recent stories that have an impact on the Eastlake area.

We are not the only area in the city with parking problems. Even industrial/commercial areas such as Sodo have issues.

<https://crosscut.com/2018/04/can-anything-truly-fix-sodos-parking-mess>

This may sound familiar. In the Wedgwood neighborhood, there are increasing questions about changes on 35th Avenue. SDOT documents characterized the proposal as a “paving project” when, in reality, it is a complete reconfiguration of the neighborhood’s main arterial.

<https://crosscut.com/2018/04/seattle-city-hall-listen-constituents-remove-street-parking-input>

Duh. You’d think even City Council members would understand this concept. But you have to wonder sometimes.

<https://crosscut.com/2018/04/just-take-bus-doesnt-work-some-seattle-neighborhoods>

This one generated many comments around the city. It goes again to the tendency in the city to under estimate and over promise. We should look at the true costs of something like Roosevelt RapidRide with this column in mind.

<https://www.seattletimes.com/seattle-news/politics/12-million-per-mile-for-a-bike-lane-that-should-trigger-a-civic-heart-attack/>

This may be the most depressing story I have read in a while. Want to know what some in the millennial generation are thinking? Here is one version.

<https://www.politico.com/magazine/story/2018/04/26/seattle-housing-what-works-next-218058>



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4th of July traffic, parking, and law enforcement – and July 5 clean-up

With the annual Lake Union fireworks display coming on July 4, here is the latest information the Eastlake Community Council has about traffic, parking, and law enforcement plans for July 4 - and a volunteer opportunity to help clean up the neighborhood on July 5. On Tuesday, June 5 a public meeting will be held with the Seattle Police Department at 6:30 p.m. at TOPS-Seward, 2500 Franklin Ave. E. for an update. You can also check the ECC web site, <http://eastlakeseattle.org>.

Public fireworks. The Seafair fireworks over Lake Union start at 10:15 p.m. and end at about 10:30.

Cell phones. With large crowds, the system can become overloaded. Except for true emergencies, avoid making voice calls on your cell phone that night. Text messages burden the system less and get through more easily.

Buses. Metro buses and Sound Transit will be on a holiday schedule (same as Sundays).

Parking. As July 4 is an official holiday, Restricted Parking Zone (RPZ) stickers and guest passes aren't required. However, some streets will be posted for no parking, and parking tickets will be issued. Likely on July 4 from 11 a.m. to midnight: No parking on both sides of Eastlake from Hamlin St. south to Newton St. and on the east side of Eastlake Ave. north of Hamlin St. All day July 4, parking is likely to be prohibited on both sides of E. Newton St. between Fairview Ave. E. and Eastlake Ave. E.

Off-ramp and Lakeview closures. Between 9 p.m. and 11 p.m., the Mercer, Boylston and Roanoke off-ramps from I-5 will be closed; and the Lakeview overpass will be closed to all motor vehicles, bicycles, and pedestrians.

Street closures and police checkpoints. Guests from outside the neighborhood would best arrive well before 7 p.m., because about then police officers restrict motor vehicle entry to the areas west of Eastlake Ave. except to residents and those with proof that a resident has invited them. There will be police checkpoints heading west from Eastlake Ave. at the following streets: Fuhrman, Allison, Hamlin, Edgar, Roanoke, Louisa, Lynn, Boston, Newton, and Howell as well as at the corner of Fairview Ave. E. and E. Newton St.

For guests who arrive after 7 p.m. Police officers may honor an invitation or e-mail from you that your guests show at the checkpoint; however, the officers know that this paperwork is sometimes abused. To assure admittance of your guests, you may need to visit a checkpoint to show the officers your ID indicating an Eastlake address, and provide a list of guests whom you wish to be let through. This approach will be simpler if you instruct your guests all to enter at just one of the checkpoint streets.

Traffic during and after the show. Leaving by car from the Eastlake neighborhood just after the fireworks is always difficult, but again this year will be eased by some streets being temporarily one-way. The two blocks of Lynn St. from Eastlake Ave. to Boylston Ave. E. are likely again to be one-way heading east. To head south on I-5, be in the right lane; to head north on I-5, be in the left lane. After the fireworks, Harvard Ave. E. from Roanoke St. to Eastlake Ave. will (except for buses and bicycles) also temporarily be one-way heading north.

Private fireworks. Without a permit, the possession, manufacture, storage, sale, handling or use of fireworks are prohibited in Seattle, punishable by up to one year in jail and/or a \$5,000 fine. Private fireworks are spreading. They risk fire, property damage, injury and death. Skyrockets can land on roofs or vegetation or go through windows. Pets are traumatized or lost. On July 5 the Seattle Animal Shelter takes in twice as many lost pets as normal. Songbirds scared by fireworks are known to pull their own feathers out. Please be considerate of your neighbors and the animal kingdom and do not use private fireworks.

When to call 911 on July 4. Always call 911 about any observed or suspected crimes or life-threatening emergencies. However, that evening the 911 centers can become overloaded with non-emergencies, blocking life-threatening emergency calls. Illegal parking is at its highest on July 4 and can be life-threatening because of blockage of emergency routes. Do call 911 anytime if private fireworks cause an emergency requiring immediate help from police, fire or medics, or if someone is parking by a fire hydrant. For other fireworks and parking infractions on July 4, please call the Seattle Police non-emergency number at (206) 625-5011, then dial 2, then 8 to reach a dispatcher. Also, July 4 is the best day of the

year (especially after 7 p.m.) to find on the streets a patrol or parking enforcement officer who, even if not able to leave his or her post, will be able to report the problem by radio, reducing the 911 load.

July 5 clean-up. Between 10:30 a.m. and 12:30 p.m., join other volunteers in cleaning up our streets and shores after the fireworks and crowds. Meet at Louisa street-end park (2401 Fairview Ave. E.) to pick up empty bags and drop off full bags; we may also have some extra gloves. This is the shoreline park with the bouledrome, a block south of Roanoke Street.

Sign up (not required) will soon be available at <http://www.pugetsoundkeeper.org/events>, where you will also find info about cleanup efforts over water (some kayaks may be available to borrow). A picnic lunch will be provided afterwards at Lake Union Park. Cleanup is sponsored by the Eastlake Community Council, Puget Soundkeeper, and Seafair.

Let ECC know. If you have a question or anything to add to the above, please contact the Eastlake Community Council at info@eastlakeseattle.org. And afterwards, please write us about how well the Fourth worked, with any problems or suggestions, as ECC works with the City on any needed improvements for the next July 4 in Eastlake.



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Photos from Eastlake Egg Hunt and Fun Run, March 31



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Alex Pedersen, former City Council Legislative Analyst, and family in Ravenna Park

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Strengthening Seattle's Tree Protection

The Eastlake neighborhood once had a profusion of large trees in private yards and along the streets. But in recent decades, many of our large trees have been cut down or damaged and it is harder than ever to get them replaced.

The City Arborist (located in the Seattle Department of Transportation) does not allow the planting strips along streets to be newly planted with conifers like Douglas fir, cedar, or sequoia, on the grounds that in their early years the lower branches can block the sidewalk or parked cars. And in the last decade the city has greatly reduced the size of yards required around new multifamily residential buildings, precluding large new trees from the developments.

The tree protection provisions of the Seattle Municipal Code were last updated in 2009 and are weaker than some surrounding cities. In 2017 the City's Tree Regulations Research Project warned: "We are losing exceptional trees and groves." And: "Development and hardscape increase tree loss. Conifers and large trees are coming out with deciduous and dwarf species coming in."

The City report called for a system of permits before trees can be removed, and that replacement trees be required. Such a system is already in place in many cities, among them Portland, OR., and locally in Shoreline, Lake Forest Park, Redmond and Sammamish. It is time for Seattle to join them.

City Councilmember Rob Johnson, who represents Eastlake and the rest of District 4, is taking the lead in developing a tree-protection ordinance. He proposes to require a removal permit for any tree with a diameter of more than 12 inches; and that a removed tree be replaced on or near the site unless payment is made to a Tree Replacement Fund.

The Seattle Urban Forestry Commission and citywide tree advocates are urging that a removal permit be required for any tree with an even smaller diameter, six inches, and that lots less than 5,000 square feet no longer be exempt from tree regulations. Developers also would be required to start with a tree assessment and to have an approved tree-replacement plan before a project is approved. Steps are also needed to protect and promote large trees on the planting strips along streets.

The Eastlake Community Council appreciates Councilmember Johnson's efforts. There are public interest proposals such as found at <http://friends.urbanforests.org> and <http://TreePAC.org>. Contact information for Johnson and the other City Councilmembers and the Mayor can be found on page 15.

And please help inventory and advocate for Eastlake's remaining trees; see <http://eastlakeseattle.org/?page=trees>. To comment or to volunteer, contact the Eastlake Community Council at info@eastlakeseattle.org



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Volunteers and businesses needed Wed., June 20, at Colonnade work party

Invasive vines and brush are overwhelming the Park Department's I-5 Colonnade Open Space, including the grand California redwoods. Volunteers are needed Wed., June 20, 9 a.m. to noon to help weed (come for whichever part of that period you can). We'll meet at Colonnade's west entrance near the corner of Franklin Ave. E. and E. Blaine St., by the north end of the off-leash area.

Employers are encouraged to authorize employees to spend part of that work day "on the clock" restoring some of the tallest trees in Seattle. While pre-registration is not required, ECC would be grateful to hear from employers who are participating and their estimates of numbers, so we can arrange enough tools for everybody. Participants are asked to bring drinking water, gloves and sturdy shoes - and if you have long-handled pruners or a saw, so much the better. To contact the Eastlake Community Council: info@eastlakeseattle.org.



Volunteers needed in the campaign for Lakeview Blvd.'s missing sidewalk

The E. Blaine and E. Howe Street public staircases, just one block apart, are among the longest and most heavily used in Seattle. Unfortunately, at their lower end (on the east side of Lakeview Blvd.) there is no sidewalk to connect these staircases. Its absence is a risk and barrier for the many pedestrians from throughout Seattle who use this area for commuting, exercise, sight-seeing, or to reach homes, businesses, or parks.

The sidewalk is especially needed by the thousands each week who use the E. Blaine and E. Howe Street public staircases that extend east from Lakeview Blvd. up Capitol Hill to 10th Avenue East, and west to Lake Union via the Park Department's I-5 Colonnade Open Space. Many enjoy these stairs jointly as an exercise loop.

To traverse the east side of this block of Lakeview Blvd., pedestrians must now either walk alongside moving traffic in the roadway's east side, or make two crossings of Lakeview to use the sidewalk on its west side. Either way, they encounter fast-moving arterial traffic, including from the I-5 northbound off-ramp. It's one of the City's worst sidewalk gaps, and a tragedy waiting to happen.

SDOT has studied installing 340 feet of 6-foot sidewalk, concrete curb and gutter (planting strips would be omitted in order to minimize costs). With or without the proposed sidewalk, a retaining wall is needed, as the hillside has already slumped across the curb into the roadway, hampering parking and traffic, and forcing pedestrians further into the street.

A sidewalk without a retaining wall is unlikely to be sustainable either for landslide safety, or traffic and pedestrian safety. And as sliding threatens Lakeview traffic also, the cost of the retaining wall should come only

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partially from pedestrian funds.

SDOT's Neighborhood Street Fund (application deadline: April 2019) is the best source to fund Lakeview's missing sidewalk, but the competition is fierce. Volunteers are urgently needed to collect signatures and e-mail addresses from many users of the Blaine and Howe Street staircases; curate a web site and Facebook page on the issue; organize grassroots and press events; and ensure that the needed sidewalk is a high priority in the Pedestrian Master Plan and in ratings for the Neighborhood Street Fund.

For background, see <http://eastlakeseattle.org/?page=lakeviewsidewalk>. For questions or to volunteer, please contact the Eastlake Community Council at info@eastlakeseattle.org or 206-322-5463.

Where To Find The Eastlake News

The Eastlake Community Council, an all-volunteer neighborhood association, publishes the quarterly Eastlake News both in paper form and on-line. The current issue and all previous issues going back to the first in 1971 are available at <http://eastlakeseattle.org>. A network of more than 40 volunteers delivers the paper version to all households and businesses in Eastlake. When each issue comes out, many businesses have copies for the public to pick up. ECC thanks them as well as the following businesses that have also committed to keep a stack available for three months until the next issue comes out (please contact ECC at info@eastlakeseattle.org if your business wishes to be added to this list):

Eastlake Specialty Market (1540 Eastlake Ave. E.)
 G&H Printing (2370 Yale Ave. E.)
 Great Northwest Soup Co. (1201 Eastlake Ave. E.)
 Hamlin Market (2729 Eastlake Ave. E.)
 Lake Union Mail (117 E. Louisa St.)
 Pete's Super and Wines (58 E. Lynn St.)
 20 OZ Tea (1823 Eastlake Ave. E.)
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Department of Natural Resources responds to the seaplane article that was in the spring issue of *The Eastlake News*

Editor's note: Below is a letter we received regarding an article, "Summer trial of seaplane 'runway' buoys upends a century of balance among users," about DNR's license to the City of Seattle to install five lighted buoys operable remotely by seaplane pilots while taking off and landing on Lake Union. The article is available on the ECC website, <http://eastlakeseattle.org>. The Eastlake Community Council has not taken an official position on the seaplane buoys, and welcomes public comment: info@eastlakeseattle.org.

ECC Newsletter Editor:

The Spring 2018 newsletter on the seaplane buoys included numerous points that are in error and we provide the following additional information on several of these points:

- Lake Union is used by an increasing number of commercial and recreational users. This includes commercial uses for navigation and commerce (such as commercial maritime vessels, commercial seaplanes, and commercial boating activities) and recreational uses (such as boaters, rowers, kayakers, and paddleboarders).
- Lake Union has been used by seaplanes since 1914 and has been designated a state airport (Kenmore Air Harbor SPB, W55) by WSDOT. Two commercial seaplane companies use the lake. Under the current City of Seattle's regulations, seaplanes will continue to use Lake Union for takeoff and landing. Once a seaplane is on the water, they are under the jurisdiction of the U.S. Coast Guard and follow the same rules as all other vessels.
- The City of Seattle applied to place the buoys on state-owned aquatic lands to enhance boating safety and as an aid to navigation. The lights on the buoys will flash before a plane takes off or lands. It does not create a runway for the exclusive use by the seaplanes, an exclusion area for boats, or change existing traffic priorities in any way. DNR granted a 1-year License for placement of buoys (May-Sept) as a trial period.
- A key question for DNR is whether the placement of these buoys will make activities on the lake safer over the status quo. DNR is asking the City to collect information during the 1-year trial period to better understand the impacts of the buoys.
- While DNR does not have a formal public notice and public hearing process for every agreement that we make, we seriously consider all the concerns expressed by the public. DNR received numerous public comments on the seaplane buoy proposal and addressed many of them. The City's proposal was modified by reducing the number of buoys and reducing the size of buoys. In addition, the City of Seattle agreed to conduct

public outreach prior to installation.

- DNR has limited authorities to control activities on the Lake. Through the Seattle Municipal Code, the local jurisdiction has the ability to manage boating activities on the lake. The City could have applied for a lease for a seaplane runway that would exclude others, similar to the Vancouver example provided. However, we heard clearly from the public that that was not wanted.
- Given DNR is working actively on hundreds of applications at any time, DNR only posts basic information on each application. Additional information on the applications can be requested. Any request for documents from DNR is a Public Records Request and must follow state laws and rules.

Thank you for the opportunity to provide additional information on the issue. DNR welcomes any additional input into our process.

Derrick Toba, Assistant Division Manager
Washington Department of Natural Resources
Aquatic Resources Division, Shoreline District

The article's author, Chris Leman, responds that "while reasonable people can disagree on whether DNR and the City of Seattle have acted appropriately in this instance, the article stands on its own, and there are no errors in it to be corrected."



On Aug. 7, the City makes it easy to get your block together

On the first Tuesday in August, block parties are free of the need for a paid permit or costly liability insurance. "Night Out" is a national event to help neighbors meet each other, toward starting a block watch and emergency preparedness team. As time allows, police and fire officers drop by. To register: <http://seattle.gov/police/nightout> or on Facebook. For questions or advice, contact ECC at info@eastlakeseattle.org or (206) 322-5463.

It will be bad, but not that bad – all the more reason to prepare

By Judy Smith

About that big earthquake that's coming our way, "It will be bad, but not that bad," said Bill Steele of the UW's Pacific NW Seismic Network at an ECC Emergency Preparedness public meeting earlier this year.

The "not that bad" that he was referring to was the quote from *The New Yorker* article, by Kathryn Schulz, "The Really Big One" that went viral, where our region's FEMA director said, "...everything west of I-5 will be toast."

What the FEMA director meant, said Steele, is that counting on infrastructure (water, electricity, gas, phones) and, because many roads will be destroyed, access to supplies and emergency resources – that would be toast. Imagine the collapse of the I-5 Colonnade, Steele said. Along with other parts of I-5, and local roads, it will likely be impassable.

In a follow-up piece, "How to stay safe when the big one comes," Schulz discussed the impact the FEMA's director's quote had and what it really meant, and she suggested changing the metaphor. "So a better analogy than toast," she wrote, "is this: the Cascadia earthquake is going to hit the Pacific Northwest like a rock hitting safety glass, shattering the region into thousands of tiny areas, each isolated from one another and all extremely difficult to reach."

And what would Lake Union do in the big one? While there won't be a tsunami, there likely will be a seiche, a lot of sloshing, like when you tip a bowl of liquid back and forth. Steele showed a video of a swimming pool in Mexico captured on a hotel camera during a 2010 earthquake, where the water rolled violently back and forth.

Steele is all about preparing for earthquakes as much as we can. One of the chief things he's working on is an emergency alert system; it could give a one- to two-minute warning about the Cascadia earthquake. Some of the warnings would be automatic, for example shutting off natural gas

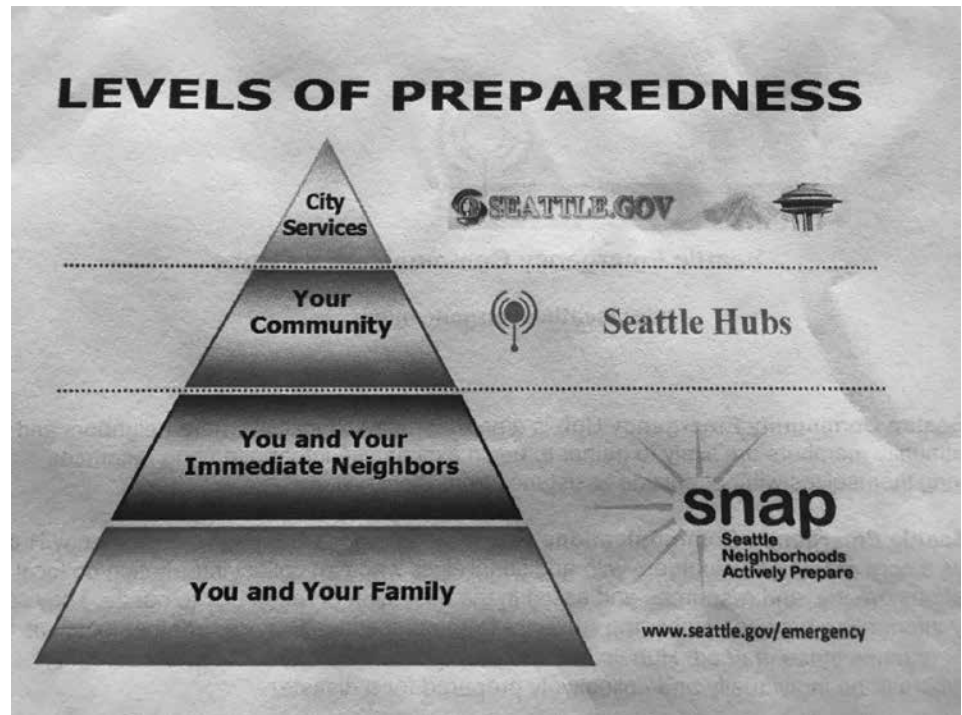
and water. Others would enable communications for stopping surgeries and transportation systems. But any kind of warning is still in the early stages (which is to say that there would not be any warning except a lot of dogs barking).

In Seattle we sit on three potential earthquake zones. The one that strikes the most fear in people's hearts,

and water.

But earthquakes are as unpredictable as other natural disasters, Steele said, destroying one building or road and leaving another one intact. You just don't know.

"In the I-5 corridor it will take between one and three months after



Seattle Hubs are made up of neighborhood volunteers planning how to respond to potential disasters. They are collective action providing the link between individual preparedness and city services.

the one described in Schulz's "The Really Big One," is on the Cascadia subduction zone and that has the potential to be bad to worse depending on how strong it turns out to be. The Cascadia zone runs from just south of Oregon up to Vancouver B.C. and is roughly from west of I-5 to the Pacific Ocean.

In the worst-case scenario, Schulz reports, FEMA is anticipating that nearly 13,000 people will die when the big one strikes – a combination of both earthquake and tsunami; another 27,000 will be injured, and over a million people will lose their homes and need immediate shelter; another two and a half million will need food

the earthquake to restore electricity, a month to a year to restore drinking water and sewer service, six months to a year to restore major highways, and eighteen months to restore health-care facilities," Schulz writes.

With all that infrastructure gone it's hard to imagine where to begin, but a few people around the city are doing just that – imagining – and planning. They're forming Hubs, centralized meeting places for catastrophes.

Cindi Barker, a volunteer with Seattle Hubs, spoke after Steele's presentation. She began by asking people to raise their hands for what

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The March 31 **Eastlake Egg Hunt and Fun Run** (see photos on page 8) was made possible by donations from **Heather Elton & Dave Clark, Fleet Feet, G&H Printing, Gamut 360, Grand Central Bakery, the Mertel Family, and Northwest Administrators, Inc.** ECC thanks all of these donors, along with a special thank you to **Christy Elton** for overall coordination. The Eastlake Community Council is sponsor. For events in Rogers Playground like the egg hunt, ECC purchases the required permits, provides the required liability insurance, and pays any expenses not covered by other donors.

Thank you to **Blue Ribbon Cooking** (2501 Fairview Ave E, blueribboncooking.com) for donating refreshments to the April 28 Eastlake Tree Walk led by author Arthur Lee Jacobson; ECC pays Jacobson by the hour for this popular event. ... Other fun ECC events coming up (see front page calendar and articles elsewhere in this issue) include the July 12 **Eastlake summer cruise**; and the July 14 **free movie under the stars**, Charlie Chaplin's great "City Lights." These events, too, wouldn't be possible without the generous support of local businesses.

And thank you to **Le Messe** (1823 Eastlake Avenue E., <http://lemesseattle.com>) for hosting ECC's May 1 spring celebration; and to **Eastlake Bar and Grill, 14 Carrot Café, Little Water Cantina, Mammoth, Otter Bar and Burger, Pazzo's, Pecado Bueno, Pomodoro, Sebi's Bistro, and Siam on Eastlake** for previously hosting the event. At the popular twice-annual celebration, ECC purchases "small bites" for the public, the restaurant offers extended "happy hour" prices, and dining continues off the regular menu. ECC welcomes inquiries from other restaurants to host its upcoming celebrations.

With all the great restaurants in Eastlake, it's a good thing that we also have a lot of great exercise studios! The Fall 2017 *Eastlake News* profiled six of them, and in April 2018, a seventh opened – **Datza Studios** (2201 Eastlake Ave, Datzastudios.com). Owner Datza Uldrikis has a background in dance. She and the other trainers offer hatha, yin, and vinyasa yoga, and callanetics. The studio is in the new Waterton apartment building, and some sessions are held on the rooftop view deck.

Please help the **Eastlake Community Council** make and keep this neighborhood a wonderful place to live, work, or play. See our web site at <http://eastlakeseattle.org> for background and for opportunities to volunteer or to donate needed cash or in-kind items.

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

Preparing for disasters continued from pg 13

skills they have – Medical? Electrical? Plumbing? Ham Radio? Don't have any of those skills? Not to worry – have you organized a wedding or a big Thanksgiving dinner? You have organizing skills! And if you can cook? Cooks will be needed in any large power outage for mass meal preparation.

Carpentry? Architecture? People knowledgeable in buildings will be needed to judge if a structure is safe. People who work with youth will be needed to organize activities for kids. The list goes on.

Eastlake has two designated Hubs where people can meet to organize and share information and resources – Rogers Playground and the P-Patch (all city P-Patches are designated Hubs). The difference between the two is that Rogers has an organized group behind it. Whereas the P-patches will simply become gathering centers.

But right now interest in preparing for the event that may or may not happen in our lifetime is a little low. An April 28 city-wide drill did not have an Eastlake or any nearby drill location. Amy O'Donnell one of the organizers for the Rogers group says she and a couple of other people participated in the drill at the Ballard Hub. But it may be that the word has just not gotten out well enough yet. If you're interested in getting involved in the Eastlake Hub, contact O'Donnell at: eastlake.hub@gmail.com.

If you do nothing else, Barker said, begin stockpiling water – you can live three weeks without food but only three days without water, and stockpile any lifesaving prescriptions.

Barker said we have to assume that we could be on our own for days, perhaps weeks, without power, water, and emergency services. The city has priorities about what roads get fixed first, using the Green Gold map they use to clear snow. Known arterials, the city's spine will need to open first. Most likely water and power will get turned on in hospitals and in the densest areas although any utilities that are easy to fix, the low hanging fruit, will also likely get fixed first no matter where they are.

The hubs will be set up for the disasters. What about using the Internet, someone asked. "If there's Internet service," noted Baker, "I won't be outside in the cold and rain under a tarp with a clipboard."

For more information visit: seattleemergencyhubs.org



How to contact the Mayor and Council

Whatever your views on the various issues addressed in this newsletter, it is important to exercise your rights as a citizen by communicating with our elected Mayor and City Councilmembers. And please send a blind copy to the Eastlake Community Council at info@eastlakeseattle.org. Doing so alerts ECC to your concerns so we can keep you informed and involved about follow-up.

Mayor Jenny Durkan accepts comments from the public by e-mail (jenny.durkan@seattle.gov). You can also reach her by letter at 600 Fourth Avenue, 7th floor, P.O. Box 94749, Seattle, WA 98124-4749, or by fax at 206-684-5360. The Mayor's reception phone is 206-684-4000, where you can also leave a voice mail.

You can send a message to all nine City Councilmembers at once with this address: council@seattle.gov. However, it is always better to communicate with each City Councilmember individually (and not by one e-mail that uses all nine addresses!). The City Council e-mail addresses are as follows: rob.johnson@seattle.gov, sally.bagshaw@seattle.gov, teresa.mosqueda@seattle.gov, bruce.harrell@seattle.gov, lisa.herbold@seattle.gov, mike.obrien@seattle.gov, lorena.gonzalez@seattle.gov, deborajuarez@seattle.gov, and kshama.sawant@seattle.gov.

You can also reach the City Councilmembers by letter at 600 Fourth Avenue, 2nd floor, P.O. Box 34025, Seattle, WA 98124-4025, or by fax at 206-684-8587. (A signed letter may actually be noticed more than an e-mail.) Each Councilmember also has a voice mail number listed at <http://seattle.gov/council> or by calling 206-684-8888.



117 E LOUISA ST SEATTLE WA 98102
206.329.1468 LAKEUNIONMAIL.COM

Wanted: Graphic Designer for the Newsletter

This is a volunteer position with the Eastlake Community Council. Design and reinvent the Eastlake News and/or create a web version based on material provided -- ads, stories, sketches and photos. Must know InDesign. Please contact ECC with statement of interest and qualifications: info@eastlakeseattle.org



Consider volunteering to serve on the ECC Board of Directors

ECC's nominating committee is now seeking volunteers to serve in board and officer positions. Attendance at the monthly board meetings is the most important responsibility, and in addition it is hoped that each member will contribute time to a particular interest or skill area.

ECC's bylaws require that members, board members and officers reside, work, own property, or do business in Eastlake, and that they be "persons whose background, experience, and interest indicate that they will support the purposes of the Council."

The Eastlake Community Council invites you to step forward to serve on the board of directors, and/or encourage someone else to do so. Please volunteer, suggest someone else, or pose any questions, to the ECC nominating committee at info@eastlakeseattle.org or c/o Lake Union Mail PMB #1, 117 E. Louisa Street, Seattle, WA 98102. Background information is always welcome.



Write for the Eastlake News

Volunteer reporters sought to write for the Eastlake News. Send queries or submissions to info@eastlakeseattle.org.



You can now find Eastlake Community Council on Facebook. Find out the latest news about the ECC and become a fan by clicking Like on our Page.



Enjoy a Summer Cruise on Lake Union and Lake Washington

All are welcome to ECC's Thurs., July 12 cruise. Boarding begins at 5:30 p.m. at 1611 Fairview Ave. E. Departs at 6:30 p.m. for Lake Washington; returns by 8:30 p.m. Tickets (\$20, including dinner, salad, and dessert, with vegan options) at <http://brownpapertickets.com>.

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):

- Events and fundraising
- Help with web site, database, social media, or video
- Art walk or public art
- Parks and open spaces
- Traffic and parking issues
- Bus/transit service
- Review building proposals or legislation
- Crime prevention or emergency preparedness
- Neighborhood history or photography
- Door-to-door newsletter distribution

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