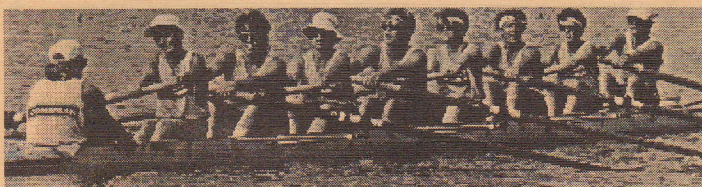




The full 83-page plan is available for public review on premises at (and in some cases can be borrowed from) the following Eastlake businesses: Beautyworks, Bicycle Wrench, E-Clips, Eastlake Inn, Eastlake Zoo, Fourteen Carrot Cafe, Lake Union Mail, L'Elephant Espresso, Management Recruiters, Museum Quality Discount Framing, Pima Medical Institute, Sonya Komen Salon, Seattle Personal Transit, Seafirst, Seattle Floral and Garden, Seattle Police Officers Guild, Tio's Bakery and Cafe, Travel Experts, Video Quest, Washington Literacy, and Washington State Employees Credit Union. If you are unable to find a copy, call 322-5463. But in any case, please read the insert in this issue and send us your response form.

## POCOCK ROWING CENTER



You are invited to the *July 10, 1 p.m. dedication* and ensuing *open house* at the *George Pocock Memorial Rowing Center* on Fuhrman Avenue just west of the University Bridge. The center realizes a dream of three generations of Northwest rowers for an Olympic-level facility. It is named after the late George Pocock, who in his shop just across the ship channel designed and built racing shells so fast that they dominated crew racing for four decades. The Eastlake Community Council extends its congratulations and welcome, and urges people in the neighborhood to help the George Pocock Rowing Foundation celebrate this important event.

## NEWS FROM ECC

### CITIZENS UNITE TO STOP A FOURTH LAKE WASHINGTON BRIDGE

Under 1993 legislation allowing private companies to suggest projects for state highways, a partnership of Parsons Brinckerhoff and Morrison Knudsen has submitted a proposal to expand State Route 520. Using revenue from a new toll, the plan would build a fourth bridge through Portage and Union Bays and the Arboretum, construct new ramps linking SR-520 with the express lanes of Interstate 5, strengthen the Portage Bay viaduct, and install noise mitigation measures and some kind of lid in Montlake and in front of Seward School.

The potential for increased noise and air pollution is of concern. Even when mitigated, increased traffic from the fourth bridge would almost certainly worsen noise and pollution in parts of the neighborhood and elsewhere in the City, and will damage the Arboretum. A lid would be nice, but not at that price. A 1993 study done jointly by the State and the neighborhoods found noise levels already at intolerable levels. The Eastlake Community Council board has voted to oppose the project, and a citywide coalition against the fourth bridge is forming. If you would like to get involved or to sign a letter of opposition, call Bruce Melin at 322-8244.

### NOMINATIONS TO ECC BOARD SOUGHT

The many activities of the Eastlake Community Council would not be possible without the hard work of a dedicated board of directors. Would you or someone you know like to be considered for nomination to the board or as an officer? If so, please write a letter describing background and interests, addressed to ECC Nominations, 117 E. Louisa St. #1, Seattle 98102.

### EASTLAKE RUMMAGE SALE

Save the date and save your treasures. Eastlake's second annual community rummage sale will take place on Sunday, September 11. Clean out your closets and basements *and* help raise some funds for the neighborhood. Watch for exact location in the August edition of *Eastlake news*. Call Judy Rhodes ☎325-9564 or Laurie Stusser ☎323-4556 for more information.

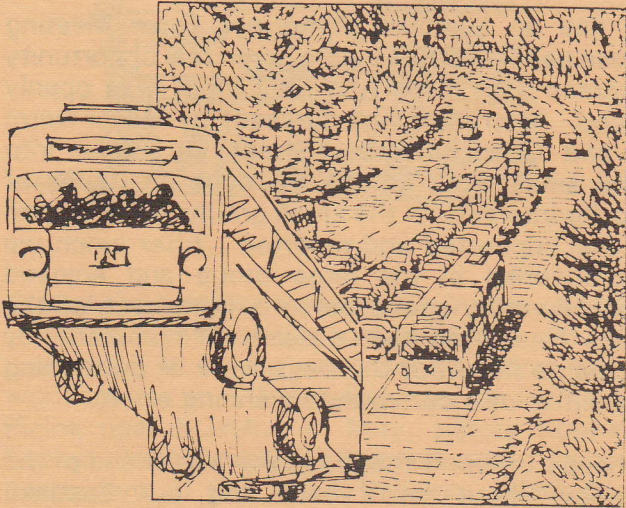
### THE HOLIDAY AUCTION

*Donations sought.*--An ever-popular event, the holiday auction this year will be a benefit for the Eastlake Community Land Trust. Volunteers are needed to solicit donations from local businesses and to help with arrangements. If you would like to get involved, or if your business would like to donate an item, call 322-5463.

### FRIENDS OF LAKE UNION ORGANIZE

Local residents are considering a new organization to watch over Lake Union water quality and wildlife. Issues include harmful runoff from streets and Interstate 5 and toxic wastes such as at Gas Works Park and South Lake Union Park. If you have other issues or would like to help plan a meeting, call Dave at 325-5463.

## BUS ROUTE CHANGES



**Last chance to comment on bus changes.**--Metro has proposed several changes in bus service in the Eastlake area. The #70 bus would be electrified, and would run every 10 minutes at peak hour and every 15 minutes at midday. The route would remain the same. The #74 bus would be converted to an express route from the U-District to the downtown tunnel (no stops in Eastlake), with no changes from the U-District to Sand Point. People traveling from Eastlake to Sand Point or Ravenna would have to take #70 or #302/305 buses and transfer to #74 in the U-District. Routes 302/305 from Richmond Beach to downtown would be changed from express through Eastlake to an all-stop local service on Eastlake at 30-minute intervals. The #302/305 would travel the same route between Eastlake and downtown as the #74 travels at present.

Metro's plan is to replace #74 service with the #302/305 buses. Ridership on this route would be particularly affected. The positive aspect of this change is that the #302/305 buses would not be traveling through Eastlake creating air and noise pollution with no benefit to our neighborhood, as they now do. However, the #74 route is often preferred because it is shorter and travels along 5th Avenue, rather than 2nd or 3rd. This advantage would be greatly reduced because of the less-frequent service to be provided by #302/305.

Although these changes would not become effective until early 1996, a decision will be made in 1994. From input already received by Metro, it appears that those in favor of the changes narrowly outnumber those opposed. If you would like your views known, please **send your comments** and suggestions to Metro **immediately** at the following address: METRO, Transit Community Relations,

King County Department of Metropolitan Services,  
MS 61, 821 - 2nd Ave., Seattle, WA 98104-9986.

## ECC LAND TRUST

Eastlake Community Land Trust will host a **neighborhood walking tour on Tuesday, July 26** at 7:00pm, and again on **Saturday, August 20**, at 9:30am. (In case of rain, the tours will be rescheduled. Please call 324-0575 for new date and time).

The tours will include brief historical, architectural and land use notes, as well as interjections of Eastlake "folklore". Eastlake residents and others who are interested in learning more about this neighborhood and/or are looking for ways to meet their Eastlake neighbors are encouraged to join us! The walk is scheduled to last no longer than 2 hours, ending at Tio's Bakery and Cafe, where guests are encouraged to linger and get to know one another.

Those interested should meet at the Hamlin Street-End Park at the scheduled times. Parking is available in the vicinity of the park. The suggested donation is \$5 per person (children under 12 free). The proceeds will go toward furthering Eastlake Community Land Trust's efforts to preserve

## Thai Gate Restaurant NOW OPEN!

2366 Eastlake Ave.

(The Aries Bldg.)  
324-3160

M-F 11am-9pm Sat 4-9pm

## FREE DINNER

Buy 2 dinners at regular price  
and receive a third dinner  
of equal or lesser value **free!**

affordable housing in Eastlake, as well as promoting non-housing projects that encourage diversity.

Eastlake Community Land Trust is continuing its efforts to locate a suitable site for an affordable housing project in conjunction with the Capitol Hill Housing Improvement Program. Existing buildings that are candidates for rehabilitation, as well as vacant lots, are of interest to the group. For questions and to make suggestions, call Jane Kiker at 324-0575. The next ECLT *meeting* is scheduled for **Tuesday, June 14**, at 7:00pm at 2331 Fairview Avenue E, Houseboat F (the home of Peggy and Tom Stockley). All are invited!

## PRESIDENT'S COLUMN

Saturday morning and several volunteers are going down to Portland, Oregon to sample the light rail system they have installed to help them deal with "the automobile". Others are busy working away on community projects. Some are probably indulging themselves in breakfast at the "14 Carrot Cafe" or "Tio's". Others are just enjoying a Saturday in Eastlake in their very own lives.

I am taking some of our famous Eastlake Walking Fish to the University of Washington where we will

be part of a City-wide conference, sponsored by the Department of Neighborhoods, about community planning under the Growth Management Act.

I felt like an Eastlake Tomorrow Town Meeting because people (300+) were given real opportunity to express their ideas and their input was openly received. After morning addresses by Mayor Norm Rice and Councilmember Street we broke into several small work groups to focus on issues of particular interest. In the small groups participation was well supported and reported. After lunch we all reconvened in the large group and enjoyed presentations by spokespersons from each of the groups. Finally, an open session for comments by participants filled out the days work of developing the qualities of a community planning effort.

I am happy to report that Eastlake was ahead of the game by about two years and our Eastlake Tomorrow efforts covered every base which was identified as leading to a valid community plan. I was particularly struck with the sense that the participation we have experienced in Eastlake makes the planning real and viable whether or not the city ever "adopts our plan". Our efforts have been used as an example for other communities in Seattle. According to Department of Neighborhoods Director, Jim Diers, Eastlake Tomorrow has also been presented to international delegates who where in Seattle to find out about community planning.

What made Eastlake Tomorrow such a success? Your generosity in participation and the wonderful fun living volunteer's willingness to engage in a project that didn't have a precedent. We became a precedent and the momentum of the ongoing projects will be a source of continued viability as our community and our city evolves.

*David Huber*

## BUSINESS UPDATE

**Retail relocations.**--Two Eastlake businesses are moving to expanded quarters. Gordy Pine, proprietor of the Bicycle Wrench repair shop, recently moved his busy operation north to near the corner of Eastlake and Allison. Meanwhile, Seattle Solarium, one of the city's first businesses to install skylights and garden windows, is moving to 2837 Eastlake Avenue (former quarters of Floyd Lee Color Lab) from their longtime quarters near the University Bridge.

## Sonya KOMEN SALON

We are offering half off  
a consultation & hair cut  
by Cindy, who has just  
joined our design team.

325-2376

Corner of Eastlake & Louisa

# PUBLIC RESPONSE FORM FOR DRAFT EASTLAKE TRANSPORTATION PLAN AND DESIGN ISSUES

Your response is urgently needed! Please fill out this form and return to Eastlake Transportation Plan, Lake Union Mail, 117 E. Louisa Street, Seattle 98102, preferably by June 25.

Copies of the 83-page illustrated plan that is summarized here are available for in-house public review at many local businesses, nonprofit organizations, and residential groups, or you can borrow a copy by calling 322-5463.

**Background.** Under a contract between the Eastlake Community Council and the Seattle Department of Neighborhoods, assisted by thousands of hours of local volunteer help and by \$5000 from the City's Neighborhood Matching Fund and \$500 from the Bullitt Foundation, a draft transportation plan is now ready for comment. Overseeing the draft plan and this summer's revision is a steering committee whose business representatives are Henry Dellechiaie (United Indians of all Tribes), Rick Esposito (Travel Experts), Richard Haag (Richard Haag Associates), Steve Lull (U.S. Bank) and Guy Ott (Fred Hutchinson Cancer Research Center); and resident representatives Carol Eychaner, Mary Sue Galvin, Richard Hicks, Chris Leman (also project manager), and Lynn Poser.

The priorities and ideas for this transportation plan and its related design guidelines stem from the earlier 1991-93 phases of the Eastlake Tomorrow neighborhood planning process, the 1994 Eastlake Transportation Survey, other surveys, six public meetings held since February, letters, and conversations with agency professionals. Thank you for your input; if you have not turned in your copy of the 1994 survey, copies are still being accepted. We have also received valuable technical assistance from a 22-page portfolio report by a University of Washington graduate design studio, *Traffic Calming in Eastlake* (available for review at Travel Experts, 2825 Eastlake Avenue E., or by calling 322-5463).

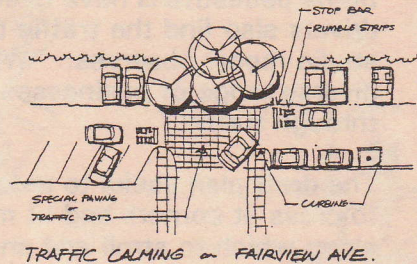
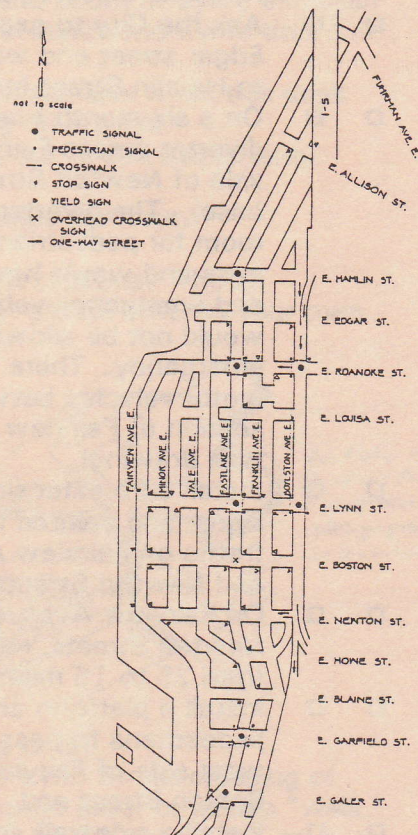
Based on your responses here and comments from public agencies and others, a final plan will be completed in July, and in the fall we will hold public meetings to fine-tune the recommendations. Many of the recommendations below focus on Fairview and Eastlake Avenues; future planning efforts will focus on the neighborhood's other streets.

## RECOMMENDATIONS FOR FAIRVIEW AVENUE

Fairview currently has a great deal of pedestrian traffic from the people who live along it and from others living in the neighborhood and visitors who enjoy walking there. The public input we have received places a very high priority on making Fairview safer for pedestrians. Recommendations in the draft plan that are summarized here include some sidewalks or paths separate from the roadway, and (especially between Roanoke and Newton Streets) traffic calming measures to make it safer to walk in the street.

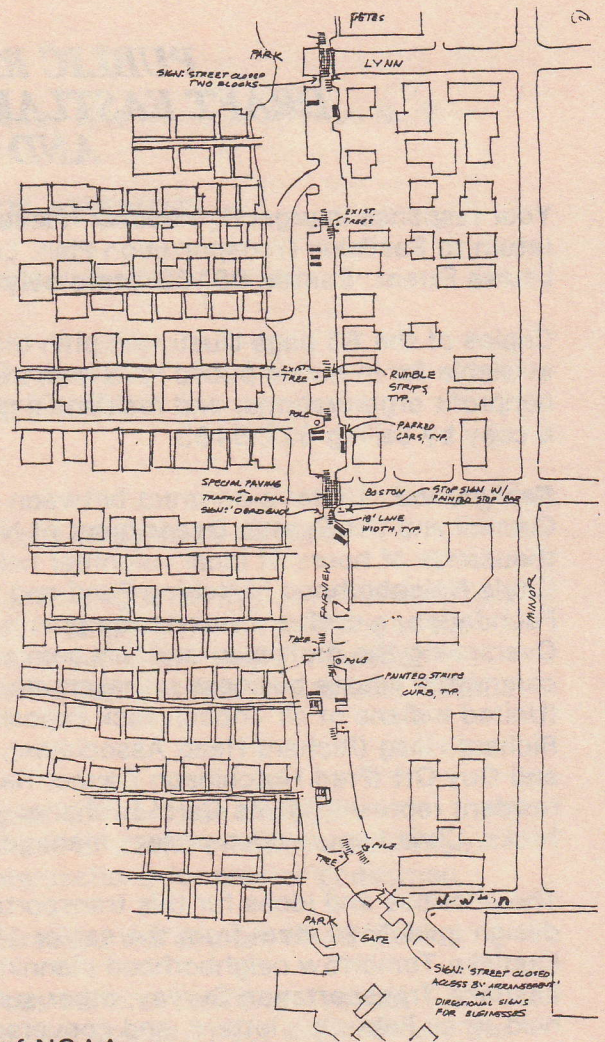
Yes No (please check one)

- As a part of the City's Fairview-Olmsted Park development, close Fairview Avenue at Shelby Street (near the P-Patch) except to pedestrians, bicyclists, and emergency vehicles (trucks by arrangement).
- From Fuhrman to Hamlin Streets (from University Bridge to Mallard Cove), install a sidewalk on the west side of Fairview Avenue.



Yes No (please check one)

- Ask the City to study a floating pedestrian and bicycle bridge on the submerged Fairview Avenue right-of-way between Hamlin and Roanoke Streets (Mallard Cove).
- Ask the City to explore ways to connect the Edgar street end with Fairview Avenue north to Hamlin Street (north end of Mallard Cove).
- On a six-month trial basis, install a traffic diverter across Fairview Avenue on the north side of Newton Street (just north of NOAA base). The diverter would give room for pedestrians and bicyclists to freely pass and would have a latch for use by trucks and emergency vehicles; other motor vehicles would not be allowed to pass except in an emergency. There would be no barrier to motor vehicles between Newton and the section of Fairview south of the intersection (see drawing).
- Install curb extensions, rumble strips, stop signs, and painted crosswalks to calm the traffic on Fairview Avenue between Roanoke and Newton Streets.
- On Fairview Avenue between Roanoke and Newton Streets, reduce the posted speed limit from 25 to 15 miles per hour.
- Install a platform and walkway allowing pedestrians to pass and view the lake on the west side of Fairview Avenue at the East Boston Street end.
- Install a sidewalk on the west side of Fairview Avenue from Newton to Blaine Streets in front of NOAA.
- Install a walking path on the lake bank west of Fairview Avenue between Blaine Street and Lake Union Drydock.
- Redesign the intersection of Fairview and Eastlake Avenues to discourage drivers from making fast, sweeping turns; install a pedestrian island and bus stop and extend the sidewalk to reduce the distance for pedestrian crossing (see drawing).



## RECOMMENDATIONS FOR EASTLAKE AVENUE

Eastlake Avenue is increasingly a wall dividing the neighborhood's narrow east and west sides. Some pedestrians have been injured; many others have had close calls; bicyclists and even local drivers also find the traffic too fast. Retail businesses are also being hurt. The UW design studio report observes: "While many other neighborhood districts have blossomed with a diverse range of businesses, Eastlake hasn't, and we lay much of the blame on the speed of through traffic."

The draft plan seeks to redesign the street to discourage speeding, make it safer for pedestrians to cross at corners and at mid-block, and in general make Eastlake a more comfortable street along which to stroll and shop. With the technical assistance of the Eastlake-based Deaf-Blind Service Center, the draft plan also proposes ways for the neighborhood to become a model for the disabled (e.g. curb ramps, crosswalks outlined with buttons that can be felt by a cane, and inaudible vibrating signals at certain crossings). In addition to the below summary, the draft plan has additional detail on most of the intersections listed here.

Yes No (please check one)

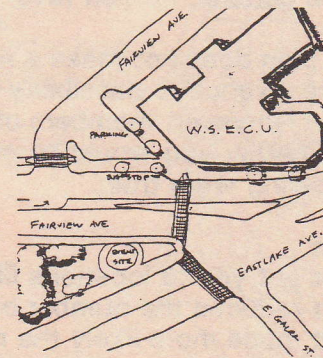
- Restore unlimited or two-hour parking to both sides of Eastlake Avenue (parking is now prohibited on many segments either all the time or at periods of peak travel). Loading zone and bus stops would remain.

Yes No (please check one)

- Convert the eleven HOV-only registered parking on the east side of Eastlake Avenue between Lynn and Louisa to general or two-hour parking that is available to customers of retail and service businesses.
- For the four-lane parts of Eastlake Avenue north of Hamlin and south of Lynn, establish two lanes with a third center turn lane as it is now between Hamlin and Lynn, thus expanding the parking lanes.
- Install a planted median (boulevard-type treatment) in the center lane when this does not interfere with left turns at intersections and into existing driveways.
- Install "bus bulbs", sidewalk widenings that bring bus stops out to the traffic lane, obviating the need for buses to pull in and out of traffic.
- Reduce the speed limit on Eastlake Avenue from 30 to 25 miles per hour.

Install traffic signals (stoplights and walk signals) at the following intersections. These intersections are listed from first to last in suggested order of priority; please write in your own suggested order: 1, 2, 3, etc.; write N if you oppose.

- Eastlake and Newton
- Eastlake and Boston
- Eastlake and Allison
- Eastlake and Louisa (from partial to full signal)
- Eastlake and Blaine
- Eastlake and Howe
- Eastlake and Edgar
- Eastlake and Shelby (mid-block crossing)
- Eastlake and Fuhrman
- other (specify) \_\_\_\_\_

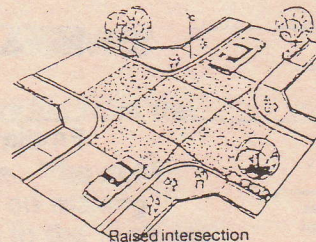


*Eastlake and Fairview intersection redesign proposed on previous page)*

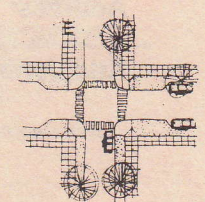
- Increase the length of "walk" signals to allow more crossing time
- Restore automatic "walk" signals. As is still the case at the Lynn Street crossing of Eastlake Avenue, do not require pedestrians to press a button in order to obtain "walk."
- Quicken response to "walk" buttons, which currently take up to 95 seconds to produce a "walk" indication at some locations.
- Repaint crosswalks, and mark with bolder parallel stripes such as those on University Way.
- At the Eastlake and Louisa intersection (near Tio's), allow pedestrians to cross Eastlake on the south side of the intersection (now prohibited).

The draft plan proposes to install many raised intersections (see drawing). Raising the crosswalks to the level of the sidewalk makes pedestrians more visible, and alerts drivers. The following are proposed as raised intersections from first to last in suggested order of priority; please write in your own suggested order: 1, 2, 3, etc.; write N if you oppose.

- Eastlake and Lynn
- Eastlake and Allison
- Eastlake and Louisa
- Eastlake and Boston
- Eastlake and Howe
- Eastlake and Shelby (mid-block crossing)
- Eastlake and Fuhrman
- Eastlake and Garfield
- other (specify) \_\_\_\_\_



*curb extensions*



- Install curb extensions ("bulbouts") at all intersections along Eastlake Avenue (see drawing). These make the waiting pedestrian more visible and shorten the crossing distance. They also help protect parked cars from being hit, and provide additional landscaping.
- Recognize Minor Ave. E. as a "major bikeway" (a designation now given only to Fairview Ave.) and encourage bicycle travel on Minor as an alternative to Fairview and Eastlake Avenues.
- With the new prohibition on posters on utility poles, kiosks with bulletin boards should

Yes No (please check one)

be at every corner in the business district.

- Establish view corridor protection on Eastlake Avenue (like Fairview Avenue N., E. Madison Street).

**FOR NEW CONSTRUCTION ALONG EASTLAKE AVENUE:**

- Prohibit curb cuts (new driveways) where alleys are available.
- Require storefront retail at street level.
- Encourage setbacks to widen the sidewalk.
- Encourage a residential component in commercial projects
- Discourage parking garages and parking lots along the street.

**LIGHT RAIL ON EASTLAKE AVENUE**

- In general, do you favor a light rail line on the surface of Eastlake Avenue?

The draft plan does not make a recommendation for or against a light rail system on the surface of Eastlake Avenue, a possibility which the Regional Transit Authority will be studying in the next year. However, members of the neighborhood need to think about how to respond. Indicate whether you would be more or less likely to support a light rail line on Eastlake Avenue if the following were true:

*More Less*

- It got you to locations like downtown and Northgate quicker than the bus.
- It reduced the number of traffic lanes and the volume of traffic on Eastlake Avenue
- It made more likely the redesign of streets and intersections for greater pedestrian safety and convenience.
- It reduced the amount of on-street parking but increased the amount of off-street parking
- By fencing or a trench it made it impossible to cross parts of Eastlake Avenue.
- It had more stations than currently proposed (one near Louisa Street and one near the Fred Hutchinson Cancer Research Center)
- It led to the permanent removal of one or more commercial buildings.
- A station at Rogers Playfield led to redesign of the park and greater access to it from Eastlake Avenue, but the loss of some existing trees and the planting of new ones.
- The number of diesel buses going through the neighborhood would be reduced.
- The light rail vehicles moved at 25 miles per hour instead of the current speed limit of 30 miles per hour.
- It was accompanied by a City commitment not to upzone the neighborhood.

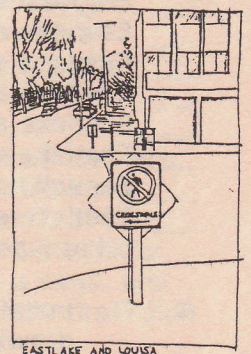
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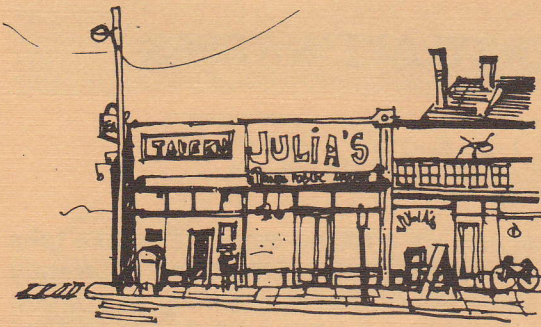
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Employer

Additional comments:



Please return your completed form to Eastlake Transportation Plan, Lake Union Mail, 117 E. Louisa #1, Seattle 98102.





**Eastlake's restaurant row gets longer.**--Eastlake's selection of restaurants continues to expand. Since purchasing it a year ago, Danny Wong has done wonders for the Orient Express, at Fairview and Blaine near NOAA. In May, sisters Nuphai and Savay Dengchamloen opened the Thai Gate Restaurant in the Areis Building, 2366 Eastlake Avenue. And two restaurants will reopen in the north end. The building that used to house Peyton's and the Cricket will be an upscale Chinese restaurant, and the old Lake Union Cafe will become a jazz club. More details when they become available. These new arrivals join Eastlake's other restaurants, which the critics agree are among the very best in the city.

## AROUND EASTLAKE

*Helen Sharkey Reckers, 1911-1994.* On April 13 the neighborhood lost Helen, who had been married for 57 years to her husband Jim, still a resident at 2347 Minor Avenue. Helen and Jim lived in the Lynn-Yale apartments when they were first married. She enjoyed the neighbors, her garden, and walks through the neighborhood. Helen is also survived by her son Jim, Jr., who is also a resident of Minor Avenue.

**Local volunteers fight high funeral costs**--When a loved one has just died, it is difficult to think about

the price of the funeral. But the Interfaith Funeral Information Committee warns that mortuaries often charge high markups on caskets, urns, and other services, while failing to mention much lower price alternatives. It is wise to inform oneself about the options, and to plan ahead. An Eastlake-based nonprofit organization that provides information on how to save hundreds or even thousands of dollars in funeral costs is the People's Memorial Association, 2366 Eastlake Avenue E. #409, Seattle 98102 (325-0489).

## TOPS Kindergartners begin quilt-making project for children at Childhaven

Kindergartners, painting gardens and sea life on fabric, are creating quilts for children at Childhaven. The two classes at TOPS at Seward, a Seattle School District K-8 alternative program, will each make a quilt for Childhaven's John Wilson branch.

The quilt-making project provides TOPS students with the opportunity both to explore a creative arts activity and to contribute their time and effort to children with special needs. One of the two quilts will feature a garden theme, and the other will represent water and sea life. Using fabric pens on white muslin, each student will paint one square of the quilt with their own design or drawing. Once the quilt squares are completed, parent volunteers will help with stitching and finishing work.

The goal is to deliver the quilts to Childhaven before school ends in June. Childhaven is a non-profit United Way agency which provides enriched childcare, therapy and day treatment to 250 abused and neglected infants and preschool age children at four centers in King County.

The project reflects a TOPS emphasis on community involvement. In addition, TOPS emphasizes respect and appreciation for the urban environment's multi-ethnic diversity and encourages all students to develop to their full potential. *For more information, call the school office ☎281-6912.*

## HOW TO PREVENT CAR PROWLs

Eastlake's most common crime (aside from parking across crosswalks and fire hydrants!) is the car prowl. Diane Horswill, our area coordinator in the Seattle Police Department's Crime Prevention Division, has the following advice. "Leave your car empty of all possessions. An item of little or no value still looks inviting to a thief. Recently, car prowls in which nothing is taken have been common, yet the cost to replace a window or door lock can amount to several hundred dollars." Diane



**TRAVEL  
EXPERTS**

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2825 EASTLAKE AVE EAST, STE 114  
**322-8334**

is a good speaker, and would be a hit at your next condominium or dock meeting; her phone number is 684-7555. More streetlights can also reduce car prowls; for information on better lighting for your street, call City Light at 517-3272.

## DON'T FEED THE SQUIRRELS

Wildlife and public health experts are concerned about spread of the Eastern Gray Squirrel. Thoughtlessly introduced into the Arboretum a century ago, these little monsters have spread to Eastlake in recent decades, driving out their smaller cousins the native squirrels, including Flying Squirrels (remember Rocky?). Although cuter than crows, they do more damage-- devastating tulips and other bulbs, killing songbird eggs and young, building nests and urinating in your attic, and chewing up eaves, roofs, and electrical wiring, causing structural damage and fires. The State Department of Wildlife urges that we not feed the squirrels; there is plenty of natural food around, and feeding only promotes overpopulation and disease. If you have a bird feeder, make sure the squirrels can't get to it and that a catch pan prevents seeds from dropping to the ground. The Department requires no permit to catch a squirrel; cage traps can be rented and should be baited with whole nuts or with peanut butter on small pieces of bread. But if you do catch a squirrel, don't let it go in a City park; the parks are suffering from too many squirrels already. The Wildlife Department recommends drowning the squirrel in a large garbage can and disposal in a bag in the garbage. For questions, call 775-1311.



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## EASTLAKE'S TREES

The next time you are strolling around Eastlake take a few extra moments to look at the trees. Currently Seattle has about 90,000 trees greening its streets. The city hopes to plant 7,500 to 10,000 new trees annually, replacing dead and dying ones while steadily increasing the overall number of trees gracing our neighborhoods.

Trees beautify our neighborhood, clean our air, shield us from noise, prevent flooding and soil erosion, conserve energy, and provide important habitat for birds, and animals and insects. They do all this while living under our stressful city conditions. Many trees in our neighborhood are planted in pits that are too small and in soil that is poor and compacted. Some are bumped by cars, vandalized or simply neglected. Many people volunteer for tree planting, but once the trees are planted they are frequently left on their own to face the tough city years ahead.

To increase awareness about Seattle's "urban forest" and to build a network of volunteers trained in tree care, the Seattle Engineering Department (SED) initiated a Tree Steward training program this spring. Twenty-eight volunteers from all over Seattle were trained by city staff and leading tree experts in the basics of tree care. In exchange for the training, each Tree Steward was assigned the task of helping to maintain the trees in a city neighborhood. Eastlake was fortunate to have been given Gwen Rousseau as its own Tree Steward.

In April a small group of Eastlake residents enthusiastic about the neighborhood's trees met to discuss the future of Eastlake's trees. Out of the meeting, three projects were proposed:

- ☛ Complete an inventory of the street trees in Eastlake in order to assist in the planning of future projects and to create a map of noteworthy trees for the residents of the neighborhood.
- ☛ Set up a program of street tree maintenance parties to keep Eastlake's streetscape attractive.
- ☛ Plant more trees! A tree planting party, called Eastlake Tree For All, is being organized for later in the year.

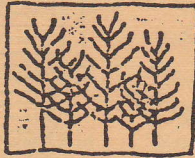
Anybody interested in helping to create an urban forest in Eastlake is welcome to help identify trees, come to work parties, and organize the tree planting. ***Come to the next meeting on June 22nd***

at 7pm at the Police Officers' Guild at 2517 Eastlake Ave. E. Or come to the next **work party June 23rd at 6:30pm** at the corner of Minor and Roanoke. For more information call Liz Ellis in the SED ☎684-5008, Joe McCarthy ☎386-7050, or Gwen Rousseau ☎517-8062.

See you in our urban forest! In the meantime, here are some of the ways we all can help trees stay healthy in our neighborhood:

- ☞ Carefully remove grass and weeds from the base of the tree, taking care not to damage the tree's surface roots. Most of a tree's roots are in the top 18 inches of soil. Grass and weeds compete with tree roots for air and nutrients.
- ☞ Maintain a mulch cover at the base of the tree to retain moisture and add nutrients to the soil. Do not place mulch directly against the tree trunk, however.
- ☞ Water new or young trees deeply every week during dry periods.
- ☞ Protect trees from lawn mowers, weed whips, cars and bicycles.
- ☞ Do not use weed killer near trees.
- ☞ Do not top trees. Call the City Arborist's office ☎684-5008 if you see branches on city trees that need pruning.

Joe McCarthy



## Quick Stop Grocery-Deli

Eastlake's Greatest Deli Sandwiches

Fresh Squeezed Orange Juice

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## BIBLOTS & BOOKS

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*Now specializing in Children's Books,  
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## MEMBERSHIP APPLICATION

Eastlake Community Council  
117 E Louisa, #1  
Seattle, WA 98102

This is a  NEW  RENEWAL membership.

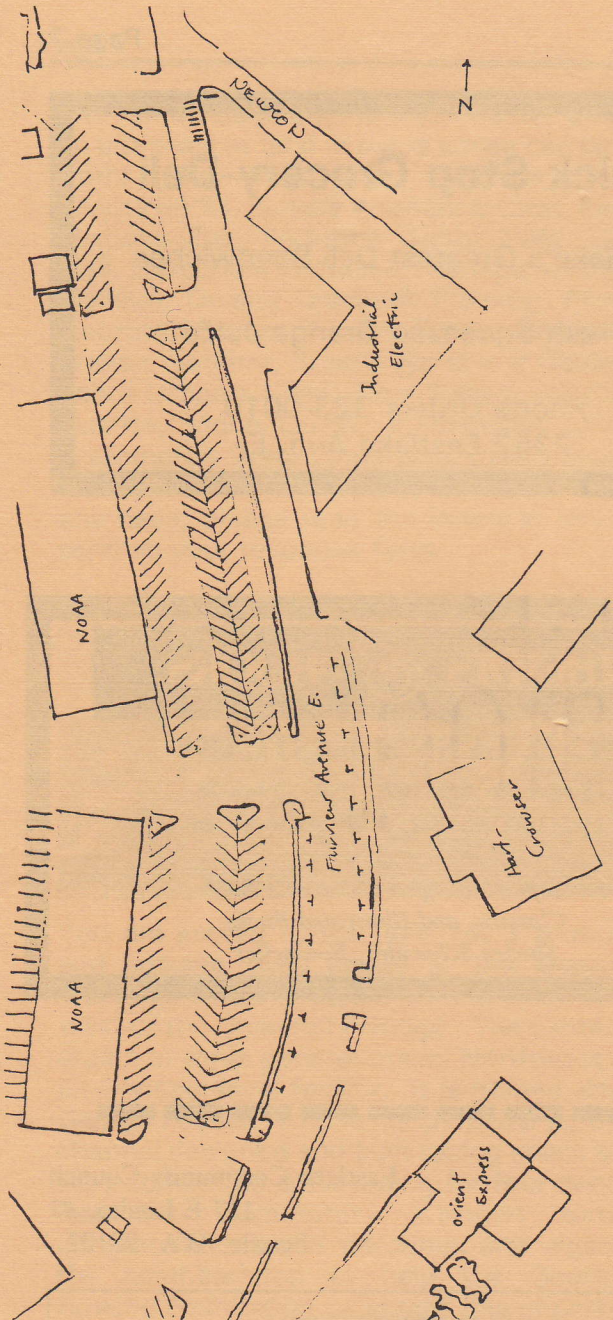
DUES	
<input type="checkbox"/> Household:	\$25
<input type="checkbox"/> Senior/Student/Low Income:	\$10
<input type="checkbox"/> Business:	\$50
<input type="checkbox"/> Extra Donation	\$ _____

I'M INTERESTED IN:
<input type="checkbox"/> Parks and Open Spaces
<input type="checkbox"/> Traffic and/or Parking Issues
<input type="checkbox"/> Building Guidelines
<input type="checkbox"/> Newsletter Block Distribution
<input type="checkbox"/> Fundraising
<input type="checkbox"/> Work Parties
<input type="checkbox"/> Eastlake History
<input type="checkbox"/> Community Art Projects
<input type="checkbox"/> Coming to a community meeting to share and brainstorm more ideas!

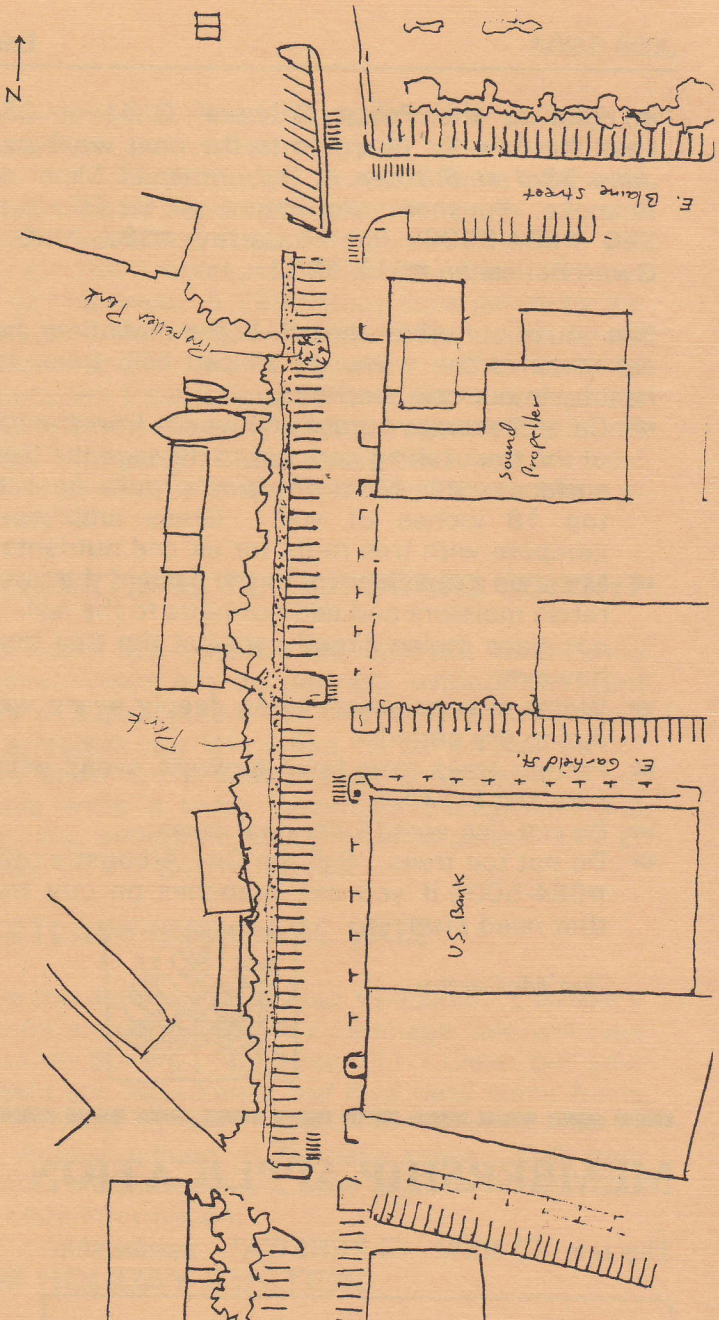
NAME/S \_\_\_\_\_

PHONE \_\_\_\_\_

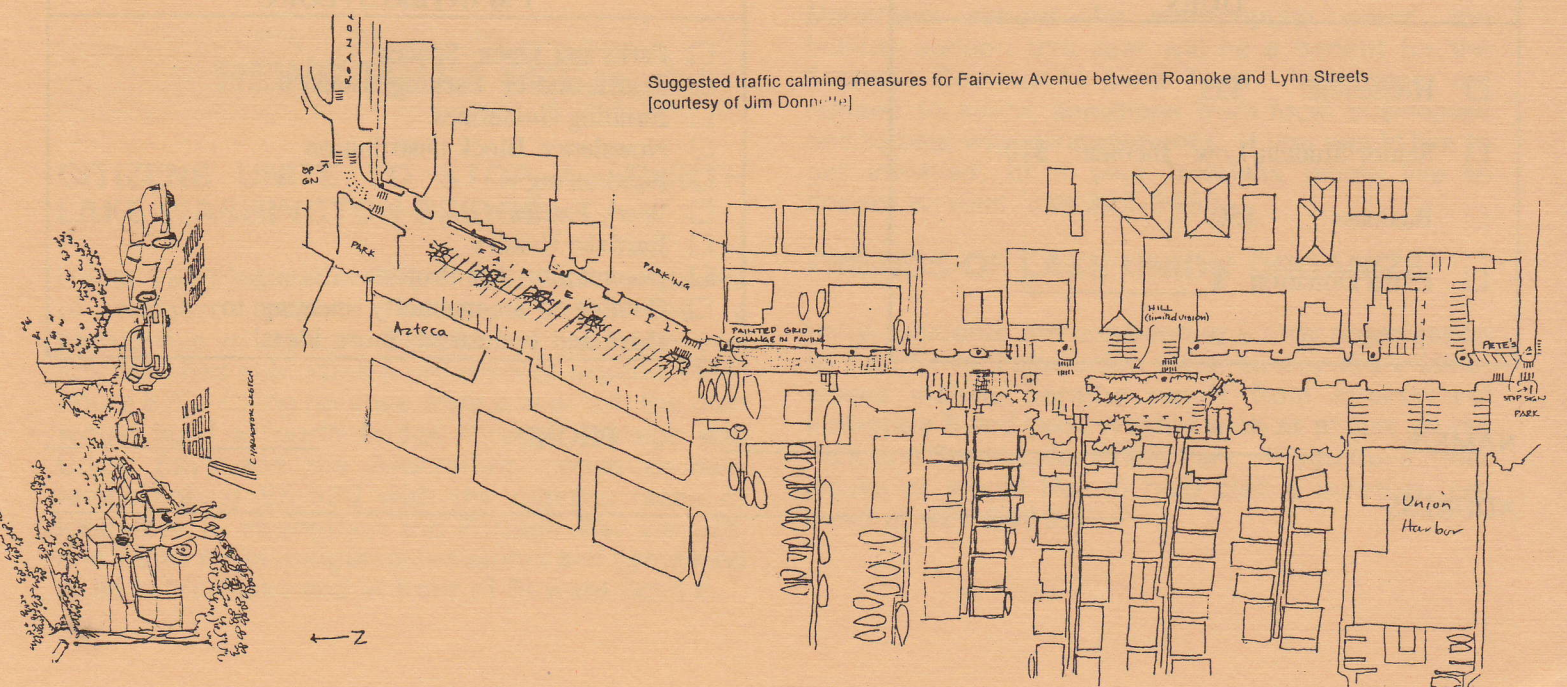
ADDRESS \_\_\_\_\_



Suggested revision of parking and roadway on Fairview from Newton to Blaine Streets. Note the added sidewalk on the west side of the street [research and drawing courtesy of Jim Donnette].



Suggested traffic calming measures and lakeside walkway on Fairview Avenue south of Blaine Street [courtesy of Jim Donnette].



Suggested traffic calming measures for Fairview Avenue between Roanoke and Lynn Streets [courtesy of Jim Donnette].