

The Eastlake News

Summer 2014

Coming Events

Tour of the Blaine and Howe St. stairs and beyond Sat., June 28, 2-4 p.m. Starts at E. Howe Street cul-de-sac near Franklin Avenue E. and northwest end of Colonnade Park. See article, p. 9

Eastlake car show -- Sun., June 29, 2-4 p.m. along Fairview Avenue E. between Hamlin and Shelby streets. See photo and caption, p. 12

Eastlake Cruise on the Islander Thurs., July 10. Boarding begins at 5:30 p.m., 1611 Fairview Ave. E. Departure at 6:30, return by 8:30. See photo and caption, p. 17

Eastlake free outdoor movie, "Despicable Me" Sat., July 19 in Rogers Playfield. Fun and picnics begin at 7:30 p.m., movie at 8:45. See article, p. 10

Seattle Night Out Tues., Aug. 5. Free of the normal permits, have a street party for fun, crime prevention and emergency preparedness. for organizing info, see eastlake-seattle.org Upcoming Events or facebook.com/SeattleNightOut

Inside: The Battle of Roanoke Reef
page 13

Please donate to help challenge the 2820 Eastlake Ave. "congregate housing" project



These two lots make up the site for the proposed 115 unit "congregate housing" project.

In May, the Eastlake Community Council filed a Superior Court challenge to the 2820 Eastlake Avenue "congregate housing" project; and a State Environmental Policy Act (SEPA) administrative appeal to the Seattle Hearing Examiner. ECC deeply appreciates the ideas and research of many people that made these filings possible.

We wish these legal efforts required only volunteers, but our attorney Jeff Eustis needs to be paid for his irreplaceable services. Your donations are welcome and urgently needed to ensure that both of these challenges succeed.

City building officials in April approved the huge project despite public outcry. The lot's LR-3 zoning would allow a reasonable 14 apartment units, but with "congregate housing" being exempt from density limits, the developers are hoping to squeeze in 115 (!) units, with no on-site parking or loading spaces. All current on-street parking along the project's Eastlake Ave. frontage would be lost forever to loading zones, and the building's occupants would be eligible for RPZ permits, competing for already scarce on-street parking places.

ECC's Superior Court challenge

Continued on next page

Eastlake Community Council
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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.

Donate to help challenge “congregate housing” project

Continued from page 1

is under the Land Use Petition Act and Section 6 of the Washington State Constitution. It challenges the project’s claim to being congregate housing. The two “shared” kitchens are tiny, with one also being a living/dining room, and the other also being a laundry room. There are no meaningful shared living or dining rooms where residents can actually congregate.

The SEPA administrative appeal challenges the project’s parking and traffic impacts. For links to ECC’s two legal actions and more about the project, see ECC’s web site. And for the project documents and the hundreds of comments made by your neighbors, see the City web site,

<http://web6.seattle.gov/dpd/edms> and type in project numbers 3014488 and 6334523.

A reasonable project can and should be built at 2820 Eastlake Ave., but only if this wrong one goes away. To make that happen, donations of any amount are welcome and needed.

Please make out your check to ECC, noting that it is for the Land Use Fund, and mail or hand deliver it to ECC, c/o Lake Union Mail, Box #1, Seattle 98102-3278. Or donate online on the ECC web site, eastlakeseattle.org. ECC welcomes questions and suggestions at info@eastlakeseattle.org or 206-322-5463.

See also related congregate/microhousing article page 4.

**Honoring
 the
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 who hand
 deliver the
 Eastlake
 News**

The 4000 copies of each issue of the Eastlake News reach every doorstep and business in the neighborhood through the efforts of the Eastlake Community Council’s more than 40 hand delivery volunteers.

The youngest are Parker (left) and Nicholas (right), while some are grandparents.

After every issue, someone volunteers, donates, comes to a public meeting, connects with a local advertiser, or otherwise is empowered because of something they read in a newsletter that arrived by hand delivery.

To our delivery volunteers -- ECC’s deepest thanks for all you are doing to build community in Eastlake!



**Don't miss the
 ECC cruise on
 July 10, see page
 17 for details!**



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Urge City Council To Improve On Mayor's Microhousing Proposals

Microhousing projects are poorly planned and regulated by city laws. The Eastlake Community Council is working for reforms with other neighborhoods citywide. A weak ordinance proposed by the Mayor and his Department of Planning and Development would promote more unplanned microhousing and would not moderate its size, location, and design. Following are policies supported by the ECC board, which urges you to write soon to the City Councilmembers (see contact info in box on page 5).

1. Count units honestly: classify as a separate dwelling unit each sleeping room under separate lease with a locked entry door and the capacity for having its own Post Office address.
2. Recognize that actual occupancies may be much higher than the actual number of sleeping rooms because of sublets and the sharing of beds and bedrooms.
3. Microhousing sleeping units that are not congregate (i.e. with shared dining and common areas) must be assured of the following: (a) every sleeping room must be at least 220 square feet and have window ventilation; (b) every unit must have in or attached to it a kitchen or kitchenette with a kitchen sink, at least four lineal feet of countertops, and sufficient wiring, outlets, and ventilation for safe use of a microwave and hotplate; (c) bathroom must have a tub at least five feet long; (d) closet/storage must be at least six foot square.
4. Require design review to be in public by design review boards, not in secret by DPD staff. Thresholds for triggering design review should be based on the number of sleeping rooms, not on deceptively low dwelling unit counts. DPD's proposal to base the thresholds for triggering design review upon square footage and to accept administrative design review or streamlined design review as sufficient would continue unjustifiably to exempt projects from review in public by design review boards.
5. On-street parking availability in many neighborhoods is already so low as to be in crisis for residents and businesses alike. Contrary to claims by developers and DPD, microhousing residents have high levels of car ownership and use. Consequently: (a) microhousing projects should be required to have on-site parking spaces and loading zones; and (b) if those spaces are not provided (e.g., based on the claim that residents will be relying on public transit), the residents will not be eligible for as many restrictive parking zone (RPZ) permits or RPZ guest permits.
6. Do not exempt microhousing projects from public notice, comment, and appeal rights under the State Environmental Policy Act. SEPA thresholds that exempt a project based on the number of units must be applied based on the number of sleeping rooms in the project. Currently, stacking in a project several "boarding houses" (each classified as only one dwelling unit) that each combine up to eight "micro" apartments is being used to evade SEPA thresholds that are based on the number of dwelling units, and DPD's proposed legislation would continue this abuse. SEPA is the single most important means for ensuring balance in a project's scale and impacts.
7. Don't loosen fire and safety standards for microhousing; its residents have equal rights to life safety (e.g., require that each sleeping unit have emergency egress via at least two stairways, and don't approve such egress if it is through a shared kitchen).
8. Any "congregate housing" must allow people to congregate—that is, require common areas (kitchen, dining room, living room, laundry room) to be of sufficient size to comfortably serve all residents, minimizing their less affordable resort to off-premises locations.
9. Congregate housing which is not for special needs populations or for assisted living must be limited to college and university major institution overlay areas unless it is called for in an approved neighborhood plan.
10. Prohibit microhousing projects that are out of scale and not in keeping with the surrounding neighborhood.
11. Until the above improvements in the Land Use Code and other laws are made, the City Council must direct DPD not to accept new applications for microhousing or congregate housing; and must direct DPD to place a hold on projects already applied for.



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Please urge Mayor, City Council to fund missing drainage, sidewalks

By sending a message to City officials today, you can help get urgently needed drainage and sidewalk improvements for the Eastlake neighborhood. This summer, the Mayor is developing citywide capital budget proposals, and in the fall the City Council will make the final funding decisions. Following are two much-needed projects that won't happen without community support:



Fund the missing drains that allow flooding to block car parking and pedestrian/bicycle passage along Fairview Ave. E. and the Cheshiahud Lake Union Loop. In this photo south of Newton St., a duck is swimming where parking and a pathway are under water. Pools also collect along portions of Fairview Ave. E. between Newton and Roanoke streets, and between Martin St. and Fuhrman Ave. E.

Please write to the City Councilmembers today! Here are their names and e-mail addresses:

sally.bagshaw@seattle.gov

sally.clark@seattle.gov

mike.obrien@seattle.gov

tom.rasmussen@seattle.gov

kshama.sawant@seattle.gov

nick.licata@seattle.gov

jean.godden@seattle.gov

bruce.harrell@seattle.gov

tim.burgess@seattle.gov

You can also reach the Councilmembers by fax at (206) 684-8587 or by U.S. mail at P.O. Box 34025, Seattle 98124-4025. It's important to write to them individually, not as a group.

Breaking News: Allison Street sidewalk grant



The Seattle Department of Transportation and the Lake Union District Council announced in early June that in response to an Eastlake Community Council application, they have granted \$65,000 from the Neighborhood Projects Fund for surveying, engineering, and design to install sidewalks that are missing on a steep block of Allison Street between Fairview Ave. E. and Eastlake Avenue. ECC will work to ensure that the public and adjacent property owners are involved. Construction funding will be determined once the design and cost estimates are available.



Fund the missing sidewalk and retaining wall on the east side of Lakeview Blvd. in the block between the lower ends of the Blaine Street stairs and the Howe Street stairs (see photo). Pedestrians and bicyclists are endangered by cars, and all are endangered by potential landslides



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.

Help save and improve Eastlake's bus service

The State Senate is now controlled by Republicans and conservative Democrats who not only resist state funding for urban bus systems, but deny urban voters the right to tax themselves to raise bus funds locally. ECC endorsed the April 22 countywide tax measure for buses and roads, and Eastlake voters supported it in large numbers, but suburban opposition was too much. Seattle voters will have the chance to vote on another tax package, and ECC welcomes your views on whether to endorse it.

But now Metro must make bus cuts somewhere, and we must stand up for Eastlake's bus service (we've had a lot of practice standing up on those crowded buses!). The proposal (<http://metro.kingcounty.gov/am/future>) is to eliminate route 25, the route 66 express, and route 72. Also, route 71 would no longer operate through Eastlake. Route 70 would add Sunday service and become more frequent during commute hours—but it would remain a local. And on weekday afternoons although the route 73 express would become more frequent (with funds

taken from the 66 cancellation!), it would continue to have no stops in Eastlake or South Lake Union. Unless Metro relents, Eastlake will have only local bus service—no express service at all.

We can't let it happen! Please write to customer.comments@kingcounty.gov, with a copy to ECC at info@eastlake-seattle.org. Urge Metro not to eliminate routes 25 and 66, and not to leave Eastlake with no express service. Especially: urge Metro that if route 66 is eliminated, its four express stops (Aloha, Garfield, Lynn, and Harvard) must be added to the route 73, because in the weekday commute and mid-day, the proposal is for route 73 to continue not to make any stops on Eastlake Avenue.

Metro unfortunately still sees the Eastlake and South Lake Union neighborhoods as a corridor for zipping passengers between downtown and the University District. The Eastlake Neighborhood Plan, hundreds of petition signatures and many letters have called on Metro to establish for each express bus just a few stops (as with the now-threatened 66 express) on Eastlake Avenue, respecting Eastlake and South Lake Union as the transit destinations that City legislation says they are. For questions about any of the above, or to get involved, contact ECC at info@eastakeseattle.org—and be sure to send us a copy of anything you write to or receive from Metro.

Tribute to the Farin family

The Eastlake Community Council remembers a longtime and popular Eastlake family, the Farins, and sends condolences for their recent losses. Federico "Freddy" Bejar Farin passed away late in 2012 at the age of 84; his wife Anita passed away in January 2014 at the age of 85. Both were born in the Philippines. Freddy's U.S. Navy service brought him to Seattle, where in 1947 he met Anita Osias Villar, who had emigrated in 1931.

Marrying in 1950 and settling in Eastlake, Freddy and Anita founded Anita's Market at the corner of Franklin and Lynn; 50 years later they redeveloped the lot as apartments; previously they had built or purchased four other apartment houses in the Eastlake neighborhood. They were kind and responsible landlords, taking pride in the buildings just a few doors away from their own home on Lynn Street. They retained strong ties to the Philippines, often returning to escape the Seattle winter. Anita was editor of the *Filipino Forum*, a monthly newsletter, and also served as Filipino Community Queen in 1947.

Freddy and Anita were the proud parents of two sons, Federico (Fred) and Victor. Victor passed away in April 2014 at the age of 60, leaving his life partner Mark McLaughlin, also an Eastlake resident. Victor had attended Seward School and also worked in the neighborhood, such as at Tommy's Sushi and in maintaining the family's apartment buildings. Freddy and Anita's surviving son Federico "Fred" Farin and his wife Lisa continue to manage the buildings. Fred and Lisa formerly served on the ECC board, and Lisa also served as editor of the Eastlake News. ECC appreciates the many contributions to our community by this leading Eastlake family.

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Thanks, Seattle Prep!



For many years, Seattle Prep students and staff have celebrated Earth Day by donating their time to clean up parks in Eastlake and other neighborhoods. Here is a group photo of the many who labored in Fairview Park on April 15, 2014. The Eastlake Community Council thanks all for their wonderful efforts.

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Honoring Phil Thiel, 1920-2014

ECC sends its condolences to the family of Phil Thiel, who died May 10 at the age of 93. As a UW Professor of Architecture and Urban Planning and then in retirement, Thiel consistently spoke up for neighborhoods' rights to public amenities and respectful design, most recently for a public plaza as part of the University District Sound light rail station (an idea not yet accepted by UW, Sound Transit, and City planners). His books and teachings eloquently called for design to center on the human end users' needs, practices, and desires.

As a naval architect, Thiel helped originate container shipping and was also an inspired designer of wooden boats. He was teaching naval architecture at the Massachusetts Institute of Technology when, inspired by professors who taught dry-land architecture, he quit the job to get a Bachelor of Science in Architecture, joking later that "I was the only person to come to MIT as a professor and leave as a student."

John Stamets, UW Lecturer in Photography, recalled in a UW architecture blog how Thiel came to Seattle, "In 1961 – with a degree in architecture from MIT and five years of teaching experience at Berkeley – he was returning from a 15-month fellowship in Japan with the intent of going to St. Louis where he had a job offer at Washington University. Since the ship from Japan landed in Seattle, he stayed here a few extra days to visit relatives.

"On the second day, he decided to check out the UW architecture program. He walked in the door unannounced, but was graciously introduced to some of the faculty, including [former ECC board member] Victor Steinbrueck who gave him a complete tour of the program and campus. Then Steinbrueck and Dean Bob Dietz treated him to dinner, and by the end of the evening they offered him a job. So Phil stayed in Seattle with his wife Midori Kono, and they never made it to St. Louis."

For much more about Phil Thiel (including about a memorial event that had not yet been scheduled at press time), see the article by his son Kenji at <https://www.udistrictsquare.org>.



Adopt a Stairway



Just above and east of Harvard Ave. E. near where it intersects with Eastlake Avenue, the E. Martin Street paving ends and its right of way becomes a public stairway down to Harvard Ave. E. The Martin Street stairs connect the Eastlake and Portage Bay neighborhoods and provide access to bus stops. An Earth Day work party got a start on controlling the overgrown shrubs and limbs, but more volunteers are needed for landscaping and to work toward a bus shelter and improved lighting. Please get involved through an e-mail to info@eastlakeseattle.org or by calling 206-322-5463.

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**Community stairway walk
Sat., June 28,
2-4 p.m.**

Like last summer's popular stairway walk, this one is sponsored by ECC and led by the authors of Seattle Stairway Walks, <http://www.seattlestairwaywalks.com>. Starting point is a few dozen yards east of Franklin Avenue E. at the E. Howe Street cul-de-sac (near

northwest end of Colonnade Park beneath I-5). We step up through Colonnade on the lower section of the Howe Street stairs, tracing part of the proposed Melrose Promenade as we make our way up and over Capitol Hill. After stopping to admire a beautiful, hidden pocket park on the shore of Portage Bay, we make our way back to the upper section of the Howe Street stairs, take them up, then turn down the full length of the Blaine Street stairs (longest in Seattle), passing beautiful Streissguth Gardens and enjoying views of Lake Union and Queen Anne along the way. We then cross the south end of Colonnade Park to complete our scenic, 2.3 mile stairway loop. (sketch of Howe stairs by Karen Berry)

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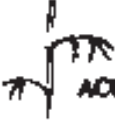


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Planning for bike share

On May 12, ECC co-sponsored with the nonprofit organization Puget Sound Bike Share a public meeting to discuss where in Eastlake to locate a bike share station. Puget Sound Bike Share (for background or to comment, see prontocycleshare.com--also on Facebook and Twitter) has an agreement with the City government to establish bike share stations near transit and bicycle routes, with a first priority between downtown, Capitol Hill, and the University District—a corridor that includes Eastlake.

The green “Pronto” bikes are a distinctive unisex design, with usage fees set at \$85/year or \$8/day, plus \$2/day for a helmet. They are not meant to replace commercial hourly or daily rentals, but rather are priced mainly for rides of 30 minutes or less. Users pick up and drop off the bikes and helmets at the stations, which keep them locked when not in use, and are wired to prevent an imbalance among different locations.

For the first bike share station in the Eastlake neighborhood, Puget Sound Bike Share and its contractor initially considered intersections either at Eastlake Ave./Lynn St.; Eastlake Ave./Louisa St.; or Fairview Ave./Lynn St. ECC expressed concern that each of these locations would hamper local businesses by occupying vehicle parking and loading spaces. As an alternative location, ECC at the May 12 public meeting suggested the north end of the Franklin Green Street (just south of Roanoke Street between Seward School and Rogers Playfield), where cars are not allowed. Puget Sound Bike Share and its contractor had not previously considered this location, and they were very receptive to it; ECC will continue to work with them toward a location that does not unreasonably sacrifice car parking or pedestrian access.

While in the next year there will be just one bike share station in Eastlake, as the program expands in the coming years, there will likely be three. ECC suggests that one of the future locations be just south of where Eastlake Avenue and Harvard Avenue intersect in the North Gateway triangle, which has enough space to accommodate also a trailer for a small bike shop. ECC welcomes your comments on any of the above-mentioned locations for a bike share station, or other locations you may suggest, to info@eastlakeseattle.org.

Free outdoor movie, “Despicable Me” -- Sat., July 19 in Rogers Playfield

Watch the animated classic, “Despicable Me”, under the stars in Rogers Playfield, 2500 Eastlake Ave., Saturday, July 19. Voices include Steve Carell, Jason Segel, Russell Brand, and Julie Andrews., The fun and picnics begin at 7:30, movie at 8:45 p.m. Free popcorn! Bring a blanket or low chair to sit on, and a jacket to keep warm. The Eastlake outdoor movie happens just once a year, so don’t miss it! Brought to you by the Eastlake Community Council with the generous sponsorship of local businesses. For information or to donate: info@eastlakeseattle.org or (206) 322-5463.



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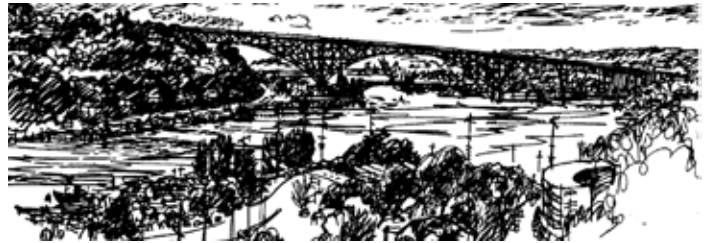
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**Eastlake News archive, back to
first issue in 1971, is now on-line,
searchable**

Eastlake News issues from the first one in 1971 through 2001 were produced only on paper, but are now on-line (along with the issues from 2002 to the present) in a searchable format on the ECC web site, eastlakeseattle.org. Each issue can be viewed individually, and prior to 2002 a zip file by decade is also provided. ECC welcomes comments or suggestions, such as on the format, if any issues are missing or difficult to read, or topics for issues to come.

This fascinating archive, so essential for neighborhood memory and action, would not have been possible without a generous grant for ECC's Eastlake Archives and History Program from one of our neighbors, ZymoGenetics, a Bristol Myers-Squibb company. Thanks go also to the well over a thousand volunteers who over the years have helped produce or distribute the *Eastlake News*, making it the heartbeat and history of our neighborhood, and one of the best neighborhood newsletters in the country.

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New ECC Board Member Ann Prezyna

Eastlake Community Council board member Ann Prezyna is an attorney who is General Counsel to the Sea Shepherd Conservation Society, an international non-profit, marine wildlife conservation organization. She formerly served as Deputy Regional Counsel for the United States Environmental Protection



Agency, Region 10 (Seattle office). In a prior life, she worked as an Assistant Attorney General in the Alaska Attorney General's Office on oil, gas, mining and natural resource matters, and as in-house environmental counsel for BP Alaska.

A floating home resident since 1986,

Ann has been active in ECC's shoreline restoration efforts. She and her husband also own a ranch in Arizona that is a wildlife conservation reserve for rattlesnakes, mountain lions, roadrunners, and other loveable critters endemic to the high desert southwest. In her spare time, Ann enjoys hiking, bird watching, practicing yoga, dinner rafting on Lake Union, and other outdoor and athletic activity. She is profiled in the chapter "Ann of Lake Union" in the book *Staying Afloat* by Jeri Callahan.

Eastlake Car Show June 29



Don't miss Eastlake's first car show -- Sun., June 29, 2-4 p.m. in the block of Fairview Avenue E. between Hamlin and Shelby streets. It's free! Admire vintage, customized, or collectible cars and talk to their Eastlake owners. (In the photo with their 1929 Model A Ford Sedan, it is Ethan Roberson on the left, and Jeremiah Roberson, on the right.) No need to register, but please contact us at info@eastlakeseattle.org for questions or if you'd like to help. Sponsored by ECC.

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The Battle of Roanoke Reef

It is the Seattle land use fight by which all others are judged. Thirteen years, from 1967 to 1980, dozens of public hearings, and file cabinets of lawsuits concluded in victory for the neighborhoods of Lake Union.

Since 1962, neighborhood activists had warned that zoning loopholes could allow massive office and residential buildings along the shorelines and above the waters of Lake Union – replacing houseboats and water-dependent businesses. State and city governments lent a deaf ear to the threat.

In 1967, neighborhood fears were realized when a building permit application for a seven-story condominium was filed for the foot of East Roanoke Street. Existing were pleasure craft moorages – some covered, some not – spread out around the Riviera Marina that housed Bill Boeing's weathered 1916 Seaplane Station. The proposed "Roanoke Reef Condominium" was to be built on a 480' x 100' concrete platform located just north of East Roanoke Street – just above the waters of Lake Union. The application read: one story of concrete parking garage, then six stories of wood frame with stucco face and tinted-bronze glass. It boasted a heated pool, glass enclosed lanais, television security system, three elevators and 168 luxury units.

Houseboaters and upland neighbors rallied against the proposed project and won outright. The 1967 building permit for the Roanoke Reef Condominium was denied. But the battle of Roanoke Reef wasn't over; in fact it had only just begun.

In 1969, Fairview Boat Works just north of the foot of East Lynn Street was demolished and construction began on a five story, 98-unit over-the-water apartment house (now the 48-unit Union Harbor Condo). Union Harbor was permitted and built before neighbors could organize meaningful opposition. Within months, five

more proposals to build mega-unit over-the-water apartment houses along Fairview Avenue East were announced. A speculative feeding frenzy had begun, and Roanoke Reef re-surfaced as a five story, 112-unit condo.

The newly formed citywide citizens group CHECC (Choose an Effective City Council) prodded state and local government to address the problem of Lake Union's inadequate zoning, and zoning loopholes were eventually closed in such a way as to discourage four of the five over-the-water development plans. One permit was issued, however, to Roanoke Reef. The permit application was submitted to the Seattle Building Department on May 7, 1969. It was "conditionally issued" the next day. Building permits were either approved or denied, so to neighbors this permit process spread a strong stench of impropriety.

In the end the battle of Roanoke Reef centered on what would turn out to be an illegally issued building permit.

Since individual plaintiffs could be held personally liable for construction delays while officers of non-profit corporations were protected, a first legal strategy was the creation of a non-profit community organization



Roanoke Reef Construction. (photo credit: Seattle Municipal archives)

for upland residents. The Eastlake Community Council (ECC) was formed in 1971. ECC worked with the Floating Homes Association (FHA, founded in 1962) to fight the vested permit. But each time the building permit was set to expire, the City renewed it.

Enactment of the 1971 Shoreline Management Act should have ended the project outright. But "construction" on Roanoke Reef began March 15, just weeks before the SMA's June 1 effective date, with workers driving 10 concrete pilings into the lakebed.

Although community SCUBA divers proved the pilings were haphazardly placed and certainly only

The Battle of Roanoke Reef

continued from page 13

symbolic, the City again renewed the building permit.

In a June 23, 1971 letter to the Eastlake Community Council's co-founder Phyllis Boyker, then-Mayor Wes Uhlman wrote, "I dislike the destruction of a valuable natural resource like this section of Lake Union for purely business interests. Unfortunately, however, there seems to be nothing which can be done to halt the project. No building or zoning codes have been violated and no laws have been broken."

In July, real construction began. Existing moorages were torn out along with the March 15 pilings. The old Riviera Marina that included the original Boeing Company hangar was torn down, and 250 concrete pilings were driven into the lakebed.

With the start of that construction, the community took legal action. Harold H. "Hal" Green of the firm MacDonald, Hoague and Bayless offered his legal services "at cost." By summer's end \$11,500 had been raised toward a legal fund. On September 15, 1971, a lawsuit was filed in King County Superior Court on behalf of ECC, FHA, and Phyllis Boyker, who formed the lead as a directly affected upland resident.

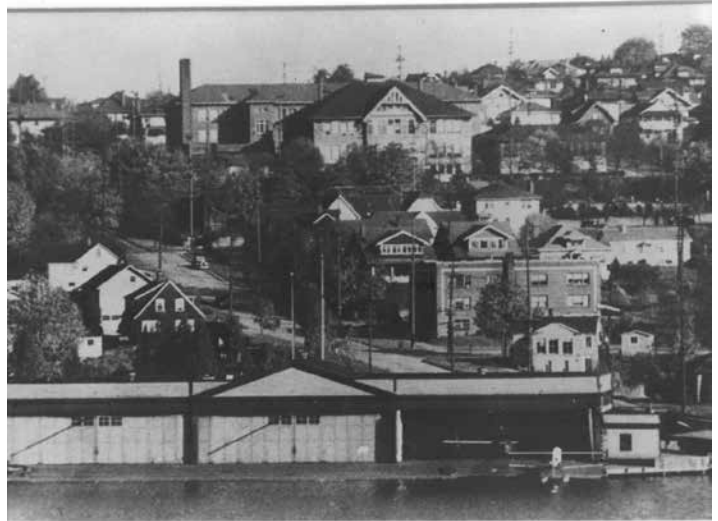
Among the suit's charges were 1) the city had issued an illegal building permit in 1969, 2) the City had repeatedly renewed the illegal permit, and 3) the developers were not in compliance with the Shoreline Management Act.

The developers, represented by Robert Ratcliffe of Diamond and Sylvester, (the law firm of Joe Diamond, parking lot magnate) quickly brought a counter-suit against Phyllis Boyker. Under the threat of financial ruin, Ms. Boyker was forced to withdraw. The developers then contended that FHA and ECC were not directly impacted by the proposal and thus had no right to sue. The State Department of Ecology joined ECC and FHA as a co-plaintiff on February 10, 1972. The trial began four days later. After nine days of testimony, the introduction of 137 exhibits, and ten minutes of consideration following final arguments, Superior Court Judge W.R. Cole ruled against the community on every count – including the very right to bring the lawsuit.

The ECC and FHA were exhausted, debt-ridden, and facing an appeal deadline to the State Supreme Court. They needed an additional \$8,000 for transcripts and court-ordered bonds. They raised money through dances, rummage sales, spaghetti dinners, boat outings, door-to-door solicitations, and mailings. On April 19, 1972, in a meeting with representatives for the Attorney General's office (the AG at that time was Slade Gorton, a charter member of CHECC), the earlier promise of state help was negotiated into meaningful support. That evening, the votes were won to commit ECC and FHA to appeal to the State Supreme Court.

Meanwhile, back at the Reef, construction continued. A fully furnished model unit stocked with sales brochures opened at the adjacent construction staging area. A Roanoke Reef advertising billboard appeared in South Lake Union at the corner of Fairview Avenue N. and Valley Street.

On September 6, 1972, the Attorney General filed papers with the State Supreme Court to halt construction of Roanoke Reef. When work stopped, a significant portion of the cinder block parking structure had been completed. Oral arguments were heard on November 13, 1972 before the State Supreme Court. Joe Diamond, himself, argued for the developers; Harold Green and Francis Hoague (a local liberal legend) for the community. On July 18, 1973, the State Supreme



Roanoke Hangar, Mid 1930s. Built by William Boeing in 1916, the three bay seaplane station was the site of significant aviation events for the next twenty years. A succession of seaplane businesses flew from the hangar in the 1930s, before Clarence Kintz removed the landing ramp and converted it into a boat shed. (photo credit: Boeing archives)

Court ruled for the community. The City was stuck with a nearly \$3 million bill for illegally issuing the permit. What's more, the Court ruled that ECC and FHA did have standing to sue—an important precedent for public interest that spread throughout the country.

But victory in a land use battle does not simply come with a "permit denied" ruling, and developers do not just go away. In this case, the verdict did not include an order to remove the illegally permitted concrete platform. Within four days, the developers submitted a new building permit application. The proposal had been reduced to 81 units, but remained 57 feet high. And in November 1973, the developers filed a \$7,000,000 damage suit against the City of Seattle.

Although the developers eventually won a \$2,896,534 judgment against the city (check written July 3, 1976),

they made little headway in securing permits for their condominium. The tide of the Battle of Roanoke Reef clearly had turned to favor the community.

Just before Christmas 1974, the city denied a final new building permit. The Roanoke Reef over-water condominium project was dead. During the next three years, occasional rumors circulated that a new condo building permit was soon to be submitted but the rumors always proved to be negotiation posturing or unfounded speculation.

Between 1975 and 1978, the Battle of Roanoke Reef was a miserable, tedious stalemate. The community was unyielding in seeking removal of the illegal platform. Removal was completely unacceptable to the developers. Sketchbook entrepreneurs offered ideas for a public park, marina or restaurant to settle the celebrated dispute. Each scheme rested atop the illegal concrete slab. Most met with initial public approval. All required vigorous repudiation by the community.

In 1976, '77 and '78, the developers submitted land use applications to establish marinas beside the platform. In each instance, the developers refused to state that further development would not occur. Two of the three proposals met with initial government approval. An attitude of "let's approve it and move on to another issue" seemed to prevail. But for the community, the platform continued to be illegal and developers refused to disclaim thoughts of future high-rise development. Each marina proposal initiated another round of public hearings. Each marina proposal was eventually defeated.

Like weeds through the sidewalk, life slowly began to infest the Reef's concrete slab. An impromptu marine engine repair shop located there. Fishing boats tied up for off-season moorage. Some live-aboards took advantage of the \$1 per foot moorage fees. Kids dove off it and canoes cruised under it.

In 1978, the Roanoke Reef stalemate was broken and a temporary truce was declared. It was agreed that a City-hired consultant conduct a study of the legal, economic and environmental ramifications of the concrete slab. The community supported the study only after demolition was included as an option.

Soon after the consultant's report, Lucile Flanagan (later the benevolent owner of the Crest Theater) quietly emerged with a viable Roanoke Reef plan. Ms. Flanagan would purchase the property for \$500,000, demolish the concrete slab, construct and sell 20 condo houseboat moorages, plus nine townhouses at the site of the former construction staging area. The sale was finalized in the summer of 1979 and the Environmental Impact Statement completed during the first months of 1980.

No single individual led the community's efforts. Only houseboater Terry Pettis and uplander Victor Steinbrueck were intimately involved from beginning

to end, but they thought it proper that the Battle of Roanoke Reef be spearheaded by the ordinary folks of the FHA and the ECC. Nine ECC presidents served during those years. The long casualty list of cancelled vacations, lost career opportunities and strained family relationships explains the rapid turnover.



Roanoke Reef 1973, July 20. Two days after the State Supreme Court ruled the building permits were illegally issued, this Seattle Times photo portrays the moment of community victory. Note the upland construction shack and model unit where the gracious 49-65 East Roanoke townhomes now reside. (photo credit: Seattle Times)

On a sunny Saturday – July 26, 1980 – the Battle of Roanoke Reef officially ended with a neighborhood party on the concrete platform. Food, music, beverages, skydivers, politicians and speeches accompanied this latest of innumerable fundraisers for the ECC Legal Defense Fund, with everyone invited to start the demolition of the slab at one-dollar-a-whack.

A submerged reef of concrete is located somewhere off Blake Island where the remains of the platform were finally hauled to rest, but not before a few souvenir chunks were given out. For many years thereafter, on a shelf in the Director's reception area for Seattle's Department of Construction and Land Use there was a chunk of concrete with an engraved label reading, "Roanoke Reef, 1971-1980."

The original "Battle of Roanoke Reef" article of which this is an update was written in September 1987 as an Eastlake Community Council fundraiser when ill-advised zoning revisions unleashed an onslaught of out-of-scale residential apartment and office building proposals into our neighborhood similar to the City's experiment with out-of-scale, sub-standard "Micro-Housing" today.



Special Thanks to Johann Wassermann

The segments of Fairview Avenue E. between Newton and Roanoke and between Hamlin and Fuhrman are a “Green Street,” but for that designation to have meaning, the City’s transportation and planning departments must approve a street design concept plan that considers pedestrians, bicycles, cars, landscaping, and drainage. This plan will have legal force with developers and City agencies in avoiding negative steps and funding needed improvements. Your ideas for the plan are welcome and needed; see the “public comment opportunities” of the ECC web site, <http://eastlakeseattle.org>. A past barrier to developing the needed plan has been the lack of a topographic survey, yet we could not afford one. But now at last, through the leadership of ECC volunteer Johann Wassermann (who did most of it himself), that survey is now complete between Newton and Roanoke Streets. Johann (pictured here with his equipment) is a longtime Eastlake resident who is a professional surveyor. We all owe him a deep debt of gratitude for this valuable donation, which will be a community asset for years to come.

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ECC thanks **Sebi’s Bistro** for hosting ECC’s May 8 spring celebration; and **Don Eduardo’s**, **14 Carrot Café**, **Siam on Eastlake**, **Louisa’s**, **Pazzo’s**, and **Ship Canal Grill** for hosting similar events in previous years. At the popular events, ECC purchases “small bites” for the public, the restaurant offers reduced prices for beer and wine, and dining continues off the regular menu. ECC welcomes inquiries from other restaurants to host its upcoming celebrations. ... Don’t miss the July 10 **Eastlake summer cruise** and the July 19 **free movie under the stars** in Rogers Playfield (see information elsewhere in this issue or on the ECC web site). Both of these Eastlake Community Council-sponsored events would not be possible without the generous support of local businesses.

Congratulations to the **Eastlake Zoo Tavern** (2301 Eastlake Ave E., 206-329-3277, eastlakezoo.com) which on May 11 celebrated its 40th anniversary. That was a big week, as on May 6, the tavern also hosted ECC’s fundraiser for the University District Food Bank, featuring a showing of the Jeff Bridges movie *American Heart*, which was filmed in 1991 at the Zoo and many other classic Seattle locations. ... Introduced at the May 6 fundraiser was **Richard Peterson**, who appears in *American Heart* as a busker, and recently opened for two of Bridges’ concerts. Peterson is available for piano gigs (\$200/night). To reach him: 206-325-5271.

ECC salutes **Citizens for Off-Leash Areas (COLA)** for its ongoing efforts to steward and improve the I-5 Colonnade off-leash area. The current COLA steward for the area is Kevin Haywood, Jr. (who is also ECC’s advertising coordinator). For questions or to help, you can contact contact Kevin at I-5Colonnade@email.com or through this column). ... **Eastlake Veterinary Hospital** (1536 Eastlake Ave., 206-328-2675, eastlakeveterinaryhospital.com) is a full service hospital providing medical, surgical, and dental care for dogs and cats, as well as boarding for existing dog and cat clients. The emphasis is on preventative health care to increase the quality and longevity of a pet’s life. ... The corporate headquarters of **Blue Dog Bakery** (bluedogbakery.com, (206) 323-6958) is located in Eastlake at 3302 Fuhrman Ave. E. Suite 301. The company offers on-line, and through pet stores and grocery stores, a range of treats and bakery bones favored by dogs and made in USA without animal by-products, artificial flavors or colors, or artificial preservatives.

Gigabit-scale internet service in Eastlake is spreading. **CondoInternet** (<http://www.condointernet.net>, 206-777-6666 now serves the **Equinox** at 1520 Eastlake Ave E) and **CenturyLink** (Patrick.Fox@centurylink.com, 206.733.5167) is offering commercial-level gigabit service that may be available to some residences. ... **Lake Union Crew** (<http://lakeunioncrew.com>, 206-860-4199) has

moved from Eastlake to 2520 Westlake Ave N. Its former location at 11 E. Allison St. is now owned by the **College Club** (206-622-0624, collegeclubseattle.com), which was formerly located downtown. The two floating structures were classified some years ago as vessels by the Coast Guard and the City, a worrisome loophole in shoreline regulations that could lead the lake to be ringed with floating offices and condos.

Babirusa (2236 Eastlake Ave., 206-329-2744, blindpigbistro.com/babirusa) opened in May next to **Blind Pig Bistro**, with common ownership. Named after a small Indonesian pig, it has a large bar and offers a constantly changing menu based on fresh and local ingredients. ... **Porch.com** (888-549-6019) is headquartered at 1551 Eastlake Avenue. It is a web-based business for exploring, sharing, and referring home-improvement services. Founded just two years ago, Porch.com now has a nationwide partnership with Lowe's and has grown to over 140 employees. Its major competitors include Houzz.com and Zillow.com/Digs. ... Eastlake is also home to one of the divisions of **Gilead Sciences Inc.** (199 E. Blaine St., <http://www.gilead.com>). In December the Food and Drug Administration approved for sale its wonder drug Sovaldi, by far the best treatment for the scourge of hepatitis C.

Eastlake is a center for life coaching, as it spreads beyond an initial audience of business executives. **SeattleCoach LLC** (2727 Fairview Avenue E., 206-412-6224, seattlecoach.com) offers personal coaching by Patricia Burgin as well as a training program that is accredited by the International Coach Federation. Burgin has a masters degree in Theology and another in Applied Behavioral Science,... **Puget Sound Coaching LLC** (located in the same office building; Fairview Ave., 206-919 5542 puget-soundcoaching.com) is led by Will Wilcox, an Eastlake resident who was trained by Burgin and also has a degree in psychology.

Total Health Events (2226 Eastlake Ave E. at Vybe Communications Hub, www.totalhealthevents.com, 206-499-1903) is again sponsoring shoreline cleanup after the July 4 fireworks. The Eastlake company organizes races, runs, and walks throughout the Pacific Northwest, many of them to help charities raise funds. Total Health Events' races are sanctioned by either USA Track & Field (USATF) or USA Triathlon (USAT). The company also sells Herbalife sports nutrition products.


Please help the **Eastlake Community Council** make and keep this neighborhood a wonderful place to live, work, or play. See our web site at eastlakeseattle.org for background and for opportunities to volunteer or 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, for questions or to volunteer: info@eastlakeseattle.org or c/o ECC, 117 E. Louisa St. #1, Seattle 98102, or (206) 322-5463.

ECC Summer Cruise



All are welcome to ECC's Thurs., July 10 cruise on the historic icebreaker the Islander. 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, dessert, and punch; vegan options) at <http://brownpapertickets.com>.



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What to expect for July 4 traffic, parking, and law enforcement

The Eastlake Community Council offers below the best information we had as of June 1 regarding traffic, parking, and law enforcement for Friday, July 4. Any changes will be posted on the ECC web site, <http://eastlakeseattle.org>. For questions, corrections, additions, or after-event feedback, please contact us at info@eastlakeseattle.org.

Public fireworks. The fireworks show starts at 10:15 p.m., with a synchronized soundtrack on the public address system; the soundtrack can also be heard during the show on FM 106.9. Information on the event at Gas Works Park can be found on the SeaFair web site.

Cell phones. Amidst large crowds, the cell phone system gets overloaded. Please 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 a holiday, Residential 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 to anyone parked there. Likely on July 4 from 11 a.m. to midnight will be: no parking on both sides of Eastlake from Hamlin St. south to Newton St. from on the Fourth; and, no parking on the east side of Eastlake north of Hamlin St. Also, ECC expects that all day July 4, parking will be prohibited on both sides of E. Newton St. between Fairview Ave. E. and Eastlake Ave.

Off-ramp and Lakeview closures . Between 9 p.m. and 11, 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. Your 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 Avenue 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: Fuhman, Allison, Hamlin, Edgar, Roanoke, Louisa, Lynn, Boston, Newton, and Howell; and at the corner of Fairview Ave. E. and E. Newton St.

For your guests who arrive after 7 p.m. You may hope that the police officers will honor an invitation or e-mail from you that your guests show at the checkpoint; however, this is not required of the police, who know that this paperwork is sometimes abused. To be sure that your guests are admitted, you may need to visit at a checkpoint to show the officers your ID indicating an Eastlake address, and provide a list of guests who you wish to be let through. This approach will obviously 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. ECC believes that the two blocks of Lynn St. from Eastlake Ave. to Boylston Ave. E. will again be one-way heading east; be in the right lane to head south on I-5, and in the left lane

to head north on I-5. 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

When to call 911 about private fireworks and illegal parking. Private fireworks can cause fire, property damage, injury and death. 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. Illegal parking also is at its highest on July 4. However, that evening the 911 centers can become overloaded with non-emergency calls, blocking life-threatening emergencies from reaching 911. 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. But 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, you may find a parking patrol officer on the streets that day. And of course, after 7 p.m. there will be many police at the checkpoints mentioned above.

Let us know. If you have questions or anything to add to the above, please contact us at info@eastlakeseattle.org. And afterwards, please write us about how well the City handled the event and with any of your problems or suggestions, as ECC works with the City on any needed improvements for the next July 4 in Eastlake.

Animals ask: please don't set off firecrackers and skyrockets

Pets and wildlife have enough trouble with the noisy July 4 public fireworks over Lake Union. But they can be fatally spooked by personal firecrackers and skyrockets (which of course are illegal in Seattle). Every summer (and not just on July 4), the nearby explosions of personal fireworks cause pets to run away, some never to return. On July 4, 2013, Zwickel, a much-loved Papillon (pictured, also known as a Continental Toy Spaniel) was terrified by a "Mad Dog Super Firecracker" and took off at high speed toward likely death or injury on the busy streets. Fortunately she was intercepted by alert neighbors who calmed Zwickel and coaxed her to lead the way back to the arms of her overjoyed owners. Some other pets and owners have not been as lucky. Please empathize with the harm done to wildlife and pets by firecrackers and skyrockets; please stop using them, and encourage others to as well.





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Reducing the drumming noise in Gas Works Park

With the warm weather, constant drumming (sometimes all night) is back at Gas Works Park, and Eastlake suffers most from the noise. It isn't allowed in parks without a permit, and no permits are being issued for drumming in any park. But enforcement against illegal drumming won't be a Police priority unless more of us ask for action, say both the Police and Parks departments. Laurie Dunlap, of Seattle Parks, explains:

The main thing that has to be reiterated is the need for neighbors to call 911 (non-emergency line). That's how Seattle Police can enforce Seattle's Noise Ordinance. The record of 911 calls is what enables SPD to act on the problem. Calling relatively soon after the drumming starts will give an officer time to get out to the park to stop the drumming before it's gone on for hours and hours.

When you hear noisy drumming (especially at night) in Gas Works Park, please call the 24-hour noise

complaint line at (206) 625-5011 and press 2 and then 8 to speak with a dispatcher or leave a voice message. You can leave your name and a callback number, or remain anonymous. Also please send an e-mail to loren.street@seattle.gov (Officer Street of the North Precinct) letting him know the date and time that you called about the noise, and whether or not the drumming stopped.

Other communities (Alki is one example) have been successful in combatting drumming in their parks. Let's work to reduce or eliminate this continuing problem!



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Eastlake Egg Hunt at Rogers Playfield April 19

At the April 19 Eastlake Egg Hunt, the Easter Bunny hid hundreds of colored eggs in a corner of Rogers Playfield, and kids rushed to find them. No one was disappointed.

Thanks to volunteer Christy Elton for conceiving and spearheading the event, to everyone who helped, and to whom-ever delayed the rain until afterwards. The Egg Hunt was sponsored by the Eastlake Community Council.



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Ben's Car Blog

Hello again, This is Ben L Howe, Owner and Master

Technician at Ralli-Round Ltd. This time we address the engine coolant and brake fluids

Both these fluids have a specific and special purpose in your car and it is time, not mileage, that determines when they should be changed. For engine coolant, it is between two to five years depending on the cars. For brake fluids, it is two years.

With engine coolant, it is important to use the fluids recommended by the car manufacturers. All engines are made up of a combination of metals, unique to each manufacturer. Over time the water used to cool the engine becomes acidic and it forms electrical bonds between the different metals. The acid eats away the metals in one place and deposits it in another - much like silver plating.

The chemicals in the engine coolants neutralize the acid build up. It is after these chemicals are used up that the acids form and erosion will begin. Each car manufacturer specifically engineers the chemicals in the engine coolant to protect their particular engine metallurgy from corrosion and to lubricate the water pump.

It might take 10 years, but if the engine coolant isn't changed regularly your car can blow a head gasket and the water pump can fail. Changing the coolant is much less expensive.

Your modern brake system (ABS) can cost thousands of dollars to repair and changing the brake fluid regularly protects the system from damaging corrosion.

Brake fluid is hygroscopic. Every time you press the brake pedal, some fluid is displaced and air is sucked into the reservoir container. When you release the pedal, the fluid flows back out and traps the air inside the reservoir. In the Seattle there is a lot of moisture in the air and that moisture is absorbed into the brake fluid. This moisture corrodes and rusts metal parts in the braking system. Changing the fluid every two years prevents this build up from becoming an issue.

Over time the brake fluid changes color due to the corrosion and water building up in the fluid. An easy test is to look at the color of the brake fluid. When new, most brake fluid is clear to slightly yellow like apple juice (cannot be used as brake fluid). If the color of your fluid is dark like coffee (also not a brake fluid), it is past time to change it. At Ralli-Round Ltd. we use an electrical tester to test how much water has accumulated in the fluid. At 2% we change the fluid.

These simple fluid changes can extend the life of your car and save you from having expensive repairs.

Help inventory and save Eastlake's trees

Trees provide habitat for birds and other creatures, clean air, slope stability, shade, beauty, and noise insulation. Trees grace our public spaces, and can greatly increase the value of private property. An important step in saving Eastlake trees is to inventory them. Agencies are less likely to remove trees on public property if the neighborhood is aware and organized. Property owners are less likely to remove a tree if they know more about it. Locations lacking trees can be identified for an appropriate addition.

See the trees section of ECC's web site (eastlakeseattle.org) for the inventory form and instructions, including books and web sites for help in identifying and measuring trees, and how to contact ECC with questions. Volunteers can also receive free training with the City to become Tree Ambassadors: <http://www.seattle.gov/trees/>

Also, check out the Seattle Audubon Society's tree map, which already includes some of Eastlake's trees: <http://Seattletreemap.org/map>. And for background and instructions : <http://www.seattleaudubon.org>, then click on What We Do, and then Canopy Connections. You can help

improve the information on trees already shown, and add trees that are not yet on the map.

ECC welcomes your questions or suggestions for its efforts to save Eastlake trees: info@eastlakeseattle.org, (206) 473-2849 or (206) 322-5463.



In Good Turn Park (Martin end-street along Fairview Ave. E.) ECC Volunteers encircled the trunk of this redwood tree with wire fencing to protect it from further damage by local beavers.

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!)

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