

The Eastlake News

Winter 2014/15

Coming Events

Drive for the U District Food Bank. Dec. 1-19. Collection barrels at Lake Union Mail and Pete's. See article on p. 24.

Holiday cruise on the Islander Thurs., Dec. 4. To Lake Washington for the overwater concert just off Mercer Island. Tickets at brownpapertickets.com are \$25, including dinner, salad, and dessert. See article, p. 23.

Open Houses to discuss East Howe Steps Gateway Plaza all at TOPS-Seward School, 6:30-8:30 p.m., Dec. 11, 2014, Feb. 5, and March 19, 2015. See article, p. 8.

Holiday cruise on the Islander Tues., Dec. 23. To Union Bay and then the overwater concerts in Portage Bay and Lake Union. Tickets at brownpapertickets.com (password: Eastlake) are \$30, including dinner, salad, and dessert. *Limited to those who live or work in Eastlake and their invited guests.* See article, p. 23.

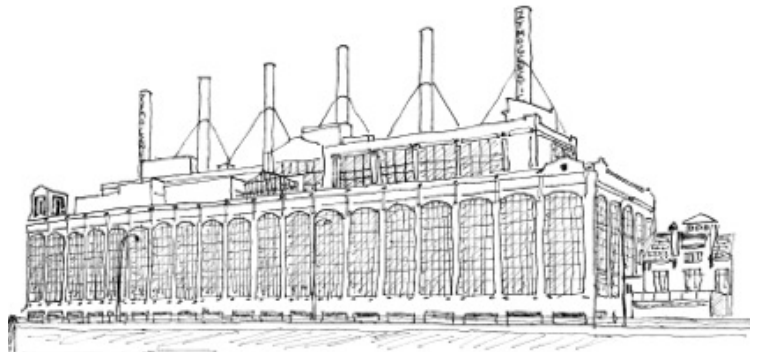
Public meeting to discuss with police the pattern of crime in Eastlake and what we can do about it Mon., Jan. 12, 7 p.m. at TOPS-Seward School, 2500 Franklin Ave. E. See article, p. 14.

Open house at Fire Station 22 Sat., Feb. 7, 11 a.m. to 1 p.m., 901 E. Roanoke St.

Public workshop on the Fairview Green Street design Mon., Feb. 9, 7-9 p.m. at TOPS-Seward School. Bring your concerns, and proposals, and /or send to info@eastlakeseattle.org. See article, p. 16.

Public meeting on Eastlake Avenue traffic and parking, possible streetcar, bus-only lane and bicycle track, and potential for cut-through traffic on adjoining streets Mon., Feb. 23, 7 p.m. at TOPS-Seward School, 2500 Franklin Ave. E. See article, p. 20.

Public meeting to quiz candidates for City Council Mon., March 9, 7 p.m. at TOPS-Seward School, 2500 Franklin Ave. E. See article, p. 15.



Lake Union Steam Plant building turns 100

By Judy Smith

The Lake Union Steam Plant that now houses ZymoGenetics turns one hundred years old this year, 2014. It's been called the monument on Lake Union, and its story is, well, monumental. It's one of auspicious birth – built at the start of the electric age; heroic life – providing emergency power for the city; shocking death – discovery of toxic waste; and finally resurrection – the renovation into a modern biogenetics laboratory. It begins like many great stories with a prequel – the Hydro House.

Hydro House

Squeezed between ZymoGenetics and an old renovated warehouse the gnome-like structure of the Hydro House on Eastlake Avenue is easy to miss and a delight to find. It was built in response to a young city's growing energy needs and to a possible failure in the Cedar River dam.

At the turn of the 19th century, electricity was changing people's lives in ways analogous to today's technological revolution. As with information technology, Seattle took a leading role in electrical power. The first light bulb in Seattle, also the first west of the Rockies, "flickered to

Continued on next page

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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.

Steam Plant turns 100
 continued from pg. 1

life” in just 1886, according to a HistoryLink essay. Some twenty years later, in 1905, the Cedar River Falls hydroelectric facility became “the nation’s first municipally owned hydro project,” according to Seattle City Light.

The early users of electricity, industry and commerce provided steady growth for the utility. But by the end of the first decade, a new market was opening – the home. No sooner were additional generators planned for the Cedar River station than it was apparent even more would be needed.

“The support given the municipal plant by the Seattle citizens was so enthusiastic that it became necessary to plan extensions almost as soon as service began,” a 1931 City of Seattle Department of Lighting Annual Report notes in its history section.

By 1910 city engineers decided to just tap all the energy potential of the Cedar River site by means of a large concrete dam. But there was a risk involved with the dam, a potential failure of one of the dam’s reservoir walls. To provide enough power to the city while resolving that issue, Seattle needed a back-up power source and planned for a coal-fed steam plant on the south end of Lake Union.

In 1911 voters approved financing for the initial phase of the Steam Plant. Yet it too couldn’t be built fast enough. Since actual power from the Steam Plant was still a few years away, the possibility of building a small hydro facility on the site was re-introduced. The idea for a hydro project on Lake Union had first been raised in January 1902 to power city street lights. But its funding instead went toward the much larger Cedar River Falls hydro electric project.

Now the timing was right. The Hydro House was quickly built and put into service by 1912 for a cost of about \$30,000.

The Hydro House was innovative. It used the latent power of the Volunteer Park Reservoir. Overflow water

propelled by gravity fell through a 40-inch pipe some 3,400 feet long with a drop of 412 feet to generate 1,500 kilowatts of power. Technically it was the city’s second electrical generating facility.

In reality, “the unit was too small to be a real factor in supplying the rapidly increasing demand but it was the first auxiliary power source for the City,” again according to the 1931 report, “and paid for itself many times over during its first three years as a standby plant in emergency.”

The Hydro House, originally called the Power House, is now a local landmark structure. In 1987 architect, preservationist and former Eastlake Community Council board member Susan Boyle nominated both it and the adjacent Steam Plant for landmark status in a well-researched, 15-page, single-spaced, typed nomination form.

The building was designed by Daniel Riggs Huntington, the City Architect from 1911-1925, who also designed many other still-standing historic structures. The Fremont Library, also a Huntington design, bears a familial resemblance to the Hydro House. Both are Mission Revival Style structures. Although, “the Lake Union Power House was a contradictory hybrid,” notes Boyle, “a new building type [electrical] clothed in an old style.”

Boyle describes the Hydro House as “a single story, wood and concrete frame structure with a basement level below the grade of Eastlake Avenue. The primary elevation is the east one on Eastlake Avenue (original drawings show no indication of Fairview Avenue, which was built later on pilings). The building is stucco-clad, clay tile, gable-roofed structure, with its ridge running parallel to the street.”

She notes that there are two small concrete towers on the structure that originally contained cross arms for transmission lines.

“The original roof towers clearly expressed the use of the building and the simple symmetrical arrangements of elements spoke of its utility, but

the building's size and style gave it a domestic character."

"A window outlook sat squarely on the roof ridge, for visually monitoring those early transmission lines. The thick north and south concrete walls of the Hydro House rise to form low roof parapets that were likely "designed to serve as fire walls to separate the Power House from neighboring buildings."

An inset entryway was changed shortly after construction. "A pair of panel doors with a glass transom was originally set into the front opening at the east elevation to provide a small covered entry," writes Boyle. "This was changed in 1914 when the doors were moved forward to their present location on the face of the building."

Other changes to the building include "the removal of grillwork and installation of windows at the two dormers and gable ends. When the building ceased to operate as a generating plant, the cross arms and exterior wires were removed. But for these changes, the exterior of the Power House today is original."

As for the interior, only the original concrete walls and roof trusses remain.

Comparing the design of the Hydro House with the neighboring Steam Plant "clearly suggests the revolutionary character of the later building."

The Hydro House was quickly eclipsed when the initial phase of the Steam Plant was completed in 1914. The Hydro House's main floor, formerly a storage area (with the generators in the basement), became a lunch and locker room for Seattle City Light steam plant employees. And its loft became a darkroom for the city's Engineering Department staff photographers.

The Hydro House continued to serve as an emergency back-up power source for some 18 years. In 1932 it was finally shut down entirely. Its generators were said to have been sold to a Christian radio station in Ecuador calling itself "The Voice of the Andes."



View of the Hydro House from Fairview Avenue.

Sketches here and on the cover by Karen Berry

"The only remnant of power generation within the Power House," writes Boyle, "is a braced concrete pier in the basement that once supported the turbines." Another remnant exists outside, beneath Fairview Avenue, amidst the pilings and partially submerged in Lake Union's shallow waters, the large outflow pipe of the generators.

Today the Hydro House has a new life, owned by ZymoGenetics, and leased out as a restaurant to The Great Northwest Soup Company. In this way it still functions as it once did as a

lunchroom to employees in the larger building. The restaurant is open to the public Monday through Friday, 7 a.m. to 3 p.m. While enjoying a breakfast or lunch at the Hydro House, you can look up to see those original roof trusses and also wander outside onto a modern patio for a view of Lake Union.

Next issue: "Life of a Steam Plant."

The Eastlake Community Council thanks ZymoGenetics, a Bristol-Myers Squibb company, for its grant that makes possible the Eastlake Archives and History Program.



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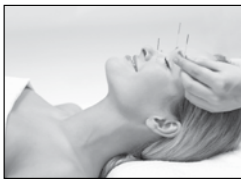
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State legislators and WSDOT in breakthrough to complete I-5 noise walls

I-5 was built in 1962 before environmental laws or noise regulations, so some Eastlake businesses, residences, streets, and parks have the worst noise levels in the state. Since the Eastlake Community Council's founding in 1971, we have worked with a long succession of Washington State Dept. of Transportation officials and 43rd district legislators toward placing this problem high on WSDOT's priority list and getting the funds through the legislature to retrofit this section of I-5 for noise reduction.

The noise walls built so far have dramatically reduced noise, but they don't extend north even to Hamlin Street. Because of claims of a fragile City water main and the need for electrical ventilation, WSDOT dropped the noise wall extension far down on its priority list, with no funding requested or received for years. ECC, working with nearby residents and businesses and with State Sen. Jamie Pedersen and his House colleagues, has now turned this situation around. WSDOT has found noise wall technology that won't harm the water main or require ventilation. The long-delayed completion of the noise walls for the two blocks north to Allison Street is now a top WSDOT priority, with an estimated cost of \$3.5 million.

Noise-reduction from the metal I-5 Ship Canal Bridge is more problematic, as noise barriers can't be heavy there and could catch the wind, potentially damaging the bridge. As discussed in the Spring 2014 issue of the *Eastlake News*, ECC continues to work with WSDOT and the legislators toward noise-reducing operational changes in traffic across the bridge.

Please thank our legislators for convincing WSDOT to make the noise wall completion a high priority, and ask the legislators to include in the state budget the \$3.5 million needed to complete the noise walls. With a copy to ECC at info@eastlakeseattle.org, write to our state senator (jamie.pedersen@leg.wa.gov) and our state representatives (frank.chopp@leg.wa.gov and brady.walkinshaw@leg.wa.gov). For questions: info@eastlakeseattle.org, or c/o ECC, 117 E. Louisa St. #1, Seattle 98102-3278 or (206) 322-5463. For WSDOT's welcome new analyses, and the letters by Sen. Pedersen and ECC that helped trigger them, see the "documents for review" section of <http://eastlakeseattle.org>.



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Those who speed through Eastlake might slow down if they thought of us as a community. That reminder will soon come from welcome signs at major streets entering the neighborhood. After combing through hundreds of public suggestions (one was “welcome through Eastlake!”), the Eastlake Community Council board engaged designer Sean Donovan and chose the sign illustrated here.

Your comments on this design are still welcome to info@eastlakeseattle.org, or ECC, 117 E. Louisa St. #1, Seattle, WA 98102-3278. Especially needed are donations to purchase the signs, which must meet City standards. Checks made out to ECC can be sent to that address, or use your credit or debit card at <http://eastlakeseattle.org>. If you wish to discuss a possible donation, please contact us.

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Your ideas needed on improving and expanding the I-5 Colonnade Open Space



The potential expansion area offers dramatic views, new recreation opportunities, and improved pedestrian and bicycle connections within the Colonnade area and to Eastlake, Capitol Hill, South Lake Union, and downtown.

A planning process is beginning to produce designs and cost estimates for possible improvement and/or expansion of the I-5 Colonnade Open Space (a City park under I-5 south of Newton Street) and better pedestrian and bicycle connections with the surrounding area. For the planning and public outreach, the Eastlake Community Council has been awarded \$24,575 from Seattle's Neighborhood Matching Fund, most going to a design firm that is yet to be selected. The process will include a public site tour (reaching areas now marked off limits by signs and fences), public meetings, an electronic survey, distribution of draft designs for public comment, a steering committee of stakeholders, and liaison with public agencies.

ECC qualified for this matching grant with pledges of donated time or services from more than 30 individuals and businesses; thanks to one and all! The project is supported by and will involve the Washington State Department of Transportation (which owns the land under study), four city departments (Seattle Department of Transportation, Department of Parks and Recreation, Department of Planning and Development, and Department of Financial and Administrative Services), Citizens for Off Leash Areas, the Evergreen Mountain Bike Alliance, and others. WSDOT's letter states:

"The I-5 Colonnade Open Space is a particular success of partnership between WSDOT, the City of Seattle, and the community. We are as proud as you are that the Atlantic Cities web site has honored Colonnade as being among the world's 'ten coolest parks under a freeway.' There is room for further capital improvement within the existing I-5 Colonnade Open Space, and for capital improvements that would somewhat expand the Open Space onto adjacent WSDOT land that is now fenced off."

The building of I-5 (which opened in 1962) closed off

this area, which was once a vital part of and connection between Eastlake and Capitol Hill. In 1998, the Eastlake Neighborhood Plan called for reopening it to public use, to be reclaimed from decay and crime. The City Council

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Coalition gets City Council to end congregate and microhousing abuses

A citywide coalition of neighborhood groups including the Eastlake Community Council prevailed against a developer coalition to stop Mayor Murray and the Department of Planning and Development from exempting microhousing and congregate housing projects from land use and public health rules that apply to apartments. The City Council on Oct. 6 unanimously passed Ordinance 124608 which prohibits boarding houses with tiny, kitchenless sleeping rooms such as in the controversial 2371 Franklin Ave. E. project.

The new law redefines microhousing units as being “small efficiency dwelling units” which are not allowed to be less than 220 square feet (compared to the previous average of 150 square feet). Each must have a kitchen area with a sink, separate from the sink in the bathroom (a requirement called for by the King County Board of Public Health). Existing boarding house units and the new efficiency apartments would each be allowed only one restricted parking zone (RPZ) permit for on-street parking. The projects would no longer be exempted from design review or from public notice, comment, or appeal under the State Environmental Policy Act when the same size as a proposed apartment or condo building.

The new law continues to allow “congregate residences”



Projects like the controversial 2820 Eastlake Avenue congregate housing project that is now under construction (photo above) cannot be repeated in Eastlake and other neighborhoods.

with smaller sleeping rooms and shared kitchens, but greatly increases the square footage required for the kitchens and other common features, including bicycle parking. It also prohibits congregate housing in the low-rise residential zones (including all of Eastlake’s residential zones) unless owned by a college, university, sorority, fraternity or other non-profit, or unless licensed by the state to provide on-site supportive services for seniors or persons with disabilities. Projects like the controversial 2820 Eastlake Avenue congregate housing project that is now under construction cannot be repeated in Eastlake and other neighborhoods. The new law also limits RPZ on-street parking permits in congregate housing projects to one per sleeping room.

It was not a good sign that Mayor Murray refused to sign the ordinance; he did not attempt a veto because the City Council passed it unanimously and would easily have overridden it. Murray recently appointed a Housing Affordability and Livability Agenda Committee with inadequate representation from neighborhoods. In the past, affordability has been the excuse for

Continued on page 11



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East Howe Steps Gateway Plaza Project Coming to Eastlake Community!

By Tom Kipp, on behalf of the Project Steering Committee

Everyone is cordially invited to learn more about this new public space in Eastlake that will unite the historic East Howe steps with a new path across Eastlake Avenue and down to Fairview and the Cheshiahud trail. Share visions of what might be, during a public open house on Thursday, December 11, from 6:30 to 8:30 pm in the TOPS Seward Alternative Public School library (located at 2500 Franklin Ave. E.). Two more open houses with different objectives are scheduled, so please put all three on your calendars. They are February 5 and March 19 also at TOPS, same time. Come ready to show your creative side, as we work together to create this vibrant new public plaza!

A group of dedicated Eastlake residents formed the Lake Union Neighborhood Council over 10 years ago for the sole purpose of working toward the creation of the East Howe Steps Gateway Plaza. Recently, with the support of the Eastlake Community Council, the Lake Union Neighborhood Council applied for and received a \$25,000 grant from the Seattle Department of Neighborhoods.

The East Howe Steps selection committee, after a very crowded application process (9 applications), selected the Landscape Architect firm, HBB, who will eventually lead the neighborhood to the design of The East Howe Steps Gateway Plaza.

This innovative community project will—among many other things—complete the pedestrian connection between the Cheshiahud Loop Trail along Lake Union and 10th Avenue East on Capitol Hill, via the well-known East Howe Steps, which begin underneath Interstate 5, at the west edge of Colonnade Park. These well-used steps continue upward across Lakeview Boulevard and Broadway Avenue East to North Capitol Hill, near Saint Mark's Cathedral, Volunteer Park, and the Seattle Preparatory Academy.

The project will be built in the East Howe Street Right-of-Way, between Eastlake Avenue East and Fairview Avenue East, through what is currently the parking lot of the former Don Eduardo's Mexican restaurant

The project will be built in the landing area where the East Howe Street Right-of-Way (ROW) meets the Fairview Avenue East ROW now public parking. The Lake Union Neighborhood Council has been working over the last 10 years with the City and the adjacent private property owners to develop the eastern 100 yards of the East Howe Steps as a pedestrian way between Fairview Avenue East and Eastlake Avenue East. Most of the costs of construction for this segment is being paid for by the adjacent private property owners. The East Howe Steps Gateway Plaza project will establish a broad public landing space south of 1910 Fairview Avenue East and will

complete the link for Capitol Hill with the Cheshiahud loop trail.

Longtime Eastlake resident Brian Ramey has been working with his neighbors to complete the connection between Lake Union and Capitol Hill since the early-1980s, when he and other Eastlake residents convinced the City and the State Department of Transportation not to construct a proposed 1500-unit mini-warehouse building beneath the Interstate 5 freeway overpass, where Colonnade Park is now located.

Mr. Ramey subsequently conceived the idea of a public stairway and plaza that would reclaim and transform over 9000 square feet of city property in the specified section of the East Howe Street Right-of-Way (an area which is 30 feet wide and approximately 100 yards long, fanning out dramatically as it approaches Fairview Avenue East and the Cheshiahud Loop Trail), and has been working with private developers in pursuit of that goal.

More recently, he successfully sought the initial grant from the Seattle Department of Neighborhoods, and recruited a wide-ranging, volunteer Steering Committee of neighborhood residents to shepherd the project toward successful completion.

Seattle Parks Foundation is the fiscal agent for the East

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In this satellite view of E. Howe St. you can see where the public right of way would extend, between the dotted parallel lines, linking Fairview Ave. and Eastlake Ave. A public plaza area would be at the Fairview Ave. end.

Howe Steps Gateway Plaza grant through the Lake Union Neighborhood Council, and has a web page devoted to helping the Lake Union Neighborhood Council raise the necessary funds to design and build the plaza at <https://www.seattleparksfoundation.org/2014-pages/step-up/east-howe-steps>.

The initial planning stage includes a six-month “visioning process,” coordinated and led by HBB Landscape Architecture, a Seattle firm selected from among nine applicants to design an approach to what will become a unique public space in the Eastlake neighborhood. HBB’s project manager is Juliet Vong, who will be assisted by HBB designer Arielle Farina Clark and Debi Frausto, a well-regarded public facilitator.

By next spring the visioning process based on input from residents of the Eastlake community, local businesses, and property owners will determine what design elements to include in the East Howe Steps Gateway Plaza Project.

Input will be gathered during three public events beginning with the Thursday, December 11 “kick-off” open house from 6:30 to 8:30 pm, in the library of TOPS at Seward School located at 2500 Franklin Avenue East.

The Steering Committee is determined that the final result will be a fusion of great design and everyday functionality—a comfortable place for private contemplation as well as spirited public events; a strikingly beautiful addition to the Eastlake neighborhood that fits seamlessly

with its rich history; and a memorable public space that can be enjoyed by all the residents of Eastlake on a year-round basis, at all times of day or night!

The Steering Committee envisions numerous forms of ongoing public outreach—a series of public events to solicit ideas and opinions from a broad segment of local residents; printed informational posters and flyers; notices and information on local blogs and websites; and features in both neighborhood and citywide press.

In addition, members of the Steering Committee will be available to answer questions at all three planned public forums, as will members of the HBB team and other interested parties, including representatives of the Seattle Department of Transportation (SDOT) and the Seattle Department of Neighborhoods.

Brian Ramey is the primary contact for The East Howe Steps Gateway Plaza Project. He can be reached at easthowesteps@gmail.com, via mail at 117 East Louisa Street #187, Seattle WA 98102 or phone: 206-271-4744

There’s also a website: easthowestepsplaza.com and Facebook page: East Howe Steps.





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I-5 Colonnade Open Space

continued from pg. 6

included \$1.82 million to create the I-5 Colonnade Open Space in the November 2000 parks levy, which voters resoundingly approved. The current 7.5 acre City park opened in 2005. The potential expansion area offers dramatic views, new recreation opportunities, and improved pedestrian and bicycle connections within the Colonnade area and to Eastlake, Capitol Hill, South Lake Union, and downtown.

Potential improvements in the existing or expanded park include pathways that are accessible to people with disabilities, roofs where the existing stairs get rain between the I-5 structures, skate park features, a P-Patch, improvements in the mountain biking and off leash areas, and [your suggestion here!]. Cost estimates will help in thinking about priorities, government funding, and private donations.

As the public planning and design process gets started for the I-5 Colonnade area, information about the opportunities for input will be posted on the ECC web site [<http://eastlakeseattle.org>] and in the *Eastlake News*. Your comments and suggestions are welcome and needed – the earlier the better. Or just let us know your e-mail address so we can notify you about future public meetings or postings of drafts on the web site – contact ECC at info@eastlakeseattle.org.



ECC welcomes new board member Kalani Fogleman

The Eastlake Community Council's newest board member is Kalani Fogleman. A renter on Franklin Ave. E., she has spearheaded ECC's fundraising to place welcoming signs where major streets enter the neighborhood (see separate article). Kalani also was crucial in ECC's successful City grant application to plan for possible expansion and improvement of the I-5 Colonnade Open Space (see separate article). She is a project manager and technical writer who has worked for a wide range of corporations, including Hewlett-Packard and Boeing. Kalani enjoys running and kayaking in her spare time.

Congregate and Microhousing

continued from pg. 7

weakened regulation and for redevelopment very destructive for Eastlake and our remaining affordable rentals. ECC will be watching this situation very closely. ECC is supportive of efforts to expand affordable housing and believes that these efforts will be most successful if they involve early and continuous cooperation with neighborhoods.

The October reforms in microhousing policy show what is possible when the Eastlake Community Council works with other neighborhood groups across the city. Without these changes in the law, projects like 2371 Franklin and 2820 Eastlake (both of which became poster children city-wide for the abuses under the old law) would have been repeated in Eastlake and elsewhere.

ECC thanks Eastlake resident Linda Alexander, who is also a developer and attorney, for her key role on an advisory committee that convinced the City Council to make these historic changes. And we thank all who contributed to ECC's land use fund, which is crucial in supporting our efforts to promote wise land use policies and projects. Donations are more needed than ever and can be made on-line at <http://eastlakeseattle.org> or by check to the ECC and mailed to ECC at 117 E. Louisa St. #1, Seattle, WA 98102-3278.

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Speak for Eastlake bus lines' share of City funds; and for these lines when light rail expands

Thanks to Seattle voters (and the even more lopsided support in Eastlake!), City bus funds easily passed in the Nov. 4 election, and routes 25 and 66 are now safe for a few years. But unless you speak up now, the new funds may not be used to improve the inadequate bus service we have. Eastlakers now step onto buses that can be standing room only, or they watch the buses pass by, too full to stop. The new Seattle bus funds should go in part to increase the number of 70 and 66 buses (around the clock, not just at rush hour).

Another possible use of the new City bus money would be to buy Metro's addition of a few stops in Eastlake and South Lake Union for all those express buses between the University District and downtown that don't stop once along the entirety of Eastlake Avenue. There's nothing more frustrating than to see those expresses pass by with plenty of seats, when Eastlake and South Lake Union (officially transit destinations in their own right) are more underserved.

Whatever your views about how to spend the new bus

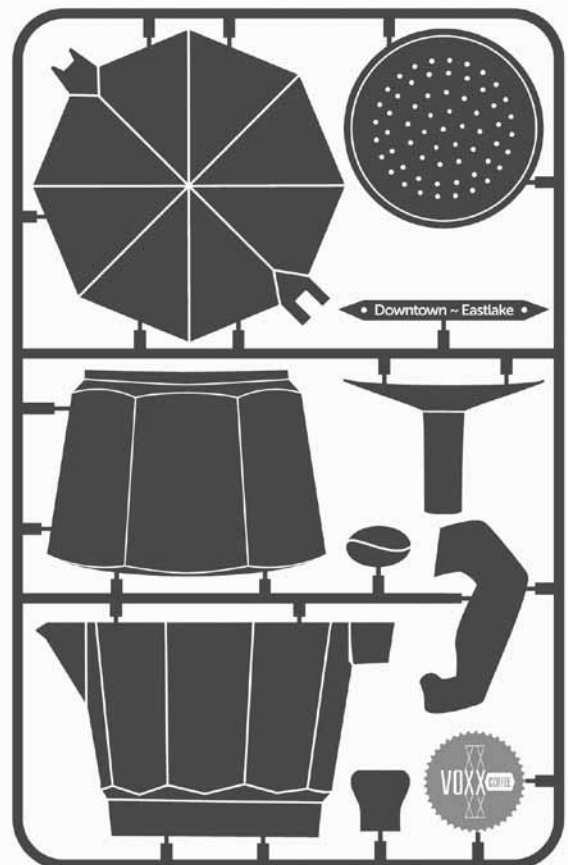
Continued on page 21



Interstate 5 created a historic barrier between the Eastlake and Roanoke Park neighborhoods, but the residents on both sides work to bridge that chasm. Roanoke Park resident Cheryl Thomas (pictured above) helped produce the 1998 Eastlake Neighborhood Plan, and through advocacy with various public agencies and her own gardening skills, she almost single-handedly created this charming thicket at Roanoke and Boylston Ave., an oasis amidst concrete and cacophony. Cheryl also empties the trash from the bus stop, a task that an Eastlake resident really should be doing. She has plenty of volunteer responsibilities in her own neighborhood; can someone else please take on this weekly task? If so, please contact ECC at info@eastlakeseattle.org or 206-322-5463.



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Mon., Jan. 12, meeting with police to discuss the pattern of crime in Eastlake and what we can do about it

Eastlake has long been considered a safe neighborhood, but there seems to be an increase in break-ins (cars, homes, and businesses), drug sales, public inebriation, vandalism, graffiti, and disorderliness. To meet with police and discuss what each of us can do to keep this neighborhood safe, please attend the public meeting on Mon., Jan. 12 at 7 p.m., TOPS-Seward School, 2500 Franklin Ave. E.

In a letter to Police Chief Kathleen O'Toole, the Eastlake Community Council asked for more police coverage in Eastlake. The letter (full text is on ECC's web site, <http://eastlakeseattle.org>) expresses concern about news reports that the Police Department is not giving property crime much priority citywide: "Leaving these crimes unsolved only encourages more in the future.... We suggest that taking property crimes more seriously will also help reduce violent crime. Perpetrators of property crimes have the potential for violence if they are caught in the act, and many have outstanding warrants and previous convictions for violent crimes."

ECC's web site has best practices, hot lines, and web links for crime prevention and emergency preparedness. We welcome your ideas, volunteer help, or just an e-mail address (to info@eastlakeseattle.org) so we can contact you about urgent crime or emergency issues.

911, (206) 625-5011, and <http://seattle.gov/police/report>. Police urge immediately phoning 911 if you see any law-breaking or expect it imminently. The officers can't respond if you don't alert them, and they are more likely to patrol Eastlake if there's a history of calling 911. Nothing is too small to report, a crime need not have been committed, and you don't need to be sure. Some brazen thefts have occurred in broad daylight because no one thought to call 911.

The 911 system has plenty of capacity, so don't worry about competing with another call that could be more serious. Calls can be anonymous, but it's best to give your name (ask that it be withheld from public disclosure). A record is made of each call; if you plan to request it, ask the call-taker for the event number.

An alternative is the Police Department's non-emergency number, (206) 625-5011 (it will be a recording unless you dial 2 and then 8 to reach a dispatcher). This number is for something suspicious but you're not sure if it's criminal; or for late reporting of a non-emergency crime with no suspects nearby; or to report noise or parking complaint.

You can also file on-line at <http://seattle.gov/police/report> for crimes that are not in progress or the perpetrator is unknown and if narcotics or graffiti are involved, or if the value of property stolen or vandalized is under \$500 (\$1500 if in a car). Be sure to report all thefts. Otherwise, Eastlake won't get the police coverage it deserves. An

anonymous tip on prostitution can also be filed at redlight-traffic.org. And please do call 911 when you see actual or suspected law-breaking. After you've called the police about a crime or suspicious person, please send an alert to info@eastlakeseattle.org, as ECC may be able to quickly warn others.

Neighbor-to-neighbor cooperation. There is much we all can do in watching for and reporting suspicious situations, and in getting to know our neighbors so that we can better know what situations are suspicious and which are not. People on your block or dock can prevent crime and prepare for disasters by exchanging phone numbers, e-mail addresses, Twitter and Facebook contacts, and by getting to know one another well enough for mutual alerts and problem-solving.

Block watch doesn't have to involve a whole block; there's also safety in cooperation of several residences or businesses, nearby houseboats or liveaboards, or within an apartment, condo, or office building. ECC particularly encourages landlords to form block watches within their buildings and with adjoining buildings. For more: <http://www.seattle.gov/police/programs/Blockwatch/default.htm>.

Organizing your block or dock will also benefit emergency preparedness. For info, videos and free trainings: www.seattle.gov/emergency or (206) 233-7123 (please let ECC know if you've taken one of these trainings). ECC invites doctors, nurses, and paramedics to join our confidential list to be contacted during a neighborhood-wide emergency: (801) 243-2136 or jeremythueson@gmail.com and info@eastlakeseattle.org. Ham radio or satellite telephone operators are also asked to let ECC know how to reach them. If anyone wants to become Eastlake's emergency radio hub, ECC can arrange for training and equipment.

Report graffiti. Quick removal of graffiti discourages taggers. The City requires landowners to remove it promptly, and promises immediate action on public property. Report graffiti (and water pollution and illegal dumping) at (206) 684-7587; or at <http://www.seattle.gov/util/index.htm>. To join ECC's effort against graffiti: frisky1@mindspring.com.

Contact ECC. The Eastlake Community Council has volunteers who serve as liaisons to the East and West Precincts that include parts of Eastlake (boundary is Lynn St.). ECC invites those who live or work in the neighborhood or own property here to send us your experiences and suggestions about how to improve public safety, to info@eastlakeseattle.org or by U.S. mail at 117 E. Louisa St. #1, Seattle, WA 98102-3278.



Quiz candidates for City Council District 4 at Mon., March 9 public meeting

With the help of an overwhelming “yes” from Eastlake voters, a 2013 public initiative amended the Seattle Charter to establish seven City Council districts (the Councilmembers were formerly elected citywide, without districts). District 4 includes Eastlake as well as areas east of I-5 between 85th St. and the Ship Canal, plus Wallingford and parts of Fremont. The first elections under this new district system will be held in 2015. On Monday, March 9, at TOPS-Seward School, 2500 Franklin Ave. E., the Eastlake Community Council is inviting the candidates for District 4 to tell us about themselves and answer your questions. Please come to make democracy work! And whether or not you can be there, please send suggested questions to info@eastlakeseattle.org.

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Send in your ideas on the Fairview Green Street and come to the Feb. 9 workshop

At its best, Fairview Avenue E. is a quiet, leafy place to walk, bicycle, and enjoy the lake. But Fairview needs protections and improvements allowing pedestrians, bicycles, local motor vehicle traffic, and public parking to coexist safely while solving drainage and flooding problems. Your ideas are needed before and at the Mon., Feb. 9 public workshop, 7 p.m. at the TOPS-Seward School, 2500 Franklin Ave. E. See end of this article for where to send your ideas or drawings, or for questions.

Although a City ordinance designated as a Green Street the segments of Fairview Avenue East between Newton and Roanoke streets, and between Hamlin Street and Fuhrman Avenue East, its protections aren't triggered until the City adopts a Street Design Concept Plan. The Street Design Concept Plan would protect Fairview from unwise changes based on general standards for areas where the automobile dominates and would help Fairview qualify for City-funded and developer-funded improvements.

Based on public comments which continue to come in, the Eastlake Community Council is drafting a Concept Plan for these segments of Fairview, to be amended based on further public comment and then submitted for adoption as a joint director's rule by the directors of the Department of Planning and Development and the Seattle Department of Transportation. For this challenging task we are fortunate for the donated assistance of surveyor Johann Wassermann and landscape architect Meredith Sessions. A volunteer or low-cost civil engineer is also needed to design away the pools of water in the rainy season.

Your thoughts are particularly needed on the draft design proposals listed below. The physical improvements would be subject to public design review. Later draft design elements will address such topics as shoreline restoration, landscaping, and art.

1. Improve lighting throughout.
2. Signs throughout: "Pedestrian Area – 15 mph."
3. Signs entering Fairview Ave. E. at Newton, Boston, Lynn, Roanoke, Hamlin, Allison, and Fuhrman would have the following expanded text: "Motorists and cyclists: 15 mph limit. Please exercise caution. Entering pedestrian area."
4. The entrance signs ("EASTLAKE: Welcome to our

Community. Founded 1883") now being planned for major entrances to the Eastlake neighborhood would include one sign on Fuhrman Ave. E. westbound just west of Eastlake Ave.

5. Speed humps at selected locations.
6. Paved walkways in selected areas: (a) Fairview Ave. E. between Roanoke and Louisa streets (on one or both sides of Fairview); (b) Fairview Ave. E. (east side) between Fuhrman Ave. and Allison Street; (c) Fairview Ave. E. (east side) between Shelby St. and Allison St.; (d) south side of Fuhrman Ave. between Fairview Ave. E. and Eastlake Avenue; and (e) on the ridge above Fairview Ave. E. between Fuhrman Ave. E. and the E. Martin St. right of way.
7. Walkway on or next to the west pavement edge of the Boston Street end.
8. To protect pedestrians and cyclists, motor vehicle parking which is either perpendicular to or angled from Fairview Ave. E. would be required to be back-in only.
9. Add all-way stop signs to the Fairview intersections with Roanoke St.; Hamlin St.; Allison St.; and Fuhrman Ave. E.
10. Texture and raise a crosswalk across Fuhrman Ave. E. a half block west of Eastlake Avenue at the entrance to the parking lot under Interstate 5.
11. Reconfigure, texture, and raise the intersections of Fairview Ave. E. with Newton St., Boston St., Lynn St., Roanoke St., Shelby St., Allison St., Martin St. and Fuhrman Ave. E.
12. Install a public staircase and a pathway along the Martin Street right of way between Fairview Ave. E. and Eastlake Avenue (north end—Good Turn Park is at the Martin Street end).

Note that these proposals are drafts and that no final decisions have been made about whether to include them in the Street Design Concept Plan to be proposed to the City. Please write to ECC your views on these or other ideas for protecting and improving Fairview. In the "public comment opportunities" section of the ECC web site (<http://eastlakeseattle.org>) is an outline map of Fairview and other streets that you can mark up. With or without the map, please send your thoughts to info@eastlakeseattle.org or to ECC, c/o Lake Union Mail, 117 E. Louisa #1, Seattle 98102-3278. Questions are always welcome to those addresses or to (206) 322-5463. And please come to the public workshop on Feb. 9!



GIGABIT FIBER-TO-THE-HOME SERVICE COMING SOON TO EASTLAKE!

Dear Eastlake residents,

WE ARE SO EXCITED to bring our gigabit fiber-to-the-home service to your neighborhood!

For the first time, CondoInternet will be offering its gigabit and 100 mbps service over fiber to all residents of a neighborhood, including single-family homes. And we've chosen Eastlake!

Service availability will begin in December 2014 in the South end of the neighborhood at E. Galer and will move northward as quickly as fiber construction and the permitting process allow.

Construction for our fiber-to-the-home service will involve installation of our fiber lines on utility poles, with a fiber drop to each home. All necessary equipment will be provided for an Ethernet connection in your residence. Please pardon our dust during this process.

Please check our website (www.condointernet.net/fiber) for more details about construction and service availability. You can also sign up for our service online and find complete details about pricing and terms (such as no contracts, no bundling, and no additional fees).

We are always available to answer questions or provide additional information via email at info@condointernet.net or by phone at our local office 206-777-6666.

We look forward to providing you with an amazing Internet experience!

Sincerely,

The CondoInternet Team



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www.condointernet.net

MOST POPULAR PLACE IN TOWN

This holiday season, the Eastlake Community Council has much to be thankful for: To the **Pocock Rowing Foundation** (3320 Fuhrman Avenue E., <http://www.pocockfoundation.org>) for opening its beautiful facility this year for ECC's fall public meetings. ... To **Pomodoro Italian and Spanish Restaurant** (2366 Eastlake Avenue, 206-324-3160, pomodoro.net) for hosting the Eastlake Community Council's fall celebration in October (at the popular events, the restaurant offers reduced prices for beverages, and dining continues off the regular menu; inquiries welcome from other restaurants to host ECC's spring celebration). ... To **Champagne Cruises** (<http://www.champagnecruise.com>) for its donation of the **Islander** (pictured left) for the Sept. 18 cruise, and for ECC upcoming holiday cruises on December 4 and 23 (see article on page 23). ...




... To the **Burke Museum** and its archeology curator **Prof. Peter Lape** for a Nov. 18 Eastlake/Lake Union prehistory slide talk that was our best attended meeting of the year.

... And to **Lake Union Mail** (117 E. Louisa St., <http://lakeunionmail.com>, 206-329-1468) and **Pete's Super** (58 E. Lynn St., <http://www.peteswineshop.com>, 206-322-2660) for hosting barrels Dec. 1-19 for ECC's annual drive for the University District Food Bank (see article on page 24). Please donate!

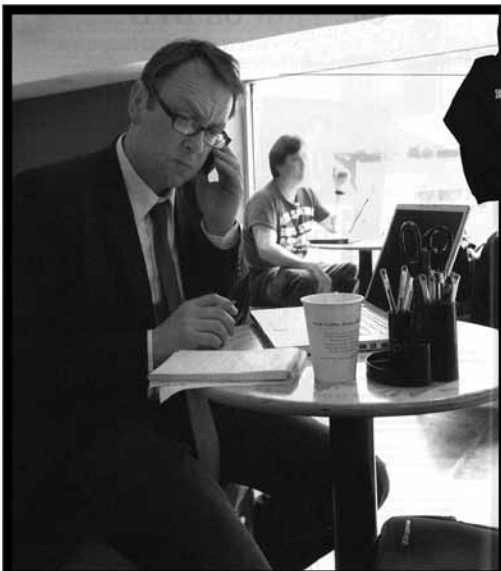
In the past decade the City government flopped in two efforts to franchise gigabit-speed broadband internet as an alternative to **Comcast** and **CenturyLink**. Last year, in order to expand the service options available to Eastlake homes and businesses, ECC contacted **CondoInternet**, which had already begun serving apartments such as the **Equinox** (1520 Eastlake Ave.) and soon thereafter the **Eastlake 2851** (2851 Eastlake Ave.). In September, the company was acquired by the well-financed **WAVE** corporation, which announced on Nov. 13 that it had chosen Eastlake to showcase its first rollout of neighborhood-wide gigabit speed broadband service (\$80/month), and 100 Mbps service (\$60/month). To order: <http://condointernet.net/fiber>. Company officials state that they chose our neighborhood because of its diversity: "Eastlake has everything.... Our platform is designed to support gig delivery regardless of the type of structure, so we are a perfect fit."

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“serving Eastlake’s furry neighbors.” See adjacent photo for the loving care provided. ... The locally owned **Current Consign** (2335 Eastlake Ave E.; currentconsign.com, 206-946-6650) opened Nov. 1 with the comment, “We love the Eastlake neighborhood and are proud to be part of the business community here.” The store offers quality clothing (with many designer labels) for men and

women, from casual to business wear and party dresses to vintage gowns, sweaters and jackets, and women’s leather boots, shoes and handbags. Winter hours are Tues. to Friday, 11-6 and Saturday 9-5.

Elite Fitness Training (1616 Eastlake Ave E., 206-324-7200, www.elitefitnessnw.com) worked with Food Lifeline (foodlifeline.org) and Families Feeding Families (familiesfeedingfamilies.org) to feed local families for Thanksgiving. Clients and staff donated about 200 turkeys, along with other food items. ... Eastlake is fortunate to have the state office of the **American Diabetes Association** (2815 Eastlake Avenue East #240 206-282-4616, <http://www.diabetes.org>). Diabetes is an often-misunderstood disease which causes more deaths per year than breast cancer and AIDS combined. Information about diabetes, support groups, and how to volunteer or donate, is available by phoning or dropping by the office, by contacting e-mail addresses or the chat room on the web site, or by calling 1-800-342-2383 (1-800-DIABETES).

Congratulations to **ZymoGenetics**, a **Bristol-Myers Squibb** company, for winning a Silver Certification in the U.S. Green Building Council’s program of Leadership in Energy and Environmental Design (LEED), for its Operations and Maintenance of the historic Lake Union Steam Plant that houses most of the company’s research and development effort. The site has met or surpassed the standards for air quality and temperature, indoor plumbing and fixture efficiency, energy efficiency, and acoustics. LED fixtures and occupancy sensors were installed as part of a lighting upgrade project, and the site has reduced water use by 42 percent since installing new plumbing fixtures. The site also has policies governing sustainable purchasing, solid waste management and green cleaning, and works with key vendors to ensure their processes, equipment and supplies meet rigorous standards. World-wide, only seven laboratories have earned LEED certification for existing building operations and maintenance, and ZymoGenetics is one of only three laboratories that are LEED Silver certified. Six of the LEED certified laboratory existing building operations and maintenance projects are in the U.S., and two are in the State of Washington. ... In **ZymoGenetics’** historic Hydro House (see article, p. 1)

is **The Great Northwest Soup Company** (1201 Eastlake Ave, 206-582-3503, greatnwsoupcompany.com) with a repertoire of 100 soups, serving 9-12 daily. “Whether you prefer vegetarian or meat, spicy or creamy, we have a soup to delight your taste buds, satisfy your hunger and accommodate most nutritional needs.” There’s also a breakfast menu. Hours are M-F 7 a.m. to 3 p.m. Locations also in Westlake and downtown. Catering available.

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 98102-3278, or (206) 322-5463.



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Mon., Feb. 23, public meeting examines issues raised by SDOT proposals for a streetcar, bus-only lane and/or bicycle track on Eastlake Avenue

This meeting (7 p.m. at TOPS-Seward School) takes an early look at a Seattle Department of Transportation study now beginning that will examine different transportation options for the Eastlake Avenue corridor. Some of the proposals being considered could remove parking and traffic lanes, a step that could lead to cut-through traffic and more parking demand on other streets in the neighborhood (such as the Fairview Green Street—see accompanying article). ECC has invited SDOT and its consultants to brief the neighborhood and to answer questions about the study.

One open question is whether this project is being undertaken as former Mayor McGinn originally proposed (in which only a streetcar and exclusive bus lanes were being considered), or as the City Council insisted in appendix D of its Ordinance 124222, which renamed it the “Eastlake Corridor Transit and Street Improvements” study and prohibited SDOT from looking only at “high capacity transit” (a streetcar and exclusive bus lanes).

It appears that SDOT has returned to the prohibited approach. The title has reverted to “Roosevelt to Downtown High Capacity Transit Project Definition.” Eastlake is erased from the title—is it again to be considered only as a corridor through which to push a lot of riders regardless of the consequences to the neighborhood? So far it appears that SDOT is focusing on McGinn’s two alternatives, as the improvements in existing bus service that the City Council required to be studied are not considered “high capacity transit.”

SDOT’s documents on the study only refer to improvements in existing bus service as “early implementation projects”: “The focus of these projects will be speed and reliability improvements to the existing transit service that are often considered the initial development stages of bus rapid transit (BRT) service.” But as the City Council

recognized, improving existing bus service isn’t just something that can be done soon; it’s also a positive and much less costly alternative to taking traffic and parking lanes away from our business district.

Will SDOT consider how the loss of parking on Eastlake Avenue from a streetcar or exclusive bus lanes affects the neighborhood’s existing imbalance of demand over supply of on-street parking? SDOT has so far refused to conduct a parking utilization study of the Eastlake neighborhood. How will it assess the consequences for Eastlake traffic and parking of devoting additional space on Eastlake Avenue to a two-way bicycle track 12 to 14 feet wide (wider than an existing traffic lane)?

SDOT’s study apparently will not examine the impacts on Eastlake of a local improvement district tax like the one that funds the South Lake Union streetcar, and which was recommended in a UW study funded by SDOT. Even with the LID tax and with raids on Metro bus and City revenues, that existing streetcar is in financial trouble. Would Eastlake property owners end up with a big tax bill on top of their current property taxes if the streetcar were built on Eastlake Avenue?

This process is still early, and our neighborhood has much to learn about how SDOT intends to undertake this project. An involved and vocal neighborhood is vital to ensuring that our input is heard and taken into account. Please attend the Feb. 23 meeting to hear the latest and to discuss with SDOT its study of the Eastlake corridor. To monitor this SDOT project and join its e-mail list: http://www.seattle.gov/transportation/transit_UdistrictDowntown.htm. ECC welcomes comments and suggestions, to info@eastlakeseattle.org, or c/o ECC at 117 E. Louisa St. #1, Seattle 98102-3278.

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Eastlake on Instagram



The Eastlake Community Council now has an Instagram account: @eastlakeseattle. Established and run by volunteer Cathie van Veen, it features photos of Eastlake's scenic spots, architecture (photo above is of building at Yale and Lynn), oddities, neighborhood eats, and anything else you can suggest or submit. Cathie started with her own photos but is hoping for many from other Eastlakers (and visitors passing through). To share Eastlake-related images, just add the hashtag "#eastlake_seattle." Your Instagram handle will, of course, be added to any images reposted to the @eastlakeseattle account. Cathie's photography can also be found at her own Instagram account: @cmvx1. Thanks, Cathie!

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Speak up for Eastlake bus lanes

continued from page 13

funds, please send them to our elected officials. Contact the Mayor at ed.murray@seattle.gov or <http://www.seattle.gov/mayor/get-involved/contact-the-mayor>, or P.O. Box 94726, Seattle, WA 98124-4726 or fax to 206-684-5579. Names and e-mail addresses for the City Councilmembers are sally.clark@seattle.gov, tim.burgess@seattle.gov, tom.rasmussen@seattle.gov, jean.godden@seattle.gov, kshama.sawant@seattle.gov, mike.obrien@seattle.gov, bruce.harrell@seattle.gov, nick.licata@seattle.gov, and sally.bagshaw@seattle.gov. The Council's mail address is P.O. Box 34025, Seattle, WA 98124-4025; fax is 206-684-8587. Please share your message and any reply with ECC at info@eastlakeseattle.org, or c/o ECC at 117 E. Louisa St. #1, Seattle 98102-3278.

In the long run, we still could lose the 25 and 66 and even the 70 with the opening of the Sound Transit light rail stations north of the Ship Canal (2016 at Montlake and 2020 at Brooklyn). Once rail is built, transit planners tend to cancel bus lines as a way to build up rail ridership. Could Eastlakers' current bus routes downtown be changed to require a bus into the University District and transfer to light rail downtown? Please participate in Metro's planning for how its bus routes will address the opening of light rail north of the Ship Canal. You can comment and add yourself to an e-mail list at <http://metro.kingcounty.gov/have-a-say/projects/link-connections>. And again, please share your thoughts with ECC at info@eastlakeseattle.org.



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City Council and Mayor slow to include Eastlake in an Alcohol Impact Area

In an Oct. 15, 2013 letter (posted on our web site), ECC wrote to the Washington Liquor Control Board and Seattle elected officials, asking that Eastlake be included in an Alcohol Impact Area. AIAs restrict sale of extra-high alcohol content beers and wines favored by chronic public inebriates. ECC received no responses from any members of the City Council or the former mayor, although the Liquor Control Board responded that "The creation of an alcohol impact area must begin with an ordinance adopted by the City and following that adoption voluntary compliance must be attempted for a minimum of six months before the City can petition the LCB for recognition of the AIA."

In April, ECC wrote again to the City Council, hearing back from Councilmembers Tom Rasmussen, Nick Licata, and Mike O'Brien, but not the others. ECC also wrote to the new Mayor, on whose behalf the Department of Neighborhoods responded that "The City of Seattle is continuing to assess the Voluntary Ban pilot (note, the establishment of a voluntary ban is a preliminary step for the creation of an AIA) and its ability to mitigate community problems with public inebriation and other illegal activities associated to the sale of alcohol. Additionally, the Mayor's Office is continuing to work with beer, wine and liquor distributors to evaluate the success of the pilot voluntary ban areas in Greater Duwamish, Beacon Hill and Lake City."

The City Council did not include Eastlake when Alcohol Impact Areas were established that cover South Lake Union, Capitol Hill, the University District and Wallingford. Now as a non-AIA, Eastlake is in the "doughnut hole," entirely surrounded by business districts that are AIAs. The result is predictable, with chronic public inebriates who are unable to purchase enriched beer or wine in those areas now coming to Eastlake to purchase these products, and with an apparent impact on public safety.

ECC supports voluntary efforts at compliance, as the required first step toward being included in an Alcohol Impact Area, and in the voluntary cooperation with industry that Seattle has been undertaking outside the framework of AIAs. However, these voluntary efforts are no substitute for Eastlake being included in an AIA. Being surrounded by AIAs, Eastlake will continue to suffer until it too is included.

The City Council decision to add Eastlake to an AIA would involve many opportunities for public comment. For background, see the Liquor Control Board's web site at <http://liq.wa.gov/licensing/alcohol-impact-areas>. ECC welcomes your thoughts, pro or con, to info@eastlakeseattle.org.

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Holiday Cruises



On the historic icebreaker the Islander, the Eastlake Community Council is hosting two holiday cruises, each amidst the flotilla of lighted boats, and including dinner, salad, and dessert. Boarding is at 1611 Fairview Avenue East. Tickets are on-line at <http://brownpapertickets.com> or from Brown Paper Tickets at 220 Nickerson St. For links and further information, see the ECC web site, eastlakeseattle.org or e-mail to info@eastlakeseattle.org.

The Thurs., Dec. 4 cruise (\$25) is 6:30 – 9 p.m. and sails to Lake Washington for the overwater concert just off Mercer Island. The Tues., Dec. 23 cruise (\$30) is 7:30 – 10:30 p.m. and accompanies the lighted boats through Union Bay to two overwater concerts—one in Portage Bay and then the grand finale by Lake Union’s Gas Works Park. The Dec. 23 cruise is limited to those who live or work in Eastlake and their invited guests (password is Eastlake).



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Please donate in-kind items and/or funds to University District Food Bank



The Eastlake Community Council is again sponsoring a holiday drive for the University District Food Bank. Collection barrels will be available Dec. 1-19 at Lake Union Mail (117 E. Louisa St.) and Pete’s Super (58 E. Lynn St.). Donations are also being collected on board the two Eastlake Holiday Cruises on Dec. 4 and 23 (see separate story). In addition to food and funds (see below about how to donate funds), also needed are toiletries (bar soap, deodorant, toothbrushes, toothpaste, shampoo, toilet paper, safety razors, shaving cream, etc.), reusable shopping bags, and pet food.

For 30 years, the Food Bank has provided free and nutritious food to anyone who is hungry and resides in Eastlake’s zip code, 98102, or in the other northeast

Seattle zip codes (98103, 98105, 98112, 98115, 98125). It is located in the University Christian Church at 1413 NE 50th Street (on NE 50th just downhill from the corner of 15th Avenue NE) and is open Monday through Friday.

“Fight Hunger, Build Hope” is the University District Food Bank’s capital campaign to expand from its cramped 800 square foot basement to a more visible location near the corner of NE Roosevelt Way and 50th St. NE. Please donate on-line at www.udistrictfoodbank.org. Checks made out to UDFC/Capital Campaign may also be hand delivered or mailed to ECC c/o Lake Union Mail, 117 E. Louisa St. #1, Seattle, WA 98102-3278. For questions: info@eastlake-seattle.org. Thanks for helping the less fortunate!

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!)