



The Eastlake News

Summer 2015

Coming Events

July 4 fireworks, see ECC web site for traffic and parking restrictions; **July 5 cleanup**, 10:30 a.m. to 12:30, please volunteer! Get bags and drop off full ones at Louisa Street-end park, 2371 Fairview Ave. E.

Public meeting to discuss design ideas and alternatives for the I-5 Colonnade Open Space Wed., July 8, 6:30-9 p.m. at 1551 Eastlake Ave. See article ar right.

Fairview Green street, south segment walk (starts at Newton St. & ends at Roanoke St.) to check and refine draft plan. Thurs., July 16, 6:30-8:30 p.m. See article, p. 9

Colonnade Open House and Tour Day Sun., July 19, 10 a.m. to 2 p.m. on west side of Lakeview Blvd., at top of stairs to E. Howe St. See article at right.

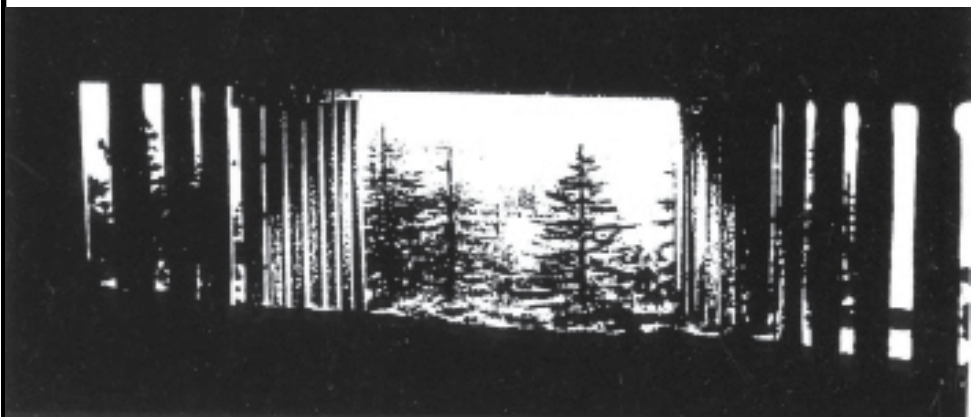
Free outdoor movie, "Monsters, Inc." Sat., July 18 in Rogers Playfield. Begins at 7:30 p.m., movie at 8:45. See article, p. 24

Fairview Green street, north segment walk (starts at Hamlin St. & ends at Fuhrman Ave. E.) to check and refine draft plan. Tues., July 21, 6:30-8:30 p.m. See article, p. 9

Eastlake Cruise on the Islander Thurs., July 23. Boarding begins at 5:30 p.m., 1611 Fairview Ave. E. Departure at 6:30, return by 8:30. See photo and caption, p. 24

Tour of the Blaine and Howe St. stairs and beyond Sun., July 26, 2-4 p.m. Starts at E. Howe Street near Franklin Ave E. and NW end of Colonnade Park. See article, p. 9

Seattle Night Out Tues., Aug. 4. Free of the normal permits and insurance requirements, have a street party. See article, p. 15



Colonnade design proposals to be unveiled and discussed at July 8 public meeting

Plus July 19 outdoor event to help plan improvements

After a public tour, three public meetings, and four design workshops, draft design proposals to improve and expand the I-5 Colonnade Open Space will be unveiled Thurs., July 8, 6:30 p.m. to 9 at the Agora Conference Center, 1551 Eastlake Ave. Please be there to comment and offer any needed revisions. And in the meantime, please fill out the on-line questionnaire, available on the Colonnade web page, <http://eastlakeseattle.org/?page=colonnade>.

You can also participate via the Sun., July 18 open house/tour day (details in "Coming Events" left) to see and help refine the proposed improvements/expansion.

With \$24,525 in Neighborhood Matching Funds, the Eastlake

Community Council is under agreement with the Seattle Department of Neighborhoods to engage public agencies, user groups, residents, businesses, nonprofits, and other stakeholders in planning and design discussions regarding the 7.5 acres of I-5 Colonnade Open Space and an additional 13 acres of land south to E. Aloha Street—the largest undeveloped recreation site anywhere near downtown.

The proposed designs include new pathways; stairways; skateboard features; mountain bike improvements; a north-south commuter/connector bike and pedestrian pathway; another stairway and other connections east and west;

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.

Colonnade design proposals to be unveiled and discussed at July 8 meeting and July 19 open house/ tours

cont. from pg 1

features for parkour, bouldering, and other exercise and for children's play; off-leash area improvements; more lighting; possible limbing up of the redwood trees; sidewalks where they're missing on Franklin Ave., Franklin Place E., Howe St., and Lakeview Blvd.; more parking; drinking fountains; and a public restroom. What do you think? And are any issues or needs missing from this list?

Colonnade originated with the 1998 Eastlake Neighborhood Plan and is now ranked by CityLab as among the world's nine "cool parks under freeway overpasses."

With Colonnade's tenth anniversary in 2015, it's time to consider improvements, plus better pedestrian and bicycle connections with the surrounding area. For this planning and design project, the Eastlake Community Council appreciates the donated time, goods and services from many volunteers, non-profit groups, and businesses. Your attendance at the July 8 and July 19 events is recognized by the City as a match that helps ECC earn the matching funds to pay the distinguished design team that it hired under City supervision.

In an area that was formerly neglected and inaccessible, the 2005 establishment of the I-5 Colonnade Open Space created major new patterns of recreation and circulation. The current planning and design study considers improved connections with Eastlake; North Capitol Hill and the

heavily used Blaine and Howe Street stairways; the Lakeview-Melrose corridor; Lake Union and south of it; and Downtown.

The Colonnade planning and design project is overseen by a Steering Committee of stakeholders including residents, businesses, property owners, and non-profit organizations; public agencies are invited and fully involved in all of the Steering Committee meetings. The study has the support and cooperation of the Washington State Department of Transportation and of five Seattle departments: Parks and Recreation, Neighborhoods, Transportation, Planning and Development, and Financial and Administrative Services.


The planning process so far has involved 200 members of the public in seven events (a public kickoff tour, three public meetings, and public workshops respectively on off-leash, bicycle, skateboard, and fitness needs), and 60+ responses to the survey

To see the latest proposals and fill out an on-line survey, see the project web page, <http://eastlakeseattle.org/?page=colonnade>. ECC welcomes suggestions, comments or questions. Please send us contact info so we can update and include you. Reach ECC at info@eastlakeseattle.org, or by U.S. mail at ECC, 117 E. Louisa St. #1, Seattle 98102. And please attend the July 8 public meeting and July 19 outdoor event!



Mayor Ed Murray lives in North Capitol Hill, just a few blocks from the I-5 Colonnade Open Space. Accompanied by his dog Rory, Murray spoke at the April 19 kickoff tour for the Colonnade improvement project. While in the legislature he convinced WSDOT, owners of the land, to lease the area (formerly marked "no trespassing") to the Seattle Department of Parks and Recreation.

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Urgent Action Needed on the Proposed Changes to Lowrise Zones

Your emails to City Council are needed to save excellent reforms to the Land Use Code that would roll back some of the disruptive changes that the City Council previously adopted regarding the low-rise zones (townhouses, apartment and condominiums). The legislation is Council Bill 118385. Please support the seven following amendments that the City Council received from DPD in May 2014:

1. *To reduce the bulk of buildings*, increase privacy and security, reduce noise in residential areas caused by “balcony parties,” facilitate improved building design and simplify the code by treating all residential housing zones equally.
2. *To correct unintended consequences of earlier code legislation*. As currently applied, the code appears to allow/ add an entire floor to new buildings and thus increases the height and bulk of new buildings. Advantages: (a) Improves design detail and breaks down the scale of building roof lines; (b) Maintains/increases neighbor views, light, air and reduce shadow impact; (c) Counts all

areas intended to be occupied or used as storage in Gross Floor Area

3. *Adopt/require minimum standards of Green Performance* for all new residential buildings and eliminate the FAR bonus. Advantages: (a) “Green Building” standards should be incorporated by all responsible developers. The present bonus system complicates design, construction and enforcement thus increases cost of construction. (b) Bonuses further create unintended consequences by shading adjacent lots and ruining gardens.
4. *Current code allows buildings that are out of scale with their context in relation to the neighborhood*. There is no demonstrated link to affordable housing arising from allowing this exemption.
5. *DPD May 2014 minimizes the visual impact of new buildings, reduces the shadow impact on adjacent properties and the overall perceived bulk of these structures*.

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6. *DPD May 2014 eliminates density calculation "gaming" by developers to overbuild numbers of units allowed on LR lots.*

7. *Additionally amend DPD May 2014 to increase side setback to 5' rather than 3.5'. Require minimum side setbacks of 5' to increase/protect privacy, property and fire safety. Advantages: (a) Allows landscaping, reduces noise, allows space for basic maintenance; (b) Allows windows facing lot lines; (c) Provides flexibility for better design*

Also, please support the following four new amendments that were developed by a coalition of neighborhood advocates including ECC board member Linda Alexander:

1. *Require 15' front setbacks in all LR zones for privacy, sense of ownership of the space between sidewalk and building, promotes good landscaping to soften or mask blank building facades.*

2. *Require 15' rear setbacks to provide transition from adjacent higher zones, landscape, gardens, play space for children and access to the out of doors.*


3. *Limit drive aisle access to parking to one side of the property line with a 3.5' setback on the other boundary*

line to defeat mid-lot separation of structures, increase the space between adjacent unrelated properties, and keep neighborhoods quieter.

4. *Require SDR to apply to all new low rise development of three or more units to ensure neighbors have adequate and proper notice of projects and a reasonable opportunity to comment.* Currently, small signs appear after construction has begun.

For further background, see the Land Use page on the ECC web site. If you're short of time, please urgently communicate to the City Councilmembers this simple message: **"Please support the package of recommendations proposed by Councilmember Tom Rasmussen.** Write to the City Councilmembers individually, not as a group e-mail—and please also send ECC a blind copy at info@eastlakeseattle.org). Their addresses: john.okamoto@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, sally.bagshaw@seattle.gov, and sally.bagshaw@seattle.gov.

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Ride the Ducks Appeal Update

On Feb. 18, 2015, the Eastlake Community Council, the Floating Homes Association, and the Log Foundation jointly appealed to the Washington State Shorelines Hearing Board a Jan. 29 decision by the Seattle Department of Plan-



ning and Development granting Ride the Ducks a permit for a ramp where its amphibious trucks would enter and leave Lake Union, adjacent to Terry Pettus Park and the houseboats near

Fairview Ave. E. at Newton St. Background and links about the Ride the Ducks issue and the appeal are on the “documents for review and public comment” section at <http://eastlakeseattle.org>.

Both sides filed motions for summary judgement (i.e. action prior to the hearing). On May 19 a Board decision addressed our primary legal argument that the proposed private boat ramp was not allowed in the Urban Maritime shoreline zone. Unfortunately, the Board deferred to the City’s interpretation and ruled that the proposed boat ramp is a legitimate “recreational” use and is legally allowed. Thus we lost our “one-stop” argument that would have been the best way to overturn the permit.

Our remaining primary argument under the City and state shoreline codes was that the intensity of the Ride the Ducks (18 trips per hour during peak summer months) would unreasonably interfere with existing recreational use of the shoreline including the upland trail as well as use of the water by swimmers, kayakers, paddle boarders, etc. Unfortunately, it was looking like all we could get would have been slightly strengthened conditions which would still have been at the mercy of often dilatory City enforcement.

On the advice of our attorneys, the three appealing organizations reached a settlement in which Ride the Ducks agreed to stronger conditions, with these conditions being directly enforceable by us, without needing to depend on City enforcement. A summary and link to the agreement is posted on the ECC web site.

Many have asked how they can help at this point. The answer continues to be: help us pay the attorneys who have most effectively represented us against great odds, and who will help us ensure that the City enforces its requirements on Ride the Ducks, and that Ride the Ducks does what is required by their agreement with us. Please donate on-line at <http://thelogfoundation.net> or make out a check to the Log Foundation, noting the purpose as for “Ducks appeal legal fund” and send c/o Rob Widmeyer, 2017A Fairview Avenue East, Seattle, WA 98102. The donations are NOT tax deductible. Thank you for your support.

Eastlake

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City offers more ways to file service requests, comments, and complaints

The City government wants to hear from you about anything lacking in the services it offers in our neighborhood. Seattle's Customer Service Bureau has an on-line form and a smart-phone app (see below), but emphasizes that for urgent matters Monday - Friday, 8 a.m. - 5 p.m., it's still best to phone at 206-684-2489 (684-CITY). And for emergencies and after-hours urgency, still use one of the following phone numbers:

Police, Fire, Medic One 9-1-1
 Seattle City Light 206-706-0051
 Seattle Public Utilities 206-386-1800
 Street Repair and Maintenance 206-386-1218

The on-line service request form is at <http://www.seattle.gov/customerservice/request>. A smartphone app called "Find It, Fix It" allows mobile users to snap a photo, add details, and hit "submit." The map's "drag and drop" feature or the phone's own technology can be used to pinpoint the location. The app also provides a link to m.seattle.gov, the mobile version of the City of Seattle's website.

Typical service requests or comments can include the following:

Abandoned vehicles: report vehicles parked in a public right-of-way more than three days.

Graffiti: report graffiti, including what it is on — parking meter, utility pole or building — so it gets automatically routed to the appropriate department for response.

Illegal dumping: report illegal dumping — junk, garbage or debris — on public property, including roadsides, open streets and paved alleys.

Pothole: report a pothole.

Parking Enforcement: make an inquiry regarding a parking concern.

Streetlight Report: a streetlight outage or damaged streetlight.

Other inquiry: this miscellaneous category is for making an inquiry or request not listed above, which will be processed by the City's Customer Service Bureau. Mobile users should choose this category to provide feedback. Examples are a Park Department trash can that needs emptying; or a discarded high-alcohol content beer or wine container that demonstrates the need for Eastlake to be in an Alcohol Impact Area.

Crime reporting has separate notification processes; see article on p. 15.

Carol M. Foltz MA, LMHC

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What can be done as Fairview Ave. E. parking becomes tighter south of Newton St.?

Eastlake's on-street parking situation is in crisis, in part because of dysfunctional City policies that are causing more demand while also reducing the supply (see page 10 article; and the Parking section of the Eastlake Community Council web site). But some of our parking problems have unique sources and require unique solutions that are partly within the neighborhood's power to control.

Case in point is the mini-parking crisis that has emerged and is likely to get worse in the four blocks of Fairview Avenue E. south of Newton Street. This area long had a surplus of parking that was an escape valve for the rest of the neighborhood, especially for the houseboats, few of which (for obvious reasons) have any onsite parking. It was also an important source of parking for employees of Lake Union Drydock and other marine businesses which, under City and state law, are not allowed to have parking on their overwater facilities.

People who work in or near this stretch of Fairview have long preferred to park on the street rather than in their designated parking areas, some to avoid parking fees, but others despite their employer's provision of free parking. Employment in that area is greatly increased, bringing with it more on-street parking demand. ECC is working with employers in the area to find a solution to this unnecessary problem.

Some of the demand is from elsewhere. As parking becomes scarcer and more expensive citywide, people who live or work in other neighborhoods or downtown increasingly use Fairview as a free "hide and ride" to avoid parking charges—some even on the way to the airport. ECC is looking into ways to address this growing problem.

A few park long-term on Fairview because they have no home and live in their vehicle. And some public parking places on Fairview are temporarily unusable because of flooding (yes, ECC is working on that issue too). To make matters worse on Fairview, some existing parking places will soon be eliminated. The construction of two large office/R&D projects between Howe and Blaine street will soon reduce on-street parking as SDOT requires the longtime head-in parking to be replaced with parallel parking, which allows fewer spaces. ECC worked hard to prevent this shift, but found SDOT unwilling to continue to have cars back into the path of oncoming bicyclists. A possible solution is back-in angled parking, which SDOT believes is safer for oncoming bicyclists.

The existing public parking lot, pathway, and landscaping in front of U.S. Seafoods (1801 Fairview Ave. E.) was built by Seattle Public Utilities in 1997 as a result of an ECC settlement agreement in an appeal of their combined

sewer overflow project there; this lot contains many more parking places than what preceded it. In the design process for the Fairview shoreline walkway that was completed in 2012, ECC worked closely with Lake Union Drydock and other businesses to keep the number of parking places lost to a bare minimum.

Several on-street parking spaces are proposed for removal by the Howe Street Plaza project (see article on p. 20), which would create landscaped curb bulbs and neck down Fairview to one lane for a short distance. ECC has not yet taken a position on whether any parking places there should be removed and if so how many. Your suggestions are welcome and needed on this issue and any others in this article, to info@eastlakeseattle.org or to ECC, c/o Lake Union Mail, 117 E. Louisa #1, Seattle 98102.

Fairview Green Street design featured at July 16 and 21 walks and/or please comment in writing

Your participation is welcome and needed at walk-throughs July 16 and 21 to publicize, ground-truth, and revise the draft Fairview Green Design Concept Plan. The south segment walk (starts at Newton St. and ends at Roanoke St.) is Thurs., July 16, 6:30-8:30 p.m. The north segment walk (starts at Hamlin St. and ends at Fuhrman Ave. E.) is Tues., July 21, 6:30-8:30 p.m. Based on your comments at the July 16 and 21 walks or as received in writing, ECC will revise the design concept plan and submit it to the City.

Fairview Avenue E. is one of the best things about our neighborhood—a quiet, leafy place to walk and enjoy the lake. But Fairview needs improvements allowing pedestrians, bicycles, local traffic, and parking to coexist safely while solving problems of drainage and cut-through traffic. In response to the Eastlake Neighborhood Plan, the City classified Fairview between Fuhrman and Hamlin streets and between Roanoke and Newton streets as a “neighborhood green street.” But to protect Fairview from unwise changes and qualify for City-funded and developer-funded improvements, the neighborhood needs to work out a Green Street Design Concept Plan and get the Department of Planning and Development and the Department of Transportation to adopt it as a joint director’s rule.

The latest draft of the Design Concept Plan is available on the Fairview Green Street page of the ECC web site, [eastlakeseattle.org](http://www.eastlakeseattle.org). Whether or not you can come on July 16 or 21, please send your suggestions, reactions, or questions soon to info@eastlakeseattle.org or on paper to ECC, c/o Lake Union Mail, 117 E. Louisa #1, Seattle 98102. Questions are also welcome.



Community stairway walk Sunday, July 26, 2-4 p.m.

Like the last two summers’ popular stairway walks, this one is sponsored by ECC and led by Jake and Cathy Jaramillo, authors of *Seattle Stairway Walks*. Starting point for the 2.3 mile stairway loop is a few dozen yards east of Franklin Avenue E. at the E. Howe Street cul-de-sac (near northwest corner of the I-5 Colonnade Open Space). We’ll traverse Seattle’s second and third-longest stairways (349 steps down, 337 up), visit a secret neighborhood garden along one stairway and a virtually unknown pocket park at Portage Bay, while enjoying spectacular views in all directions. To catch up with the tour in progress, call (206) 322-5463.

The full title of the Jaramillos’ book is *Seattle Stairway Walks: An Up-and-Down Guide to City Neighborhoods*. Their web site, <http://www.seattlestairwaywalks.com>, has a schedule of events and includes additional resources. The book is a “best of” compilation of 25 scenic walking byways all over town, each with detailed directions, pictures and maps along with descriptions of local scenic and architectural highlights. Stopping points for lunch, coffee or a local craft brew are included too, not to mention key stats like stair counts, time required, and distance.

Seeking Feedback on Impacts of Runs and Other Events on Fairview

The City is permitting growing numbers and sizes of runs and other events on the full length of Fairview Ave. E., occasioning traffic and parking restrictions. Examples are the May 30 Brooks Trailhead Run and the Aug. 9 Fred Hutch Obliteride. How do these restrictions affect you, is notification sufficient, and what are your recommendations for next year? As reported on the ECC web site’s page on Special Events Impacts and Solutions, ECC is working to minimize and mitigate the neighborhood impacts, and welcomes your comments and suggestions, to info@eastlakeseattle.org or by U.S. mail to ECC at 117 E. Louisa St. #1, Seattle, WA 98102.

City “study” whitewashes policies that are at root of parking problem

Recently adopted City policies are worsening the imbalance of demand and supply for on-street parking (for more, see the Parking section of the ECC web site). The City Council has heard the concerns loud and clear, requesting a joint study of the issue by the Department of Planning and Development and the Department of Transportation. Unfortunately, these departments’ April report is a shoddy and self-serving effort to defend failed policies. The Mayor and City Council must insist on better analysis and must turn around the bad policies that are enriching developers at the expense of neighborhood safety and livability.

Eastlake’s residents and employees are among Seattle’s highest users of transit and bicycles. But many own a car, and others rent or share one. All have visitors or customers who arrive by vehicle and all receive deliveries and services by vehicle. All depend on protection by police and fire services that arrive by motor vehicle. Without on-street parking places and loading zones, our residents could not go about their lives, and without them our businesses—especially restaurants and other small businesses—could not survive. Parking is no frill; it’s central to neighborhood safety, success, and livability.

Seattle’s Land Use Code long protected urban villages like Eastlake by requiring on-site parking in new office, apartment, and condo buildings. But in the last few years the developers hit the jackpot: over the strenuous objections of the Eastlake Community Council and neighborhood groups elsewhere, the City Council dramatically reduced or outright repealed the on-site parking requirements in residential and office buildings that are near “frequent” bus routes.

Result: none of the new townhouse, apartment or condo buildings now going up have enough onsite parking for their residents—and some have none at all. The “microhousing” project built at 2371 Franklin Ave. E. and the one being built at 2820 Eastlake Ave., with together more than 200 new residents, both lack any parking on-site or even an on-site loading zone, and residents of 2371 Franklin are already purchasing more restricted parking zone (RPZ) stickers for on-street parking than DPD and SDOT claimed they would.

In caving in to the developers, the Mayor, City Council and DPD claim that the market will motivate builders to include enough on-site parking. Instead we are experiencing the “tragedy of the commons,” with developers getting a profitable free ride on current on-street parking, exiting with their windfall before parking demand fatally overmatches supply. The result is an unseemly land rush, buildings with far more parking demand than supply, and a worsening of Eastlake’s already fierce competition for on-street parking.

As requested by ECC and many other neighborhoods (but despite the opposition of Mayor Murray) the City Council in September 2014 importantly reformed how the Land Use Code addresses microhousing. However it did not address on-site parking issues, requesting that DPD and SDOT do a study of the current lax requirements and their impact on

neighborhoods, and propose possible legislative improvements. Released in April, that report is worse than nothing. It fails as a balanced look at the issue, doesn’t even try to look at the neighborhood impacts, and speciously and misleadingly endorses the current discredited policies.

The April DPD/SDOT report argues that “continuing our current parking management strategies is the most responsible and equitable choice we can make. Increasing parking requirements for vehicles would be costly and counterproductive.” But in support of this foreordained conclusion, the report violates logic and evidence in ways that wouldn’t pass the most basic policy class.

The DPD/SDOT report claims that again requiring on-site parking would make housing less affordable, despite evidence that cost savings from the lack of on-site parking aren’t passed along to tenants, but rather increase developers’ profits. To claim that on-site parking requirements cause unaffordable housing, the report misquotes a 2012 Oregon Bureau of Planning and Sustainability study that actually shows the opposite. To claim that parking in neighborhoods like Eastlake is in oversupply (!), the DPD/SDOT study misuses countywide figures from a King County study that, when disaggregated to Eastlake and similar neighborhoods, show the opposite.

Without the slightest evidence or adherence to basic logic, the report claims that requiring on-site parking for new projects would actually increase congestion, because residents would choose to park on the street rather than pay for parking available in their buildings. There’s no evidence for this claim, but even if true, the report fails to consider ways to address it, such as requiring on-site parking to be provided free or at a discount; or including in the lease a limit on car ownership or RPZ permits if the building has no on-site parking. In fact, the study undercounts current and projected projects without on-site parking and fails to report the current or projected cars and RPZ permits associated with each unit.

The City Council’s 2011 changes in the Land Use Code excuse developers from on-site parking requirements on the claim that Eastlake and similar neighborhoods have “frequent” bus service—ignoring that our buses may have no seats left once they get here and sometimes do not even stop because of a lack of standing room. But even assuming that bus service is frequent, there’s no evidence that it causes most people to give up their cars, as bus service is often not a suitable alternative for shopping, recreation, commuting, etc. The assumption has turned out not to be true that persons living near transit would give up their cars.

It’s urgent for Eastlakiers to tell the Mayor and City Council that the DPD/SDOT study fails to address our parking problems, and that it’s essential to re-institute on-site parking requirements for new buildings. They need to empathize with actual neighborhoods where parking contributes to



Hari Sreenivasan of Seward Elementary School



The predecessor program to TOPS was Seward Elementary School, whose thousands of alumni included a future rock star (Stone Gossard of Pearl Jam) and U.S. Senator (Brock Adams). Another well-known Seward alumnus is Hari Sreenivasan (pictured above) of the Public Broadcasting Service. He kindly interrupted his preparations for anchoring PBS NewsHour Weekend to provide some e-mail reminiscences for this article.

Sreenivasan was born in Mumbai, India, immigrating to the U.S. at age 7 (becoming a U.S. citizen in 2008).

City “study” continued from previous page

livability and economic survival.

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

While attending Seward School (third, fourth, and fifth grades), he lived with his parents in the Grandview apartments at 409 Eastlake Avenue. “It was our first apartment in Seattle after moving in from Renton. When I went to Eckstein Middle School we moved out to the Ravenna neighborhood and finally had a home in Lake City as I went to Nathan Hale for high school.”

Hari Sreenivasan’s first experience as a broadcaster was at Nathan Hale High School. He attended University of Puget Sound (graduating in 1995 with a degree in mass communication with minors in politics and philosophy), and during that time

also interned at KING-TV and KIRO-TV in Seattle and KAPP-TV in Yakima. As he told reporter Rob Owen for the *Pittsburgh Post-Gazette*, “At the time there was hardly a South Asian on TV.... The most famous one was Apu from ‘The Simpsons’ — this is pre-Sanjay Gupta— and it was a caricature of our community to be represented by a cartoon figure.”

Sreenivasan’s first job out of college was at a TV station in North Carolina. As he told Owen about reporting, “It was a license to stay curious.... The most amazing thing is I’d literally be talking to a homeless person and a mayor within a matter of hours.” In 2004 he joined ABC News as a correspondent, becoming co-anchor of the overnight World News Now; then moved to CBS News in 2007 and to the PBS NewsHour in 2009.

Of Seward School, Sreenivasan recalls “There was a fantastic little playground with monkey bars and a jungle gym, just what every kid needed at recess. I remember never learning the rules to the tether ball but fondly remember winning a wheelbarrow race at one of the all school competitions.”

We are hoping Hari Sreenivasan will have time someday to write a memoir of his early years in Seattle. He is a wonderful writer, as evidenced by the moving memoir, *In Memory of My Father*, a link to which is available in the article about him on Wikipedia. He posts frequently and very thoughtfully on Facebook, where he has more than 100,000 followers.

City considers taking two Eastlake Avenue lanes for transit, one for bikes

The Seattle Department of Transportation (SDOT) is studying whether to take three lanes of Eastlake Avenue from motor vehicle traffic and parking. Two lanes would go to provide an exclusive lane in each direction for either a streetcar or a “rapid ride” bus line; one lane would be devoted to a barrier-protected “cycle track” for two-way bicycle travel. Now is your chance to weigh in on these ideas. ECC has expressed concerns to SDOT but has not taken a final position, and welcomes your suggestions.

The Eastlake Avenue right-of-way is just 75 feet wide, and from curb to curb the roadway itself is only 50 feet wide. Devoting two exclusive lanes to transit and one to bikes would cause the loss of traffic and parking lanes on one or both sides, and probably also the loss of the center turn lane with its planted medians. The center turn lanes reduce congestion because those turning east or west are not blocking north-south travel. They also are safer, reducing collisions between vehicles and also (especially in combination with the medians) providing for pedestrians that are crossing. The long-established center turn lane and planted medians on Broadway by Seattle Central College were removed even though the streetcar tracks there share a lane with traffic.

The small businesses along Eastlake Avenue would be harmed by a loss of on-street parking, while the resulting increase in parking demand on the other neighborhood streets where on-street parking is already greatly over-subscribed would leave residents with still less. To make matters worse, if traffic lanes and reduced and center-turn lanes were eliminated, drivers would frequently find Eastlake Avenue chronically clogged up. To bypass it they would increase their already disruptive cut-through traffic on the neighborhood’s five other north-south neighborhood streets. A further potential impact on the neighborhood would be the new local improvement dis-

trict tax that would likely be needed to fund a streetcar, as is the case with the existing South Lake Union streetcar.

SDOT’s corridor study does not appear to recognize that the corridor is far more constrained in the Eastlake neighborhood. North of the Ship Canal and south of Galer Street, the corridor includes several arterials, across which can be spread the burdens of traffic, bus/transit service, and bicycle travel. In between those segments, the Eastlake neighborhood segment has only Eastlake Avenue as the arterial; there is the Boylston Ave. E. arterial, but that is primarily occupied by traffic to and from the I-5 ramps that connect to it.



Mayor Murray has stated that had he been in charge when that part of Broadway was planned, he probably would not have allowed a streetcar, buses, traffic, parking, and bicycle track to be squeezed into it. Eastlake Avenue raises similar concerns, except that the alternative streets north-south through the Eastlake neighborhood are less promising than the alternatives to Broadway.

Clearly, any consideration of devoting exclusive right of way to a streetcar or “rapid ride” bus line as well as to a cycle track must consider along with any benefits, the negative consequences for Eastlake as a community. Despite such concerns, SDOT’s study includes a parking utilization study only for Eastlake Avenue, not for the other neighborhood streets whose parking patterns would be upended by the takeaway of parking on Eastlake Avenue. None of the public meetings has been in Eastlake, and mailings about the meetings have gone only to addresses within one quarter mile of Eastlake Avenue, even though all Eastlake residents and businesses would suffer from the traffic, parking, and local improvement district consequences of the study.

In partial recognition of the challenges of keeping Eastlake Avenue a working street, SDOT’s planning consultants say they are considering a proposal that streetcars or a rapid ride bus line would be in mixed traffic for the Eastlake neighborhood segment. In other words, exclusive lanes for transit would be set aside north of the Ship Canal and south of Galer St., but not in between. This approach would allay some of the Eastlake neighborhood’s concerns, but remaining would be the issue of the wide distance between stops for a streetcar or rapid ride, much more than for the current local bus service.

The City Council held up this study three years ago because of agreement with the Eastlake Community Council that SDOT was failing to consider a wide enough range of alternatives and impacts. Ordinance 124222 al-



lows SDOT to study the Eastlake Avenue alternatives of a streetcar and a rapid-ride with exclusive bus lanes, but only if it also studies the alternative of improving existing bus service. In its RFQ “purpose and background” and in the consultant contract, SDOT’s only reference to improvements in existing bus service is 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.”

A balanced corridor study needs to recognize the improvement of existing bus service as being a legitimate and ordinance-required alternative to taking away traffic and parking lanes for a streetcar or rapid ride bus lanes. Improving existing bus service isn’t just something that can be done soon; it’s also a positive step and a much less costly one than taking lanes away from motor vehicle traffic and parking. And if a streetcar or rapid rail take lanes for themselves, it’s the only alternative that doesn’t worsen an already disastrous shortage of on-street parking and that doesn’t cause a big increase in cut-through traffic.

Another problem with SDOT’s corridor study is that it seems to be neglecting three merits of the current Metro route 25 bus:

(1) The route 25 bus uses Boylston Ave. E., not Eastlake Avenue, and thus helps reduce congestion on Eastlake Ave.

(2) When one looks from above at a map of Eastlake, it is easy to forget that it is on a hillside with significant altitude differences. The route 25 route is topographically easier to reach for those who live in the higher elevation parts of the Eastlake neighborhood, as well as those who live along Lakeview Blvd. and in the North Capitol Hill/ Roanoke Park area.

(3) As it heads east at Roanoke St. the route 25 provides valuable east-west connections to Montlake, the future light rail station, and NE Seattle. The SDOT corridor study should recognize this local bus route as one important to preserve and strengthen.

The proposed cycle track poses a somewhat different set of issues. Removing the (generally slower moving) bicycles from the motor vehicle lanes could actually help traffic move more quickly.

A cycle track may be oversubscribed from the day it opens, and alternative routes will also need to be identified—among them (1) Boylston Ave. E. (connecting

to Eastlake Avenue via the pathway under I-5 between Allison St. and E. Shelby St.; and/or via the Roanoke St. bridge and Harvard Ave. E.); (2) Lakeview Blvd; (3) in the Colonnade area under I-5 (currently being studied in the Neighborhood Matching Fund-supported Colonnade planning and design study); (4) on Minor Avenue East (having been recommended by the 1998 Eastlake Neighborhood Plan); and (5) Fairview Ave. E.’s Cheshiahud Lake Union Loop on Fairview Ave. E. Unlike buses and cars, bicycles have several north-south routes through Eastlake, and should not be restricted to a single cycle track.

Please comment to City officials about the various issues discussed above. Do comment to SDOT— for background and contact info: <http://www.seattle.gov/transportation/roosevelthct>. But also please contact our elected officials. Mayor Murray is via <http://www.seattle.gov/mayor/get-involved/contact-the-mayor>, P.O. Box 94726, Seattle, WA 98124-4726, or fax to 206-684-5579. The City Councilmembers are john.okamoto@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. U.S. mail address is P.O. Box 34025, Seattle, WA 98124-4025; fax is 206-684-8587. Please share your message and any replies with ECC at info@eastlakeseattle.org, or c/o ECC at 117 E. Louisa St. #1, Seattle 98102-3278. Questions and comments are also welcome.

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Prepare for disasters, crime, and the fireworks – and get your block together for the Aug. 4 Night Out

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

911 and (206) 625-5011. Police urge immediately phoning 911 if you see any law-breaking or expect it imminently. The officers can't respond if you don't alert them, and are more likely to patrol Eastlake if there is a history of 911 calls. Nothing is too small to report, a crime need not have been committed, and you don't need to be sure. (Some brazen large-scale thefts have occurred in broad daylight because no one thought to call 911.) 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 to 911 is the Police Department's non-emergency number, (206) 625-5011 (dial 2 and then 8 to reach a dispatcher). It's for something suspicious but you're not sure if it's criminal; or for late reporting of a non-emergency crime with no suspects nearby; or to report a parking complaint. Unfortunately, the Police Department does not total such calls or use them proactively to shape enforcement priorities as it does for 911 calls, so it is usually better to call 911. The system has plenty of capacity, so don't worry about competing with another call that could be more urgent; the operators know where to route the call. Please do call one or the other number when you see actual or suspected law-breaking. After you've called the police about a crime or suspicious person, please also send an alert to info@eastlakeseattle.org, as ECC may be able to warn others.

Neighbor-to-neighbor cooperation. Neighbors 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 about suspicious or risky situations. Block watch can but doesn't have to involve a whole block; there's also safety in cooperation of several residences or businesses, nearby houseboats or liveaboards, or within an apartment, condo, or office building. For more: <http://www.seattle.gov/police/programs/Blockwatch/default.htm>.

For info, videos and free trainings on emergency preparedness: 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 in a future emergency.

Organize an August 4 street party. On the first Tuesday in August, block parties are free of the need for a paid permit or for costly liability insurance. "Night Out" is a national event to help neighbors meet each other, toward starting a block watch and preparedness team. As time allows, police and fire officers drop by. To register: <http://seattle.gov/police/nightout>. For questions, contact ECC at info@eastlakeseattle.org or (206) 322-5463.

Door-to-door solicitors. If you have any doubts about someone who has knocked on your door, it is safer not to open it--but do let them know you are there, to avert a possible break-in. It's unlawful for solicitors to persist where there is a sign like "no agents," or "no solicitors," and not to leave immediately if requested. While there are reputable solicitors, others wish to gain illegal access, so be wary of requests to use the bathroom, the phone or for a drink of water. Call 911 if you feel threatened, or if a suspicious solicitor has left who may jeopardize others. And pass along an alert via social media such as Facebook. Commercial sellers are required have a license with the name of the agent and the type of product or service being sold; upon contacting a prospective buyer, they must disclose their name, company, and what they're selling (these requirements don't apply to non-profit solicitors). It is unlawful to falsely claim to represent a business or non-profit group. (See the public safety page of the ECC web site for more on how to avoid being scammed.)

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: friskyl@mindspring.com.

Lighting. Better lit streets and alleys will reduce car prowls and other crimes. Please contact ECC with your suggestions for the locations of any new street lights.

Contact ECC. The Eastlake Community Council has a liaison volunteer with the West Precinct that covers our neighborhood, and can help with questions or concerns. ECC wants to hear your ideas and questions about crime issues and prevention, and on emergency preparedness. Please contact us at info@eastlakeseattle.org or by U.S. mail at 117 E. Louisa St. #1, Seattle, WA 98102-3278.

Making Eastlake an Alcohol Impact Area

The City Council left out Eastlake when Alcohol Impact Areas were established that cover Downtown, South Lake Union, Capitol Hill, the University District and Wallingford. AIAs restrict sale of extra-high alcohol content beers and wines favored by chronic public inebriates. Now as a non-AIA, Eastlake is in the “doughnut hole,” entirely surrounded by business districts that are AIAs. The result is predictable. Chronic public inebriates who are unable to purchase enriched beer or wine in those areas come to Eastlake to purchase these products.

To document the problem for City officials, ECC requests that photos be taken of discarded cans and bottles for fortified beers or wines wherever they are found. Examples are Steel Reserve, Olde English 800, Milwaukee Best Ice, Boone’s Farm, Thunderbird, and Night Train Express. Using the City Government’s “Find it, Fix it” app for smart phones, send the photo to the City, thus documenting the location; if convenient, please also send a copy to ECC at info@eastlakeseattle.org. The photos will help in the effort to include Eastlake in an Alcohol Impact Area. About the app, see <http://www.seattle.gov/customer-service-bureau/find-it-fix-it-mobile-app>. (For more on “Find it, Fix it.”, see the article on page 7.)

For more about ECC’s efforts on this issue, see the page on Making Eastlake an Alcohol Impact Area that is on the ECC web site. The Washington Liquor Control Board has told us 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.”

Unfortunately, the City Council is deferring to the Mayor, who has not yet acted on our request, other than to have the Department of Neighborhoods respond 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.”

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, ECC believes that 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 ECC web site, <http://eastlakeseattle.org/?page=alcohol>, and the Liquor Control Board’s web site, <http://liq.wa.gov/licensing/alcohol-impact-areas>. ECC welcomes your thoughts, pro or con, to info@eastlakeseattle.org.

Eastlakers “Go Postal” over delivery problems

We’ve heard a lot from you recently about problems in U.S. Postal Service delivery of letters and packages in Eastlake. Some of the comments: “We keep receiving others’ mail.” “A lot of mail has been returned to sender even though our names are on the mailbox. Apparently if there’s no apartment number they just send it back.” “We have no idea when to expect the mail nowadays—could be any time between 8 a.m. and 8 p.m., I believe.” “We have a new mail person weekly (sometimes daily) and they don’t seem to have a clue about anything.” “Many do not wear any sort of USPS uniform at all and look lost when trying to deliver mail.” “We have in the past lost 2 packages, and this week a third one is lost!” “We just found out that a credit card bill sent to us last month was never delivered and we were slapped with a \$29 late fee.”

The delivery problems are rooted partly in the loss of some experienced carriers and their replacement by the temporary or inexperienced. Meanwhile, with the growth of online retailing, the number of packages to be delivered is continuing to expand. A particular disruption has been the closure of the Broadway Post Office which once serviced Eastlake postal routes and carriers; hopefully there will be improvement as full responsibility for these routes (including pickup of undelivered mail) is transferred by the end of the year to Fourth and Lander in the SODO area.

To some extent, the problem is not in delivery but in the increasing theft of letters or packages after they are delivered. Thieves are known to follow USPS and commercial delivery vehicles, taking packages or letters before the recipient can claim them. Possible solutions are a mailbox that locks, or renting a box or paying by the package to receive mail at a local service such as Lake Union Mail or Vybe (Eastlake Mail).

Still, it is clear that the Postal Service needs to better manage its Eastlake routes. The Eastlake Community Council will be contacting the Seattle Postmaster, and welcomes your suggestions for any specific improvements needed. Please send a message to info@eastlakeseattle.org or hand deliver (mail at your own risk!) to ECC, 117 E. Louisa St. #1, Seattle 98102-3278.

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MOST POPULAR PLACE IN TOWN

The Eastlake Community Council thanks **Blue Ribbon Cooking School** for donating the refreshments for our April 18 tree walk. ... ECC also thanks **Mammoth** for hosting ECC's May 14 spring celebration; and **Pomodoro, Sebi's Bistro, 14 Carrot Café, Siam on Eastlake, Louisa's, and Pazzo's** for hosting in previous years. At the popular events, ECC purchases "small bites" for the public, the restaurant offers reduced beverage prices, and dining continues off the regular menu. ECC welcomes inquiries from other restaurants to host its upcoming celebrations.

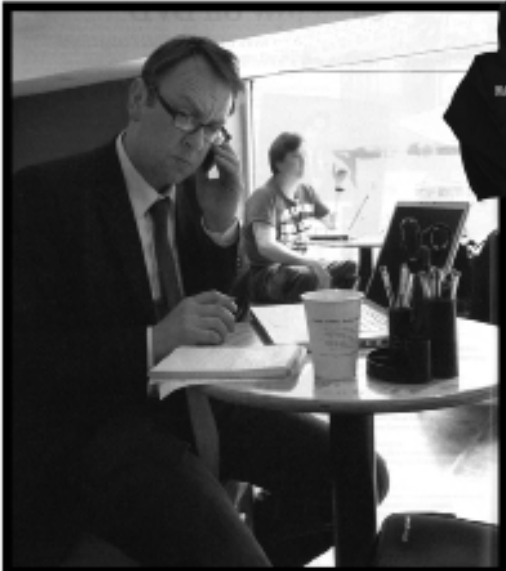
Other fun ECC events coming up include the July 18 **free movie under the stars** in Rogers Playfield and the July 23 **Eastlake summer cruise** (see articles elsewhere in this issue). Both events would not be possible without the generous support of local businesses. ... The April 4 **Eastlake egg hunt** (see page 3 for photos) was made possible by in-kind donations from G&H Printing, Starbucks, Whole Foods, Eastlake Bar and Grill, and Shilshole Development; volunteers were also key, with special thanks to coordinator Christy Elton. For events in Rogers Playfield like the egg hunt and the movie, ECC

purchases the required permits and provides the required liability insurance.

Thanks to **ZymoGenetics** for assigning many of its employees to a big Fairview Avenue East shoreline cleanup work party on April 7. Other businesses that would like to help weed and collect trash are encouraged to contact ECC. ... **Felix Marine Industries** (1515 Fairview Ave. E., <http://felixmarine.net>) is a family-owned business that performs marine fuel care, fuel polishing, fuel tank repair, tank cleaning, fuel transfer, bilge cleaning, yacht detailing, boat cleaning and custodial services. It is the largest marine detail company in Washington.

Eastlake Romio's (3218 Eastlake Ave., eastlakeromios.com, 206-588-8885) has opened in the two-level space formerly occupied by the Ship Canal Grill. The menu includes pizza, pasta, calzones, burgers and hot sandwiches, with low carb options. ... The long-empty **Quick Stop** storefront at 2352 Eastlake Avenue will soon reopen as **Pecado Bueno**, a Mexican restaurant which also has locations in Fremont and West Seattle. Eastlake had one or more Mexican restaurants for forty years until late last year when **Don Eduardos** lost its space to redevelopment. Predecessors included **Casa Lupita, Rattlers, and Azteca.**

Former ECC President **David Huber** (an attorney by day) is also guitarist in **Casual Bowtie**, a rock band that



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plays weddings, parties, corporate and community events, comedy shows, and other gigs. According to the web site, "We specialize in creating a lifetime of memories with your closest friends and family. There is no substitute for the thunderous energy, intensity and spontaneity of Casual Bowtie's live performance." You can sometimes hear them practicing in the Victorian-era home of two of the band members (corner of Yale Ave. East and E. Lynn St.). Given that the group has roots not just in rock but in the **Jet City Improv** and **Seattle Symphony Chorale**, it would be an interesting listen. For information, contact band leader **Rob Scherzer** at bookings@casualbowtie.com, visit www.casualbowtie.com, or view a performance clip and reviews at <http://weddingwire.com>.

Bloodworks Northwest is the new name for the **Puget Sound Blood Center**, whose research branch is located at 1551 Eastlake Avenue. The name change is explained on the web site (<http://www.bloodworksnw.org>) as follows: "Today we touch and save lives far beyond Puget Sound – serving nearly 90 hospitals in Washington, Oregon, and Alaska. We now provide a wide range of medical, transfusion and lab services that play an essential role in quality healthcare in the Northwest. Our research sets us apart: we're one of a few blood centers in the US doing leading edge research on blood biology, transfusion, thrombosis and blood disorders."

The **World Affairs Council** seeks families or individuals to host international visitors. In summer, places are always needed for high school or university students who are in Seattle for one to two weeks of educational, cultural, and leadership programming sponsored by the U.S. Department of State. During business hours on weekdays, they participate in a program organized by the World Affairs Council, while evenings and weekends will be free for time with the host family. These students speak fluent English and are provided a bus pass, a cell phone, and weekday lunches. Also, a special Cuban exchange program August 14-22 needs households with at least one fluent Spanish-speaker, and that can provide transportation to and from downtown on weekdays. For more information, see the web site at <https://www.world-affairs.org>, email to wacivp@world-affairs.org or call (206) 441-5910.

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

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



Nepal Earthquake Relief

The Nepalese Student Association at the University of Washington has asked ECC to publicize the opportunity to help those caught up in the devastating April 25 earthquake (7.9 magnitude) and the almost as serious one on May 12. "We assure you that, all the donated amount will be used for the emergency relief activities in Nepal." The funds provide medical care, tents, space blankets, food, water purifiers, and the beginnings of rebuilding. Donations can be made on the web site at <http://students.washington.edu/nepaluw>.

The Nepalese Student Association appreciates that some Eastlakers have already donated: "At this moment of unimaginable tragedy, your overwhelming support has touched our hearts and helped us gather strength to bounce back. We appreciate every prayer and every penny that you have generously donated. Every dollar counts and no financial support is small." Please do consider a donation; unfortunately the funds that Nepal relief has received worldwide have, so far, fallen short of the need.



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East Howe Steps Plaza Visioning Process Complete—Grants, Fundraising, and More Planning Lie Ahead!

By Tom Kipp on behalf of the Project Steering Committee

A final, preferred conceptual design for the new East Howe Steps Plaza project—a unique, practical, and compelling vision created with considerable input from Eastlake residents and other neighborhood stakeholders—was unveiled by HBB Landscape Architects on Thursday, March 19, during a well-attended “open house” event at the TOPS-Seward School.

The Plaza site is on a wide segment of the Fairview Avenue East right-of-way, currently used by an adjoining commercial building as a blacktopped private parking lot for 28 cars. Our Plaza project proposes to convert 12,000 square feet of asphalt into a “green” public open space, incorporating varied seating options that can also serve as “exercise stations”, with terraces and a “catwalk”/overlook, green infrastructure (to capture storm water and emulate natural systems), rain gardens, native plantings, and enhanced tree canopy that will greatly reduce the amount of “hardscape” on the site.

The completed project will also help to educate users about the importance of “greening” the public lands near our fresh water lakes and streams, by employing Green Strategies in service of the greater good!

This newly greened area will become the gateway to a pedestrian and bicycle corridor leading up to Capitol Hill, and beyond Eastlake to Lake Washington, the University District, Wallingford, Fremont, Ballard, South Lake Union, and Downtown Seattle.

The basis for the preferred design is the “Porch” concept (quite literally a “front porch” for the entire Eastlake neighborhood), a plan incorporating an ADA-compliant design which will ensure that all visitors will be able to enjoy this new public space. The design is an elegant composite of the strongest and most popular elements of the original three competing concepts discussed during the East Howe Steps project’s February 5 open house, where 60 attendees came to a consensus on what elements they wanted in the “preferred” design.

Those include the aforementioned “catwalk”/overlook, which will offer views of both Lake Union and the downtown Seattle skyline, and a creative use of lighting (for both beauty and safety).

The finished project will complete the link between Capitol Hill and Lake Union’s Cheshiahud Loop, via the popular East Howe Steps and a thorough, privately-funded revamping of the 300-foot-long East Howe Street public right-of-



way between Eastlake Avenue and Fairview Avenue East, which passes between two forthcoming private developments and will culminate in our public plaza.

Another clear goal is to create a safe, vibrant, and well-integrated crosswalk between the plaza and the popular Cheshiahud Loop, directly across Fairview Avenue East from the plaza.

Steering Committee members were gratified by the large turnout for the unveiling (and for the two public planning sessions that preceded it), and look forward to the next phases of the East Howe Steps Plaza project.

Fundraising will be a key element of making this new public space a reality. Recently, Steering Committee liaison Brian Ramey was successful in securing a second \$25,000 grant from the Department of Neighborhoods’ “Small and Simple” program to fund a topographic survey and “30% design,” which will help to guide the project toward its construction phase, which would commence, ideally, sometime in late-2016.

The East Howe Steps project also applied (unsuccessfully) for a grant of \$90,000 from the Seattle Department of Transportation (SDOT), to help mitigate safety concerns resulting from the upcoming 150 trips per day of the eight-ton amphibious tourist-oriented vessels known as The DUCKS, and the heavier traffic on Fairview Avenue that will ensue from the City of Seattle’s approval of their permit. We plan to apply for this grant again next year.

Mr. Ramey has also sought funding from many different sources within the neighborhood and beyond. Thus far the East Howe Steps project has raised over \$80,000! If you

would like to donate to the project, any amount would be welcome! Please go to our web page (and see the link below to our Seattle Parks Foundation donation page).

The final, preferred conceptual design for the plaza can now be presented by HBB Architects and the East Howe Steps Plaza Steering Committee to neighborhood residents, business owners, local stakeholders, and any interested group; to numerous funding sources; and to the various organizations involved with the East Howe Street right-of-way, including the Seattle Department of Transportation (SDOT), the Seattle Department of Neighborhoods, the Seattle Parks Foundation (the Plaza project's fiscal agent), and the adjacent developers and private property owners.

Fundraising among residents of Eastlake and citizens throughout the area will be vital to the success of the East Howe Steps Plaza project, and ultimately, we'll need the help, expertise, and commitment of everyone in order to build this wonderful addition to the Greater Eastlake Community!

Finally, Mr. Ramey will be stepping back, turning over all the authority for this project's administration to the leadership of the Steering Committee, who will assume his duties.

Contact The East Howe Steps Plaza Project via:
E-mail: easthowesteps@gmail.com
Mail: 117 East Louisa Street #187, Seattle WA 98102

There's also a project Website: easthowestepsplaza.com
Facebook Page: East Howe Steps
Seattle Parks Foundation donation page: East Howe Steps

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Food Bank completes new facility

On June 16 the University District Food Bank broke ground for its new facility at 5019 Roosevelt Way NE., just north of a public library branch at the corner of Roosevelt & 50th. Thanks to all Eastlakers who contributed funds to make this great day possible. The overall project, called University Commons, is partnered with other organizations and will also provide low-cost housing, and life and job skills training spaces

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ECC Welcomes Board Members Kurt Abe, Linda Alexander, and Zach Williams



The vitality of the Eastlake Community Council depends on its volunteer board of directors, which is fortunate to have three talented and engaged new members.

Kurt Abe (left) owns a townhouse on Franklin Ave. E. and can often be seen walking his two Chihuahuas. He works for Nordstrom designing and managing instructional materials for the buying office. Kurt is responsible for the successful on-line questionnaire being used in ECC's planning process about possible improvements for the I-5 Colonnade Open Space. For ECC he also hosted the May 14 spring celebration at Mammoth, and produced the video of the April 8 memorial that ECC and TOPS held for the late Dahlbert George.

Linda Alexander (right) also can be seen walking her dog, a black lab that she rescued from a shelter eight years ago. Linda is a realtor with a law degree whose prior careers have included teaching, management, and property development. Among the many projects she co-developed were Queen Anne Manor (a 117 unit retirement center from the original Children's Hospital site), the Florentine (108 residences and 8 shops and galleries from a historic railroad warehouse in Pioneer Square), and two projects in Eastlake, the mixed-used Tramonti (2920 Eastlake Ave.) and the all-residential Siena del Lago (along E. Boston St. between Fairview and Minor Ave. E.), where she lives. In 2014 Linda represented Eastlake effectively on a City Council advisory committee, helping produce major improvements in how the Municipal Code addresses microhousing.



Zach Williams (left) rents on Franklin Avenue E. An electrical engineer who works downtown, Zach also volunteers for World Relief, non-profit group which helps refugees in the Seattle area and where his wife Caitlin Wasley works. They enjoy the outdoors and bicycling, running, hiking, travel, and balcony gardening. Zach says, "I like that Eastlake is a place where you can do things like walk to the coffee shop, or make friends with your neighbors' dogs, or contemplate Lake Union from a park bench on your way home from Pete's. ... I want Eastlake to be a friendly, livable place for all kinds of people -- young children, the elderly, and everyone in between."

Drumming noise from Gas Works Park

Seattle Municipal Code section 25.08.500 prohibits “unreasonable noise which disturbs another” and the refusal or intentional failure “to cease the unreasonable noise when ordered to do so by a police officer.” Included in this prohibition is “Loud or raucous, and frequent, repetitive, or continuous sounds created by use of a musical instrument, or other device capable of producing sound when struck by an object, a whistle, or a sound amplifier or other device capable of producing, amplifying, or reproducing sound.”

Drumming--at any time of day--that causes noise as described above simply isn't allowed in City parks without a Park Department event permit and a Department of Planning and Development noise variance. Although no permit or noise variance has been issued, neither Department has done anything to discourage the drumming. Once the noise occurs, Police have the authority to order it be stopped, but they rarely do so, and the problem has been increasing. As the lake surface transmits noise easily, Eastlake suffers most from the lax enforcement.

Gas Works Park is located in the Police Department's North Precinct, and so ECC consulted with Precinct's Community Police Team, where Officer Shannon Waldorf is working on the Gas Works Park noise issue. Officer Waldorf suggested that phone complaints of illegal noise be made to 911 or to the non-emergency number at 206-625-5011 (press 2, then 8 to reach a live operator). Be sure to mention the date and time of the noise. It's better to give your name and contact information, but you can be anonymous.

Should you call 911 to report illegal noise? Definitely. Calls to both 911 and the non-emergency number are handled by the same call center. The operators know how to route noise complaints and there are enough 911 operators to ensure priority treatment for calls about life-threatening emergencies. Police Chief Kathleen O'Toole is committed to making law enforcement more data-driven. The accumulation of 911 calls enables the Department to act proactively on a problem, and if there is no 911 record of complaints, the problem is likely to be ignored.

The Police Department does not compile statistics on calls to the non-emergency phone number. While police officers may act to stop illegal noise that they hear of through calls to the non-emergency number, those calls will not shape the Police Department's enforcement priorities. Another problem is that calls to the non-emergency number are answered by a recorded message, and it is necessary to key in a 2 and then an 8 to have any chance of reaching a live operator, who often takes much longer to pick up the call than if you call 911.

After you have phoned in a complaint about illegal noise, please communicate to the Eastlake Community Council (info@eastlakeseattle.org) and Officer Waldorf (shannon.waldorf@seattle.gov) your experience with the operator and how long it took for the noise to stop. Let's work to reduce or eliminate this continuing problem!

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Free outdoor movie, "Monsters, Inc." Sat., July 18 in Rogers Playfield

Watch the animated classic, "Monsters, Inc.", under the stars in Rogers Playfield, 2500 Eastlake Ave., Saturday, July 18. Voices include John Goodman and Billy Crystal, and music is by Randy Newman. The fun and picnics begin at 7:30, movie at 8:45 p.m. 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.

ECC Summer Cruise



All are welcome to ECC's Thurs., July 23 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 (\$25, including dinner, salad, dessert, and punch; vegan options) at <http://brownpapertickets.com>.

Become an ECC Member and/or Make a Donation

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

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- Household Membership \$35
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- 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!)