



# The Eastlake News

Fall 2016

## Coming Events

**Public meeting on parking issues, and kickoff for the Eastlake parking survey, Tues., Oct. 18** 7 p.m. at Pocock Rowing Center, 3320 Fuhrman Avenue East. Volunteers needed! See article, p. 14

**ECC Fall Celebration, Thurs., Oct. 20** 5:30 to 7 p.m. at Eastlake Bar and Grill (2947 Eastlake Avenue, <http://eastlakebarandgrill.com>) with happy hour prices for wine, beer, wells, and soft drinks, and food. Have fun and meet your neighbors at ECC's twice-annual celebration.

**Public meeting on disasters and emergency preparedness, Wed., Oct. 26** 6:30-8:30 p.m. at the College Club of Seattle, 11 East Allison St. (foot of Allison St. near Fairview Ave. E.). See article, p. 27

**Election Day** Tues., Nov. 8. Vote as if your neighborhood depends on it. To register: <http://www.kingcounty.gov/elections>.

**Public meeting on transportation and land use proposals affecting Eastlake, Wed., Nov. 9** 7 p.m. at Pocock Rowing Center. See article, p. 12

Note: Because meeting space is not available in public schools early in the school year, ECC's initial public meetings this fall will again be at the Pocock Rowing Center, 3320 Fuhrman Avenue East. ECC is grateful to the Pocock Rowing Foundation for use of this wonderful facility.



## Mayor tries to undercut the advisory District Councils; City Council should resist

Liveaboard Association.

The district councils receive briefings, comment on City projects, policies and proposals, and make comments on applications by members of the public to the Neighborhood Matching Fund, Neighborhood Park and Street Fund, and Neighborhood Street Fund. Many park and street improvements in Eastlake have resulted.

On July 13 without any prior inclusion or collaboration, Mayor Ed Murray issued an executive order attempting to disassociate the City from this longstanding advisory system. It turns out that this decision is up to the City Council, not the Mayor. On Sept. 26, the Mayor sent a proposed resolution and ordinance to the City Council that would repeal the legislation under which the district councils were established. Also that day, the Mayor released his proposed Department of Neighborhoods budget which would reassign most of the district coordinators, City employees whose outreach and administrative support sustain the district councils as independent and inclusive advisory bodies.

The campaign against the

Among Seattle's many official advisory committees are its 13 neighborhood district councils, representing different geographic parts of the city. Each district council is composed of a dozen or more grassroots organizations that represent different parts of the district. The member organizations send representatives to district council meetings which are listed on the City government web site and are open to public comment.

Since the founding of Lake Union District Council by 1987 City legislation, the Eastlake Community Council has sent a voting representative to the monthly meetings. Other members of the Lake Union District Council are neighborhood associations and chambers of commerce from Wallingford, Fremont, Westlake, South Lake Union; and the Floating Homes Association, the Lake Union Association, and the Lake Union

Continued on next page

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

The deadline for ads and submissions is: Jan. 20 for spring issue; April 20 for summer issue; July 20 for fall issue; October 20 for winter issue. Publication schedule is as follows:

Spring - March, April, May  
 Summer - June, July, August  
 Fall - September, October, November  
 Winter - December, January, February

Masthead artwork sketch by Victor Steinbrueck. Other artwork sketches by Karen Berry.

## Mayor proposes upzone that would destroy Eastlake's livability and affordability

As a candidate for Mayor in 2013, Ed Murray promised in the official Voter's Guide (<http://www2.seattle.gov/ethics/vg/20131105.asp>), "I'll protect the character of our neighborhoods." Once elected, Murray set about doing the opposite. Without the slightest warning before the election of his intentions, he is pushing for large increases in the height and bulk of new buildings in Eastlake and the 36 other neighborhoods that Seattle's Comprehensive Plan designates as "urban villages."

If the City Council goes along with the Mayor, Eastlake's village-like character will be lost, our bad parking

and traffic will get much worse, affordable rents will be lost, and those who own their own homes or condos will be driven out by huge property tax increases. Don't let it happen!

Eastlake is in the lowest-intensity category called a residential urban village, but the Mayor would increase Eastlake's density more than most others in its category, more like his proposals for upending Capitol Hill and the University District. In a deal that the Mayor struck with private and non-profit developers, behind closed doors without involvement or even notice to neighborhood advocates, a small fraction of the profits from this juggernaut would go to housing projects subsidized for the poorest, but little or none of which would be built in Eastlake. Our neighborhood's affordability and livability would be sacrificed, with the profits going into developers' pockets and a small fraction to build low-income housing projects elsewhere.

It's strange that the Mayor advances his proposals in the name of affordability and livability, because both would be lost in Eastlake. The City Council must listen and oppose his destructive upzone. The specific height and bulk increases for different lots in Eastlake were about to be released at press time; by the time you read this, they'll be posted on the Eastlake Community Council's web site <http://eastlakeseattle.org/?page=HALA>, along with background and links to the Mayor and City Council on this issue.

The City Councilmembers need to hear from you; see back page for their contact information. For questions or comments, write to ECC at info@eastlakeseattle.org. And if you write the City Council, please also forward a copy to ECC so we can keep you in the loop as these debates continue to heat up.

### District Councils cont. from pg. 1

district councils dishonors their 27-year history as volunteers in successfully empowering diverse communities. The district councils are the only advisory bodies that are selected entirely at the grassroots, not appointed top-down by the government echo chamber. But the Mayor evidently does not want to hear from people he has not appointed. He and his appointees have shown a hostility to open town meetings and to the very existence of neighborhoods as communities. These are views that are at odds with the traditions of American democracy and culture.

It is important for the City Councilmembers to hear from you on this important issue. See back page for their contact information. For background and links, including to the Mayor's proposals and to the Eastlake Community Council's letter to the City Council, see the ECC web page, [eastlake.org](http://eastlake.org). For questions, comments, or to share with ECC your message to the City Council: info@eastlakeseattle.org.



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## ECC welcomes new board members and officers

by Chris Leman

At its annual elections meeting on October 4, 2016, the Eastlake Community Council elected six new board members and two new officers. ECC's many activities on behalf of the neighborhood are largely through its hundreds of volunteers, most of whom of course are not on the board of directors. But everything we do depends on a board and officers who keep ECC faithful to its principles and constituents, maintain its commitments to partner agencies and other organizations, and carefully manage membership dues and donations.

Having served previously as ECC's president, I am delighted that Ann Prezyna has now stepped into that position. Further below is background about Ann and the other continuing board members (including me). But first, a welcome to these new board members (see photos). With their addition, now half of the boardmembers are renters, and half are homeowners.

**Isaiah Berg** grew up in Seattle and has rented in Eastlake with his wife and daughter for the last two years. He is an Army veteran and has a Master's degree in public administration from the University of Washington. Isaiah commutes to Olympia where he works at the State Auditor's Office as a Performance Auditor.

**Steve Dunphy** has lived in Eastlake for nearly 50 years, on a houseboat and currently on land. He is a journalist who previously worked at the Seattle Times and then at the Cascade Land Conservancy (now Forterra). He is married with two grown children and is also board secretary of the Seattle Repertory Jazz Orchestra.

**Dan Grinnell** is a renter and has lived in Eastlake for six years with his son, now a junior at Garfield High School. He is a computer consultant who works in an office in the neighborhood. Dan delivers the Eastlake News to a route door to door.



**Kelsey Sizemore** is not only joining the board, but has been elected its Secretary. She "has lived all around Seattle yet Eastlake always felt like home. Totally central, and yet, generally off the radar; truly a place with which I could identify." A renter, she is excited to become more involved with a community she loves.



**Taylor Sizemore** is married to Kelsey. A native of Gig Harbor, Taylor first moved to Pioneer Square in 2009 where he designed and built custom bicycles, and he continues his interest in industrial and graphic design. Taylor and Kelsey deliver the Eastlake News to a route door to door, and were active in the Colonnade planning and design project.



**Evan Zema** "was able to convince my grandfather, Gene Zema, to allow me to move into the building which was formerly a home to his architecture practice, Japanese antiquities gallery, and family. ... I enjoy racing and restoring classic cars, a field I am fortunate to be employed in."

The continuing board members include **Ann Prezyna**, who is also now ECC President. She is also president of her floating home dock association. An attorney, Ann previously served with the Sea Shepherd Conservation Society (on whose board she still is), BP/Sohio in Alaska, U.S. Environmental Protection Agency, and Alaska Attorney General's Office. She has long been active in

ECC's shoreline restoration and cleanup efforts.

**Eric Suni** continues as ECC Vice President, and was formerly Secretary. A renter, he spearheaded ECC's 2014 benefit for the University District Food Bank, held at the Eastlake Zoo, and has led ECC's efforts in commenting on City transportation issues. In his day job, Eric educates the public about cancer prevention and treatment as an Information Specialist at the Fred Hutchinson Cancer Research Center.



**Lynn Poser** continues as Treasurer, and formerly served as Vice President. A homeowner, she was involved in a series of Eastlake neighborhood planning efforts as well as the Cornerstones and Dreamboats art installations, North Gateway project, Franklin Avenue Green Street and Rogers Playfield improvements, and adoption of the Residential Parking Zone. Lynn retired from UW Medicine in 2011.

**Linda Alexander** is a Realtor with a law degree whose prior careers have included teaching, management,

**Board Members** continued on page 10



New ECC board members opposite page from top: Isaiah Berg with his daughter, Laurel (20 months); Steve Dunphy; Kelsey Sizmore; this page, top left, Taylor Sizmore, clockwise, Dan Grinnell (on bicycle), and Evan Zema

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## East Howe Steps Plaza Awarded \$100k Construction Grant

Although you may not be able to tell right now, a new public plaza is taking shape in Eastlake. It will be on a triangular piece of public land that has been used as parking by businesses over the years, east of Fairview Ave. and where Howe St. might have been had it continued west across Eastlake Ave. The plaza will form the base of a grand stairway up Howe St., connecting Lake Union to the two historic East Howe St. staircases that run through the I-5 Colonnade Park and then up Capitol Hill along the Streissguth Gardens.

The project has been in the works for over ten years and got a huge boost in early September with a \$100k construction grant. Saturday, September 10, on a sunny morning, the project steering committee, made up of Mary Hansen, Ron Endlich, Linda Furney, Leslie Silverman, Aria Kidder, Judy Jopling, and Tom Kipp, hosted an impromptu celebration with coffee, pastries, information and tours on site.

“It feels like we’re suddenly lurching forward as opposed to inching along,” said Tom Kipp.

The project had leapt forward in late 2014 and early 2015 with three public open houses at TOPS to gather



community input on design concepts, but final design work on the winning public choice, “Front Porch” concept, took longer than expected.

That design will feature trees, plants, seating and open space and will be a place to stretch, sit, reflect and hang out (like stepping out to a front porch). The plaza will fan out to a stretch of the Cheshiahud Loop, connecting with the trail there.

Ron Endlich, another committee member, who was key to securing the \$100k construction grant explained that the project had received a \$25k planning grant (funding the open houses), a \$25k site survey grant and a \$50k design grant. All those grants also had to be matched 50 percent by the neighborhood, and a lot of the match was made through volunteer hours with some cash fund raising.

But now the stakes are higher. The \$100k construction grant will require a 100 percent project match with a good portion of it needing to be in cash. “It needs to be secure funding,” Ron explained, for construction. While volunteer hours will also count, the steering committee will be looking toward neighborhood businesses to help make this match. Construction

could start as early as next spring with the first phase completed by next fall.

In the meantime Daly Partnership, a private developer, is constructing a project on Eastlake Ave. at East Howe St., known as the East Howe Steps. That project is well underway and will open up the Howe St. right of way to public access with two apartment buildings bordering it. The two buildings will have retail on the ground level to provide a new community gathering space linking East Howe St. and Eastlake Ave. to the new plaza.

For more information visit: <http://easthowestepsplaza.com/>

<https://www.seattleparksfoundation.org/2014-pages/step-up/east-howe-steps>

Top photo: steering committee, l to r: Mary Hansen, Ron Endlich, Linda Furney, Aria Kidder, Judy Jopling, Tom Kipp, Leslie Silverman, Middle: current parking lot, Bottom: East Howe Steps construction



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## ECC urges City to reduce construction impacts on the neighborhood

On Oct. 1, 2016, the Eastlake Community Council sent to the Mayor, City Council, Seattle Department of Transportation, and Department of Construction and Inspections the following letter urging them to do more to protect the neighborhood from construction-related sidewalk closures, bicycle detours, on-street parking reductions, and damage to public and private property. ECC appreciated the suggestions from neighbors that helped us in preparing this letter; we hope to hear from you (to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org)), about further suggestions and any descriptions and photos that would help us convince the City of the need to better manage construction impacts.

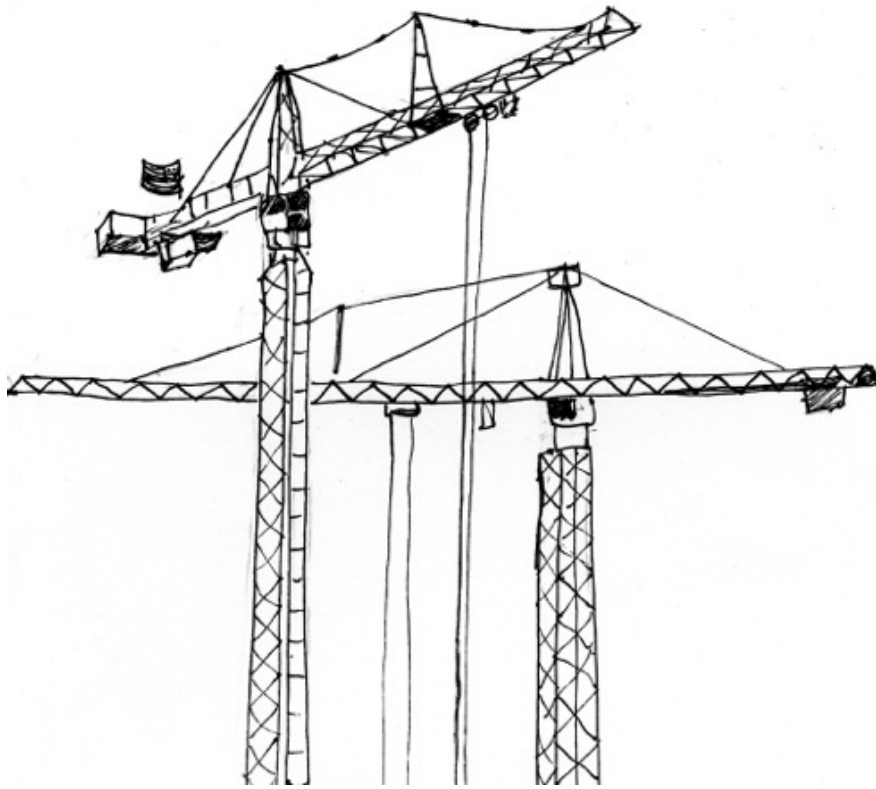
To the Mayor, City Council, SDOT, and DCI:

Seattle's wave of growth is often discussed in sweeping terms, and as a result, it is easy to forget that the ongoing construction boom is made up of many individual projects, each of which, in its construction, has major impacts on those in the very neighborhood that is hosting the additional growth. Without proper incentives and enforcement, these projects can deeply affect the safety and quality of life of those who must live with the construction.

Eastlake often literally is ground zero for the construction boom, and we are hearing from many who live, work, or own property in our mixed-use neighborhood that the City is not doing enough to protect their safety and quality of life from the impacts of construction. The Eastlake Community Council asks that the Mayor, City Council, SDOT, and DCI take urgent steps to mitigate the impact of construction projects. In this letter, ECC focuses on the unnecessarily negative impacts of construction activity on pedestrians, bicyclists, on-street parking, and damage to City and private property.

(1) **Sidewalk closures.** Construction sites often cause the closure of nearby sidewalks. Unfortunately, these closures are sometimes unnecessary or are not accompanied by safe alternatives, especially for people who are disabled. Director's Rule SDOT DR 10-2015 identifies pedestrian access along construction sites as an issue requiring stronger authority and action by City officials. ECC applauds this new Director's Rule but is concerned that SDOT and other City agencies have not yet done enough to inform the public about the new regulations and about how to report violations. ECC also believes that SDOT has not yet done enough to educate developers and contractors about the new requirements,





nor has SDOT taken sufficient enforcement action to hold them accountable for abiding by this Director's Rule. ECC requests an update from SDOT about the implementation of this Rule to date and any plans for future monitoring and enforcement.

(2) **Bicycle detours.** While Director's Rule SDOT DR 10-2015 pertains to pedestrian detours from construction, it does not help the many people on bicycles who are often re-routed because of construction or who may encounter narrowed lanes and limited visibility near construction sites. This omission poses a safety risk for bicyclists and drivers alike. ECC requests that SDOT update the Director's Rule to address bicycle detours and bicycle safety protections around construction zones.

(3) **Temporary reductions in on-street parking.** Most construction sites also involve the removal of parking through Temporary No-Parking Zones. These zones often remove numerous spaces from available on-street parking, removals that may persist for months during the technical life of a construction project but for long periods when construction is inactive. While Temporary No-Parking Zones are often necessary during segments of construction schedules, ECC believes that these zones are removing more spaces and for longer periods than actually necessary for construction. In addition, because multiple construction projects may be occurring simultaneously on the same block, available parking

in those areas can be dramatically reduced. To make matters worse, many construction workers and contractors park near construction sites, sometimes illegally. Rarely do construction contractors have on-site or accessory parking for the workers. As Eastlake and many other neighborhoods already suffer from a lack of available on-street parking, these impacts can be dramatically negative for those who live or work in the neighborhood.

ECC requests of SDOT and DCI the following: (a) jointly create a policy to limit the total number of parking spaces that can be removed for construction on any one block at any one time; (b) carefully scrutinize construction permit applications to ensure that Temporary No-Parking Zones are limited only to the amount of time and space truly needed to complete a project; (c) increase fees for Temporary No-Parking Zones

to provide an incentive for construction contractors to reduce the number of on-street parking spaces they remove from public access; and (d) require construction contractors to provide at least some on-site or accessory parking for their employees and subcontractors, so that communities hosting growth are not punished by losing access to on-street parking.

**Damage by construction vehicles.** The City is doing too little to discourage damage to street right of way and private property by large construction vehicles. The streets and alleys of Eastlake and other neighborhoods are narrow with tight corners; they were never intended for regular use by the huge dump trucks and other vehicles that are now a constant problem. These vehicles are damaging pavements, curbs, gutters, and drains, as well as private landscaping and underground sprinkler systems. Some are undoubtedly overloaded, exponentially increasing the damage they do. A shortfall in City regulation is perpetuating and even encouraging this damage to public and private property. The City should not only have much tighter enforcement; it also should establish incentives for use of smaller construction vehicles that are more appropriate to the available street space.

**Conclusion.** While the ongoing construction boom brings many benefits to the City, it is also important to

continued on next page



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## Construction impacts cont. from previous page

recognize and respond to the disruptions and damage that it can do to capital facilities, the economy, safety, and the social fabric. Failure to protect the safety and livability of neighborhoods during construction is not fair to those who live, work, or own property in the growing neighborhoods and assuredly will not encourage them to welcome growth. It is imperative that legislative and administrative steps be taken soon to eliminate, minimize, or mitigate the disruptions from each construction project, and or to explain clearly to the public why these protections are not present and will not be made.

## Board Members continued from page 5

and property development. She lives in the Siena del Lago condominiums, a building she constructed with a business partner. She also volunteers with the Howe St. plaza project, and the City's HALA focus group process.

**Karen Murray** has lived in Eastlake since 1999, and is president of her condominium association. She has worked as a public defender, and currently is Supervising Attorney for the King County Department of Public Defense. As a volunteer in various bar and legal activities she has taken on leadership roles to advance access to justice and community safety.

**Chris Leman** previously served as ECC President and as Secretary. He has been active in Eastlake projects for parks, transportation, and neighborhood planning, and in organizing ECC public meetings and events like cruises, celebrations, and the outdoor movie. He manages ECC's web site and coordinates delivery by 40+ volunteers of the quarterly Eastlake News. Chris and his wife Carolyn are homeowners; they originally met through the ECC.

**Zach Williams** is an electrical engineer who works downtown. Zach is active in Greenways groups, and also volunteers for World Relief, a non-profit group which helps refugees in the Seattle area and where his wife Caitlin Wasley works. They are renters and enjoy the outdoors and bicycling, running, hiking, travel, and balcony gardening.

Thanks to departing members. ECC deeply appreciates the board service of Kurt Abe, Lucy Mohl and Amy O'Donnell. Kurt made huge contributions as secretary and with the Colonnade project; we envy the new neighborhood to which he will move. We thank Lucy and Amy as they continue to assist ECC on its emergency preparedness committee.

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## **Public meeting Nov. 9 to re- port on the Eastlake corridor and Fairview bridge projects. Here's an update.**

**T**ransportation and land use proposals that will affect Eastlake are the topic for an ECC public meeting Wed., Nov. 9, 7 p.m. at Pocock Rowing Center, 3320 Fuhrman Ave. Here's an update on the two major transportation projects.

The past several issues of the Eastlake News have provided updates about the status of SDOT's Roosevelt-to-Downtown High-Capacity Transit Study (RDHCT) that is developing a new street design for Eastlake Avenue. The study is focusing on bus-rapid transit (BRT) as a type of "RapidRide plus" bus service that will be designed with targeted investments to improve the flow of bus traffic through Eastlake and other neighborhoods in the corridor. Another element of the study is bicycle and pedestrian improvements, including one-way protected bicycle lanes on both sides of Eastlake Avenue. SDOT intends for these design changes to be installed in 2021.

ECC has been active in sending comments to SDOT about design issues and concerns about the impacts of this project on the Eastlake neighborhood. In June, SDOT held two open houses, including one at the TOPS-Seward public school, to share design concepts with the public and to obtain feedback.

SDOT is currently working to complete a 10% design of the project to send to the SDOT capital projects staff. The project team will soon share information about outreach, public comment, and other design considerations. The information sent to the capital projects staff also includes project commitments, likely to include parking-related programs such as for businesses to allow access to their parking garages when not needed for customers and employees; and for employers to reduce their employees' demand for parking.

The 10% design will also recommend a more in-depth analysis of some of the corridor's more complicated intersections, including where Eastlake Avenue and Fuhrman Avenue E. intersect (south end of the University Bridge). In a change from designs proposed at the June open houses, SDOT is no longer planning to prohibit southbound left turns from the bridge onto Fuhrman Ave. But despite urging by ECC and many residents and businesses, SDOT is still planning to prohibit northbound left turns from Eastlake Avenue onto Fuhrman Avenue E. Those who are opposed should continue to contact Seattle's elected officials (see back page for contact info).

SDOT has also not responded to ECC's concerns about plans to locate a northbound bus station on Eastlake Avenue just south of Lynn Street, rather than its current

location just north of Lynn Street. Especially at rush hour, the new location may mire buses in traffic waiting to turn right onto Lynn Street.

This corridor is part of a broader proposed RapidRide network in Seattle, and more detailed information about this network is expected soon on the SDOT website. SDOT anticipates a new round of public comment about the RapidRide network in early 2017 as the agency rolls out its funding and phasing plan for different networks in the corridor.

ECC will continue to share updates about this project via e-mail, on our website, and on the Eastlake News. Involvement by our neighborhood has already done a great deal to improve the design of this project, and we hope that you will stay involved as it continues to move forward. For background, ECC's comment letters and SDOT's responses, and links to SDOT's page on the project, see the ECC web page at <http://eastlakeseattle.org/?page=corridor>.

ECC has also commented to SDOT about its planned replacement of the Fairview Avenue bridge. ECC suggests that part of the bridge does not need replacement, and that it is unwise to keep the current format of one lane southbound and two lanes northbound rather than having the same number of lanes north and south. ECC's exchange of letters and coverage about the issue by the Seattle Times can be found on the ECC web page <http://eastlakeseattle.org/?page=fairviewbridge>. This project, too, would benefit from comments to our elected officials.



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## **Oct. 18 public meeting to explore the parking problem and kick off Eastlake's parking survey**

**Please volunteer to count cars and (if you can find them!) empty spaces**

**J**oin your neighbors at this public forum to discuss Eastlake's worsening parking situation; and please volunteer to help with the Eastlake parking survey that will kick off that day! The meeting is Tues., Oct. 18, 7 p.m. at the Pocock Rowing Center, 3320 Fuhrman Avenue East.

At the meeting you can be assigned a block to count parked cars and (if you can find any!) empty spaces for the survey (it involves about an hour each on two different nights). Whether or not you can come that day, please volunteer now by contacting ECC at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org). Eastlake needs to a neighborhood-wide parking utilization survey because the City has refused to do one despite adopting many policies that are reducing the available parking on the street and in new buildings.

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 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. 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 to be untrue that persons living near transit give up their cars.

Worse, the City has claimed that residents of "micro-housing" will have few or any cars. But it turns out that their car ownership approaches that of the residents of other buildings, and they are 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.

The Mayor and City Council must turn around the bad policies that are enriching developers at the expense of neighborhood safety and livability. They need to empathize with actual neighborhoods where parking contributes to livability and economic survival. The back page for contact information for these elected officials.

Please come to the Tues., Oct. 18 public meeting to discuss these issues. And whether or not you can come that day, please volunteer now to help with the parking survey -- contact ECC at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org).

## Have the problems on Metro route 70 been solved?

Throughout the summer months, Metro bus route 70 -- the only one serving Eastlake after March’s Metro “restructure” (doubletalk for “cutback”) -- experienced a tremendous increase in ridership that overwhelmed the buses available. Riders regularly reported overcrowding and buses passing by stops in Eastlake because they were already full. After ECC and dozens of Eastlake residents contacted County and City officials, some service changes were implemented to try to improve Route 70.

On August 9, Metro released updated ridership data. According to reporting by Zach Shaner at the Seattle Transit Blog, this data showed Route 70 to be “bursting at the seams” with ridership “up 75%, from 4,400 to 7,700 daily boardings.” (<https://seattletransitblog.com/2016/08/09/the-u-link-restructure-by-the-numbers/>). This data only provided confirmation for Eastlake bus riders of what they had witnessed on a daily basis: a significant shortage of bus capacity serving our neighborhood.

The summer issue of the Eastlake News reprinted ECC’s letter to Metro, the City Council, and the County Council about this issue. Many Eastlake residents called in to Metro day after day when service was insufficient, and numerous residents also contacted the City Councilmember representing our district, Rob Johnson.

After weeks of public comments and mounting data demonstrating the problems with Route 70, Metro took action. Jeff Switzer of King County Metro stated, “Route 70 ridership demand grew faster than anyone expected, and we were monitoring closely and worked to create a



Seattle is truly a city of neighborhoods. Our neighborhoods in Eastlake and Northeast Seattle – from Gas Works Park to Magnuson Park – are like treasures to explore each month when we just explore outside our front door.

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

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# MOST POPULAR PLACE IN TOWN

The Eastlake Community Council welcomes the **Eastlake Bar and Grill** (2947 Eastlake Avenue, <http://eastlakebarandgrill.com>) as the latest co-sponsor of ECC's twice-annual celebration, this time on Thurs., Oct. 20 (5:30-7 p.m.). ECC also thanks **Pecado Bueno, Mammoth, 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.

ECC thanks **G&H Printing, Live Oak Audio Visual, National Frozen Foods, Northwest Administrators, Seattle Models Guild, and Washington State Employees Credit Union** for generous donations that made possible our July 18 **free movie under the stars** in Rogers Playfield. The outdoor movie is ECC's most expensive event every year. The \$1200+ cost includes the park permit, liability insurance, movie license, publicity, and audio visual services. Suggestions (to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org)) are welcome on which movie to show next July. ... And ECC thanks **Champagne Cruises** for co-sponsoring with us the July 21 **Eastlake summer cruise** which helped raise funds for neighborhood projects. The historic ferry, the **Spirit of 76**, is a worthy companion to its even more historic sister ferry, the **Islander**.

The Eastlake Community Council extends its deepest condolences to family and friends of **Susan Kaufman**, who passed away on July 22. The founder and owner of **Serafina and Cicchetti** created there a unique fellowship that brought Eastlakers together and also made our neighborhood seem really cool to others. Susan contributed to ECC a gift certificate even before her restaurant opened. She later served on the ECC board, co-chaired the Main Street part of the Eastlake Neighborhood Plan effort, and contributed in so many additional ways to making Eastlake a beloved place. A long-form memorial article will appear in the winter Eastlake News. Suggested stories, quotations, and photos for the article are welcome to ECC at the address below.


Eastlake also lost another neighbor and friend August 12 in **Paul Kraabel**, a houseboat resident who had served for 16 years on the City Council, including as its President. Before that he was a Boeing engineer and state legislator. As an elected official, Kraabel was accessible and he really listened—a model that is sadly not as common today. ... And a dedicated resident of the Portage Bay neighborhood

who also brought good cheer and elbow grease to projects in Eastlake was **Anne Oelwein Neal** who passed away February 13. Anne was a professional nurse, teacher, weaver, and talented craftsperson. Among countless neighborhood beautification projects, she improved, and for 30 years lovingly maintained, Astrid's Park on the Portage Bay shoreline at the end of Edgar Street, in memory of the daughter that Anne and her husband Ned lost to a skiing accident in 1981.

Congratulations to designer **Mary Hansen** (<http://www.maryhansendesign.com>) for the photo spread in the May 29 Seattle Times' Pacific Magazine about her lovely garden at the corner of Minor Avenue East and E. Lynn St. Her gardening efforts contribute timeless beauty and a sense of place amidst our neighborhood's many changes.

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.

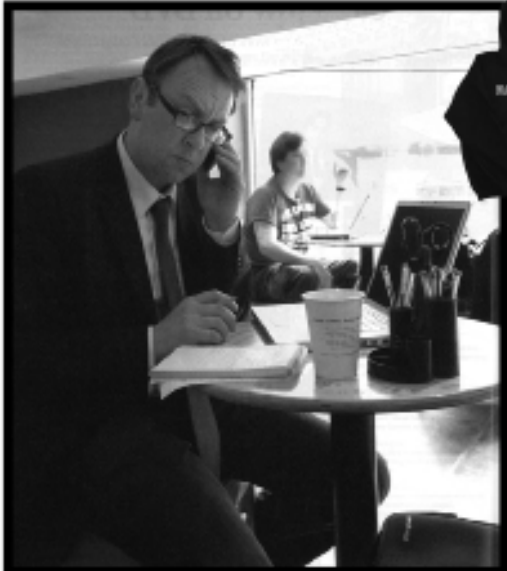
Mention here does not imply endorsement by the ECC, writer (Chris Leman), or editor. To submit news items, for questions or to volunteer: [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or c/o ECC, 117 E. Louisa St. #1, Seattle 98102, or (206) 322-5463.




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**Route 70** cont. from page 15

solution that could be implemented mid-service change. As of Wednesday, Aug. 3, Metro was able to add two morning trips using artic [articulated buses] between 8 and 9 a.m. Those trips will continue to operate at least through Sept. 9, and we are continuing field monitoring. Also, schedulers worked to make sure 60-foot buses were in service during peak demand times to help meet the demand with available resources. We hope the steps we have taken are helping to



ease the pressures of the quick rise in ridership demand.”

The ECC letter called attention to a design problem that causes the electric trolley shoes to disconnect from overhead power lines. This is a problem, which has caused major delays, is widely known to the bus drivers, who must risk their lives to get out in traffic and make the reconnection. The response letter from County Executive Dow Constantine does not address this issue. For our exchange of letters and other background, see the ECC web page on buses, <http://eastlakeseattle.org/?page=buses>.

ECC asks bus riders to contact us at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) on what they have observed about Metro route 70. We thank the many active members of our community for their input into our letter and for their own efforts to contact government officials to call their attention to this serious problem. Let’s all keep the pressure on to get Eastlake the bus service that it deserves!

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On July 2 Jules James quietly delivered Lake Union Mail to a new owner. He had owned the small storefront shop that packed and shipped boxes, sold stamps and rented out some 500 private mailboxes on Louisa St. behind Louisa's Café in Eastlake since 1989. The news came as a shock to the neighborhood.

Jules too was still reeling a few weeks later when I talked to him about the sale and his plans one beautiful Sunday morning on the deck of his home on Franklin Ave. The deck had a window view between two tall lush green trees of not only the business's namesake but also a central focus of Jules' life – Lake Union.

The sale transition had been an extremely stressful time, of keeping up a normal front, while dealing with changes behind the scenes, such as training a new manager, and keeping it all secret, which he felt was necessary for the sake of the business. He was running the gamut of emotions -- both elated and whatever its opposite is. But he didn't have any doubt that it was the right thing for himself, the business, and Eastlake.

Why sell? Because "the way the world is thinking I'm not thinking," he says.

He's a shoot from the hip type person, he admits, and he announced the news on the business's Facebook page that way writing, "Approximately every six months since a decade ago, Joe Davis (PMB 339) has said: 'If you are ever ready to sell Lake Union Mail, I'm ready to buy.'"

Then he fired, "Joe Davis is the new owner of Lake Union Mail. Amy Sjoberg is the new boss."

"I understand crumpled cash and multi-page hand-written personal letters. I'll never comprehend buying toothpaste on-line," he added.

"It's an analog business with digital

on top of that," Jules says. The mail business needs to change to keep up with the times. He speculates on what that might be, apps telling you when a piece of mail has arrived..., but he no longer needs to try to figure it out. That's up to the new owner.

While we spoke a seaplane flew overhead in a low northeast direction. I had to stop the conversation because my hearing is shot and wait for the plane to pass. "That's Yvette," he said.

"You know who flies the planes?"

I asked. He nodded. He could tell by the time of day and the way the plane was being flown. He could write a book about seaplanes and their history

## Lake Union Mail changes carriers; so what's on the horizon for the former owner?

on Lake Union, in fact he has been ever since his son Alex was two, he's now 21; maybe he'd finish it, he said with a smile and a shrug.

Over a quarter of a century is a long enough time to start a business, become stable enough to get married and have a son, have that marriage not work out, find love again and marry and gain a blended family, watch your kids grow and cut their teeth on the family business, watch neighborhood kids grow and give them their first job. My daughter for instance, on her own initiative, asked Jules for a job, during that difficult Catch 22 time when you need experience to have a job, but can't get experience without a job; he gave her that break. He's given many a similar break. Lake Union Mail has employed about 100 people over the years. He knows mail clerk is not a dream job for most, but it's a job that can help build a dream. "Money is essential but not important," he says. With that in mind he tried to schedule work around his employee's priorities.

But as owner that meant working pretty much all the time; even when he was not working he was think-

ing about work, he says. It was a six day a week job, and even Sunday his day off, today, he's still fussing about a \$10 package that is reported lost because even though he sold the store he's still on as consultant, turning over all that institutional knowledge, but if he were an employee he wouldn't be thinking about that package, he notes with a laugh; it would be something he'd deal with in twenty minutes on Monday.

Lake Union Mail was born of a Letter, a newsletter, as Jules tells it on the business's website. He was looking for another small business to start while he grew his recycling business in the 1980s. At the same time he was on the board of the Eastlake Community Council, which was trying to encourage good development in the neighborhood. The ECC ran a survey in The Eastlake News asking residents what type of businesses were needed.

One of the top three suggestions was a post office. And one of the first things Jules did when he opened Lake Union Mail was donate mail box #1 to the ECC for perpetuity. Then the city took on recycling as part of its waste management program. Almost overnight recyclers were out of business. The recycling store front that also sold stamps and shipped items suddenly flipped priorities. "Your grand plan is not always what you do," says Jules. Fortunately a post office is just what the neighborhood needed (so much so it could over the years support two). Besides Jules who had also been a building manager says just about all his jobs ended with him sorting mail.

Lake Union Mail became known for building community and for its old fashioned customer service, earning it a feature in the Seattle Times 2008 Small Business Scene. Although we didn't talk about specifics of the sale, keeping the customer service spirit of LUM was undoubtedly part of the deal; keeping that first mailbox for the ECC definitely was.

All the same, there will be changes. “I told Joe during closing, ‘you need to disrespect the old owner.’” It’s necessary for the business to evolve, he says. Of course when the new owner actually takes the advice, it’s a bit jarring. Some of the changes have already taken Jules by surprise, he admits but shrugs it off. LUM may even have to move, he adds, which seems almost unthinkable.

For a history major Jules appears to have stumbled on a perfect line of work, one that’s historical in its own right. The post office was once where everyone came to get their mail before there was home delivery; it was a central spot for communication. And Jules has been like an old time postmaster.

Working at LUM felt like being inside an encyclopedia, says Jules. Five hundred experts coming through the door to collect their mail. Conversations that got started, cut short, and picked up a few days later.

The store’s location too was just up the hill and a few blocks away from where Bill Boeing launched his first plane, a seaplane, off the end of Roanoke St. A historian didn’t have to travel far for a vein to mine.

In between licking stamps, Jules would sometimes send his employees off to do historical research. “That was definitely one of my favorite parts of that job,” wrote former employee Kitty Gibson in a Facebook comments exchange. (Kitty assisted Jules in writing about the history of streetcars on Eastlake Avenue for the Eastlake News Summer 2013.)

Neighbors have dubbed him the mayor of Eastlake thanks to his local activism. But then again, Eastlake has had no shortage of neighborhood activists. One, Susan Kaufman, owner

of Serafina and Cicchetti restaurants, had just passed away a few days before we talked, sending another shock wave through the neighborhood. I mentioned her. Jules nodded, “Whenever any issue came up, I would march right down to Serafina’s to talk to Susan about it, and we would brainstorm what to do.”

Over the years there have been many fights with city hall over countless neighborhood land use battles. From saving the Lake Union Steam

the historic Virginia V, the last operating vessel of the Mosquito Fleet, a fleet of steam ships that ferried goods and people around Puget Sound during the 1920s and 30s. He has done every volunteer position there is from crew hand to bartender and regularly gives history talks as the vessel tours Lake Union. “In this neighborhood people do not understand what we have on this lake,” Jules says.

But for now, he and Scout, his faithful dog who has accompanied him to work every day, are taking a breather.

What about starting a new business? Nah, he says, although he does keep a file of “semi-bad business ideas” for every time the thought comes up.

He’s thinking actually he might like to be an employee. He might start looking for a job at the beginning of January. The grass is always greener.

He’s looking forward to doing everything he wasn’t able to do while working – getting to the Saturday Farmers Market in the U. District; he was planning to go out for his first Duck Dodge on a customer’s

boat that week; and travel, who knows where, now that there’s time.

The sale at the beginning weekend of July couldn’t have been more fittingly planned to mark Jules’ newfound freedom. By the time the ink was dry on the closing documents that Saturday, Lake Union Mail had changed hands, and Lake Union itself would raise a toast. Monday was a holiday with the crowds descending around the lake for that annual celebration of independence where the evening fireworks explode and light up the sky.

– Judy Smith, sketch of Jules and Scout by Karen Berry .



Plant building that now houses Zymo-Genetics, to halting the construction of large buildings over the lake, to establishing basic standards for micro housing, Jules has had a leadership role in them all.

But he’s tired of fighting city hall, especially when it comes to small business issues; however, there is one battle he’s eyeing because it’s fighting for something rather than against and that’s restoring the floating sidewalk along the Fairview Bridge. He doesn’t fully trust that the city will replace the unique walkway when they tear it and the bridge out for a new bridge in 2017.

He’ll be keeping tabs on that and on another unique feature of Lake Union,

## In Memory of Bob West, Jazz and Blues Musician and Houseboat Resident for 47 years, March 27, 1942 - July 31, 2016



**Jay Robert** (Bob, Jay) West – longtime traditional jazz and blues musician, radio show host, and record producer – died on July 31 of cancer. He was 74. Respected by musicians and collectors the world over for his field recordings and interviews, Bob was Seattle’s premier archivist of country blues music.

Born in Seattle March 27, 1942, West moved during his grade school years to San Diego where his father worked in the aircraft industry. Returning to Seattle after high school, Bob became involved in radio when Lorenzo Milam asked him to host a country blues show on KRAB FM radio 107.7. The show, known as “King Biscuit Time,” was named to honor a former Helena, Arkansas radio program which aired blues music in the 1940s.

West’s parents collected records before he was born. His father, Frank, favored Harlem-style bands featuring Billie Holiday, Lester Young, Coleman Hawkins, Fletcher Henderson, and Earl Hines. Frank appreciated some blues players, but it was Bob’s mother, Taimi, who really liked the blues. The prize of her collection was a mint copy of “Peetie Wheatstraw’s Blues,” a very rare record on the Bluebird label.

“I really started listening to the music when I was about 10, 11, or 12,” he recalled. “I got so if I heard a record I never heard before I could tell it was Barney Bigard on clarinet, and I could distinguish Earl Hines from Jelly Roll Morton on piano, so it gave me the ability to really find these personal styles.”

During the early 1960s, West was employed tensiling and braking metal parts in the Boeing laboratory’s mechanical task department when fellow employee Leroy Johnson took him to see “a kid band” playing at a bar in West Seattle. The group, which called itself “the Great Excelsior Jazz Band” gave Bob his first chance to hear the tunes of Kid Ory and Kid Thomas played live in their original

styles. Between sets, he met band members Ray Skjelbred and Mike Duffy, who introduced him to Bob and Sylvia Graf, local record collectors and jazz enthusiasts sitting in the next booth.

That evening proved to be a turning point in West’s life, “It all fell together right there,” he remembered. “Ray invited me down to the sessions at his houseboat, the one I’m living in now, which I bought from him in 1972. Bob Graf became a friend and mentor ... Later I played trombone with the Great Excelsior Jazz Band ... Then I started getting into the guitar and piano, playing the blues.”

Duffy and Skjelbred hosted “Classic Jazz,” a record show on KRAB. They asked West to play some blues records. KRAB-founder Milam listened and liked what he heard. “The next Monday, he asked if I’d like to have my own radio show, and that’s how I got on the air, February 14, 1967.

“I got to play Fred McDowell records, Blind Willie McTell, Son House – my favorites – and it gave me a chance to play some old traditional, real rough, great, New Orleans bands that played blues, like the Kid Thomas band, and other styles of blues that just weren’t being played. Jazz people, traditional jazz people, put their noses up in the air at the Creole style of playing. And I included one or two electric blues records, too. I tried to cover the whole thing without getting into popular music and soul music.”

It was through his show that West first met the legendary blues guitarists whose music he later preserved on recordings. “The Seattle Folklore Society brought blues musicians into town, and KRAB worked to promote their shows ... We heard that Booker White was coming into town, and Duffy and I interviewed Booker on KRAB with Folklore Society president John Ullman. During the course of the interview, Furry Lewis’ name came up. Booker said Furry was alive and well in Memphis.”

A year later, West flew to Memphis where he spent five days living with Lewis. “Luckily, I had decent gear ... Lorenzo knew I had an Ampex 601 tape recorder, and he set everything up for me with a mike stand borrowed from Phil Williams and an RCA Model 77 microphone, one of the best mikes ever made, along with a little transformer in the line so it would be compatible with my Ampex.”

It was a dangerous time for a white boy in Memphis. “This was a couple of months after Martin Luther King was assassinated,” West said. “If I knew how bad things really were, I think I would have chickened out of it because all the buildings on Beale Street had been busted up, and plywood over all the windows ... Furry lived on the second floor of an old hotel on the corner of Fourth and Beale in the very historic area at the center of where all the old blues players had performed.

“I couldn’t leave the house alone because Memphis was in such bad shape. Furry wouldn’t let me do it. One night I tried to go over to Dewey Corley’s house a block away, and 15 guys came up between two houses and tried to scare the wits out of me, and I went right back. So every time I

went into Furry's house he had a big 2 × 4 he'd put up on the door, and he'd bring his pistol out in case the guys were going to try to come in."

On the trip, West recorded White, Lewis, and blues pianist Albino Red in Memphis, and guitarist Babe Stovall in New Orleans. When he returned to Seattle, he and Graf issued "Furry Lewis and Bukka White at Home with Friends" as a 12-inch LP on their Asp record label.

Over the years, West interviewed many artists as they passed through Seattle, including Johnny Shines, Pinetop Perkins, Fred McDowell, Mance Lipscomb, Son House, Sunnyland Slim, Big Joe Williams, Barbara Dane, and Robert Pete Williams. Often, Bob would cook up a week's supply of meals, stock the refrigerator, and vacate the



houseboat so the musician would have a quiet place to stay during his engagement. White, Perkins, Sunnyland, Shines, and Pete Seeger enjoyed this brand of hospitality.

West worked at Boeing until the bottom fell out of the aircraft industry in the 1970s. With time on his hands, he increased his volunteer work for KRAB until he was hired as a program director, using his vacations for field trips to Louisiana in

1977, and St. Louis and Memphis in 1979. His recordings of Henry Townsend, Alvin Calhoun, Laura Dukes, and George and Bernadette McCoy from the latter trip, as well as others from the 1968 trip, were released on Arcola, the CD label he started in the 1990s.

After KRAB disbanded in 1984, West worked in quality control for the Stearns Co., a Boeing supplier. Known to fellow employees as "Jay," he remained in the aircraft industry until his retirement in 2007.

Bob lived in the houseboat on Wandesforde dock at Fairview Avenue for 47 years. Neighbors were accustomed to his late-night record-listening and jam sessions. His annual Fourth of July parties were memorable for their motley gatherings of musicians, radio volunteers, houseboat denizens, painters, glass-blowers, film buffs, and other interesting people who otherwise had no reason to mix.

West's thoughtfulness and generosity were legendary. A passing comment would lead later to an unsolicited gift of a book, a record, or a music- or video-tape or disc which often took hours to prepare. Even if he wasn't particularly interested himself, he kept an eye out for references to a topic in print or on TV if he knew someone who was. As a host or guest or to help a sick friend, he prepared special

dishes, which he would either give to a departing visitor or deliver himself, as the situation demanded.

Bob's uncle, Tony West, was a midget-race-car driver in the 1930s, and Bob was as passionate about racing as music. Invariably, when he was not monitoring an educational show or an old movie, or recording programs and music for his friends, his television would be tuned to a car race.

Riding with West was a mini-lesson in race-car driving. Although careful to obey the rules of the road, he drove aggressively and was a stickler for taking the most efficient route to any destination. Once up to speed, he maintained a tachometer reading of at least 2500 rpms. "Most people don't know how to drive a stick shift," he'd say. "They go through the gears too quickly, and that's hard on the valves."

Bob was passionate about preserving the music of self-taught, agrarian-based musicians. He hoped their music might lead future musicians to learn their art in natural settings which would inspire more freedom and creativity than the formulaic pathway offered by today's popular culture and hide-bound systems of formal education. "I'm not a marketer, and I am not concerned with business at all. I'd be tickled to death if I can communicate this material to 10 kids, and they carry it to the next generation.

"... Why do we preserve our knowledge of being a blacksmith? I think everything beautiful that man has produced should be protected and saved. We may have to use it again. People I've talked to that work in ethnic studies at the University of Washington, why do they go to these countries and study music and dance? It's to find out how and why they live and maybe find out if we're missing something – if we're forgetting about something."

In this regard, West walked the walk his entire life. Relying on records and his personal experience with the blues legends, Bob spurned formal instruction and taught himself to play the guitar, piano, trumpet, trombone, and the full gamut of "novelty" jug band and skiffle instruments. With fellow musicians, he could be stubborn and argumentative if they failed to adhere to the traditional style. Bands he formed were often short-lived, but always interesting. They included the Cornucopia Jazz Band, Peetie Wheatsraw and His Buddies, Mr. Cookie and the Crumbs, and the Acme Blues Band.

A lifelong humanitarian, West numbered the ACLU, Habitat for Humanity, Greenpeace, Public Citizen, KCTS Television, and the Smithsonian Institution among the organizations he supported.

West is survived by his sister Sue, of Seattle; his cousin Gary West, Gary's wife Donna, and their children, of Seattle; and his dear friend Rose Hedley, currently residing in Wales. A memorial is under consideration, but definite plans have not been made.

– John Ochs

Photos: top left, Bob West with books and pictures; this page Bob West with Charlie Thomas 1969



## Barbara Heather 1929-2016

Eastlake lost a cherished and inspiring friend when Barbara Heather died on Sept. 6. Just ten days earlier, she had written to her fellow ECC board members that her cancer “has spread all over the place and I don’t have much time to live. Don’t worry, I’m feeling ready and positive.” Inner peace and a concern for others were among Barbara’s many admirable qualities. She never allowed life’s challenges to daunt her commitment to decency, love, and justice.

Barbara was born in Germany of an American mother and a German father, and she lived many years in each country. (Her parents originally met at a Quaker college in England.) She was fluent in the German language and loved its literature, receiving in this field an MA from the University of Arizona and Ph.D. from the University of Washington.

Barbara also loved the French language, majoring in it at Earlham College. She taught in high school in Germany and in college in Germany, the Czech Republic, and the United States, where she also taught English as a second language. She also served as a multilingual administrative assistant for Pan American World Airways and other companies located in Germany.

Professionally, Barbara also worked as a writer, translator and proofreader. She translated into German works of forestry, photography, computer technology, maritime history and guides to U.S. national parks. She also wrote and edited for the Microsoft Corporation and the YMCA.

All of those research and writing skills came together in Barbara’s gripping and heartfelt 2005 book, *The Other Side of the Ocean: a Family Chronicle 1899-1946*. Amidst a well-told story of the rise of Hitler and the Nazis and about life in Germany during that process and the world war that followed, it is a family biography, especially about how her parents, Barbara and her three sisters coped in the tumult and totalitarianism. Her father lost his public school teaching job because of having been a member of the Social Democratic Party that Hitler banned soon after coming to power in 1933.

The book reflects Barbara’s quest to learn more about her parents and the moral challenges everyone in a Nazifying Germany faced. She writes unsparingly about the pressures to accommodate to dictatorship and social tyranny and the different choices made by family, teachers, and others.

The book is also Barbara’s own story of the innocence and exuberance of childhood and adolescent discovery. Membership in Hitler Youth was mandatory; as a 12-year-old, she was assigned to lead a group of 10-year old girls, a role that included warning parents if their children were not attending. “There was a first warning and a second warning. I never thought about what might happen after that. ... I feel sick with sorrow, at how children were duped and at how others were at the same time living tragic lives of suffering. I even feel a senseless guilt, as if I ought to have guessed it, no matter how young I was.”

Here in Eastlake, Barbara was in the parent-teacher association at Seward Elementary School, where her daughter Gillian attended. She also was involved in the



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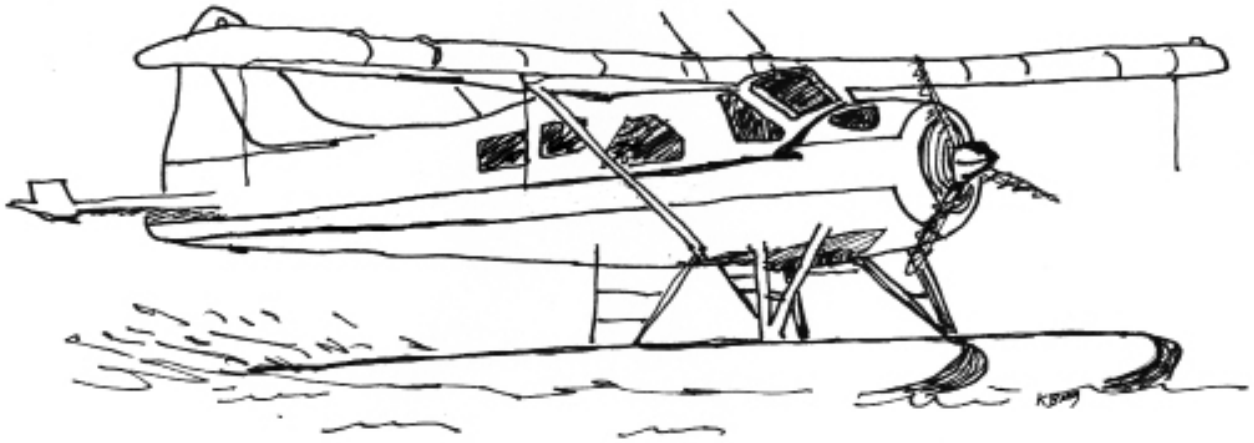


Photos this page  
clockwise top:  
Barbara Heather  
in Germany 1954;  
with baby daughter,  
Jill, 1965; July 2016  
ECC cruise; and  
with Jill, 2014 ECC  
cruise

Eastlake Community Council from its earliest years, serving as the board secretary and much later as vice president. Gillian remembers as a six-year-old joining her in about 1971 delivering the Eastlake News to their block, a volunteer role that Barbara continued until very recently. She also assisted editor Judy Smith with proofreading, including the prior summer 2016 issue. Barbara's most recent period on the ECC board began in 2009, and she frequently hosted the board meetings at her home. She was a hard worker at many of ECC's shoreline restoration work parties.

Barbara was a longtime member of the University Friends Meeting and of its Social Justice Committee, which has worked to assist the homeless. She was also a longtime board member of the C.G. Jung Society. She sang in the choir of the University Unitarian Church, and the beauty of the music could bring her to tears. She took joy in playing the piano alone, as accompanist, and in chamber music groups. Life was not always easy for Barbara Heather, but she found joy in it and in making life easier for others. She left the world and Eastlake a better place, and we will never forget her.





## Has seaplane use on Lake Union grown beyond what is safe or fair for other users?

Seaplane use of Lake Union dates back at least to 1916 with the historic first Boeing flight from a seaplane base at the foot of East Roanoke Street. For many decades the number of flights on Lake Union was quite low, and even in the 1970s did not exceed 5000 per year. However, the expansion of scheduled service

brought the number of flights by the mid-1980s to over 10,000 a year.

Other users of the lake and those who live or work around it became concerned, and beginning in 1978 they pressed the seaplane operators for a series of voluntary agreements. In the 1989 agreement (in which the City of Seattle was for the first time a party), the operators agreed to restrictions such as that scheduled flights would not occur between official sunset and sunrise, with no takeoffs before 8 a.m. on weekdays and Saturdays, or before 9 a.m. on Sundays.

In the various negotiations, the seaplane operators rejected a cap on the number of flights on Lake Union, arguing that they had no plans for an increase. However, the number of flights continued to increase. At the peak summer season here are 40 takeoffs and 40 landings a day (almost all by Kenmore Air)—essentially the maximum that Lake Union can sustain without either lengthening the hours for takeoffs and landings, or marking part of the lake off with lighted buoys to create a runway on the water that excludes other uses when a seaplane is landing or taking off.

Such a buoy-marked runway is what the Seattle Office of Planning and Community Development (OPCD) proposed in 2014 to the Washington State Department of Natural Resources (DNR), which owns the underlying land and thus has the authority, if it wishes, to approve application. The City of Seattle's application (p. 5) states that "The City proposes to install" the buoys "to demarcate a floatplane landing zone to allow for safe ingress and egress of floatplanes." The buoys would be lit constantly, with float plane pilots also able remotely to cause additional lights on the buoys to flash on and off when a plane is about to land or take off.

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DNR is continuing to accept comments on the proposal, many of which so far have been quite negative, raising objections to the lack of public outreach; that the buoys would interfere with commercial and recreational navigation; that the flashing lights would give preferential use of a public space to private companies, and shift the onus of safety onto other users, many of whom would not be aware of what the warning lights mean; and the buoys would detract from the lake's beauty, especially when lighted at night.

When pressed as to the absence of consultation with the affected neighborhoods and other stakeholders prior to applying for the buoy-marked runway, the Seattle OPCD points to the 2013 City Council Resolution 31339, whose misleading title is "Declaring the City Council's intend to support the growth and livability of the South Lake Union Urban Center by working with other City departments to implement initiatives that complement changes to land use regulations." This resolution included as its last item the following statement, about which none of the affected neighborhoods and stakeholders were consulted: "The Council supports the efforts by Kenmore Air to secure grant funding from the Washington Department of Transportation for a system of buoys to signal to boaters when

seaplane operations, such as landings and takeoffs, are about to occur and, if necessary, will consider further statements of support for a grant application by Kenmore Air."

The Res. 31339 language is unfortunate and should be repealed; but it does not authorize the Seattle OPCD to apply to DNR for permission to allow the buoys or for the City of Seattle to install them. The Seattle OPCD has misused Res. 31339 and is improperly using City resources to do work that Res. 31339 clearly leaves to Kenmore Air.

This episode if typical of many others under Mayor Ed Murray in which City agencies are being used to promote private interests at the expense of the public interest, and without making any effort to consult beforehand with neighborhoods and other stakeholders who would suggest a different course.

The City planners seem blind to how Seattle's own policies are causing great expansion in the number of businesses and residents who wish to use Lake Union for navigation and recreation. Commercial users include large ocean going vessel transit for maintenance work, seaplanes, yacht dealers, Argosy, Champagne Cruises, Electric Boat Company, Center for Wooden Boats, Northwest Outdoor Center, Moss Bay, Ride the Ducks, rowing clubs and so on. When the weather is good, the Lake is covered with sailboats, motorboats, kayaks, canoes, paddle boards, sail boards, and dinner rafts.

The International Regulations for Preventing Collisions at Sea and the International Navigation Rules for Inland Waters place seaplanes at the very bottom of the right of way hierarchy, and yet the City application to DNR would place seaplanes ahead of all other uses.

Rather than essentially privatize part of the increasingly busy Lake Union, Kenmore Air should reduce its operations there and move more of them to its seaplane base in Kenmore at the north end of Lake Washington, and to a new base on the downtown waterfront. In the late 1990s, the company initiated and then dropped efforts to establish a seaplane base on the downtown waterfront; it should resume these efforts. Lake Union is too small with too many other uses that have the right of way over seaplanes, for Kenmore Air to be operating 40 or more takeoffs and 40 or more landings on summer days.

Whatever your views, it is not too late to comment on the Seattle proposal to the Department of Natural Resources, which has heard from only a few dozen people. Send comments or questions to Vivian Roach, [vivian.roach@dnr.wa.gov](mailto:vivian.roach@dnr.wa.gov), 253-341-7564, 950 Farman Ave. N., Enumclaw, WA 98022-9282, where you can also request the City application and the latest information. ECC also requests a copy of your comments, to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org). For links and the latest, see the ECC web page, [eastlakeseattle.org](http://eastlakeseattle.org).

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## Raccoon population destabilized by feeding and dog attacks

by Ann Prezyna

I am a lover of wildlife and have spent my professional career trying to save and restore wildlife populations and their habitats worldwide. Living on a Lake Union floating home near shore, I very much enjoy hearing and watching the furry, finny, and feathery residents who were here long before human settlement and are willing to share their home territory with me.

I have lived in my current home since 1990 and, until recently, ignored the conflicts some others on Fairview Avenue E. encountered with resident wildlife: otters waking late risers with early morning squeaks or leaving smelly calling cards on their decks; beavers downing favorite trees and shrubs; raccoons getting into trash barrels or eating food left outside for kitty.

This summer, my paradigm shifted. People deliberately feeding raccoons had increased the population beyond what natural food sources could sustain, and had conditioned some raccoons to be more demanding and ag-

gressive. Behavior worsened when a dog owner let his dogs loose to chase some raccoons. The raccoons turned around and fought, and later attacked other dogs. Gangs of raccoons began to attack people and pets and break into homes in search of food.

Neighbors began carrying golf clubs and baseball bats. Vegetation was cleared to eliminate habitat. As the best practice is not to relocate raccoons (to avoid the spread of disease to other populations and because relocated raccoons are usually killed by the resident ones), trappers were hired and they killed several juvenile raccoons. But some of the problem raccoons became trap wary, even for body-gripping traps.

Because some raccoons had bitten people, the Animal and Plant Health Inspection Service of the U.S. Department of Agriculture became involved—not to eliminate Eastlake's raccoon population, but to reduce the overpopulation along Fairview Avenue E. and eliminate the rogue raccoons. Late on August 17, one of its officers used a gun to kill some adults and their young in a tree.

For now, I live in a quieter world. No more early morning purring of the raccoon mother calling to her kits. The violence seems to have discouraged other species. Gone is the nighttime gnawing of the resident beaver outside my window. Fewer are the squeaks of the otters. Even the birds no longer hunt our garden in search of insects and seeds as they once did.

In time the raccoons and other species will repopulate the Fairview vicinity. But to avoid the need for future wildlife enforcement actions, humans need to stop feeding the raccoons and need to keep their dogs from bothering them. Otherwise we will have too many raccoons and they will be more aggressive than if we left them alone to be wild animals in our midst.

So how do we return to a world of peaceful coexistence with urban wildlife? If I were a raccoon (or an otter or beaver), I would ask humans to follow a few simple rules:

Please do not feed me. I'm cute, and my babies are cuter. And I may seem tame. But by feeding me, you are writing a death sentence for me and my offspring. There will be too many of us, and we'll stop hunting rats and mice (you don't want that, do you?). I will become bold around people, and will try to enter homes in search of human and pet food. And especially when I am protecting my young, I may attack you or your pet.

Please do not let your dogs chase or attack me. It encourages us raccoons to get more aggressive and to teach our young to be also.

Please keep your cats indoors. We raccoons have been known to take out a cat from time to time. I see them as competition for limited food sources, and as a threat to my babies. Besides, you will enjoy a lot more bird life if you do.



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If you don't want me near your home, please try nonlethal methods first. I avoid the smell of coyote urine, which is available on Amazon at low prices.

Learn about me. See the resources about raccoons below.

And as one human to another: to co-exist with wild animals, we mustn't endanger them through feeding and other interventions that create unsustainably large and aggressive populations. Let's work to keep wildlife a sustainable part of our urban backyards—we need them as a wonderful reminder of the natural world.

*Ann Prezyna is President of the Eastlake Community Council. At [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org), ECC wants to hear about your experiences with and views on raccoons and how best to manage them in Eastlake.*

### Some sources about raccoons

Washington Department of Fish and Wildlife, "Living with Wildlife in the Pacific Northwest" (<http://wdfw.wa.gov/wlm/living.htm>)

Seattle and King County Public Health Department, "Diseases from raccoons and other wildlife" (<http://www.kingcounty.gov/healthservices/health/ehs/zoonotics/raccoons.aspx>)

Samuel I. Zeveloff, *Raccoons, A Natural History* (book 2002).

## Public meeting on disasters and emergency preparedness – Wed., Oct. 26

Wed., Oct. 26 from 6:30-8:30 p.m. at the College Club of Seattle, 11 East Allison St. (foot of Allison St. near Fairview Ave. E.). It's a meeting on emergency preparedness that someday could save your life.

Is your family/business/block/dock ready for a disaster, a bad storm or the zombie invasion? Not sure where to get started? Join us Oct. 26 to hear an overview of the hazards that can impact Seattle, and steps that anyone can take to prepare. This includes guidance on how to develop a disaster plan, build a disaster supply kit, and organize with your neighbors to become better prepared.

The Oct. 26 presentation will include an overview of other cities' preparedness efforts and Seattle's own SNAP program, Community Emergency Hubs, and the new alert and notification system, Alert Seattle.

ECC welcomes new volunteers for making the neighborhood safer in an emergency. Contact us at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org). For background including useful links, see the ECC web page on emergencies, <http://eastlakeseattle.org/?page=emergency>

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# How to contact the Mayor and City Council

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

Mayor Ed Murray does not accept comments from the public by e-mail, requiring electronic communication via a web site, <http://www.seattle.gov/mayor/get-involved/contact-the-mayor>; the system will reject any message of more than about 500 words.

You can also reach Mayor Murray by letter at 600 Fourth Avenue, 7th floor, P.O. Box 94749, Seattle, WA 98124-4749, or by fax at 206-684-5360.

Be sure to communicate with the nine City Councilmembers individually, rather than by a group e-mail or letter (which is far less likely to be heeded). The City Council e-mail addresses are as follows:

- [sally.bagshaw@seattle.gov](mailto:sally.bagshaw@seattle.gov)
- [tim.burgess@seattle.gov](mailto:tim.burgess@seattle.gov)
- [rob.johnson@seattle.gov](mailto:rob.johnson@seattle.gov)
- [bruce.harrell@seattle.gov](mailto:bruce.harrell@seattle.gov)
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- [debora.juarez@seattle.gov](mailto:debora.juarez@seattle.gov)
- [kshama.sawant@seattle.gov](mailto:kshama.sawant@seattle.gov)

You can also reach the City Councilmembers by letter at 600 Fourth Avenue, 2nd floor, P.O. Box 34025, Seattle, WA 98124-4025, or by fax at 206-684-8587.

## 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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Or you may join and pay by credit or debit card or just volunteer at <http://eastlakeseattle.org>

For questions: [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or (206) 322-5463.

## Be a Cornerstone for your Community



### Volunteer!

We invite you to check off one or more interests (need not be a member or donor to volunteer):

- Events and fundraising
- Help with web site, 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