



The Eastlake News

Spring 2016

Coming Events

Public meeting on free or low-cost resources for renters, millennials, elders, and the disabled to stay and thrive in Eastlake — Tues., March 8 7 p.m. at TOPS-Seward School, 2500 Franklin Ave. E.

Eastlake egg hunt and egg race – Sat., March 26 11 a.m. at Rogers Playfield, 2500 Eastlake Avenue. See article, p. 7

Eastlake tree walk with Arthur Lee Jacobson – Sat., April 2 10 a.m. to noon (refreshments at 9:30 a.m.). Begins at the Roanoke Street end park, corner of Fairview Avenue E. and E. Roanoke Street. See article, p. 24

TOPS spring social and auction – Sat., April 2 at St. Demetrios Church 5:30 - 9 p.m. topsk8.seattleschools.org/school_involvement/t_o_p_s_auction

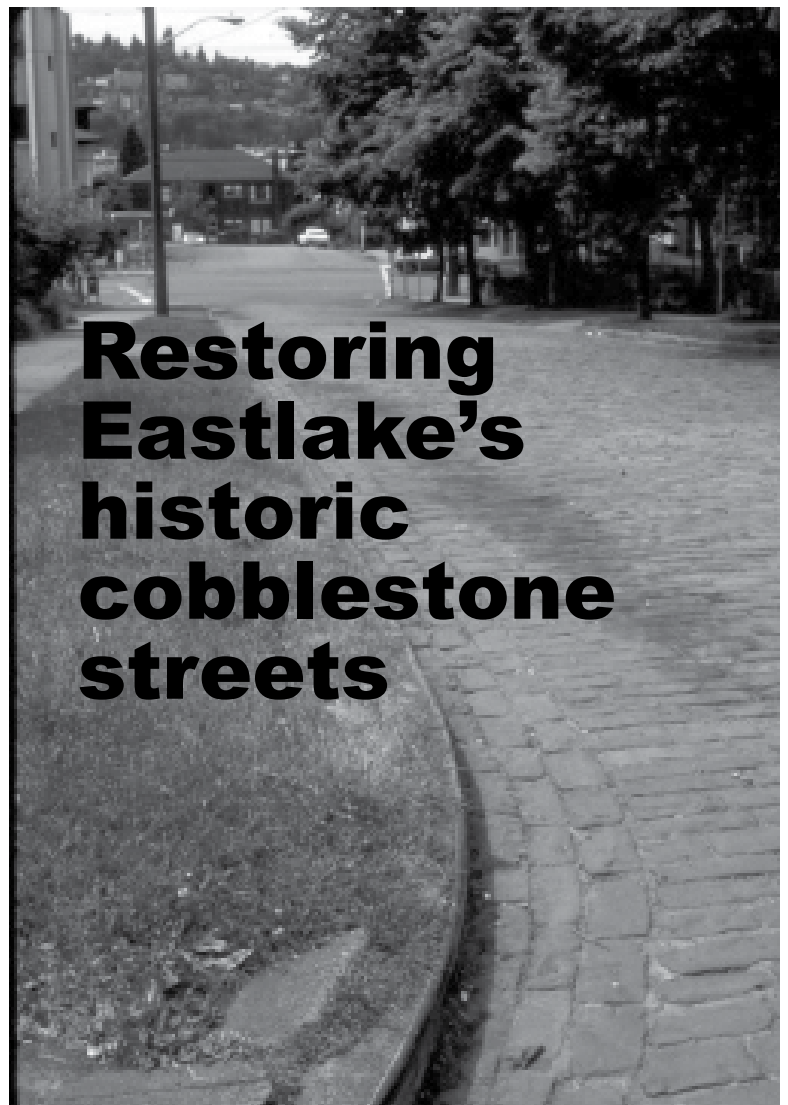
Public meeting about SDOT's proposals for the future of Eastlake Avenue and the Mayor's possibly ruinous Comp Plan proposals — Tues., April 19 7 p.m. at TOPS-Seward School. See article, p. 13 & 18

Fairview Avenue East shoreline cleanup work party – Thurs., April 28 10 a.m. to 1 p.m. Meet in front of Lake Union Drydock, 1515 Fairview Avenue E. See article, p. 6

ECC Spring Celebration — Thurs., April 28, 5:30-7 p.m. at Pecado Bueno, 2352 Eastlake Avenue East Extended happy hour prices. Have fun and meet your neighbors at the ECC's twice-annual celebration.

History talk on Eastlake's and Seattle's geology and public works, by author David Williams — Tuesday, May 10, 7 p.m. at TOPS-Seward School. See article, p. 1 & 21

Public meeting on public safety, emergency preparedness, and planning for July 4 — Tuesday, June 14, 7 p.m. at TOPS-Seward School.



Restoring Eastlake's historic cobblestone streets

Featured speaker at ECC's Tuesday, May 10, public meeting (see separate article) is author and geologist David Williams, a leading authority on Seattle's 93 historic cobblestone streets and much else in our built environment. Eastlake has three cobblestone streets: East Boston, East Edgar, and East Louisa streets, all between Eastlake Avenue E. and Boylston Avenue

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.

Restoring Eastlake's Cobblestone Streets cont. from page 1

E. (two blocks each, total of six blocks). Some other streets, including portions of Lynn, Boylston, Newton,

but also have uneven parts, especially Louisa Street which has received the most wear because of school bus



Cobblestone streets are a natural form of traffic calming, discouraging cut-through traffic and speeding, and with proper maintenance, they can last hundreds even thousands of years.

(Photo of Louisa cobblestone street circa 1980.)

and Hamlin Streets, also retain their original cobblestones under an asphalt surface.

The use of stones for paving dates back thousands of years to Roman times or earlier, long before the invention of concrete or asphalt. Cobblestones (really they are stone blocks designed for paving) are set in sand, allowing water to drain between them. Unlike rigid pavement which can crack under pressure, a cobblestone surface is flexible enough to move slightly. Depending on the kind of stone used, cobblestones can be more resistant to wear than asphalt or concrete.

With proper maintenance, cobblestone streets can last hundreds or thousands of years. If maintenance is neglected, excessive movement of the stone blocks eventually can cause the street to fail. Eastlake's three cobblestone streets all have some surfaces that are in good condition,

loading for the nearby TOPS-Seward School.

The 1998 Eastlake Neighborhood Plan and its 1999 adoption document by the Mayor and City Council partially corrected a historic injustice regarding Seattle's cobblestone streets. In 1996 SDOT and the Department of Neighborhoods—without the slightest notice to or consultation with our neighborhood—had decided that because they were not in as good condition as in a neighborhood like Queen Anne, Eastlake's cobblestone streets would not be maintained except with asphalt patches or asphalt resurfacing, and that they would be “mined” to provide stone blocks for Queen Anne and other favored neighborhoods, unless Eastlake found alternative funding sources to restore them as cobblestone streets. During this period, the only maintenance of Eastlake's cobblestone streets received was in

the form of asphalt patches.

The 1998 Eastlake Neighborhood Plan (p. IV-45 and IV-46) called for reversal of the 1996 SDOT/DON policy that effectively favored cobblestone street maintenance in single family neighborhoods at the expense of a multifamily neighborhood like Eastlake. In the 1999 adoption document, SDOT promised not to “harvest” cobblestones in Eastlake to restore cobblestone streets in a favored neighborhood like Queen Anne. But SDOT and DON did not revise their joint policy, which continues to direct their historically authentic restoration efforts to those neighborhoods whose cobblestone streets were in the best shape.

During much of the 20th century, the Seattle Department of Transportation employed maintenance crews with the training and logistics to maintain cobblestone streets. In recent years, however, SDOT abandoned the effort to use historically authentic restoration efforts even for cobblestone streets that were in excellent condition.

Cobblestone streets are a natural form of traffic calming, discouraging cut-through traffic and speeding. Their location in Eastlake is particularly fortuitous, discouraging east/west cut-through traffic on its way to or from I-5 and Capitol Hill. If Edgar, Louisa, and Boston streets were to lose their cobblestones in favor of smoother pavement, there would be an increase (possible quite a large increase) in the volume and speed of cut-through traffic, and it is unlikely that any alternative form of traffic calming would be remotely as effective.

The Seattle School District supported retention of the cobblestone streets in the 1996 Educational Specifications for the renovation of expansion and renovation of the TOPS-Seward School building. The 1997 Master Use Permit under which the TOPS-Seward School building was remodeled and expanded stated (p. 43) that “If, as a result of Seward construction traffic, any damage to the cobblestone streets or to other public or private property, including landscaping and curbs, does occur, the damage shall be repaired in kind prior to issuance of the permanent Certificate of Occupancy for the school.”

E. Louisa Street between Eastlake Avenue and Boylston Avenue is in the worst shape of the three cobblestone streets, probably because of heavy traffic from school buses that park there. The City does not currently have a restoration plan, but ECC believes that if the neighborhood arranges for one, funds (including possibly from the School District and the Parks Department) will be found to do the restoration.

It is not only single family neighborhoods that deserve to keep their historic cobblestone streets. The City needs to show that it also cares about the charm and transportation needs of a multifamily zoned urban village like Eastlake. With proper maintenance, the century that the cobblestone streets have lasted can be extended for another century. The Eastlake Community Council welcomes your thoughts and suggestions on the above, to info@eastlakeseattle.org.



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City agencies begin review of Fairview green street concept plan—your suggestions still welcome, needed



Fairview Avenue E..

Fairview Avenue E. is one of the best things about the Eastlake neighborhood—a quiet, leafy place to walk and to enjoy the lake. But Fairview needs improvements allowing pedestrians, bicycles, local traffic, and parking to coexist safely while solving drainage and flooding problems.

That is why our neighborhood through the 1998 Eastlake Neighborhood Plan had the City designate four blocks of Fairview between Fuhrman Avenue and Hamlin Street and four blocks of Fairview between Roanoke and Newton streets as a Green Street. But for the Green Street designation to have any real meaning, a design concept plan had to be developed by the neighborhood for adoption by the City government.

After years of public and interagency process and many drafts, the Eastlake Community Council on January 22, 2016 submitted a Fairview Green Street design concept plan for comment and possible adoption by officials of the Seattle Department of Transportation and the Seattle Office of Planning and Community Development.

The Fairview Green Street page of the ECC web site has graphic documents for the two segments of the Fairview Green Street as well as a prose description of the proposed design elements. These documents are the result of many years of input from hundreds of Eastlake residents, business people, and property owners. Everyone's comments are still welcome and needed as the Eastlake Community Council works with City officials on any final revisions. Please write to info@eastlakeseattle or call (206) 322-5463.

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City government must solve Fairview flooding and repair the damage



(4) in doing so, collaborate with our community and businesses to a degree we have not yet seen.

The 2009 Cheshiahud Lake Union Loop Master Plan (p. 51) recommends that the pedestrian walkway on this block be “widened and better graded with special paving.” Thus ECC’s letter urges that an improved design for the walkway on this block be developed with full involvement by the community and adjacent businesses.

For background, including photos of the flooding, a video of children forced to walk in the street, and ECC’s letter to the City, see the “Fairview Flooding” page of the ECC web site. To get involved, please contact ECC at info@eastlakeseattle.org.

Photo: Flooding over the the parking lot and sidewalk on Fairview Ave. E.

Eastlakers are proud to host along Fairview Avenue East a large segment of Seattle’s Cheshiahud Lake Union Loop pedestrian and bicycle route. But we are alarmed that on this City-owned right-of-way, drainage problems annually cause serious flooding that blocks pedestrians and bicyclists from a safe route, forcing them into the path of oncoming cars and trucks. The flooding also blocks much-needed public parking, damaging it along with the pathway and landscaping. The water is up to two feet deep, endangering passersby and attracting trash, organic chemicals, metals, and animal waste--a danger to public health and Lake Union water quality.

There are few catch basins on the west side of the block (between Blaine and Newton streets) where flooding is worst, and almost none on the eight blocks of Fairview Avenue East just to the north that SDOT classifies as a Green Street. There, while flooding is less severe, in places it dangerously interferes with the ability of pedestrians to walk in the street. Walking in the roadway of the Green Street segments of Fairview is directed by SDOT’s Right-of-Way Improvements Manual and by the Cheshiahud Lake Union Loop Master Plan, but for this guidance to be meaningful, the City government must provide drainage.

On February 2, the Eastlake Community Council wrote to the Mayor and District 4 City Councilmember Rob Johnson asking that the City (1) acknowledge that solving Fairview’s flooding is a City responsibility; (2) design, fund, and construct soon a permanent solution to the flooding; (3) restore the Cheshiahud Lake Union Loop pathway, the adjacent plantings, and the public parking to their former safety, convenience, and attractiveness; and

Employers support April 28 Earth Day shoreline work party

The 1500 to 1800 blocks of Fairview Avenue E. (between Fairview Ave. N. and E. Blaine St.) have some of the most scenic and natural parts of the Lake Union shoreline. The nearby properties are industrial or commercial, not residential.

The Eastlake Community Council has for decades partnered with the adjacent marine businesses to restore the shoreline. But in recent years, new construction has also brought a thousand new office and laboratory employees nearby, and ECC is working to include them in shoreline restoration efforts also.

To celebrate Earth Day in recent several years, ZymoGenetics has authorized its employees to spend up to three hours of the work day restoring the shoreline. Now ECC invites other employers to join this effort by supporting participation by their employees.

This year’s Earth Day shoreline work party is Thurs., April 28, 10 a.m. to 1 p.m. We will meet in front of Lake Union Drydock, 1515 Fairview Avenue E. Participants are asked to bring gloves and sturdy shoes. While pre-registration is not required, ECC would be grateful to hear beforehand from any business that wishes to participate, or from anyone who can suggest an employer ECC should contact with this proposal.

There will be other shoreline work parties in future months, so please let ECC know if you would like to be contacted or wish to suggest a future date. To contact ECC: info@eastlakeseattle.org or 206-322-5463.



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Eastlake Egg Hunt and Egg Race are Sat., March 26

Volunteers are again needed to assist the Bunny in preparing and hiding eggs around Rogers Playfield (2500 Eastlake Ave.) for kids to find on Saturday, March 26. This year we'll have a Kids Fun Run afterwards. The Hunt starts promptly at 11. A cash donation is welcome

(\$5 suggested; can donate on-line at <http://eastlakeseattle.org>). To help or if you have questions call 206-715-8762 or e-mail coordinator Christy Elton at christyelton@gmail.com. Sponsored by the Eastlake Community Council.

Photo: some of the participants of last year's Eastlake egg hunt.



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A car had its passenger side window smashed in on this recent car prowl.

Crime patterns, prevention, and social media

by Lucy Mohl

Eastlake began 2016 with some dramatic crimes: Houseboat burglars intruding by boat. A thief on the roof of a building who doffed his shirt for the cameras and tossed money into the street.

Eastlakers didn't have to wait for the news crews to find out what was going on. On Facebook alone, more than 600 are on the Eastlake Social Club group and more than 200 are on the Eastlake Community Council group. Many also use the social media site Nextdoor.com.

These social media sites connect the community in a new way. Crimes and suspicious incidents are being reported on a daily, sometimes minute-to-minute basis on social media. An emotional response to crime is normal. It affects us as individuals and as a neighborhood. As Mayor Ed Murray noted in an interview about public safety, perception is reality, and the perception is that the crime is on the increase.

Crime patterns and response.

Actually, Eastlake has a lower than average rate of personal crime (homicide, rape, robbery, aggravated assault). Eastlake can be higher than average for property crime (burglary, larceny, vehicle theft), but in 2015 the neighborhood saw a significantly lower rate for property crime except for larceny (which includes car prowls). See the table. below:

Eastlake neighborhood crime statistics.

	2015	2014	2013	2012	2011	2010
Personal Crime	13	7	13	5	14	15
Property Crime:						
Burglary	79	85	137	77	94	64
Larceny	203	182	197	159	201	172
Vehicle Theft	49	104	68	65	74	59
Total	344	429	467	335	392	310

(source: SPD/Micro Community Policing Plan report for Eastlake/West and Eastlake/East)

Car prowls are a crime of opportunity, and with people leaving \$500 cell phones and expensive gear in their cars, thieves are going after richer targets. Car prowls account for the high fluctuation of incidents – a car theft wave can lead to dozens of crimes in a short period.

The amplifying effect of social media has begun to shift the city's policing priorities. Police Chief Kathleen O'Toole emphasizes basing priorities on data, and Sergeant Paul Gracy, who leads the West Precinct Community Police Team, acknowledges shifting resources to respond to outsized community concerns.

The Community Police Team's Eastlake liaison, Officer Sam Cook (206-386-4056) consults Nextdoor regularly. The City of Seattle has had a contract with Nextdoor since 2014, and police officers now include



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social media participation among their duties.

Private patrol vs. block watch.

Several neighborhoods – Queen Anne, Magnolia, Whittier Heights – have hired private patrols (not every household contributes). These security officers have no more power than ordinary citizens but they do offer a visible presence and extra eyes on the street. At a \$250 contribution per year, 200 contributions can fund a 4 hour patrol for 2 days a week; 500 contributions can fund a 4 hour patrol for 7 days/week; and 800 contributions can fund a 7 hour patrol for 7 days/week. Please contact ECC at info@eastlakeseattle.org with your thoughts or to reach others who want to share with you the cost of private security.

Sergeant Gracy doesn't see evidence yet that these private patrols reduce the crime rate. He suggests that neighborhoods first strengthen their block watch efforts by exchanging phone numbers, e-mail addresses, or Twitter and Facebook accounts. The Police Department web site at <http://www.seattle.gov/police/programs/Blockwatch> has helpful advice.

Nothing beats getting to know neighbors face to face. Toward that end, the City enables block parties on the first Tuesday in August (Aug. 2 this year) free of the need for a permit or fee and from onerous insurance requirements. Contact ECC at info@eastlakeseattle.org if you'd like to get in touch with others on your block to organize one of these events.

Reporting crimes.

Police resources follow crime reports, and Sergeant Gracy emphasizes the importance of calling 911. There's also a non-emergency number, but 911 calls become the data that police use to budget resources. "Call 911 and let the operators sort it out," he says. "The same people answer the phone and sit next to each other." If you call 911 to report a crime, be sure to tell the operator if it's in progress. These go straight to priority one, even car prowls.

Some reports can now be made online as well as through 911. The city offers the CORP community online reporting program via <http://www.seattle.gov/Police/report/default.htm> though it is limited to certain property crimes

The police say they appreciate photos of suspects, if you don't get in harm's way. It's also wise to think twice before posting a stranger's photo online. A photo may be legal to post, but audio is not, and comments that are defamatory (untrue and damaging) are the basis for a lawsuit, according to attorneys interviewed for this article.

The Eastlake Community Council welcomes your suggestions for keeping Eastlake safe, to info@eastlakeseattle.org. For further background, see ECC's public safety web page, <http://eastlakeseattle.org/?page=publicsafety>.

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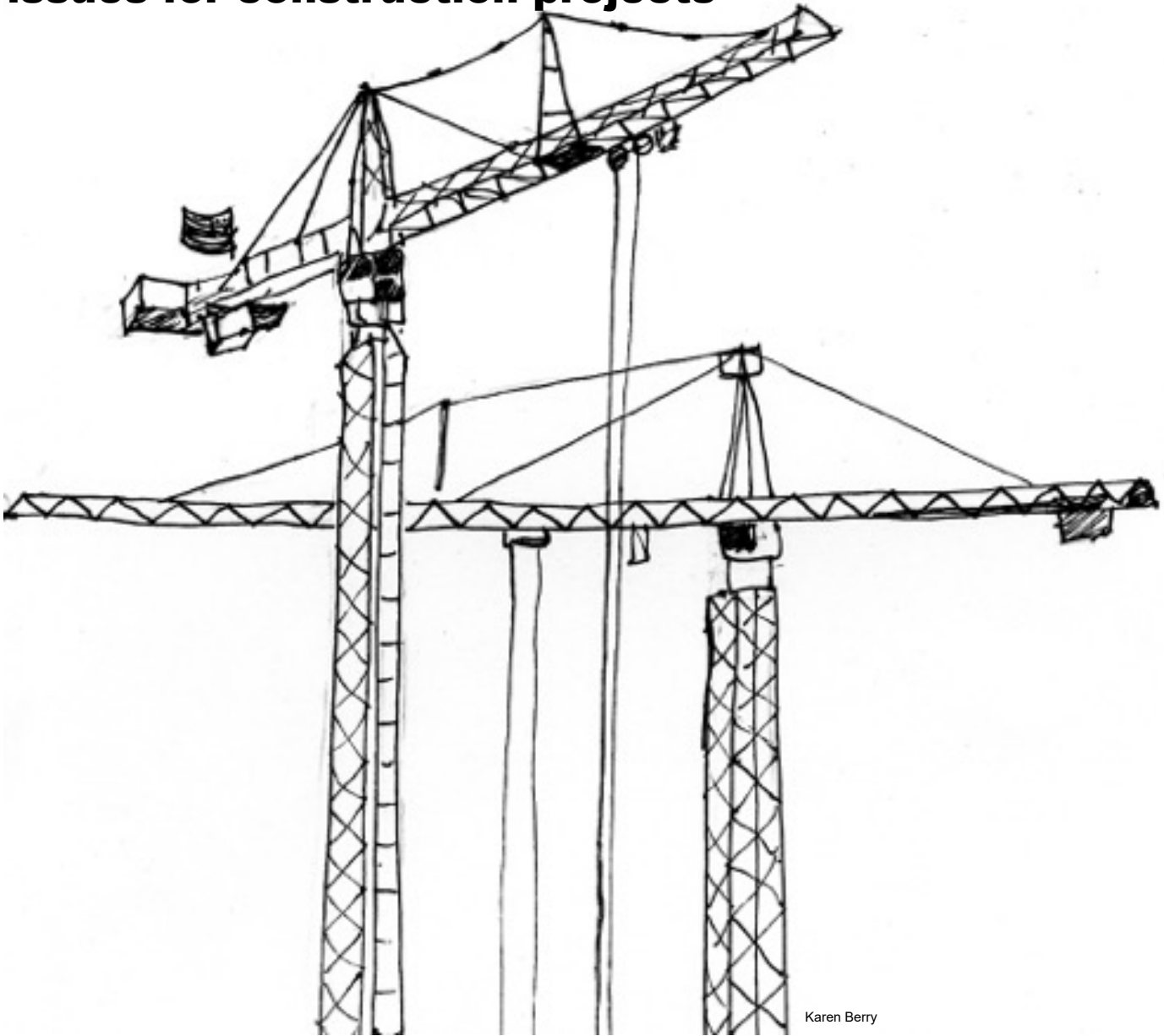
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Noise, blockage of walking routes, and parking are issues for construction projects



Karen Berry

The new construction going on in Eastlake is hard enough for neighbors to bear. So that you do not suffer more than is allowable, here are the rules and how to help City officials enforce them.

Noise pollution from heavy equipment was discussed in *The Stranger* by Marti Jonjak, who noted that “general construction noise is allowed in Seattle’s multi-family and neighborhood commercial zones 7 a.m. to 7 p.m. weekdays, and 9 a.m. to 7 p.m. weekends and holidays. For impact construction (work involving jackhammers, vacuum-pump trucks, or pile drivers), it’s 8 a.m. to 5 p.m. weekdays and 9 a.m. to 5 p.m. weekends and holidays.”

If you hear work being done in violation of these rules, please immediately contact the City’s noise-abatement inspectors: Jeff Stalter (206-615-1760),

James Dasher (206-615-1190), or David George (206-684-7843). It is best to call these numbers as the noise is happening. Some exceptions to normal construction times are granted by the Seattle Department of Construction and Inspections. If you have a complaint about an exception, call 206-615-0808.

The *Stranger* article is worth reading in full: <http://www.thestranger.com/features/feature/2015/04/29/22129642/what-living-next-to-a-condo-construction-site-taught-me-about-seattles-noise-ordinances>.

Another issue is disruption of pedestrian walkways by construction. In late December, the Seattle Department of Transportation published a legally enforceable Director’s Rule with new standards and best practices for pedestrian mobility around work zones. It allows

only as a last resort the blockage of walkways and provision of a pedestrian detour. If you see what looks like an unsafe work zone walkway, contact SDOT by email at SDOTConstructionHub@seattle.gov. For more on the Director's Rule, visit <http://sdotblog.seattle.gov/2015/12/21/sidewalk-closure-a-last-resort-rule-finalized/>.

Construction projects temporarily absorb many public on-street parking places, in part from the personal vehicles of employees and contractors, and in part because of temporary no-parking zones for the construction itself. Construction projects must go through a specific process in order to obtain and properly display Temporary No-Parking signs (also known as easels). SDOT prohibits the use of Temporary No-Parking areas by personal vehicles of those working at construction sites, but enforcement is lax.

SDOT does not consider easels valid unless they clearly indicate a contact name, telephone number, and start and stop dates and times, and unless there is a copy of the confirming public notice placed on at least two signs per block. If you find an infraction of this policy, call Parking Enforcement at 206-386-9012 to report it.

If you have a more general complaint about Temporary No-Parking Zones, call the Customer Service Bureau at 206-684- 2489 (684-CITY). For more info on temporary no-parking zones, visit <http://www.seattle.gov/transportation/sdotfaqs.htm#tempno> and <http://www.seattle.gov/transportation/parking/tempno-parking.htm>.

The Eastlake Community Council is not aware of any restrictions on the number of Temporary No-Parking Zones that can be implemented simultaneously on a particular block. Because some blocks have been the focus of multiple construction projects, a significant amount of on-street parking may be lost for weeks or months. ECC is preparing a letter to SDOT, DCI, and the City Council suggesting that limitations be placed on the amount of curb space that can be closed to parking in these zones at any specific time. The letter will also request that construction plans approved by DCI include measures to minimize on-street parking impacts of employees and contractors.

ECC wants to hear how you are weathering nearby construction. Please write us about your experiences, to info@eastlakeseattle.org.





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Volunteer for a TOPIC at TOPS Seward School



by Emma Hainer, ECC's representative to the TOPS Site Council

The TOPICS program at TOPS Seward School taps the talents, diversity, and enthusiasm of parents, guardians, friends and Eastlake residents and business people to enrich

the educational experience.

Once a month for two hours, classroom teachers and volunteer parents, community members or older students share a particular interest, skill, or passion with small groups of mixed-grade students. Each

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group or subject is called a TOPIC. From the variety offered each time, each child chooses one.

On a typical TOPIC day, you may find students with paper airplanes learning about aerodynamics from a parent or community volunteer; a teacher leading a group on a field trip to the Seattle Art Museum; students and a grandparent gardening at a local P-patch; or a local artist helping students create collages.

TOPICS put 1st through 5th graders together, giving the older ones the opportunity to be role models and helpers, and all students the opportunity to build relationships and confidence. Small group learning enables more student participation and engagement.

Students sign up for a variety of subjects, and although not always getting their first choice, feel invested in their own learning. They learn that their education is important to the rest of us and that everyone has something to share. And teachers, community members and parents get the chance to share a passion or skill.

Approximately 15 parent or community member leaders and 25 assistants are needed for each TOPICS day. It is truly a rewarding experience to engage with students and be a part of this powerful TOPS tradition. You can volunteer as a TOPIC Leader (create and carry out a 2 hour lesson plan or field trip sharing one of your passions or interests); or as a TOPIC Assistant (on the day of TOPICS, provide support to a teacher or parent leader by helping students stay engaged, safe and productive).

Volunteer a TOPIC today! Remaining dates for the school year are on the following Fridays, each 12:50 to 2:50 p.m.: March 18, April 29, and May 20.

Through TOPICS our Eastlake community can benefit the schoolchildren and make a difference. For more information or to volunteer visit <http://topsk8.seattleschools.org/academics/topics> or email to topics.topsk8@gmail.com.

Comprehensive Plan, and thus Eastlake, in jeopardy

ECC's Tuesday, April 19 public meeting will examine the Mayor's soon to be released proposals for major changes in the City's Comprehensive Plan and their possibly ruinous impacts on Eastlake. The effect would be to force much more growth into neighborhoods like Eastlake while removing many of the current protections for our livability. Your e-mails to the City Council and the Mayor can help persuade him (both directly and through the City Council) to rethink and rebalance what he actually proposes to the City Council. For the addresses, for ECC's own 11-page comment letter, and for background on why the Comprehensive Plan matters and how Eastlake could be devastated by changes the Mayor is contemplating, see the Comprehensive Plan section of the ECC web site.

"We must always change, renew and rejuvenate ourselves, otherwise we harden". Goethe.

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Safety First: Time for protected bicycle lanes on Eastlake Avenue



by Eric Suni, ECC Vice President

I have a confession to make: I don't know how to ride a bike. On my first try as a kid, I fell off the bike, got stubborn, and refused to try again. To this day, I've never learned.

Despite this, after considerable research and deliberation, I've come to the conclusion that it is time for protected bicycle lanes to be installed on Eastlake Avenue. I know that this is a controversial topic and what follows is my effort to analyze the key questions and issues involved.

Why install protected bike lanes? At present, Eastlake Avenue is unsafe for people on bicycles. This is supported both by hard data and by individual observation. The Seattle Department of Transportation (SDOT) Existing Conditions Report, written as part of the Roosevelt-to-Downtown High-Capacity Transit study, identifies three "High Collision" locations for bicycles in Eastlake.

If you're like me, you've probably witnessed a number of close calls that don't get captured in the data. The people I know that ride bicycles in this area tell me that they often feel unsafe riding in our neighborhood. When the data and what we see with our own eyes align, it is a clear indication that we must make changes to improve safety.

Protected bicycle lanes are the best option for creating

consistently safe conditions for bicyclists on Eastlake. Separating bicycles from general traffic makes life easier for people on bikes and for people in cars by improving predictability and removing potential conflict points. Protected lanes also encourage those who currently ride on the sidewalk (which is legally permitted in Seattle) to instead ride in the protected lane, creating a safer path for pedestrians.

Why prioritize people on bicycles? Adding protected bicycle lanes isn't just about people on bikes. As just mentioned, this can make for a more predictable and safer roadway for all users.

In addition, even as a person who doesn't ride a bike, I recognize a number of benefits from cycling. Bicycles take up a fraction of the space of cars, which means that more bikes will be a more efficient use of space (for traveling or parking). Every person who chooses to ride a bike instead of drive also helps reduce ongoing problems of traffic congestion throughout the city. Given their size and typical operating speeds, bicycles also pose a far lower safety risk to pedestrians compared to cars. Bikes produce no air pollutants or carbon dioxide emissions, and their use actually contributes to public health as a source of moderate-to-intense physical activity.

Aren't aggressive cyclists a safety problem? There are certainly aggressive people on bicycles just like there

are aggressive people in cars, and they both can contribute to dangerous situations. But the real blame for the lack of safety doesn't rest with individuals; it rests with poor street design. When people in cars and on bikes try to share crowded and narrow lanes, it can foster conflict, and these conflicts are often at the root of the negative perceptions that drivers have of bicyclists and vice-versa. With better design, such as with protected bicycle lanes, we reduce these dangerous interactions and create a safer street for everyone.

How do we know people will use the protected bicycle lanes? A significant number of people already bicycle on Eastlake Avenue despite its safety limitations, so there should be little doubt that these lanes would be regularly used. In addition, many bicyclists describe safety concerns as a primary barrier to using their bike to get around. If the biking environment becomes consistently safe, it is reasonable to expect continued increases in bike lane usage. In addition, the City is installing new protected bike lanes north of the University Bridge and has plans to do so in South Lake Union. With these changes expanding Seattle's network of safe bicycle routes, it is very likely that there will be rapidly growing use of protected bicycle lanes city-wide.

Won't protected bike lanes reduce parking and hurt local businesses? This is an important question, and I won't sugarcoat the response. Installing protected bicycle lanes almost certainly will require the removal of parking spaces and/or the center turn lane on Eastlake Avenue. Eastlake Avenue is narrow with only 50 feet of roadway space from curb to curb. Because there is no practical way to widen the roadway, adding protected bicycle lanes will mean changing the existing street layout by removing something that is currently in place.

There is no doubt that parking is a major concern in Eastlake. Numerous public comments have described parking in the neighborhood as already at or near capacity, and this can have a real effect on quality of life. Parking is also important for many of our small businesses. A major reduction in parking as part of the installation of protected bike lanes could seriously exacerbate these problems.

Despite these serious worries, there are three reasons why I believe that we should support protected bike lanes: (1) The parking problems in Eastlake stem from a number of different issues, some of which can be addressed through other actions, such as expansion and reform of the restricted parking zone (RPZ) system or restricting parking in areas commonly used by "hide and ride" commuters. (2) As more people ride bikes through Eastlake, it can generate new customers for local businesses. A number of studies conducted in Seattle and other major cities have found that protected bicycle lanes actually benefit many businesses. (3) None of these changes will happen overnight. It would likely be at least a year, if not considerably longer, before any changes start to be implemented. This gives our neighborhood and our businesses time to work with the City to find ways to

manage the transition in the least disruptive way possible.

There are a number of neighborhoods in Seattle, such as Capitol Hill, where parking is notoriously tight, but business growth has been dynamic. It is possible to have neighborhood businesses in Eastlake that thrive without abundant free on-street parking, but it is near-impossible to make Eastlake truly safe for bicyclists while maintaining our existing level of on-street parking.

Isn't there another route for bicycles? This is another great question. If there were a way to route bicycle traffic onto a different road, it would help resolve the issues of Eastlake Avenue's limited width. Unfortunately, there is no viable alternative bike route that can meet the needs of safety and accessibility. Mostly, this is a result of the topography of our neighborhood since virtually any movement east or west of Eastlake Avenue involves a sizable hill. In addition, many streets do not connect all the way through the neighborhood (such as Fairview Ave E.). Building a substandard route for bicyclists simply won't suffice. If it's not a good route, bicyclists won't use it, and we won't resolve the fundamental safety problems.

Why dedicate this space on Eastlake for people who are only passing through our neighborhood? There are certainly many bicyclists who use Eastlake Avenue simply as an arterial to "pass through" to get to and from locations like South Lake Union, downtown, and the University District. However, there are also many who are doing far more than just passing through. People ride to Eastlake for work, to shop, to dine, and to spend time with friends. Many Eastlake residents also count on their bikes to get them to and from work and recreation in other neighborhoods.

But even if everyone who used the bike lanes were just passing through, would it really matter? Think about your last few car or bike trips: did you stop in every single neighborhood along the way? My guess is that you passed through plenty of places, and there's nothing wrong with that. We share this city, and sometimes that means we have to pass through one part of it to get to another. In support of the Golden Rule, we should try to ensure that our fellow citizens who pass through can do so safely. I am hopeful that they will offer us the same courtesy.

Conclusion. This is a complex issue and one that involves many difficult challenges and decisions. As a neighborhood, we need to continue to engage with one another and with the City government to find solutions that can maximize the benefits of safety and accessibility and that minimize the costs related to the loss of parking. I look forward to conversations with many of you to further explore this multifaceted topic, at info@eastlakeseattle.org.

In these conversations, it is easy to just think about and characterize people on bikes as abstract "commuters," but in reality, we're talking about our co-workers, our neighbors, and our friends. It is for this reason that, although I have never personally ridden a bike, I believe that we must prioritize safety and uphold that priority with protected bicycle lanes.

Are you prepared for the Zombie Apocalypse?

by Lucy Mohl, member of ECC's emergency preparedness committee

The Centers for Disease Control's program on zombie preparedness explains itself: "what first began as a tongue in cheek campaign to engage new audiences with preparedness messages has proven to be a very effective platform." Public agencies—and neighborhood newsletters—will do just about anything to get people to think about disaster readiness.

Ever since this summer's New Yorker articles "The Really Big One" and "How to Stay Safe When the Big One Comes" about an earthquake that will one day strike the Northwest, it hasn't been that difficult to get people's attention. The challenge is in getting ourselves prepared.

It's not just about earthquakes. Chemical spills, a cyber attack – they sound like disaster movies in the making, but all are real emergencies with elements in common: Response can take as long as 72 hours to reach neighborhoods. You'll need to take care of yourself for at least 3 days, including food, water and medical supplies. And preparation and training can make the difference between a great story and a bad outcome.

The Eastlake Community Council is part of a concerted effort to equip every neighborhood with a disaster action

plan, a resource center, and a communications hub. There are open meetings taking place, neighborhoods are learning from each other, and it's a good time to get involved. At the neighborhood level, our goal is to make sure every resident has information about how to prepare for an emergency, and what will happen in Eastlake specifically.

And we're establishing an Eastlake Emergency Hub, with resources for planning, preparation and practice. In a disaster, volunteers will collect information on local situations, needs, and resources; relay information between other hub sites and to and from Seattle's Emergency Operations Center; and assist in allocation of resources provided by neighborhood residents for others' needs.

In the coming months, there will be a neighborhood survey and more details on how you can help. Right now you can get involved by contacting ECC's Emergency Hub captain Amy O'Donnell at amyodo1@gmail.com and info@eastlakeseattle.org. Please let us know if you have a ham radio or satellite phone, or if you're a doctor, nurse, or paramedic or have other emergency skills, to be included on a confidential list to be contacted in an emergency.

There's a wealth of info. On building emergency kits: <http://www.seattle.gov/emergency-management/preparedness/prepare-yourself>.


A video about how to prepare yourself on a shoestring: <http://seattleemergencyhubs.org/resources/planning-tips/>.

Seattle's web site with many resources: <http://www.seattle.gov/emergency-management> (or search for Seattle emergency management).

About Seattle's Emergency Communication Hubs: <http://seattleemergencyhubs.org>.

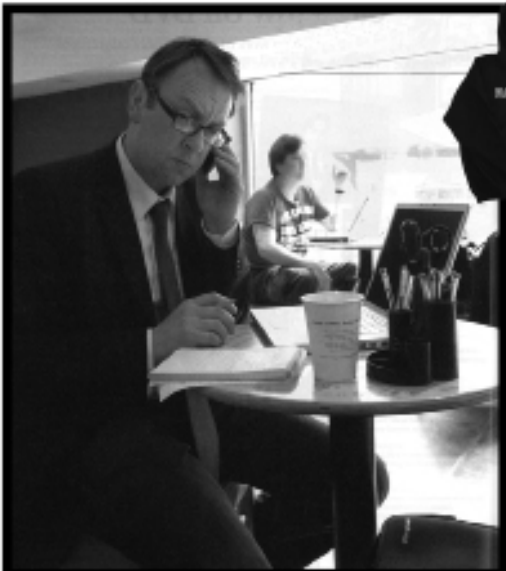
The ECC emergency preparedness page: <http://eastlakeseattle.org/?page=emergency>.

And on zombie preparedness: <http://www.cdc.gov/php/zombies.htm>.



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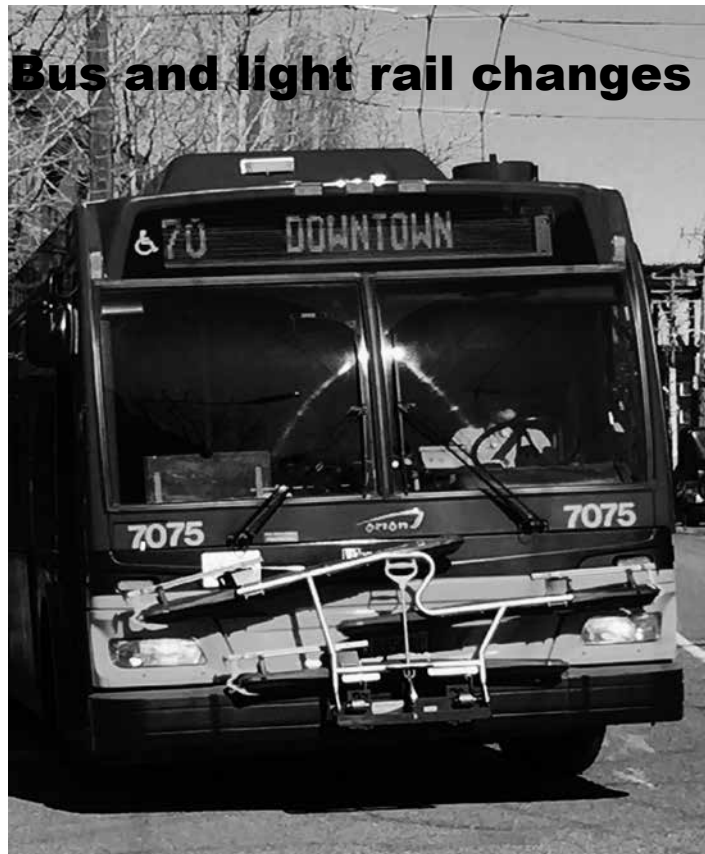
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This spring brings a number of changes to public transportation in Seattle. The biggest is opening of a new section of Link light rail. In March, Sound Transit will begin operating trains between Westlake Station and Husky Stadium with one stop in-between at the Capitol Hill Station. This line runs completely underground and is expected to take 8 minutes one-way between Westlake and Husky Stadium.

Because the new light rail segment will provide fast and frequent service between downtown and the University District, King County Metro is restructuring many bus lines in order to eliminate redundancies with Link and to facilitate better connections to Link. In Eastlake, this reorganization includes the elimination of route 66X (commonly referred to just as the "66") and route 25. These changes will go into effect on March 26, and as of that date, neither of these routes will continue in Eastlake.

The outcome of these changes is that the Eastlake neigh-

borhood will only be served by Metro route 70. Over the past year, Metro has expanded route 70's hours of operation and also has identified the 70 as a route in need of improved frequency and reliability. Some changes to improve frequency and reliability have been implemented and others may be considered as Metro evaluates the bus network following the restructure in March.

Many Eastlake residents have expressed concern about the elimination of the 25 and 66 and the elimination of any local service for Eastlake from routes 71, 72, and 73 (a change that went into effect in September 2015). Another issue that has been raised by some in the neighborhood is that it is no longer possible to board a bus bound for Eastlake in the downtown bus tunnel. Because the route 70 -- an electric trolley line -- only runs on surface streets, it can only be boarded at street-level bus stops in downtown, and some residents have expressed concern about safety at these bus stops at night.

ECC sympathizes with these concerns. ECC did all it could to preserve the bus service that was eliminated, and appreciates the efforts that others in Eastlake made as well. That the route 70 does not go into the bus tunnel is particularly frustrating because in the 1990s many years ago the plan and budget was for the route 70 to go into the bus tunnel. Unfortunately, without consulting the neighborhood, the King County elected officials redirected to suburban bus service the money that had been slated for rectifiers, poles, and trolley wire to bring the route 70 into the bus tunnel.

It appears unlikely that any of these routes will be restored. ECC now will turn its efforts to ensure that the route 70 performs at a high level of safety, speed, and reliability. The ECC encourages Eastlake residents to continue to communicate with Metro to report any comments about these or other concerns. To read more about the Metro restructuring in March, visit <http://metro.kingcounty.gov/programs-projects/link-connections/>.



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Decisions loom on Eastlake high capacity transit corridor

The City government is working with King County Metro and Sound Transit to significantly improve the network of rapid, high-capacity transit in Seattle. It is a goal of the Seattle Department of Transportation by 2025 to have 72 percent of Seattle's residents live within a 10-minute walk of all-day transit service with a frequency of 10 minutes or less. Achieving this ambitious goal will require the implementation of a transit network along many key corridors in the city.

One of these identified corridors is the Roosevelt-to-Downtown corridor, which runs from Northgate to downtown Seattle and passes through the University District, Eastlake, and South Lake Union. In order to identify the optimal design of this corridor, SDOT is working with a number of consultants as part of the Roosevelt-to-Downtown High-Capacity Transit (RDHCT) study.

The first phase of this study involved collecting data about existing conditions throughout the corridor. The next phase analyzed whether the goals of high-capacity transit would best be served by a rapid streetcar or by bus-rapid transit (BRT). Analysis by SDOT identified bus rapid transit as the preferred option in this corridor, although it appears that the study will not disqualify the streetcar option but will rather certify it as a feasible option that could be chosen in the far future should funding and planning turn in its favor.

Bus-rapid transit is a general term that describes a rubber-tired bus system with a range of different features designed to improve transit speed, reliability, and comfort. At its most basic level, bus-rapid transit resembles the existing RapidRide lines operated by Metro. At its most extensive level, bus-rapid transit typically involves center-running dedicated transit lanes. Other common features of BRT include enhanced stations that allow for easier loading and unloading of passengers, real-time bus arrival information, signal priority at streetlights, specialized vehicles, and branded buses and bus stops.

SDOT intends to implement bus-rapid transit in this corridor but wants a more robust service than what is currently offered by existing RapidRide lines. At the same time, the existing project budget does not permit consideration of a full-BRT system. As a result, SDOT is pursuing a middle-ground approach that is being labeled the "Targeted Investments" alternative. The goal of this approach is to dedicate project funds into addressing key segments of the corridor that reduce bus frequency and reliability. For example, in the Roosevelt to Downtown corridor, targeted investments would be made in South Lake Union, near the University Bridge, and in other areas that would otherwise be chokepoints along the bus-rapid

transit line.

The RDHCT study is not just about transit. It is also considering the safety and usability of facilities within the corridor for pedestrians, bicyclists, motorists, and trucks. The goal of the study is to improve safety and access for all travelers.

At this point, SDOT is moving swiftly toward recommending a preferred corridor concept with a proposed street design for each segment of the corridor. In Eastlake, this is particularly challenging because Eastlake Avenue is narrow, just 50 feet from curb to curb. Fitting all of the desired street uses into that width is extremely difficult. While some potential street design options could involve widening the roadway, ECC opposes such changes as they would almost certainly involve the loss of planting strips (that separate pedestrians from traffic), trees, and/or sidewalk width.

None of the current SDOT designs for Eastlake involve dedicated transit lanes, which means that buses will run in general purpose traffic (except at places with targeted investments designed to facilitate bus movement, such as near the University Bridge). Because of a high rate of collisions involving people on bikes, SDOT has identified a need for protected bicycle lanes along Eastlake Avenue. Protected bicycle lanes are an established way to provide for a safer commute for people on bicycles and to reduce conflicts in the roadway between people in cars, bus drivers, and people on bikes. If space in the roadway is dedicated to protected bicycle lanes, it is likely that one of the existing uses of the roadway would need to be removed. Most likely, this would entail either a reduction in parking or removal of the center turn lane and the planted medians, as well as the possible prohibition of left turns to and from Eastlake Avenue at several intersections.

There are benefits and costs to every proposed design of Eastlake Avenue. Representatives from SDOT were present at ECC's January 12 public meeting, and that meeting involved productive discussion of the different options. That meeting also provided an opportunity for Eastlake residents to learn more and to share their viewpoints with SDOT. The ECC has submitted a series of comment letters to SDOT about this project. In these letters (along with the SDOT responses, they are posted on the ECC website on a page entitled, "The future of Eastlake Avenue") ECC outlines a number of questions and concerns that we hope will be addressed in determining any preferred corridor concept.

This project is still in a very dynamic and active state. ECC encourages anyone with comments or ideas about this project to learn more and to submit their comments both to ECC at info@eastlakeseattle.org and to SDOT. SDOT's project page with links to materials is available at <http://www.seattle.gov/transportation/RooseveltHCT.htm>. ECC's page about the project with a link to the SDOT page can be found at <http://eastlakeseattle.org/?page=corridor>.

Lucile Borden Tennant Flanagan (1924 - 2015)

Although Lucile Flanagan never lived in Eastlake, few people had as large an impact here as did she. Flanagan was the real estate developer who turned the Roanoke Reef area (near the corner of E. Roanoke St. and Fairview Avenue East) into award-winning townhouses and floating homes. She started amidst the emotional and physical wreckage left by a far less sophisticated and less public spirited developer who had battled the community and the City to a standstill. She overcame distrust and instilled confidence in her skill and goodwill.

Richard Haag, the distinguished landscape architect who helped design Roanoke Reef and many other landscape projects for Lucile Flanagan, remembers her broad knowledge of plants and what the Japanese call "high eyes"—an ability to see the potential for beauty in any landscape.

The breadth of Lucile Flanagan's remarkable life is captured in fragments of one tribute: "Socialite, gardener, real estate developer, community activist, feminist, wife and mother...ballerina, debutante, cover girl." An early officer of the National Women's Political Caucus, "she loved poetry and baseball, tennis and windsurfing, and lifted weights well into her 80's. Known for her beauty, feisty wit and aesthetic sense she was one of a kind and will be greatly missed."



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Fairview Avenue North bridge replacement

Many people travel over the Fairview Avenue North bridge every day without even realizing that it is a bridge at all. This section of roadway runs between Lake Union and the ZymoGenetics steam plant, which itself sits partially on pilings rather than solid ground. The bridge structure is most easily seen when walking on the adjacent floating pedestrian walkway.

Unfortunately, the bridge supports are deteriorating and do not meet modern seismic standards. SDOT intends to replace the existing bridge with a new one that will serve the area for the next 50 years or more. Information and images can be found on SDOT's project page at <http://www.seattle.gov/transportation/fairviewbridge.htm>. The initial design for the new bridge came in considerably over the proposed project budget. In response, SDOT conducted internally a value engineering (VE) study to identify changes to the project scope that could reduce cost. Originally, SDOT had announced that construction was planned for 24 months with the bridge in a state of partial closure during that time. Now SDOT says that it has changed to a 15 month timeline involving full closure of the bridge during that entire period.

In 2015 ECC asked SDOT's Fairview Bridge team to

share the value engineering study but they refused in January, with the following explanation: "The VE study is comprised of a lot of information; it doesn't do a great job of capturing the necessary context for people outside of the project team." ECC President Chris Leman then filed with SDOT's public records coordinator under the Washington State Public Records Act a request for the VE study and other documents regarding the various alternatives considered by the Fairview Bridge project; the documents will begin to be provided in March. Meanwhile, SDOT's Fairview Bridge team has produced a two-page handout comparing its preferred full closure with one alternative that would allow traffic only for a few hours a day: http://www.seattle.gov/transportation/docs/2016_0114_FairviewBclosure_handout_FINAL.pdf.

If SDOT proceeds with the full closure, no cars, trucks, buses, bicycles, or pedestrians will be able to travel on the Fairview Avenue North bridge for approximately 15 months. Though the exact plans for detour routes are not finalized, it appears that SDOT and Metro plan to make street adjustments to Aloha Street in order to facilitate a connection between Eastlake Avenue and Fairview Avenue E. that is south of the bridge construction. Some traffic may also be routed on Republican Street or Mercer Street. The Eastlake Community Council is concerned as to whether the detour routes will adequately serve the many cars, trucks, buses, bicycles, or pedestrians that currently use the Fairview Avenue bridge.

As Eastlake is one of the neighborhoods most impacted by this project, ECC welcomes your questions and comments about the project and the proposed detour routes, to info@eastlakeseattle.org. Once SDOT has disclosed documents about its decision against keeping the bridge partially open during construction, ECC will report about them on the Fairview Bridge web page at <http://eastlakeseattle.org>. While it seems clear that this bridge must be rebuilt, our sincere hope is that SDOT will be open to a construction method that does not close the bridge entirely; or alternatively that SDOT will identify ways to ensure that any detour is fully functional for cars, trucks, buses, bicycles, and pedestrians.



MOST POPULAR PLACE IN TOWN

Thanks to **Pecado Bueno** (2352 Eastlake Ave. 206-687-7423, pecadobueno.com) for hosting the Eastlake Community Council's upcoming spring celebration Thurs., April 28, 5:30-7 p.m. At the popular twice-annual celebration, ECC purchases "small bites" for the public, the restaurant extends its happy hour prices, and dining continues off the regular menu. ECC also thanks the following restaurants for hosting the event in the past: **Mammoth, Pomodoro, Sebi's Bistro, 14 Carrot Café, Siam on Eastlake, Louisa's, and Pazzo's.**

Eastlake welcomes **LaBelle Elaine's Bridal** (1550 Eastlake Ave., 206-432-9383, labeleelaines.com). Established through merger of Elaine's of Edmonds and La Belle Mariee in Kirkland, it has the widest selection of bridal gowns, bridesmaid dresses and accessories in the Seattle area, and the only bridal accessories and bridal jewelry boutique in the Pacific Northwest. ... **PerformanceFix** (2324 Eastlake Ave E #100, 206-739-3991, theperformancefix.com) is a conveniently located gym offering small group personal training. Full-length sessions feature five basic movement patterns: hip hinge, squat, push, pull and loaded carries; shorter sessions emphasize interval circuits, strength training and conditioning. Additionally, the strength focused BUMPFit program helps expectant mothers prepare for the rigors of pregnancy and labor, and includes postpartum conditioning.

ECC offers its condolences to the family of philanthropist, software pioneer, bicyclist and outdoorsman **Doug Walker**, who died Dec. 31 at the age of 65 on Granite Mountain. ECC got to know him as the co-founder of Walker Richer and Quinn, whose first major headquarters was on Eastlake Avenue. Later Doug chaired such boards as the Wilderness Society, REI, and the Fred Hutchinson Cancer Research Center. ... ECC also mourns and offers condolences to family in the Feb. 13 death of **Anne Neal**, a longtime leader in the Portage Bay /Roanoke Park neighborhood. A fitting memorial to her and cherished daughter Astrid is the beautiful Edgar street-end mini-park on the Portage Bay shoreline that Anne inspired and maintained in Astrid's memory.

Mention here does not imply endorsement by the ECC, writer (Chris Leman), or editor. To submit news items, for questions or to volunteer: info@eastlakeseattle.org or c/o ECC, 117 E. Louisa St. #1, Seattle 98102-3278, or (206) 322-5463.

Illustrated talk May 10 features author David Williams on Eastlake's and Seattle's geology and heritage of public works

As speaker at its public meeting Tuesday, May 10 (7 p.m. at TOPS-Seward School, 2500 Franklin Avenue East) ECC is hosting author David B. Williams. With slides and actual samples, Williams will tell the story of the natural and constructed Eastlake and Seattle landscape, including our cobblestones (segments of Edgar, Louisa, and Boston streets—see separate article on page 1). By uncovering the foundations of our neighborhood and city, he will give you a new appreciation and perspective for places you pass by every day.

David B. Williams is a leading authority and widely sought speaker and tour guide on Seattle's construction heritage and the geology beneath us. He formerly worked for the National Park Service and now works at the University of Washington's Burke Museum. His most recent book (2015) is *Too High and Too Steep: Reshaping Seattle's Topography*.

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Is Lake Union a good place for drones or lighted buoys?

Few cities feature a lake at their geographic and population center. Richard Haag, designer of Gas Works Park and a longtime friend of the Eastlake Community Council, wrote us recently that “The lake is a treasure. An international airport surrounded by houseboats, yacht moorages, businesses, and historic landmarks.” Haag proposes that Lake Union and its shorelines be made a “drone free zone.” Recently he and some young visitors to Gas Works Park were buzzed by a noisy drone.

ECC wants to hear your views on whether or not Lake Union and its shorelines should become a drone free zone. Please send your thoughts to info@eastlakeseattle.org.

And then there is the quality of life at water level. As reported in the spring 2015 Eastlake News, the City of Seattle has applied to the Washington State Department of Natural Resources to install in the outline of a float plane takeoff and landing zone, eight buoys centered in the south half of Lake Union. For the drawing application, and DND analysis, see the Lake Union section of ECC’s web site.

The northernmost two buoys would be offshore from E. Boston St., and the southernmost two buoys would be a few hundred feet from the docks at Lake Union Park and the commercial moorage just to its east. When a float plane is about to take off or land, the pilot could remotely cause the buoy lights to flash. (Kenmore Air alone operates 18 planes that take off as many as 40 times a day on Lake Union, with

a similar number of landings.)

The public is divided about this proposal. An advocate for the lighted buoys wrote ECC: “Lake Union is a public waterway, and thus open to both public and commercial uses. Public users include sailboats, motorboats, kayaks, canoes, paddle boards, sail boards, dinner rafts, swimmers and the occasional private seaplane. Commercial users include large ocean going vessel transit for maintenance work, seaplanes, yacht dealers, Argosy, Electric Boat Company, the Center for Wooden Boats, Ride the Ducks, rowing clubs and several kayak rental companies. It is this wide, and growing, range of users and usages that has driven the need for increased safety measures. I hate to see any structures marring the beauty of Lake Union, but the simple fact is that safety measures, such as speed limits, a designated zone for testing and demonstrating yachts for sale, and now the buoys designating the seaplane landing zone, are important tools to help ensure Lake Union continues to be safely used by all.”

An opponent of the lighted buoys offers a very different perspective: “When we sail on the lake our boom hangs out over the edge of the boat and is at an average height of 2-4 feet off the water. A large buoy such as the one in the proposal, USCG 4CFR Buoy, is 4-5 feet tall and will severely impede our navigation of the lake. With a sailboat we will not be able to easily move out of the way of oncoming float planes as expected by the installation of the buoys. On an aesthetic level we are upset by the degradation of the beauty of the lake by large permanent lighted and flashing buoys used to demarcate the landing strip of Kenmore Air. We are most upset that the City would even consider taking a public space such as Lake Union and letting a commercial enterprise encroach on the public’s use and enjoyment of their treasured and unique public space.”

Another opponent adds that the International Regulations for Preventing Collisions at Sea and International Navigation Rules for Inland Waters “specifically place seaplanes at the very bottom of the right of way hierarchy for good reason and Seattle should not be...rewriting the inland rules for right of way.... Lake Union is THE key access point for on the water recreational activities for thousands of residents annually, and this should not be so readily dismissed. It is a safe, proximate venue for inexperienced people wishing to try numerous activities from kayaking to sailing.... My fear is that, as a result of the placement of these buoys, the safety of sailors and pilots/passengers would be deemed compromised enough that eventually sailing will be deemed in conflict with the seaplane lane, and banned on the lake, as it was in Victoria Harbor in Victoria, B.C.”

Whatever your views, it is not too late to comment on this proposal to the Department of Natural Resources, which has heard from only a few dozen people. For questions, call DNR at (253) 441-0904. Send comments to laurel.kanawyer@dnr.wa.gov. ECC would also welcome a copy of your comments, to info@eastlakeseattle.org.

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Eastlake Tree Walk is led by Arthur Lee Jacobson on Sat., April 2.

The renowned Arthur Lee Jacobson, author of *Trees of Seattle* and many other books, will lead the Eastlake Community Council's Tree Walk on Sat., April 2, 10 a.m. to noon, beginning at Roanoke Street end Park (corner of Fairview Ave. E. and E. Roanoke St.). Refreshments (donated by Blue Ribbon Cooking School) begin at 9:30 a.m.

Jacobson's tree walk last April was popular (see photo). To describe him merely as a tree expert or tree writer is like saying a redwood is just a tree. Arthur Lee Jacobson is a wonderful writer and speaker who knows everything about trees and communicates about (and with?) them magically. And he walks his talk, having planted trees all over the city, including Eastlake. If you want



Jacobson's quick take on identification or diagnosis, he encourages you to bring a twig or a photo.

It's so easy to take trees for granted. Yet they provide essential habitat for birds and other creatures, clean air, slope stability, shade, beauty, and

noise insulation. They grace our public spaces, and can greatly increase the value of private property. Agencies are less likely to remove trees on public property if the neighborhood is aware and organized. Property owners are less likely to remove or damage a tree if they know more about it.

You can help ECC's tree project by doing an inventory of those on your property, your block, in a park, or anywhere else in the neighborhood. See the tree page on the ECC web site, <http://eastlake-seattle.org>, for the inventory form and instructions, including books and web sites for help in identifying and measuring trees. For further information: info@eastlakeseattle.org or (206) 322-5463.

Become an ECC Member and/or Make a Donation

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

name(s) _____

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- Household Membership \$35
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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):

- 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