



# The Eastlake News

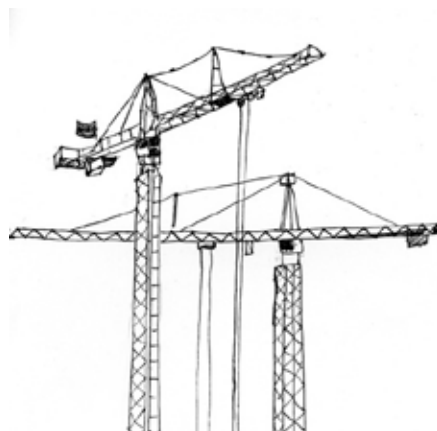
Summer 2016

## City Council considers Comp Plan and Land Use Code changes that would be ruinous for Eastlake

Against urging by the Eastlake Community Council and many others, Mayor Ed Murray has proposed Comprehensive Plan and zoning changes that would be ruinous for neighborhoods like Eastlake. It's now in the hands of the City Councilmembers, and they need to hear from you. Below is background.

### Comprehensive Plan

Eastlake is one of the 37 neighborhoods that the 1994 Comprehensive



Plan, shorn of the protections for livability and involvement in the Comp Plan that we have today. The effect is to turn the urban village strategy on its head, denying neighborhoods like Eastlake the protections they now enjoy and making them bull's eyes and sacrifice areas for unbridled growth. The City Council must not let this happen.

The Mayor's proposed deletions, changes, and additions in the Comprehensive Plan would (1) eliminate current protections for affordable housing and neighborhood character; (2) eliminate current obstacles to unlimited increases in building heights; (3) allow wholesale upzones without regard for local conditions and preferences; (4) eliminate the Comp Plan's neighborhood focus and its support for neighborhood planning; (5) remove current expectations for yards, landscaping, and trees; and (6) eliminate any balance in parking policies, leaving neighborhood businesses unprotected and making it impossible to restore on-site parking requirements for new buildings. For detail, including ECC's comment letters to the Mayor and City Council, see the Comp Plan page of the ECC web site, <http://eastlakeseattle.org/?page=CompPlan>.

### Coming Events

**Eastlake Cruise on the Spirit of 76** Thurs., July 21. Boarding begins at 5:30 p.m., 1611 Fairview Ave. E. Departure at 6:30, return by 8:30. Tickets at [BrownPaperTickets.com](http://BrownPaperTickets.com). See photo and caption, p. 24

**Eastlake free outdoor movie, "Inside Out"** Sat., July 23 in Rogers Playfield. Fun and picnics begin at 7:30 p.m., movie at 8:45. See article, p. 11

**Seattle Night Out** Tues., Aug. 2. Free of the usual permits and insurance requirements, have a street party for fun, crime prevention and emergency preparedness. See article, p. 22

**Floating Homes Tour** Sun., Sept. 11, noon to 5 p.m. Always sells out — tickets on sale mid-July at [BrownPaperTickets.com](http://BrownPaperTickets.com). Info: <http://seattlefloatinghomes.org/> tour or Facebook.

Plan designated as urban villages (among three categories, Eastlake is the lowest-intensity category called a residential urban village). The promise was that while there would be more growth than in single-family zoned neighborhoods, it would be at no more than a level consistent with livability, and accompanied by investments, policies, and neighborhood involvement to protect that livability. Officially terming these neighborhoods as "urban villages," as the Comprehensive Plan has done since 1994, was a promise that while growth would come, it would be no more than is consistent with the intimacy and scale of a village.

Hiding the consequences and claiming it's just an "update", and after being elected on a promise to protect neighborhood character, the Mayor is pushing an entirely new Compre-

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.

**Comp Plan** continued from pg. 1

**Land Use Code**

Over strong opposition from the Eastlake Community Council and other groups, Mayors and City Councils in recent years have increased allowable building height and bulk and eliminated yard requirements, inviting rapacious growth that is destroying affordability and livability. Mayor Murray now is pushing this process to a destructive new level with a proposal, now before the City Council, to increase by up to two stories the building heights in Eastlake and other urban villages. In a deal with private and non-profit developers, cooked up behind closed doors without involvement or even notice to neighborhood advocates, a small fraction of the profits from this juggernaut would go to affordable housing, but with little or none to be built in Eastlake. Neighborhoods like Eastlake would be the cash cows whose affordability and livability would be further sacrificed. It is laughable that these proposals are being advanced in the name of affordability and livability, because the effect here will be the opposite. The Mayor has ignored and failed us. The City Council must listen and

defend affordability and livability in neighborhoods like Eastlake, and oppose the destructive upzone. For background, see the web site of the City Council's Committee on Planning, Land Use & Zoning (<http://www.seattle.gov/council/committees/planning-land-use-and-zoning>) and the ECC's page on HALA at <http://eastlakeseattle.org/>

**Contacting the City Councilmembers**

Be sure to communicate with the nine City Councilmembers individually, rather than by a collective e-mail or letter (which is far less likely to be heeded). The e-mail addresses are as follows: sally.bagshaw@seattle.gov; tim.burgess@seattle.gov; lorena.gonzalez@seattle.gov; bruce.harrell@seattle.gov; lisa.herbald@seattle.gov; rob.johnson@seattle.gov; debora.juarez@seattle.gov; mike.obrien@seattle.gov; and 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. Please cc the Eastlake Community Council at info@eastlakeseattle.org, so we can keep you in the loop as these debates continue to heat up.



Flags flew at half mast at TOPS Seward School after the Orlando shootings.

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## Documents disclose that complete replacement and closure of the Fairview Bridge is unnecessary, and that problems from lack of a second southbound lane have not been studied

by Chris Leman

The Fairview Avenue bridge over a part of Lake Union is on the same level where Fairview Avenue North is on solid ground, so those who go across it often do not know that it is a bridge. The bridge is just west of the landmarked Steam Plant now occupied by ZymoGenetics, a building which is itself partially over Lake Union, and like the bridge is on pilings rather than solid ground. (The bridge structure can be seen from offshore or the adjacent floating pedestrian walkway.)

Turns out there's also a lot more than meets the eye about the politics of the bridge. Mayor Ed Murray and his Seattle Department of Transportation (SDOT) have not been on solid ground in their portrayal of the bridge's condition to the City Council and the voters, in deciding to completely replace it with \$27 million in recently approved Move Seattle levy funds, and during construction to cut off all traffic (buses, trucks, cars, bicycles, and pedestrians) for 15 months or more.

To listen to the Mayor and SDOT, you'd think that all this cost and disruption is unavoidable to fix the bridge. You'd think so—and you'd be wrong. Internal SDOT

documents whose release was forced by a request made under the state Public Records Act show that only the west side of the bridge needs to be replaced, and that complete replacement and closure are unnecessary and wasteful of levy funds.

The Fairview Bridge is actually two bridge structures side-by-side but with a common paved deck. The west bridge structure (the one facing Lake Union) was built in 1948 (68 years old), consists of a concrete deck sitting on creosoted wood pilings, and is in bad shape. The east bridge structure was built in 1963 (53 years old) is a framework of prestressed concrete girders and sits on pre-cast concrete pilings.

Because SDOT's plan for replacing both sides with a single big bridge would be so expensive, SDOT commissioned a panel of outside experts to conduct a value engineering study to find cost savings. The panel's 2015 report was not shared with the public and perhaps not with the Mayor and City Council and was only recently pried loose by our public records request.

Why the value engineering report was suppressed can be seen in its finding that for the east, concrete bridge structure "The condition of the bridge is good in general." The study further observes: "It is in much better load-carrying and seismic condition than many of the City's bridge structures." It judges that with repairs and seismic strengthening it, the east (concrete) side of the Fairview Bridge would not need to be replaced.

The value engineering study further observes: "A seismic strategy to design the new west bridge to help laterally support the east bridge could be employed. This should also improve the seismic resistivity of the east bridge by reducing the demand displacements. Another big advantage of forgoing the east bridge replacement is to minimize impacts to the ZymoGenetics Building."

The value engineering study found that the older, deteriorating wooden bridge needs replacement but that the newer, concrete bridge doesn't – it just needs repairs and reinforcements. SDOT continues to cite the value engineering study as having helped it save money, when actually going with an expensive full replacement recommended against by the study, which suggested saving at least \$8.2 million with a partial replacement.

Our public records request pried loose the value engineering study after SDOT turned down several informal requests for it by the claim that "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." The study is now posted on the Fairview Bridge page of the Eastlake Community Council web site,

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<http://eastlakeseattle.org>. Judge for yourself whether you are capable of understanding it (spoiler alert: you are).

Turns out that SDOT has been quoting selectively from the value engineering study to justify abrupt reversal of its longtime plan to keep traffic moving on Fairview during the bridge replacement. It's true that the study found that a complete bridge replacement would cost more if traffic were to continue through the corridor than if traffic were to be blocked during construction. But the study also found that either scenario for complete replacement would be far more expensive than just fixing what is broken and leaving unbroken things intact.

If the east bridge structure is in good condition, why is SDOT spending at least \$8.2 million of levy funds and an unknown amount of federal and state funds to destroy and replace it? The answer is: to strengthen the Fairview bridge for a future extension of the South Lake Union street car, which currently terminates a block south of the Fairview bridge. SDOT's August 2014 Alternatives Analysis Discipline Report states that the east (concrete) bridge "is not capable of supporting the streetcar loading." It also states: "There are no formal proposals to extend the streetcar line northward, but SDOT has determined that the planned replacement for the existing bridges should be designed to accommodate the streetcar."

It is not clear how high in SDOT it was decided, and whether the Mayor's office was involved, that the Fairview Bridge should be rebuilt to accommodate a streetcar extension. Certainly the Mayor, City Council, and SDOT should reexamine this decision because SDOT's Roosevelt to Downtown High Capacity Transit Study (started in 2014 and ongoing) considered a streetcar extension and decided against it. That study favors "rapid ride" type buses because a streetcar on Eastlake Avenue and across the University Bridge would be unacceptably expensive and disruptive. Scheduled to be confirmed later this year by the Mayor and City Council, this decision against a streetcar extension would likely settle the issue for a generation. The Mayor and City Council can legitimately be asked why, if the City is deciding that a streetcar extension is not for this generation, it is spending \$8.2 million or more in scarce funds now to enable such an extension that may never happen.

It could be reasonable for streetcar capacity to be an expectation for either full replacement of the bridge or replacement of either the west (wooden) side or east (concrete) side of the bridge. However, it would be unwise for the streetcar criterion to veto the reasonable decision not to replace the east (concrete) side of the bridge when its good condition does not require replacement. If a streetcar extension is favored in some future generation, that is when the east (concrete) side of the bridge should be rebuilt, not now when the \$8.2 million or more in funds would be better spent on more pressing transportation needs.

Another 2014 decision that should be revisited by the

continued on page 6



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## Fairview Bridge Closure cont from page 5

Mayor, City Council, and SDOT is that the Fairview Bridge construction would leave the same traffic lane format as currently—two lanes northbound but only one lane southbound. Our public record request found no effort by SDOT to analyze the consequences of this imbalance, rather just an assumption that no lanes would be added. But for many decades there were two lanes in each direction, just as there are on other parts of Fairview Avenue North. The reduction to one southbound lane occurred in the early 1990s only as a way to temporarily carve out a bicycle lane on the west (wooden) bridge that was known to be deteriorating and needing eventual replacement.

Increased congestion in the “Mercer Mess” area suggests the need for a second southbound lane on the Fairview Bridge. SDOT’s Roosevelt to Downtown HCT study is now undertaking traffic and bus modeling to ascertain whether having only one southbound lane is sustainable. It is important for the Mayor, City Council, and SDOT to be open to adding to the bridge a second lane southbound if the analyses suggest that one is needed.

The “Move Seattle” transportation levy proposal that Mayor Murray sent to the City Council in May 2015 included in its funded projects to “Replace Seattle’s last timber vehicle bridge (Fairview Avenue).” The City Council passed and the Mayor signed the July ordinance 124796 which put the levy before the voters and which they approved in November 2015. The ordinance’s Attachment A uses this exact same language in setting aside \$27 million to “Replace Seattle’s last timber vehicle bridge (Fairview Avenue).”

Contrary to the language of Attachment A to the levy ordinance, the Mayor and City Council are planning to spend some of the \$27 million (along with \$16 million in federal and state funds) on replacing not just Fairview’s timber bridge, but also the concrete bridge next to it. The recently released SDOT documents show that, at the time that the voters were being told that the funds were only for the timber bridge, the plan was always to spend part of the levy money on replacing the concrete bridge. This may even have been a violation of campaign practices laws. The SDOT web page about the Fairview bridge project stated during the levy campaign, and still does, that “The current bridge, built more than 65 years ago, needs to be replaced. The timber-supported bridge is structurally deficient and seismically vulnerable.” SDOT here was and is mis-stating the situation, because only the west side is timber-supported and is in bad shape. The voters were not being told that the other half of the bridge is concrete and that SDOT’s own value engineering study found it to be in good condition.

Metro, its bus riders, pedestrians, bicyclists, motorists,

and the businesses that depend on trucks were all legitimately surprised and concerned about SDOT’s abrupt 2015 decision to reverse its previous commitment to them to keep traffic moving on Fairview during bridge construction. The change occurred without any prior notice or public consultation by SDOT. The public records recently released show that the Mayor signed off on the change, with his only concerns being for the impacts on bus service in South Lake Union.

Given the above revelations, it is ironic that the Fairview Bridge was a “poster child” in the lead-up to passage of the Move Seattle transportation levy. The bridge was often cited in the effort to get the City Council to authorize the levy ordinance, and it was the actual backdrop for the Sept. 8, 2015 levy campaign kickoff event at which Murray was the keynote speaker.

Did the Mayor know that his decision for a full Fairview Bridge replacement and a complete closure to traffic was wasteful, unnecessary, and contrary to the new levy language? The information received from our public record request includes all briefing materials that SDOT provided the Mayor as a part of its successful effort to get him to approve the complete bridge rebuild with a complete closure for 15 months or more. Nothing in what SDOT provided the Mayor mentions the option of replacing only the west half of the bridge or that a value engineering study by an outside expert panel concluded that this would be a reasonable alternative.

If the Mayor was kept in the dark by SDOT, it did not help that the information blackout extended to the public. Keeping the value engineering results from the public made it difficult for everyone to independently judge SDOT’s claims on the need to replace the whole bridge. The Mayor and City Council would have benefited from independent analysis, but SDOT was successful in foreclosing it.

If the full bridge replacement is allowed to go forward, buses, bicyclists, pedestrians, motorists, and trucks will face major detours and difficulties. The Fred Hutchinson Cancer Research Center will suffer as most of this traffic detours onto E. Aloha Street through its formerly peaceful campus. The historic Steam Plant and its occupant ZymoGenetics will be endangered by bridge construction just two feet from the outer walls.

SDOT is completing designs for an entirely new Fairview bridge and its determination of nonsignificance under the State Environmental Policy Act escaped challenge. But SDOT has yet advertised for bids nor let any construction contracts. It is not too late to reverse its failures to be truthful or transparent, and to reverse its poorly reasoned, wasteful, and disruptive decision for total bridge replacement and a 15 month total closure.





Dozens of neighborhood kids showed up to take part in the largest yet Eastlake Egg Hunt and first time ever Great Egg Race, March 26. Pictured left is volunteer organizer, Christy Elton Anders, with her husband, Russ Anders, and sons, Parker, seated, and Tyson. Right: the poster for the event. Pictures below of the race getting started and taking off, plus kids enjoying their spoils and displaying their medals.



## Bill Keasler, 1946-2016



by Chris Leman

When cancer took Bill Keasler on March 17 at the age of 69, it was a grievous loss not only to his family and friends, but also to Seattle, Eastlake, and the floating homes community. Few people have such a talent for leadership and have used it so effectively for the common good.

Following are some excerpts from a March 28 article about Bill by a veteran Seattle Times reporter: “Mr. Keasler came to live on Lake Union after studying electrical engineering at the University of Washington. He was raised in Lakewood, but his family owned a beach property on south Puget Sound and he grew up playing in saltwater and ‘messing around with boats,’ said his wife, Caryl Keasler.

“The two started dating in junior-high school, she said, and married in 1969 when she graduated from the UW. Shortly after, the newlyweds stumbled upon an affordable houseboat on Lake Union, she said. That was back when floating homes were popular with artists, musicians and college students.”

Seattle had more than 2000 houseboats in the 1930s, but by the 1970s about 1500 had been lost as office buildings, apartments, and condominiums began to be built over water, and as the City government actively pushed to eliminate them entirely. The 1972 passage of the Shoreline Management Act (campaigns for by the Floating Homes

Association and the Eastlake Community Council) effectively prohibited construction of new overwater buildings. But new challenges remained.

In a history of the Floating Homes Association (<http://seattlefloatinghomes.org/history>), Bill Keasler and Beth Means wrote:

“In 1976 a houseboat was evicted from its dock, but due to the severe restrictions the owner could not find a single new moorage. He sold his house to a scrap merchant for \$100 rather than pay the County Sheriff \$400 to tear it down. The houseboaters were trapped on their current moorages, moorages they typically did not own. By 1977 a few sharpie moorage owners were threatening eviction over everything from the ownership of cats to the color of paint to objections over outrageous moorage increases. The traditionally friendly relations between the houseboat owners, who had often financed the building of the moorage and the sewer line, and moorage owners began to collapse.

“As eviction threats and moorage hikes sometimes exceeding 400% became commonplace, floating home owners began to realize that the very environmental and zoning laws which protected their docks from being paved over by apartments and office buildings had handed a virtual monopoly on moorage space to their moorage owners. Everyone had just seen that the fate of an evicted houseboat is the scrap heap. So when a moorage owner made a demand, a houseboater knew to either comply or lose their home. Two strategies for dealing with this problem began to emerge: a campaign by houseboaters to buy their own docks and legislation to provide some curbs on the moorage owners’ power.”

That 500 floating homes (most of them in Eastlake) still survive in Seattle is testament to Bill Keasler’s 30-year leadership of the Floating Homes Association. This good luck for our community started with some very bad luck for Bill and Caryl – eviction in 1983 by their dock owner, a case they fought unsuccessfully all the way to the state Supreme Court. After being evicted from the moorage and with no other moorage available, they sold their houseboat for a few hundred dollars and it was towed out of Seattle.

Bill and Caryl bought another old houseboat on another dock and were given a long-term lease. Years later, the dock owner caused them to lose a second houseboat by threatening to cancel their lease if they swapped in a much sturdier houseboat they had purchased to replace their earthquake damaged, falling-apart home. With no moorage available, no one would buy the sturdy houseboat and it had to be dismantled. Bitter experience taught them the need for better protections, and with Caryl’s constant encouragement, Bill dedicated much of the rest of his life to helping others avoid such an ordeal.

In the battle to save the floating homes, few worked as closely with Bill as Beth Means, who is both a houseboater and former president of the Eastlake Community Council. Following is an edited version of remarks that Beth made





Caryl and Bill Keasler

at the April 19 FHA annual meeting:

“When Bill Keasler took over as president of the Floating Homes Association, times for the floating homes community were desperate. Many of us believe that if Bill hadn’t stepped in, Seattle would not have floating homes--certainly not as many as today. When we enjoy our homes, we have Bill to thank, whether we know it or not.

“Bill did not lead by giving towering speeches or pounding on tables. He sat down and chatted with people. He would ask if he could “pick your brain,” and then would pick it clean of every idea you ever had. He would get you interested and caring just by listening to you. Then he would say, “and you know what is interesting.” And Bill would tell you something that would change the way you think forever after.

“Bill Keasler did this with everybody--from the governor to any houseboater. In a way, he talked everybody into saving the houseboats. Bill never missed an opportunity to champion the Floating Homes. He took nothing for granted. You are never safe, he would warn us. He understood that you get nothing long term without long-term persistence.

“Our whole neighborhood is blessed that we had this wonderful man leading the charge during difficult times. We can truly honor his contribution to our lives by following his example.”

Bill Keasler’s civic leadership extended far beyond his defense of the floating homes. Like his mentor and predecessor as FHA president, Terry Pettus (who helped found the Eastlake Community Council), Bill recognized that houseboaters are inseparable from their adjoining land-based communities. He knew that overbuilding the land lots in Eastlake would increase and congest traffic and threaten on-street parking, hurting houseboaters and others alike.

Bill was the earliest and most consistent advocate for a shoreline park at the south end of Lake Union. With

Lynda Caine, he founded the Seaplane Environmental Coalition to press for limits on flights and noise. He helped found Vision Seattle, a nonpartisan neighborhood advocacy organization that ran its own candidates for the City Council.

Amidst it all, Bill Keasler was a successful computer-systems designer and maintained a lifelong curiosity about science, reading several magazines a month to keep up with new discoveries. But he was happiest, Caryl recalls, while with family on their 30-foot sailboat. “He loved campfires, kites and cats, usually bringing the family pet along on sailing trips. Later in life, Bill learned to bake wonderful pies which he joyfully shared with friends and family.”

Eastlake thanks Caryl and their daughter Karen for the countless hours of Bill’s time they gave up to enable his civic activities. For his family and friends, and for his community and city, Bill Keasler made a great and lasting difference that will never be forgotten.



You can now find Eastlake Community Council on Facebook. Find out the latest news about the ECC and become a fan by clicking Like on our Page.



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

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The Eastlake Community Council thanks **Pecado Bueno** for hosting ECC's April 28 spring celebration; and **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.

The March 31 **Eastlake Egg Hunt and Great Egg Race** (see elsewhere in this issue for photos) was made possible by in-kind donations from **G&H Printing** (posters), **Sola16** (helium balloons) and **Fleet Feet** (egg race sponsor). Volunteers were also key, with special thanks to coordinator Christy Elton for organizing the egg hunt, and Heather Elton Clark and Dave Clark for organizing the egg race. The Eastlake Community Council was sponsor. For events in Rogers Playfield like the egg hunt, egg race, and movie, ECC purchases the required permits, provides the required liability insurance, and pays any expenses not covered by other donors.

Fun ECC events coming up (see articles elsewhere in this issue) include the July 21 **Eastlake summer cruise** on the Spirit of 76, the sister ship to the Islander; and the July 23 **free movie under the stars**, Pixar's blockbuster "Inside Out." These events, too, would not be possible without the generous support of local businesses.

The locally owned **Tablecloth Tours** ([www.tablecloth-tours.com](http://www.tablecloth-tours.com)) is offering a food, wine and culture tour of the Republic of Georgia this Sept. 23 to Oct. 4, harvest time. Georgia is recognized as the birthplace of wine (some 8000 years ago) and a beautiful part of the world known for its hospitality and bio-diversity. The country was a location recently for the CBS reality show "The Amazing Race" and was featured on a recent episode of chef, author, and TV personality Anthony Bourdain's CNN show "Parts Unknown." Co-leader of the tour is ECC board member Lucy Mohl, who first visited Georgia in 1990, before the breakup of the Soviet Union.

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.

**“Inside Out”  
free outdoor movie  
Sat., July 23  
@ Rogers Playfield**

Watch the Disney/Pixar animated classic, “Inside Out” under the stars in Rogers Playfield, 2500 Eastlake Ave., Saturday, July 23. The 2015 Academy Award-winner appeals to children and adults alike. The website Rotten Tomatoes describes it as “inventive, gorgeously animated, and powerfully moving.” Voices include Amy Poehler, Phyllis Smith, Richard Kind, Lewis Black, Bill Hader, Mindy Kaling, Kyle MacLachlan, and Rashida Jones.

The fun and picnics begin at 7:30, movie at 8:45 p.m. Bring a blanket or low chair to sit on, and a jacket to keep warm. The Eastlake outdoor movie is free and happens just once a year, so don’t miss it! Brought to you by the Eastlake Community Council with the generous sponsorship of local businesses. For information or to donate: info@eastlakeseattle.org or (206) 322-5463.

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## Businesses contribute employees to help maintain Eastlake's green spaces



With City maintenance budgets dropping, Eastlake residents have increasingly pitched in to help maintain the neighborhood's public parks and open spaces at weekend work parties. The community also appreciates that for many several years, **Seattle Prep** has filled Fairview Park with students and staff for an Earth Week work party, most recently on April 21.

Now local businesses are pitching in by allowing their employees to spend compensated time at weekday work parties, as when **Sound Earth Strategies** sent much of their staff to help on April 21 at the Fairview Park shoreline.

And in part of the neighborhood with few residents but thousands of jobs, **ZymoGenetics**, **United States Seafoods**, and the **Fred Hutchinson Cancer Research Center** provided 30 employees at an April 28 work party on the Fairview Avenue East shoreline south of Newton Street. (See accompanying article about the event written by Seattle University journalism student Paolo Violante.)

These events worked so well that ECC will schedule weekday work parties each April and September. Businesses are encouraged to send some employees to participate in these public-spirited and fun events. For information, including upcoming dates, please contact the Eastlake Community Council at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or 206-322-5463.

*Photo above: Shoreline work party with volunteers from Sound Earth Strategies. Left: A student from Seattle Prep trims branches at Fairview Park.*

# Cleaning Up the Lake

by Paolo Violante

Beneath the stretch of houses of Eastlake and beneath the highway is a stretch of harbor for industry and businesses. The docks are long and wide like roads for large shipping trucks to navigate the harbor with ease and efficiency in this commercial zone. On any day in Seattle, the path provides an intimate view of almost all of Lake Union and the various boats, ships and yachts traveling up and down the great blue lake. Look for the more wooded areas of the path and get a glimpse of primal Seattle.

Yet, the scenic path that surrounds the harbor becomes increasingly overwhelmed with abandoned trash. The left-behind garbage creates an environmental hazard for the lake, and sullies the harbor's aesthetic qualities, while invading weeds, like Japanese knotweed, damage the local plant life. On the worst days, it's alarmingly easy to find rusted pieces of industrial hardware and rigid pieces of jetsam metal, like ancient relics of some bygone day. It's even easier to find discarded bags nestled in leaves, or contorted cans floating along at the

borders where water and land coalesce.

The Eastlake Community Council organizes a yearly Earth day event to clean the harbor. This year ECC reached out to local businesses to help, ending one yearly tradition and beginning a new one. Two teams totaling 30 employees from ZymoGenetics and the Fred Hutchinson Cancer Research Center spent the cloudless late April afternoon in brown work boots and thick landscaping gloves, picking up the litter and helping to cut down on the weeds to revitalize the harbor just off the beaten path.

Patty Vandenburg, who inspired the event by asking ECC where ZymoGenetics employees could help out, said it was as much an exercise in teamwork as a way to impact the community. She said that ZymoGenetics is planning to participate in this event every year and expects to see more local businesses get involved in the coming years.

## Eastlake News youngest distributor



Beckett Hainer (shown here at about one month old) is the youngest volunteer who delivers (or helps family members deliver) the quarterly Eastlake News. For more than 20 years, three generations of the Hainer family have delivered to a route on Minor Avenue East. Beckett is brother to Hudson, 4, who also helps their parents and grandmother with the route. The Eastlake Community Council thanks the Hainers and the 40+ other volunteers who go door-to-door to give their neighbors a chance to read the Eastlake News. To help with delivery, or contribute your volunteer efforts to the neighborhood in some other way, contact ECC at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or 206-322-5463.



Photo left to right: Patty Vandenburg and Seah Tollefson from Zymogenetics, and Chris Leman, ECC President, Earth Day 2016.



## Coral Namisnak, 1933-2016

by Judy Smith

Coral Petronella Teresa Macartney Namisnak grew up in a storybook setting in Epsom, Surrey, a picturesque town about 30 minutes south of London by train. An only child in the 1930s, among her playmates were two dogs, Tiny and Buster, a pet lamb, Larry, and a half-blind swan, Humphrey, who lived on the pond outside the Elizabethan public house, The Cricketers, her parents owned and ran.

Coral was born in 1933 with a life-threatening case of scoliosis, but her Irish mother, Bridget Macartney (née Lynch) took her to Lourdes, France as a small girl where her symptoms were “miraculously ameliorated,” wrote her son Stephan in an email.

When she was five her American father, John Francis Macartney, who’d been educated at Eton College and the University of Cambridge, suddenly died, leaving the Cricketers to her mother, Bridey, to run, helped by her sister and lifetime companion, Coral’s Auntie Molly.

Influenced by two strong women and summers spent at the maternal homestead in Claudy, Northern Ireland with sheep herding relatives, Coral identified herself as Irish all her life, despite being born and educated in England.

Her formal schooling was at boarding schools in Kent, “where she played field hockey, and in Lausanne,

Switzerland where she played tennis and probably spent too much time skiing,” notes Stephan.

During World War II and the Blitz, she and other school children were evacuated to the English countryside.

As a young woman in the 1950’s she traveled through Europe and North Africa spending a year living in Tangiers and Marrakech, eventually landing work back in London at the Egyptian and Indonesian Embassies. She also worked for the U.S. Navy. In 1960 she took an ocean liner across the pond to work in Washington D.C. as a medical secretary to the pioneering thoracic surgeon Dr. Brian Blades at George Washington University, then she came back to England and worked at the London Trade Center, where she met Stephen Namisnak, a U.S. Trade Delegate to the UK.

Stephen and Coral married in the States and had a daughter in the 1960s and a son in the 1970s, settling down in Bellevue, Washington after a stint in D.C.

In 1993 with their children grown

conversation,” he added. “She also took pleasure in fashion, theatre, the movies and a glass of wine. She loved books and newspapers and was a long-time subscriber to the Sunday Times of London and the Seattle Post-Intelligencer as well as an avid reader of the UW Daily and the Eastlake News.” (She also delivered the Eastlake News.)

“After her husband’s death in 2000,” Stephan wrote, “Coral succeeded him as President of their condominium Association which she ruled as a benevolent despot for two terms of office.”

It was at about that time that her good friends Sandra and Richard Pisciatello of Boylston Ave. came into her life.

Over chamomile tea, Sandra Pisciatello talked wistfully of her friend. She had first seen Coral at the hospital advocating for her husband who was a patient in Sandra’s nursing unit, but only met her later when she noticed her on the route number 25 bus. The two struck up a conversation. They got off at the same stop. An invitation to a



and gone, she and her husband moved to a condo in Eastlake at 201 E. Boston Street.

“Coral reveled in the urban centrality of Eastlake whose street noise reminded her of London,” wrote Stephan.

“Coral’s favorite pastime was

Friday night glass of wine (or martini) became a standing event. Whether they ran into each other or not on the bus, Coral would knock on the Piscitellos’ door and the party would begin.

Coral was an engaging person who knew a lot about a lot of things, said

Sandra. She was a lot of fun, had a great sense of humor. She introduced the Piscitellos to her many friends. Her home was filled with mementos from her travels.

She was a sturdy, tiny person with a lot of determination, Sandra said. She could be formidable. She was always stylish, fit and trim. Despite the curved spine from scoliosis, she came across as glamorous. She never went anywhere “without putting on her face.” She would never tell anyone her age. She probably gardened in her make-up, added Sandra.

Coral had gone back to work in health care administration in 1982 and finished her career at the U.W.’s Dental Public Health Sciences Department, retiring in 2008 when her health started to deteriorate.

In 2009, she moved to Los Angeles, to live with her daughter’s family, returning to Seattle a few times, notably for Richard Piscitello’s memorial.

“Richard’s death hit Coral very hard,” Stephan wrote. “She was exceedingly fond of him. Their argumentative natures evidently made for lively dinner table discussions.”

“She gave as good as she got,” said Sandra.

Coral was thrilled when Stephan married and settled in New Orleans, a city she adored, added Sandra, and she was lucky to spend her final years watching her granddaughters grow up.

Coral’s health worsened this year and in the midst of a major transition to either hospice or a nursing home, she opted for neither and passed away the morning of May 10, 2016 just two days after Mother’s Day. Stephan felt that this was not only to give him time to get to Los Angeles but also “so that she – a Mum – who’d always made holidays so very special in her children’s lives – could enjoy one last in her own honor. She deserved it.”

Said Sandra, “I still miss her knock at our door Friday nights.”

*Sketch left is of The Cricketers in 1946. The pub is still in business but no longer owned by Coral’s family.*

## Letter to the Editor

Hello ECC,

Thank you for the most recent issue of The Eastlake News.

I was especially pleased to read Eric’s OpEd on protected bicycle lanes. It isn’t often that I see or hear a pro bike (or even a neutral) opinion on this matter from a non-cyclist.

In my 20’s, I was a bicycle messenger for several years and I have also served on the Seattle Bicycle Advisory Board during the Royer and Uhlman administrations. I ride bicycles for both recreation and transportation, and I have 6 of them in my garage. I’ve lived and breathed the “cars vs. bikes” suite of issues, and the acrimony from both sides of the so-called “war on cars” for decades. Thanks to Eric for taking a rational look at the issue as it impacts Eastlake.

Most cyclists riding on Eastlake are doing so to get somewhere else, and most of them are commuters, according to my observation. I know that there are people who don’t ride a bike on Eastlake because the traffic terrifies them. I agree that it would be a good thing to get more people riding bikes instead of driving, and that bike lanes are an effective tool for doing so, and for improving safety for cyclists.

I sometimes oppose bike lanes, and frequently don’t use them even when I could. A poorly conceived bike lane can actually put cyclists in harm’s way. Many motorists believe that if a bike lane is available, cyclists must use it. However, cycling downhill next to a line of parked cars can be very dangerous because of the likelihood of getting “doored,” yet that is exactly where many bike lanes are placed. If bike lanes are not swept often enough road debris can be another hazard. Putting a bike lane adjacent to a right turn lane, where a turning vehicle can “right hook” a cyclist (i.e., the fatality at the University Bridge a couple of years ago) is also dangerous, and yet the City persists in designing lanes this way (see 9th and Mercer). Too often, bike lanes are



little better than eyewash to please the cycling community and they just aggravate everyone else, besides being dangerous. That aggravation is not a small matter, when ultimately, the future of cycling in Seattle depends on politics.

Given the above considerations, perhaps a southbound bike lane isn’t really necessary through Eastlake’s business district - roughly, between Edgar and Howe. It could be possible to route cyclists to Yale or Minor at Edgar, and preserve some of the parking spaces that some of our neighborhood’s small business owners object to losing. I think they have a valid concern, even though more cyclists could bring them more business. In the absence of a continuous, protected bike lane on Eastlake Avenue, experienced cyclists could continue to “mix it up” in the traffic if they chose to do so. Those who feel safer out of the traffic could transit through the neighborhood on Minor or another N/S avenue with less traffic. Northbound cycle traffic is another matter – because moving the bike route off of Eastlake Avenue would require cyclists to make a left turn. The current bike lanes on Eastlake and Valley just come to an end – with no clue as to how a northbound cyclist should proceed. The City can and should do better.

Thanks for your support of a protected bike lane on Eastlake.

Sincerely,  
Michael Francisco

## Metro puts Eastlake's bus service eggs all in in one broken basket (the route 70)



*Bus riders experiencing problems with the route 70 contacted the Eastlake Community Council (comments still welcome, to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org)), and in June, ECC wrote the following letter to County and City officials:*

To the County Executive, County Council, Mayor, and City Council:

In March, despite significant concerns expressed by the Eastlake Community Council and many others in our community, King County Metro made substantial changes to bus service here. Unfortunately, with the route changes now in place, these worries appear to be justified, and we ask that corrective actions be taken now.

Until the restructure, Eastlake was served by three bus lines -- the 70 series, the 66X, and the 25 -- that each took a different route to and from downtown. Now Eastlake is served only by the 70, which goes through the most congested corridor in the city. During the public comment period, we and many others pointed out that the 70 bus was prone to extreme delays downtown and in South Lake Union, and that to avoid these delays, residents should be able to continue to take the 66X or 25. These concerns were not heeded, and the restructure removed our only express, and our only bus routes that avoided the Mercer Mess. Metro put all of Eastlake's bus service eggs in one basket, and too often, that basket is badly broken.

At a recent ECC public meeting and in other ways, many who live or work in Eastlake have expressed outrage about bus service since the restructure. Their concerns included buses arriving far behind schedule or not at all, multiple stacked buses arriving at the same time instead of with the promised headways, buses skipping stops because they are overcrowded, buses taking significantly longer to reach downtown, and new buses stalled or out of commission because they cannot stay connected to the trolley wires overhead.

We hope that these reports are not news to Metro about problems with route 70, and we request a full response on what is being done to correct the situation. We request data and explanations regarding the key metrics and targets used to evaluate the performance of routes 70, 25, and the 66X before and of route 70 after the restructure. We request in-depth and ongoing discussion with Metro and SDOT's transit division about these issues. And we ask Metro to take immediate action to improve route 70's performance.

Eastlake is a designated urban village with about 5000 residents and 5000 office, R&D, service, and industrial employees. Our development is predicated on the promise of high-quality transit service—in fact, on-site parking requirements are exempted because we are said to have “frequent” transit service that is no such thing—unless one is talking written schedules rather than actual experience as a (would be) bus rider. As we have objected to for many years, Metro does not recognize Eastlake as transit and employment center but rather as a corridor between the University District, South Lake Union, and downtown, which receive better bus service while our bus service languishes. And now via the March restructure Metro appears, in worsening Eastlake service, to have saved money that it is spending on improving bus routes elsewhere.

Given the unwise decision to limit Eastlake's bus service to a poorly functioning route 70, it is essential that Metro devote the attention and resources necessary for this route to be truly frequent and reliable, and to reinstate the 25 and 66x routes that served us so well for many years.

Thank you for your consideration.



## Overbuilding the University District and the UW campus?

The University of Washington and City planners are seeking to allow office and residential towers in the University District to be up to 340 feet high (23 stories). That's taller than UW (formerly Safeco) Tower which tops out at 322 feet. The tallest building outside of downtown, UW Tower was built in 1975, and controversy over its height caused the City to reduce maximum heights in the University District.

The Mayor and his Seattle Office of Planning and Community Development are preparing to submit the University District rezone proposals to the City Council for approval later this year. If approved the rezone would allow not only taller buildings but far greater building density. For information, see the City web site at <http://www.seattle.gov/dpd/cityplanning/completeprojectslist/universitydistrict>.

You can comment on these proposals at [udistrict@seattle.gov](mailto:udistrict@seattle.gov). Comments should also go to the Mayor and City Councilmembers, especially our district 4 Councilmember Rob Johnson (names and addresses on the web). And please share your comments or questions with the Eastlake Community Council by cc to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org).

Public comment is also needed on the separate process in which the University of Washington is developing proposals for its own development that will eventually need City approval. The UW is drafting a new Campus Master Plan (to be released for comment in September) because the 2003 version is almost built-out.

UW wants the number of students and faculty to grow 15 percent, and for that, says it will need an additional 6 million square feet in new buildings and an increase in height and density on campus. Such growth will affect the surrounding area including Eastlake, such as by increases in traffic and parking. For background on the planning process, see the UW web site at <http://pm.uw.edu/campus-master-plan>. To comment to UW on what should go into the Campus Master Plan, e-mail to [cmpinfo@uw.edu](mailto:cmpinfo@uw.edu).

The Eastlake Community Council welcomes your suggestions on issues and concerns it should raise with UW as the new Campus Master Plan is written. ECC will comment to UW by letter and also through Yvonne Sanchez who represents ECC on the City University Community Advisory Committee, which advises UW on these matters. Please send your suggestions to ECC at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org).



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# Plan envisions a better and more connected Colonnade

The 7.5 acre I-5 Colonnade Open Space already deserves its international ranking by the CityLab web site as being among the world's nine "cool parks under freeway overpasses." But improvements, connections, and a 4-acre expansion laid out in a recently completed schematic long-range plan by the J.A. Brennan and Associates landscape architecture firm will take Colonnade to the next level, opening it to many more users and experiences. No other plot of land this large and close to downtown and Seattle's geographic and population center has such potential for increased recreational, pedestrian, and bicycle opportunities.

First proposed in the 1998 Eastlake Neighborhood Plan and opened in 2005, Colonnade is managed by the Seattle Department of Parks and Recreation, which leases the land from the Washington State Department of Transportation. With the support and cooperation of these two agencies and \$24,525 in Neighborhood Matching Funds from the Seattle Department of Neighborhoods, the Eastlake Community Council administered the 2015-6 planning process under the direction of a broad-based Steering Committee.



Eleven public events (a tour, meetings, open houses, workshops) had 299 registered participants, and an on-line survey had 118 responses. The resulting plan is supported by consensus among a remarkable range of stakeholders, including the general public, user groups, adjacent residents and businesses, and government agencies.

A central new element will be a multi-use pedestrian and bicycle pathway running north and south through the current Colonnade and then further south through an expansion area, branching on the west of I-5 to E. Aloha Street (near the Seattle Cancer Care Alliance), and on the east of I-5 to the Lakeview Blvd. overpass near Belmont Avenue and WSDOT's Lakeview-Melrose connector pathway.

Another central element will be an east-west stairway under I-5 in line with the Blaine Street stairway that climbs Capitol Hill. Many other new pathways and stairways are also planned.

The existing mountain bike area will be substantially redesigned to have more cross-country rails, new features fitting a wide range of skill levels, and a pump track that is likely to be paved and protected from the rain. The off-leash area will

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also receive many improvements; volunteer pledges are urgently needed to earn City funds for the additional planning and engineering needed (see article at right).

The current Colonnade will also add new facilities (lighted and sheltered from the rain) for skateboards, bouldering/climbing, parkour/freerunning, and an outdoor gym/all-ages movement playground. There will also be new flat spaces for public events and for exercise such as yoga and pilates. And there will be a restroom.

The south expansion will include (in addition to the north-south pathway) a P-Patch/community garden, children's play area, and walking labyrinth. Both the existing and expanded areas will have public art, landscaping, smaller scale recreational features, and improved signage and wayfinding. Connections to and from Colonnade will be improved with new entries, sidewalks on adjacent streets where some are missing, and improved parking for those arriving by motor vehicle.

While it is hoped that substantial Department of Parks and Recreation funds will make these improvements happen, and thus help Colonnade become all that it can be, the Department's funds are not limitless, and these improvements will be best and most quickly achieved with outside funds from other government agencies and from businesses, foundations, and individuals.

The mountain bike area was built with minimal Park Department funds because the Evergreen Mountain Bike Alliance brought in so many other funds and recruited so many volunteers. It is hoped that this remarkable story will inspire other user groups to bring in financial and in-kind support for the features that they, too, want built.

The schematic long-range plan, subarea plans, facility designs by user groups, a final report, and extensive background can be seen on the project web page at <http://eastlakeseattle.org/?page=colonnade>.

Indications are good that the commitment and cooperation that marked the planning and design process will carry over to the implementation phase. As manager of this planning and design study, the Eastlake Community Council thanks all who participated, and welcomes further questions, comments, and offers of help, or just requests to be added to the e-mail list: [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org).

*Photo page 18: potential multi-use pedestrian and bicycle pathway expansion area.*

## Your volunteer pledge needed to earn City funds for design and engineering to improve the Colonnade off-leash area!

The planning and design process found that the Colonnade off-leash area needs additional design and engineering to improve the drainage and surface, create larger yards, improve signage, provide running water, and create an agility course, dog playground, and small/shy dog area. Neighborhood Matching Funds will make this possible, but only if matched with pledged funds or volunteer hours.

Today, please send an e-mail to ECC at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) with your pledge of two or more volunteer hours (preferably at least four hours) to attend public meetings and workshops. Pledges of engineering, architecture, or graphic design skills are also welcome and needed. We also need volunteers to help in writing and administering the grant application. Be sure to list your street address (required by the City in order for your pledge to be valid). If you have questions or suggestions, send them to the same e-mail address, or call (206) 322-5463.



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## Bus and bike proposals would eliminate parking and some bus stops on Eastlake Avenue

The Seattle Department of Transportation's Roosevelt-to-Downtown High Capacity Transit Study will shape the future of Eastlake Avenue for buses, drivers, bicyclists, pedestrians, businesses, and residents. It will also have traffic and parking consequences for adjoining streets. The study stretches from Northgate to downtown through South Lake Union.

SDOT unveiled its design concept at open houses in mid-June. For Eastlake Avenue, the existing center turn lanes and one traffic lane in each direction would remain, but virtually all parking (about 320 spaces!) would be removed and one-way protected bicycle lanes would be added on either side.

Existing bus lines on Eastlake Avenue would be replaced by a "rapid ride" electric bus line with priority at intersections over other traffic. Many existing bus stops would be eliminated, to be replaced with three stations on Eastlake Avenue (at Fuhrman, Lynn, and Garfield). Buses would no longer merge in and out of traffic to pick up passengers; vehicles behind the bus would wait while it loads. The bicycle lanes would be between the bus station and the curb, bypassing the stopped buses.

The northbound station at Lynn is proposed to be south of the intersection, presenting possible traffic issues for northbound traffic turning right. The station near Fuhrman might cause the elimination of the planted median. A few loading zones would replace curb parking, such as on Louisa Street.

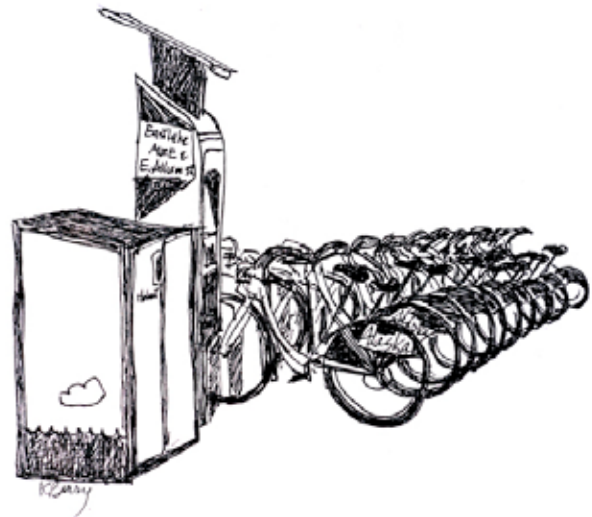
SDOT is asking for public feedback about the proposals. Comments can be submitted online at <http://www.roosevelthctfeedback.org/comment/> or by e-mail at [Roosevelt-ToDowntown@Seattle.gov](mailto:Roosevelt-ToDowntown@Seattle.gov). Please cc the Eastlake Community Council at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or write us directly with your suggestions. ECC's formal comments were still being written at press time, but will be posted at <http://eastlakeseattle.org/?page=corridor> along with ECC's prior comments and other background. SDOT at <http://www.seattle.gov/transportation/RooseveltHCT.htm> SDOT has maps and materials under the "Roosevelt HCT Library" title toward the bottom of that page.

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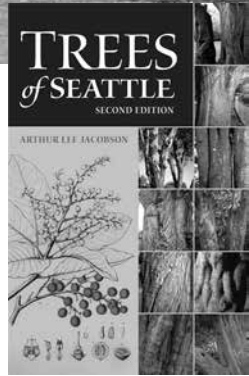
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Arthur Lee Jacobson, pictured center, leads a popular tour of Eastlake trees in what has become an annual Eastlake event, sponsored by the Eastlake Community Council. Jacobson is an entertaining lecturer and author of *Trees of Seattle*. The April 2 tour started at Roanoke Street-end park with refreshments donated by Starbucks and Grand Central Bakery and Cafe.

You can help ECC's tree project by doing an inventory of trees on your property, your block, in a park, or anywhere else in the neighborhood. See the tree page on the ECC web site, <http://eastlakeseattle.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](mailto:info@eastlakeseattle.org) or (206) 322-5463, and watch for next year's tree tour!



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## Prepare for disasters, crime – and get your block together Aug. 2

The Eastlake Community Council is committed to making our neighborhood as safe as possible from crime and disasters. Below are some highlights. See ECC's web site, <http://eastlakeseattle.org> for more on all of these topics. And please send your e-mail address to [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) to be contacted about urgent crime or emergency issues as they arise.

**SPD priorities for Eastlake.** Last year Seattle Police Department Chief Kathleen O'Toole instituted a program to partner with neighborhoods on "micro community policing plans." The West Precinct now meets at least every six months with Eastlake stakeholders to develop and update law enforcement priorities here. The Department's current priorities for Eastlake are: burglaries; car prowls/auto thefts; issues related to the homeless population (encampments, public intoxication, needles, etc.); and traffic (cut-through traffic, speeding around TOPS-Seward school). The most recent discussion with SPD about these priorities was at ECC's June 14 public meeting. Comments can also be sent anytime, to Community Police Team Officer Samuel. Cook@seattle.gov; please cc ECC at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org).

**Data-based policing and the importance of 911.** Chief O'Toole also has increased SPD's reliance on data in deploying and evaluating its efforts. Twice-monthly reports that are posted on the web site use performance measures to weigh progress in meeting the micro community policing objectives. The increased reliance on data makes it more important than ever to call 911 when you see or experience any law-breaking or if you expect it to occur imminently. Police can't respond or plan if you don't alert them, and are more likely to patrol a neighborhood with a pattern of past calls to 911. Nothing is too small to report, and a crime need not have been committed. Some brazen large-scale thefts have occurred in broad daylight because no one thought to call 911. Calls can be anonymous, but it's best to give your name (you can ask that it be withheld from public disclosure). There is a record made of each call; if you plan to request the record, ask the call-taker for the event number. The 911 system has plenty of capacity, so don't worry about competing with another call that you fear is more urgent. The operators have the skill and technology to refer your call. An alternative to 911 is the non-emergency number, (206) 625-5011 (dial 2 and then 8 to reach a dispatcher). It's for something suspicious but you're not sure it's criminal; for late reporting of a non-emergency crime with no suspects nearby; or to report noise or parking infractions. Don't leave any crime unreported, or Eastlake will lose out in SPD's increased reliance on data.

**Neighbor-to-neighbor cooperation.** Your block or dock will be safest by preparing together. Please share phone numbers, e-mail addresses, Twitter and Facebook accounts, and get to know one another for mutual alerts and problem-solving about suspicious or risky situations. Blockwatch can

but doesn't have to involve a whole block; there's safety in cooperation of even a few residences or businesses, nearby houseboats or liveboards, or within an apartment, condo, or office building. For more: <http://www.seattle.gov/police/programs/Blockwatch/default.htm>.

**Organize an August 2 street party.** On the first Tuesday in August, block parties are free of the need for a paid permit or costly liability insurance. "Night Out" is a national event to help neighbors meet each other, toward starting a block watch and preparedness team. As time allows, police and fire officers drop by. To register: <http://seattle.gov/police/nightout> or on Facebook. For questions, contact ECC at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or (206) 322-5463.

**Door-to-door solicitors.** Have doubts about someone who has knocked on your door? Don't open it--but do let them know you're there, to avert a break-in. It's unlawful for solicitors to ignore a sign like "no agents," or "no solicitors," or refuse to leave immediately if requested. There are reputable solicitors, but others wish to gain illegal access, so be wary of requests to use the bathroom, phone or for a drink of water. Call 911 if you feel threatened, or if a suspicious solicitor has left who may jeopardize others. And pass along an alert via social media such as Facebook and Next-Door. Commercial sellers are required to have a license with the name of the agent and type of product or service sold; they must disclose their name, company, and what they're selling (these requirements don't apply to non-profit solicitors). It's unlawful to falsely claim to represent a business or non-profit group.

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

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

**Emergency preparedness.** Please join the neighborhood's efforts to prepare for emergencies. For City info, videos and free trainings on emergency preparedness: [www.seattle.gov/emergency](http://www.seattle.gov/emergency) or (206) 233-7123 (and please let ECC know if you've taken a training or can help create an emergency hub in Eastlake). ECC invites doctors, nurses, and paramedics to join our confidential list to be contacted during a neighborhood-wide emergency: (801) 243-2136 or [jeremythueson@gmail.com](mailto:jeremythueson@gmail.com) and [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org). Ham radio or satellite telephone operators are also asked to let ECC know how to reach them to help in a future emergency.

ECC wants to hear your ideas and questions about crime issues and prevention, and on emergency preparedness. Please contact us at [info@eastlakeseattle.org](mailto:info@eastlakeseattle.org) or by U.S. mail at 117 E. Louisa St. #1, Seattle, WA 98102-3278.



## FIRST TIME HOMEBUYER

*Buying your first home is a significant milestone and can be both exciting and complex at the same time. It's difficult to know exactly what to expect because each loan experience is unique. However, if you are well prepared and do your homework upfront, with the help of a seasoned mortgage professional, you can avoid some headaches down the road.*

### HOW MUCH CAN YOU AFFORD?

The best way to determine a reasonable price range for your home is during the pre-approval process. Doing this as early as possible can identify potential hurdles and help you focus on homes that are realistic for you.

### HOW DOES THE PROCESS WORK?

The process can vary for many reasons, including property choice and loan product. Generally, purchases include: pre-approval, home search, formal loan application and product selection, appraisal and home inspection, underwriter's review, final loan approval, loan document signing, funding and escrow closing, confirmation of recording, and finally moving into your new home!

### BENEFITS OF OWNING A HOME

- *Grow your assets*
- *Avoid rent increases and canceled leases*
- *Opportunity to create equity*
- *Experience tax benefits\**
- *You don't need permission to paint!*

*\*Speak with your tax adviser*



CALL ME FOR MORE INFORMATION



MORE RESOURCES AVAILABLE ONLINE



GET STARTED TODAY!



**Tony Veliz**  
Sr. Loan Originator  
NMLS #754557

Direct (425) 214-4855  
Cell (206) 281-1196  
Fax (425) 898-2085

tony.veliz@axiahomeloans.com  
www.tonyveliz.axiahomeloans.com

**Axia Home Loans, NMLS #1188247**

150 Bellevue Way SE  
Bellevue WA 98004



Rates effective 12/1/15. AXIA HOME LOANS is a registered Trade Name of Axia Financial, LLC NMLS# 27830 Information is subject to change without notice. This is not an offer for extension of credit or a commitment to lend.



## Summer Cruise

All are welcome to ECC's Thurs., July 21 cruise on the Spirit of 76, sister ship to the Islander. Boarding begins at 5:30 p.m. at 1611 Fairview Ave. E. Departs at 6:30 p.m. for Lake Washington; returns by 8:30 p.m. Tickets (\$35, including dinner, salad, and dessert, with vegan options) at <http://brown-papertickets.com>.

### Become an ECC Member and/or Make a Donation

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

name(s) \_\_\_\_\_

street address or PO box \_\_\_\_\_

city, state, zip code \_\_\_\_\_

phone: \_\_\_\_\_

e-mail: \_\_\_\_\_

- Household Membership \$35
- Student / Senior / Low Income Membership \$10
- Business Membership \$75
- Donation \$ \_\_\_\_\_

Today's date: \_\_\_\_\_

Please send this form with a check made out to ECC to:  
ECC, 117 E. Louisa St. #1, Seattle, WA 98102-3278

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

For questions: [info@eastlakeseattle.org](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

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