



FCA SPEAKS OUT ABOUT CITY'S PROPOSED 'ONE SEATTLE PLAN'

In May, the FCA Board provided extensive feedback to city planners working on the One Seattle Plan, a draft of which they released in April for public comment. The Board's letter keyed on the recommended designation of the Endolyne business area as a "neighborhood center."

If adopted, it would allow higher-density buildings near the two RapidRide bus stops on SW Wildwood Place and SW Brace Point Drive and also extend higher density to other stops within a radius of about three blocks.

Based on a public presentation by the city and input from the community, the FCA Board detailed the following concerns in its feedback:

The draft plan does not consider existing neighborhood zoning or plans. Had planners done so, they would have learned that the Endolyne area already has multi-family homes and apartments, plus it is zoned to allow increased density. In addition, some of the area to the northeast is within the buffer that protects Fauntleroy Creek and the salmon habitat it provides.

Residents are firm about not wanting high-density buildings in the heart of Fauntleroy. They feel existing



zoning is adequate to achieve increased density and that expansion

will significantly aggravate traffic and parking problems.

In a 2021 survey, Endolyne merchants reported complaints from customers about inadequate parking. In the surveys we do every other year, residents have consistently expressed concern about increased noise, traffic, crime, and other negatives that have accompanied increased population density.

Residents want more greenspace, not less. Increasing density will result in housing that takes up all buildable space on a lot and designs that severely reduce backyards. If increased density aims to provide housing for families, where are the children to play? Where are adults to spend a few quiet moments?

The importance of green space *(continued on p. 2)*



LOOK AT 'EM GO!

Salmon hats were in style when young students from The Cove School released their share of the 1,800 coho fry that went into Fauntleroy Creek late April through May. Release field trips for these and most of the other 760 students who came capped four-plus months of study through the citywide Salmon in the Schools program. At the same time as fry were starting their year in the creek, volunteer monitors documented 30 smolts leaving for saltwater. Photo courtesy The Cove School

REHEARSAL PART OF PREPARING FAUNTLEROY FOR MAJOR EMERGENCY

"Rumble Ready" (scheduled for June 1 in Gatewood) is an annual citywide rehearsal for volunteers in the Seattle Emergency Communication Hub Network, including Fauntleroy's Chris Jaramillo.

As a preparedness coordinator, her job is to make sure Fauntleroy residents know how to be ready for a major earthquake or other emergency, then what to do if/when it happens.



This neighborhood's community hub will be the parking lot at Fauntleroy Church. There trained volunteers will provide basic first aid, collect information about local conditions, and facilitate problem solving amongst residents until outside resources arrive. They will also access the hub network to exchange information and report serious situations.

To review how to prepare your home or business and to find out about Seattle's emergency-management plan, visit seattle.gov/emergency-management/prepare.

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PROPOSED 'ONE SEATTLE PLAN' (continued)

to mental and physical health is well documented. Unless the plan requires adding greenspace nearby to compensate for the loss, quality of life will surely suffer.

The same can be said about the importance of tree canopy for cooling neighborhoods and keeping carbon out of the atmosphere, yet Seattle's current ordinance affords little protection. If the city is serious about reducing carbon emissions, why propose a plan that would keep trees and greenspaces from doing it naturally?

Increasing building height will reduce sunlight. In addition to providing Vitamin D for human health, all levels of government are encouraging homeowners to take advantage of sunlight as a carbon-neutral source of power. If sunlight can't reach residential solar panels long enough to generate electricity, the use of carbon-rich electricity will have to increase.

The historic record refutes the plan's claim that new homes will be less costly because they will be smaller. That simply hasn't happened. Homes being built here are more expensive than the larger homes they replace. If the city wants to press its case, show us examples where this theory has played out.

Increasing building height will block views. While this point can seem snobbish, views make Seattle an attractive place to live. As notably evidenced by the decision to replace the Alaskan Way viaduct with a tunnel, residents throughout the city value keeping water and mountains in sight.

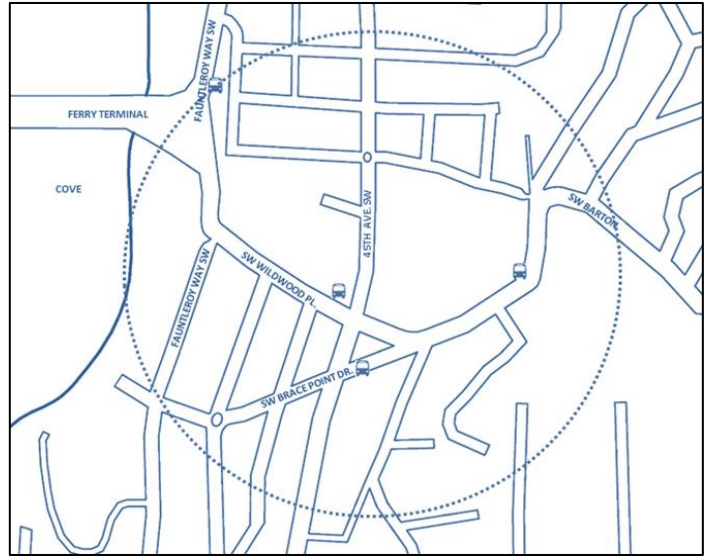
As the city developed, downtown became known for tall buildings, as did other highly commercial areas. Imagine when those tall buildings arrive in residential neighborhoods, especially next to a house that suddenly loses its value as a retirement nest egg.

Current infrastructure cannot accommodate increased population density. The One Seattle Plan could require developers of high-density buildings to pay for aligning streets, sewers, and other public services with density but it does not. Existing homeowners and renters would bear the cost instead. Should "affordability" not apply to them as well as to newcomers?

Fauntleroy is already doing its part by hosting the state ferry terminal. Just prior to the pandemic, 1.7 million ferry-related vehicles per year passed through this and adjacent neighborhoods, exceeding the state's recommended cap by half a million. Now the state wants to expand the terminal to accommodate at least 200,000 more by 2040, without taking steps to mitigate the impacts on Fauntleroy and West Seattle.

The plan relies on convenient bus service to woo residents of high-density buildings away from car ownership. They and their guests could instead compete with everyone else for street parking. Before adding vehicles to the load, the city must take into account the current carrying capacity of this peninsula's streets and bridges, especially during closures or emergencies.

In summary, the Fauntleroy Community Association opposes the designation of any part of Fauntleroy as a "neighborhood center." This community and all Seattle residents deserve a comprehensive One Seattle Plan, not one that is all about increasing housing at any cost.



The city's proposal would rezone roughly the area within the circle as a "neighborhood center."

Designer Portraits By Jamison A Johnson

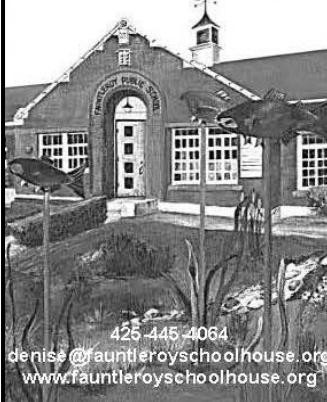



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FCA'S VOICE ALONE NOT ENOUGH TO INFLUENCE DECISION MAKERS

By FCA President Mike Dey

This has been a busy time in Seattle and especially in Fauntleroy after both the city and state proposed a number of projects that would affect our community. They include the since-withdrawn idea of creating pickleball courts and an off-leash area for dogs in Lincoln Park.

Now we have a proposal that would designate parts of the city, including Fauntleroy, as "neighborhood centers" intended to gain more population density.

Then we have city planning to replace two Fauntleroy Creek culverts: the one under 45th Ave. SW and the joint public/private culvert under California Ave. SW and the Fauntleroy Church parking lot. Planning continues as well to rebuild and

possibly expand the Fauntleroy Ferry Terminal.

Based on feedback from the community survey we do every two years, the FCA Board has taken or expects to take positions on them all. While not everyone may agree on these positions, the board listens carefully to what we hear from the community.

FCA's voice should not be the only one, however. Input to elected officials and public employees is a significant and essential part of our democratic process. I encourage everyone in this community to speak up. Often the words are not as important as the number of voices expressing opinions.

Elected officials don't want to go out on a limb to champion a minority interest. They need to know that it's important enough for us to take the time to write or call.

To help you add your voice to that of FCA, here is how to learn more about the projects I mentioned and reach those making decisions about them:

District 1 Seattle City Councilmember Rob Saka:

rob.saka@seattle.gov; 206 684-8801

Culverts: *seattle.gov/utilities/FauntleroyCreekCulverts*

Ferry terminal: *wsdot.wa.gov/construction-planning/major-projects/sr-160-fauntleroy-terminal-trestle-transfer-span-replacement*.





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BUSINESS NEWS

Since Treg Organic Salon opened in the Endolyne business area in 2009, owner Sarah Griffiths and fellow stylists have chosen a "charity of the year" to support.

At the close of 2023, they donated cash and volunteer hours to Food Lifeline, the nonprofit that supplies food banks, shelters, and feeding programs throughout western Washington and advocates for hunger-relief public policy.

Treg's choice this year is Lambert House, the only nonprofit providing direct service to LGBTQ+ youth in Seattle/King County and, through online programs, to minors and young adults in other states and countries.

In addition to making a cash donation, Sarah is looking into how the salon and its customers might provide additional support.

FAUNTLEROY YMCA CONTINUES TO LISTEN TO WHAT COMMUNITY WANTS

After last fall's news that the Fauntleroy YMCA might close, efforts to keep it open succeeded and hours and classes have expanded in incremental steps.

As of last month, the Y is open Monday through Thursday, with morning and late afternoon/early evening hours and classes based on member interest.

Two classes are new on the schedule:

Yoga Sculpt – a full-body workout combining free weights, basic yoga, and strength training to boost metabolism and build lean muscle mass.

Yoga Yin – active yoga focusing on hip, pelvis, and lower spine connective tissues.

For updates, visit seattleyymca.org/schedules/print-at-home and scroll down to "Fitness & Gym Schedule – Fauntleroy."





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FROM PAST TO PRESENT

'MRS. SEARS' SNACK BAR A SUMMER TRADITION IN LINCOLN PARK

By Judy Pickens

Every few years, Seattle Parks and Recreation puts out a call for vendors interested in being concessionaires in heavily used locations, including Lincoln Park. But fair-weather concessions are nothing new in this popular park.

Lincoln once had two concession locations. One was in a wooden structure on the promenade near Colman Pool. The other shared a building with the "comfort station" in the upper park and served attendees at the annual Hi-Yu picnic. That space became storage for Seattle Parks and, since the late 1990s, for the YMCA's summer-camp program.

Retired pool caretaker Mark Sears, brother Larry, and sister Maureen, know the pool concession stand very well because their mother, Doris, managed it for two decades. While their father, Norm, was taking care of the pool, their mother was selling candy bars, snow cones, and bubble gum to customers who came to the lower park to swim, beachcomb, or "take the air" along the promenade.

Mark wasn't born yet when Norm took the caretaker job in 1941 and moved his family into living quarters above the pool. The stand opened in the early 1950s and young Mark spent many hours there "helping" his mother.

"Mom was an employee of the concessionaire," he said. "I don't know exactly when she started working there but, when I was four years old, I remember she was very excited when we watched Sputnik fly over on a summer evening in 1957."

Doris had gone to business school and worked in an office before marrying and having children. Managing the stand brought in extra money for the family and it was certainly a convenient location.

"She enjoyed it as well," Mark said. "She was as honest as the day is long and that's important when handling someone else's money."

That someone else was a man of Greek ancestry who lived in the neighborhood and, according to Mark, was very well liked. He also rented rowboats to fishermen heading out from the cove.



"Mrs. Sears" labeled shelves so her teenaged helpers knew what went where. The cotton-candy machine is to her left.

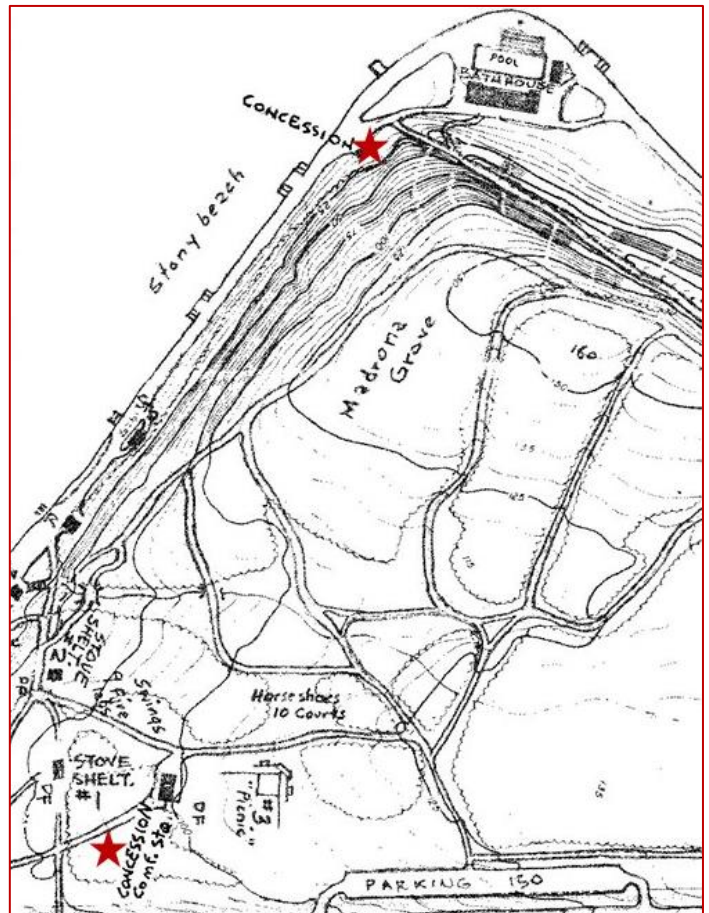
Doris staffed the stand on weekends in early summer, then after school let out and the pool opened for the season, teenaged girls from the neighborhood helped daily. In 1966, Susan Lantz-Dey followed in her sister's footsteps by working for "Mrs. Sears" for two summers. It was her first job.

"As a young teen, I had thought the girls working there were SO cool and was thrilled when I got the job," she said. "Then I found out it was a *lot* of work! I had very little time to visit with friends who stopped by and I was too shy to flirt with good-looking boys."

Customers during the week were mostly kids on their way home from the pool. Adults and families came primarily on the weekends. Doris stocked shelves and coolers to please all ages.

The stand offered ice cream bars, cold sodas, and packaged snacks as well as sno-cones and other things that required making. When Jo Califano was a pre-teen, she favored a bag of popcorn. Groups of kids enjoyed cotton candy, and Susan enjoyed making it. "It was fun to create great pink clouds of spun sugar that teens as well as younger kids

(continued next page)



Fauntleroy resident Don Sherwood devoted many hours in the 1970s to sketching and documenting features of Seattle's parks, including Lincoln Park. Stars call out the two concession stands.



Between customers, Doris and son Mark Sears get off their feet. The snow-cone machine is at right. Flaps secured the windows when the stand was closed. Photos courtesy Sears family

eagerly received," she recalled. "When I got home from work, the first thing I did was shower and wash my hair to get rid of that sweet cotton-candy smell."

"Mrs. Sears always opened and closed but, when things got slow, she would go back to their apartment," Susan said. "We didn't have phones so I knew I was on my own if things got busy."

The stand did not have an adding machine or one of those new-fangled calculators, she recalled "Totals had to be in one's head and how I hated large orders!"

When school resumed, the stand opened weekends only, then closed for the season when the pool did.

In 1973, Norm and Doris retired and moved out of the living quarters. Without his well-cultivated reputation for no-nonsense security around the pool, the stand became a target for vandalism and break-ins and was torn down within a year or two.

Sources: Mark and Larry Sears, Susan Lantz-Dey, Seattle Parks and Recreation's Sherwood Files

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FCA EGG HUNT, ANNUAL MEETING MARK ARRIVAL OF SPRING



These children were among the 80 avid hunters who turned out March 24 for FCA's egg hunt coordinated by Candace Blue and Scott Wiesemann. *Photo courtesy West Seattle Blog*



FCA Board member Alan Grainger chose a cupcake to sample during the FCA Annual Meeting and Food Fest on March 19. *Photo courtesy Gail Ann Photography*

OPTIONS FOR REPLACING TERMINAL PROMPT MANY QUESTIONS FROM PUBLIC

By Hadley Rodero, Washington State Ferries

The Fauntleroy Terminal Replacement Project hosted two public meetings and an online open house in April and May. All were opportunities for community members to



learn about the project's progress and review the range of alternatives Washington State Ferries is considering. Here are highlights:

- Questions about project alignment with population growth and the ferry system's 2040 long-range plan.
- Interest in learning more about proposed intersection changes and how they are intended to improve vehicle queuing along Fauntleroy Way SW.
- Questions about how the state will maintain service during construction.
- Questions about eliminated options and items outside of the project scope, such as remote vehicle holding or the possibility of a second slip.
- Interest in *Good To Go!* and other options for increasing terminal efficiency.
- Questions about environmental impacts and benefits of a new terminal.
- Inquiries about project cost and schedule.

The planning team will continue to engage with the project's three advisory groups before selecting a recommended option to study during the environmental review phase, which is scheduled for later this year.

To hear recordings of the recent public meetings, ask questions of the team, or comment, go to the project website at wsdot.wa.gov/construction-planning/major-projects/sr-160-fauntleroy-terminal-trestle-transfer-span-replacement.

FCA'S POSITION ON FERRY TERMINAL REBUILD

- YES** to pre-ticketing and automated toll collection.
- YES** to promoting transit alternatives to single-occupancy vehicles.
- YES** to improving seismic stability, elevating for sea-level rise, and installing widely spaced piling.
- NO** to expanding overwater coverage to enlarge the trestle or add a second slip.



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ON THE CALENDAR

IMMIGRATION AUTHOR: Fauntleroy Church UCC will host Sarah Towle, author of *Crossing the Line: Finding America in the Borderlands*, on **Monday, June 10, at 7 pm** in Fellowship Hall. Her book employs history and personal accounts to detail effects of U.S. immigration policies at the southern border. Free.

FCA BUSINESS MEETINGS: Any resident is welcome to attend FCA business meetings on **Tuesday, June 11, July 9, and Sept. 10**, starting at **6 pm** on Zoom or in person at the Fauntleroy Schoolhouse. Email FCA President Mike Dey (msdey50@aol.com) to receive the Zoom link.

WEST SEATTLE GARDEN TOUR: This popular tour of gardens on the Duwamish peninsula will be back for the 28th year on **Sunday, June 23, 9 am - 5 pm**. Tickets are available at westseattlegardentour.org/tickets or selected retail locations.

2ND TIME SALE: Fauntleroy Church's huge annual community sale will be **Saturday, Sept. 14, and Sunday, Sept. 15**. For details about how to donate quality items, visit fauntleroyucc.org/2nd-time-sale.

ART SHOW INVITES CREATIVE TALENT

Artists and artistic crafters from West Seattle, Vashon, and points south should apply **by Aug. 31** for the Nov. 1-3 Fauntleroy Fine Art & Holiday Gift Show.

Begun in 2008 as part of the centennial celebration for Fauntleroy Church, the show displays a wide variety of creative expression. For details and the application form, visit fauntleroyucc.org/art-show.

CALL TO ARTISTS

FCA LEADERSHIP

Mike Dey, president; 206-661-0673

Catherine Bailey, vice president

Kris Ilgenfritz, secretary

Meredith Sciarrio, residential membership

Amber Heinemann, business membership

Bruce Butterfield ■ Alan Grainger ■ David Haggerty

Frank Immel ■ Susan Lantz-Dey ■ Diana Spence

Bill Wellington ■ Martin Westerman

Judy Pickens, writer/editor

Bill Wellington, webmaster

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PLANNERS NOT LISTENING TO THOSE THAT REBUILT FERRY TERMINAL IS TO SERVE

By Mike Dey, president

The project to rebuild the Fauntleroy Ferry Terminal is moving along but not in the "same size" direction the community has been advocating. State planners seem intent on building a larger facility and having it look much like the imposing one in Mukilteo.

FCA and local members of the project's community advisory group have been vocal in providing input that the state has all but ignored. After speaking with folks from Vashon, I learned they feel similarly.

Washington State Ferries hosted online meetings this spring to inform the public about options, but those options were all about what the system wants, not what triangle-route communities want. State planners seem merely to be "checking the box" that they sought public input without factoring that input into design.

FCA has been advocating vociferously and passionately that the state retain the same over-water footprint as the present terminal. Enlarging it would invite more traffic - as many as 1.9 million vehicles per year within a decade. It would also compromise the nearshore habitat that juvenile salmon depend on after exiting Fauntleroy Creek for their years in saltwater.

At a recent FCA business meeting, we asked ferry representatives in attendance to go back to the drawing board and, with all relevant factors before them, create a design that will do the job without building bigger.

The elephant in the room that the state has so far not addressed is pre-ticketing (such as Good-to-Go!), which

could significantly improve service and negate the need for more parking on the trestle. For years, consultants as well as this community have been advising that the ferry system should modernize in this way, yet planners seem determined to build a terminal to serve all comers in the same tollbooth-dependent way.



FCA could use your help to protect our community while improving the ferry system on which so many who live and visit here are dependent. Please directly contact these elected officials as soon as you can:

Rep. Emily Alvarado: 360-786-7978;
<http://app.leg.wa.gov/pbc/memberEmail/34/1>

Rep. Joe Fitzgibbon: 360-786-7952;
<https://app.leg.wa.gov/pbc/memberEmail/34/2>

Sen. Joe Nguyen: 360-786-7667;
<https://app.leg.wa.gov/pbc/memberEmail/34/0>

Rep. Jake Fey, chairman, House Transportation Committee: 360-786-7974;
<https://leg.wa.gov/house/representatives/pages/default.aspx#m17241>

Sen. Marko Ilias, chairman, Senate Transportation Committee: 360-786-7640;
<https://app.leg.wa.gov/pbc/memberEmail/21/0>

District 1 Seattle City Councilmember Rob Saka:
206-684-8801; rob.saka@seattle.gov

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