



The 13th **Fauntleroy Food Fest and FCA Annual Membership Meeting** will be **Tuesday, March 19**, in the emerald room at **The Hall @ Fauntleroy**. Doors will open for the free event at **6 pm**.

Expect a wide variety of food and beverage samples from local eateries and an equally wide variety of governmental offices and area programs with information about their current projects and services.

FCA Board members will be front and center to accept your dues (cash/card/check) for renewed or first-time membership. A brief business meeting will be midway through the evening, at about 7:00 pm.

Bins will be out to collect canned food for neighbors in need.

*Photo courtesy Gail Ann Photography*

## SURVEY REVEALS PARKING BEHAVIOR IN BUSINESS AREA

By Catherine Bailey

Over the past year, FCA surveyed people patronizing Endolyne businesses to understand their parking preferences and the potential impact if new development increases competition for nearby parking spaces.

To date, our questionnaire has reached just over 1,000 customers of four businesses, asking how far away they had parked and how far away they were willing to park to visit Endolyne Joe's, The Original Bakery, Treo Salon, or Wildwood Market.

Most (88%) came by car versus walking or taking transit. About half said they *(see page. 2)*

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## CITY SEEKS COMMUNITY INPUT ABOUT CULVERT REPLACEMENTS

As announced in the September 2016 edition of this newsletter, Seattle Public Utilities (SPU) launched a planning process aimed at replacing the city's culvert that carries Fauntleroy Creek under 45th Ave. SW. That project soon grew to encompass the city's culvert under California Ave. SW, which connects to the church's culvert under the Fauntleroy Church parking lot.

The project team has now identified several options for each site that meet regulatory requirements and in the coming months will further analyze the environmental, social, and cost effectiveness of each option. The team will also be taking into account a number of other assessments, including technical feasibility, future operations and maintenance needs, environmental benefits, and construction impacts.

Three outreach events are on the calendar to enable SPU to gather essential feedback from the community:

1. The team will present preliminary options at **FCA's monthly business meeting on Tuesday, March 12**, starting at **7 pm** in the conference room at the Fauntleroy Schoolhouse Community Center.
2. Look for SPU's information table at the **Fauntleroy Food Fest and Annual FCA Membership Meeting on Tuesday, March 19**, starting at **6 pm** in the Hall @ Fauntleroy.
3. Drop in at an open house for the general public on **Wednesday, March 20**, between **5 and 7 pm** in the Hall @ Fauntleroy.

For more information, visit the project website at [www.seattle.gov/util/EnvironmentConservation/Projects/FauntleroyCreekCulvertsReplacement/](http://www.seattle.gov/util/EnvironmentConservation/Projects/FauntleroyCreekCulvertsReplacement/).



## GREEN THUMBS ON THE JOB

On Jan. 6, volunteers tucked 1,250 tulip bulbs into the planter boxes around Fauntleroy's business area. Look forward to an April/May bloom in a variety of colors.

*Photo courtesy Susan Lantz-Dey*

# NEW CAMP COLMAN CABIN WILL HONOR GEORGE NICHOLS FAMILY

For more than 30 years, George Nichols was a perennial presence at Camp Colman for Fauntleroy youth and families, making days full of fun activities and evenings around the campfire haunting.

Now George is about to be honored with a new cabin at the camp.

Fund raising is under way to finance the Nichols cabin, one of four to be added at the camp. When all are completed, the Seattle YMCA estimates that the historic camp on Case Inlet in southern Puget Sound will be able to accommodate 2,000 more campers per year.

For many kids who grew up in Fauntleroy, George and the Nichols family are synonymous with Camp Colman. During his 38 years as program director, physical director, camp director, and YMCA Camping Services executive director, George left an indelible mark on campers and leaders alike.

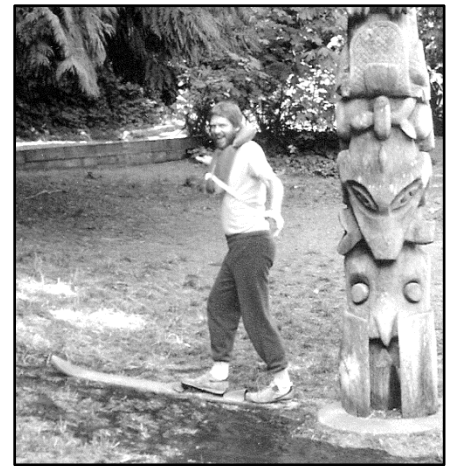
Dating from 1912 when the Colman family began inviting Fauntleroy youth to their summer home on Horsehead Bay, the camp moved to its present site in the mid-60s. George's YMCA tenure was from 1963 to 2002.

The fund-raising goal for the cabin is \$150,000. Donations are being accepted at [seattleyymca.org/CampGive](http://seattleyymca.org/CampGive) and by mail at YMCA Camping & Outdoor Leadership, 909 Fourth Ave, Seattle 98104 (write "Nichols Cabin" in the memo line).

Construction will start this spring and include two other cabins funded to honor long-time Fauntleroy families. "Cruzen" is made possible by a generous gift from Adah Cruzen honoring Earl and the Cruzen family.

The other, dubbed the "Bosco" cabin, will honor the Al and Pearl Bostrom family and Alki's Bob and Mary Code family. Al was youth director at the downtown YMCA and

As this 1982 snapshot confirms, George Nichols had limitless ways to infuse every day at camp with at least one good laugh. Photo courtesy Seattle YMCA



Bob currently serves on the Y's Camping & Outdoor Leadership Board.

In addition to the cabins, the Y is raising money for a new marine education center and purchase of 20 additional acres adjacent to the camp. Learn details at [seattleyymca.org/new-improved-overnight-camps](http://seattleyymca.org/new-improved-overnight-camps).

## GOOP, ANYONE?

If you were ever a camper or staffer at Camp Colman, be sure to RSVP for the annual goop breakfast on **Saturday, March 30, 9:30 am** in Fellowship Hall at Fauntleroy Church. This year's free gathering will celebrate completion of fund raising for the Nichols family cabin. Email [campinfo@seattleyymca.org](mailto:campinfo@seattleyymca.org) by **March 20** to reserve your fair share of the historic topping.

## PARKING (continued)

parked on the street no more than one block away from their destination. The remainder parked two or more blocks away or in the lot next to Endolyne Joe's.

In response to our "willing to park" question, 39% said they needed to park one block away or closer. Slightly more were willing to park up to two blocks away and 20% were willing to park farther away than that.

The survey also revealed differences in customer habits and preferences depending on the business. Patrons of The Original Bakery, for example, typically arrived by car (89%) and 51% said they needed to park no more than one block away. Those heading to the Wildwood Market walked 24% of the time and 34% said they would walk two or more blocks to get there.

Based on differences between current practices and preferences, one could deduce that residential growth would impact individual businesses differently. If parking becomes more of a premium within a one block radius, some retailers could lose customers. On the other hand, more residents in the immediate neighborhood could mean more customers for those businesses.

We have shared these findings with participating merchants.

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## CREW ON THE BEACH TO REDUCE CREOSOTE POLLUTION IN COVE

On Feb. 19, a crew from the State Department of Natural Resources began removing creosote drift logs from the beach in Fauntleroy Cove. In just two days, the crew collected 17 tons. They are cutting the logs into manageable pieces and hauling onto a landing craft, and getting them ashore for eventual disposal at a landfill approved for creosote. FCA initiated the project and secured permissions from beachfront owners. The work to improve water quality will continue for several days, then be as needed and as the state is able. Photo courtesy Susan Lantz-Dey



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## LAST CHANCE TO COMMENT ON ONE-SIZE-FITS-ALL UPZONING

A decision by the FCA Board included Fauntleroy among the 29 neighborhoods that challenged the adequacy of the City of Seattle's environmental impact statement (EIS) for proposed mandatory housing affordability legislation. In an attempt to gain affordable housing and increase density, the legislation calls for citywide one-size-fits-all upzoning.

After hearing 19 days of testimony, the city's hearing examiner ruled on Nov. 21 that the city must redo parts of the EIS related to exclusion of historic properties. On all other points, he found the EIS to be "adequate" under SEPA - the State Environmental Policy Act.

The Morgan Junction and other urban villages in West Seattle have been working with Councilwoman Lisa Herbold on alternative ways to achieve affordability and density goals. The City Council may or may not include her amendments before it votes by the end of March.

The last public meeting was Feb. 21 but you may still comment by emailing [lisa.herbold@seattle.gov](mailto:lisa.herbold@seattle.gov).



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## FROM PAST TO PRESENT

# FERRIES HAVE BEEN IN FAUNTLEROY COVE WELL OVER A CENTURY

By Judy Pickens

*With replacement of the Fauntleroy Ferry Terminal included in Washington State Ferries' long-range plan, a look back at the facility's history seems in order. Thanks in large part to the Southwest Seattle Historical Society for enabling this glimpse into our neighborhood's past.*

Ferry service was a logical extension of how important boat transportation was to early residents of central Puget Sound, both Coast Salish and newcomers. It began in an organized way in the late 1880s with a "mosquito fleet."

These small steamers hauled both passengers and cargo and stopped at several ports of call, including a rudimentary dock in Fauntleroy Cove. In 2000, the late Morey Skaret recalled in these pages that, in the wake of the "Big Snow" of 1916, one of these plucky boats brought the only milk to be had for his baby brother.



Area residents enjoyed the shade and view above the Fauntleroy Ferry Dock in about 1910. Image courtesy of the Southwest Seattle Historical Society, Seattle, Washington

The first diesel-powered car ferries plied the Sound in 1916 and, as decent roads and automobiles proliferated, so did the demand for car ferries. In 1919, the "triangle" route began serving Vashon Heights at the north end of the island, Harper north of Southworth on the Kitsap Peninsula, and downtown Seattle from a dock at the foot of Marion Street.

In 1925, improved roads in West Seattle prompted the addition of Fauntleroy as a fourth point on the route. The downtown dock was dropped in 1939 when users favored the more frequent service possible at Fauntleroy. This decision, according to Vashon historian Bruce Haulman, spared his island from the development that frequent service to downtown had brought to Bainbridge Island.

By then only the Black Ball Line remained. When the owners sought to increase fares in the late 1940s, the state balked and the line shut down here. In 1951, the

Washington Toll Bridge Authority bought most of its domestic assets, intending to maintain ferry service only until proposed cross-sound bridges could be built (including between Vashon and Fauntleroy). After those failed to win approval, the state took on long-term service, now operated by Washington State Ferries, a division of the State Department of Transportation.

Our historical society's collection includes a 1999 *West Seattle Herald/White Center News* clipping in which the late Reg Morgan, a lifelong Fauntleroy resident, shared memories of being among the kids who fished off the dock, "next to the 'No Fishing' signs."

The ticket agent not only sold tickets to Vashon and Harper but he enforced the fishing regulations. The regular agent was a man the kids referred to as "Uncle Elmer" but, during the summer, it was Sivert Skotheim, principal of the Fauntleroy School. (see next page)



The Fauntleroy terminal in 1951. Courtesy of the University of Washington Libraries, Special Collections, TRA1310



## A LOOK AT VEHICLES USING FERRY

*While preparing FCA files for archiving with the Southwest Seattle Historical Society, I found handwritten data compiled in 1981 about cars per year and average per day passing through the Fauntleroy terminal (to/from Vashon and Southworth). The first two in this sampling are from the Black Ball Line (which I wasn't able to confirm) and the rest are from the State Department of Transportation:*

Year	Total Cars	Cars/Day
1938	104,605	286
1944	261,894	716
1960	553,805	1,513
1970	807,810	2,213
1980	1,330,625	3,636
1990	1,602,506	4,390
2000	1,901,506	5,210
2010	1,610,421	4,412
2018	1,675,862	4,591

## FERRIES, continued

"None of us tried to pull anything over on Mr. Skotheim," Reg wrote, "because we felt he would get back at us once school started."

Perch, flounder, and cod preferred being under the dock. If Reg and his buddies wanted to catch them, they had to risk fishing beneath the span that ferry workers raised and lowered with the tide to load and unload the boats. This violation of the fishing rules was too much for "Uncle Elmer."

"He would take a fire hose and drench us to the skin, like drowned rats, followed by a string of obscenities."

Thinking of those days reminded Reg of the sweeter language of "The Black Ball Line," a song introduced in 1951 and popularized by Bing Crosby. The lyrics recall several boat names and the romantic ride:

Get aboard, get aboard when the weather's fine.  
 Take your pick of the ferries on the Black Ball Line.  
 There's the *Illahee* and *Chippewa*  
 And the *Quillayute*, the *Kalakala*.  
 You'll find all these on the Black Ball Line.  
 The *Klahanie*, the *Nisqually*, there's the *Malahat*  
 (We'll think of that!)  
 The *Klickitat*  
 (There goes my hat!)  
 Down in the engine room  
 The boilers hum a tune.  
 They're singin' love in bloom  
 With deep emotion.  
 And on the deck above,  
 Each happy pair in love  
 Is holdin' hands and dreaming  
 That they own the ocean.

Visit [www.loghousemuseum.org](http://www.loghousemuseum.org) to learn about the Southwest Seattle Historical Society, become a member, plan a visit to the museum, or preview special exhibits and events.

### FCA LEADERSHIP

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Frank Immel, secretary

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Nils von Veh                              Bill Wellington

Martin Westerman

Bill Wellington, webmaster/Facebook  
*fcacommunications@gmail.com*

Judy Pickens, writer/editor

## WHAT FERRY SIGNALS MEAN

For many decades, ferry captains have been using unique sound signals to communicate maneuvers and hazards. Thanks to Washington State Ferries for sharing what the various signals mean. Here's the key:

- = a short (1 second)      – = a prolong (3-5 seconds)
- •• arriving
- departing or a blind bend (when crew cannot see around a turn)
- turning right
- turning left
- backing up/operating astern propulsion
- danger (when actions of another vessel are unknown or when another vessel is where it shouldn't be)
- — abandon ship (7 shorts, then 10 seconds of prolong)
- fire (10 seconds of prolong)
- • – • – • rescue or man overboard
- fog (repeated every 2 minutes)

## VICKI SCHMITZ-BLOCK STEPS DOWN AFTER LONG SERVICE ON FCA BOARD

In January, Vicki Schmitz-Block resigned from the FCA Board after ably serving since 2002.

Retiring from the county gave her the time to volunteer and she stepped right into the deep end as FCA treasurer. Her years of board service since 2004 included being Fauntleroy's representative on the Southwest District Council and helping in myriad other ways.

"Vicki's knowledge of people and processes in city and county governments has been invaluable and her unbridled enthusiasm and support for FCA and this community have helped us recruit new members and board members," said FCA President Mike Dey. "Next time you see her, please thank her for her great service."

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# THREE BEEFY TOPICS ON FERRY ADVISORY COMMITTEE'S PLATE

By Frank Immel

Those of us serving on the Fauntleroy Ferry Advisory Committee have had a full plate of late, especially regarding three topics: long-range planning, a new schedule, and the dock structure here.

## Long-range planning

The State Department of Transportation recently completed the 2040 long-range plan for its ferry system as a road map for the budget now before the Legislature. It calls for new boats, terminal improvements, electrification on some routes, and a host of other actions. Look through it at [www.wsdot.wa.gov/ferries/planning/long-range-plan/the-plan](http://www.wsdot.wa.gov/ferries/planning/long-range-plan/the-plan).

## New schedule

The weekday schedule to start March 31 on the Fauntleroy/Vashon/Southworth route holds promise to improve commute-time service. Created over the past two years, it reflects input from riders, key user groups, terminal staff, vessel crew, the Triangle Improvement Task Force, and local advisory committee.

Revisions focus on improving peak afternoon sailings westbound from Fauntleroy so that boats don't have to leave before they are full just to keep on schedule. Morning sailings eastbound from Southworth are also adjusted. The major change is that "destination only" boats will be more limited. If you're interested in details, visit [www.wsdot.wa.gov/sites/default/files/2018/12/20/Triangle-Schedule-1220-FINAL.pdf](http://www.wsdot.wa.gov/sites/default/files/2018/12/20/Triangle-Schedule-1220-FINAL.pdf).

To better understand triangle-route challenges, the Legislature funded the University of Washington's Evans School of Public Policy and Governance to analyze operational alternatives to improve ticketing and loading at the Fauntleroy terminal. In addition, the research team recommended ways to improve community engagement. Find the study at [www.wsdot.wa.gov/publications/fulltext/LegReports//17-19/FauntleroyStudy\\_Dec2018.pdf](http://www.wsdot.wa.gov/publications/fulltext/LegReports//17-19/FauntleroyStudy_Dec2018.pdf).

## Dock structure

Big things are planned for the dock itself. I think we can all agree it's getting long in the tooth. Some would say it is well beyond its service life and too small; others think it is just fine the way it is.

In truth, it is in need of serious repair, plus it is too low and not seismically up to today's standards. The state is in the very early stages of selecting an engineering firm to perform environmental studies and begin design.

Members of our advisory committee are developing a list of things we think Fauntleroy would be willing to accept and a list of those we would not. We'll be reaching out to stakeholders in the community for input. Please stay tuned for more as we move this process along.

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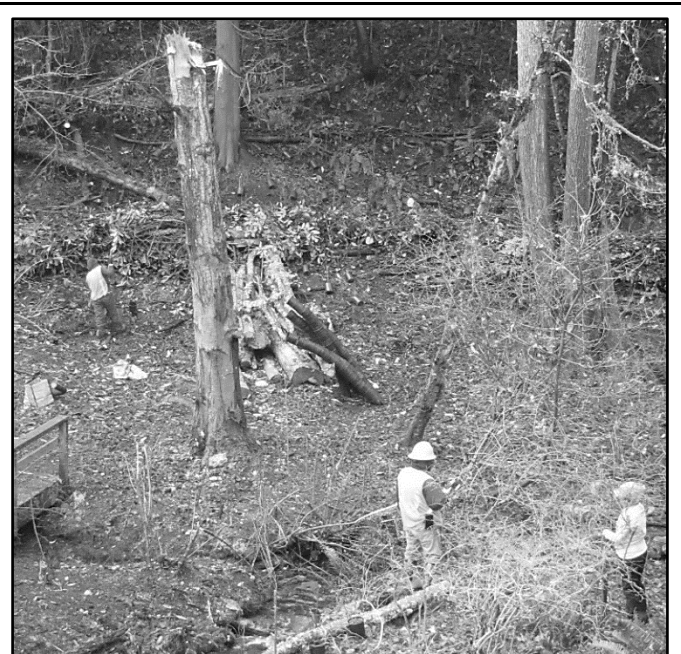
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## OPEN SPACE BEING PLANTED

Removal of invasive plants, especially English laurel the size of trees, is well under way in the city-owned open space adjacent to the fish ladder in lower Fauntleroy Creek. The multi-year Green Seattle Partnership project is using a contractor to revegetate the site's steep slope with beneficial native plants and volunteers are responsible for planting the flat area. Here the crew is working around a diseased alder that recently snapped in high wind. Photo courtesy Judy Pickens



# VOLUNTEER NATURE GUIDES WILL ENHANCE PUBLIC EDUCATION IN CITY PARKLANDS

Seattle Parks and Recreation is accepting applications for its new Seattle Urban Nature Guide program, which will train and schedule volunteers to interpret the natural environment in city parklands, including Lincoln Park, Camp Long, and Longfellow Creek.

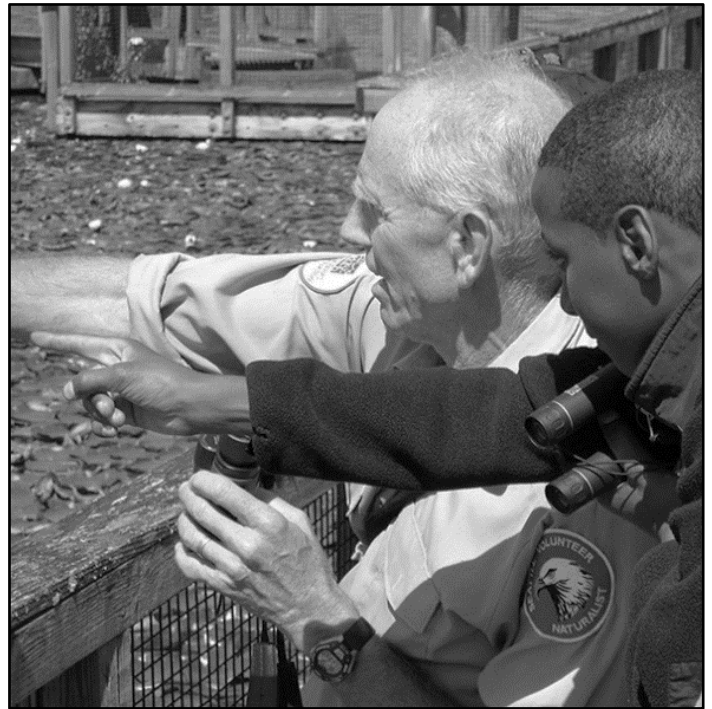
The free program asks "SUN Guides" to serve for at least one year and enhance education offerings by guiding at least eight events for school and other groups.

Applicants should enjoy working with children and the general public, be physically able to walk over rough terrain, and be comfortable working outdoors, including in forested areas. The program is giving priority to volunteers interested in guiding programs in West Seattle.

Volunteers will start with five weeks of indoor and outdoor classes to learn about Puget Sound's natural and cultural history. The training will also cover public speaking, communication, and group management, as well as techniques for promoting conservation and stewardship of natural resources. Several training sessions will be at Camp Long.

Volunteers will also receive continuing education and have access to an excellent natural-history library over the course of their service.

Applications are due **March 21**. Training will start March 26 and end May 2. For details and the application packet, visit [www.seattle.gov/parks/volunteer/environmental-education-volunteers#SUNG](http://www.seattle.gov/parks/volunteer/environmental-education-volunteers#SUNG) or contact public education program specialist Penny Rose at 206-386-4250 or [penny.rose@seattle.gov](mailto:penny.rose@seattle.gov).



After training, volunteer naturalists will guide school and other groups learning about the natural environment in city parklands. Photo courtesy Seattle Parks and Recreation

## WATERSHED ANNUAL REPORT, DOCUMENTARY NOW ONLINE

Since 2001, the Fautleroy Watershed Council has been engaging with governmental agencies, the schools, and the public to steward natural areas and provide a classroom for environmental education and student research. Its 2018 annual report, now posted at [www.fautleroywatershed.org](http://www.fautleroywatershed.org), attests to another productive year.

The report summarizes stewardship and restoration projects, salmon education and research, outreach, and advocacy, as well as progress toward the council's goal of raising \$30,000 in private funding.

Launched a year ago after government grant funding for new restoration and care of restored areas dropped severely, the Fautleroy Watershed Stewardship Fund had by year's end grown to nearly \$10,000. The council is planning its first use of this funding to maintain investments already made in Fautleroy Creek.

Another addition to the website is a link to the "Gift of the Salmon" documentary made 20 years ago by Seattle Public Utilities, shortly after completion of the fish ladder in the lower creek.

"The film's point about restoration's not being finished is still spot on today," said council member Dennis Hinton. "Fautleroy Creek is a dynamic system that will always need our attention if it is to continue to support both young salmon and young people and be a natural asset of the community."



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# DECISION SOON ON IMPACT OF DRAFT ZONING TO ADD DWELLING UNITS

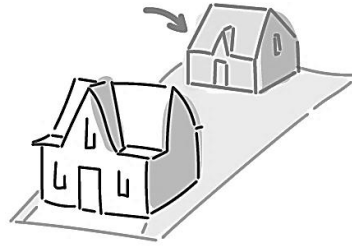
In the September 2018 issue of *Neighbors*, we reported that the Seattle City Council was considering rezoning every single-family parcel to enable up to three dwellings on each. Off-street parking would not be required, nor would the property owner be required to reside on the site.

New homes would not be allowed over 2,500 square feet and neighborhoods would have to absorb additional vehicles as developers add up to two accessory dwelling units to sites now occupied by one single-family home.

Current rules allow Seattle homeowners to add either a detached cottage or a dwelling unit attached to the main house. One off-street parking spot is required and the owner must live on the site at least 50 percent of the year.

In October, the city released an environmental impact statement (EIS) that found impacts of the proposed rezoning was so small that they could be disregarded. The Queen Anne Community Council appealed the adequacy of the EIS and a hearing examiner will probably

rule within 30 days of the March 25 hearing. If the examiner does not find in favor of the city, the EIS will likely go back to city planners and their consultants to address inadequacies. Changes may take a few months or more, depending upon the ruling.



Once revisions are made OR if the hearing

examiner rules completely in the city's favor, the legislation will go to the City Council for discussion and a vote. This process will include opportunities for public comment.

At the same time, the State Legislature is considering House Bill 1797, which would require counties and cities to rezone all single-family parcels to allow for up to three dwellings per parcel. This bill is very similar to Seattle's proposed rezoning and 34th District Rep. Joe Fitzgibbon is one of the bill's sponsors. It encourages jurisdictions to increase their sales tax to subsidize the added dwellings.

For more information about the Queen Anne appeal, visit <https://queenanneappeal.org/>. Track and comment on the house bill at <https://app.leg.wa.gov/bills/summary> and search for 1797.

## FCA'S BUSINESS & ORGANIZATION PARTNERS

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Treg Organic Salon LLC  
West Seattle and Fauntleroy YMCA  
West Seattle Blog  
Wildwood Market

## WELCOME YOUR NEW NEIGHBORS

For 19 years, FCA's welcome-bag program has been providing a cheerful and informative "Welcome!" to newcomers to the neighborhood. Each bag is full of information about the community, discount coupons from Fauntleroy businesses, and a jar of jam or other homemade gift.

The program requires that residents alert coordinator Susan Lantz-Dey when new neighbors move into a house or apartment. She will then arrange to get a bag to you for personal delivery. Reach her at [slantzdey@aol.com](mailto:slantzdey@aol.com) or 206-930-5219 when you learn of someone new.



## WEST SEATTLE BLOG

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# COMMUNITY GETS BUSIER WITH PROMISE OF SPRING

**LEAK DETECTION:** Keep oil and other vehicle fluids out of Puget Sound by attending Seattle Public Utilities' free auto-leaks workshop on **Saturday, March 9, 9 am - 1 pm** at South Seattle College. You'll get a professional inspection, learn where leaks may occur and how to fix them, and take home a free maintenance check kit. Find details at [www.seattle.gov/util/EnvironmentConservation/MyHome/PreventPollution/AutoLeaks/index.htm](http://www.seattle.gov/util/EnvironmentConservation/MyHome/PreventPollution/AutoLeaks/index.htm). Email questions to [SPU\\_EPTResources@seattle.gov](mailto:SPU_EPTResources@seattle.gov) or call 206-684-7624.



**COMMUNITY BUSINESS:** The FCA Board invites residents to its monthly business meeting on **second Tuesdays (March 12, April 9, May 14)** at 7 pm in the boardroom at the Fauntleroy Schoolhouse Community Center. Contact FCA President Mike Dey about the agenda at 206-661-0673.

**FAUNTLEROY WATERSHED COUNCIL:** Residents interested in helping steward natural areas in the neighborhood - especially Fauntleroy Creek and Fauntleroy Park - are welcome **Thursday, March 14, and May 9, at 7 pm** at Fauntleroy Church. Contact Judy Pickens at 206-938-4203.

**SWEET MUSIC:** The 2019 edition of the Sweet, Sweet Music series at Fauntleroy Church will continue on **Friday, March 15, at 7:30 pm** in the sanctuary with David Yanacek on French horn and Bronwyn Edwards on piano. Expect arrangements of both classic and contemporary pieces, plus special guests. Admission at the door (\$15 adults; \$10 senior; kids free) will include beverage and dessert. Find details at [www.fauntleroyucc.org/events](http://www.fauntleroyucc.org/events). Also keep an eye out there or on the *West Seattle Blog* for a **community square dance** that's penciled in for **Friday, May 31!**



**FAUNTLEROY CHILDREN'S CENTER:** "Moonlight Masquerade" is the theme of the 32nd annual dinner auction on **March 16** to benefit the Fauntleroy Children's Center. Festivities will get under way at **5:30 pm** in the Hall @ Fauntleroy, with former Mayor Greg Nickels as emcee. To find details and order tickets, visit [fauntleroychildrenscenter.org/annual-auction/](http://fauntleroychildrenscenter.org/annual-auction/).

**LINCOLN LOVERS:** Show your love of the park's urban forest by joining **Friends of Lincoln Park** for work parties on **first Saturdays (April 6, May 4, June 1)** and/or **third Sundays (March 17, April 21, May 19)** of the month.

Muster at the kiosk in the north parking lot at **9 am** with sturdy shoes, long pants, work gloves, and water. Contact Sharon Baker at [sabaker41@gmail.com](mailto:sabaker41@gmail.com) or 206-464-1068.



**FOOD FEST:** The **Fauntleroy Food Fest and FCA Annual Membership Meeting** will be **Tuesday, March 19**, in the emerald room at **The Hall @ Fauntleroy**. Doors will open for the free event at **6 pm**.

**GOOP BREAKFAST:** The annual goop breakfast/reunion for Camp Colman alumni will be **Saturday, March 30**, at **9:30 am** in Fellowship Hall at Fauntleroy Church. Email [campinfo@seattlemca.org](mailto:campinfo@seattlemca.org) by **March 20** so they'll be sure to have enough of the super-sweet topping for you.



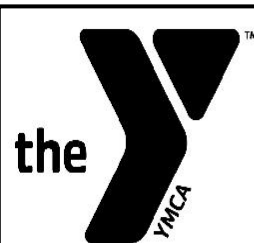
## RECYCLE ROUNDUP

**RECYCLE COLLECTION:** 1 Green Planet and Fauntleroy Church will host the spring roundup on **Sunday, April 28, 9 am - 3 pm** in the church parking lot. Find the long list of what to bring for responsible recycling and the short list of what not to bring a few weeks ahead at [www.fauntleroyucc.org](http://www.fauntleroyucc.org) or on the *West Seattle Blog*. Free; donation optional.

**NEIGHBOR DAY:** Seattle's 25th annual Neighbor Day will be **Saturday, May 4**. The Seattle Department of Neighborhoods bills it as a day to reach out to neighbors and to indulge in random acts of kindness to thank those who help make neighborhoods throughout the city great places to live.

### DINE OUT FOR FALL FESTIVAL:

Fauntleroy Fall Festival planners have chosen **Tuesday, May 7**, for the annual dine out at Endolyn Joe's in support of the free festival in October. Joe's will donate a percent of sales that day and evening and you'll have a chance to win one of many great raffle items. Watch the *West Seattle Blog* for details.



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# PROPOSED ZONING CHANGES TAKE AIM AT QUALITY OF LIFE

By FCA President Mike Dey

Whoa, what a winter! Despite the inconveniences of the snow, I enjoyed seeing multi-generation groups sled-ding down hills and cross-country skiing in Lincoln Park.

City government was out there, too, but the snow was a relatively small distraction for a City Council and mayor knee-deep in trying to stem the high cost of housing here by enabling more of it.

According to the law of supply and demand, building more housing should contain the cost of renting that housing. Even if rents drop, they cannot drop all that much, not even to what they were five years ago, because the cost of living in Seattle has increased overall.

If we have dramatically more housing, the cost of running this city will also grow, given the need to build more light rail, increase school spending, and put more resources into homelessness, all funded by property taxes.

The real cost of owning an apartment building in Seattle has gone up faster than the rate of inflation and, while increasing housing might curb rental fees, owners will need to pass on their costs to tenants. With wage increases lagging behind cost of living, people are being forced out of the city, including some of my neighbors.

Proposed zoning changes to increase density would eliminate single-family zoning citywide, including in Fautleroy, not just in designated urban villages such as the Morgan Junction. They would also allow up to three

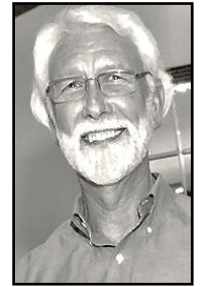
dwelling units on one piece of property. Yes, these changes would likely reduce rents but the revenue potential they create would increase assessed values and taxes on single-family properties, whether or not their owners add units.

A big concern is how such changes would alter the quality of life associated with having green space between homes. The city is already falling short of its goal for tree canopy to help offset greenhouse gas emissions. If all this development comes to fruition, it would cancel out the canopy gains we have made and forever alter views and the environment.

At least two of the City Councilmembers who have pushed these changes are not running for elected office in part because they have soiled the nest and their voter base feels betrayed.

So options? I believe the best we can do at this point is voice our concerns, then invest in planning what we would like to see happen to this community. Such planning will require a lot of work by a lot of people but we will not be alone. Several other Seattle neighborhoods, including in West Seattle, have come to the same conclusion, so stay tuned about this planning.

Right now, you need to let City Council members and the mayor know what you think about their density proposals before they finalize and approve them.



KEEP UP TO DATE ON FAUNTLEROY EVENTS ON FACEBOOK  
If you're a member of Facebook, go to [www.facebook.com/FauntleroyCommunityAssociation](http://www.facebook.com/FauntleroyCommunityAssociation).

[WWW.FAUNTLEROY.NET](http://WWW.FAUNTLEROY.NET)

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