



DECEMBER 2017

PROPOSED REZONING, UPZONING RAISE SIGNIFICANT CONCERNS

By Mike Dey

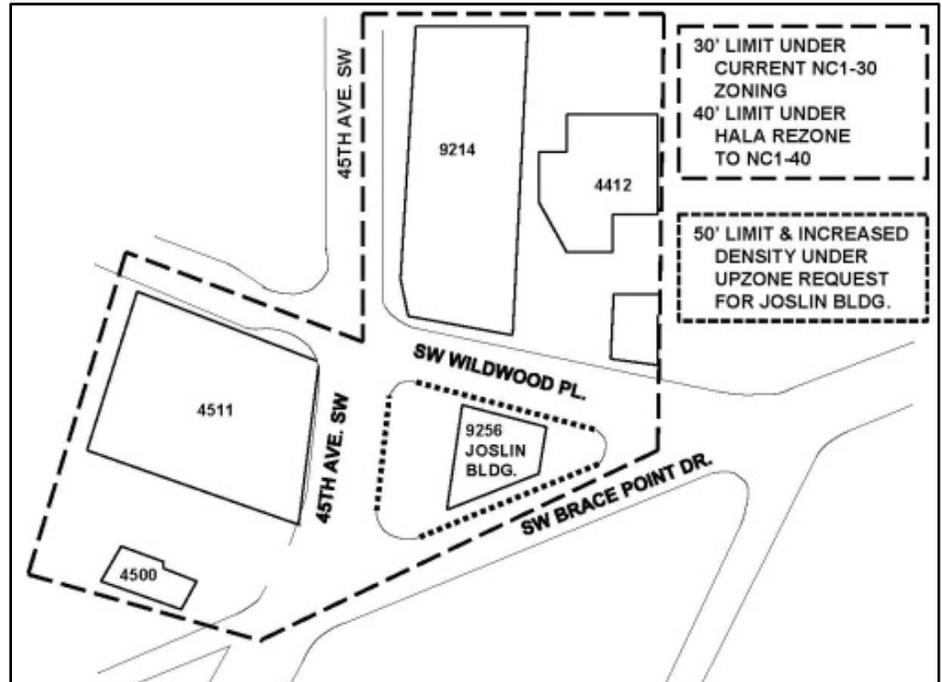
On Oct. 30, the *West Seattle Blog* reported a proposed rezoning of the Joslin Building at 9250 45th SW in the heart of Fauntleroy's retail area. On Nov. 8, representatives of the FCA Board met with the two owners to confirm the report and better understand their intentions so that FCA could begin an informed discussion with the community.

One of the owners lives in the Arroyos and the other is a former Seattle resident now living in Tacoma. At the meeting, they confirmed the Blog's account and their desire to replace the existing structure with a 5-story mixed-use building with no on-site parking. It would have commercial on the bottom floor and 32 apartments above, each measuring 400 - 500 square feet.

The property is currently zoned "neighborhood commercial" with a 30-foot maximum height (NC1-30). The lot has an 8-foot slope.

In their rezone request, the owners not only asked for an upzone to 50 feet but also a change from NC1 to NC3, which is a significant density increase from what currently exists in the Endolyn triangle (see map). The city defines NC3 as "appropriate in urban villages and moderate to large-sized neighborhood business districts where increased commercial and residential densities are favored."

Under new city rules, the 50-foot height would be measured from the average point of the slope (4 feet below the SW Brace Point Dr. level and 4 feet above the 45th Ave. SW level). The building would extend out



to the minimum setbacks required by the city and would eliminate the parking spaces there now.

When asked why they had included the upzone request to NC3, the owners said they did not know and would have to look into it. An architectural firm out of Denver is representing them in negotiations with the city.

They indicated their desire to have the nicest looking building in the area and one that would fit in with the neighborhood. They anticipate a year to receive the required permits.

At FCA's monthly business meeting on Nov. 14, the issue of the rezone and replacement of the Joslin Building took center stage for board members and the several community residents who attended.

Discussion highlighted two applicable provisions in the current HALA (Housing Affordability and Livability Agenda) proposal expected to be voted in by the City Council early to mid 2018:

1. The Endolyn triangle would be rezoned to NC1-40 on both sides of 45th Ave SW between SW Brace Point Dr. and SW Wildwood Pl., plus two properties at 45th and Wildwood (see map). That change would allow any new or remodeled buildings there to go 10 feet higher - from the current 30-foot limit to 40 feet. (The requested upzone of the Joslin Building would add another 10 feet to that property.)

2. The city would not require any on-site parking for an apartment building so close to a bus line that has a published arrival in at least one direction every 15 minutes or less for most of the day.

The discussion that ensued centered on two principal concerns: the height of the building (20 feet higher than is permitted now) and the lack of on-site parking.

Issues around building height included, among others, being out of character with the neighborhood, blocking views for homes east of the
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REZONING, UPZONING *(from p. 1)*

building, and setting a precedent for other properties in the Endolyne retail area.

Issues expressed around parking go back decades. Ferry workers and users park here to catch the boat and bus riders park here to catch the bus, depriving residents of on-street parking.

After considerable effort, Fauntleroy won city approval in 1979 for resident-only parking by permit in Zone 3. In recent years, both ferry workers and car rental groups such as Car2Go and ReachNow have gained free parking in this zone. These and other concerns prompted FCA to begin advocating for expansion of Zone 3 restrictions.

Now parking has become a significant concern for triangle merchants as well, even after recent changes intended to improve public safety and at least maintain parking spaces. They report hearing every day from customers who must drive to the businesses about the lack of parking.

The proposed rezone would put additional cars on the street; even tenants of the new building who don't have cars are sure to have visitors who do. It would also eliminate the 10 off-street parking places on the lot of the present building.

The board established a subcommittee, co-chaired by Vicki Schmitz-Block and Alexis Zolner, to closely monitor developments. FCA expects to have a community meeting on this subject after the first of the year similar to the meetings about the proposed Lincoln Park zip line and changes to Cove Park.

In the meantime, FCA asks area residents to do two things:

✓ Let the city know your views on HALA. Go to www.seattle.gov/hala for information and opportunities to comment.

✓ FCA is as strong as our membership. If your neighbors are not members, ask them to join. Refer them to www.fauntleroy.net for details.

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FERRY TASK FORCE TO CONTINUE; PLANNING UNDER WAY TO REBUILD FAUNTLEROY TERMINAL

By Gary Dawson

The Washington State Ferries Triangle Task Force, consisting of three panel members each from Fauntleroy, Vashon, and Southworth, began in January to create a more efficient tolling and ferry-loading process at the Fauntleroy terminal.

The task force came up with a "quick-fix" plan, which the state initiated in June, to improve queue wait times and vessel loading. With minor adjustments, the changes appear to be making a positive difference.

During the same period, State Ferries hosted public meetings to get feedback and input from ferry users and additional topics such as destination routing and

schedule changes came up. As a result, rather than disband as planned next month, the panel will continue indefinitely to discuss triangle-route operations in general and the Fauntleroy terminal in particular.

In a separate effort, State Ferries has begun updating its long-range plan, a requirement of the Legislature every 10 years. This committee includes representatives from ferry communities and users and is to present its final plan to the Legislature in January 2019.

Of particular interest to West Seattle and Fauntleroy is the system's internal study, "Fauntleroy Terminal Replacement Project."

Planning in response to this study will begin January 2018 with some urgency as, according to the document, the Fauntleroy terminal is aging and highly vulnerable to seismic damage. State Ferries will include all stakeholders, including the Fauntleroy Ferry Advisory Committee, in the environmental review.

At this point, construction of a replacement is scheduled to begin in 2025 and be completed by 2027. Of course, all aspects of the long-range plan are subject to approval and funding by the Legislature.

Knowing that this project is of great concern to the Fauntleroy community, those of us on the advisory committee will be fully engaged in the process and will report all progress. We welcome your comments at any time and I'll let you know as specific opportunities for input arise.



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2017 FALL FESTIVAL ONE OF LARGEST



Oct. 15 proved to be a perfect day for the annual Fauntleroy Fall Festival. An estimated 2,000 neighborhood residents turned out to make it one of the largest since the first, in 2002. It was an afternoon of activities, crafts, and music, plus the casual conversations that connect neighbors.

Board member Gary Dawson (upper left) helped staff FCA's display and scores of other volunteers (upper right) contributed in myriad ways to pull off the event. Small children enjoyed the new "oasis" bounce toy (left).

Revelers donated \$587 toward keeping the event free. Planning is under way for fund raising to support next year's festival. They also joined Fauntleroy Church in donating 166 pairs of socks to homeless clients of Operation Nightwatch. *Photos courtesy Irene Stewart and Debbie Kerns*

FUNDING COULD FINALLY LEAD TO ENFORCEMENT OF NOISE ORDINANCE

Passage on Nov. 20 by the City Council of Seattle's 2018 budget included funding intended to lead to enforcement of the city's noise ordinance. It is a win for the Alki Community Council, which worked with Councilwoman Lisa Herbold to draft the provision, and by extension, for the Fauntleroy neighborhood.

Residents have long been plagued by the noise of motor vehicles exiting early-morning ferries, then roaring, unchecked, along arterials. Over the years, FCA has worked with Seattle Police to stop violations but periodic, short-term warnings have been the best police could do.

Come Jan. 1, however, the ordinance will be backed by funding to lay the groundwork for enforcement.

Initiated in response to vehicle noise and cruising on Alki, the 2018 budget item will also address vehicle noise in Fauntleroy and Belltown. It requires Seattle Police to submit a report by March 16, 2018, covering

- the department's enforcement policies and practices, including historical, technical, and legal factors affecting enforcement.
- current problem-solving strategies and the potential to apply strategies successfully used by other jurisdictions.
- emerging technological approaches to vehicle noise enforcement and their possible application to affected neighborhoods.

This report is a "starter" action. A pilot project is under consideration to test monitoring equipment that appears to have the potential to collect noise data that will stand up in court and also speak to privacy concerns about electronic surveillance.

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ROXHILL PARK NEAREST SECURE BOX FOR SHARPS DISPOSAL

Finding "sharps" in a park or other public space used to be the odd occurrence. These days, however, coming across syringes and other leavings from drug use has become common enough that the city has placed secure sharps disposal boxes around the city, including in Roxhill Park across from Westwood Town Center.

Whether from legal or illegal drug use, sharps are not allowed in the garbage because they're a hazard for solid-waste employees. They need to go in a puncture-resistant container with a tight-fitting lid. A liter soda bottle will do, as will a manufactured sharps container purchased at a local pharmacy.

The disposal box at Roxhill Park and other sites is meant to get sharps safely disposed of within 24 hours of their being discarded. Here's what the city advises if you discover one in a parking strip, park, playfield, or other public space:

- Do not pick it up with your bare hands. Use a glove and tongs, shovel, or broom and dustpan.
- Do not break off the needle.

SPAWNERS SCARCE THIS YEAR

On Oct. 27, volunteer watcher Mark Ahlness claimed the first sightings of coho spawners in Fautleroy Creek - a sizable female and a small male. Two more eventually came in before watchers called it a day on Nov. 19.

Watchers did not see any of the fish venture farther upstream than the fish ladder (just across Fautleroy Way SW from the beach). Nor did they observe any spawning.

This year's experience was similar to 2016, said long-time watcher Dennis Hinton, when only seven came in from saltwater.

"Ocean conditions have been hard on these fish," he said. "When warm water off the coast kills much of their prey, they can't survive to complete their life cycle here or elsewhere in Puget Sound.

"We'll continue to focus on education and enriching creek habitat for juvenile coho, especially the 2,000-plus released by students through the Salmon in the Schools program."

Thirteen area schools will be receiving eggs in January to rear for release in May.



The sharps disposal box at Roxhill Park is outside the restroom building, a few steps from parking. Photo courtesy Judy Pickens

- Put it in a soda bottle, affix the lid, label it "SHARPS; DO NOT RECYCLE," and leave it in the secure disposal box in Roxhill Park.

If you don't want to come back with a soda bottle or keep finding sharps in the same location, call Seattle Public Utilities' illegal dumping hotline (206-684-7587) or file a report online (www.seattle.gov/util/environment/conservation/ourcity/reportillegaldumping/). If you have a smart phone, download the "Find It, Fix It" app to file a quick report on the spot.

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EVENTS TO BRIGHTEN WINTER

SANTA PHOTOS: Gail Ann Wodzin (aka Gail Ann Photography) will be at the Fautleroy Schoolhouse Community Center on **Sat., Dec. 9,** and **Sun., Dec. 10,** (9 am - 4 pm each day) for photos with Santa. Walk in with two-legged or four-legged family members or friends or book an appointment: gail@gailannphotography.com or 206-371-0585.

FOR THE BIRDS: Bird lovers of all ages and knowledge levels are encouraged to join Audubon volunteers for the monthly bird survey in Lincoln Park on **second Sundays (Dec. 10, Jan. 14, Feb. 11)** starting at **8:00 am** at the kiosk in the north parking lot. Details and to enroll at 360-317-4646 or kerstimuul@rocketmail.com.

LINCOLN PARK PLAY AREA: Seattle Parks will host a public meeting on **Wed., Jan. 24,** at **6:00 pm** at The Kenney (7125 Fautleroy Way SW) to enable area residents to review the preferred design for the south play area at Lincoln Park and suggest any final changes.

LINCOLN LOVERS: Show your love of the park's urban forest by joining Friends of Lincoln Park for work parties on **first Saturdays (Jan. 6, Feb. 3, March 3)** and/or **third Sundays (Dec. 17, Jan. 21, Feb. 18).** Muster at the kiosk in the north parking lot at **9:00 am** with sturdy shoes, long pants, work gloves, and water. Contact Sharon Baker at 206-464-1068 or sabaker41@gmail.com.

TWO HOLIDAY CONCERTS ON TAP

Area residents will have two opportunities to enjoy seasonal music this holiday season.

On **Saturday, Dec. 9,** at **7:30 pm,** the Northwest Firelight Chorale, directed by Deeji Killian, will perform "Fa La La Land" in the Fautleroy Church sanctuary. The chorale's 50-plus singers are known for excellent vocal technique and expressive singing so expect a wide-ranging repertoire of seasonal favorites, new gems, sing-a-long carols, and a dazzling encore.

Purchase tickets at nwfc.brownpapertickets.com or nwfirelightchorale.org - general admission \$22; youth (5-12) \$12; children 4 and under free. See a preview of the chorale at www.nwfirelightchorale.org/video/.

On **Sunday, Dec. 17,** the Fautleroy Church chancel choir and instrumentalists will perform at **5:00 pm** in the sanctuary. Director Bronwyn Edwards promises a mix of old and new, sacred and secular, at this free concert.

IMMIGRATION: If you're interested in immigration issues, especially around deportations, Fautleroy Church invites you to a speaker series. "Welcoming the Stranger: A Study of Immigration Issues" will be **Monday, Jan. 22, Jan. 29, and Feb. 5** at **6:30 pm** in Fellowship Hall. \$10/person includes dinner. Details and registration at the church office (jackie@fautleroyucc.org or 206-932-5600).

SWEET MUSIC: The Sweet, Sweet Music series at Fautleroy Church will resume in the new year on **Friday, Jan. 26, at 7:30 pm** in Fellowship Hall with music for women's ensemble. Admission at the door includes beverage and dessert.

COMMUNITY BUSINESS: The FCA Board invites residents to its monthly business meeting on second Tuesdays (**Jan. 9, Feb. 13, March 13**) at **7:00 pm** in the boardroom at the Fautleroy Schoolhouse Community Center. Contact FCA President Mike Dey about the agenda at msdey50@aol.com or 206-661-0673.

FAUTLEROY WATERSHED COUNCIL: Residents wanting to steward natural areas are welcome **Thursday, Jan. 11, and March 8** at **7:00 pm** at Fautleroy Church. Contact judy_pickens@msn.com or 206-938-4203.

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CITY NEEDS CARROT, NOT STICK, FOR TRANSITION TO HIGHER DENSITY

By FCA President Mike Dey

A number of issues are now affecting Seattle in general and Fauntleroy in particular that require our focus as a community. Comments on final proposals on HALA, accessory dwelling units (ADUs), detached ADUs (DADUs), and the potential upzone of property in the Endolyne Triangle are coming due or will require our input within six months.

Change is inevitable and can be beneficial, but adjusting to that change is often difficult and takes time. The city has been working especially on two fronts: how to improve housing availability and how to get more people to use mass transit as a way to relieve traffic issues. This year alone, FCA twice provided written feedback to the city - on the HALA proposal and on homeless response.

The city's current proposals to solve the housing shortage and traffic congestion are to build more housing and make driving less desirable. More housing will help some but not enough and only major changes in mass transit will resolve the traffic problem. For too long, we avoided painful solutions to congestion and are now living with the consequences - too many people trying to drive on the same roads at the same time, leading to gridlock.

HALA, ADUs, DADUs, and no onsite parking will dramatically reduce local parking availability. The city is trying to compensate by promoting generalized bike travel (not realistic in a hilly city where so much rain, nor for those with physical limitations) and by making owning a car an inconvenience.

The problem is that, even if a bus passes by your house, it doesn't necessarily take you where you need to go, plus mass transit has only a few feeder routes and park-and-ride lots. Getting people to transition from their cars to mass transit requires a long-term plan. The current policy, rather than being a carrot designed to encourage, is starting to feel

like a stick designed to make driving as unpleasant as possible.

Multiple generations are affected by the city's proposed changes. Millennials supposedly don't want or need a car because they live near work, tele-commute, or have the energy to walk or bike. The GenXers (post Baby Boomers) supposedly can go either way. Boomers and their remaining parents don't know life without a car or are not physically able to do without it.

Maybe by the time GenXers and Millennials have their own mobility limitations, mass transit will be improved, but older people need help now with the transition and, in my opinion, the city has not done an adequate job providing it by offering realistic near-term alternatives.

For example, to get people to where jobs are concentrated, Rapid Ride closed many smaller stops but they are exactly where riders with limited mobility want to go. Making street parking less available doesn't help those needing to get their groceries home, their hair cut, or any of the other things we do every day. It is a big stick approach when a carrot would reflect so much better on the city and help elders transition out of their cars.

Don't get me wrong. A higher-density city requires that we change our behavior but what a shame that no one has offered a way to get us all there without leaving a bad taste. Instead we have a transportation system that is decades behind the time and doesn't appear to be integrated into development plans for the city.

Just a few years ago, the mayor's office admitted that city departments didn't talk to one another. We can hope that the new administration will improve communication and coordinate planning, but in the mean time, we need to make our case for a carrot rather than a stick.

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