

FAUNTLEROY COMMUNITY ASSOCIATION
 Business Meeting **April 12, 2016**

Board:

PRESENT	ABSENT			PRESENT	ABSENT	
X		Mike Dey, President		X		Jewel von Kempf
	X	Shannon Ninburg, Secretary of Record		X		Susan Lantz-Dey
X		Bruce Butterfield		X		Michael Lieberman
X		Gary Dawson		X		Vicki Schmitz Block
X		Kathleen Dellplain		X		Marty Westerman
X		David Haggerty				

Guests:

Lisa Herbold, City Counsel; Caryn Sengupta and Kelly Foley, King County Wastewater Treatment; Chip Nevins, Seattle Parks.

Neighbors: David Allen and Mardi Clements, Catherine Bailey, Jim Coombs, Paulette Eunter (?), Claudia Levi and Bob Schoonmaker, Louise Little, Mike and Sally Moroney, Norm Schwab, Bill Zottman

The meeting was **called to order** at 7:10 by Mike Dey, president. Introductions were made all around. Minutes of the March 8 meeting were approved as written.

Murray/Lowman Beach Pump Station Update:

Caryn Sungupta, King County (KC) Community Relations, with Kelly Foley standby. Slide presentation. The objective of the upgrade is to reduce combined sewer overflows (CSOs) from 4-5/year to 1/year. The million gallon tank has been installed and they are now working on buildings. They are on schedule to complete the project by the end of 2016. The pump station will be operational by October, followed by art installation, restoration of Lowman Park, streets, sidewalks.

Lowman neighborhood expressed concern about accuracy of proposed schedule. KC responded that “The County is highly motivated to get it done.” Lowman community also expressed significant dissatisfaction with the lack of information forthcoming from the County regarding the project. KC stated that their website has an announcement for an informational meeting scheduled for next week at the construction site, as well as an information table at the upcoming Morgan Festival. FCA advised that more proactive communication would likely improve the relationship between KC and the immediate Lowman community. Suggestions included increased direct communication such as almost weekly contact via email, postal mail, phone contact, fliers to let the neighborhood know how the project is progressing and what to expect, rather than relying on the neighborhood to go to the website.

Van Pool and Long Term Parking Issues:

Norm Schwab, 47th Ave. block watch captain presented a short term parking issue that led into the need for longer term parking planning for the community to deal with increasing population density.

Immediate issue: The current 4 month Seattle Public Utilities (SPU) pump station project on the south side of the ferry dock (*not* the recently completed KC pump station project on the north side of the dock) has resulted in closure of the van pool parking lot. Available parking south along Fauntleroy and around the bend for the westernmost block of Wildwood has been assigned to the van pool vehicles, and has displaced the cars that usually park there into the immediate neighborhood to find parking. The outcome is that residents often can't find street parking in front of their homes for themselves, let alone guests. If the SPU pump station project extends beyond the anticipated schedule into summer, parking pressures will increase dramatically.

Factors:

- Ongoing multiple shifts of ferry workers
- Ongoing ferry fare increase leading to more walk-on visitors parking on this side
- Ongoing parking by Seattle-to-Vashon walk-on high school students
- Ongoing "Hide & Ride" bus passengers, especially after #21 Arbor Heights route was canceled
- Summer overflow of Lincoln Park parking
- Summer parking for bicycle riders to Vashon

Norm is coming to the FCA seeking assistance to develop an area-wide (not block-by-block) approach to parking that plans for growth *and* meets the needs of the neighborhood.

The proposed area is bounded on the north by Wildwood, east by 45th, south by Roxbury, west by the shoreline. It was commented that this is probably too small because parking issues affect an area much larger than that. Thus, the recommendation was to expand the scope of the area covered and make it a community plan. A starting place is a differential approach to allow parking for residents and visitors; consider a 4 hour limit without a Restricted Parking Zone (RPZ) permit. One suggestion was to contact Rebecca Edmonds, SDOT parking regulations, to establish a 4 hour parking limit without an RPZ3 permit. A traffic sub-committee on parking headed by Norm Schwab and Gary Dawson (FCA board) will pursue short and long term resolution.

"Disposition of the white house" at 8923 Fauntleroy: Park or Private Residence?:

Chip Nevens, Seattle Parks Department, Acquisitions. Slide presentation and discussion.

The Question: Should the property be returned to the private housing market or converted into a Seattle Public Park that would incorporate adjacent Cove Park, a community maintained street end park?

Chip stated that his purpose at this and a future public meeting is to "help the community to better understand the balance between a single family residence and a park," and to involve the community in deciding "what makes sense for the city."

The house was purchased by King County (KC) to serve as the field office for the KC Barton Street pump station upgrade. The project has been completed and the property has entered the KC surplus disposition process. It has been reviewed by all agencies at the county level and is

being considered by city departments before it can be released to the public real estate market. Seattle Parks is considering acquiring the property. Seattle Parks declined the acquisition until the County came back with a proposed a trade that would allow Parks to *acquire* the land at "no cost" to Parks.

The process is multi-layered and very convoluted. Presently the county pays an annual fee to Seattle Department of Transportation (SDOT) (post meeting note: the lease payments are approximately \$85,000 per year) because the pump station resides on SDOT property. Adjacent [north] Cove Park is also on SDOT property. Adjacent to the north of Cove Park is the KC "white house" property under discussion. The proposal is to essentially swap the KC "white house" property for the SDOT owned property that the pump station occupies. That way, KC would no longer make lease payments for the pump station property to SDOT. Further discussion below.

County (1) has to apply to SDOT (2) to vacate the street end (pump station and Cove Park), however County (1) doesn't want to apply until Parks (3) indicates serious interest, which is limited by whether City Council (4) is interested. SDOT (2) won't comment [to City Council (4)] until County (1) applies for the street end vacation.and so on around the circle.

Typically there is at least a year before a city council vote. There would need to be a preliminary [street end] vacation with conditions regarding the property to be traded, eg. removal of the house, etc. (the relationship here gets rather fuzzy.)

Parks must demonstrate significant public benefit with the acquisition of the property as a park. It would be a "gem" in the necklace of Seattle Parks, and would extend the shoreline of Cove Park by 35 feet. Removing the house, garage, and fence would increase "visual relief" from the urban landscape, with a larger view of the sound. As Chip described, "Bigger parks work better."

Parks couldn't tell the community what the park would look like or how it would be maintained because those are different departments than Acquisition (Chip), and they were not at the meeting. The other departments wouldn't become involved until after the acquisition would be completed.

Concerns were expressed regarding negative impacts on the immediate community regarding parking, noise, litter, trespassing, vandalism. Other issues were raised concerning Parks' ability to maintain the park when they don't have the wherewithal to manage the current parks under their jurisdiction. Also, does it make fiscal sense to put \$million into a park in Fauntleroy, which is already park-rich, rather than spending that sum on improving or establishing parks in less advantaged areas or putting that money to other higher needs such as education and low income/affordable housing. How would the city justify the loss of revenue from lease payments from KC to SDOT and property tax paid by a homeowner?

An open community meeting will be scheduled in the near future for expanded discussion. FCA requested that KC be present, as well as a planner from Parks. Post meeting note: the Public Meeting will be held May 24th from 6:30 to 8:00 PM in the Schoolhouse.

The meeting **adjourned** at 9:00.

Paint color for Endolyne Triangle pedestrian areas:

After the meeting adjourned, an informal board vote was taken on the choice of color for pavement paint in areas of the triangle that will be removed from car traffic. “Brick red” was the most popular option.

Submitted by Susan Lantz-Dey