



## OCT. 20 FALL FESTIVAL PROMISES A GOOD TIME FOR WHOLE COMMUNITY

By Ben Weagraff, festival steering committee

The Fauntleroy Fall Festival steering committee has been working diligently to bring this year's all-ages event to the community on **Sunday, Oct. 20, 2-5 pm** in the "triangle" - the Fauntleroy Schoolhouse, Fauntleroy Church, and the Fauntleroy YMCA.

Expect to find many favorites from prior festivals, including the cake walk, falconer, bunny petting zoo, music, and lots of food vendors. *(continued p. 5)*



## THE GREAT PUMPKIN SEARCH

Saturday, Oct. 27  
1-3 pm, Endolyne Area

FCA gremlins will hide pumpkins and prizes for hunters of all ages. Bring a bag to take home your treasure, which could be extra special! Stop at the canopy across from Joe's for details. Call Candace Blue (209-401-8406) if you'd like to volunteer to hide.



## FESTIVAL WEEK TO MARK 100 YEARS OF CHURCH, YMCA PARTNERSHIP

Fauntleroy Church and the Fauntleroy YMCA are actively planning a very special celebration to coincide with the Fauntleroy Fall Festival this year - their 100th anniversary.

"Serving the community in fuller ways was the vision a century ago," said Senior Minister Rev. Leah Atkinson Bilinski, "and it still is."

"What better time to celebrate than in conjunction with the festival, an event that's all about neighborly goodwill and shared commitment to this community."

Centennial festivities on the calendar so far include

- a community-wide chili fest at the church on Wednesday, Oct. 16, at 6:30 pm.

- a cake decorating party for youth active at the Y and in the church's youth group on Saturday, Oct. 19 at 10:00 am in the church kitchen. Their creations will be prizes in the festival's cake walk.

- celebration of the church/Y partnership in the worship service on Sunday, Oct. 20, at 10:00 am.

- a plaque dedication celebrating the partnership during the festival (time and place to be announced).

Watch the *West Seattle Blog* for additional details, including a link to RSVP for the chili dinner.



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Location of the creek culvert under the church parking lot and California Ave. SW

## CHURCH TO CEDE PROPERTY FOR NEW CULVERT

By Judy Pickens, Fauntleroy Church

In the early 1950s, plans for a new sanctuary at Fauntleroy Church called for carving into the slope on the south side of Fauntleroy Creek to create a level building site. In the absence of environmental limitations, the contractor simply attached a culvert to the city's pipe under California Ave. SW. With creek flow then fully contained, dirt from excavation was used to fill the ravine for a parking lot.

This cost-effective solution worked well until the church/city culvert needed replacing in today's very different environmental climate. A new culvert would need to allow coho spawners to reach headwaters habitat in Fauntleroy Park and it would need to be much wider than the existing 30".

In 2017, the congregation began working with Seattle Public Utilities toward a replacement that state and federal agencies would permit, that supported tribal treaty rights, and that the church could afford. The enormity of that task became apparent when an early design penciled out at upwards of \$7 million for the church.

After seven years in pursuit of a solution, the congregation voted in June to proceed with ceding some of its property to the city in exchange for the city's taking responsibility for both existing and replacement culverts.

"While not the solution we had hoped for, it became the only way to continue our thriving ministry and also demonstrate our support for the rights of Coast Salish people and our commitment to environmental stewardship," said Rev. Leah Atkinson Bilinski, senior minister.

"Throughout this challenging process, we evaluated designs for their potential impact on the community as well as on our congregation," she said. "I encourage residents to participate when the city invites public comment on its preferred design."

Seattle Public Utilities has resumed planning toward a design that will get permitted and funded - and one that the community supports. Only then will the church know how much property it must cede.

## CITY MAKING PROGRESS ON TWO CULVERT REPLACEMENTS

By Jonathan Brown and Bob Spencer, Seattle Public Utilities

For Seattle Public Utilities (SPU), it's full steam ahead for two culvert-replacement projects in the watershed.

One project team continues working through design and permitting processes to replace the degraded Fauntleroy Creek culvert under 45th Ave. SW, toward the goal of starting construction in 2026.

While most of the project's design is driven by state and federal requirements for fish passage and creek restoration, feedback from adjacent neighbors and the larger community prompted planners to revise their initial design of the public overlook space.

SPU expects to share its latest concept for that space and other project updates during the next phase of community outreach this fall. Watch for details coming from SPU.

Just a block upstream from the 45th project, work has resumed on the second project: replacing the culvert that conveys the creek under the Fauntleroy Church parking lot to link with the city culvert under California Ave. SW.

The city and church recently signed an agreement that will give the city ownership of the area occupied by the new fish-passable culvert. In return, the city will be responsible for maintaining the existing culvert and constructing and maintaining the new one.

SPU expects to select a design consultant by the end of this year, with work to commence in 2025. Construction could begin in 2027, pending input from stakeholders and regulatory agencies.

When both replacement projects are done, coho spawners will have no artificial barriers to reaching upstream habitat in Fauntleroy Park - something that's not been possible since the existing culverts went in more than 75 years ago.



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# TERMINAL REBUILD ADVISERS COMMENT ON TRAFFIC, ENVIRONMENTAL ANALYSES

By Hadley Rodero, Washington State Ferries

In mid July, Washington State Ferries (WSF) convened its community and technical advisory groups for the Fauntleroy terminal replacement project so that both could comment on a recent traffic analysis and add to earlier comments on the environmental analysis.

The traffic analysis included a simulation revealing time savings and impacts on the queue along Fauntleroy Way SW for each of the seven design alternatives under consideration.

Comments included these:

- Suggestions for improving toll-booth processing and the loading/unloading of vehicles and people walking, biking, and rolling. The project team answered questions about how WSF calculates boat dwell times.
- Comments and suggestions to improve the queue holding lane, including signage and managing line cutting.
- Questions about how WSF analyzes queue length, clarification of graphics in the traffic analysis, and interest in running the traffic model with different variables, such as increased sailings.

Environment-related comments included these:

- Feedback about emphasizing the benefits of the pocket estuary in front of Fauntleroy Creek.
- Interest in learning more about pile spacing under the rebuilt terminal and the likelihood of trapped debris.
- Requests to minimize closures of Cove Park during construction.

Questions also came up about WSF's acquisition of the property next to the terminal at 8923 Fauntleroy Way SW for construction offices.

Recordings of these and other recent meetings and links to register to observe upcoming meetings of project advisory groups are in the community-engagement section of the project website: [wsdot.wa.gov/construction-planning/major-projects/sr-160-fauntleroy-terminal-trestle-transfer-span-replacement](http://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 sea-level rise, and installing widely spaced piling.
- NO** to expanding overwater coverage to enlarge the trestle or add a second slip.

## COUNCIL ADDS PRESCHOOL EMPHASIS

Growing interest by area preschool teachers in using Fauntleroy Park and Fauntleroy Creek as learning resources recently led the Fauntleroy Watershed Council to recruit a volunteer to make these natural resources even more available to very young students.

Julia Stavnikski retired a few years ago from teaching and, after relocating here from Colorado, she looked for ways to apply her skills and interests. This is her third year on the fall festival steering committee and she helped with salmon releases in May.

The new assignment focuses attention on the four preschools in the heart of Fauntleroy, plus five others that release fry in the creek. After understanding how teachers are currently using the park and creek, she'll be helping them create additional ways to connect.



Scores of preschoolers have put coho fry in the creek since 2010 with volunteer Dennis Hinton. Photo by Tom Trulin

### LIKE TO DIG IN THE DIRT?

Kim Frost Immel is planning a volunteer work party on Saturday morning, Dec. 7, to tend the planter boxes in the Endolyne business area. If you would like to join the crew, let her know at [kmfrost1965@comcast.net](mailto:kmfrost1965@comcast.net) and she will add you to her email list to receive details.

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[fauntleroyucc.org](http://fauntleroyucc.org)

Worshipping at 10 AM in person and  
on YouTube; see website for details.

**FROM PAST TO PRESENT**

**FERRY TRAFFIC ONCE WHAT THIS GROWING NEIGHBORHOOD NEEDED**

By Judy Pickens

As a very small part of his ambitious project to survey and chart the Pacific Coast, U.S. Government Surveyor George Davidson named Fauntleroy Cove in the mid 1850s. He described it as having good anchorage and a place where fresh water could easily be attained.

What a difference a couple of centuries can make! Good anchorage and fresh water can still be had here, but oh how the area has changed.

The major driving force leading to the Fauntleroy we have today wasn't the logging that denuded the land and doomed a way of life long practiced by Coast Salish people. It was the wheel.

John F. Adams arrived in Seattle in the late 1890s and, after outfitting prospectors for the Klondike Gold Rush, the 43-year-old had money in his pocket to invest in land that logging companies had stripped bare.

In 1905, his Fauntleroy Land Company purchased a 300-acre tract in what would shortly become the far southwest corner of the city limits. Holdings under his own name would eventually include nearby chunks of real estate, including property he donated in 1908 for

construction of the simple chapel that would grow into Fauntleroy Church.

After selling 17 acres of the tract to Laurence Colman to develop what would become Laurentide, he got to work platting the rest of his "Fauntleroy Park Addition" - the area bordered on the north by the Fauntleroy Creek ravine, on the east by California Ave. SW\*, on the south by SW Roxbury, and on the west by cove tidelands.

Adams was not interested in making a quick buck on his land. He claimed one of his 272 residential lots for the home he and his wife, Maggie, would build on SW Wildwood Place and he lived there until shortly before his death in 1954.

To develop an elite residential neighborhood far from the bustle of downtown, he had to ensure that prospective buyers could get to it. He lent his considerable weight to an effort that brought electric streetcar service to West Seattle in 1904, then helped extend the service to his corner of the peninsula in early 1907.

Once an hour, a car ran on a single track south from the Morgan junction along Fauntleroy Ave. SW to SW Thistle, where it veered left onto Fauntleroy Place SW to finish its run along 45th SW to SW Roxbury (Endolyne).

It did not run to the ferry dock in Fauntleroy Cove because most streetcar riders didn't need it to go there. Residents who occasionally took a "Mosquito Fleet" steamer to travel elsewhere on the Sound could walk the often-muddy track down to the dock.

But that was about to change.

In 1900, the arrival of the first automobile whetted Seattleites' appetite to get behind the wheel. Enough had done so by 1907 to warrant the first car-ferry service across Puget Sound.

Decent roads came concurrently. One such project was the city's widening of Fauntleroy Way SW in 1915 by cutting further into the bluff across from the dock. (That project is what documented evidence of a seasonal Coast Salish camp in the cove.) *(continued next page)*



This map documents Fauntleroy land ownership as of 1912.



Driving near the ferry dock was a slippery venture in 1907. Photo #SEA0329 courtesy University of Washington Libraries, Special Collections



Adams and others with land to sell surely rejoiced when, in 1925, drivers began using that new section of arterial to access ferry service on a four-point route serving Fauntleroy, Vashon Heights on the island, Harper on the Olympic Peninsula, and downtown Seattle.

As ferry-related traffic increased here, all cross-Sound service might have shifted to downtown but a 1939 poll showed that Vashon Islanders preferred using the Fauntleroy location. Given how well ferry-related traffic was introducing prospective residents to the growing neighborhood, those already here did not object to leaving well enough alone.

Between 1951 (when the state took over ferry service) and 1981, the Seattle area population grew 45 per cent. Vehicles using the Fauntleroy terminal, however, grew a whopping 500 percent to just over 250,000.

A 1979 legislative study advised that the terminal stay in Fauntleroy Cove as long as vehicle usage did not exceed 1,250,000 per year and that the state work toward closing the terminal by 1984.

Instead of planning toward closure, the ferry system began asking for a second slip - an idea the Fauntleroy Community Association successfully lobbied elected

officials to oppose in 1980, 1992, 1997, and 2009. Officials also nixed an attempt, begun in 1983, to make Fauntleroy Way SW a state highway like Aurora Ave. N.

By 2017 the annual count of vehicles through this terminal reached 1,650,000. Passenger-only service between Vashon and downtown, vanpooling, and pandemic-related factors brought that number down to 1,211,611 last year. Still, the ferry system's long-range plan projects that it will reach 1,900,000 by 2040.

Many of those thousands of vehicles go right past the Adams house on Wildwood Place SW to get to or from the terminal. Of all the options they had, would Maggie and John have chosen to build there today?

\*Street names are contemporary.

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**Resources:** Southwest Seattle Historical Society; *West Side Story*; *Fauntleroy Legacy*; HistoryLink; *The Seattle Times*; *Coast Pilot for California, Oregon and Washington Territory*; *Vashon-Maury Island Beachcomber*; *Fauntleroy-Vashon-Southworth Ferry Services Study* (1981); *Historical Overview of the Washington State Ferry System* (1981); Seattle Department of Neighborhoods

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## WANT TO BE A SALMON WATCHER?

Coho salmon that survive ocean conditions and avoid predators will find welcoming habitat for spawning if they venture into Fauntleroy Creek and watchers need to be on duty to document them.

This year's watch will start Oct. 13 with the annual drumming to call in spawners and continue for about a month or until none has come in for a week. Contact Judy Pickens at [judy\\_pickens@msn.com](mailto:judy_pickens@msn.com) or 206-938-4203 to learn what being a watcher entails.

Volunteers usually host an "open creek" for the general public during spawning season. Watch the *West Seattle Blog* for an announcement.

## FALL FESTIVAL (continued)

We're also planning a surprise triumphant return of another favorite activity.

This year we're delighted to be partnering with the West Seattle & Fauntleroy YMCA (see details on p. 1) and the White Center Food Bank. Look for details about the food bank's involvement in the festival line-up.

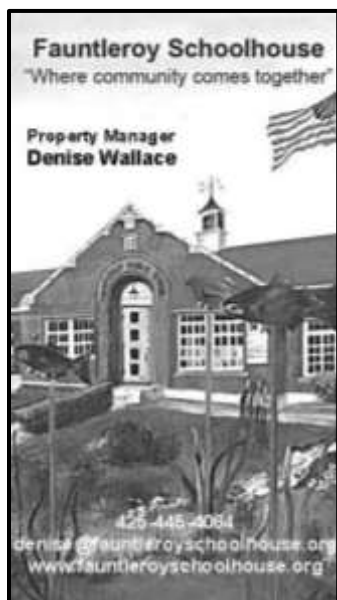
We still need a few more dollars in order to deliver the best free festival possible, so we're finalizing plans for fundraisers hosted by The Birdhouse and Bel Gatto.

To learn about those and see the full schedule, keep an eye on our Facebook page ([facebook.com/FauntleroyFallFestival](https://facebook.com/FauntleroyFallFestival)) or on the *West Seattle Blog*. Donation boxes will be out during the festival to help us jump start funding of next year's festival.

## THE FESTIVAL PLANNING COMMITTEE

These residents and organizations comprise the hard-working committee creating this year's fall festival:

- Reed Haggerty, chairman (D-Squared Hospitality)
- Brian Ballantyne, music
- Olivia Hoffmeyer, activities
- Gordy Mandt, birdhouses/activities
- Jenny Mandt, volunteers/activities
- Emer Nienow, cake walk
- Julia Stravnitski, activities
- Ben Weagraff, fundraising
- Jessica Beckwith (Hazelwood Preschool)
- CJ Burke (West Seattle & Fauntleroy YMCA)
- Madison Cordova (West Seattle & Fauntleroy YMCA)
- David Haggerty (D-Squared Hospitality)
- Amber Heinemann (The Birdhouse)
- Cleveland King (West Seattle & Fauntleroy YMCA)
- Denise Wallace (Fauntleroy Schoolhouse)



## ONE-YEAR-OLD TROLL DRAWING IN ARTISTS

Brunn Idun, the flute-playing troll in Lincoln Park by Danish sculptor Thomas Dambo, turned one this summer. Her fans marked the milestone in late August with a habitat-restoration event followed by a community ice-cream social hosted by the Scan Design Foundation. Photographer Tom Trulin happened along after she had lured a flock of plein artists to set up at a safe distance from her shady nook by Colman Pool.



## YOUNG CRITICS VOICE APPROVAL OF REOPENED SOUTH PLAY AREA

By Marty Westerman, FCA Board

Eight years ago, Seattle Parks & Recreation found several issues with the south play area in Lincoln Park and launched a project to replace it. Now 2,900 days later, the shrieking of delighted children can again be heard from as far away as the south parking lot!

The saga of this lengthy project is detailed at [whereisourplayground.org/parks/lincoln-park-south/](http://whereisourplayground.org/parks/lincoln-park-south/).

In 2017, Seattle Parks removed the play area's zip line as unsafe. The following year, it removed the deteriorated wooden equipment and sought community input about how to rebuild the site to be safer and accessible, with room for caregivers to sit while their children played.

Over the intervening years, the department worked on renovating more than half a dozen play areas across the

city (including the one at Westcrest Park that reopened in March). Explaining the Lincoln Park delay, Andy Sheffer with Seattle Parks said that COVID and associated staff changes created challenges as the department tried to make progress on all of the projects at once.

In frustration, Fauntleroy area residents created the website referenced above and persistently lobbied Seattle Parks' staff and members of the City Council to move the project along. Some had children in early elementary school when the play area closed; now those children are starting high school.

The Seattle Park District invested \$600,000 to plan and construct the play area that reopened in early August. All structures meet Americans with Disabilities Act standards and are accessible to children of all ages and abilities. And, yes, ample seating is there for caregivers.

The area retains elements of the original dragon theme, plus a spy-hopping orca whale. Sheffer explained that it's there based on community feedback.

Orcas do often pass by Lincoln Park. How orcas and dragons (and for that matter, trolls) get along in the park is a question children enjoying the new play area are surely better qualified to answer than I am.



Despite lingering fencing, children are again able to enjoy the south play area and its backdrop of looming Douglas firs in Lincoln Park. Photo courtesy Tom Trulin

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# ON THE CALENDAR

**FCA BUSINESS MEETINGS:** Any resident is welcome to attend FCA business meetings on **Tuesday, Sept. 10, Oct. 8, and Nov. 12** starting at **6 pm** on Zoom or in person at the Fautleroy Schoolhouse. Email FCA President Mike Dey ([msdey50@aol.com](mailto:msdey50@aol.com)) to receive the Zoom link.

**LINCOLN PARK RESTORATION:** Volunteers of all ages are welcome to help restore native vegetation in Lincoln Park on **Saturday, Sept. 14, 10 am-noon**. Details and to register at [seattle.greencitypartnerships.org/event/39643/](http://seattle.greencitypartnerships.org/event/39643/).

**2ND TIME SALE:** This huge annual community sale at Fautleroy Church will be open for business on **Saturday, Sept. 14 (9 am-4 pm)**, and **Sunday, Sept. 15 (11:30 am-3 pm)**. Organizers make sure items are clean, in working order, organized, and worth the bargain price. Cash, check, or Venmo payment.

**RECYCLE ROUNDUP:** Fautleroy Church will host this free event on **Saturday, Sept. 21, 9 am-3 pm** in the church parking lot. Visit [fautleroyucc.org/the-congregator](http://fautleroyucc.org/the-congregator) for what to bring/not bring for responsible recycling.

**SALMON DRUMMING:** The Fautleroy Watershed Council will host its annual drumming to call in coho spawners on **Sunday, Oct. 13, 4 pm** near SW Director and upper Fautleroy Way SW. Bring a drum of any kind. Free for all ages.

**COMMUNITY CHILI FEST:** Mark the church/Y centennial on **Wednesday, Oct. 16, 6:30 pm** in Fellowship Hall with a chili for all ages. Details on the *West Seattle Blog*.

**FAUTLEROY FALL FESTIVAL:** This popular annual gathering of neighbors will be **Sunday, Oct. 20, 2-5 pm** in and around the Fautleroy Schoolhouse, Fautleroy Church, and Fautleroy YMCA. Free activities, plus food and beverage vendors.

**GREAT PUMPKIN SEARCH:** This free FCA event for all ages will be **Saturday, Oct. 27, 1-3 pm** in the triangle across from Endolyne Joe's.

**FAUTLEROY FINE ART & HOLIDAY GIFT SHOW:** This annual show is sure to have an inviting array of creative work by area artists and artistic crafters for gift giving or collecting. Come have a look **Nov. 4 (5-8 pm), Nov. 5 (10 am-4 pm)**, and **Sunday, Nov. 6 (11 am-2 pm)** in Fellowship Hall at Fautleroy Church.

**PLANTER BOX WORK PARTY:** FCA's fall planter-box work party will be **Saturday, Dec. 9, 10 am** in the Endolyne business area. Get on the list for updates and what to bring by emailing [kmfrost1965@comcast.net](mailto:kmfrost1965@comcast.net).

## HOW TO HEAR FROM FCA

To hear from FCA by email, fill in the form and check your preferences at [fautleroy.net/flash](http://fautleroy.net/flash). If you check "Neighbors Newsletter," you will start receiving it by email, NOT mail.

## FCA PARTNERS

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# BETTER MANAGEMENT OF QUEUE WOULD BENEFIT US, AS WELL AS FERRY USERS

By Mike Dey, president

With the air feeling like summer has broken, we'll soon see kids heading back to school and fewer summer visitors. We also hope to see improvements in the Fauntleroy Ferry Terminal situation.

We've been talking with some of our neighbors on Vashon about how we might work together on ferry issues that would benefit both communities. While we may not agree on all the solutions, we agree more than we disagree.

Without doubt, crew problems and vessel breakdowns have made ferry service unreliable. But unreliable service is only part of why we have such a mess along Fauntleroy Way SW.

With summer traffic comes an influx of travelers who are unfamiliar with the ferry queue and how vehicles are loaded. Signage for ferry users along Fauntleroy Way is confusing and inadequate, especially for those new to the routine and finding the end of the ferry queue. It needs to be understandable to the novice.

Also, someone should walk along the line of vehicles to identify the end so that drivers don't line up behind parked cars or pull into the hash-marked areas that identify residential driveways.

Further, signage needs to let drivers know that, if they reach a certain point in the queue, they will likely make the next boat or that they are probably two boats away from getting on. Drivers could relax a little if they knew which boat they would probably make.

Recently, members of the Vashon and Fauntleroy communities sent a letter to Washington State Ferries emphasizing that the system needs to address such



issues regardless of the terminal rebuild project or vessel reliability. These issues will remain even if the terminal is replaced by the largest design option being discussed. All options will result in a queue along Fauntleroy Way.

Finding effective solutions to queue-related issues will improve vehicle and pedestrian safety, smooth the processing of cars onto boats, and calm tempers. We'll have less horn honking and a much better end-of-workday experience for everyone.

The ferry system will not make service improvements unless we, as well as ferry users, speak up. If you have a queue-related story about a bad experience along Fauntleroy Way, please take a few minutes to email John Vezina ([VezinaJ@wsdot.wa.gov](mailto:VezinaJ@wsdot.wa.gov)), with copies to Hadley Rodero ([FauntleroyTermProj@wsdot.wa.gov](mailto:FauntleroyTermProj@wsdot.wa.gov)) and to me ([msdey50@aol.com](mailto:msdey50@aol.com)). Thank you.

## 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 ■ David Follis ■ Alan Grainger

David Haggerty ■ Frank Immel ■ Susan Lantz-Dey

Bill Wellington ■ Martin Westerman

Judy Pickens, writer/editor

Bill Wellington, webmaster

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