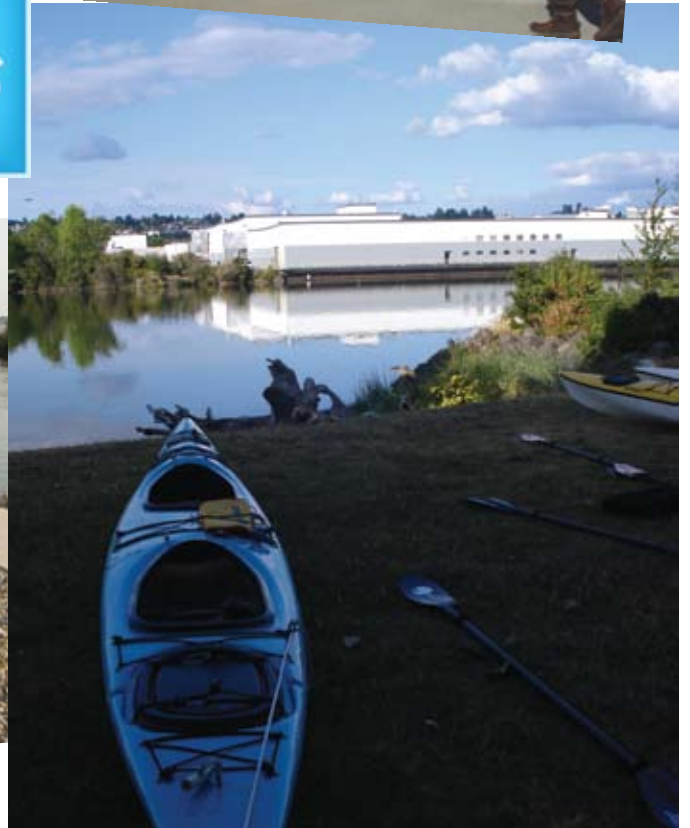




Duwamish Valley Vision Map & Report 2009



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Duwamish Valley Vision Map and Report 2009

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Introduction

Welcome to the Duwamish Valley Vision Map and Report. The Duwamish Valley Vision Map is a representation of the future of the Lower Duwamish River Valley in South Seattle, as envisioned by its residents, workers, businesses, visitors and river users. The Map depicts the community's hopes and aspirations for the future, in 10, 20, 50 years and beyond, depending on the complexity of the changes envisioned. This Vision Report is a guide to the Map, providing a greater level of detail and explanation than is possible in the graphic form, and also describes the community-based visioning process used to create the Map. While the Duwamish Valley Vision Map and Report were published in 2009, it is expected that they will be living documents and should be used as an iterative and adaptive tool or "compass" for planning the future of South Seattle's Duwamish Valley.



The Duwamish River offers kayakers skyline views of downtown Seattle

The Duwamish Valley

The Duwamish Valley, or Lower Duwamish River Valley, runs north to south through South-Central Seattle. Extending south from downtown, South Seattle lies between two major bodies of water – Lake Washington to the east and Puget Sound to the west – and is bisected by the lower Duwamish River west of Interstate 5. The lower Duwamish River is a tidally-influenced estuary, receiving freshwater from the upper Duwamish and Green River and saltwater from Puget

Sound. The lower Duwamish River extends approximately 5.5 miles south from the south tip of Harbor Island. Upriver, it is known as the upper Duwamish River to River Mile (RM) 11.0, and then the Green River to its headwaters above the Howard Hanson Dam, at RM 64.5. The lower Duwamish River, or “Waterway,” is today a mostly armored channel created by the Army Corps of Engineers in the early 1900s. Much of the original river was filled and replaced with a straight, deep channel to accommodate shipping and industry, though there are some reaches where the original river and the constructed waterway overlap, and where historic river meanders remain in the form of side slips along the waterway and at Kellogg Island at RM 1.0. At its end, the Duwamish River meets Harbor Island, a 407 acre constructed island built at the river mouth. Here the river splits, flowing around Harbor Island through the East and West Waterways, and emptying into Elliott Bay on Puget Sound and the downtown Seattle waterfront.

Lower Duwamish Valley



Approximate boundaries of the Duwamish Valley

Overlay of historic (green) and current (orange) Duwamish River and land cover



The Duwamish Valley flanks the lower Duwamish River through South Seattle and into parts of Tukwila and unincorporated King County. The Valley is roughly defined as extending from the West Seattle ridge to the Interstate 5 highway and Beacon Hill. The lower

Duwamish Valley, as a natural watershed, comprises about 12 square miles. However, the Duwamish River is influenced by a much larger constructed drainage basin. Seattle and King County’s stormwater and combined sewer systems drain a total of 32 square miles of urban and industrial lands into the lower Duwamish River. Another 480 square miles drains to the lower Duwamish from the upper Duwamish and Green River watershed.

The Duwamish Valley is home to some of the lowest-income and most ethnically diverse communities in Seattle. The residential communities of the Duwamish Valley include the neighborhoods of South Park, Georgetown, SODO, Delridge/Youngstown, Highland Park, and High Point. South Park is nearly 40% Latino; 14% of residents are Asian, 8% are African-American, and 34% identify as other “non-white” or multiracial, including Pacific Islanders and Native Americans. Residents identifying as “white” comprise 44% of the South Park population, as compared with a Seattle average of 70%, and nearly 1 in 5 children in South Park live below the poverty line. Sixty-nine percent of High Point residents identify as non-white or multiracial, and 47% of the neighborhood’s children live below the poverty line – among the highest children’s poverty rates in the city (U.S. Census 2000). Throughout the Duwamish Valley, residents speak more than 30 native languages. Both South Park and Georgetown have emerging artist and small business communities, generating speculation that these neighborhoods are on the verge of gentrification, causing concern about rising housing prices, dislocation of existing low-income families, and loss of community “character.”

Other segments of the community that share the Duwamish Valley with its residents include industrial businesses; recreational users; and tribal and subsistence fishermen. The Duwamish Valley is a heavily industrial area. Approximately 5,000 acres of land is zoned industrial in the Duwamish Valley, constituting nearly 80% of Seattle's industrial landbase and generating ~80,000 family wage jobs in the city. Dominant industrial uses include manufacturing, warehousing, commercial, container shipping and support activities. The legacy of historical and ongoing industrial activity includes soil, groundwater, surface water, air, and sediment contamination, although today stormwater contributes a larger share of ongoing pollution to the river than industrial discharges. Several marinas on the river serve both recreational boaters and "live-aboards" and numerous boat ramps and hand boat launches make the river accessible to kayakers, fishing skiffs and other small vessels. The Duwamish Tribe owns property across West Marginal Way from the river, and opened a new Tribal Longhouse on its land in 2009. The Muckleshoot Tribal Fishery is headquartered on the river, and both the Muckleshoot and Suquamish Tribes have treaty rights to harvest fish and shellfish from the river. A substantial transient and homeless population encamps along the river, and several, predominately Asian and Pacific Islander immigrant groups are known to harvest a variety of seafood from the river



Joyas Mestizas – Mexican folkdancing troupe at the Duwamish River Festival

In 2001, the "Lower Duwamish Waterway" was added to the U.S. Environmental Protection Agency's National Priorities List, designating the river as a national "Superfund" site. The site joined Harbor Island at the mouth of the river on the Superfund sites list (Harbor Island was listed in 1983), and extends from the south end of the island to about 1/2 mile north of the channelized waterway, at the intersection of the upper and lower Duwamish River at ~RM 5.5. The river has also been listed as a Washington State contaminated site, and cleanup efforts are being co-managed by U.S. EPA (EPA) and the Washington Department of Ecology (Ecology). An Ecological Risk Assessment for the river and a Human



Muckleshoot Tribal member netfishing for salmon on the Duwamish

Health Risk Assessment for the Duwamish Valley's residents, tribes, fishermen and others who use the river were completed in 2007. A final cleanup plan for the Lower Duwamish Waterway Superfund Site is expected to be complete by 2010.

The Duwamish River Cleanup Coalition

The Duwamish River Cleanup Coalition (DRCC) is an alliance of Duwamish Valley residents and stakeholders, including tribal, community, environmental, health advocacy, social justice, and small business organizations.

Our current members include:

Community Coalition for Environmental Justice: addresses environmental and health impacts on Seattle poor and minority communities through education and advocacy.

The Duwamish Tribe: Seattle's First Nation, led by Chief Si'ahl ("Seattle") at the time of European settlement; the Tribe currently consists of nearly 600 members.

ECOSS: provides confidential technical assistance to local business owners and residents to help them comply with environmental laws, reduce waste and protect the environment.

Georgetown Community Council: represents the residents of Georgetown, a 100-year old neighborhood located to the east of the Duwamish River.

IM-A-PAL Foundation: works to restore and enhance habitat and educate residents about South Park's Hamm Creek, a tributary to the Duwamish River, and other local streams.

People for Puget Sound: works to protect water quality and enhance habitat throughout Puget Sound; maintains 12 habitat restoration sites on the lower Duwamish River.

Puget Soundkeeper Alliance: works to protect water quality throughout Puget Sound; focused on enforcing the Clean Water Act and controlling pollutants in industrial releases and stormwater entering the Duwamish River.

South Park Neighborhood Association: represents residents of South Park, Seattle's last remaining riverfront neighborhood, located on the west bank of the Duwamish River.

Washington Toxics Coalition: works statewide to protect public health and the environment by reducing and eliminating exposures to toxic pollution.

Waste Action Project: works statewide to ensure compliance with environmental laws; provides legal and technical support to DRCC and the Duwamish community.



“We must act quickly and firmly to not just save the river, but ourselves.”

*-James Rasmussen,
Duwamish Tribe*

*South Park resident
Bill Pease (kayaking)
reflects on what lies
beneath...*



DRCC serves as EPA and Ecology's Community Advisory Group (CAG) for the Lower Duwamish Waterway Superfund Site, and its members have created a non-profit Technical Advisory Group (DRCC/TAG) to provide technical and scientific support and expertise to the river's affected communities and stakeholders. DRCC reviews and provides community comment and hosts meetings and workshops on cleanup studies and plans; provides educational and involvement opportunities



in river cleanup and stewardship projects, including community and school presentations, river boat and kayak tours, Duwamish Alive! habitat restoration days, and an annual Duwamish River Festival; houses the Environmental Justice Youth Corps, a service learning program for bilingual and underserved teens; and is the host organization for the **Duwamish Valley Vision Project**. More information on DRCC's members and activities can be found on our web site at www.duwamishcleanup.org.

“The Duwamish River is ground zero in the effort to clean up Puget Sound.”

*-Sue Joerger,
Puget Soundkeeper*

ABOUT DUWAMISH RIVER CLEANUP COALITION



THE DUWAMISH RIVER Cleanup Coalition and its member organizations represent over 10,000 people in the Duwamish Valley and greater Seattle area. ENVIRONMENTAL (IN)JUSTICE: Everyone who lives, works, or plays on or near the Duwamish River is affected by the existing pollution and planned cleanup. In fact, everyone in Seattle is affected in some way – by the loss of economic or recreational opportunities; pollution of fish, bird, wildlife species, and habitat; or the costs of the cleanup. But the communities overwhelmingly affected are the people – many non-English speaking, low-income, or people of color – who live or work close to the river.



Residents tour the Duwamish River by boat to explore what's in their own back yard

What is Visioning?

Visioning is a tool for defining the goals we aspire to and the future we would like to see.

Vision – an ideal or goal toward which one aspires.

Visioning – the process of identifying, developing and documenting vision and values.

In short, visioning is a process aimed at defining what kind of community people would like to live in. As described by the World Resources Institute (WRI), the object is to collect as many ideas about the future as possible – “nothing is too small, too big, or too crazy for consideration” (WRI 2000). This technique has been used in real-life cities with great success.

The Citizen’s Handbook (2006), published by the Vancouver, BC Citizen’s Committee, provides the following description of visioning:

Guided visioning exercises have become popular in many fields as a way of defining and achieving a desirable future. Recent studies have shown that we are more likely to reach an objective if we can see it, and can imagine the steps to reach it. Visioning has become a familiar technique in sports – high-jumpers, for instance, regularly take the time to imagine themselves going through the steps of jumping higher than they have ever jumped before. Citizens can use visioning to create images that can help to guide change in the city.

In a typical visioning exercise a facilitator asks participants to close their eyes and imagine they are walking through their neighborhood as it should be fifteen years into the future. What do they see? What do the buildings look like? Where do people gather? How do they make decisions? What are they eating? Where are they working? How are they traveling? What is happening on the street? Where is the center of the neighborhood? How does greenspace and water fit into the picture? What do you see when you walk around after dark? People record their visions in written or pictorial form; in diagrams, sketches, models, photographic montages, and in written briefs. Sometimes a professional illustrator helps turn mental images into drawings of the city that people can extend and modify. Many places use visioning techniques to arrive at a number of alternative futures for the city.

WRI adds an important note about conducting a visioning exercise in a diverse community:

In multicultural groups, you may get different visions based on different cultural backgrounds. The goal is not to find the majority opinion, but to arrive at a vision that reflects the thinking of the diverse groups in any community.

Visioning in a diverse community, then, is not based on a “majority rules” principle, but rather aims to achieve a balance that meets the aspirations and needs of all sectors of the community. The minority voices in a balanced visioning exercise are not lost in the process, but may in fact take on special significance,

“The goal is not to find the majority opinion, but to arrive at a vision that reflects the thinking of the diverse groups in any community.”

-World Resources Institute (2000)

especially where the minority voices also represent the most vulnerable or typically overlooked members of a community – such as non-English speakers, homeless, youth, or the elderly.

It is just as important to be clear about what visioning is *not*, as it is to define what visioning *is*. Visioning describes an aspiration; it does not define how to get there. Determining how to achieve a community’s vision is a separate, next step in making it a reality – this is the problem-solving or planning stage, as described below.

The World Resources Institute distinguishes “visioning” from “problem solving” as follows:



Duwamish community members creating a vision map of the river valley.

Both problem solving and visioning are important; they are quite different approaches that should be used in combination.

- Visioning generates a common goal, hope, and encouragement; offers a possibility for fundamental change; gives people a sense of control; gives a group something to move toward; and generates creative thinking and passion.
- With problem solving, a group can become mired in technical details and political problems and may even disagree on how to define the problem. Problem solving, although useful, rarely results in any really fundamental change.
- A problem is something negative to move away from, whereas a vision is something positive to move toward.
- In moving toward a vision, you will be likely to encounter a number of problems to solve.

Developing a plan for implementing a community vision, and problem solving to achieve it, are necessary steps to making the vision a reality, but are separate from visioning. This report describes the community’s vision for the future Duwamish Valley – the Vision Map and Report are a vehicle for communicating the Duwamish Valley residents’ and stakeholders’ hopes and aspirations for the future of the places they live, work and play. The Duwamish Valley Vision is not a plan, and cannot be implemented without the development of a plan that considers feasibility, cost, problem-solving, implementation tools, etc. However, a plan that is not guided by a true and inclusive vision for the future is bound to fail those it means to serve.

*A vision without a plan is just a dream,
A plan without a vision is just drudgery,
But a vision with a plan can change the world.*

The Duwamish Valley Vision Project is intended as a guiding tool – a “compass” for planning the future of the Duwamish Valley to best serve its diverse constituents, including those whose voices are often not heard in traditional planning processes – its immigrant and non-English speaking residents, workers, fishermen, youth, elderly, and transient and homeless communities – as well as its native born residents, businesses and environmental stakeholders. It is intended as a comprehensive, inclusive and balanced community vision that reflects the input and voices of all of the Duwamish Valley’s constituents and stakeholders.

The Duwamish Valley Vision Project

What does dreaming of future bike paths and thinking about affordable housing have to do with cleaning up the Duwamish River? Don't we just need to clean it up, period?

It would be simpler if cleaning up the Duwamish River were as easy as removing all the contamination and making the river clean and safe for everyone to use, however they wish. Unfortunately, this is not how federal and state cleanup laws work, *and* we need to make sure that once we do clean it up, it stays that way. In order to design a cleanup, the process requires that we define who and what we are cleaning it up for – one standard might be considered clean enough for industrial use, for example, but not clean enough for a waterfront park. The difference between the two standards might represent millions of dollars that a business or public agency doesn't want to spend if it doesn't have to. But in a polluted river, we can't just look at how people are using the river today and decide that cleaning it up to make that type or frequency of use safe is good enough – we need to consider how people are likely to use the river in the future, once it has been cleaned up. Will they start fishing again? Will they once again let their children and pets play on the beach? And what is likely to be happening a half mile away that might affect what pollutants flow into the river? Is a new factory planning to move into the Duwamish Valley? What do we need to do in order to make sure that our river stays clean?

In order to ensure a river cleanup that protects all current and future residents and river users, we need to step back and look at the big picture. What is impacting the health of the river today? What is likely to impact it in the future? How do we hope and plan to use the river and the lands around it? And how will what we do or don't do to clean up the river today affect those future hopes?



What is the future of this vacant property on the Duwamish River?

There are even unintended consequences of cleaning up our river that require us to consider how to manage these impacts as we move forward. Will a clean river make our community more attractive and lead to rising housing prices in our neighborhoods? Do we want condos on the shoreline? Will businesses move into or out of our community as a result of the cleanup? If so, where will we work in the future? And how can we prevent being pushed out of our community once we've improved our environment?

These are the questions that led to the Duwamish Valley Vision Project.

What difference does a vision make?

Having a clear, community-supported vision allows us to see, or visualize, how all of our needs and aspirations will shape our community in the future. It also gives the community an important tool for self-determination: instead of outside influences (developers, investors, government agencies) deciding what comes in and what goes where, an organized community with a clear vision can invite, influence and create the change it wants, while holding on to the qualities and elements of the community it values. It will take work – lots of work – but a vision provides a roadmap for the community, and a “compass” for its government agencies, elected officials, prospective businesses and future neighbors. A recent example in the Duwamish Valley illustrates this point.



Will these kinds of impacts continue to pollute the Duwamish River?



Without envisioning the future, the site would have remained an underutilized site of little value to the public.

The Malarkey Cleanup:

The former Malarkey Asphalt site on the banks of the river in South Park was purchased by the Port of Seattle in 1998 and later designated as one of EPA's “Early Action Areas” – a toxic hotspot within the Superfund site in need of fast-track cleanup in order to remove immediate risks to the environment and human health. A cleanup plan was proposed by EPA in 2005. However, the plan only called for cleaning up the site to industrial standards, and left additional contamination in place that would not permit redevelopment of the property for any recreational, commercial or residential use.

Despite local zoning, the Malarkey site had not been in industrial use since 1993, and is located within the residential neighborhood of South Park, less than 100 feet from the closest homes and next to a marina with recreational and live-aboard tenants. Washington law does not allow industrial cleanup levels to be applied in close proximity to a residential neighborhood, so under the EPA's plan, the site would not be removed from the state's toxic site list.

DRCC facilitated a neighborhood discussion about the potential future of the Port owned property and whether a permanent industrial restriction fit with the community's future vision for its waterfront. The community identified a variety of potential future land uses that were not supported by the industrial restriction in the cleanup plan, and requested the Seattle City Council's support for its position that the industrial zoning did not reflect the likely future uses of the site. Seattle, which plans to annex the property from King County, agreed and the City Council unanimously requested that EPA apply unrestricted cleanup standards to the site. EPA declined. The community then appealed to the Port of Seattle – the landowner – to clean up the site in accordance with the neighborhood's future visions for the property. The Port of Seattle Commission,

comprised of locally elected officials, agreed, and approved expanding the cleanup to meet unrestricted standards. The Port Commission further asked the community to provide guidance on its future use of the property, and after receiving a unanimous community request for habitat restoration at a public meeting attended by 100 residents, the Port is now designing the site as a habitat restoration project, for which it will receive credit toward its natural resource damage liability under Superfund – a win for all parties.

Without envisioning the future, and designing the cleanup accordingly, the Malarkey site would have remained an underutilized, former industrial site of little value to the Port or the public. The community's future vision for the site resulted in a more thorough cleanup and substantial public benefits.

Residents at a public meeting about the river cleanup

An organized community with a clear vision can invite, influence and create the change it wants.



The Visioning Process

The Duwamish Valley Vision Project was launched in January 2007 and was designed to be conducted in three phases: (1) define the existing conditions, (2) conduct a future visioning process, and (3) develop strategies for implementation.

Phase I: Existing Conditions

The Vision Project was initiated in stages, with Phase I being the creation of an “existing conditions” map, upon which to build and reflect upon the conditions desired in the future. The existing conditions map was intended to serve as a jumping off point for future visioning – what should be saved, what should be eliminated, and what should be changed?



The Green-Duwamish River Map provided baseline information for the Vision Project

Layers of attributes including parks and open space, public river access, pedestrian and biking trails, business districts, residential and industrial zoning, freight corridors, public transportation routes and census data representing ethnicity, language and income were mapped for the Duwamish Valley. In the course of compiling this information, Phase I developed into an independent mapping project with multiple public and private partners working together to publish a high-quality guide to the Green-Duwamish River. Wayfinding, public art, cultural and historical landmarks and other public interest features were added to the mapping effort and incorporated into a map of the Green-Duwamish watershed extending from Elliott Bay to Auburn, at RM 30.5. GIS and design services were provided by Michele Savelle of project partner ECOSS (the Environmental Coalition of South Seattle).

The Green-Duwamish River Map is included in this report and can be found in the front inside pocket, or at www.duwamishcleanup.org. Additional maps may be ordered from DRCC at 1620 18th Avenue, Seattle WA 98122, or by emailing contact@duwamishcleanup.org (DRCC suggests a donation of \$5.00 per additional map).

Both the published and unpublished mapped attributes were then used to provide “baseline” information for conducting Phase II of the project – community visioning and development of the Duwamish Valley Vision Map.

Phase II: Future Visioning

Phase II of the Duwamish Valley Vision Project was divided into several steps, involving (a) scoping, (b) visioning, and (c) mapping.

a) Scoping

In 2007, DRCC initiated a scoping process to define and design the Duwamish Valley Vision Project. Rather than attempt to pre-determine what might be relevant, DRCC conducted a scoping phase survey to determine the elements and attributes that are valued by or of concern to community members (Appendix A1). The survey was distributed in Spanish and English to the community-at-large via DRCC’s web site and listserve; distribution at community meetings and events; and through an article in DRCC’s 2007 Superfund Update, distributed to over 8,000 households in the Duwamish River Valley. A total of 149 scoping surveys were completed and compiled to inform the scope of the Vision Project. A follow up survey of stakeholder groups was conducted in 2008 (Appendix A2).

With the overall objective of building a “healthy community,” the Duwamish Valley Vision Project includes all attributes that were identified through the scoping surveys as important to this goal. The resulting project is a broad-reaching, “big picture” approach, and includes many elements that may not be directly linked to the river cleanup. However, all of the Vision Plan elements are important to the community and its overall objective of building a healthy future.

Based on the results of the scoping survey, four broad categories were selected to help guide the visioning process:

1. **Environmental features**, including air and water quality, parks, habitat and open space
2. **Community amenities**, including housing, social services, public art and recreation
3. **Transportation**, including basic infrastructure, public transport and freight mobility
4. **Economic development**, including industrial uses, redevelopment and small businesses

To ensure that these guiding categories would not have the unintended consequence of restricting creative thought in the visioning process, a fifth grouping, loosely defined as the “Mayor/God” category (“what would you do if you were Mayor/God?”), was added to encourage big picture thinking “outside the box” and to foster innovative ideas that might not otherwise come to mind when considering the other categories. In the final mapping of the vision, these ideas were ultimately grouped with one of the four defined categories, for the purpose of representation on the Vision Map. The categories are necessarily broad and loosely bounded, to be inclusive of all ideas, yet distinct for the purposes of mapping and visual representation.

b) Visioning

Facilitating a visioning process that is inclusive of all members of a diverse community requires a variety of tools and strategies tailored to different constituencies. Adaptability is key to an inclusive visioning process, rather than a “one size fits all” approach. The Duwamish Valley Vision Project made use of several different approaches to soliciting the future visions and aspirations of the disparate and unique sectors represented within the Duwamish Valley community.

The overall object of the Vision Project is to build a “healthy community” in the Duwamish Valley.





Eight visioning workshops for a total of 260 people

were held from January to June 2008 in English, Spanish, Vietnamese and Cambodian.

Targeted constituencies DRCC solicited for input into the Vision Project included:

- Residents
- Business owners
- Industrial workers
- Recreational users
- Youth (teens and children)
- Low-income community members
- Homeless and transient populations
- Fishermen and subsistence harvesters
- Immigrants and non-English speakers
- Social and community service providers
- Environmental stakeholders



Child’s “vision” of the Duwamish, with homeless treehouse shelters on the river.

Soliciting participation and input from each of these constituencies required different approaches and strategies. Five primary tools were used to solicit and compile the future visions of the varied stakeholders, augmented by supporting activities such as river tours and “gateway” meetings with community leaders, which served as an entryway to more fully engage and prepare key constituencies for their participation in the visioning process.

Workshops

DRCC hosted eight visioning workshops from January to June 2008 to solicit input from a variety of Duwamish Valley residents and stakeholders.

English-language workshops were held in Georgetown, Delridge/Youngstown (West Seattle), and South Park. Two workshops were held in High Point – one each in Vietnamese and Cambodian. Three Spanish/English bilingual workshops were held in South Park for teens and children. At each of the workshops, participants were given an overview of the Duwamish Valley Vision Project;

provided with base maps representing basic current features of the Duwamish Valley, such as existing parks, major roadways, and zoning; and guided through a series of questions to engage them in identifying their needs and aspirations and solicit their “future vision” of their community and surroundings. Participants were given a series of colored pens representing the five categories described on page 17, and encouraged to write and draw directly on trace layers over the base maps to represent their visions for the future. An outline of the English-language neighborhood workshops is provided as an example in Appendix A3.

An exception was the visioning events for children, held at the South Park Community Center and Concord Elementary After School Program. The community center “workshop” utilized storytelling and art to solicit the future “dreams” of neighborhood children – Native American storyteller Roger Fernandez opened the event with traditional storytelling, which was followed by an art activity where children were encouraged to draw their dreams of their neighborhood and/or the river. The art activity was replicated for the school children at South Park’s Concord Elementary after-school “Starfish” Program. A bilingual youth/teen workshop was conducted with participants enrolled in DRCC’s Environmental Justice Youth Corps; the teens then further participated in the Vision Project by interviewing Food Bank clients to solicit their input, discussed in the “Interviews” section below.

All workshops were held in community-identified neighborhood gathering places, in culturally-compatible formats as appropriate. The Vietnamese and Cambodian language workshops were designed and facilitated by the International District Housing Alliance, a non-profit organization serving Seattle’s Asian and Pacific Islander communities, and included an introductory boat tour of the Duwamish River with interpretation in the participants’ native language immediately prior to each workshop. A professional facilitator from Cascade Design Collective was contracted to facilitate the largest of the neighborhood workshops (South Park), and students from the University of Washington Community, Environment and Planning Program were trained in visioning techniques and facilitation by Nate Cormier of SvR Design, and assisted as “table captains” and as docents for a gallery of current conditions and background information displays preceding each of the English-language workshops. Food was provided for participants at all workshops.

A total of 260 people participated in the eight Vision Project workshops, as follows:

- Georgetown: 42
- Delridge/Youngstown: 39
- South Park: 78
- High Point/Vietnamese: 20
- High Point/Cambodian: 17
- South Park youth/teens (English/Spanish bilingual): 14
- Concord Elementary School (English/Spanish bilingual): 30
- South Park children & parents (English/Spanish bilingual): 20

One additional workshop was scheduled in Spanish in South Park, but lack of participation necessitated a change in strategy to an interview-based visioning process for the Duwamish Valley’s adult Latino community. The interview results for South Park’s Spanish-speaking community are discussed in the next section.



Workshops were held in Cambodian and Vietnamese in the High Point neighborhood



Gallery displays depicting elements of the valley's history were incorporated into visioning workshops

Teen volunteers conduct English and Spanish language interviews at the South Park Food Bank



“The diversity of participants with differing skills, abilities and viewpoints is key to visioning.”

- Vision workshop participant.

“The Duwamish Valley is vibrant, and residents need to feel empowered to make a difference.”

–Duwamish Valley business owner

Interviews

One-on-one interviews were used to solicit input from communities that were not easily reached through formalized workshops, or represented less cohesive, organized communities. A workshop approach to solicit input from the Spanish-speaking communities in the Duwamish Valley was replaced with interviews due to lack of participation in the scheduled workshop. One-on-one interviews were conducted with Spanish-speaking residents and business owners. Interviews were also conducted with river users – fishermen and others – and the Valley’s homeless/transient communities, who did not have readily accessible social/community structures or organizations to work through. Interviews were also conducted in Spanish and English with clients of the South Park Food Bank, and with owners and managers of Duwamish Valley industrial and commercial businesses, in combination with an on-line survey, described in the next section.

Gabriella Quintana, an educational and organizational strategic consultant with experience working in the Latino community, was contracted to design and conduct the Spanish-language visioning, and a graduate student team comprised of a University of Washington Masters of Social Work student and Antioch University Center for Creative Change student conducted the river users and homeless/transient visioning interviews. Bilingual teen participants in DRCC’s Environmental Justice Youth Corps conducted interviews with clients of the South Park Food Bank, after participating in a Vision Project workshop themselves, and with the supervision and assistance of DRCC’s youth program coordinators and post-graduate researchers from the University of Washington Department of Education. While interviews were only conducted in English and Spanish, respondents at the Food Bank identified as Latino/Mexican, Native American, Polynesian, Vietnamese, Somali, African American, and Caucasian. Finally, interviews were conducted with industry and business representatives, to augment responses solicited from the sector via an on-line survey distributed by the Manufacturing Industrial Council to its members.

The interview questions used for each constituent group are attached in Appendix A4.

A total of 99 interviews were conducted in English and Spanish for the Duwamish Valley Vision Project, as follows:

- Spanish-speaking residents and business owners: 13
- River users and homeless/transient populations: 26
- South Park Food Bank clients (English and Spanish): 47
- Industrial and commercial business owners/managers: 13

Surveys

The Manufacturing Industrial Council (MIC), which represents industrial businesses in the Duwamish Valley, was consulted for guidance on the best strategies for collecting visioning input from the valley’s industrial businesses. The MIC advised that conducting an electronic survey was a better mechanism for soliciting input from its members than hosting a workshop, and offered to post a visioning survey to its members via its listserv and web site. The visioning survey was distributed to the MIC’s members, resulting in 22 responses. The survey questions are included in Appendix A4. In order to augment the number of responses received via the visioning survey, DRCC conducted an additional 13 interviews with industrial and commercial business leaders during the spring of

2008, as described in the previous section, resulting in a total of 36 surveys and interviews from industrial and commercial business leaders collected for input into the Vision Project.

Focus Groups

A focus group was held with members of the Seattle Housing Consortium (HDC) to solicit input on the needs and strategies available for addressing low-income housing in the Duwamish Valley. Five representatives of HDC, a non-profit trade association with 70 private and public member organizations dedicated to promoting affordable housing in Seattle and King County, and representatives of the Housing Resource Group and the Delridge Neighborhood Development Association participated in a roundtable discussion about low-income housing needs in South Seattle and the Duwamish Valley. The input from participants in the focus group meeting was incorporated into the Vision Project.

Existing Plans

Numerous past and current habitat, neighborhood, freight, bicycle, and other plans exist and were used to help inform the Duwamish Valley Vision Project. DRCC compiled and reviewed past and current plans from public agencies, businesses, non-profit and community organizations and have integrated relevant elements of these plans as input into the Duwamish Valley Vision Map and Report. A list of 20 plans reviewed and included in the visioning process is provided below:

- Affordable Housing Action Agenda (2007)
- OpenSpace 2100 (2005)
- WRIA-9 Salmon Recovery Plan (2007)
- Green-Duwamish Community Plan (1998)
- Seattle Bike Master Plan (2007)
- Airport Way Visioning Plan (2007)
- Tukwila Walk and Roll Plan (2006)
- Tukwila Shoreline Master Plan (2008)
- Livable South Downtown (SODO) Report (2008)
- Duwamish Manufacturing and Industrial Center Neighborhood Plan (2000)
- Georgetown Neighborhood Plan (2000) and Update (2005)
- South Park Residential Urban Village Plan (1998)
- South Park Action Agenda (2006)
- Visualize Delridge (2006)
- Draft Port of Seattle Shoreline Master Plan (2008)
- Draft City of Seattle Shoreline Master Plan (2008)
- SODO Action Agenda (2008)
- Green Legacy Coalition Strategic Plan (2008)
- The Future of Seattle's Industrial Lands (2007)
- Seattle Freight Mobility Plan (2005)

One additional public meeting was held in June 2008 to present and invite feedback on a draft version of the resulting Vision Map. The draft release public meeting is discussed in the next section: Mapping.

The Future of Seattle's Industrial Lands



Seattle Planning Commission
Report • July 2007

“The City should consider where best to accommodate ‘cleaner and quieter’ industrial businesses such as high tech R&D and biotech.”

–The Future of Seattle's Industrial Lands

Participants draw their visions of the future directly onto maps of the Duwamish Valley



c) Mapping

Mapping the information collected via each visioning exercise was used as a tool to create graphic representations of the community's future visions of the Duwamish Valley. Several, graduated steps were then used to build the consolidated community Vision Map from the individual visioning workshops, interviews and surveys.

Develop workshop and constituent-specific maps

Each visioning workshop resulted in one (small workshops) or a collection of vision maps for each category from each of several break-out groups (larger workshops). Each of these maps represent the product of facilitated small group visioning, usually with groups of 6–12 participants. An example of a map created during the visioning workshops is shown at left, above. Where more than one small group map per subject area was produced from a single, larger workshop, such as the neighborhood workshops, the resulting maps were then consolidated by hand into a single composite map representing the major themes and unique contributions. In keeping with the visioning principles discussed on pages 11–12, an effort was made to retain and convey a balance that represents the aspirations and needs conveyed by all participants, rather than to simply portray the dominant themes.

For groups whose input was solicited via interviews or surveys, rather than drawn or written directly onto maps during workshops, teams of Vision Project facilitators transcribed the visioning information collected verbally or in writing onto graphic maps, in order to create a map representative of each workshop and/or constituency.

Consolidate/balance vision input from all sources

As with the consolidation of numerous maps from each workshop into a single map representing the outcomes of the workshop, the maps resulting from all workshops and interview/survey group were then consolidated into a single map representing each of the four topical categories guiding the visioning exercise: environmental features, community amenities, transportation, and economic development. At this point, any input expressed by the “mayor/god” pen



Each workshop visioning team produced their own 'future map'



A consolidated map showing the results of each workshop by category were drafted by hand before digitizing

was incorporated into one of the four topical categories. Again, rather than simply reflect dominant themes, an effort was made to retain the unique and underrepresented visions as well as those that reflected areas of broad agreement. Where the same concept was expressed in numerous locations, locations that presented the least conflict with other proposed uses was selected for the consolidated vision map (for example, a desire for a farmer's market in Georgetown was identified, with several different locations suggested, but only one ultimately needed – the consolidated vision map represents only one location, excluding those where competing uses were also identified through the visioning process, in order to best accommodate the diversity of needs expressed). In these instances, the location of the envisioned asset is conceptual. The location of other envisioned features are more fixed, such as site-specific habitat restoration projects along the South Park shoreline. The distinction between site-specific and conceptual location features will be discussed as part of the narrative guide to the maps in the next chapter.

Digitize/design Vision Map

The consolidated subject area maps were digitized using ArcView/GIS software by DRCC project partner ECOSS. Several drafts were generated and reviewed for clarity/readability before finalizing the legend and graphic representation. The four resulting maps were then combined into one consolidated draft vision map, representing the overall community vision resulting from all input received to date during the Duwamish Valley Vision Project.

Draft release/feedback

The individual subject area and consolidated draft vision maps were released for community review and comment on June 4, 2008, with a formal unveiling and presentation at the downtown Seattle REI Flagship Store. 120 people attended the event, and provided feedback on the draft maps in person or via email following the event. The draft consolidated map was also posted on DRCC's web site, with an email link to provide comments, and the Seattle Post-Intelligencer covered the concepts and visions expressed in the draft maps in a detailed headline story on June 9, 2008. In all, about 50 comments were received on the draft maps and captured for review by DRCC's Vision Project team.

Final Map & Report

The final Vision Map was modified and finalized based on the comments and input received on the draft map release. Once the Duwamish Valley Vision Map was finalized, the DRCC project team drafted the accompanying Vision Report, to serve as a narrative guide to the map and detailed description of the Duwamish Valley Vision Project process. Questions about the project and the resulting Duwamish Valley vision may be directed to contact@duwamishcleanup.org.

Duwamish Valley Vision map: Transportation



Digitized layers were the final step before combining all elements into a single "Vision Map" for the Duwamish Valley

Summaries of input received from each constituency group and the draft release public meeting are included in Appendix B.

Phase III: Implementation

This report only begins to touch on bridging the transition from visioning to planning. It is our intent that publication of the Duwamish Valley Vision Map and Report will generate a community conversation about how to implement the elements of the vision described. DRCC intends to take two near-term actions with respect to implementation:

1. In its role as EPA and Ecology's Community Advisory Group for the Lower Duwamish Waterway Superfund Site, DRCC will identify the technical and policy measures required to achieve the community's visions related to the remediation and restoration of the river, and will advocate for their implementation through the Superfund cleanup and habitat restoration plan, and related zoning, land use and regulatory measures.
2. In its role as a community convener and facilitator of the Duwamish Valley Vision Project, DRCC will distribute the Vision Map and Report to all Duwamish Valley stakeholders (see Appendix C) and will host a Community Forum for all public and private entities (agencies, businesses, non-profit and community organizations) that have it within their mission to implement or advocate for the elements described in the vision – housing, transportation, parks, economic development, etc. The Forum will be held in the spring of 2009 – to participate in the forum or add to the stakeholder list, please contact DRCC at contact@duwamishcleanup.org or (206) 954-0218.

“What an organized and great process. I was happy to be a part of it!”

“Are you planning meetings in the future in which we will decide how to make our visions a reality?”

“I felt welcome and part of a community... I have high hopes for the future of people living near the river.”

– Visioning workshop participants, surveyed by a UW School of Social Work graduate researcher

The Duwamish Valley Vision: Building a Healthy Community

The purpose of the Duwamish Valley Vision Project is to articulate a shared community vision for creating a healthy and sustainable Duwamish River Valley. The vision addresses multiple aspects of the environment, economy, and community, resulting in a comprehensive framework for planning a sustainable future for the Duwamish Valley. This section will describe the vision for each of the four major areas described in the preceding chapter: environmental features, community amenities, transportation, and economic development. For each area, the discussion will include (a) guiding principles that emerged during the visioning process, (b) a detailed summary of the visioning results, (c) discussion of unique contributions from the various constituencies participating in the visioning, and (d) a map representing the community vision for each category. The chapter concludes with the consolidated Vision Map, representing the complete vision resulting from the Duwamish Valley Vision Project.

Child plays on the beach in South Park





Environmental Features,

including air and water quality, parks, habitat and open space

Guiding Principles

Participants in the Duwamish Valley Vision Project cited a clean, green and healthy Duwamish Valley as among their highest priorities for the future. The Duwamish Valley currently hosts one of the nation’s largest Superfund sites – the 5-1/2 mile long Lower Duwamish Waterway Superfund Site – where sediment contamination from nearly 100 years of industrial and urban pollution has rendered the river’s fish unsafe to eat and many of its beaches tainted with a mix of toxic chemicals. The Washington State Department of Health reports that air quality in the Duwamish Valley exposes many of its residents to an increased risk of cancer, and the Department of Ecology has listed over 175 contaminated soil sites throughout the basin that drains to the river. The community is concerned about the cumulative health and environmental impacts of these multiple sources of exposure to pollution, and envisions a future in which the Duwamish River and the surrounding environment has been cleaned up, is well regulated to prevent ongoing pollution, and no longer poses disproportionate health risks to valley residents, fishermen, workers and recreational visitors.

The community also places a high value on restoring and creating new habitat areas for the river’s fish and wildlife; increasing parks, green space and recreational areas for valley residents; and developing new forms of locally-produced alternative energy.

Summary of Results

Visioning results addressing a variety of environmental features were collected during the course of the Duwamish Valley Vision Project. The results are reported by sub-category below, with reference to features represented on the Environmental Vision Map at the end of the chapter, where applicable.

A clean, green and healthy Duwamish Valley is among residents’ highest priorities.

Poor air quality increases residents’ cancer risks

Air Quality

The Washington State Department of Health released its Duwamish Valley Air Health Assessment in the second half of 2008, reporting that sources of air pollution in the Duwamish Valley contribute to a variety of health risks for local residents, including increased risk of cancer. Despite the fact that this report was not available at the time that the visioning workshops were conducted, participants identified air pollution as a high priority environmental concern, based on their knowledge and perception of air pollution from industry, vehicle emissions and experience with noxious odors in some neighborhoods. Residents’ vision of the future is a Duwamish Valley with clean air that no longer poses health risks to area residents. Strategies for reducing air pollution that were identified by visioning participants include stricter regulation of industrial air emissions; reducing vehicle traffic, commuting and idling, especially by trucks in residential neighborhoods; and planting more trees to help filter pollutants and improve air quality throughout the Duwamish Valley.

Water Quality

The Duwamish Valley Vision identifies the need for clean water as a top community priority. The overwhelming focus for protection of water quality



in the Duwamish River and the valley's streams and creeks to emerge during the Vision Project is on reducing and treating stormwater runoff from municipal and industrial facilities.

Preferred strategies for control and treatment of stormwater from city streets and residential areas include bioswales and "green streets;" natural drainage systems; porous sidewalks, driveways and parking lots; and use of wetlands as stormwater treatment ponds. Representative examples of these strategies employed as part of the Duwamish Valley Vision are shown on the Vision Map: "green streets" are shown helping to filter stormwater draining to Longfellow Creek in West Seattle (B3-6.5), and in Georgetown in areas draining to the Duwamish River (E4-5). The vision includes development of a natural drainage system along 8th Avenue South in Georgetown, between East Marginal Way South and Gateway Park North on the river. This project – part of the Georgetown Riverview Restoration Project – is along an industrialized street with heavy truck traffic and is currently being developed by the Georgetown Community Council with support from the Seattle Departments of Neighborhoods and Transportation. If completed it will be the first SEA (Street Edge Alternatives) Streets project implemented in an industrial area in the city. Other examples of natural drainage systems in Seattle can be found in northwest Seattle in the Pipers Creek Watershed, where Seattle reports results achieving a 99% reduction in stormwater runoff, and at the High Point redevelopment project in the Longfellow Creek Watershed in southwest Seattle – the largest natural drainage system yet constructed in the city.



Bioswales retain and treat stormwater in High Point

The use of wetlands to control and treat stormwater is represented on the map at the 99/509 interchange south of the 1st Avenue S Bridge (D5), where the vision calls for expansion of a small retention pond into a large wetland to capture and treat runoff from the heavily trafficked highways.

Additional suggestions for stormwater control include better enforcement of the existing stormwater code; requirements for stormwater collection, recharge/infiltration and treatment with new development (see Green Infrastructure section below); and revisions to residential property tax rates to encourage on-site residential stormwater management.

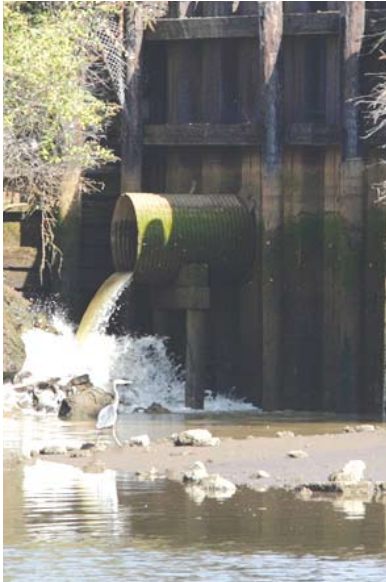
The Duwamish Valley Vision also includes substantial improvements to the city and county Combined Sewer Overflows (CSOs) along the river. All existing CSOs are envisioned to meet the legal requirements of a controlled CSO (no more than one overflow event per year) before beginning the Superfund cleanup of the river. The Duwamish Valley Vision calls for King County's CSO control plan to be revised to accelerate control of the Duwamish River CSOs in order to protect water quality, threatened salmon, and the health of people who fish, wade and swim in the river, as well as to protect the public's substantial investment of financial resources in the cleanup of the river's contaminated sediments. King County's current plan does not propose completing controls on the Duwamish River CSOs until 2027; Vision Project participants call for the Duwamish CSOs to be given highest priority in the county, to achieve control of ongoing releases prior to the pending Superfund cleanup, or within about five years. Controlled CSOs are represented on the map at several locations along the length of the



The Duwamish Valley Vision calls for all CSOs to be significantly controlled within five years

river, with several clustered around the 1st Avenue S Bridge (D4.5).

The goal of clean water in the Duwamish Valley Vision relies on the identified need to enforce and upgrade controls on industrial releases to the river, both from riverside industries and from industrial facilities throughout the drainage basin. Since 2006, Puget Soundkeeper Alliance has identified ten industrial facilities along the Duwamish that were in violation of their Clean Water Act permits, either due to exceedances of pollution limits or due to their lack of pollution prevention plans required by law. In the same period, the Department of Ecology issued numerous corrective action notices to businesses throughout the basin, requiring them to correct waste disposal and/or stormwater violations discovered during site inspections. The Duwamish Valley Vision relies on correction of these and other clean water violations, and upgrades to permits to better protect water quality in the Duwamish River and its tributary streams.



Polluted stormwater runoff continues to degrade water and sediment quality in the river

Additional visions for improving water quality focused on cleaning up upland properties leaching pollution to the river via creeks, seeps or groundwater and reducing pet waste draining to creeks and the river through better pet waste disposal facilities at river- and creekside trails and parks.

Superfund Cleanup

The lower Duwamish River, from Harbor Island to RM 5.5, was designated a federal Superfund site – EPA’s list of the nation’s most toxic hazardous waste sites – in 2001. Harbor Island, at the mouth of the river, is also a Superfund site, with areas in need of cleanup in both the East and West Waterways, flanking the island and linking the Duwamish River to Elliott Bay. The Duwamish was listed as a Superfund site because of accumulated toxic chemicals in the sediment (mud) at the bottom of the river, which enters the food chain and threatens the river’s fish, birds, marine wildlife, and human health – especially the health of people consuming seafood harvested from the river – and can also cause health risks to those who come in direct contact with contaminated sediment, such as at waterfront facilities, at publicly accessible beaches, or while fishing and kayaking.

It is the community’s vision that the Duwamish River Superfund site will be successfully cleaned up and that people will be able to safely play on its beaches, swim in its waters, and harvest and eat fish, clams, crabs and other seafood from the river.

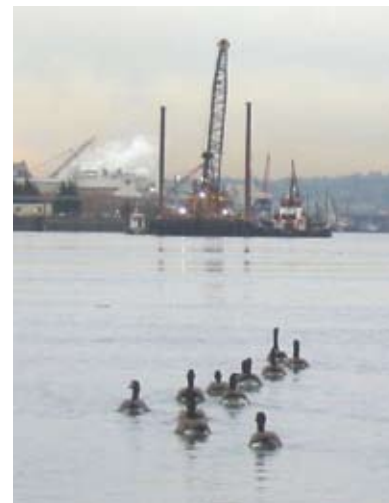
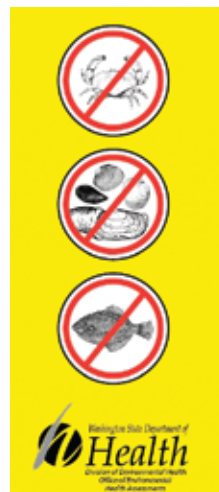
It is important to note that salmon differ from other Duwamish River seafood because they spend a relatively short portion of their life in the Duwamish estuary before migrating out to sea. The Washington State Department of Health (DOH) has issued a seafood consumption advisory for Chinook (King) salmon, advising that consumption be limited to one meal per week because of elevated levels of PCBs and mercury contamination found in the tissue of these salmon. The advisory is Puget Sound-wide and is not limited to or, for the most part, directly attributable to accumulation of toxins from the Duwamish.

DOH’s advisory on consumption of resident seafood, however, is much more restrictive and is specific to the Duwamish: DOH advises against any

consumption of Duwamish River resident fish, crab or shellfish. The primary consumers of Duwamish River salmon are members of the Muckleshoot Tribe and consumers of their commercial catch. The primary consumers of the Duwamish River's resident seafood, however, are subsistence fishermen, many of whom are low-income or homeless, and include many recent immigrants, particularly Asian and Pacific Islander fishermen. Warning signs have been posted on the Duwamish in eight languages to inform the public and prospective fishermen of the health risks, but fishing continues as a result of lack of information and/or the basic need to put food on the table.

Local governments have suggested that clean up of the Duwamish to the extent necessary to protect the health of subsistence fishermen may not be possible, due to the ongoing influx of contaminants from the upper Duwamish and Green River. Recent studies of chemical loading into the lower Duwamish indicate that levels of several toxins may indeed prevent safe and healthy seafood consumption unless upriver sources of pollution are also controlled. Satisfying this critical aspect of the Duwamish Valley Vision, then, requires a watershed approach to cleaning up and controlling sources of pollution to the lower river. The community has expressed an understanding of the scale of the problem to be addressed, and confirmed its vision of a Duwamish River cleanup that protects the health of its most exposed and vulnerable members – the fishing families that rely on the Duwamish River to satisfy their basic needs for food and nourishment.

The vision of a cleaned up Duwamish River is represented on the Vision Map by the absence of the Superfund site boundaries (the existing boundaries are shown on the current Green-Duwamish map at the front of this report, or at www.duwamishcleanup.org). The vision that the cleanup will protect the health of subsistence fishermen is also represented by the inclusion of several seafood harvesting areas, shown on the Community Amenities (red) map in the next section. Conceptual seafood harvesting areas are shown at Kellogg Island (B/C3), Slip 4 (E5.5) and the Turning Basin (F7.5), but apply to envisioned conditions applicable throughout the river.



Despite contamination, the Duwamish provides key habitat for fish, birds and wildlife

Posted advisories warn of contaminated seafood

It is also worth noting that since the fishing advisory for salmon is Sound-wide and appears linked to contaminants throughout Puget Sound, the bulk of the solution to this problem will not be remedied by cleaning up contaminants in the Duwamish River, but will require a regional approach, such as the Puget Sound Action Plan, to recover the health of the Sound's King salmon and its tribal, recreational and subsistence fishermen.

The Duwamish Valley Vision results emphasize the community's desire to secure a clean up of the Duwamish River that is done once and done "right." Community members want to ensure that the clean up employs the strategies and technologies necessary to prevent the spread of contaminants removed from the river bottom, and to take comprehensive measures to control ongoing sources of pollution in order to prevent recontamination of the river after cleanup.



Fishing in the Duwamish provides food on the table for many low-income residents

Habitat Preservation and Restoration

Following clean up of the valley's air, water, and river sediments, preserving and restoring habitat for fish, birds, wildlife and people topped the list of community priorities for the future Duwamish Valley. Habitat for fish, birds and wildlife will be discussed in this section; habitat for people will be discussed in the following section – Parks and Recreational Amenities – as well as under Community Amenities in the next section.



Aerial view of the Port of Seattle's Kellogg Island

Duwamish Valley residents, businesses and visitors all emphasize the high value they place on protecting the fish, birds and wildlife found along the river and its associated creeks and greenbelts. Restoring aquatic and shoreline habitat on the Duwamish River is emphasized as a strategy for regaining some of the habitat lost when the river was straightened into the current day “Duwamish Waterway.” An estimated 98–99% of the river's habitat was lost to the channelization, deepening and armoring of the waterway in the early 1900s. Today, the only known original habitat remaining on the river can be seen in the mud flats at the north end of Kellogg Island, but several habitat restoration projects along the river at sites such as Herring House Park (C3), Hamm Creek (F7) and the Turning Basin (F7.5) have demonstrated that such efforts are successful at attracting salmon, birds and wildlife. Integral to all habitat restoration efforts is the need to remove the extensive blackberry and other invasive weeds that currently choke out opportunities to reintroduce native plants.

Community visions for habitat restoration include:

- Removing armoring along the riverbank and restoring shoreline habitat along a minimum of 30% of the lower Duwamish River shoreline. While many reaches of the river are in active shipping or industrial use, others are available for bank softening and restoration. Even at sites in use for shipping and industry, some shoreline restoration might be possible through the replacement of old and often dilapidated bulkheads with “fish-friendly” piers and loading structures.
- Building on restoration efforts at existing habitat “hubs” – large sites with a range of aquatic to upland restored habitat, such as at Kellogg Island and Terminal 107 (C3.5) – and creating new habitat hubs at select locations along the river. A new habitat hub is envisioned at South Park's Terminal 117 (E/F6), the site of a former asphalt manufacturing plant that left the waterfront property contaminated with PCBs, dioxins and other toxins. The Port of Seattle is crafting a cleanup plan for the site, and plans include an extensive off-channel habitat restoration project, requested by the community in 2006. A conceptual drawing of the proposed habitat project is shown at right.
- Creating a “string of pearls” of small restoration sites at street ends and other small pockets along the river in order to provide “rest stops” for juvenile salmon migrating through the estuary, and to increase the total

Volunteers restore habitat along the Duwamish River



acreage of restoration areas available on the river. Specific locations for pocket restoration sites are shown on the map at numerous locations along the river, including on both sides of the East and West Waterways under the West Seattle Bridge (B-C2), at the southern tip of Harbor Island (C2), south of T-105 (B/C2.5), three locations between Kellogg Island and the 1st Avenue S Bridge (C-D4-5), and three locations on both sides of the river north of the Hamm Creek Estuary (F6.5). Coupled with shoreline habitat corridors (longer reaches) south of the 1st Avenue S Bridge (D5) and upriver of the Turning Basin (F/G8), these pocket habitat sites will provide for shorter distances between habitat areas available for migrating salmon, and provide opportunities for installing osprey perches along the river.

New habitat is envisioned along the South Park waterfront at Terminal 117 (top) and the Duwamish River Revival Project (bottom)

A significant habitat corridor is envisioned along the South Park residential shoreline north of the South Park Bridge (E5.5). The project – the “Duwamish River Revival Project” – is in the planning stages and is being coordinated by ECOSS (the Environmental Coalition of South Seattle), a South Park-based business and community assistance organization, and has the support and participation of individual shoreline homeowners, whose properties would be included in the project. A conceptual drawing of the envisioned project is shown above.



- Daylighting tributary creeks that drain to the Duwamish River, including portions of Longfellow Creek, Puget Creek, Hamm Creek and the “Lost Fork.” Longfellow Creek has been the focus of community and city restoration efforts for over a decade, but more work remains to be done



to restore reaches of the creek that flow through underground pipes and are heavily impacted by stormwater runoff. The community vision specifically calls for exploring options for daylighting the “mouth” of Longfellow Creek, which currently runs underground from the steel mill at SW Anderson to its outlet into the West Waterway (B2).

The community vision also calls for restoring and daylighting Puget Creek, from the Duwamish Greenbelt to the original river bend west of Kellogg Island (B–C3.5), and for continuing to restore more of Hamm Creek. The restoration of Hamm Creek was the lifelong dream of South Park resident John Beal, who enlisted the help of neighborhood residents

and local elementary school teachers and students during his 35 years of volunteer labor restoring the historic creek. Beal passed away in 2006, shortly after succeeding in his dream to daylight the mouth of Hamm Creek through what is today the Hamm Creek Estuary, half a mile north of the Turning Basin (E/F6.5).

Duwamish Valley residents and volunteers have rededicated themselves to his vision to continue the restoration of the creek, and have made it a priority of the Duwamish Valley Vision.

The Vision also includes restoring flows to the “Lost Fork,” which Beal helped to daylight through South Park’s Marra Farm (D6.5).

Flows from the creek’s headwater wetlands were diverted following an Army Corps of Engineers enforcement action against the City of Seattle for illegally filling the wetlands to build a new firefighter training facility on Meyers Way, near White Center. In 1999, Beal and the King Conservation District developed a long-term vision for linking the “Lost Fork” to Hamm Creek to open more spawning habitat to salmon that now return to the creek through the restored Hamm Creek Estuary (D–E6.5).

Completion of this project has been adopted by the community as a tribute to Beal and is part of the Duwamish Valley Vision.



The “Lost Fork” of historic Durham Creek was daylighted through Marra Farm

- Connecting gaps in the greenbelt that runs parallel to the Duwamish River in West Seattle, particularly along the reaches parallel to Kellogg Island (B3), north of the Riverview Playfield (C4.5) and along Meyers Way west of Marra Farm (D6–7). A large, revegetated greenbelt is also envisioned adjacent to the existing Hamm Creek Natural Area, where the golf course is currently located (E7.5).
- Re-creating original river bends that were eliminated when the straightened waterway was constructed. Several locations for restored river bends were suggested, and are represented on the map by the conceptual restoration of the “Slip 6” bend on the east side of the river near the Turning Basin (F7). A site-specific vision for restoring a portion

of the “Slip 4” river bend is shown in Georgetown, extending from the head of the slip at East Marginal Way northeast toward Airport Way, paralleling Ellis Avenue S (E5).

- Restoring mudflats in the Harbor Island area north of the West Seattle Bridge (this area – the original river delta – is all developed fill today).
- Suggestions were also made to create or restore “lakes” in Georgetown and/or South Park, to attract bird life and provide recreational opportunities.

Vision Project participants imagine a future where some original river meanders are restored

Parks and Recreational Amenities

In the Duwamish neighborhoods (South Park, Georgetown, Delridge, High Point, etc.), there is universal agreement about the need for more parks, open/green space, trees, trails and noise buffers to improve the local environment.

Parks are especially scarce east of the river, where industrial lands occupy most of the available space outside of the small Georgetown neighborhood. New parks are envisioned at the end of 8th Avenue S. on the river (E5) and under the 1st Avenue S. Bridge approach (D4.5). To the west of the river, the vision calls for new parks adjacent to the Turning Basin to the south (F7.5) and again, under the 1st Avenue S. Bridge approach (C/D5). A significant new designated open space preservation area is envisioned in South Park south of Marra Farm (D6.5).



A great deal of the community’s vision for the Duwamish Valley’s parks address the recreational and community amenities residents and others identified as future needs, such as improved trash pickup, an expansion of walking trails, and the development of educational centers and kiosks in Duwamish Valley parks. Dog parks were recommended by many participants, and are shown on the map conceptually in Georgetown (E4) and South Park (E6.5). Many of the additional visioning suggestions for the valley’s parks are discussed in the next section on Community Amenities.

Noise Pollution

Planting trees to serve as visual and noise barriers are in demand in both Georgetown and South Park. In Georgetown, new street trees are envisioned along East Marginal Way, Airport Way South south of Albro, and along Ellis Avenue S (D–E4–5). In South Park, trees are desired along S. Cloverdale St

More street trees are seen as essential to air quality and noise abatement



and as noise barriers bordering Highway 99 (D-E5-6). The need for noise abatement was also raised in the Delridge/Youngstown neighborhood, and may be aided by the strategic location of vegetated noise buffers with trees and other plantings. Suggestions were made for developing incentives for private landowners to preserve trees and forested lands on private property, especially in West Seattle.

Public River Access

Public access to the Duwamish River is highly restricted by an industrially-zoned barrier between the neighborhoods and major arterials along most of the river. In the past ten years, some new public access points have been established as part of habitat restoration and/or park development projects, such as at Herrings House Park north of Kellogg Island (C3), the Hamm Creek Estuary north of the Turning Basin (F7), and the Port of Seattle's new 8th Ave South street end park in South Park (D/E5.5). Increasing opportunities for public access to the river was identified as a high priority throughout the Duwamish Valley visioning process.

Public access and green spaces on the river today are few and far between



Several new focus areas for public river access are recommended in the Vision. Georgetown has only one, poorly serviced public access point to the river, despite having been a riverfront community prior to the straightening of the Duwamish. Additional public access points and trails are recommended along the east side of the river between the 1st Avenue South Bridge and Slip 4, including a public shoreline trail connected to and running north of Gateway Park North (D-E5). The head of Slip 4 itself is envisioned as a future public access point, which has been made possible, though not yet implemented, by the City of Seattle's purchase of the property adjacent to Slip 4 as part of its Superfund clean up plan for the Slip (E5).

South Park currently has the only contiguous shoreline access in or near a residential area along the river. The vision calls for maintaining and increasing safe shoreline access in South Park, focusing on areas without active industrial users that may present hazards to visitors. More access via public street ends and development of water access via hand and small skiff boat launches are priorities for the community. Access to viewpoints is also called for, such as that currently envisioned for the planned habitat restoration area at Terminal 117 in South Park, discussed above (F6). The need for handicapped and wheelchair accessibility at public access points is also emphasized by the community.

Green Infrastructure

The Duwamish Valley Vision identifies the demand for "green streets" and "green buildings" to help control pollution runoff from urban and industrial

areas and traffic corridors; alleviate flooding; reduce energy consumption and greenhouse gas emissions; promote the use of renewable and non-polluting building materials; provide buffers for sensitive creeks and shorelines; and mitigate the visual and noise impact of new construction in a dense urban and industrial area.

Specific suggestions included in the community vision for green infrastructure are:

- Stormwater infiltration, retention and treatment strategies on streets and highways (see discussion in the Water Quality section above). *The Georgetown Riverview Restoration Project* on 8th Avenue South in Georgetown is an industry/community partnership working to retrofit an industrial street with vegetated stormwater treatment swales to demonstrate their feasibility in the Duwamish corridor (E5).



- Rainwater collection and infiltration or reuse as a requirement of all new construction, employing techniques such as green roofs, rain gardens, groundwater infiltration and treatment swales. As an example, rain gardens are being designed to capture runoff from the roof and parking lot of the new Duwamish Tribal Longhouse on West Marginal Way, across from Kellogg Island (B/C3).
- Strengthen buffer zones to include protective codes and stormwater treatment swales within 6–10 blocks of creeks.
- Bolster efforts to restore wetlands for stormwater treatment and flood control by requiring better mitigation for impacts of new construction.
- Undertake a targeted effort to improve drainage and alleviate flooding in South Park.

A public street end at 8th Avenue South in Georgetown has been improved by neighborhood volunteers

Alternative energy

Many participants in the Duwamish River Vision Project focused on the need to develop local alternative energy sources in the Duwamish Valley. The two themes that emerged through the process are: (1) foster the development of the Duwamish Valley as a center for Green Industry, including alternative energy research and development firms, and (2) encourage and support development of small-scale alternative energy projects for local electricity production. These visions are represented in the Economic Development section on the blue map.



Green roof atop Seattle's City Hall

Constituent Groups

While there is widespread agreement on many environmental features and improvements desired in the Duwamish Valley, some constituents provided unique or noteworthy contributions. The Vietnamese and Cambodian residents of High Point, west of the river, emphasized the need to clean up the river to support safe and healthy fishing, clamming, and crabbing for future generations. This theme was echoed by Duwamish River fishermen and other seafood harvesters, as well as by food bank patrons and homeless residents.

West Seattle, Georgetown and South Park neighborhood residents were united in their support for more parks, greenbelts, shoreline habitat and river access, and in their identification of river cleanup, air and water pollution prevention, stormwater treatment, habitat restoration, and green building and infrastructure as environmental priorities requiring more attention. They also highlighted noise as an environmental impact that needs to be mitigated through the use of



tree plantings and other measures. Georgetown residents prioritized controlling commercial and port-related truck parking and idling as both a safety and air quality issue in their neighborhood. Latino residents of South Park expressed the view that their environmental and social needs have been neglected and “forgotten” by officials.

The need for improved handicapped access to the river was raised by patrons of the South Park Food Bank. The need for improved facilities at waterfront and neighborhood parks was raised by several groups, including Cambodian residents of High Point, industrial workers, fishermen and other river users.

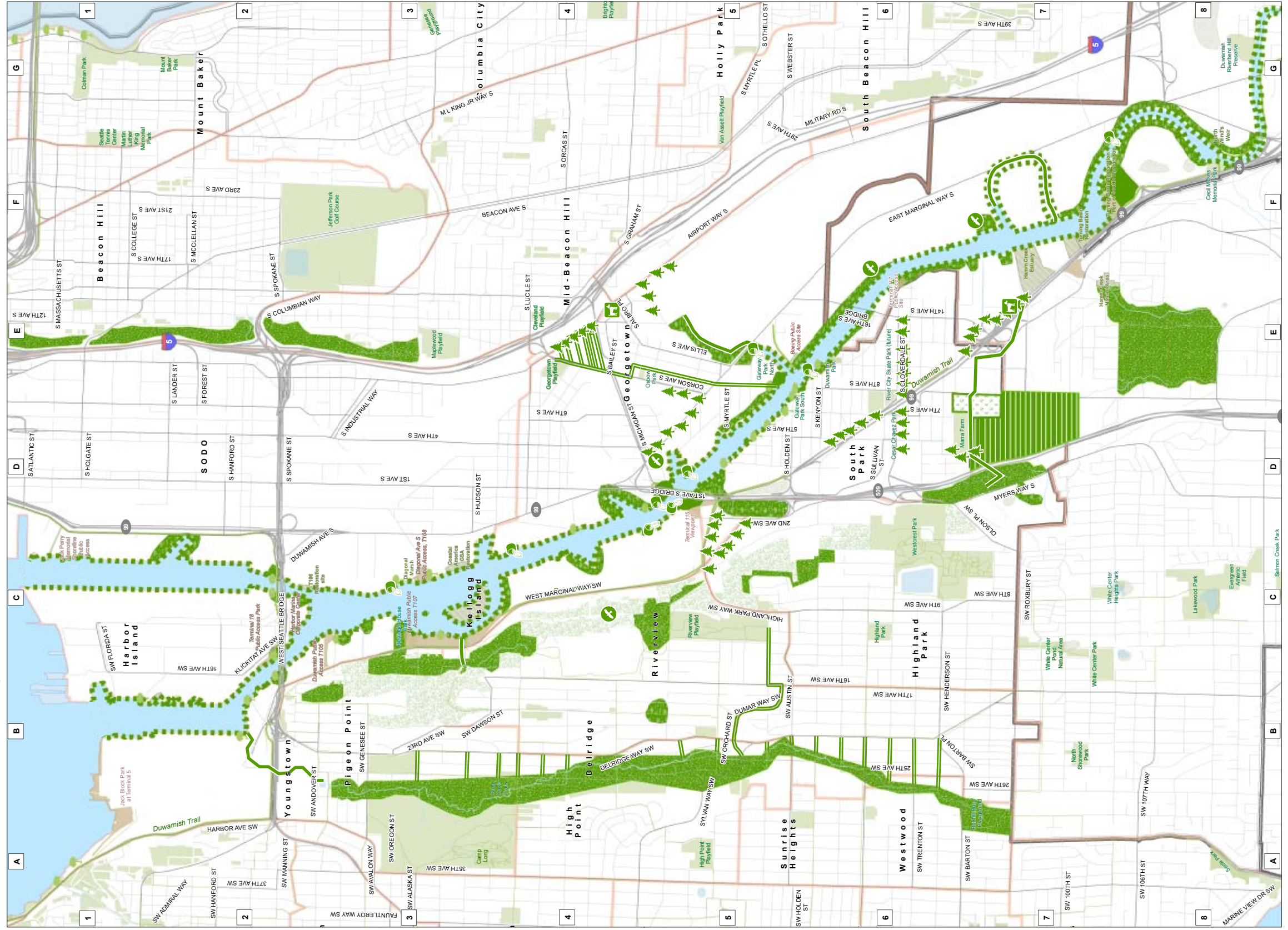
“Public participation is the key to creating change in our community.”

– Vision Project participant

Representatives of the industrial, manufacturing and commercial business sectors stress the need for Duwamish Valley industries to be responsible environmental stewards, and emphasize the high value people working in the area place on river access and wildlife viewing. Several business leaders also envision the Duwamish Valley as becoming a center for “green” industry, as described further in the Economic Development section on page 61.

A full summary of the input received from each neighborhood workshop and constituent group is provided in Appendix B.

Duwamish Valley Vision Map: Environmental Features



- Envisioned Assets**
- Controlled CSOs (no more than 1 overflow per year)
 - Dog park
 - Osprey post
 - Street trees
 - Public Use Street End
 - Daylight creek
 - Green street
 - Farm
 - Minimum 30% shoreline habitat restoration
 - Preserve / enhance open space
 - Park
 - Greenbelt connection
 - Habitat restoration
- Existing Assets**
- Shoreline trail / bike path
 - Greenbelt
 - Park

Legend notes
 This pattern refers to composite information:
 "Wetland restoration" = Variety of intertidal and shoreline restoration projects

Duwamish River Crossing Coalition - 2009
 GIS & Graphic Design provided by Nichole Savelle of ECOSIS
 Environmental Coalition of South Seattle



Community Amenities,

including housing, social services, public art and recreation

Guiding Principles

Community priorities and values expressed through the Vision Project include behaving responsibly with respect to personal impacts on the community and the environment; strengthening community connectedness, communication, and civic engagement; and acting with compassion for neighbors and others in need. The Duwamish Valley includes many of the lowest-income neighborhoods in Seattle, and is home to some of the city's largest and most diverse immigrant and minority populations: 40% of South Park is Latino, and less than half identify as Caucasian, compared to a Seattle average of 70%; over 30 native languages are spoken by residents throughout the valley; Asian, Pacific Islander and Native American fishermen dominate the subsistence communities harvesting seafood from the river; and numerous transient and homeless encampments line the river and its surrounding greenbelts. Duwamish Valley residents place a high value on inclusive and diverse community engagement, and on improving both public safety and social services in the valley's neighborhoods.



Consejo's South Park branch provides bilingual services to Latino teens and families

Participants emphasize the desire to maintain the sense of community and eclectic, mixed-use character of the Duwamish Valley neighborhoods, with a focus on concerns about maintaining affordability and the potential impact of gentrification.

Summary of results

A diverse range of community needs are identified by the Duwamish Valley Vision Project, and are reported by sub-categories below. A map of the envisioned Community Amenities is provided at the end of this section, with references to features on the map provided throughout the narrative.



Dancers at the annual Duwamish River Festival, at Duwamish Waterway Park

Preserve community character

There is widespread support for maintaining the existing community “character” of the Duwamish Valley, described by participants as “diverse,” “eclectic,” “mixed use,” and “gritty.” The envisioned future Duwamish Valley continues to host residential and industrial uses in close quarters, as part of the basic character of the valley, especially in South Park and Georgetown – the neighborhoods closest to the river’s maritime industries. Participants recognize a necessary tension in this relationship, as both residents and industries must behave as “good neighbors” to each other, but the result is valued by both. South Park and Georgetown artists especially stressed the importance of the residential/industrial mix, as they see it as key to their own ability to produce and manufacture their art, and appreciate the “creative clash” from both an aesthetic and practical perspective.

Other aspects of the community that are highly valued by residents include the valley’s ethnic diversity and its affordability, both of which are viewed as essential to the character of the valley’s neighborhoods, and vital to their future as desirable and livable communities.



Homes and industry exist side by side in the Duwamish Valley.

Affordable Housing

Throughout the Duwamish Valley, the need to maintain and increase the availability of affordable housing is identified as a top priority by nearly all sectors of the community. In 2007, the Seattle Post-Intelligencer reported that the 98108 zip code (South Park and Georgetown) was the last remaining neighborhood in Seattle where housing prices were affordable for families earning less than the median income. The need to maintain the existing stock of affordable housing is seen as so central that essentially nowhere in the Duwamish Valley is considered expendable – an affordable housing “preservation zone” is represented on the Vision Map and extends west from Highways 99 and 509 to 35th Ave S in West Seattle, and includes the residential areas of South Park and Georgetown, encompassing both single-family and multiple occupancy housing, as well as both owned and rented housing. With the exception of the industrially-zoned lands and designated greenbelts, the entire Duwamish Valley is envisioned as an affordable housing preservation area.

In addition to preserving the existing stock of affordable housing, the vision identifies the need to develop new affordable housing to accommodate increasing population and density, and absorb low- and fixed-income residents being displaced from other areas of Seattle. Neighborhoods in and around the “urban village” areas identified on the map are considered high priority affordable housing development and “incentive zones” (B2.5–6.5, D3.5–E5 & D5.5–E7).

A variety of strategies are recommended as part of the Duwamish Vision in order to preserve and increase the availability of affordable housing in the Duwamish Valley:

- *Public and non-profit housing and co-op developments*

“Affordable housing” developments generate a negative response in some Seattle neighborhoods, but recent public and non-profit housing developments designed to provide affordable and mixed-income housing have received a positive response and gained a great deal of support from many in the Duwamish Valley. The Duwamish Valley Vision calls for new housing developments similar to that recently completed by the Seattle Housing Authority at High Point. The High Point community replaced an older “barracks-style” public housing development with new mixed-income rental and owned housing, street and drainage infrastructure, parks, and community services, utilizing green building and natural drainage systems. The result is a highly diverse community, designed to provide housing to 4,000 people in 1,600 single-family homes, townhomes, condos, “carriage houses,” and apartments. While few areas provide opportunities for new projects on the scale of High Point, the Vision calls for smaller-scale public and non-profit housing developments to provide more affordable housing options and accommodate increasing density in the Duwamish Valley, especially in proximity to the “urban village” areas identified on the map in South Park, Georgetown and Delridge.



The Duwamish Valley hosts the last remaining affordable housing for sale in Seattle

- *Incentive zoning*

“Incentive zoning” for affordable housing allows for greater flexibility in construction of new housing developments in exchange for the inclusion of affordable rental and/or sales units. In downtown Seattle, this has taken the form of easing height restrictions on apartment buildings for developers who make 20% of units affordable for people with incomes less than 80% (renters) or 100% (buyers) of Seattle’s median income.

In the Duwamish Valley, there may be opportunities to increase the affordable housing stock with similar, neighborhood-scale incentives, i.e., ones that do not encourage demolition of historic single-family homes for low-quality townhomes, but do encourage inclusion of lower-priced units in appropriately-scaled developments. While this remains a somewhat controversial issue, the Duwamish Valley Vision supports the development of incentive zoning legislation that is sensitive and responsive to neighborhood needs, as part of an overall strategy to ensure the affordability of the valley for its current and future residents.

- *Artist live/work spaces*

The neighborhoods of Georgetown and South Park have become strong artist communities, including many “industrial artists” requiring manufacturing



Artist live-work lofts are envisioned in Georgetown and along the I-5 corridor

and/or warehouse facilities, in addition to their need for affordable housing. The vision of industrial live/work artists’ “lofts” was emphasized by participants throughout the visioning process, and is represented on the map in the industrially-zoned areas adjacent to Georgetown: between Michigan and Orcas to the west (D4), and extending north along the I-5 corridor to the east (E2.5–4). It is envisioned that these areas would remain in industrial use, and that live/work lofts would be permitted for artists who demonstrate their economic need and compatibility with the existing zoning.

- *DADUs*

In 2006, the City of Seattle passed legislation to permit the construction of “Detached Accessory Dwelling Units” (DADUs), or backyard cottages, on residential properties in Southeast Seattle (south of I-90 and east of I-5). As of the end of 2008, 14 DADUs had been built or permitted in Seattle; the cost of construction is estimated to start at ~\$150,000 – far less than the price of purchasing a new home, even in Seattle’s lowest-cost neighborhoods.

Vision Project participants expressed interest in expanding the use of DADUs to the Duwamish Valley to provide existing homeowners with income to offset rising costs-of-living in Seattle, provide affordable housing units while maintaining the character of single-family neighborhoods, and accommodate extended families living together.

- *Community Land Trusts*

Community Land Trusts follow the model of Conservation Land Trusts, which are more common and purchase land – usually farmland or open space – for the purpose of land stewardship and conservation. Community Land Trusts (CLTs) are similar, but purchase developed (or developable)

property, usually for residential use. CLTs make home buying more affordable through subsidizing the cost of buying a home by purchasing the land beneath the home and then leasing the use of it, at minimal cost, back to the homeowner. CLTs also prevent speculation and “flipping” by capping the resale price of homes in the program:

“CLTs use various kinds of subsidies to make housing and land use

more affordable for people who cannot compete in the market. CLTs keep housing affordable for future generations by controlling the price owners receive when they sell their homes.”

– *Institute for Community Economics*



Homestead Community Land Trust home in South Seattle

The objective is (1) to subsidize prices enough to assist low-income residents to buy homes, and (2) to maintain the CLT subsidized homes as affordable housing stock for the future. Seattle's Homestead Community Land Trust (HCLT) describes the strategy as follows:

“The Community Land Trust model uses a dual ownership structure to lower the barriers to homeownership for you and your family. The purchase assistance you'll be using pays for the land, which is placed into a trust with HCLT. You own your home and a 99-year renewable lease to the lot under your home. Our ground lease gives you full rights to use the land under your home for \$35 a month, a fraction of the cost of purchasing it.”

In Seattle, HCLT has helped ~35 low-income families purchase a home that would otherwise have been unaffordable to them. Limits on future sale prices of CLT homes keep the program's housing stock affordable in the future, while allowing current homebuyers an opportunity to purchase a home in a market that would otherwise have priced them out.

CLTs can be used for single-family or multiple-unit home purchases, and in some cities is supported by local government programs, such as Community Development Block Grants. The Duwamish Valley Vision recommends the expansion of the use of Community Land Trusts to provide affordable homes for low-income residents today, and to preserve an affordable housing stock in the Duwamish Valley for the future.

- *RV permits*

A substantial RV/vehicle camper community exists in the Duwamish Valley. Seattle authorities have been identifying and discouraging these RV communities by posting and clearing popular RV camper areas. RV campers in the Duwamish Valley point to the self-sufficiency of their RV “camps” to distinguish their impact from the those sometimes identified with homeless camping communities, such as lack of trash collection and sanitation. Participants in the Duwamish Valley Vision Project recommend the city institute a system of RV permits for these mobile residents, and provide pump out and trash disposal services along with hygienic and laundry facilities for these and other homeless and transient populations at designated community service centers, represented on the map at C2.



Homeless activists encamp in a tent-city in the Duwamish Valley in 2008, before being evicted by the city.



RVs camped near Spokane Street and the West Seattle Bridge

Recreation/Entertainment

Some Duwamish Valley neighborhoods identified increasing outdoor recreation and entertainment opportunities as priorities for the Duwamish Valley. Residents, businesses and visitors had numerous, specific recommendations for additional services and amenities as part of the Duwamish Valley Vision.



Recreational, shipping and industrial use co-exist on the waterway

- *Shoreline Access/Recreation*

Public access to the Duwamish River today is extremely limited, access points are poorly marked, and most have few amenities to accommodate visitors and facilitate public uses. The Duwamish Valley Vision calls for a substantial opening of the Duwamish River to public access, for a variety of users and purposes.

New and/or improved shoreline public access points are envisioned at Terminal 107 (B/C3.5), between Kellogg Island and the 1st Avenue South Bridge (C–D4–5), on slips north and south of the 1st Avenue South Bridge (D4.5), and at Slip 6, north of the Turning Basin (E/F6.5). The Duwamish Valley Vision calls for the establishment of at least one swimming beach, with showers, once the river cleanup is complete and the city and country combined sewer overflows are brought under control.

In addition to shoreline access, improved or new public facilities for access to the water via small boat/kayak launches are envisioned at Terminal 105 (B/C3.5) and Terminal 107 (B/C3), Slip 1 (C/D3.5), and at the South Park Bridge (E6). A kayak rental center, with kayak storage lockers, is envisioned in South Park, at the base of the South Park Bridge (E6).

While not exclusively recreational, the Duwamish Valley Vision includes fish and shellfish harvesting areas, represented at Terminal 107 (B/C3.5), Slip 4 (E5.5), and the Turning Basin (F7.5). The vision calls for the entire river to also be suitable for seafood harvesting by Tribes and subsistence users, which is discussed in the Environmental Features section, and under “Access to healthy/affordable food,” below.



Kayakers enjoy a summer day on the Duwamish River

In addition, many participants in the visioning process expressed a desire to develop shoreline walking and biking trails where possible; select locations for these are represented on the Transportation (brown) map in the transportation section.

- *Arts/Cinema*

The Duwamish Valley has been growing as an arts and music center in recent years, most notably in Georgetown and South Park. Georgetown has numerous small music venues in its burgeoning bar and café strip along Airport Way. The neighborhood’s annual Artopia! Summer Festival, the Georgetown Art Walk on Saturday nights, and South Park Arts’ annual holiday “Art Under \$100” sale and summer Crank It Up! Bikes and Bands event have added to the recognition of the Duwamish Valley as a growing arts center in Seattle. Yet there are few facilities for the arts beyond the community centers, bars, coffee houses and public spaces that have played host to these art events to date. The Duwamish Tribe’s new Longhouse and Cultural Center (B/C3) promises to be the first of the Valley’s new art centers.

The Vision includes several new arts facilities, including:

› Outdoor amphitheaters for music and performing arts, conceptually represented in South Park at Cesar Chavez Park (D6), in Georgetown at Gateway Park North (D/E5), and along the river north of the 1st Avenue South Bridge (C/D4.5).

› An indoor theater for live performances, conceptually shown at WestCrest Park, between South Park and Highland Park in West Seattle (C/D6).

› “Arts center(s)” for outdoor visual and performance art, represented at conceptual locations on the map at South Park’s River City Skate Park (D/E6) and Duwamish Waterway Park (E5.5).

› Movie theaters for art films and community film screenings, as well as mainstream movies. Currently, the South Park Neighborhood Association screens films at the neighborhood center/old firehouse. New commercial film facilities are conceptually envisioned in South Park (E6.5) and High Point/West Seattle (A4.5).



› Public art installations in numerous locations, including a sculpture park. Conceptual locations are shown at North Boeing Field (E5), off Highway 509 (C/D6), in Highland Park (C6.5), and off Highway 99 (E7). The vision also call for Tribal art installations representing the past and present generations of native artists, including at the Duwamish Tribe’s original village site at Terminal 107 (C3), at the Muckleshoot Tribe’s Fishery Headquarters (D4.5), at the northeast approach to the South Park Bridge (E5.5), and at the Port’s newly expanded Gateway Park South at the end of 8th Avenue South in South Park (D/E5.5). Finally, public art in the form of a Graffiti Art Wall is envisioned in South Park, conceptually represented on the map at two locations (D6).

Development of the arts is a key part of the community vision for South Park and Georgetown

• *Playgrounds*

The need for playgrounds in South Park emerged a key vision for the neighborhood. The South Park Community Center on 8th Avenue S (D/E6) and Duwamish Waterway Park (E5.5) are recommended as locations for playgrounds for children in the community. Residents of High Point also cite the need for additional playground facilities for the neighborhood’s children (A4.5).

• *Swimming Pool/Skating Rink*

The Duwamish Valley has no public swimming pools, and few other sports facilities. Residents envision a swimming pool, conceptually represented on city-owned land off Highland Park Way by the 1st Avenue South Bridge (C/D5), possibly housed in or adjacent to a new community/sports center. Residents also identified a desire for a roller and/or ice skating rink in South Park, represented near the neighborhood’s Concord Elementary School (D/E6.5).



Public art is a key feature at the South Park Community Center

- *Public Restrooms*

The need for public restroom facilities were identified by recreational visitors, residents, workers at neighborhood businesses, the elderly, and the Duwamish Valley’s homeless and transient communities. Few public restrooms currently exist throughout the Duwamish Valley, and where they do, they are often locked for security purposes. Despite legitimate security concerns, a clear need for public restroom facilities exists. The Duwamish Valley Vision calls for public restrooms at neighborhood parks, such as at Duwamish Waterway Park (E5.5), at the fishing pier at Terminal 105 (B2.5–C2.5), on Spokane St. near Harbor Island (C2), and High Point (A4.5).

- *Educational Facilities*

Several types of needs for educational facilities were identified through the visioning process. The Duwamish Valley Vision calls for a high school in the valley, conceptually represented on the map in Georgetown (E5). An environmental learning center is envisioned at the South Seattle Community College – Duwamish Campus (D/E4.5), and educational/ informational kiosks containing information about the cultural and environmental history of the valley are envisioned at numerous public locations, including Slip 4 (E5), Gateway Park South (D5.5), South Park (E6), at the Hamm Creek estuary (F7) and off East Marginal Way South (F6.5). In addition, a WWII Museum is envisioned near Boeing Field, possibly as an addition to the Museum of Flight, focused on the region’s history of Japanese internment, the Boeing Company, and life in Seattle in the 1940s (E/F5.5). A neighborhood museum, similar to History House in Fremont, is also envisioned at the South Park Neighborhood Center/Old Firehouse on 10th Avenue South (E6).

South Park’s “Art Under \$100” holiday sale is hosted by the Neighborhood Center



“Urban Villages”

The need to concentrate basic retail centers and community services in easily accessible “urban villages” emerged as a key theme for all residential neighborhoods. For the purposes of the Duwamish Valley Vision, “urban village” is defined as a walkable, dense mixture of residential, light industrial, commercial and recreation properties, with affordable housing and developer incentives (as discussed in the “Affordable Housing” section above). Residents specifically call for a variety of services, including food markets, parks, schools, and public transportation, to be located within a half mile of most homes in the Duwamish Valley, forming the basis for the distribution of urban villages shown on the map.

In addition, two “human services centers” are represented on the map, including one within an urban village on Delridge Way SW (B3.5). The envisioned human services centers would provide services such as laundry, showers, food bank, clothing donation centers, and social services information to low-income and homeless residents in need of support facilities. The second human services center is envisioned on Spokane Street, to serve the valley’s RV and transient communities (C/D2).

Access to healthy/affordable food

Every neighborhood visioning workshop and interview group identified the need for access to affordable and healthy food in close proximity to where they live. Food supermarkets are few and far between in the Duwamish Valley – residents of South Park, Georgetown and High Point all point to the need to drive or spend up to an hour on public buses to travel to a full service market (Georgetown has since gained a neighborhood market, which has been enthusiastically received by the community). While the establishment of neighborhood markets is addressed in the Economic Development section, other visions for local affordable and healthy food options are addressed here, including:

- *Farmers Markets*

The vision of neighborhood farmers’ markets are included in the Duwamish Valley Vision for the South Park/Georgetown reach of the river. While residents expressed their concern that farmers’ markets may not be supportable in both South Park and Georgetown, they strongly desire at least one farmers’ market for the neighborhoods bordering the river. South Park residents have since founded a steering committee to research and establish a neighborhood farmers’ market, which is shown conceptually on the map adjacent to Marra Farm (D6.5). A potential Georgetown location is shown at E4.

- *Community Gardens/Farms*

South Park’s Marra Farm is Seattle’s only remaining working farm; it houses the Mien Community Garden, tended by low-income Mien community members using traditional agricultural techniques and providing produce for Mien community members and International District and Beacon Hill food banks; Lettuce Link, which assists with food security for the local community by providing fresh produce to the South Park Food Bank; Seattle Youth Garden Works, which teaches sustainable farming/gardening to homeless and at-risk youth, who earn money by selling their produce at Seattle farmers’ markets; and a community PeaPatch, providing garden plots



“Urban villages” are envisioned to consolidate access to goods and services



Residents grow organic food at Marra Farm, which also provides fresh produce to the local Food Bank

for up to 20 neighborhood residents (D6.5). Duwamish Valley visioning participants envision similar, if smaller, community gardens serving the communities of High Point and other valley neighborhoods, as a means to provide access to low-cost and healthy foods that satisfy the cultural needs of the valley's diverse residents and to support the distribution of healthy food to the area's food banks and homeless shelters.

- *Seafood Harvesting*

The Department of Health's seafood consumption advisory for Puget Sound King salmon states: "While Washingtonians are encouraged to choose salmon as an excellent choice for a meal, the report recommends limiting Puget Sound Chinook salmon to one meal per week," highlighting the importance of fish and seafood to a healthy diet. The availability of

healthy seafood from the Duwamish River is severely limited – aside from the consumption limits advised for salmon, all Duwamish River resident seafood (bottom fish, crabs, and clams) are considered too contaminated by pollutants in the river's sediments to eat *at all*. Yet, immigrant, tribal, low-income and homeless residents harvest a variety of seafood from the river for consumption, and can be expected to continue to do so out of necessity, tradition, and/or lack of information about the health risks of consuming the river's fish and shellfish. Access to the nutritional resources of the Duwamish River are important for those seeking local, affordable sources of food for themselves and their families.

The Duwamish Valley Vision calls for the river to be cleaned up to provide for the safe and healthy consumption of Duwamish River seafood; representative seafood harvesting areas are shown on the map at several locations (C3, E5, F7).



Many bottom fish, like this sculpin, have lesions or other signs of disease

Decrease crime

Duwamish Valley Vision Project participants identify crime as a blight on many valley neighborhoods. Residents cite drugs, prostitution, car prowls and thefts, home burglaries, and gang-related violence as among their key concerns. Specific problem areas requiring special attention are the "motel row" along East Marginal Way in Georgetown (D-E4-5), the Seattle-King County "county line" at 14th Avenue South and Dallas Ave South in South Park (E6), and all gang-related activity. The Duwamish Valley Vision calls for an increase in police presence and neighborhood block watches, and a demonstrable decrease in crime, as critical to the livability of the valley's neighborhoods.

Community gathering places

Many residents identify the need for more community gathering places as important to the future of the Duwamish Valley. Specific requests include outdoor gathering places with public BBQs in communities like High Point, and better amenities at existing public spaces, such as parks with public restroom facilities and playgrounds, described in the Recreation section above.

Multi-lingual services/signage

The need to serve the Duwamish Valley's diverse ethnic and immigrant communities and foster a sense of inclusion through the use of multilingual



Riverfront sign warns of seafood contamination in eight languages

signage of public amenities was stressed by many in the Vision Project. The recent posting of seafood consumption advisories along the river in eight languages was pointed to as a positive example, but community members recommend that parks and other public facilities be posted with multilingual signage that is responsive to community demographics and needs as well. Similarly, the vision calls for multilingual services and interpretation to be available at community service centers wherever possible.

Clean up trash

Many areas of the Duwamish Valley have been identified as in need of better trash collection facilities and services. The Duwamish Valley Vision recommends a valley-wide inventory of trash collection facilities at public parks, retail/commercial districts, and other gathering places; installation of more trash and recycling receptacles; and increased trash/recycling collection services as needed.

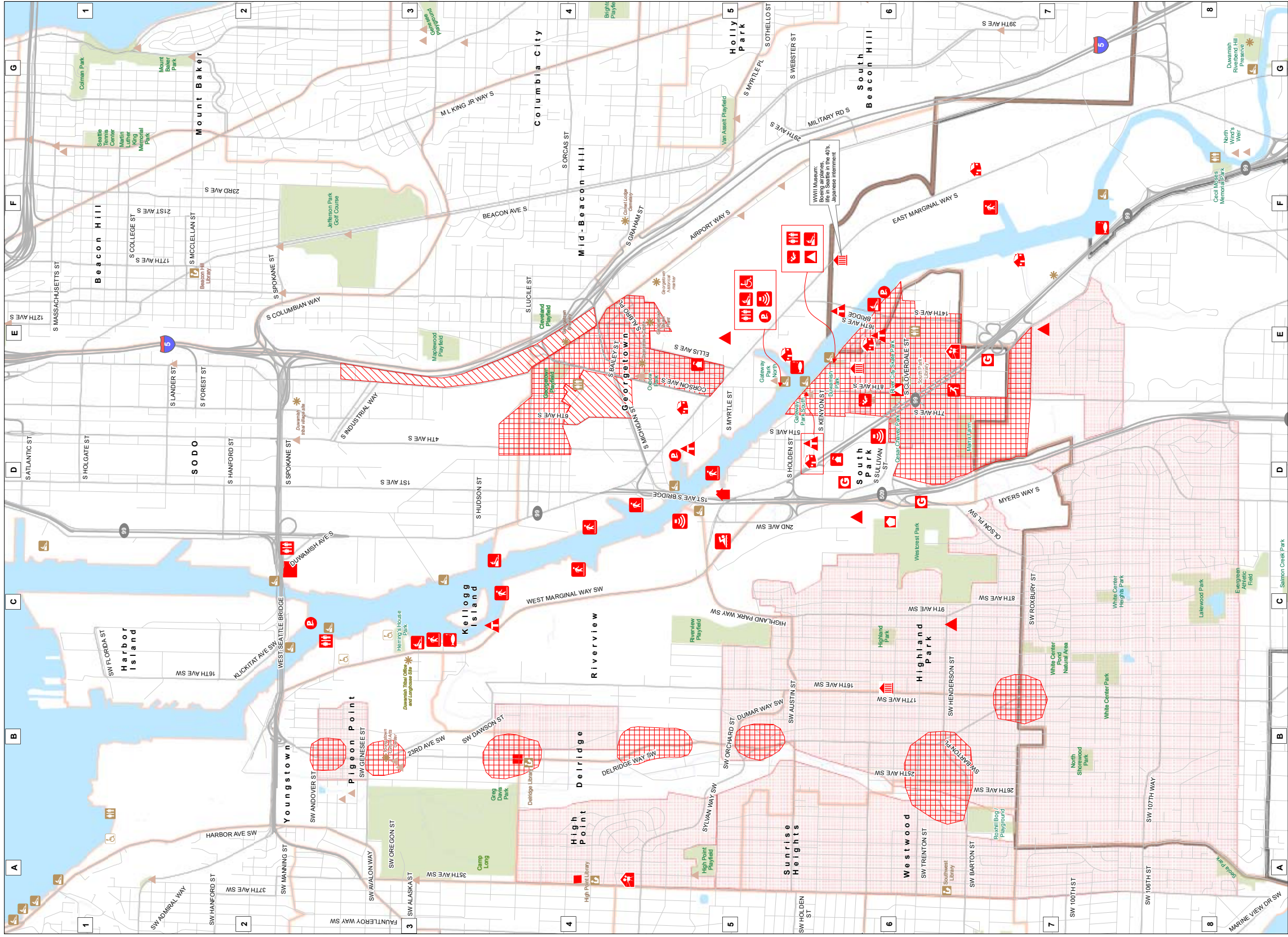
Constituent Groups

Residents of all Duwamish Valley neighborhoods as well as commercial and industrial sector representatives stress the importance of maintaining the eclectic, mixed use character of the valley and securing affordable housing for current and future generations; Spanish-speaking residents also stress the need to renovate and repair existing, dilapidated buildings. There is agreement among residents of all neighborhoods and ethnic/language groups on the need for community gathering places, in the form of “town squares” and community centers, and for “urban villages” and neighborhood service centers where retail, health services, food banks and homeless services, banking and administrative services (such as utility bill payments) are consolidated and within walking distance of most residents. Farmer’s and food markets, art and entertainment centers, and better access to quality educational institutions are also desired by all residents.

River users and Spanish, Vietnamese and Cambodian participants stress the need for better trash collection and public restrooms, as well as multilingual signage to serve all residents.



Duwamish Valley Vision map: Community Amenities



- Envisioned Assets**
- Wheelchair accessible
 - Public swimming pool
 - Resident fish & shellfish harvest area
 - High school
 - Playground
 - Arts center
 - Skating rink
 - Shoreline access / recreation
 - Graffiti art wall
 - Tribal art
 - Public art
 - Restrooms
 - Cinema
 - Museum
 - Outdoor stage
 - Park & boat
 - Theater
 - School / Education center
 - Community center
 - Boat launch
 - Live-work space opportunities
 - Urban village
 - Affordable housing preservation zone
 - Human services center (laundry, showers, store)

- Existing Assets**
- Hand launch
 - Restrooms
 - Cultural / historical site
 - Public art site
 - Library
 - Wheelchair access

Legend notes
 Some of the patterns refer to composite information, including:
 "Education center" = Trailside kiosk / environmental learning center

"Urban village" = Walkable, dense mixture of residential, light industrial, commercial and recreation properties with affordable housing and developer incentives

"Human services" = Concentration of public facilities, food availability, laundry, resources, social services

Duwamish River Cleanup Coalition - 2008
 GIS & Cartography provided by: Michele Saville of EC205
 Environmental Coalition of South Seattle





Transportation,

including basic infrastructure, public transport and freight mobility

The South Park Bridge is slated for closure by 2010

Guiding Principles

The community's input on the Duwamish Valley Vision Project placed highest priority on the development and improvement of non-automobile transit options, especially bicycle and public transportation infrastructure and services, with the one notable exception of the high value both the residential and business communities place on repairing the South Park Bridge. The Duwamish Valley is currently underserved by public transportation; for example, 19 bus lines extend to the south end of the Duwamish Valley (Boeing and White Center) vs. 49 serving North Seattle's University District. The South Park Bridge, a key vehicle link to the rest of Seattle, is among the lowest rated in the nation, scoring 4 out of 100 on the structural "sufficiency" scale, and is slated for closure by the Governor by 2010 due to safety concerns. The community envisions a future in which the Duwamish Valley is better integrated into and connected to the rest of Seattle, reducing their perceived isolation and marginalization.

Residents are also focused on the value of improving connectivity between Duwamish Valley neighborhoods (east-west/across the river), and emphasize their vision of developing innovative transportation links via water and above grade public transportation (e.g., water taxis and aerial gondolas). Businesses in the Duwamish Valley focused on improvements to freight mobility to meet the valley's industrial and commercial transportation needs.

Summary of Results

Visioning results addressing a variety of transportation and connectivity features were collected during the course of the Duwamish Valley Vision Project through workshops, an online survey, and one-on-one interviews. The results are reported by sub-category below, with reference to features represented on the Transportation Vision Map at the end of the chapter, where applicable.

South Park Bridge

Residents of South Park and Georgetown overwhelmingly support repair or replacement of the South Park (14th/16th Avenue) Bridge (E6). Most residents



The First Avenue South Bridge, pictured above and opposite, is a major freight corridor over the Duwamish River.

FREIGHT FACTS

- In 1998, \$34 billion of cargo passed through the Duwamish area's port and freight facilities.
- In 2000, traffic delays caused by railroad crossings cost Seattle businesses and commuters ~\$10 million/year.
- From 1994–96, at least 360 traffic accidents involving semi-trailers and other large trucks were reported in the Duwamish corridor.
- By 2010, 300,000 vehicles and 80 trains are expected to pass through the Duwamish corridor each day.

Source: Access Duwamish (2000)

voiced concern that without the South Park Bridge, traffic congestion will increase on the 1st Avenue Bridge and through the neighborhoods. Many workshop attendees worry that losing the bridge will isolate South Park from the rest of Seattle. The community has endorsed a replacement bascule bridge, and recommends a pedestrian walkway as part of the design. Residents also envision public areas on either side of the bridge, with parks at the bases of the bridge to connect the neighborhoods to the river's edge. Funding for the bridge replacement has not been secured, but Washington Governor Christine Gregoire has stated that the current bridge will be closed in 2010 for safety reasons.

Freight Mobility

Business leaders, workers, and residents note that traffic congestion on the Spokane Street and West Seattle Bridges severely hamper east-west travel during peak traffic and when trains are moving in and out of the Duwamish corridor. First and Fourth Avenues South have also become major 'pass through' routes for passenger cars and trucks trying to avoid I-5 and Highway 99 traffic during peak hours. The transformation of First Avenue South, as part of the Stadium Overlay District, has attracted many small retail boutiques, restaurants, and other service-industry businesses to an area previously dominated by trucking



and manufacturing. The construction of two sports stadiums has contributed additional congestion to the trucking and freight district.

Business leaders identified concerns about transportation infrastructure and the need to efficiently move goods from the harbor to the highways, to protect Seattle's status as a major West Coast port. The increased congestion creates delays for trucks moving goods to and from Port facilities on Harbor Island and the BNSF rail yards between First Avenue S. and Alaskan Way. The vision for the Duwamish includes east/west corridor transportation improvements,

including the widening of Spokane Street and additional pedestrian facilities. The Duwamish Valley Vision calls for an elevated road or 'grade separation' along with other freight mobility upgrades to facilitate the movement of trucks between the highways, Harbor Island, and the railroad yards.



Closeup of Duwamish Valley Vision Map, east of Harbor Island

Improved public transit

Duwamish Valley visioning participants prioritize improving mobility and public transportation options between the valley and downtown, and increasing the connectivity *between* neighborhoods in the Duwamish Valley. The Duwamish Valley Vision calls for cross-river bus loops connecting neighborhoods and services in Georgetown, South Park, Tukwila,

Boulevard Park, White Center, Delridge, and High Point, and for connections between public bus service in the valley and regional transit systems, such as Link Light Rail and Sound Transit. The Duwamish Transportation Management Association (TMA), which includes the Manufacturing and Industrial Council, is dedicated to improving transportation services in, to and through the Duwamish business community, extending from the sports stadiums in the north to King County International Airport (Boeing Field) in the south end of the valley. Along with residents, TMA emphasizes the need for bus loops connecting downtown transportation hubs with the Duwamish Valley neighborhoods. A transit hub is envisioned in SODO to help link regional and local public transportation (D1.5).

Residents call for more reliable bus service with increased hours and more access to 'hubs' closer to home for access to shopping, school, other services, and links to additional transit. Currently High Point residents cite the need to take three buses and an entire day to get to a downtown hospital and back. South Park teens face up to one hour waits between buses after participating in evening activities at school or at the neighborhood Community Center, restricting their ability to get home or participate in after-school activities. Residents complain that bus service is particularly poor on weekends, when at least one major weekday route (#60) does not run. Public transportation users also cite the need for additional ADA access on the buses and at neighborhood bus stops to accommodate handicapped riders, as well as more bike racks on downtown-bound buses.

The vision for improving transportation for the elderly includes an affordable (possibly subsidized) car service to transport elderly patients to doctor's appointments and other vital services. Residents also recommend community van and car-sharing, to make it easier for people without cars to attend to a variety of errands. The re-establishment of streetcar or trolley lines between the Duwamish Valley neighborhoods and downtown is also recommended by many as a way of filling the need for public transit alternatives.

Water taxi

Riverfront communities like Georgetown and South Park were historically connected to each other and downtown Seattle by small boats and watercraft. With the resurrection of 'water taxi' service in other areas of Seattle, Duwamish Valley residents, workers and visitors support exploring development of a water taxi that connects South Park, Georgetown, Harbor Island and the



downtown waterfront. Building on the success of the Elliott Bay water taxi, King County has created a Ferry District for Seattle, and is planning to provide passenger foot-ferries across Lake Union and Lake Washington in the north end. Vision Project participants envision a foot-ferry system along the Duwamish to serve current and future populations moving to and working in the valley. Water taxi stations with “Park & Float” lots (C2, D4.5, E5, E6 & F7) would serve existing neighborhoods, as well as new waterfront commercial, housing and economic development projects anticipated to follow the river cleanup, and could foster more recreational visitors to the area by linking to kayak and bicycle rental facilities, neighborhood retail districts, and historic walking tours and education centers throughout the river valley.

Gondolas/people-movers

Residents envision newly-emerging, innovative ‘gondolas’ or other ‘people-movers’ to keep neighborhoods connected through a network linking across the



river and from ridgeline to riverfront neighborhoods (B–D4.5, C–D6 & E–F4). Spokane, Washington and Portland, Oregon have constructed aerial gondolas for sightseeing and public transportation, similar to what is envisioned for the Duwamish Valley. More recently, “podcar”-based transit systems, also known as “personal rapid transit” (PRT) that utilize small, lightweight “pods” to transport passengers to individually-selected stations, similar to a horizontal elevator, have been constructed or are in development in a number of locations, including numerous airports and in public transportation systems in Dubai, UAE and San Jose, California. An advantage of both aerial networks and PRT systems is that they can provide energy efficient transportation with the capacity to cross over difficult or narrow terrain and while largely preserving the open space below.

Aerial gondolas are in use in several cities as part of a non-road based public transportation grid

Pedestrian and bike routes

Residents, workers and visitors to the Duwamish Valley emphasize the need for improving non-motorized connectivity between neighborhoods, from the neighborhoods to downtown, and between public access sites along the Duwamish River. The Duwamish Valley Vision includes pedestrian and bicycle paths on all bridges crossing the river (E6, D4.5, C2); improved bicycle trails along West and East Marginal Ways; between Longfellow Creek, Camp Long and other West Seattle parks and the Duwamish River; and an extension of the Mountains to Sound Greenway bicycle and walking path to terminate in SODO, with better connections to other Duwamish Valley trails, including the Chief Sealth trail, the Green River trail, and smaller park-based trail systems. In addition, more police patrols, better lighting, informational/educational kiosks along trails, and improved signage are called for.

Sidewalk improvements, including wider sidewalks and better handicap accessibility, are envisioned in all neighborhoods, especially South Park. Residents also call for making waterfront parks ADA accessible, with crushed rock or paved

paths, wide viewpoints, and ramps so all residents are able to access community amenities. Pedestrian improvements are especially needed from Georgetown to the Duwamish River, including across East Marginal Way and along the length of 8th Avenue South (E5–5.5).

Potholes and speed bumps

The need for improvements to road maintenance and safety were emphasized throughout the Duwamish Valley visioning process. Many streets in the industrially-zoned areas of the Duwamish Valley have not been upgraded or maintained for decades, and infrastructure typical of other neighborhoods in Seattle, such as

curbs, sidewalks, ADA ramps, parking, and bike lanes, are missing or dilapidated through many of the Duwamish Valley residential neighborhoods. The South Park Action Agenda has begun a 14th Avenue business district roadway upgrade from Cloverdale to Henderson, which added ADA ramps, a median, curb bulbs, and wider pedestrian facilities. Similar upgrades are needed throughout other Duwamish Valley neighborhoods and business districts. High Point and Georgetown residents specifically identify the need for speed bumps or other ‘traffic calming’ devices to prevent cars from speeding through the neighborhood,

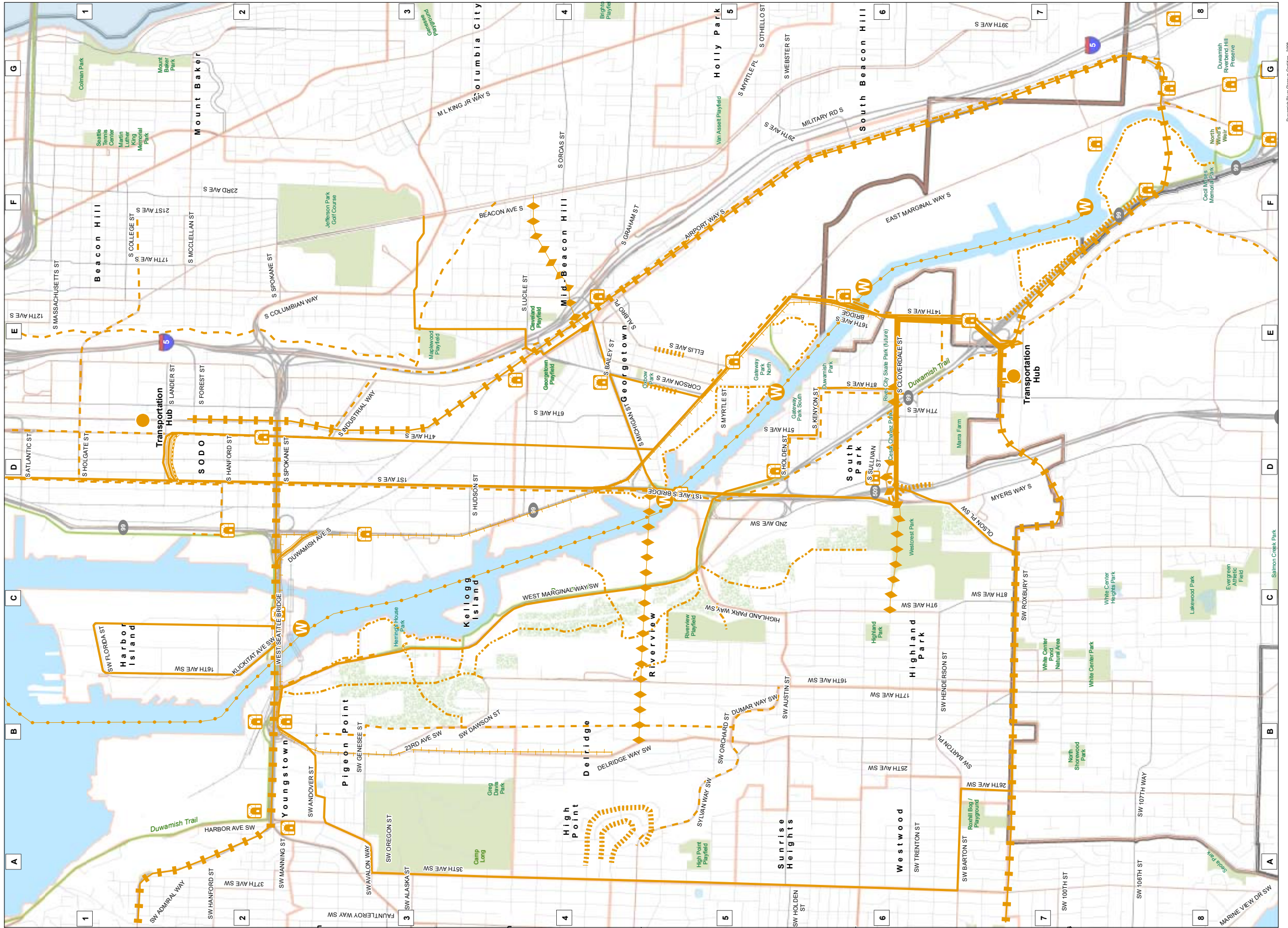
Constituent Groups:

High Point, Delridge, Georgetown and South Park residents emphasize the need for greater connectivity between their neighborhoods and between them and the larger city, particularly in terms of public transportation and bicycle and pedestrian routes. Representatives of the industrial, manufacturing and commercial business sectors emphasize the need for improvements in freight mobility, especially in the the context of road and bridge replacement projects anticipated in the near future, traffic congestion in the industrial areas, and disruptions to traffic flow due to rail traffic blocking surface streets.



The Green River Bike Trail, upriver of the lower Duwamish Valley

Duwamish Valley Vision map: Transportation



- Envisioned Assets**
- Water taxi stop
 - Community signage and entry
 - Improved sidewalk
 - Water taxi
 - Traffic calming measures
 - Bridge
 - Pedestrian bridge/crosswalk
 - Light rail
 - Bus service
 - Gondolas
 - Bike trail / lane
 - Walking trail
 - Bus route (existing)



Economic Development,

including industrial uses, redevelopment and small businesses

Guiding Principles

Vision Project participants clearly expressed the high value they place on the mix of industrial and residential neighborhoods in the Duwamish Valley, and stress the importance of maintaining the industrial land base, while encouraging cleaner industry and increasing opportunities for local jobs. The history of the Duwamish Valley includes a period of rapid industrialization of former suburban and farming communities lining the river. South Park has long been a community comprised of waves of immigrants, many of whom farmed the area from the 1890s to the 1940s. After the river was straightened, the neighborhood became a residential community on the urban fringe of Seattle. In the 1960s, the City Council changed the neighborhood zoning to industrial, prompting 4,200 residents to march on City Hall, reversing most of the neighborhood's zoning back to low-density residential. In Georgetown, the original suburban community built on the banks of the river was left ~1/2 mile inland when the river was straightened and moved west in the nineteen-teens. The residential neighborhood has lost over 85% of its peak historical population, and has shrunk in size as industry has developed around it. Today, the Duwamish Industrial Area generates ~80,000 family-wage jobs, with an annual payroll of \$2.5 billion. While the neighborhoods today value the character and economic base that industry brings to the Duwamish Valley, they envision a future where cleaner industry supports their parallel vision of a healthy environment with greater public access to the river.

Residents also envision a more diversified business community in proximity to their neighborhoods, including more mixed-use development and neighborhood-based retail and entertainment services, while the industrial sector seeks to prevent encroachment of non-industrial businesses into the designated industrial zone.

Summary of Results

Visioning results addressing a variety of economic development features were collected during the course of the Duwamish Valley Vision Project, through workshops in neighborhoods, an online survey, and one-on-one interviews. The results are reported by sub-category below, with reference to features represented on the Economic Development Vision Map at the end of the chapter, where applicable.

Industrial preservation

Vision Project participants emphasize the importance of preserving area jobs and the current industrial land base. Marine-dependent businesses stress the need to preserve the industrial freight and shipping uses of the waterway, as well as the deep water port in Elliott Bay. Union and trade groups point to the economic importance of the Duwamish Industrial Area to manufacturing and regional trade. Nearly all Vision Project participants emphasize the importance of maintaining marine-dependent and water-oriented businesses along the Duwamish River.

Many business leaders also focus on the need to preserve the 'synergy' between businesses along the Duwamish corridor and with associated freight infrastructure; participants identify the need for water dependent businesses to continue providing necessary services while complying with environmental standards and



1936

Straightening the river was followed by a transformation of land use from residential and agricultural to industrial



2005



The Duwamish Waterway is a major west coast shipping port and supports 80,000 industrial jobs.

Visioning participants like the gritty “get it done” ability of the Duwamish industrial areas to actually make things.

regulations. The existing infrastructure of the Duwamish Valley and its diverse neighborhoods, with proximity to port, rail, and other transportation, is seen as offering a unique opportunity to become a hub of green industry and built environmental design (see “Green Industry” section).

While industry in the Duwamish Valley is a large regional employer, many residents emphasize a need to increase local job opportunities for people who live in the Duwamish neighborhoods closest to the industrial corridor. Participants also express the need for more jobs and training for young people, as well as opportunities for the area’s homeless and transient communities.

South Park and Georgetown residents especially envision an increase in local jobs and vocational training in the area, especially opportunities for the valley’s youth to gain experience in entry-level jobs through blue- and green-collar job training. While residents stress that it’s important for local businesses to provide the community with services, it is also critical to provide the community with skills. Participants suggest adding a high school in South Park with a blue- and green-collar training center, and envision future training programs centered at the South Seattle Community College campus in Georgetown. As part of the Superfund cleanup, residents envision the development of a variety of jobs for local people, including engineering, upland and marine reconstruction, monitoring, and habitat design and construction.

Industrial and manufacturing business leaders participating in the Vision Project focused on opportunities for preserving industrial businesses while also enhancing the environment, both in traditional manufacturing and in developing the

Duwamish Valley as a regional center of “green industry” (see below). Some participants suggest concentrating more traditional, heavy industry south of the stadiums and north of Brandon Street in Georgetown, in areas near freight and rail services and which benefit most from the synergy and efficiency of business and transportation clusters. The need for “traditional” industrial zones with limited retail and housing is pointed to as a strategy for preventing the negative impacts of manufacturing and trucking in mixed-use and residential neighborhoods. The Duwamish Valley Vision generally supports this selective separation and associated buffer zones, and supports maintaining most of the existing industrial lands designation and zoning. One exception is in a limited area of Georgetown which is currently dominated by non-conforming and “grandfathered” uses (D/E4), some of which predates the industrial development of the valley. The vision calls for re-zoning this pocket to allow for mixed-use development and preservation of the existing businesses and housing.

“Green industry”

The Duwamish Valley Vision assumes a future in which the current Lower Duwamish Waterway Superfund Site and surrounding contaminated upland areas have been successfully cleaned up. Duwamish Valley residents, most of whom live within a five-mile radius of current industrial businesses, support the development of new clean, green, and sustainable industries to prevent future pollution and recontamination. Many residents emphasize their concern about health impacts from poor air quality in the valley, and stress the need to retrofit older factories, produce cleaner air, and enforce Washington State emissions and pollution standards.

Nationally, the ‘green jobs for all’ movement has been building momentum to create family-wage jobs in alternative fuels, energy efficiency, and sustainable infrastructure industries. In Washington State, the Apollo Alliance and others are working to promote green industry centers, such as that envisioned for the Duwamish Valley and conceptually represented at D/E5, D5.5 and E6.5.

Vision Project participants’ suggestions for “green” industrial development in the valley include the transformation of Boeing’s Plant 2 and/or North Boeing Field into a green industrial park. Other green and sustainable industries identified by participants as suitable or desirable for the Duwamish Valley include solar energy development along Airport Way (E4.5–F5) and near Boeing’s Plant 2 (E/F6), a biodiesel plant, rainwater harvesting, a community energy co-op, a tidal power plant at the southern end of Harbor Island (C2.5), processing algae into biofuel, composting trash and human waste into energy, electricity-generating water mills, and water reclamation projects.

Stormwater is the largest ongoing source of pollution to the Duwamish River today. Many business leaders interviewed through the visioning process understand the environmental and health effects of polluted runoff and emphasize the need for businesses to control and mitigate environmental impacts. Residents and businesses call for more natural drainage features in commercial and industrial areas. Some Duwamish businesses are currently exploring options for natural drainage, such as rain barrels, bioswales, and ‘green building’ designs for their businesses, and call for incentives or matching-fund opportunities to support making improvements to their properties.



“Green-collar jobs are traditionally blue-collar construction and manufacturing jobs, providing products and services that directly improve environmental quality, pay family-supporting wages, and provide good benefits and healthy working conditions.”

*—Seattle Jobs Initiative
Job Trends Report*



Development of alternative energy sources is envisioned in the Duwamish Valley

Overall, the vision supports preserving the Duwamish Valley's industrial core, developing green industry, reducing pollution, and protecting the health of those who live and work near industrial land in the Duwamish Valley.



Public art installation at Gateway Park South (above)

Poster for the Georgetown Art and Garden Walk (right)

Music and art as an economic engine

Many people working in the creative industries, including artists, musicians, graphic designers, architects, and fabricators have moved to the Duwamish neighborhoods, attracted by affordable residential and commercial rents. Neighborhood centers such as the Youngstown Cultural Arts Center in Delridge, the Horton Building and other artist live-work spaces in Georgetown, and many individual artists' garages and studios serve as the creative economic engines of the Duwamish Valley's arts community. Neighborhood-based arts groups have recently founded and hosted large events, such as South Park's "Art Under \$100" Holiday Sale, Georgetown's "Artopia" festival, and the Delridge/Pigeon Point "Arts in Nature" festival. These events bring thousands of visitors to the Valley Valley neighborhoods, boost the incomes of local artists, and help forge community identities.

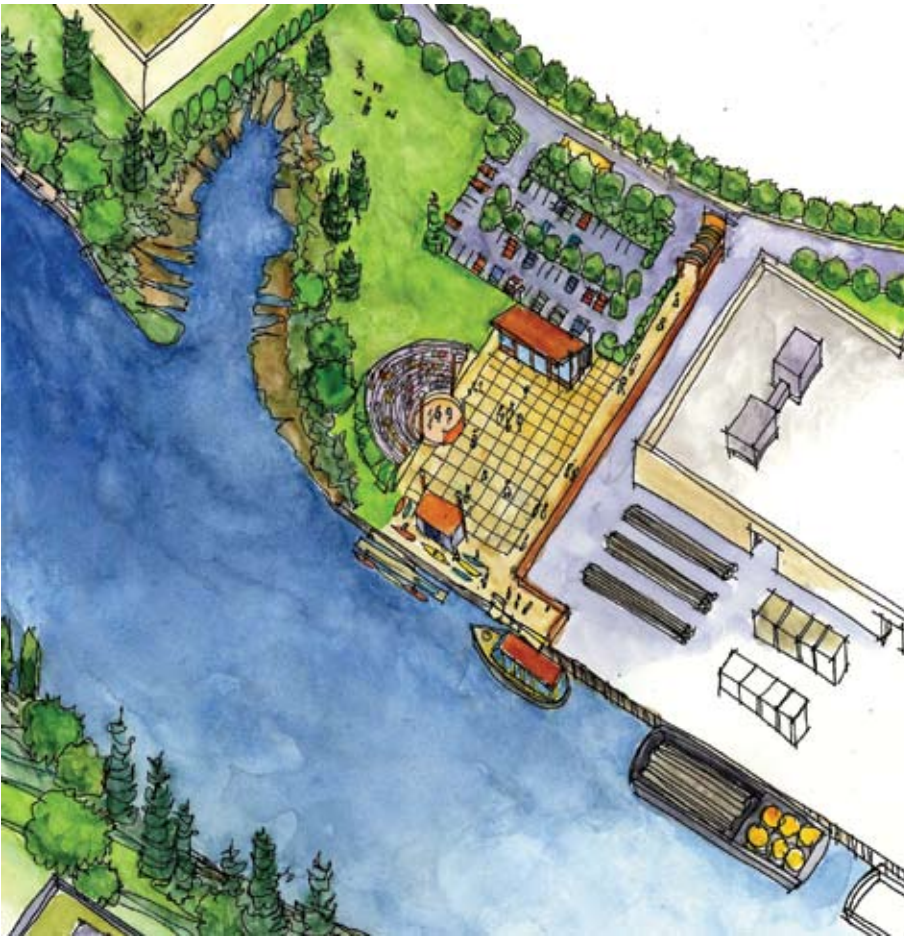
The Duwamish Valley Vision calls for the creation of a regional arts center, to preserve affordable space and provide artist studios, performance space, and arts training for children and teens. Vision Project participants also emphasize the need to create places and events that will attract visitors from other areas of the city and the region. The Vision calls for increasing tourism in the Duwamish Valley through arts events, such as gallery tours, outdoor art installations, and large multi-media arts festivals. The inclusion of art and film events at the Duwamish Tribe's new Longhouse and Cultural Center is seen as helping fulfill this vision and an enormous asset to the community.

The South Park Bridge replacement is also envisioned as providing an opportunity for public art, outdoor gathering places, and economic activity in and around the bridge piers, including a 'Mexican plaza' around the South Park side of the bridge approach, with food vendors, stores, art, greenspace, and a place to host cultural events (E5.5).



Expand mixed-use and small retail/service business

Residents, workers and visitors all express a need for more small retail and service providers throughout the valley, and to preserve and increase opportunities to develop locally-owned small businesses, stores, and shops. Many people who work in the Duwamish Valley stress the need for more non-fast-food options for lunches, including grocery stores and delis, especially near Harbor Island (C2). Small businesses and residents would like to see new development in the area include grocery stores (E4, E6, C6, B4), coffee shops, a bike shop, medical and dental offices, a bank or credit union, a mechanic, hardware store, bookstore, toy store, gift shop, clothing shops, pharmacy, Internet cafes, ethnic restaurants, a movie theatre, shoe store, doggie daycare, arcade, and a commercial bakery. The area around Cloverdale and 14th in South Park, in particular, is envisioned as a walkable, pedestrian-friendly business area with mixed-use retail, restaurants and galleries, mixed with affordable rental apartments (E6). The vision also calls for a Native American Market at the Duwamish Tribe's Longhouse and Cultural Center on West Marginal Way South (B/C3), and a Flea Market at the 8th Avenue South public access area in South Park (D/E5.5).



Conceptual vision of multi-use development, habitat and open space along the Duwamish River

Vision Project participants point to the Duwamish River as a unique opportunity for people to experience salmon and other wildlife, marine traffic, industry, and vibrant neighborhoods all in one place. The Vision calls for transforming areas of the Duwamish riverfront into accessible, working promenades with shops, restaurants, and water-related commercial and recreational industries, such as fishing fleets and kayak rentals, similar to the historic Fishermen’s Terminal in Ballard.

Viable fishery

The Duwamish Valley Vision includes a viable fishery on the Duwamish River that supports tribal, commercial, recreational, and subsistence fishing. Current fish consumption advisories recommend limiting consumption of Chinook salmon to one meal per week; Blackmouth (resident) salmon to twice a month; and no consumption at all of the river’s resident seafood (bottom fish, crab and shellfish) due to high contaminant levels and associated health risks. While participants recognize that an area larger than the lower Duwamish River must be cleaned up to restore the health of local seafood, the vision of the river and the valley includes the economic resources provided by a viable and healthy fishery.



The Muckleshoot Tribe’s commercial salmon fishery on the Duwamish River

Micro-lending and “time” banks

Visioning participants identify the need for a “microlending” bank for small businesses, similar to those that have been successful in the developing world where individuals receive small, low-interest loans to develop or expand a business, then pay back the loan over time to allow reinvestment in more loans. In low-income neighborhoods with high poverty rates, unemployment and lack of access to mainstream sources of capital, a micro-lending program could be an important

A healthy commercial, tribal, recreational and subsistence fishery is key to the Duwamish Valley Vision.

tool for local, family-scale businesses and entrepreneurs. Other visions include a 'time bank' or bartering system in which members exchange their skills and talents for services they want or need. Neighborhood economic development initiatives, similar to Seattle's Central District 'Buy Local Coalition', could also be developed throughout the Duwamish Valley.

Constituent Groups:

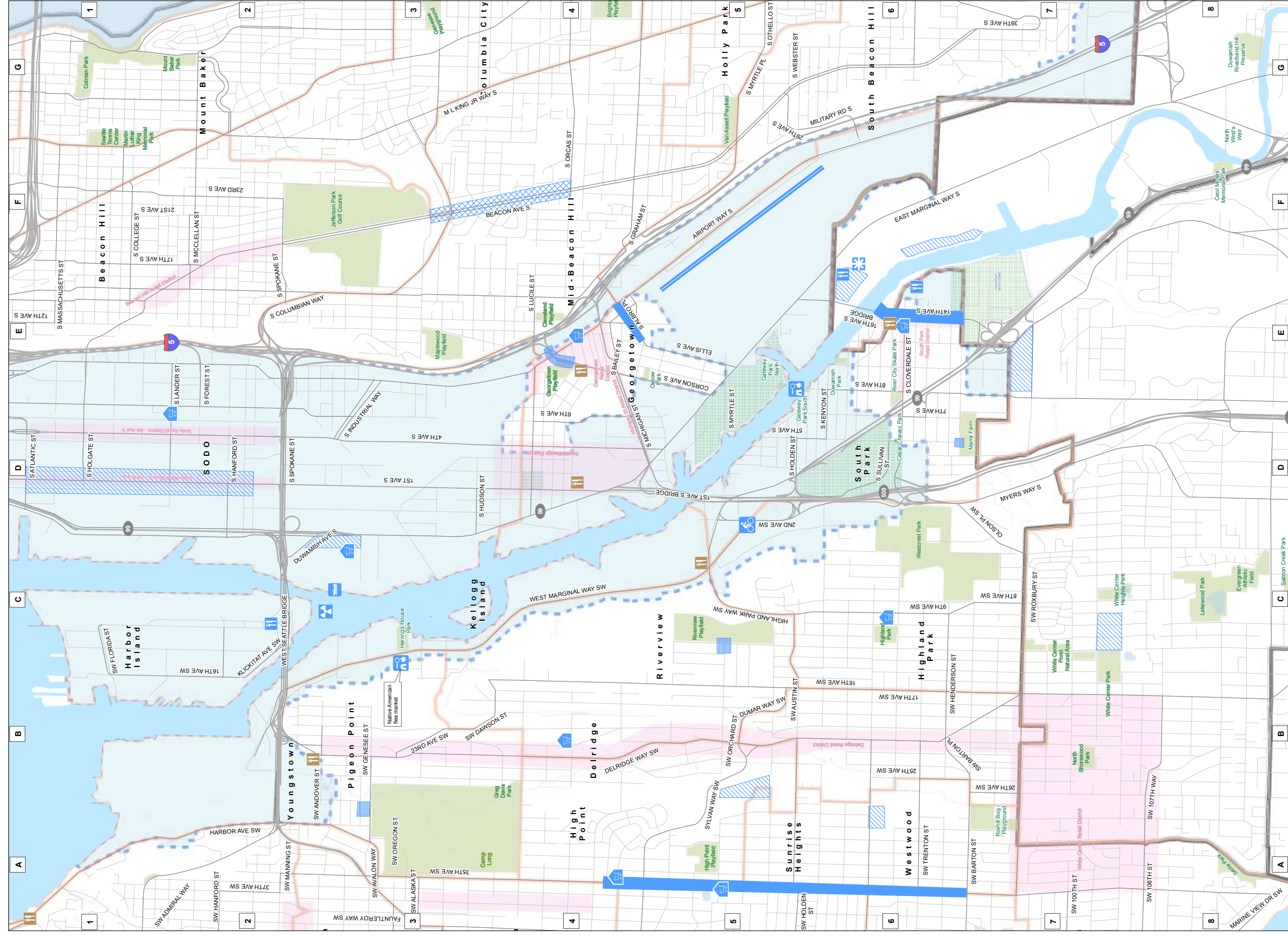
There is wide agreement across sectors on the need to maintain the Duwamish Valley's industrial land base, as well as shipping and river access for the valley's marine-dependent businesses. Residents and some business leaders stress the need to guide future industrial development to clean, "green" and sustainable industries that increase opportunities for local job development and training. Traditional manufacturing and shipping businesses emphasize the need to protect industrially-zoned lands from commercial and residential development, which is generally supported by residents for its "buffer" effects, with the exception of a disputed area of Georgetown which is dominated by grandfathered, non-industrial uses.

Residents, small businesses, and visitors envision a future in which mixed-use commercial, residential and industrial neighborhoods foster healthy, walkable communities that become a regional destination for the arts and entrepreneurial economic development.

The Boeing Company's Plant 2 – now nearly empty –sits across the river from the South Park Marina



Duwamish Valley Vision map: Economic Development



- Envisioned Assets**
- Tidal power generation
 - Solar panel plant
 - Bike shop
 - Grocery store
 - Flea market
 - Restaurant
 - Boat rental
 - Solar panel array
 - Mixed use
 - Farmer's market
 - Small retail
 - Basic services
 - "Green" industry
 - Industrial preservation zone

Existing Assets

- Restaurant
- Retail district

Legend notes

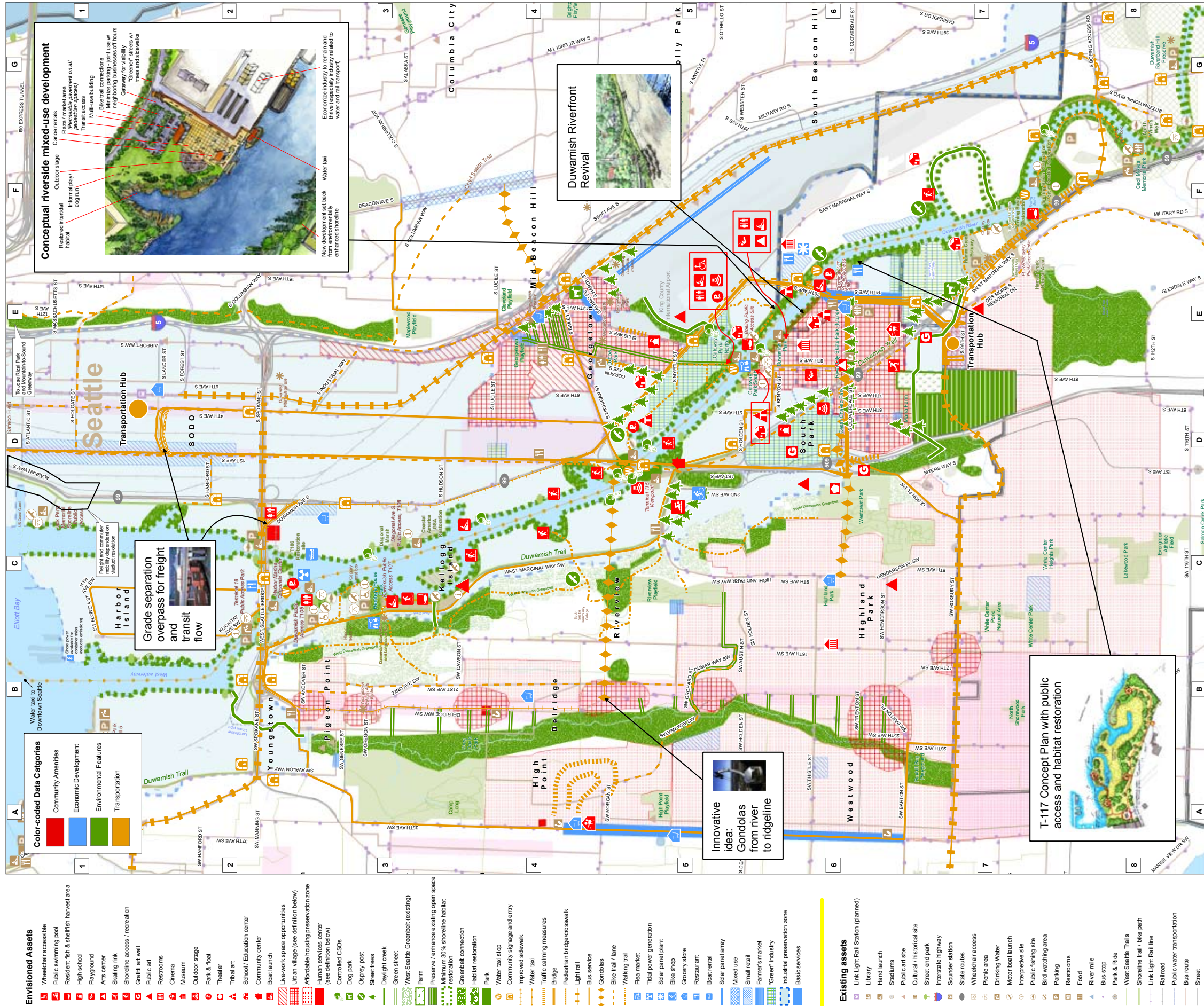
Some of the patterns refer to composite information, including:

- "Basic services" = No more than 1/2 mile to grocery stores, schools and parks
- "Mixed use" = Various kinds of commercial and residential opportunities

Duwamish River Cleanup Coalition - 2009
GIS & Graphic Design provided by Michael Saville of ECOS
Cartography by David M. (D.M.) Smith



Duwamish Valley Vision Map



Color-coded Data Categories

- Community Amenities
- Economic Development
- Environmental Features
- Transportation

- Envisioned Assets**
- Wheelchair accessible
 - Public swimming pool
 - Resident fish & shellfish harvest area
 - High school
 - Playground
 - Art center
 - Skating rink
 - Shoreline access / recreation
 - Graffiti art wall
 - Public art
 - Restrooms
 - Cinema
 - Museum
 - Outdoor stage
 - Park & float
 - Theater
 - Tribal art
 - School / Education center
 - Community center
 - Boat launch
 - Live-work space opportunities
 - Urban village (see definition below)
 - Affordable housing preservation zone (see definition below)
 - Human services center (see definition below)
 - Controlled CSOs
 - Dog park
 - Openy post
 - Street trees
 - Daylight creek
 - Green street
 - West Seattle Greenbelt (existing)
 - Farm
 - Preserve / enhance existing open space
 - Minimum 30% shoreline habitat restoration
 - Greenbelt connection
 - Habitat restoration
 - Park
 - Water taxi stop
 - Community signage and entry
 - Improved sidewalk
 - Water taxi
 - Traffic calming measures
 - Bridge
 - Pedestrian bridge/crosswalk
 - Light rail
 - Bus service
 - Gondolas
 - Bike trail / lane
 - Walking trail
 - Flea market
 - Tidal power generation
 - Solar panel plant
 - Bike shop
 - Grocery store
 - Restaurant
 - Boat rental
 - Solar panel array
 - Mixed use
 - Small retail
 - Farmer's market
 - "Green" industry
 - Industrial preservation zone
 - Basic services

Existing assets

- Link Light Rail Station (planned)
- Library
- Hand launch
- Stadiums
- Public art site
- Cultural / historical site
- Street end park
- Intrastate highway
- Sounder station
- State routes
- Wheelchair access
- Picnic area
- Drinking Water
- Motor boat launch
- Interpretive site
- Public fishing site
- Bird watching area
- Restrooms
- Food
- River mile
- Bus stop
- Park & Ride
- West Seattle Trails
- Shoreline trail / bike path
- Link Light Rail line
- Railroad
- Public water transportation
- Bus route
- Street
- Stream
- Major highway
- Stream in pipe
- Public shoreline access site
- Water body
- Restoration site
- Wetland
- Park
- Neighborhood boundary
- City boundary
- Retail district

Conceptual riverside mixed-use development

- Outdoor stage
- Plaza / market area (Removable pavement on all pedestrian spaces)
- Transit station building
- Public art
- Micro-parking - joint use w/ neighboring businesses off hours
- Gateway for visibility
- "Greener" streets w/ trees and sidewalks
- Economic industry to remain and thrive (especially industry related to water and rail transport)
- Water taxi
- New development set back from environmentally enhanced shoreline

Duwamish Riverfront Revival

Grade separation for freight and transit flow

T-117 Concept Plan with public access and habitat restoration

Legend notes

- Some of the patterns refer to composite information, including:
 - "Education center" = Trailside kiosk / environmental learning center
 - "Wetland restoration" = Variety of intertidal and shoreline restoration projects
 - "Basic services" = No more than 1/2 mile to grocery stores, schools and parks
 - "Mixed use" = Various kinds of commercial and residential opportunities
 - "Urban village" = Walkable, dense mixture of residential, light industrial, commercial and recreation properties with affordable housing and developer incentives
 - "Human services center" = Concentration of public facilities, food availability, laundry, resources, social services

The Duwamish Valley Vision Map represents a vision for the future of the Duwamish Valley. It is a collaborative effort between the Duwamish Valley Vision Project, the Duwamish Valley Vision Council, and the Duwamish Valley Vision Working Group. The map is a vision and not a blueprint. It is intended to provide a common vision for the future of the Duwamish Valley and to guide the development of the Duwamish Valley. The map is a vision and not a blueprint. It is intended to provide a common vision for the future of the Duwamish Valley and to guide the development of the Duwamish Valley.

Welcome to the future of the Duwamish Valley





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**APPENDIX A:
Visioning Project Resources**

A1: Scoping Survey (2007)

A2: Additional scoping surveys with Duwamish community and business groups (2008)

A3: Outline of English language workshop format

A4: Interview, survey, and focus group questions

A1: SCOPING SURVEY (2007)

1. How important are the following features/uses of the Duwamish Valley to you?					Response Count
	Very Important	Important	Somewhat Important	Not Important	
Pollution/toxic cleanup (air, land, water)	93.0% (95)	6.0% (6)	1.0% (1)	0.0% (0)	100
Habitat restoration	79.4% (77)	17.5% (17)	3.1% (3)	0.0% (0)	97
Improving human health	89.9% (89)	6.1% (6)	4.0% (4)	0.0% (0)	99
Promoting living wage jobs and local businesses	68.2% (60)	25.0% (22)	4.5% (4)	2.3% (2)	88
Preserving marine-dependent industries	44.3% (45)	34.0% (33)	20.6% (20)	1.0% (1)	97
Affordable housing	65.0% (65)	25.0% (25)	8.0% (8)	2.0% (2)	100
Transportation links (car, bus, bike)	67.3% (66)	26.5% (26)	5.1% (5)	1.0% (1)	98
Public access (beaches, trails, public street ends, etc.)	71.1% (69)	22.7% (22)	6.2% (6)	0.0% (0)	97
Public art	42.0% (42)	32.0% (32)	20.0% (20)	6.0% (6)	100
Social services (education, food bank, health care, etc.)	75.0% (75)	18.0% (18)	5.0% (5)	2.0% (2)	100
Recreational opportunities (kayaking, bird watching, etc.)	47.0% (47)	39.0% (39)	8.0% (8)	6.0% (6)	100
Historical preservation	43.4% (43)	44.4% (44)	11.1% (11)	1.0% (1)	99
Social/ethnic/economic diversity	60.8% (59)	30.9% (30)	7.2% (7)	1.0% (1)	97
Crime prevention	83.0% (83)	16.0% (16)	0.0% (0)	1.0% (1)	100
Youth programs	78.8% (78)	13.1% (13)	7.1% (7)	1.0% (1)	99
Community building	62.5% (60)	26.0% (25)	8.3% (8)	3.1% (3)	96
Other (please list below in #2)	83.3% (5)	16.7% (1)	0.0% (0)	0.0% (0)	6
	<i>answered question</i>				100
	<i>skipped question</i>				0

A1: SCOPING SURVEY (2007)

1. I dream of the day when my children (or perhaps grandchildren) will be able to paddle around in the river without fear of contamination. I dream that one day the river will be safe for my dogs to swim in. I believe this can be done, but it will take an extraordinary effort from all of us in the Georgetown and South Park communities.
2. clean the area because there is a lot of trash around of the river Crime - priority in South Park to clean up delinquency and gangs, drugs, etc.
3. Para empezar no tiene que estar contaminado un río contaminado no es río debe tener parques de diversión para atraer más personas
4. better looking
5. some residential less industrial
6. worst traffic
7. Limpio
8. limpio, mucha arborescencia
9. limpio de contaminación
10. clean for play and have good time
11. clean
12. mas bonito
13. cleaner more business more opportunities of jobs for people kids not in danger for playing around the duwamish river less pollution healthy wildlife
14. Regional / local understanding of the history of the Green-Duwamish-Black River both pre-and post European settlement. Regional / local understanding of the resilience of our natural resources (esp. salmon) IF variations in the environment are not made more extreme by human action. ALSO very important to me to see WORKING waterfront, not just tourism / places for condos.
15. well my vision would be the duwamish tribe back home giving direction to others of how the valley should be
16. A contaminant-free river that provides recreation, fishing, and aesthetic uses.
17. Increase the growing network of streetend and other parks with emphasis on trees and wetlands. The best example is probably the network of parks adjacent to Kellogg Island. Land should be acquired wherever possible, outmoded industrial equipment moved away from the waterfront and large businesses like Boeing should be required to participate in restoration through cleanup or donation of land.
18. We must cleanup the Duwamish waterway, which, in turn, will help cleanup the Sound. Businesses along the waterway must be monitored to make sure they are complying with environmental regulations and not polluting. The Duwamish Tribe longhouse must also be built.
19. I would like to see the Duwamish River restored back to its best possible condition. I realize that it is a striving force in Seattle's economy, however, I believe that appropriate choices can be found to help the proper balance between business and the environment. There will mostly likely always be industries in that area but I would like to see more sustainable choices and practices developed to help lessen the inevitable impact that the river faces.
20. Overall, and I may be going out on a limb here, it would be great to see the Duwamish eventually returned to some resemblance of what it was 100+ years ago. P.S no more industry.
21. con mas comunidades al rededor, mas trabajos, menos crimen, mas diversion, educacion
22. less contamination
23. less contamination, people allowed to play around the river

A1: SCOPING SURVEY (2007)

-
24. less crimes, more Mexican businesses, more jobs available to people
 25. mas limpio, que pueda mantener la diversidad ecologica (plantas, animales, etc.)
 26. un rio sin agua contaminada donde podamos llevar a los ninos a banarse u jugar
 27. nice and clean
 28. clean streets and murals around the community
 29. A mi me gustaria que todo al rededor del no Duwamish fuera verde y con muchas plantas u que se sintiera un lugar muy seguro
 30. mas limpio y claro
 31. We should have a clean community in order to have a clean river
 32. creo que deberiamos de tener una comunidad unida donde todo las personas cuidemos y ayudemos a mantener la comunidad limpia y segura
 33. Centro de Recuperacion ex: drogas Limpio
 34. limpio de quimicos
 35. see picture
 36. see picture
 37. Que chiga mas parques tiendas, escouela y ayuda para los vajos ingresos/recursos
 38. Limpio, y plantar mas arboles al rededor del rio, poner mas parques
 39. mas sucio
 40. Mas sucio por que no se ve actuar anadie
 41. comunidad limpia y segura
 42. comunidad mas limpia y mas poblada
 43. Lugar seguro y limpio
 44. Centro de rehabilitacion Creo que el valle del Rio Duwamish deveria ser una comunidad limpia, sin basura en las calles y con mucha seguridad por nuestros hijos
 45. Deveria ser una comunidad limpia y libre de crimen
 46. Que este bastante limpio para que huela bien
 47. Me gustaria vivir en una comunidad limpia donde mis hijos esten seguros y puedan respirar un aire sano
 48. Una comunidad con personas envueltas en ayudar a conservar limpio y seguro
 49. con agua limpio y no contaminda para poder comer los alimentos de ahi
 50. Muy limpio y con parques donde podamos llevar a los ninos a jugar
-

A1: SCOPING SURVEY (2007)

51. A place where all people can hang out together, it needs to be clean and beautiful
 52. Tener mas limpio y que chiga mas tiendas
 53. Ouala y mas limpio donde pordan dugar los ninos y sus familias
 54. Limpio impuro de contaminacion y loasura
 55. Tener la comunidad mas limpia, que pongan mas tiendas como bancos
 56. It needs to be a river in which people can go to swim and have fun, and anything else should be clean
 57. Limpio y claro sin toxicos
 58. Limpio y sin contaminacio empressas al rededer
 59. Limpio y lleno de arboles
 60. Mal par que narew hace nada par el
 61. Muy poblado, llino de arboles
 62. Limpio no contammado
 63. Limpio, y con muchas areas verdes
 64. mas negro y sucio
 65. mas limpio Cleaner
 66. mas limpio
 67. POLLUTED SUCIO
 68. Limpio (see drawing)
 69. Clean, and with all the services that we need
 70. see picture
 71. see picture
 72. mas limpieza
 73. Clean and out of contamination
 74. -no corrupcion -no drogas -menos dandillas -mar negocios Hispanos
 75. Agua limpia y no contaminado todo depend de
 76. Limpio y cuidad
-

A1: SCOPING SURVEY (2007)

77. limpio sano cuidado
78. Higienico (healthy)
79. a place people can come to be together safely
80. non-toxic
81. it should look NOT like a Superfund site
82. Clean and hospitable. Fun to hang out
83. Native plants salmon habitat heron habitat, eagle, and ospreys, etc. accessible to disabilities
84. The river is very stark looking. Would be nice to see more green and habitat restoration.
85. a river that is clean and allows for mixed use and residential development in the area.
86. The Duwamish should have buffer zones and prevent industries from dumping into the river. This is accomplished through excellent environmental policies.
87. Planting of trees, grasses, habitat environment. Not all industrial as it is now. Parks and areas for family picnics.
88. In the future, all polluting industries - cement plants, Boeing, etc., will either not be located on the River or their effluents will be 100% controlled. Green industries will predominate The neighborhoods - South Park and Georgetown will be noted in the Greater Seattle Community as Neighborhoods to go to connect with nature by either salmon fishing, kayaking - maybe even swimming one day. Toxic exposure will be a thing of the past to this gateway to Puget Sound
89. A "people oriented" river and surrounding area complete with kayaking, perhaps a floating restaurant, paddle boat rentals and totally void of heavy industry...i.e. the age old polluters. Perhaps a native American lighthouse, museum, etc.

This is a sampling of comments from the 2007 Scoping Survey

A2: ADDITIONAL SCOPING SURVEY (2008)

Affiliation	3 most important issues	imagine your neighborhood in 20 years	how to make workshop valuable?
Manufacturing and Industrial Council (MIC)	how to keep industrial land industrial without imposing non-industrial standards on the current working river		arranged meetings with industrial/commercial businesses - community meetings that include businesses who use the river, public open houses with lots of residents are not comfortable environments for businesses and are overwhelmed by the numbers of resident voices
MIC	maintaining industrial zoning - freight mobility, keeping jobs in the area	working waterfront with ongoing environmentally responsible operations by adjacent businesses	making sure that opinions are balanced between industrial and non-industrial users
MIC	Maintain industrial business areas improve infrastructure, drainage, roads, transportation, etc.	a viable industrial region	
MIC	industrial land use issues, water and land based transportation, and sustainable business environment	I see a strong interactive business and upland community that allows for continued development of living wage manufacturing jobs	making sure that the industrial community is treated as such, a community
Georgetown Community Council (GCC)	population growth, increased pollution, decreased quality of life	population growth - definitely, increased pollution, and severe decrease in quality of life	If the Hudson River can be cleaned up we might stand a chance with the Duwamish. It will take someone assertive
GCC	level of pollution, quality of life, residents and industry finding balance	a quality of life accessible to all, pedestrian access, open spaces	Involving many stakeholders. Good facilitation
GCC	restoration of wildlife, needs of residents outweigh the needs of business, clean clean	wildlife and access for public	learning from others true thoughts
GCC	pollution, industry vs. residents, lack of overall awareness by other parts of Seattle	more public assess points, restored habitat areas, cleaner water	the 'dot' exercise is my favorite

A2: ADDITIONAL SCOPING SURVEY (2008)

Affiliation	3 most important issues	imagine your neighborhood in 20 years	how to make workshop valuable?
GCC	particles entering the main stream through tide flows from different businesses and homes	a more protective barrier	future plans and ways to contribute to the project
GCC	pollution - air, water, noise, environmental justice - reversal of attitude that the Valley is a dumping ground, affordable housing with good design	More housing, less heavy industry, more plants, improved livability. Boeing Field is a big question mark - does it take over or go away?	ability to 'blue sky' in an environment free of judgment or strife / wants more public access to the river and the rest of the City to realize the river's assets
GCC	pollution, repurposing areas to allow public access to multi-modal uses, salmon habitat restoration	A healthy mix of business, residents, and industry. More housing, density	brainstorming and discussion of ideas
GCC	Pollution: air, water, noise Safety: access Disenfranchised: neighbors vs. industry	something that a child could get to without getting killed or developing cancer from breathing	real sidewalks, some trees and grass
GCC	PCB sediment, runoff, public access for view, fishing, etc.	Each stakeholder taking responsibility for stewardship (industry, Boeing, Port, neighborhood, enviro groups, etc.)	keep it short and organized
GCC	pollution of water, air and earth; industrial/residential cohabitation, cleanup of Superfund site	growth of both residential and industry, plus addition of retail	ways to ensure cleanups are not repolluted, educational tools for residents and businesses
GCC	pollution of air water and noise, affordable housing, living wages	more access to river, softer edges to industrial areas - streets and businesses, e.g., trees, landscape, park, school, daycare, etc.	being heard, knowing where funding is coming from, creativity
GCC	habitat restoration, pollution and resulting toxicity levels in wildlife, humans, land use	a creative diverse and thriving community of residents and businesses that has pride in its identity and history that is recognized and appreciated for its unique qualities by the City of Seattle as a whole	An exercise looking at how pedestrian, vehicular and commercial traffic patterns could be reorganized for greater harmony between all users. Looking at how the history of the Duwamish Valley could inform the design of future development within the Valley.

A2: ADDITIONAL SCOPING SURVEY (2008)

Affiliation	3 most important issues	imagine your neighborhood in 20 years	how to make workshop valuable?
GCC	stop pollution from entering the river from numerous channels, Hold those accountable who are knowingly or unknowingly contaminating the river, and make sure work done is not 'undone' by higher elevation that runs off to lower clean area	a more responsible neighbors and companies, a less contaminated river	
GCC	maintain existing residential uses both on and around the river - there are several live aboard marinas, cleanup where possible to reasonable levels, the existing pollution; provide access to the river/bank where possible	Green belts surround vibrant industrial, commercial, and residential parcels, boats and fish abound.	Provide visioning tools which actually include those mixed uses. There will hopefully always be mixed uses in this valley.
GCC	transportation plan, pollution	kids know about a river in their community, the river is an ambassador for 'green'	some vivid ideas to look at and answer/work off of
GCC	pollution - air, water and ground; airport, city county and ports denial that people who live and work here don't need green spaces and clean air	mixed use zoning will replace industrial zoning; residential zoning will remain; Duwamish river banks will be largely natural planting and slopes	
GCC	pollution; conflict of industrial and residents	would be great to see more green space, healthy environment	specific actions that can be taken along with a timeline and costs, so we have a realistic idea about what can be accomplished
GCC	water pollution; air pollution; diminishing wildlife	birds nesting, other wildlife in water and along shore	identify various steps and their timelines for each stage of cleanup, say 6 months to 1 year goals and mileposts

A2: ADDITIONAL SCOPING SURVEY (2008)

Affiliation	3 most important issues	imagine your neighborhood in 20 years	how to make workshop valuable?
GCC	cleanup - both chemical and just plain garbage; accessibility	clean water, parks, viable bird populations, variety of animal life, fish, no garbage in water and shores	outlines of current talking points, current visions, time tables\
GCC	total destruction fro a major earthquake; high taxes driving business out of the area; Mount Rainier volcano eruption	after December 2012 everything is wrecked from a world wide disaster	make sure government does not waste a lot of taxpayers money
GCC	clean up water; wildlife; back to nature or public safety	clean environment	public involvement
GCC	pollution - air, water, noise, litter; poor roadways; lack of social services	thriving parks; community resources; people-friendly streets	concentrating on cleanup of pollution; cleanups; friendlier more usable roadways
GCC	preventing further/ongoing contamination to the river; correcting/repairing/ completing known identified sites; enhancing/creating additional habitat that replicates a 'natural' river	much greater public access to river banks and shores; continuous ped and bike paths; less industrial land owners upstream - focus port-based businesses closer to Harbor Island lower river	
GCC	pollution; balancing industrial and residential use; improving quality of life by increasing recreational activities	Georgetown linked via pedestrian access to clean and accessible river. Mixed use development including residential combined with recreational access	What to you see, what do you hear, what do you experience = the river? Fish jumping, people, kayaks, birds
Greater Duwamish District Council (GDCC)	salmon habitat, public access, green infrastructure, safe healthy communities, connections for people and wildlife	"Salmon City", vibrant live/work environment, continuous trail loop with lots of public access to river	good food, media attention, anything to ensure that our time leads to political pressure for implementation
GDCC	balancing industry with residents	Walkability, quality of life. Activity along river in river and around	interactive, inviting atmosphere, keeping workshops of 1 hour - no more than 1.5 hours, beer is always good

A2: ADDITIONAL SCOPING SURVEY (2008)

Affiliation	3 most important issues	imagine your neighborhood in 20 years	how to make workshop valuable?
GDDC	"unseen "pollution, PCBs, heavy metals, etc.; air pollution, burning of bunker fuel and cheap diesel; invisibility of this river to the public	A beautiful river trail, both in the river and on shore. Less shipping, more local manufacturing. 100% usage of biodiesel at the Port. Trails and signs connecting Beacon Hill and the Duwumps, our River. Bike/ped bridge connecting Gtown and South Park	a sense of being able to make a difference. Expanding the coalition, new groups coming in. Web presence. Simple, decent food, better than Costco! Childcare or space for children.
Longfellow Creek Stewardship Council (LFSC)	stopping, slowing the source of continued pollution; degraded, invaded private homeowners properties; lack of a home for the Duwamish Tribe	I see Puget Creek as the most promising watershed in which to bring back salmon on behalf of the Duwamish Tribe. Reclaimed wastewater could provide year-round flow	results, action, meaningful success stories
LFSC	As I'm fairly new to the issues, I'd need to know more about them to be able to prioritize	natural resources accessible to the neighborhoods, well maintained and inviting for users	being able to track the process subsequent to it - online updates on web site
LFSC	clean water, max wildlife habitat, clean stormwater runoff	Delridge: mouth of Longfellow Creek opened, clean water from creek, healthy fish, fish swimming past golf course	talking about small streams and subbasins, talking about cleanup options, enhancing/expanding wildlife options, plans to keep water clean for the next chemical ie clean up storm water
LFSC	toxic waste, industry, lack of meanders, lack of habitat, lack of education of bilingual populations about dangers (need to improve)	open the mouth of Longfellow Creek at Duwamish, build pocket estuary, keep restoration of Hamm Creek going!, daylight of Puget Creek	link to existing meetings to avoid attending multiple community meetings, remove fish dam @ west Seattle golf course, more trees along river, light wells for salmon along piped portions of creek
Sustainable West Seattle (SWS)	cleanup, public spaces and river access, invite green industry	green buildings, clean tech jobs, sustainable communities	turn this Superfund site into a beautiful river again
SWS	toxics in contact with people	clean green industries, happy people	well facilitated, food, comfortable environment
SWS		bike paths, public parks with abundant perennial food plants, green businesses, gathering/community spaces	

A2: ADDITIONAL SCOPING SURVEY (2008)

Affiliation	3 most important issues	imagine your neighborhood in 20 years	how to make workshop valuable?
SWS	climate change		true participative and linked to influence
SWS	transformation from industrial to natural landscape, wildlife rehab, education	no Chemithon, no cement factories, no auto crushing facilities	Native American stories of the history
SWS	flooding, co-habitation of residents and industry, restoration of pristine areas	walkways and trails down to the river and along the river	interactive sessions, citizen feedback
SWS	environmental cleanup, non source point pollution control, sustainable infrastructure/technology development	urban village that you can eat bottom fish out of	sustainable business development
SWS	toxins out, more park areas, public transit access	a walkway for blocks or miles, active monitoring ongoing of toxins	to know I'll be appealing for leisure activities, green clean industry, green collar jobs, ie. Solar panel manufacturing
SWS	toxic materials in the bottom mud, continued impact of industrial sites located on its banks	Greener! Extension of park opposite Kellogg Island, bridge or at least a kayak docking area on Kellogg Island	participation of owners of business along waterway
SWS	recovery of wildlife, stewardship into future in cooperation with the Tribe, mitigation of runoff	a lot more greenspace, much larger riparian buffers	call me!
South Park Neighborhood Association (SPNA)	pollution - air, water, environment, industrial facing - ignoring residents, lack of interest for the people in the area	back to nature	availability, "listen"

A2: ADDITIONAL SCOPING SURVEY (2008)

Affiliation	3 most important issues	imagine your neighborhood in 20 years	how to make workshop valuable?
SPNA	sustainability of unpolluted river, earth, air; environmental control of all sources of industrial pollution truck diesel exhaust, clean tap water and sewer rainwater filtration	commercial and residential services with yacht clubs, entertainment and senior condos	artist conception of new River City with urban village
SPNA	Water pollution, air pollution and safety for wildlife both in and out of the water. Fish and seals specifically	hopefully a safe place to live	once again, a safe place to live, recreational pleasures of the river
SPNA	the future of the river, cleanup	a strong industrial/residential community with the future in consideration	community involvement
SPNA	habitat habitat habitat	a neighborhood that is environmentally aware and part of a sustainable eco-forward economy all Green buildings, biodiesel fuels and investing in companies and businesses that promote local ventures	I'd like to see the design process
SPNA	continued pollution - needs to stop, removal of pollution	more waterfront retail, commercial and recreational use	knowledge of who the property owners are along the river banks and within one block
SPNA	pollution, lack of fun for boaters	riverfront condos, boat launches, riverfront restaurant, like Coulon Beach	
SPNA	sea level rise from global warming	Toxic spots cleaned up. No new polluters. Total river system cleaned up of toxins	
SPNA	pollution	lots of families, clean environment to play and raise kids	
(South Park community open house) SP	pollution/cleanup, public involvement	Great neighborhood with committed neighbors. I love the diversity	I'll attend if I know about it
SP	housing, pollution	green space, parks, open space; cleaned up; 14th Ave Business development	involvement of whole community: Latinos, old timers, diversity

A2: ADDITIONAL SCOPING SURVEY (2008)

Affiliation	3 most important issues	imagine your neighborhood in 20 years	how to make workshop valuable?
(Superfund RI Public Meeting) PM RI	transportation, ecology, urban recreation	I imagine an improved public transportation with less reliance on automobiles. I would like to see an increase in urban recreation possibilities. I also see a diverse community working together to support each other	evening meeting times, community representation, coffee
PM RI	I want the river back. I feel like industry stole it and maybe now we can get it back. Like fishing and kayaking - safety for health being near it	Beauty, like its original condition. I'd like to see some curves back into it. Yes, I want industry to change.	organization that ends with clarity, or purpose, truth and hope
PM RI	public and business working together and gov't. So great in my lifetime seeing return of Bald Eagle	keeping up with population increase	
Sustainable South Seattle (SSS)	I am interested but don't know enough to seriously vision		
SSS	creating a community consciousness that inspires a city-wide investment in cleanup and responsibility	kayaks, rowboats; eco-responsible homes; green spaces, parks	marketing the issues, creating a cleanup campaign
SSS	pollution, economic sustainability, industrial pollution	parks, river trails for canoeing, kayaking, sustainable business with environmental responsibility	cookies, good positive energy, maps for vision
SSS	only one Longhouse	more longhouses	Tribal representation

A3: Outline of Duwamish Valley English-Language Visioning Workshop

6:00 – 6:30pm: Registration, Gallery Open House & Food

Sign in, get a name tag, note affiliation, and put a pin into the map where they live, work, or visit the watershed. Volunteers serve as guides for the gallery of visual materials.

6:30-6:50pm: Welcome and introduction to DRCC and Visioning

5 min

- Why are we here? Intro to DRCC and Vision Project: give update on other workshops that have happened.

- What is “visioning”? Dreaming about/imagining/planning for the future: chance to say what **you** want to see happen where you live, work, play...

- Define Duwamish Valley: Urban lower river through Seattle/KC/Tukwila, ridge top to ridge top: West Seattle to I-5. *Plus* can consider extended drainage basin (to ID/Lk WA)

10-15 min.

Pose ‘big picture’ questions:

What is most valuable about this area today?

What would you want to preserve for the future?

What is the greatest need facing this area today?

What would you like to see changed in the future?

5 min.

We’ve identified 4 major themes to help us think about what we want the Duwamish Valley to be in the future:

Housing & Community services: Neighborhoods, housing, community services, and gathering places.

-what kinds of housing needs do we have? How should we plan for the future?

-what services do we need here to serve our residents? Elders? Youth?

-What kinds of amenities would make our life easier or better here?

Economic development: community business opportunities, jobs

-what kinds of businesses and job opportunities do we need here?

Environment & Parks and Recreation: Habitat, open space and environmental quality.

-What do we need to do to protect or improve our environment?

-What will make the environment better for people, fish and wildlife?

- What environmental services or features do we need and want?

Mobility & Transportation: Connectivity, trails, sidewalks, staircases, transportation modes.

-how do we get around and link to the rest of the city?

-think about cars, transit, alternate modes of transportation (bikes, boats, other?)

Anything Goes – Mayor/God pen: what would you do if you could do anything?

- *Are any major topics missing from this list? (have 1-2 extra pen colors if needed)*

Break the attendees into equal-sized groups (ideally 6-8 people per group). Each group will have two table captains or facilitators, who will lead the group through the themes to draw and write their ideas on the map. Use colored pens – each color corresponds to a specific topic. You will be discussing each of these topics at each table, and drawing where and what you want to see happen. In addition to the ‘vision map’ exercise, you can also visit the gallery and the video station, where we will be conducting short interviews.

6:50-7:50pm: Break out groups

- Facilitated group discussion and mapping workshop guided by topic questions
(~10 min. per theme – *provide timer or assign timekeeper for each table*)

7:50-8:20: Each group gives a ‘tour’ of their vision map

Bring everyone back together. One by one, ask each Table or group to present a ‘tour’ of their vision map (no more than 8 minutes per group).

- Report back on major themes from each group workshop; ask for ‘minority’ opinions.

-What are the Big Ideas?

-What ideas can be done right away? What ideas require collaboration within our communities?

-How is the built environment related to health?

-were there solutions to the river cleanup discovered at the workshop?

-Describe how the workshop series will impact the river cleanup.

Thank everyone for taking time out to create the space at the workshops, and we hope they had a good time working in the groups to identify their ‘visions.’

Adjourn, pack up and clean up

Detailed Instructions for Table Captains

Rough outline of procedure and methods for participatory design:

- **Welcome people to the table.** Go over **ground rules**: share the pens and give everyone a chance to talk and draw. Ask for a table captain to be your note taker.
- **Ask everyone to go around the table and introduce themselves, and point to places where they live, work, visit, etc.:** Use the Habitat Map base layer without any trace paper on it to orient people to the area. Spend time asking table participants to identify where they live, work, travel, what is their favorite place in the neighborhood? What are ‘nodes,’ or important intersections to them?
- **Once everyone is oriented and has given thoughts about the ‘current conditions,’ lay the first layer of trace paper on the base map, make sure to mark and line up the registration marks (+)**
- **Each table will have a bunch of pens of different colors and thicknesses. Use color pens to create a map Key: if your group comes up with other categories or different definitions for the colors, please add that to the Key.**
Red= neighborhoods, housing, community services, gathering places

Dark Blue=economic development, community business opportunities, jobs

Green= habitat and open space

Orange=mobility and connectivity: trails, sidewalks, transportation modes

Purple/Pink= “Mayor marker” – ‘If you were Mayor, what would you do for the Duwamish Valley or your neighborhood?’

1- Begin with Red= Places, neighborhoods, housing, community services, gathering places

Where will people live?

What is currently of most value to you in your neighborhood?

What are you most proud of about your neighborhood?

What would you like to see change?

- a. **What are the High Priority Community service needs, gathering places, other opportunities you would like to see in your neighborhood and along the Duwamish?**

Have note taker record all the ideas

- b. **Where do you want to see these projects happen?**

Have note taker record all the locations

- c. **Who is involved in making this happen (people, groups, government)?**

Have note taker record all the stakeholder ideas

Use thin markers to show more detailed ideas

Use thick markers for more general ideas

2- Next is Dark Blue=economic development, community business opportunities, jobs

Where will people work?

- a. **What are the High Priority Economic Development, Business, or Jobs you would like to see in your neighborhood and along the Duwamish?**

Have note taker record all the ideas

- b. **Where do you want to see these projects happen?**

Have note taker record all the locations

- c. **Who is involved in making this happen (people, groups, government)?**

Have note taker record all the stakeholder ideas

Use thin markers to show more detailed ideas

Use thick markers for more general ideas

3- Next is Green= habitat and open space

How will the air, water, and land be kept clean in the future?

- a. **What are the High Priority Habitat Restoration/Open Space sites you would like to see in your neighborhood and along the Duwamish?**

Have note taker record all the ideas

- b. **Where do you want to see these projects happen?**

Have note taker record all the locations

- c. **Who is involved in making this happen (people, groups, government)?**

Have note taker record all the stakeholder ideas

Use thin markers to show more detailed ideas

Use thick markers for more general ideas

Use the Light Blue pens to show any drainage issues or wetland restoration ideas at this point, if they weren't covered by the Green pen.

4- **Next is Orange=mobility and connectivity: linkages between places, trails, sidewalks, transportation modes**

How will people get around?

- a. **What are the High Priority Connectivity projects you would like to see in your neighborhood and along the Duwamish? INCLUDING: trails, corridors, roads and bridges, sidewalk improvements, transportation modes, and use of the river/harbor for transportation.** Have note taker

record all the ideas

- b. **Where do you want to see these projects happen?**

Have note taker record all the locations

- c. **Who is involved in making this happen (people, groups, government)?**

Have note taker record all the stakeholder ideas

Use thin markers to show detailed ideas; thick markers for more general ideas

5- **Finally, the Mayor pen: Pass the pen around, give people the chance to put the 'crazy ideas' out there, things they've only thought about ... dream big ideas!**

If you were Mayor, or God, or Queen of the World, what would you do first to improve the Duwamish for people who live, work, or visit there?

At this point, the first layer of trace paper might be pretty cluttered, so feel free to lay another layer on top of the first layer. Smooth it out, draw on the registration marks, and then tape down. Feel free to add another layer of trace at any point, or even small squares of trace to areas that have multiple ideas.

THERE ARE NO WRONG IDEAS! EVERYONE'S VOICE IS IMPORTANT!

[THIS CAN BE DONE BY THE TABLE CAPTAIN AFTER THE WORKSHOP IF TIME RUNS OUT – ITS MORE IMPORTANT TO USE THE WORKSHOP TIME TO GET ALL THE IDEAS DOWN]

Make sure everyone is comfortable with decisions, and go around the table if necessary. Find balance between priorities and ideas. Put the “how are we going to do this?” questions and

detail-oriented comments onto a ‘parking lot’ flip chart. If people have negative ideas, find ways to turn what they DON’T want to see, into what they DO want to see. Make sure the Key is drawn on the final layer of trace paper, so that people will know what the colors mean.

6- Show and Tell – Reconvene the whole group

Carefully take off the final layer of trace, and post it on the wall on top of one of the large blank maps. This will clearly show the changes people want to see. Even if everything doesn’t match up perfectly, this will be a great visual display.

With the whole group, delegate one or a couple people from the table to give a ‘tour’ of their vision map to the whole group. Leave all the vision maps up on the wall, and close the meeting by gathering the ‘Big Ideas’ captured, ideas that were mentioned in all groups....ideas that can be implemented right away.

Thank you to Nate Cormier for facilitating the development of this methodology.

A4: Interview, Survey & Focus Group Questions

Questions for Commercial and Industrial interviewees and online survey:

1. Tell DRCC a bit about your company or the work you do.
2. Is your business water-dependent – please describe (if no, skip ahead).
3. How has doing business changed since you began working there?
4. How do you foresee doing business in the future?
5. Please describe the things you like today and want to preserve about the Duwamish area.
6. Please describe the things you do not like today and would like to change:
7. If you could do anything to make the area better, what would you do?

Questions for one-on-one river users and food bank patron interviews:

1. How do you use the river now?
2. Are there other ways you would like to use the river in the future?
3. What would make it easier for you to use the river?
4. Are there things that you like that you would not want to see changed?
5. Are there things that you don't like that you do want to see changed?
6. If you were Mayor or God, what would you do to make this a better area?
7. What could we do as a community to make the area better?
8. Have you seen the warning signs about fishing? Are they useful?

Questions for Spanish-language resident and business-owner interviews:

1. What do you like about your community?
2. What do you dislike about your community?
3. What do you want to change in your community?
4. What do you want to preserve about your community?
5. What are your visions of the future, related to: Environment, Parks and Recreation, Housing, Social and Community Services, Economic Development, and Transportation?
6. What would you change if you had the power to do anything?

Questions for Cambodian and Vietnamese-language workshops (High Point):

1. What are you most proud of about your neighborhood?
2. What would you like to change?
3. What are your visions of the future, related to: Environment, Parks and Recreation, Housing, Social and Community Services, Economic Development, and Transportation?
4. What would you change if you had the power to do anything?

**APPENDIX B:
Duwamish Valley Constituency Reports**

- B1: Georgetown neighborhood workshop
- B2: Delridge neighborhood workshop
- B3: South Park neighborhood workshop
- B4: Cambodian & Vietnamese-language High Point neighborhood workshops
- B5: Bilingual South Park youth and teen workshops
- B6: Spanish-language South Park resident and business-owner interviews
- B7: River user interviews
- B8: Food bank patron interviews
- B9: Industrial and commercial business owner/manager surveys and interviews
- B10: Draft map release public meeting

B1: Georgetown Neighborhood Workshop Summary

- M. Milcarek, UW School of Social Work

On January 14, 2008, following the monthly meeting of the Georgetown Community Council at the Coliman restaurant in Georgetown, the Duwamish River Cleanup Coalition hosted a Visioning Workshop to capture ideas and opinions about the future of the Duwamish River Valley.

The workshop was the first in a series of four large, and numerous small, visioning workshops aimed at developing a comprehensive community vision of the Duwamish River Valley that will help guide the cleanup of EPA superfund sites.

Participating in this workshop were forty-two residents, business owners and workers, fisherman, students, and restoration volunteers from Georgetown and other Seattle neighborhoods. Despite the abbreviated length of this workshop, an hour as opposed to over two-hours allotted for the others, participants thought of an array of ideas to both improve Georgetown and the Duwamish River Valley and to maintain the area's character.

To give participants a sense of the history, changing landscapes, and past community plans of Georgetown and to spark ideas for future possibilities, students from the Community, Environment, and Planning program at UW designed and displayed an impressive gallery of maps and scrolls.

There were many ways for participants in the workshop to express their ideas for a future vision of Georgetown and the Duwamish River Valley. At the beginning of the meeting, everyone was given an agenda that had an evaluation of the workshop as well as reflective questions about the Duwamish Valley, the neighborhood, and the river itself. For the workshop, three large tables were set up each with a different theme: Community amenities and services; Parks, open space and habitat restoration; and Economic development, jobs, transportation, and infrastructure. Each table was headed by a table captain and given base maps of the Duwamish River Valley, sticky notes, and lots of paper, pens, crayons, and markers. This allowed participants to write, draw, and dialogue about their ideas at each table around the various themes and anything else that came up. Participants' thoughts and visions were also captured through one on one conversations and video interviews.

Many innovate specific ideas emerged as well as some overarching themes across all the categories. Participants seemed to be interested in: reconnecting the surrounding communities to the river and to each other; maintaining the eclectic industrial and artistic character of the neighborhood; and ensuring a cleanup that is sustainable for the environment, the people and communities, and the economy of the Duwamish River Valley.

Participants gave a number of suggestions for improving community amenities and services and for establishing gathering places in the Georgetown neighborhood. Participants expressed a desire for more marinas along the waterway; a dock for fishing; utilizing water taxis on the river as a form of public transportation; and bringing in more river-oriented businesses south of Slip 4 and north of the 1st Ave Bridge while still allowing for pedestrian access in that area. Also along the waterway, people want a corridor that links with existing bike trails and a pedestrian bridge

that is high enough to allow boats to pass underneath and that reconnects Georgetown to Southpark. Participants also envisioned Georgetown being designated as an Urban Village with a town center destination or square; a community center for meet and greets, item swapping, and multi-age activities; and a Saturday market. It was also important to people that there is standard not high-end grocery store on Beacon Hill by the lower Cleveland soccer fields and an additional one at the back of property at Michigan/Corson. People also expressed a desire for a library in Georgetown and more family-oriented restaurants.

Another prominent concern was affordable housing. People suggested utilizing the warehouse district, specifically White Satin Sugar, for affordable, fixed rate, artist and co-op housing. Another suggested spot for affordable housing was in the historic area of Georgetown and in the triangle between 2nd and Airport and Michigan. In Tukwila, on the NE side of the river, people suggested building condos.

Parks, open space, and habitat restoration was an area that many participants felt was an important component in the future vision of the Duwamish Valley. Though there was not a lot of mention of habitat restoration, overall, people envisioned a greener Georgetown with increased access to the water. They wanted to see more open space, parks, trees, and more bike paths and walking trails along the river.

Specifically mentioned was a bike trail on 102nd to South Park and a walkway north of 8th Avenue along the water to 1st Ave boat launch area. In this area, people also wanted to see a bridge over 8th Ave. to Southpark. People also wanted a safer intersection at the park on 8th Ave. There was interest in a public boat launch at Gateway Park North, more access to the water at street ends, and places to rent kayaks. Also along the river, people would like to see public displays of Duwamish tribal art; an outdoor stage for music; and benches and areas to rest.

As for parks, north Boeing Field was mentioned as a site for a new park and there was interest in a sculpture park in Georgetown. At these parks and open spaces, there was a suggestion for educational centers and informational kiosks. Residents were also thinking of their furry companions and wanted more dog parks, specifically near the on-ramp for I-5. To serve as a buffer for noise, residents want to plant more trees on both sides of E. Marginal Way, Airport Way (south of Albro), and Ellis. Just south of the Museum of Flight in Tukwila, people wanted Lake Duwamish. Finally, people expressed the desire to be able to safely eat and buy fish from the Duwamish River.

Participants had a lot of innovative ideas when it came to the future of Economic Development, Jobs, Transportation, and Infrastructure in Georgetown and the Duwamish River Valley. A integral piece of the vision was making sure the river is cleaned up right the first time and that it doesn't have to be cleaned up again in 25 years. In keeping with this, the vision for economic development focused on: clean, green, and sustainable industry in the Sodo district; ecology standards for business; enforcing current pollution guidelines; reducing pollution and commuting; and protecting the health of those who live and work near industrial land.

Improving traffic flow and infrastructure was also important to workshop participants. People want to see truck and bus lanes and they want to be able to live close to where to they work. At Corson and Ellis, people felt there was a need for speedbumps. There was also interest in

elevated or light rail that follow 99 and Spokane Street to E. Marginal Way, Airport Way, and W. Marginal. Though some people felt that the light rail could have some negative impacts on the character of the neighborhood and force small business out. Several people mentioned using the stadium parking lot and the parking lot at Boeing/102nd for a park and ride lot during the day. In addition to transportation improvements, participants also wanted to make it easier and better to get around by foot and by bike. People want safe and friendly sidewalks, pedestrian and mixed-use streets in Corson-Airport-Bailey triangle, and bike racks in commercial areas.

There were suggestions made for a Sustainable College in Georgetown and programs that connected business with schools through a computer recycling program, job training, and community service opportunities. Another idea was utilizing water mills for electricity. People were also interested in townhouses, residential zoning, green and mixed-use buildings that accommodated industrial, commercial and residential uses.

Participants at the Georgetown visioning workshop had no trouble coming up with a myriad of innovative ideas for the future of their community and the Duwamish River Valley. Residents want the neighborhood to be treated with value and worth. The participants appreciate Georgetown because it's an eclectic, artistic, and community-oriented neighborhood. As one resident said, Georgetown has a lot of creative people and a special creative atmosphere that should be encouraged. That creativity, and excitement about the possibilities, was evident at the Coliman as the community gathered together to participate in visioning the future of the Duwamish River Valley.

B2: Delridge Neighborhood Workshop Summary

- M. Milcarek, UW School of Social Work

Introduction

On February 7, 2008, 40 residents, business owners and workers, students, volunteers, environmental educators, and representatives from several governmental agencies, gathered at the Youngstown Cultural Arts Center at 4408 Delridge Way SW to participate in the second of four large Duwamish Valley Visioning Workshops hosted by the Duwamish River Cleanup Coalition. Participants registered, and identified their relationship to the river and where they live, work or own a business, engage in recreation, or volunteer on river related-projects, by placing a color-coded pushpin on a map of the Duwamish River Valley. Workshop participants also had the opportunity to peruse a gallery of maps, photographs, and scrolls of the history and ecology of the Delridge area and the River Valley. The Coordinator of Duwamish River Cleanup Coalition gave an introduction to the visioning process and primed the participants for the visioning task at hand.

Participants divided themselves into four tables, each headed by a table captain from the University of Washington Community Environment and Planning Program. Each table was given a base map of the Duwamish River Valley, trace paper, color-coded markers, and a list of questions. Participants were given seven broad categories around which to craft their future vision of the Delridge neighborhood and the Duwamish River Valley: Environment; Parks and Recreation; Community services and amenities; Housing; Economic Development and Employment, and Transportation and Mobility. Participants also had a final category, the “If you were Mayor/God” category, that gave them the opportunity to express big and wild ideas that may seem unrealistic.

Workshop Participants were asked to think about specific questions in each of the categories and then to draw or write their thoughts, ideas, and plans onto layers of trace paper. At the end of the workshop, each table synthesized their ideas onto one layer of trace paper and presented their future vision of the Duwamish River Valley to the large group. Workshop participants envisioned both grand and very specific ideas for what they would like to preserve and to change in Delridge and the Duwamish River Valley, and for what the future could hold for this area. For this narrative, the ideas of all the tables are combined and separated into their respective categories.

Environment

In the Environment, a common theme expressed by participants was a greener and quieter Delridge. In order to achieve this, participants want to preserve current green spaces, old trees, and access to, and wildlife along, the Duwamish River. They also want to restore creeks, mudflats, and the river.

The participants proposed a number of specific ideas congruent with their vision of a greener and quieter neighborhood. People want to see a comprehensive strategy to preserve and protect the existing greenbelts in Del Ridge and they also want incentives for landowners to maintain forest on their property. Another prominent aspect of the greening of Delridge is to protect Longfellow Creek with greenbelts and further restoration, including opening the mouth of the

creek. Participants also expressed the desire to daylight Pritchard Creek along 19th St. all the way to Sanislo Elementary school playground. Delridge residents want to bring back the bends in the Duwamish River, reclaim public access to the river, and have a contiguous Duwamish Greenbelt. Participants felt that the restoration of the Duwamish River should be a prioritized as a gesture of responsibility to the Native community. Another idea was to improve the habitat of Kellogg Island and the surrounding shores and Longhouse area. There was also interest restoring original mudflats on the north side of the West Seattle Bridge. Delridge residents expressed their concern for the environment due to the run-off from hills, storm-water, and other drainage issues. One idea for alleviating that is to work with the already existing sidewalks without curbs and to put in bio/green streets with natural drainage and porous sidewalks, like the Greenwood area has. Another suggestion was for natural drainage on the streets.

Participants also suggested ideas for educating and involving the public with the natural resources of the Duwamish River Valley. Specifically, setting up mobile aquatic teaching stations and environmental resource centers along the river, and connecting educational programs with resources such as the Fish and Wildlife salmon counts. Workshop participants want to encourage community knowledge and involvement in the Superfund program through education centers that are intentionally placed in toxic hotspots along the river. Participants also said that everyone should be involved in the cleanup of river through the hiring of local people and inclusion of the private sector, public sector, and volunteers.

Parks and Recreation

In the Parks and Recreation Category, participants envisioned more parks in Delridge. They would specifically like to have more Cal Anderson/Green Lake/Olmstead type parks. Participants would also like the parks to be cleaner and better maintained. They also want the parks to have public restrooms, more activities, and amenities. Connecting the parks, green spaces and trails in Delridge is also a priority for residents.

Participants would also like to enhance nighttime community activities and increase physical, and other, activities for young people. Some of the suggestions for activities include: bringing back the roller rink, broader accessibility to schools and community facilities, and more activities in the parks

Along the Duwamish corridor, participants of the workshop would like to create more destination spots and increased opportunities for recreation on the Duwamish River. They would also like to preserve existing access to water and boat ramps along the Duwamish River. People would also like to see park and kayak stations. Also acknowledged was the need for increasing handicap accessibility along the river.

Community Services and Amenities

Delridge residents want to preserve the existing community and residential feel of their neighborhood. They also want to revitalize White Center and to maintain the affordability and the diversity of the Delridge neighborhood. But the workshop participants also had many

suggestions for improving community amenities, services, activities, and necessities of the area. Overall, they feel that there is a need for more gathering places in Delridge because the neighborhood lacks a real “center” to it. One suggestion was to create a Delridge “Junction” where Home Depot is and to hold festivities and fairs in that area.

Workshop participants think that everything the community needs should be connected within a half an hour of each other. The residents also want all of West Seattle connected to the Internet via free WiFi. Because of the diversity of Delridge, participants stressed the need for multi-lingual signage in the neighborhood.

Delridge residents also want to clean up and improve un-maintained staircases in the neighborhood. Participants suggested cutting back vegetation from the staircases and surrounding them with cafes and parks to encourage community presence and discourage questionable activities. Cleaning up the area under the West Seattle Bridge and installing lights, public art, and plantings was an idea posed by some participants. Another suggestion for the space under the bridge is to use the area for a skateboard park or a covered sports area.

Many participants of the workshop feel that there is a great need for safe and healthy food in Delridge and a need to address the obesity epidemic. People would like to see a grocery store that is within walking distance. Some participants want to see a localized grocery store or an organic grocery store, specifically at the intersection of Juneau and Delridge. A Farmer’s market in Delridge is also something that many residents at the workshop desire.

Another important issue for participants of the Delridge workshop is education. People stressed the need for better public schools in Delridge. They also expressed an interest in a green-focused community college in Delridge, and an international school in West Seattle, specifically the Louisa Bourne School on Delridge. One group also mentioned they would like to see a Spanish immersion school in Delridge.

Housing

The participants of the Delridge workshop talked a lot about housing in their neighborhood. Residents are concerned about housing sprawl. Instead of letting housing spread, where there is currently housing they would like to create high density, walkable nodes of housing that includes community services. They cited Highpoint development as an example to replicate, except denser and with green buildings. Participants also want to put in place a design standard to maintain single-family housing and to preserve the neighborhood feel of Delridge. Residents also want to ensure the availability of low-income housing. Another idea is for live/work spaces like they have in Youngstown. Workshop participants stressed that new construction in the neighborhood should be compatible with the existing community environment and that the diverse business in the housing district should be preserved.

Economic Development and Employment

Sustainable economic development, smart growth, and green enterprise were key themes in the Economic Development category. Overall, workshop participants want to preserve the diversity of area jobs and the current industrial land. Delridge residents want to keep the types of

business that already exist in the neighborhood. However, they emphasized their desire for mixed-use land. They want industrial land integrated with the community and residential land. Additionally, workshop participants see possibilities for Delridge becoming a hub of green industry and design. Green buildings and working to develop up and not out were two things mentioned numerous times at the workshop. Many other participants were opposed to more growth and density.

Participants had a number of specific ideas for economic development and industrial land. One suggestion was to turn Boeing Plant 2 into green industry. They also felt that the industrial area North of Boeing was a good site for jobs, industry, and amenities.

Delridge residents want to see the big businesses integrate into the community more and to build a strong relationship with community members in the neighborhood. People also want to see more small stores, and they want to preserve and increase opportunities to develop locally owned small business, stores, and shops. Some of the small business the Delridge residents would like to see in the area include: grocery stores, coffee shops, a bakery, a bike shop, and medical and dental offices. Another idea was to open a truck service center, “truck town”, like on I-90. Workshop participants questioned whether local businesses hire local people, because training and hiring locals is something that residents would like business to do. They would also like the cleanup efforts of the Duwamish River to include jobs for local people.

Mobility and Transportation

Delridge residents were excited at the possibilities in the Mobility and Transportation category. They came up with ideas to improve mobility and transportation options for residents. Participants suggested innovative ways to increase the connectivity of the neighborhood and to better the transit to further neighborhoods. Residents would like development to be transit-oriented and they want to alleviate traffic congestion in Delridge.

Residents came up with possible solutions for solving the problem of Delridge being disconnected from the rest of Seattle by natural barriers. One solution was a streetcar connecting the East-West divide. Another suggestion was for energy efficient bullet gondolas that could help to get over the terrain and still preserve the open space below. These gondolas were also suggested for transport over the Duwamish River.

Workshop participants talked a lot about wanting a better bus system for West Seattle, Burien, and White Center. To make it easier to get from one side of West Seattle to the other, residents would like increased bus routes and a loop bus service all through West Seattle. There was also a suggestion for a bus that runs from Junction to Delridge to South Seattle Community College to Roxbury to California to Alki. Residents think there should be an express bus along Delridge Way that goes from White Center to Downtown Seattle with only a couple of stops on Delridge Way. Another suggestion was for a transit center in White Center and a bus or lightrail train that goes to the airport. Additionally, on the express busses to downtown, participants would like to see the bike racks expanded.

Many participants expressed their desire for Light Rail, especially to increase North-South access and airport access. Another idea is for a Boulevard Delridge Thoroughfare. A bus accessible, high-speed train from Everett to the Olympia stations was also an idea that workshop participants proposed. They also came up with the idea of a passenger ferry along the Duwamish River to Pier 54 downtown. Participants would also like Park and Floats, and a water taxi.

Extending the trails and bike paths of Delridge, and connecting the trails and parks are two things that participants would like to happen. They would also like to increase safety on the trails and bike paths by having clearer signage, and they would like to separate bike paths from sidewalks and roads. One idea was for a Burke-Gilman style trail system that is supported by local business and industry and that runs through their properties. Workshop participants would also like a trail between Longfellow Creek and the Duwamish River. People want to slow traffic down in the Delridge area and add more bike lanes. Delridge residents also want safe pedestrian connectivity between the current parks, especially along W. Marginal Way, and more pedestrian walkways along the restored sections of the riverbank. Another idea Delridge residents proposed was to install pedestrian bridges along the Duwamish, especially between Gateway North and Gateway South. They would also like pedestrian access to Harbor Island and Kellogg Island, and pedestrian access across the golf course/Camp Long.

If You Were Mayor/God

In keeping with the residents desire for a greener Delridge the workshop participants had an overall vision to increase air quality and water quality and decrease stormwater. One group said they would like to see a “nice clean shiny river with lots of fish!” They also want green building and mandatory green-roofs on all new residential or commercial construction. Incorporating passive solar heating, harnessing rainwater for energy, and using other alternative forms of energy were all suggestions by participants of the workshop. Other suggestions were to emphasize buffer zones and to re-vegetate the golf course.

Residents would like enforcement against illegal semi-trucker parking/cleaning and dumping especially in Georgetown and Harbor Island areas. They also want enforcement of stormwater code in Delridge. Participants of the workshop suggested reforming residential property taxes to motivate native re-vegetation and stormwater management. Another idea was that new development should be permitted according to not just “no net loss,” but should be 120% mitigation to make up for past mistakes. Participants also suggested special zoning for creek side development: 6-10 blocks from creek. To pay for the cleanup of the Duwamish River, participants suggested taxing garbage, dog food, and pollution. Others, felt that the cleanup of the river would be very expensive and perhaps ineffective, and wondered if the money should put into achieving the community’s vision instead. Participants also felt the river would be safer if more people lived there and they stressed the need to represent all residents who live in Delridge: battered women, mentally ill, and the homeless population.

B3: South Park Neighborhood Workshop Summary

- M. Milcarek, UW School of Social Work

Introduction

On March 18, 2008 about 75 people participated in the third of four large and numerous small Duwamish River Cleanup Coalition Community Visioning Workshops. The workshop was held in the evening at the South Park Community Center in South Park. Participants included: residents, business owners and workers, industrial landowners, students, and representatives from environmental and community non-profit organizations and government agencies.

As with the previous workshops, participants were encouraged to peruse the gallery of maps, scrolls, and photographs. The visual materials provided information on the history and environment of South Park and the Duwamish River Valley, and gave them an idea of what emerged from some of the previous visioning workshops. Workshop participants were given background on the superfund cleanup and the visioning process and they were prepared for the visioning task at hand. Participants were also asked to think about what they valued about the South Park neighborhood and what things they would like to see changed.

At the beginning of the meeting people mentioned several things that they valued and would not want to see changed about the neighborhood and many more ideas came forth during the actual visioning process. They value the people who currently live in South Park, the diversity, and the affordability. Participants also value the wildlife, the open space, and Marra Farms.

People at the South Park Visioning workshop, would like to improved air, water, and river quality. They would also like to lessen the machinery and excavators that are working all the time. South Park residents would like better access to information about what is going in their neighborhood and with the cleanup and restoration process. Workshop participants also stressed the need for more pedestrian and bike friendly options for transportation, and better services to repair roads. Another thing that people felt needed to change was the access to healthy food.

For the actual visioning, participants were given five categories to think about during the visioning: Habitat, Open Space, and Parks and Recreation; Housing, Infrastructure, and Community Services and Amenities; Economic Development and Employment, and Mobility and Transportation. The final category allowed people to put forth ideas and priorities that would do if they were Mayor, God, or someone who could do anything. Participants were divided into six groups and given 15-20 minutes for each category. They had base maps of the Duwamish River Valley and color-coded pens and markers to draw their ideas on layers of trace paper. There was also a note-taker at each table to document ideas. Participants were encouraged to think big and think Valley-wide as they came up with their ideas

Habitat, Open Space, and Parks and Recreation

Issues of habitat, open space, and parks and recreation were important to many people at the South Park Visioning workshop. People who live and work in, and visit South Park, value the neighborhood for several reasons, one of which is the abundance of wildlife such as ducks, geese, and osprey that can be seen in the neighborhood, and another reason people appreciate

South Park is because it has open space. Overall people would like to maintain the green space and habitat that currently exists in South Park and they would like to see more of it.

Residents, business owners and workers, and other participants at the workshop emphasized their desire to protect and extend open space and parks, and to provide an environment that fosters wildlife habitat in South Park. Some specific ideas mentioned were: extend the Green Belt areas to the Duwamish River, increase green corridors, and to add more places along the river that are strictly for wildlife habitat, like Kellogg Island. One group talked about having a balance of open spaces and habitat from the South Park Bridge downstream, suggesting that focusing on this area will help to preserve the estuary. This group would also like to see incremental additions of habitat and creating a “string of pearls” of habitat patches in areas of the riverbank that are not actively used for industry.

One group would like to see a natural wetlands park to help improve the water quality and also, if feasible, want to daylight the other forks of Hamm Creek. One group was concerned about the impact of development on the salmon population and spawning of salmon in Hamm Creek. Another group would like to see a lake in South Park.

A number of groups also expressed the need and their desire for more tall trees in the South Park neighborhood, especially along Cloverdale to block the 99 Freeway. One group suggested increasing trees in South Park may help to address the Emergency Room visits due to breathing afflictions.

As in many of the other workshops and interviews, maintaining current access points and having more access to the shorelines of the Duwamish River is a priority, as is keeping the shoreline clean. One group mentioned they would like to see increased, and safer, access to the water, and more sites for boat launches. They cited the park on 10th as an example that achieves this. The shoreline by Boeing is an area that one group would like to see preserved. Participants also saw street ends as a place for increasing public access to the water. Also along the river, people would like to see kayak rentals and a sailing center.

Increasing recreational opportunities is another area of interest to people who attended the South Park Visioning Workshop. Every group came up with ideas for increasing bike trails, bike loops, and parks in the Duwamish River Valley. One group wants to see a bike trail from West Seattle to the Green River, and along that trail they would like to see parks and an amphitheatre, as well as pedestrian and bike only bridges. Another group would like more bike trails from South Park to Downtown; one group would like the bike path along 509 to continue into South Park; another group would like to see a bike path along the greenway, and another idea was a bike loop that connects to Longfellow Creek trail.

Workshop participants also expressed their desire to see more parks on the East side of the Duwamish River, a new park on 12th Ave. S and South Trenton St., bike-in parks, and pocket parks. There was mention of people wanting a dog park in South Park, an idea that came up in the individual interviews as well. One suggestion was for extending Marra Farms into a park with a dog park. Also mentioned was that within the parks, people would like to see more playgrounds and activities for children. One group suggested opening a public swimming pool in South Park.

The South Park Workshop participants had many innovative suggestions for making South Park a more environmentally friendly neighborhood. In some form, all of the groups were concerned about the stormwater runoff in the Duwamish River Valley, all mentioning the need for less impervious surfaces and more porous pavements in the South Park neighborhood. Several groups brought up the ideas of bioswales, catch basins, permeable concrete, and SEA Streets (Street Edge Alternatives) to reduce stormwater runoff.

Green roofing for residential homes and industries in South Park was another idea that was mentioned numerous times by workshop participants. Another idea mentioned was covering railroads with green roofs and having creative skylights for light in the rail tunnels. One group also put forth the idea of having pet waste disposal areas and collecting the waste for compost or for processing into energy, and another group wanted to see composting near Marra Farms.

Housing, Infrastructure, and Community Services and Amenities

Workshop participants like the mixed-use character of the neighborhood and appreciate the combination of residential, industrial, commercial, and recreational areas in South Park. Several groups in the workshop discussed fears of gentrification of the South Park neighborhood and the flight of working families from the neighborhood. Many groups mentioned the need for more affordable housing options and one group mentioned that they would “hate to see South Seattle become another Queen Anne.” One suggestion to prevent the gentrification was to establish residential land trusts in various areas of South Park.

People would like the residential areas of the neighborhood to remain residential and participants focused on the need for increased density of affordable housing. They would like to see the density of housing increased, and the housing space used more wisely to allow for walking and biking to services. Several groups were interested in the idea of housing mixed with services and greenspace. Participants put forth the ideas of more areas of housing around Marra Farm and some mixed-use housing around the business district in South Park. Another group would like to see mixed-use using and mixed-income housing along the shoreline. One group would like to see mixed-income housing and developments similar to High Point, if they were kept affordable. Another spot for affordable housing was on the ridges south of 96th Street near the country club in South Park. Someone thought that there should be green condos near the fire station and one group also focused on the need for the affordable housing to include family units to help address the social and safety issues of the South Park neighborhood. Another suggested place for apartments was along Cloverdale or 14th Ave.

Workshop participants suggested practical adornments for new and existing housing in South Park including: green roofing, rooftop gardens, and vertical gardens. People also came up with creative ideas for residential areas utilizing and incorporating the Duwamish River. One suggestion was for residential areas floating along the River in South Park. Another group also put forward the idea of more houseboats, and also the idea of converting barges and tankers into apartments and condos, similar to port cities in Europe. A group also suggested installing solar panels, or something else that could reflect light into the Valley, could be installed on the dirt bank on I-5.

Participants of the South Park workshop, similar to the other Duwamish River Valley Visioning workshops, would like to have more access to healthy and affordable food in their neighborhood. All of the groups would like to see more farmer's markets and community gardens in South Park. Participants would also like to see a full service grocery store in South Park. Several groups mentioned the possibility of expanding Marra Farm to provide produce for more of the community and also having a farmer's market and a regular grocery store or a food co-op near Marra Farm. One group also said they would like to see community P-Patches evenly scattered throughout the South Park neighborhood, more local farms, and an alpaca farm for economic and community development.

The South Park workshop participants came up with numerous ideas to preserve art spaces and enhance music, culture, and the arts in the South Park neighborhood. Participants at the workshop would like to see an art market, industrial-themed art in South Park, more public art, and also more graffiti courtyards and graffiti walls, specifically mentioned was the U.S. bank wall for graffiti art. A number of groups liked the idea of having an amphitheatre in South Park and an outdoor open cultural venue on Slip 4. In addition to the amphitheatre, participants would also like to see an indoor theatre or performing arts center, possibly combined with a movie theatre like the one in Columbia City. A couple of groups envisioned a local museum in South Park. One group would like to see a band on a barge moving up and down the river during weekends or festivals.

A big issue that came up in the South Park Visioning Workshops and in the individual interviews in South Park was the lack of sidewalks in the neighborhood. Several groups commented that the lack of sidewalks makes it difficult to walk and bike to existing amenities. One group said: "Sidewalks should be everywhere!"

Numerous groups at the South Park Visioning workshop talked about the need for more schools in South Park. One group mentioned an Aviation High School and other groups mentioned blue and green collar training centers associated with the high school. One suggestion was to put a health center within the high school as well. One group thought that the open space near Concord Elementary would be an ideal location for the new high school.

Economic Development and Employment

Workshop participants came up with many ideas for low-impact economic development and for employment, training, and education opportunities in the Duwamish River Valley and in the South Park neighborhood. Most groups also recognized that industry provides a large tax base and is a large employer in the South Park neighborhood, one that they do not want to lose. One group said that they would like to create places and attractions in South Park that would draw people in from other areas and bring tourists to South Park.

There were a number of suggestions for green business and industry in the area, local retail-type businesses, and employment and training in South Park. Participants mentioned transforming the waterfront into a commercial promenade along the riverbank with shops, restaurants, and bars. Specifically mentioned was a riverside restaurant with a dining dock, like Ivars in Lake Union. One group would also like to see a glass bottom boat tour on the Duwamish River, and others would like to see a passenger ferry and a water taxi that goes up and down the river. One

group suggested a green “commons” concept for adding missing retail space and another group mentioned a Future Park at the Port of Seattle

A number of groups would like to boost the South Park economy by bringing more music, art, and culture to the neighborhood. They suggested indoor and outdoor theatres and amphitheatres, art galleries, cultural centers, a museum, and a “classy” civic building that can facilitate weddings in South Park.

All of the groups had suggestions for new types of businesses they would like to see in South Park. Workshops participants would like to see: a bike shop, a bank or credit union, a mechanic, hardware store, bookstore, toy store, gift shop, boutiques, clothing shops, pharmacy, and a supermarket in South Park. People would also like more options for restaurants, coffee shops, and Internet cafes in South Park, specifically mentioned were a Sushi Bar, Thai restaurant, and an industrial bakery. One spot in particular for coffee shops was along Cloverdale or 14th. Also in those same locations, one group would like to see apartments and art galleries. Residents also felt that the South Park or Georgetown neighborhoods need a shopping center and an “everything” store like Fred Myer.

Participants at the South Park Visioning Workshop focused a lot of attention on green jobs and industry, sustainability, and self-reliance in South Park. People would like to see a viable fishery in the Duwamish River Valley, and one group suggested hiring people to establish and maintain shellfish beds that would add to the purification of the water. Other green business suggested for the area are: a community owned and operated solar plant, a biodiesel plant, a tidal power plant, a treatment plant for algae to be processed to biofuel, and a facility that collects and composts pet waste into energy. Participants would like to see water-oriented industry on the Duwamish River and they would also like the integrate bioswales with the businesses. Also mentioned were retrofitting for better air intake systems and requiring scrubbers to improve the air quality.

People in South Park would like to see more opportunities for people to get jobs and job-training in South Park, especially opportunities for young people to gain experience in entry-level jobs. Participants also felt like there was a need and desire for more blue and green collar job training in South Park. People felt like it was important to provide the community with services, but it is also important to provide the community with skills. One group suggested adding a high school in South Park in the unoccupied space near Concord Elementary School, and connected to the high school could be blue and green collar training centers. They also suggested that Boeing could be involved in the training centers. One group would like to see the Fare Start program in South Park.

Participants of the workshop also expressed their desire to have business be more involved in the community and be friendly to the South Park neighborhood. One group also stressed the importance of keeping existing business, like the ethnic restaurants, through the cleanup, and preserving local business along the 14th Ave. corridor. While another group suggested rezone the business district of 14th Ave. and Cloverdale Street. One suggestion was for tweaking the tax regime to transform the economic base of the neighborhood and tax incentive financing to address the industry/residential dichotomy of the tax base. Another group liked the idea of a

bank for microlending for small businesses and also a Time Bank where members exchange their skills and talents for services they want or need.

Mobility, Transportation, and Connectivity

The South Park workshop participants would like to increase the connectivity of the neighborhood. People would like South Park to be more connected to local communities like Georgetown, West Seattle, Roxbury, Delridge Tukwila, Burien, White Center, and Boulevard Park. Workshop participants feel that by improving connectivity you also improve jobs and the economy. They came up with a number of ideas to achieve this vision using bus service, sidewalks and trails, lightrail and Streetcar, gondola, and river transport. Participants would also like to see a new transit center in South Park with green industry as a buffer.

A prevalent theme in the South Park Visioning workshop and with the smaller workshops and individual interviews is: increase and improve bus service in South Park. People would like to there to be more frequent stops in South Park, bus routes that connect to more places, and later running buses. Participants would like to see access from east to west by bus, access to White Center on the weekends, and busses to Seward Park and Lake Washington. Along the bus routes, people would like to see stores that accommodate shoppers. They would also like to see bus service connected to transit and bus routes that are loops rather than linear. Participants also mentioned the need for more road maintenance and a new South Park Bridge, saying that coming to South Park is “scary” because of the low ratings of the bridge. One group would also like a new bridge for the truck route.

Besides bus service, people would like to increase the ease of walking and biking in South Park through more sidewalks and trails. Participants would like sidewalks “everywhere.” One group also mentioned the need to widen the sidewalks by the business district and also the need to increase handicap accessibility in South Park. Participants said they would like to see a Bike the Duwamish trail and a bike trail from South Park to Downtown. There is also a desire for more attractive and functional bike bridges, and pedestrian and bike only bridges. One specific place mentioned was a pedestrian friendly connection to East Marginal Way and 8th Ave. Several groups mentioned the need for safe bicycle transportation between South Park and Georgetown and between South Park and downtown.

The workshop participants also expressed their desire to extend the light rail and Streetcar to South Park. They would like to see light rail that crosses existing bridges in the neighborhood with stops in Georgetown and South Park and a connection to West Seattle. One group mentioned having the light rail go along E. Marginal Way. Several groups mentioned wanting a Trolley or Streetcar from South Park to downtown and elsewhere. People would also like to see a passenger ferry and water taxi that goes up and down the river. Also mentioned was a gondola that runs on renewable energy and goes from Georgetown over the freeway to Beacon Hill and also to White Center.

Big Ideas: If I Were God or the Mayor

South Park Workshop participants came up with a number of things that they would do if they were God or the Mayor. The ideas from the groups spanned all the categories: Habitat, Open Space, Parks, and Recreation; Community Services and Amenities; Economic Development and

Employment; and Transportation and Mobility. Some of the ideas that participants suggested were mentioned and integrated within the categories themselves, and thus are not represented by the purple “If I were God or the Mayor” category.

One group suggested replacing Harbor Island with mudflats. Another group suggested removing the armoring from the entire riverbank and restoring the original edge of the river. Another suggestion was eliminating Boeing.

People came up with some ideas for more recreational opportunities. They would like to see a skating rink, a swimming beach area, and a kid’s fishing hole. Another group mentioned that they would like to see a wildlife water-side park.

Participants of the workshop would like to see an architectural trademark for South Park and one group suggested having a combined amphitheatre, community center, and art display in South Park. Another group mentioned a space for an arts community next to the library and across from the fire station. This space would include artist studios, performance space, and children and youth arts training.

If participants of the South Park meeting were mayor, all new construction and all new buildings would be built and developed green. They would also develop more community energy products near the local farms in South Park. They suggested renewable energy facilities such as windmills, solar, harvest rainwater, trash composting, and a community energy co-op. South Park residents would also like a big farmer’s market. People would also like to see a Gondola running off of renewable energy from Georgetown to Beacon Hill and one to White Center, and they would also like the lightrail to stop in South Park.

A number of groups also brought up ideas about health and social services. One group saying there is a need for more accessible health services, and another group suggesting a health center within the proposed high school. Participants also mentioned that would like to see integrated social services.

B4: Vietnamese and Cambodian-language High Point Neighborhood Workshop Summaries

- M. Milcareck, UW School of Social Work, with facilitator notes from J. Tseng, IDHA

Intro to Vietnamese and Cambodian Outreach/Visioning

DRCC contracted with bilingual community members to conduct boat tours and small group workshops with Vietnamese and Cambodian community members living in High Point. DRCC led two bilingual boat tours for Vietnamese and Cambodian residents in March 2008. The people who attended the boat tours enjoyed the opportunity to go on the boat and see and learn about the Duwamish River. They were glad to learn what seafood they could eat from the river and learned more about checking on the salmon they buy. The participants also said people living in neighborhoods surrounding the river need to be educated about the health risks of eating fish from the Duwamish River. After river is cleaned up, people stressed the need for the government to have strong policies to prevent future contamination of the river. The participants said that after the Duwamish River cleanup they would feel more comfortable enjoying the river and that future generations will also have the opportunity to enjoy it.

• Vietnamese Community in High Point

What are you most proud of about your neighborhood (High Point)?

There are a number of things about High Point in which the participants take pride. They appreciate that it is new and clean and that the water from the neighborhood is filtered and cleaned before it goes into the pond, and then into the Duwamish. They are also proud to be living in a good environment and to be talking about their environment. Participants are also proud that people in their community protect and watch out for each other.

What would you like to change?

Though the Vietnamese community members that participated in the workshop had a number of good things to say about High Point, there are also a number of things about the neighborhood that people would like to change. They said that there is a need for better public transportation with closer, improved and more direct bus service. People would also like to change the lack of grocery stores within walking distance of their neighborhood.

Other concerns in the neighborhood were public safety and speeding. The participants said that strangers and people who live in High Point drive too fast in the neighborhood. The group suggested installing speed bumps. In terms of public safety, the residents don't feel comfortable walking around at night because of the teenagers hanging around. Though a participant, and community representative of the neighborhood association, then discussed how High Point is considered to have relatively low crime levels.

Environment, open space and parks and recreation

Participants thought that the park being built next to Elizabeth House, the senior center, is wonderful. The participants thought that they could have outdoor barbeques during the summer time. But they also felt that building the park there may increase safety concerns of the neighborhood, if teenagers hang around there more. The participants suggested curfew hours for when the park is closed. The High Point residents also wanted more opportunities to go to parks and tours and greater availability of transportation to do so.

Participants of the workshop do not currently use the Duwamish River because it is dirty. They would like the river to be cleaned up so that they could use it and so that future generations can use it. High Point residents would enjoy the River in the future when it is clean by fishing for salmon, flounder/flat fish, crabbing, and clamming. They would also spend time at the beach and go swimming. Once the river is cleaned up, participants stressed the need for special policies to protect the environment and control industries from re-polluting chemicals into the Duwamish River. The participants also mentioned the importance of continuing to use the river for importing and exporting goods.

Housing, Community Services, and Amenities

Participants of the boat tour and workshop like that there is a food bank near by and they would like to make sure that it remains. They would also like to see a regular walking or exercising club, that has a varied schedule depending on the season, so that elders can get together and exercise outside.

Employment and Economic Development

The participants thought there was a need for some business and shops nearby where they live. They mentioned a hair salon. They also brought up the need for more grocery stores within walking distance. There is an empty lot nearby in the neighborhood, and there was discussion with Albertson's to build a grocery store there. However, Albertson's was not interested, saying that there were two other grocery stores nearby, however neither of them are within walking distance. Instead, there are plans for the empty lot to be replaced by condominiums and small businesses. In addition to a grocery store, participants would also like to have a farmer's market close by. As for employment, people felt that there could be more jobs everywhere. But didn't have any specific ideas for types of jobs or locations.

Transportation

Overall, people said that there is a need for better public transportation. The participants said the bus should be closer, and have routes that go straight to shopping centers, grocery stores, malls, and the doctor. For instance, to go to a downtown hospital, it takes 3 bus transfers and the whole day to get there. People could use the bus more if it were more convenient. They also said that there should be an affordable cab service so that elders can go to their doctor's appointments. Participants said that right now they depend on their children to take them everywhere.

Big ideas, if you were Mayor

If the people in High Point were Mayor, they would have different projects going on to improve the overall living conditions for people, and make people happy. They would also give neighbors more money, so they'll be able to go out more.

Facilitator Notes:

DISCUSSION OF THE BOAT TOUR

- I enjoyed the opportunity to go on the boat to see the river, and learned a lot.
- When can we do this again?

- I was glad to learn what seafood we can eat from the river, and to learn that I need to check where the salmon comes from if I buy it at store
- Before the river is cleaned up, we need to educate the neighborhoods surrounding the river not to eat the fish. After the clean-up is done, the government needs to have strong policies to prevent there from being further contamination of chemicals and pollution.
- After the cleanup, it will be more comfortable for us to enjoy the river.
- This generation will clean up the area, so that the next generations can enjoy it.

BIG PICTURE

What are you most proud of about your neighborhood (High Point)?

- It is new and clean here—we have new sidewalks, new everything.
- We protect and watch out for each other
- We are very proud to be living in a good environment, and to talk about our environment. We are proud that the water from our neighborhood is filtered and cleaned before it goes into the pond, and then into the Duwamish.

What would you like to change?

- There is a need for better public transportation—the bus needs to be closer, and have routes that go straight to shopping centers, grocery stores, malls, and the doctor. (To go to a downtown hospital, it takes 3 bus transfers—and the whole day to get there).
- We really need a grocery store within walking distance. (There is an empty lot nearby, and there was discussion with Albertson’s to build a grocery store there. However, Albertson’s was not interested, saying that there were two other grocery stores nearby (but not close enough to walk to). Instead, there are plans for the empty lot to be replaced by condominiums and small businesses)
- Strangers and people who live here drive too fast in our neighborhood. There needs to be speed bumps installed.
- Concern of public safety; we don’t feel comfortable walking around at night, because there are teenagers hanging around. (A participant and community representative of the neighborhood association then discussed how High Point is considered to have relatively low crime levels)

HOUSING, COMMUNITY SERVICES, ECONOMIC DEVELOPMENT, TRANSPORTATION

What are high priority community services and where should they be?

- We like how there is a food bank close by
- There should be a regular walking/exercise club—so that elders can exercise outside. The schedule should vary depending on the season.

What kind of businesses/shops do we need and where?

- Hair salon nearby
- There needs to be grocery stores closer
- We should have a farmer's market close to us

Where will people work?

(This question was confusing for people. People answered, "jobs can be everywhere" and "there are all kinds of jobs")

How will people get around?

- The bus, if they made it more convenient.
- There should be an affordable cab service so elders can go to their doctor appointments (not just those with disabilities). Now, we just depend on our children to take us everywhere.

ENVIRONMENT, PARKS, and RECREATION

What parks and recreational features do we need and want?

- There is a park being built right next to us (*next to Elizabeth House, the Senior Center*), which is wonderful. We could have outdoor barbeques during the summer time. (Building the park there may also increase safety concerns of the neighborhood, if teenagers hang around there more. Perhaps there could be curfew hours when the park is closed?)
- More opportunities to go to parks and tours (availability of transportation)

How will the air, water, and land be kept clean in the future?

- There needs to be special policies to protect the environment and control industries from polluting chemicals into the Duwamish.

How do you use the river?

- I would not use the river now. It is too dirty.

How would you use the river in the future when it is clean?

- We would enjoy it by fishing (salmon, flounder/flat-fish, crabs, clams), clamming, and crabbing.
- Spend time at the beach.
- Go swimming
- For use to continue importing and exporting goods.

IF YOU WERE MAYOR, WHAT WOULD YOU DO FOR YOUR NEIGHBORHOOD?

- Have different projects going on to improve the overall living conditions for people, and make people happy.
- Give neighbors more money, so they'll be able to go out more.

[continued next page]

• Cambodian Community in High Point

What are you most proud of about your neighborhood (High Point) and what you like to change?

There are numerous things about the High Point that make the Cambodian Community who participated in the workshop proud of their neighborhood. Participants like the diversity of the neighborhood and they like that the neighborhood is clean and healthy. They also said they appreciated the housing, good construction, and the overall environment of the neighborhood. Participants also said they liked that the neighborhood is not crowded, though they thought it may get more crowded once the additional housing is built. When the participants were asked what they would change about the neighborhood, they said they are happy with it right now.

Environment, open space, and parks and recreation

The participants of the workshop expressed their concern for protecting the environment and the Duwamish River. The residents would like to see the river and shoreline restored to ensure salmon can continue to reproduce in the Duwamish River. There was also a suggestion for machinery that can help the River flow more, which in turn could help restore and clean up the River. High Point residents also thought that the community should create an environmental group and everyone should get involved to protect the environment. They also said that authorities on the project should keep the environment clean.

Along with restoring the shoreline, High Point residents would like to see a walking path or sidewalk along the shoreline and a road along both sides to walk and drive, like Alki Beach. Along the Duwamish River the participants would also like to see informational signs about businesses, the environment and the community, and they would like to parking lots for cars and boats. People would also likes more boat tours and bots for free or to rent. When the River is clean, High Point residents would like to crab, clam, and fish for smelt and salmon in the Duwamish River.

Participants would like to see more recreational places to play and do other activities, like barbeque, including playgrounds, parks, and gardens. In the parks, people would like to see more restrooms and showers for kids to clean off after they play. Another suggestion was to build a fence or a barrier to around the river to prevent children from falling in and to keep the toxics from going in the Duwamish River.

Housing, Community Services, and Amenities

The High Point residents had some suggestions for improving community services and amenities in their neighborhood. They mentioned that they would like a place to pay utility bills and other services in their neighborhood. They also said they would like neighborhood associations, more activities, and community gathering places or a community center in High Point. Within the community center residents would like a gym and a pool. They would also like more restrooms in the parks, playgrounds and public areas, and also bathrooms around the pond of High Point. Also mentioned were daycares and more opportunities for young people to go on tours to see the environment and opportunities for them to learn new information. Specifically the residents mentioned Khmer language classes. The residents would also like to see more schools in High Point as well as more dentists and doctors in the neighborhood.

Economic Development and Employment

The participants suggested several ways to improving economic development in the High Point neighborhood. High Point residents would like to see more grocery stores and also Asian grocery stores. They would also like a closer shopping mall, movie theatres, and more restaurants.

As for employment, the participants would like to see more jobs in High Point and stressed that jobs should be available to those who do not have a car. Though they didn't have any specific ideas for what types of jobs they would like to see, they suggested that Seattle Housing Authority could assist with job resources. Another idea the High Point residents had was for micro-loans to open businesses and also assistance to open business.

Transportation and Mobility

The participants stressed that they would like to have transportation from High Point to the rest of the city. First of all, they would like to have a bus station at High Point. Residents would also like a bus at High Point to go on field trips. They also suggested several cars, like a ZipCar, that could be shared by the community to go on field trips, to go to the hospital downtown, and to go to the store.

Big ideas (If you were Mayor, what would you do?)

If the Cambodian community from High Point could do anything in their neighborhood, they would develop the Duwamish River area to become a good area. They would focus on the environment and any place that has pollution and clean it up, including the River. They would also make sure that all the areas of Seattle are clean.

Facilitator Notes:

BIG PICTURE

What are you most proud of about your neighborhood (High Point)?

- The diversity
- It is healthy
- It is cleaner than other neighborhoods
- Good construction, environment and housing
- It is not crowded (though it may be more crowded once they build the additional housing.)

What would you like to change?

- There is nothing we would like to change. I am happy with it right now.

HOUSING, COMMUNITY SERVICES, ECONOMIC DEVELOPMENT, TRANSPORTATION

What are high priority community services and where should they be?

- Place to pay utility bills and other services
- Job resources (service of SHA?)

- More community gathering space—such as a community center in the center of High Point with a gym and a pool
- More activities
- More opportunities for kids to go on tours to see the environment
- Opportunities to recruit young people to learn new information
- Daycares
- Bathrooms around the pond of High Point
- More restrooms in parks/playgrounds/public areas (as this helps the environment)
- Khmer language classes
- Neighborhood associations

What kind of businesses/shops do we need and where?

- Grocery stores at High Point
- Asian grocery stores
- A closer shopping mall
- Movie theaters
- Schools
- More dentists and doctors at High Point
- More restaurants

Where will people work?

- Micro-loans to open businesses/assistance to open businesses
- Job resources (service of SHA?)
- We want jobs in High Point, but not sure what kind.
- Jobs should be available to those who do not have a car

How will people get around?

- We want transportation from High Point to the rest of the city
- A bus station at High Point
- A bus at High Point to go on field trips
- Several cars that can be shared by the community, like a ZipCar—to go on field trips, to the hospital downtown, and to the store

ENVIRONMENT, PARKS, and RECREATION

What parks and recreational features do we need and want?

- More and new parks--to visit each weekend
- More gardens, so we can work in them during the weekend
- Playgrounds
- More restrooms in parks/playgrounds/public areas (as this helps the environment)

How will the air, water, and land be kept clean in the future?

- Ensure salmon can continue to reproduce here by restoring the environment
- Authorities on the project should keep the environment clean.
- The community should create an environmental group to protect the environment. Everyone in the community should get involved.
- There should be enough garbage bins available for everyone.
- If the Duwamish River is not already flowing properly, perhaps they should use some machinery to ensure that the river can flow more so that there will be more oxygen, which will in turn restore and clean up the river.

How would you use the river in the future when it is clean?

- The shoreline should be restored, and there should be a walking path
- A sidewalk and a road along both sides to walk and drive (like Alki Beach)
- Informational signs along the Duwamish river about businesses, the environment, and the community
- More boat tours
- Boats for rent or free for the community.
- More parking lots along the river for cars as well as boats, so we can park and visit.
- More recreational places to play
- Showers for kids to clean off after they play
- Build a fence/barrier to prevent toxics from going into the water and to also keep children from falling in
- More places for activities—such as BBQs
- Crabbing, clamming, fishing (for smelt and salmon)—only when it's okay to eat

IF YOU WERE MAYOR, WHAT WOULD YOU DO FOR YOUR NEIGHBORHOOD?

- Develop the Duwamish River area to become a good area

- Focus on the environment and on any place that has pollution, and clean it up—which includes the river.
- Make sure ALL areas of the City are clean

B5: Bilingual Teen (Urban Environmental Justice Youth Corps) Workshop Summary
- M. Milcareck, UW School of Social Work

Intro

On February 27, 2008, the Duwamish River Cleanup Coalition held a visioning workshop with nine teenagers from the Urban Environmental Justice Youth Corps. With the support of Program Managers Lorena Jimenez Sepin and Carmen Martinez, Cari Simson from DRCC gave an overview of the Visioning Project and related it to the environmental justice and environmental health issues the students were learning about in UEJ Youth Corps. She asked the students to think about issues of environmental justice and what they said was telling.

The students talked about how “nasty” the soil, water, and air are. One of the students talked about her asthma when she runs to the bus in the morning, “boom it hits you, and you’re out of breath.” They also talked about how the idling trucks, industry, highways, and airport in the neighborhood are “killing the air” and making asthma worse. The students also brought up the PCBs in the Duwamish River, and they talk about how they are in the ground and “can’t go away.” In response to a question about what justice means in these cases and how it is different in other neighborhoods, one student responded: “There is no fairness.”

When the students were asked why DRCC might be conducting the Visioning Workshops, one student said because “when I grow up and have kids, I don’t want them to live like me, having asthma and all that.” Another student said she “wants to live in a rich neighborhood, have a community, go out and get the paper and say ‘Hi Bob!’” When the students were asked what prevents people from knowing their neighbors and having a community, one of the students said jobs. Her parents work graveyard shifts, and there’s no community projects or places for parents to go. Students also talk about some of the things they need in the community like a daycare center, better bus service, more hospitals because they are so busy, more soccer fields and playfields. They also say that the river is a main concern.

The workshop’s structure was similar to that of the other workshops. The students were split up evenly into two tables. Each table was set up with Current Condition base maps of the Duwamish River Valley, trace paper overlays, and different color markers. The students were asked to think about and craft their future vision around four themes: habitat, open space, and parks and recreation; housing, infrastructure, and community services and amenities; economic development and employment, and transportation and mobility.

Habitat, Open Space, and Parks and Recreation

The students felt that cleaning up the river was the most important thing. They would like bigger beaches and they would like to be able to swim in the river. The students would also like to plant more trees on every street of their neighborhood and reforest areas along the river to attract more birds. One group mentioned taking out Harbor Island so there was more water.

The students would also like to see more soccer fields and play fields in the South Park area, and multiple play fields along the banks of the river. They would also like more places to play basketball and also a paintball field. Everyone also liked the idea of putting in swimming pool in

South Park. One suggested location for it was near the community center. Also at the community center, someone suggested putting in a gym or a weight room.

The students suggested making Marra Farms bigger and better. Specifically a secluded part of Marra Farms where there is nothing but weeds and blackberry bushes. The students would also like a Historical park and a museum in South Park that focuses on the history of the area and accomplishments of people like John Beal. The students also mentioned they would like a water park and a dog park with a place for dogs to swim.

Housing, Infrastructure, and Community Services and Amenities

The students talked about better housing for the South Park area. They would like to have bigger houses or mansions with their own big yards. They also mentioned wanting to do something with all the abandoned houses and properties in the area. Also of concern was the treatment plant and students said that they should make a better one.

One student suggested putting in a grocery store and another student suggested a flea market where people from all over could come and sell things. The students would also like museums in South Park.

The students talked about having more graffiti walls in South Park. They would like to have a place where you can bring your own paint, or buy paint there, and graffiti the walls. There would be graffiti competitions and after a week or a month, they would repaint the walls and start all over.

Economic Development and Employment

The students came up with a lot of ideas for economic development and employment in South Park. Students would like more opportunities for employment both for younger people and for older people. The students also suggested bringing in Microsoft to the South Park area and keeping Boeing. They would like to have more fast food restaurants like Subway, McDonalds, and Burger King. Other restaurants mentioned were Old Country Buffet, IHOP, South Freshman Court, Baskin Robbins, and Chucky Cheese. Students would also like to see grocery stores and markets in South Park. Mechanics, car dealerships like Ferrari, and bike shops were also mentioned. Several students would like to have a mall in South Park, a shoe store, and a nature store. Also mentioned was a doggie daycare

The students also came up with the idea for a Mexican Plaza in South Park with a variety of restaurants. Other ideas included a Canadian store that sells all things Canadian like Maple syrup and bacon, and a Czech mall with Czech art and other items in it.

One group suggested putting in a Disneyland or Six Flags. The idea of water taxis and boats along the river also came up. Students would also like to have a movie theatre and an arcade.

One student thought there was need for a bigger prison so that they prisoners have more space to run around.

One thought was to just tear down South Park and build it back up like downtown.

Mobility, Transportation, and Connectivity

The students had a lot to say in terms of mobility and transportation. They said that South Park needs better bus service. One student said, “The 132 or 131 don’t go to the areas where I want to go to.” Students also said that when they have evening activities at school it makes it really difficult to get home. They also said that the buses take a long time and they have to transfer busses frequently. Students suggested a monorail or subway that comes through South Park and stops at the schools. They also said that the area needs more parking.

Also mentioned was the South Park Bridge. One student said the bridge is “nasty and old.” They suggested fixing the bridge, adding more bridges, and putting in a pedestrian overpass.

B6: South Park Spanish-language Resident and Business-owner Interviews Summary
- G. Quintana, Gabriella Quintana Consulting

Outreach outcome

A community visioning workshop in Spanish was scheduled for March 3, 2008 as an effort to reach out to Latino community members, both low- and moderate -income, business owners, and community leaders. The workshop did not draw any attendees. Outreach efforts were made using various community resources including the South Park list serve and posting flyers at the South Park Community Center, Hispanic Information Center, businesses on 14th Ave. S., Sea Mar Community Health Clinic, Consejo Counseling Services, South Park Community Food Bank and South Park Library. Additionally, small presentations were conducted at several community gatherings, including Sea Mar ECEAP, English as a Second Language class at the South Park Community Center, Concord Elementary School PTA meeting and at the food bank.

There are many theories about why Latino families and community members did not attend the workshop. During informal conversations with Latino community members, it was pointed out that environmental issues are sometimes hard to grasp—that somehow they are not tangible enough. One person expressed that the word “environment” is a privileged term and several others stated that when you have to worry about putting food on the table, making sure your kids aren’t getting caught up in gang activity, and working two jobs it’s hard to envision how cleaning up a river can benefit you and your family. In light of this feedback, one-on-one interviews were conducted to collect input from the Spanish-speaking community about their future vision for the area.

About the Interviews

In lieu of collecting input in a workshop format, a total of 13 interviews were conducted to gather input on how Spanish-speaking community members in South Park want to see their community change as the Duwamish River is cleaned up. The interviews were guided by nine questions, including three general questions about “vision” and six more specific questions about community. The questions used were the same as those posed in the project’s English language workshops (see attached), with the exception that question #2 was amended to “If you had all the money in the world and all the power in the world what would you change?”).

About the participants

One-on-one interviews were conducted via phone or in person. The majority of the interviews were done in person. The interviewees included:

- Five low-income families at the food bank,
- Two South Park Latino business professionals,
- Two long-term South Park community leaders, and
- Two South Park business owners.

General summary of comments

In general, people interviewed feel that their community needs some changes. Of the 13 interviews, only a few articulated specific needs and specific areas for improvement. In general, those interviewed want:

- A cleaner place to live;
- More amenities such as parks, movie theaters, banks, pharmacies, and grocery stores; and
- More investment in their community, including building renovations, pothole repair, more retail stores and fewer restaurants.

Interview Outcomes

Responses to General Questions:

1. Why or how did you choose live in South Park?

- I didn't choose to come here
- I was looking to be around other Latinos
- I could not afford anywhere else to live
- I've lived here for the last 15 years.

2. When asked "If you had all the money and power and the world, what would you change about South Park?" people responded almost equally by saying:

- Improve street cleanliness and maintenance,
- Widen streets and install additional street lights
- Open a full service grocery store near by.

3. When asked what things about South Park would you NOT change:

- Existing community resources and the spirit of people. There is a lot of and this is something people don't want to see go
- Activism and community involvement
- The community center, library, array of social services
- Diversity of the community
- Fighting spirit of community members.

Responses to specific questions in six areas (Environment, Parks and Recreation, Housing, Social Services, Economic Development, Transportation)

1) Environment

- Clean up the river for boating and fishing
- It seems that the reason the environment is bad here is because city, state and federal officials don't pay attention to South Park. As a community within the city, we are forgotten. We need to remind people we are here and have them pay attention to us
- I don't think much about the environment but I do know that people don't do their part in helping clean up
- Commitments to do something about the environment are made but nothing is ever done
- Start with change the zoning laws and the drainage in South Park

2) Parks and recreation

- Yes more parks
- Create an oasis with trails
- More places for kids to play sports
- Create a big multi cultural center
- We have plenty of parks, but we need to improve the one we already have for example the Duwamish River Park. It has so much potential, but it feels forgotten
- I would create a place for the old and for the young on Director Ave and 7th,
- I would create more fun activities for people like a movie theater. A movie theater could be placed in the Hall on 14th Ave and Cloverdale

3) Housing

- Creating more affordable housing. The new homes that are coming up, are way out of reach for families that live here
- Renovate existing buildings
- Make sure living conditions in some of these building are up to standard. Many apartments have cockroaches and are filthy

4) Social and community services

- Create a place where people can detox. There are a lot of people selling and using drugs around here. The current community services don't address drug and alcohol abuse
- I would create a farmer's market, but not the organized kind because it's too expensive
- We need a pharmacy around here
- Establish a DSHS office so people can apply for government programs. This office could be in any of the closed storefronts on 14th Ave.

5) Economic development

- We need a full service grocery store
- We need more retail and less restaurants
- More strip malls
- We need jobs like construction
- We need jobs for young people
- We should work with Boeing to do some job training with our youth
- Create business areas that would allow people to freely walk

6) Transportation

- Closing the South Park Bridge will create a lot of congestion if you force people to use the 1st Avenue bridge to get here
- Transportation is awful—specially on weekends. Bus Route 60 should run on the weekends
- Transportation is good. There are three bus routes that go through South Park
- Closing the South Park Bridge would turn South Park into a ghost town

B7: River-user Interviews Summary

- M. Milcareck, UW School of Social Work

Between February 4th and March 11th, 2008, a graduate student from the University of Washington School of Social Work and a graduate student from Antioch University spent several early morning or late afternoon hours every week visiting the parks, trails, and bridges along the Duwamish River in search of people to interview for the Duwamish River Cleanup Coalition's Visioning project. The goal of the outings was to interview the homeless population, subsistence fisherman, and anyone else they encountered living, working, fishing, playing, and relaxing along the Duwamish River. The hope was to capture information from people who may not attend the large visioning workshops but who are still intimately connected to the Duwamish River and have a particular stake in its future. The volunteers talked to people in numerous locations along the river including: on and under the Spokane Street Bridge, T-107 Park, Herring's House Park, the West Seattle Bridge, near the Klickitat Marina, and Gateway Park.

Because these were individual interviews and conducted in a short-time frame, an eight-question interview survey was developed for the purpose of conducting these and other individual interviews with river-users. The questions asked people if they currently used the Duwamish River and if so how, if there were other ways they would like to use the river in the future, and what, if anything, would make it easier for them to use the river. People were also asked what they liked and disliked about the area, what about the area they would want to keep the same, and what they would want to change about the area. Also asked, was whether or not people saw the signs about pollution at the river and if they were helpful.

Though the homeless population and subsistence fisherman were the targeted population for interviewing, they did not ultimately constitute a majority of those interviewed. There were 26 people interviewed, and out of that five self-identified as being homeless, of whom four said they fished from the river. Four different individuals identified as crabbing and eating from the river frequently. The interviewees ranged in age from about 18-65 and all but two of the people interviewed were male. A majority of the people interviewed were White, one person self-identified as Native American and four other individuals may have also been Native American, however they did not identify themselves as such.

Current uses of the Duwamish River

The interviewees were asked how they currently used the river, and the answers varied widely from not paying any attention to the river except for walking over it on the bridge, to living on its banks and fishing regularly. Of the people interviewed, five of the individuals lived or slept on, near, or under Duwamish River bridges. Nine individuals, 38 percent, said that they fished or crabbed in the Duwamish River. Four of the self-identified homeless individuals said they fished from the Duwamish River: one person said he fished recreationally and usually threw the fish back in the river, one individual said he fished occasionally but not often, one person fished for salmon 1-2 times a week in the summer, and the last individual said he fished daily in the summer for salmon. All of the individuals interviewed who were homeless and who fished out of the river were aware of the pollution and they made decisions about their fishing and eating habits based on what they knew about the pollution. Four young men interviewed said they

crabbed and ate regularly from the Duwamish River and they were unaware of the pollution of the River.

Ten people interviewed, about 38 percent, used the Duwamish River for recreation and relaxing but did not use the river for fishing. Several people used the parks for picnics, walking, dog-walking, wildlife-watching, lunch breaks, and bicycling. Several other people canoed, boated, or kayaked on the Duwamish River. One person worked in the parks doing landscaping and also canoed in the Duwamish River, and one person did not use or pay attention to the Duwamish River but commuted over one of the bridges on foot.

Future uses of the Duwamish River

Many of the people interviewed expressed their desire to use and enjoy the Duwamish River in ways that they currently do not, and they offered suggestions for making it easier for them to use the river in the ways they would like to. The people who currently fish in the river would like to fish and crab more, and several people who currently do not use the river for fishing would like to be able to fish. Several people also said that they would like swim in the river or sit on the beach, and a couple of people said that they would like to kayak, canoe, or take a rowboat out in the river.

Overwhelmingly, the pollution of the Duwamish River was seen as the main barrier to fishing and crabbing, swimming, and in one case kayaking. People said that they would fish more if the river was clean, one person said that the “fish in the Duwamish River glow.” Another person said that the “dirty feel” of the Duwamish River prevents him from kayaking. Several people interviewed also expressed the need for more and better public access to the water aided by more sidewalks, trails, parks, beaches, boat launches, and docks. One person mentioned that it would make it easier to use the river if there was more information on where the public can access river, where the boat launches are, and what it is safe to do in the river, as well as updates on the cleanup of the Duwamish.

Habitat, Open Space, and Parks and Recreation

The people interviewed had a number of ideas for improving habitat, open space, and parks and recreation along the Duwamish River. Overall people wanted to see a cleaner Duwamish River and wanted to have more access to the river. Many people expressed their desire to reduce the pollution in the river, one individual saying that above all it is the “top priority.”

Many of the people interviewed would like to have a clean and non-polluted Duwamish River from which they can eat, fish, and crab. Several people mentioned that they would like to see a dock that is dedicated to fishing and crabbing, and more fishing spots in general. One individual suggested instead of using money to pay for signs warning people not fish, the money should be used to make it safe for people to fish from the Duwamish.

Many people said that they appreciated the natural environment of the area, the peacefulness of the parks, and the wildlife, and also said that they would like the area to be less industrial. Several people mentioned that they liked the “low-key” feel of the area and they hope it remains that way. One individual felt that some of the natural areas should remain off limits to the public in order to promote habitat and wildlife. Another individual wanted to see more birds and wetlands

along the Duwamish River and another person suggested softening the riverbank of the Duwamish and increasing habitat and landscaping. Several people interviewed said that they wanted to maintain the Greenbelt and not have any more development of it. While some people interviewed wanted less industry or wanted industry eliminated completely, a couple of people said that they like the mix of industry and habitat along the Duwamish.

One of the people interviewed worked doing landscaping in the parks and he wanted to see better success rates of plants in restoration projects. He felt that the plants were planted too deep. He also would like for the people working on projects to pick up the weeds and put them off to the side for pick up.

Another individual commented on the hornets and wasps in T-107 Park. He wanted to get rid of the hornets and the wasps, which he felt like were “out of control.”

Numerous people interviewed like what has been done with the parks and they would like to see that work continued. People also had suggestions for making the parks better. Specifically, one individual thought more work should be done at Gateway Park, and all the other parks as well. Several people mentioned that they would like to see more parks, beachfront, and public access to the water all along the Duwamish River. One individual thought that there needed to be a better boat launch at T-105 Park and another individual wanted to see a landing for a rowboat at T-107 Park.

Many people also remarked about the need for more services for trash pick up in the parks, as well as the need for bathrooms in the park. One individual commented about disliking the illicit activity that happens in the park. One person felt that the lack of bathrooms makes it difficult for families to enjoy the parks and another individual said that the lack of bathrooms forces people, especially the homeless, to defecate in the parks, making the parks unpleasant.

Housing, Infrastructure, and Community Services and Amenities

The individuals interviewed who were homeless said that they like living by the Duwamish River because it is quiet, it is away from all the people downtown, and the area has low-crime. They also like having the freedom to fish in the Duwamish River. The people interviewed also had a number of suggestions for community services and amenities to improve the quality of life of the homeless population living in the areas near the river. They appreciate the services that the city provides for the homeless, but they would like to see more services designated for the homeless and more compassion and support for the homeless population.

One idea mentioned was that the City of Seattle could sell permits for a small fee, \$15 or so, to the homeless so that they can legitimately park their cars, RVs, or camp under and near the bridges and banks of the Duwamish River. The City could then have an idea of who is living there and how many people are living there, and the City could also provide a garbage can or dumpster and trash pick-up services. Several of the people living under bridges along the Duwamish said that people who do not live there come and park their cars and throw garbage on the ground. Employees in the area often harass the homeless, litter, and they even threw firecrackers at them. The homeless are also antagonized by the police. The homeless population

living along the Duwamish River say that they have taken the responsibility to clean up the area, their trash and other people's, and haul it out themselves.

Specific ideas for service improvement near the Spokane St. Bridge include: men's and women's bathrooms, dumpsters and garbage cans, facilities to wash up, laundry facilities designated for the homeless, a rooming house, and a food bank. There is a need for bathrooms, garbage receptacles, and trash pick up service at parks all along the Duwamish River.

A couple of the people interviewed said that they would like to see more places for families along the Duwamish River and more residential areas. One suggestion was building more residential areas along W. Marginal Way, like it used to be. One person interviewed said there are too many multi-family homes in West Seattle, and that West Seattle is full and too densely populated, especially with only two places in and out of the neighborhood. A couple of people said that they don't want to see any more condos or high-end residential development in the Georgetown area.

In the large workshops, grocery stores were a priority issue for people. In the small interviews, grocery stores were mentioned as well. Several people interviewed in the Georgetown neighborhood expressed the need for more grocery stores, and people interviewed in the Spokane St. Bridge area, mentioned the need for grocery stores, food banks, and also a deli or place to get lunch.

One of the people living in the Georgetown area said that the sewage system needed to be fixed.

Economic Development and Employment

Many people interviewed talked about the industry of the Duwamish River Valley. Several people said they liked the mix of industry and habitat and others also like the historic feel of the neighborhoods bordering the Duwamish River. Keeping with this notion, a couple of people mentioned that they would like to see more regulation of industry and more responsible industry. While several people like the industry of the area, others said that the industry was "eyesore." They want to see less industry, smokestacks, barges, and boats, and they would also like less development, and more green space.

A couple of the people interviewed lived in the Georgetown neighborhood and they felt like the area was getting "too expensive and yuppie." They felt like it was catering to a different demographic, which they did not like.

Employment opportunities were mentioned only by a couple of the people interviewed. One individual said that he would like to see more employment opportunities for the homeless and more willingness from people to hire the homeless. Also mentioned was giving the homeless a "hand up instead of a hand out." Another idea was to employ the incarcerated population to pick up trash in the Duwamish River area.

Several people felt that the Duwamish River was not being utilized enough for recreation and tourism. One individual said the Duwamish is "a beautiful waterway and it seems like it isn't

being used.” A couple of people had ideas for cruise ships, mini boats, or tourist boats going up and down the river.

Mobility, Transportation, and Connectivity

Increasing access to the Duwamish River and the connectivity of trails in the Duwamish River area were priorities mentioned by many interviewees. One individual would like to see more complete trails and sidewalks, and would specifically like to see a trail to Mountain to Sound Greenway and a trail to Alki. Several other people mentioned the need for better sidewalks and sidewalk and trail access to the Duwamish River and beachfronts.

A couple of people mentioned issues with roads and traffic. One individual would like to see the potholes fixed and mentioned that some of the workers who are supposed to be fixing potholes just dump the cement in empty lots. This same individual said that he likes the viaduct and hopes that it is not torn down. Someone else mentioned the traffic in the West Seattle area and the limited ways to get into and out of the neighborhood.

Big Ideas

The overarching theme seems to be less pollution, less trash, and a cleaner Duwamish River and surrounding river valley. People would like to be able to use and access the river more for fishing, crabbing, and recreation, and they feel that more public parks, beaches, trails, sidewalks, and availability of information will help to accomplish that vision. There is also the feeling that the Duwamish River is a beautiful river and it is being underutilized.

Another common theme was that people liked the character of the neighborhoods and parks and their low-key, quiet, and peaceful nature. People live in the neighborhoods surrounding the Duwamish River for a variety of reasons and they had suggestions for improving the area. But people had concerns about the area changing too much and becoming more expensive, crowded, and catering to a different demographic.

Other ideas were more compassion and community responsibility. People would like for others to take more personal responsibility to clean up after themselves and to not throw trash around. There is also a need for the community and the City of Seattle to have more compassion for the homeless population who live along the Duwamish River, and the homeless in this area are lacking some basic needs, services, and amenities.

Effectiveness of signage along the Duwamish River

A majority of the people interviewed saw the warning signs about fishing from the Duwamish and were aware of the pollution. However several people had not seen the signs, were not aware of the pollution of the Duwamish River, and were crabbing and eating from the Duwamish River regularly. One person mentioned the need for more signs and more information on what was safe to do in the Duwamish River, and what was allowed. She thought that the industries surrounding the River would not allow people to kayak or canoe in the river. She felt that more information was needed to let people know where they could access the water and how they could use the river for recreation. One person also said that signs and/or an information kiosk

were needed to update the public on the progress of the cleanup. As for the effectiveness of the sign, one person mentioned that signs from grassroots organizations may be more effective than signs coming from government agencies.

B8: Food Bank Patron Interviews Summary

- M. Milcareck, UW School of Social Work

On Saturday March 22, 2008, students from the Duwamish River Cleanup Coalition Environmental Justice Youth Corps, along with some other volunteers, conducted interviews with patrons of the South Park Neighborhood Food Bank. The aim of the food bank interviews was to capture visioning information from individuals and families with lower incomes as well as Latino and other immigrant communities that may not have attended the Visioning workshop in South Park. The students and volunteers interviewed forty-seven men, women, and children ranging in age from 10 to 86 years old. These interviewees voluntarily self-identified as: Latino, Mexican, Native American, Polynesian, Vietnamese, Somali, African American, and Caucasian. Most of the interviewees lived in and around South Park. Many of the students and volunteers were bilingual and about half of the interviews were conducted in Spanish.

Because these were individual interviews and conducted in a short-time frame, an eight-question interview survey was developed for the purpose of conducting these and other individual interviews with river-users. The questions asked people if they currently used the Duwamish River and if so how, if there were other ways they would like to use the river in the future, and what, if anything, would make it easier for them to use the river. People were also asked what they liked and disliked about the area, what about the area they would want to keep the same, and what they would want to change about the area. Also asked, was whether or not people saw the signs about pollution at the river and if they were helpful.

A majority of the forty-seven people interviewed used the river in some way, while 18 people stated that did not use the river at all. Many of the river-users walked, biked, picnicked, collected rocks, fed the ducks, and relaxed by the river. Several people canoed or kayaked in the river and one person camped along the river. One person interviewed said that they bathed in the Duwamish River and four people occasionally fished from the river. About one-third of the people interviewed expressed a desire to use the river in ways they currently do not, due to the pollution. Such ideas included being able to fish and crab more, and also duck hunt. Others would like to swim, scuba dive, dunk their feet in the water, camp and have fires, and generally just use the river more. Several people also would like to bathe in the river and use the water for domestic purposes.

Habitat, Open Space, and Parks and Recreation

In terms of habitat, open space, and parks and recreation along the Duwamish River, people envisioned a cleaner and more easily accessible river. People want less pollution in the river and less regulations on fishing and use of the river. Numerous people said that the pollution keeps them from using the river in the way that they would want to. There is also a need, according to interviewees, for more wheelchair access to the water especially at Duwamish Park. Also more access to the water is needed further up the river from Tukwila and access to Kellogg Island is desired as well. There was also mention of needing more boat launches, parks, and vegetation on the Duwamish River.

Most of the people interviewed liked the area and South Park in particular and there were many aspects and characteristics of the neighborhood that people wanted to preserve, especially with

regard to the diversity, affordability, mix of residential and industry, and the community-oriented nature of South Park. People seemed to appreciate the affordability of the neighborhood and they are concerned that if things change too much, they would not be able to afford to live in South Park. The people of the neighborhood, the Latino population, and the diversity were all assets of South Park that interviewees said that they liked and would not want to see changed. People also like the sense of community in South Park. One interviewee said that he liked that people look out for one another and they get involved in their community. Many people mentioned how much they like the food bank in South Park, as well as Sea Mar Clinic, the Library, and the family stores and restaurants. People also like the Community Center and the murals in South Park. One interviewee mentioned that he liked the old bridges of South Park, and a couple of people said that they liked the factories and the industry of the neighborhood.

In addition to the many things that interviewees said that they liked about South Park and would not want to see changed, there were also things about the area that people do not like and would like to change. Overall, the residents of South Park interviewed envisioned a cleaner and safer neighborhood. A top priority of a majority of the people interviewed was ridding the neighborhood of gangs and gang activity, and crimes in the neighborhood like shootings, drugs, and prostitution. One suggestion was for more police in the neighborhood and a community watch program.

In terms of habitat, open space, and parks and recreation, several people interviewed expressed a desire for more parks in South Park and for more access to the river. Many interviewees would like to use the river more for recreation but they feel that it is hard to get to and it is too polluted. More boat launches and more access to the water were both mentioned as ideas for increasing accessibility. Also mentioned as an idea was planting more trees and flowers in South Park.

Housing, Infrastructure, and Community Services and Amenities

Several people also talked about housing, infrastructure, and other community services and amenities in the South Park neighborhood. People want to see improved housing and newer homes. One person mentioned that some of the old buildings and homes needed to be torn down and someone else voiced his concern about the aging infrastructure and tap water in South Park. Many people interviewed also wanted to see better services for trash and litter pick-up, and less graffiti in South Park. Though many people said that they liked the food bank, one person mentioned the need for it to be better organized and to have shorter lines with less waits. Sea Mar Clinic was another community feature that people like, however one interviewee expressed the need for better parking at the Clinic.

Though many people appreciated the sense of community in South Park, they also expressed the need for more activities, and for public and community spaces. Several interviewees would like to see more community gatherings, street fairs, green fairs, community cleanups, and a summer festival. One resident would like a dog park anywhere in South Park. Someone also expressed the desire to see a farmer's market and a craft fair and suggested Cloverdale and 16th street as a possible location for this. Another idea mentioned as a way to enhance the community feel of the neighborhood is to have a community garden in South Park. Someone also mentioned that there is a need for more and better supported, funded, and advertised adult and senior programs.

While others stated that there is a need for more activities and things for children to do in South Park. One idea was to build more skate parks and green parks in South Park.

Economic Development and Employment

Several South Park residents commented on economic development and employment in the area. People would like to see more jobs and better jobs in the South Park neighborhood as well as more opportunities for jobs for young people. One interviewee envisioned more family-oriented businesses in South Park, and a pet food store. Also mentioned was the need for a grocery store in South Park. One resident would like to see South Park become a destination place and place for people to come and spend money, as opposed to just a place that people pass through to get somewhere else.

One resident mentioned that they liked the factories and industry while other residents would like the area to be less industrial and less urban. Several interviewees mentioned the air quality, and they wish the air in South Park was cleaner and the neighborhood itself was less polluted. Another area of concern for residents is the flight path and the noise that it causes in the South Park neighborhood.

Mobility, Transportation, and Connectivity

Numerous people interviewed focused on issues related to mobility, transportation, and connectivity. Areas of concern for the residents are the conditions of the streets, lack of sidewalks, and bus service in South Park. Residents are concerned about the abundance of potholes in the neighborhood and would like them to be fixed. One person interviewed mentioned the need for a better bridge for South Park. Specifically, one resident mentioned the need to fix 16th Ave. The lack of sidewalks in South Park was mentioned as something that should be addressed as well. Several people interviewed commented on the lack of adequate bus service in South Park, as it presents a problem for many residents. People would like to see more bus service in general, especially on the weekends. Related to this issue are the long wait times for buses and the need for covered bus stops because of it.

Big Ideas

People interviewed also had some overall big ideas for the South Park neighborhood and the community as well as ideas for change on a larger scale. Several people expressed the desire to increase the safety and security of South Park by increasing street patrols and police, and by adding surveillance cameras to help rid the area of crime, gangs, and drugs. One resident would like to see new laws to help prevent violence in South Park.

Numerous people talked about increasing community connectedness, communication, and responsibility. Many people who were interviewed mentioned the importance of building good relationships between people and strong communities. Several interviewees expressed the desire for more people to get involved in community events and community meetings. Also discussed

was the desire to increase civic engagement and voting among people, and the need to get input from the community on how to make South Park a better place for the future. Several residents would like to see people be more cooperative, help each other, and look out for one another. Someone mentioned the desire for unity among people, and for people to come together to promote change. According to the interviewees, there is also a need for people to take responsibility to pick up their trash, recycle, help care for the neighborhood, and ensure that the river is not contaminated further.

Other individual big ideas that emerged from people interviewed were the need for more benefits and equal rights for all people. Also mentioned was the need to help the poor and provide food, money, and nice housing for everyone. One interviewee mentioned the desire for all immigrants to be legalized. Another individual discussed the need for more education and for people to learn multiple languages to help people communicate with each other and to foster respect for others.

Other ideas mentioned included lowering gas prices, and prices in general, reducing taxes, and strengthening the economy. While someone else wanted to end the shipping and industry in the area and talk to the companies about the pollution in the river. One person also mentioned the idea of legalizing marijuana and planting it everywhere, and another individual expressed his dislike of President Bush and the Iraq War. Someone else liked the idea of having remote control stealth boats in the Duwamish River.

Effectiveness of Signage on the Duwamish River

About half of the people interviewed had seen the signs indicating that the river was polluted. Most people thought that they were helpful, though some thought that they were not useful and that most people ignored the signs. One person thought that the signs could do a better job informing people of what species of fish they could fish for and which fish were safe to eat.

B9: Industry, Trade, and Commercial Business Interviews Summary

- C. Simson, DRCC

One-on-one interviews

Between April and June, 2008 DRCC conducted eleven one-on-one interviews with water-dependent and non-water dependent businesses in the Duwamish valley. In a short, informal format, DRCC asked about their current and future uses and opinions about the river, and also what they want to change and preserve about the Duwamish valley.

DRCC met with John Watkins, Boeing Company Facilities Manager and toured the shoreline properties in the Georgetown and South Park neighborhoods on either side of the river. The Boeing buildings in this area don't have marine-dependent uses, and most of their shoreline is rip-rap or an eroding bank. The South Park shoreline complex abutting the Terminal-117 property to the south is in the process of some shoreline restoration work to fix the eroding bank, and Boeing is interested in working with community volunteers at work parties in the future. As a property owner next to a Superfund cleanup area, Boeing could be a viable partner for working to restore a long shoreline area with good habitat value. The South Park bridge is a necessary transportation facility for Boeing, as workers in the complex of buildings need to get back and forth.

DRCC also met with Michael Gleason, a Project Manager for Boeing, who is working on their habitat restoration plan for the Plant 2 Superfund cleanup area. Their plans include an inter-tidal inlet between Slip 4 and the South Park Bridge, and upland riparian habitat and a 300-foot set back where the original Boeing Plant 2 site is currently located. Their habitat plans have not been released to the public, and are part of the larger cleanup planning process for the Boeing site.

Jim Harmon, from the Sabey Corporation, and DRCC met several times to talk about the future of the Valley. Sabey is a commercial developer currently working on the Georgetown brewery complex on Airport Way. They own properties all over the Duwamish area, and are in favor of developments that enhance the overall community and economy. Jim has also explored options for natural drainage, rain barrels and other 'green building' options for his Georgetown development. He noted that South Seattle is becoming more and more popular and people want to live closer to work and the trend is moving towards more dense neighborhoods, and developers will continue to look at the underutilized industrial lands of S Seattle to fulfill the needs of housing and commercial. He hopes that there's some way to strike a balance between industry and office, and between housing and commercial – maybe some kinds of 'opportunity zones' for specific types of businesses: pockets of heavy industrial, pockets of light industrial with commercial and possibly housing mixed in. He said that it's always going to be a special kind of person who chooses to live in Georgetown, and can appreciate the mix of activity.

DRCC met with David Frieboth, Executive Secretary of the King County Labor Council to get input on workers' perspectives and also some of the marine-dependent businesses along the river. He wants to preserve the industrial waterway and deep water port, and was firm that Seattle and our region can't lose that key trade and Alaska trade connection. He thinks that the businesses need to be responsible for mitigation for their industrial activity, and they need to

deal with run-off and protect the river from stormwater pollution. He believes there's a synthesis in the middle between the 'old industrial' beliefs and the environmental/conservation movement. He says that DRCC is on the right track and there's a good amount of momentum for preserving industrial businesses while enhancing the environment of the river.

David suggested DRCC meet with Chris Elwell, Sea/KC Building Materials and Trades whose office is at the South Seattle Community College - Georgetown campus. His focus is job training to keep up with the demand for employees within the building trades. Nationally, the 'green jobs for all' movement has been building momentum to create jobs in the alternative fuels, energy efficiency, and sustainable infrastructure industries, to employ people with family-wage jobs. Chris envisions the Duwamish valley industrial area becoming a hub of 'green' manufacturing and trade, employing local young people. SSCC is also interested in working with DRCC in an ongoing capacity with our youth program and other collaborative projects.

Patrick Neville works with the KC Labor Council and head of the statewide Apollo Alliance, which is working on State implementation of a national program to increase reemployment through technical colleges, mentoring, Green Industry coalition building, and more. DRCC continued to partner with King County Labor Council and Apollo Alliance and spoke at the NW Green Jobs Expo hosted by the MIC and the National Wildlife Federation in October 2008.

DRCC met with John Lockwood and Paul Torrey from Todd Shipyards, and received a site tour of their property. Todd Shipyards has been on the northwest tip of Harbor Island for 93 years, and they believe it's an ideal location for a ship building and repair yard. They have access to deep water and a relatively central location for a ship yard. They said it would be pretty impossible for a new shipbuilding yard to be built anywhere in Puget Sound at this point, and they want to continue operating there. Their customers are mostly ferries, fishing fleet, the Navy, and merchant traffic. Their concerns are to preserve the 'synergy' between businesses along the Duwamish corridor – many of their sub contractors are local, including Markey Machinery and Manson Barges. They want to see water-dependent businesses that they contract with, especially the large fabricators, to stay here because it's so much easier to ship pieces of a boat along the water than to go over land, multi-modal, etc.

Due to the demand for workers, they want to see affordable housing increase in the Duwamish area – they are concerned about how to find people to work at Todd. Currently, they have staff coming from over an hour away every day because their workers can't afford housing in Seattle; and that the Seattle workforce isn't trained in the skills that Todd needs. In the past, Todd Shipyard found most of its workers in West Seattle, but entry level employees can't afford to live in south Seattle anymore. They'd like to see worker housing available nearby.

Todd's cleanup is out of the way, and they have a new wastewater collection and pre-treatment plant on site to control ongoing pollution. They've recently earned the KC Wastewater Gold Award for industrial source control for 2007. They said they'd like to be of assistance to other PRPs along the river to 'do the right thing' and be more connected to the communities and to stewardship opportunities. They want to be located there for as long as boats need to be built and repaired, and want to be a good neighbor to Duwamish communities.

DRCC met with Kevin Sutherland, Commercial Floor Company, located in Georgetown under the 'spaghetti' curves of the First Avenue Bridge and Michigan Street, on River Street. He's been there since 2001. He's a union shop, and has been partnering with SSCC Trades Program for many years. He likes his location, and it's easy for employees to get here, and to get materials and service trucks out to work sites. He mostly does offices and hotels, and other big clients with lots of flooring needs. He'd like there to be an ongoing group of neighbors together to keep the little neighborhood area clean. He says that truckers use the area to service trucks and dump oil and other stuff into stormdrains right in front of his business. He'd like there to be more people around and using the river access at the First Ave boat ramp. There are a few who come by there for lunch, but it's still pretty much off the beaten path. He's had to put up fences to keep the 'riff-raff' out of his yard, he's found 'wire scrappers' trying to steal materials, and also found what he thought was a meth lab back there too. He'd like there to be a better boat ramp with bathroom/shower facilities there, but wonders if it would get trashed by homeless or criminals. When the bridge is up it causes trouble for his business, and wishes there could be set times during the day that the bridge would be open, and otherwise it would stay closed to boat traffic.

In a brief phone conversation, DRCC spoke with Michelle DeGravelle from La Farge cement, and she mentioned the potential for shoreline habitat at their property that faces Kellogg Island. While their whole tire-burning permit process continues, she is confident that they will be able to use tires as an ongoing fuel source and their equipment. She said that their Duwamish shoreline is important for on- and off-loading materials, but they understand the need for habitat restoration too.

During the same time DRCC conducted the individual interviews, the Manufacturing and Industrial Council (MIC) met with DRCC on two occasions to share information for the Visioning project. Overall, the MIC's concerns are about land use and zoning changes which would make conducting business in south Seattle economically impossible. Their other concern is transportation infrastructure and how to get goods from the harbor to the highways. The transformation of First Avenue South, as part of the Stadium Overlay District, brought many small retail boutiques, restaurants, and other service-industry business to a typically trucking and manufacturing neighborhood. The change raised rents and forced many long-time businesses to choose to move to other parts of Seattle or move to other cities like Kent or Federal Way. Another change witnessed in recent history by business leadership in the area is that First and Fourth Avenues have become major 'pass through' routes for passenger cars and trucks trying to avoid I-5 and Highway 99 traffic. The added congestion creates problems for trucks moving goods east and west to and from the Port facilities on Harbor Island and the BNSF yards between First Ave and Alaskan Way. Their visions for the Duwamish include additional east and west transportation infrastructure, including a 'grade separation' to get goods and services from Harbor Island and the BNSF yards over the railroad tracks to the highways. Both business leaders and workers said that traffic jams on the Spokane Bridge and West Seattle Bridge make working during peak travel times and when trains are moving in and out of Seattle impossible.

The MIC is also part of the Duwamish Transportation Management Association, which is a non-profit group dedicated to improving transportation services in, to and through the Duwamish business community extending from the professional sports stadiums in the north to

King County International Airport in the south. They would like to see more 'bus loops' connecting downtown transportation hubs (light rail, bus tunnel, etc.) with the neighborhoods to the south. Their work focuses on freight mobility, providing a liaison between government entities proposing work in the Duwamish Industrial area, and assisting businesses with ride-sharing, car- and van-pooling.

Dale Rowe, Skybuilders: Dale is a licensed contractor with a great office/workshop space on 7th and Elmgrove, right next door to the stone-cutter who does the basalt pillar work, and across from a scrap metal yard that was busted last year for taking stolen items. He has stories about them but said they are a good neighbor now, but everyone is keeping an eye on them.

Dale likes the funky-industrial area in South Park and wants to stay there as long as he can. He has a dog and loves to go walk around to the parks in the area and enjoys just sitting and watching the river go by. He's a neighborhood activist from back in the 80s in the Cap Hill/Leschi neighborhood, back when there was high crime and lack of community in the 'hood.

Online Surveys:

DRCC conducted an online survey (SurveyMonkey) through the Manufacturing and Industrial Council (MIC) web site and email list serve, Seattleindustry.org, in order to capture the ideas of their membership. Due to the schedules of their membership, and reluctance to attend evening meetings, DRCC decided that a quick survey would produce valuable information without the risk of hosting a meeting with low attendance. Twenty-three individual people completed the survey between May 1 and June 30th, 2008.

Four of the respondents live in the Duwamish Valley; two of the four also work there, and two of these also visit the Duwamish for work or personal reasons. Fifteen work in the Duwamish Valley; six of these also visit the Duwamish for personal/recreation reasons. Only one person surveyed visits the Duwamish for personal/recreation, living or working elsewhere.

Four of the businesses are located on the river's edge; three of the four are water-dependent. Responses from water-dependent businesses (3/23):

Concerns/issues today: cost of land, loss of related businesses/sub-contractors

Hopes/vision for future: More focused targeting of maritime customer base, looking for non-traditional market niches, reducing existing infrastructure footprint, Continue to stress need for industry on the Duwamish to be responsible stewards of the environment

What they like: Continued diverse mix of light/heavy industrial and water-dependent small businesses.

What they want to change: Shrinking/aging craft workforce for ship construction and repair, lack of youth training programs

Responses from people who work in the area (15/23):

Concerns/issues today: new businesses opening that meet workers' needs, keep workers close to where they live, and live closer to work, manufacturing and industrial jobs need to evolve w/economy, transportation needs to tie it all together in coordinated way, Duwamish should be

more visible and more attention to pollution, adjacent industry needs to be more responsive to pollution concerns, traffic is worse along truck routes as Port activities have grown

Hopes/visions for future: more grade separations around train/multi-modal traffic, more businesses that 'fill my needs' move into area, heavy industry will concentrate south of Spokane St., industry in balance with restored river, "If government and institutional uses don't squeeze private industry out, then housing, grocery, and transportation costs will. Working families can't afford Seattle housing, and most jobs are low to moderate pay so can't survive in expensive City like Seattle. Too much government, rules, regs, unions and nutballs." "I can only hope that the industrial businesses are still around. They are the heart of this city as well as the biggest tax payers."

"Build more grade separations over the RR tracks, move the garbage transfer station and ban ALL day games and events at the expo center and stadiums." Improve pedestrian facilities, noise abatement, more parking, make Duwamish area an extension of downtown, participation in community visioning and balanced uses, residents more empowered to make a difference regarding the environment, "Clean up and restore wildlife and habitat in Hamm Creek. Create safe bicycle lanes along 1st avenue south and other routes heading north-south between downtown and areas to the south. Create meaningful bicycle connectivity to Highland Park Dr. The Duwamish River Trail needs to be finished as well." "get our local governments to decide on a common vision and move forward -- enough studies and talking. time for action!" "I would make it easier for people to work here by improving the streets, transit and walkability."

What they like: "The increasing numbers of home improvement businesses, convenience shopping, proximity to highways, downtown West Seattle" "Designation as industrial / manufacturing zone, proximity of necessary supplies and services", mix of industry and neighborhoods and places to go along the river, manufacturing jobs, "I like the fact that we have industrial businesses for my children and the future. The Duwamish valley is where these businesses have been since the beginning of Seattle."

What they want to change: "fix the roads and traffic congestion, no non-fast food options, Stinky Rabanco facility at 3rd and Lander, railroad crossing delays (made worse by Sound Transit), old buildings without load/unload facilities that cause traffic blockages, dirty polluted hardened shoreline of the river to be able to support wildlife, issues between industry and the environment if businesses don't respect environment, overnight truck parking, high speeds on Airport Way, meaningful Superfund cleanup, Port needs to be a better neighbor, better sidewalks and crosswalks, better transportation options – more stops w/in the area rather than 'pass through busses', better truck infrastructure, more public access and habitat, more Duwamish signage, upgraded wider streets, overgrown weeds/plants covering existing old sidewalks."

Responses from people who live in the area only (1/23):

Concerns/issues today: traffic congestion and pressure to develop retail and housing

Hopes/vision for future: "Facilitate trucking and through traffic to area busines. Possible window patches to validate passage - no cost to driver to get patch."

What they like: "I like the gritty, get-it-done ability of industry actually making something. I would like to see areas allowed to evolve, but limit to exclude changes that go toward retain and housing. Need areas that can be noisy and allow BIG trucks and trailers continual access"

What they want to change: “Poor condition of streets with potholes and railroad tracks that jar your teeth when you drive over them. Traffic congestion particularly caused by pro games in and out flows.”

Responses from people who live-work (2/23)

Concerns/issues: more congestion on the streets and more non-industrial activities, “suspect that industrial activity will become more limited unless the city/county/state take action to prevent industry from being pushed out.”,

Hopes/Vision for future: “better connections between the transit service and employment areas” “Priorities for sustainable businesses. Find the right mix of incentives to actually clean up the Duwamish. Meaningful and intuitive bicycle facilities and investments that connect West Seattle and South Seattle with Downtown and communities farther south. The City of Seattle has yet to come to an understanding that people live in these communities and depend on the ability to access transit and non-motorized facilities for their livelihood. Complete the bicycle trail at West Marginal, enough delays already.”

Like about the area: “the concentration of industry together means more efficient business. It also means that they are not taking over the green space around the city. It also means that we can take advantage of the transportation infrastructure that we have invested in for goods movement.” Also habitat for birds and reptiles,

Want to change: congestion, not let businesses get off the hook for pollution and negative activity

The survey combined with the eleven one-on-one interviews provided a good cross-section of industrial and commercial business leadership. The process of the Visioning project created opportunities for DRCC and the businesses to talk about the future, and share ideas and concerns. In the future as the Superfund cleanup progresses, DRCC will have many new contacts to include in our outreach and event planning. Some businesses will have liability for pollution and need to pursue a cleanup and then provide mitigation for environmental damages. DRCC hopes that the business leaders will see DRCC as an organization to collaborate with, and work with towards a productive Duwamish Valley.

Specific Vision map elements based on industrial interviews and surveys (some repetition):

Orange layer:

Transportation hub at 4th and Lander

Bus loops originating at the transportation hubs and making loops to Georgetown (1st to Michigan to 4th and back to 4th and Lander; South Park (1st across the bridge, West marginal to Cloverdale, across the 16th Ave bridge, and up E. Marginal to 4th and back); 1st across W. Seattle bridge to Delridge to white center to South Park to E. Marginal back to 4th and back to the hub ‘Grade separation’ for vehicles/freight between 1st and 4th at Lander, to arterials to the highways Improved exit off W. Seattle bridge to E. marginal south for trucks

Better connections between where people live and work, more options and improve bike and ped options in these neighborhoods

Duwamish River should be more visible (signage, access points, information to public)

Work with the bridges to keep them down during commute times and time with tides for maritime travel/businesses

On State and City level, deal with highway congestion and enhance truck routes around traffic.
Keep 'stadium overlay district' (Pioneer Square almost to Spokane on 1st) from spreading south deeper into the manufacturing and industrial areas
Complete Duwamish River Trail (W. marginal and through South Park with striping/signs)
Make it easier for people to work here by improving streets, transit, and walkability
More bus stops within the Duwamish valley, rather than a 'pass through' zone
Upgraded, wider streets
Stewardship of overgrown sidewalks and invasive weeds

Blue layer:

Concentration of heavy industry south of stadiums and north of Brandon, near freight or rail transfer; synergies and efficiency of businesses located near each other.
Industrial areas should be allowed to evolve, but limit changes to additional retail or housing, keep areas able to be noisy with big trucks and trailers, odd hours, etc.
Preserve industrial businesses but enhance environment on the river
Balance between industry and office, housing and commercial – opportunity zones for specific types of businesses, pockets of industry, pockets of light industry or showrooms, etc.
Job training education centers to keep up with demand for traditional manufacturing and industrial jobs and 'green' jobs in alternative fuels, energy efficiency, to keep more family wage jobs here.
Duwamish Valley becomes a hub of green manufacturing and trade with the world, employing local people. SSCC education center (on Red Layer) can be focus of educational efforts in this regard.
Keep water dependent businesses providing necessary services and complying with env regs here, and promote synergies between businesses, working to reduce waste (using raw materials and waste material within and between businesses)
Upgrade the maritime businesses to be environmentally compliant and keep the jobs/industries here where there's an ideal port and connections with international trade.
Businesses need to work with each other to fight crime, vandalism, theft and trash in their yards and streets
Non fast food options for lunch – grocery/delis
More retail/food options near Harbor Island

Green layer:

Preserve industrial businesses but enhance environment on the river
Get rid of dirty polluted hardened shorelines
Where possible, soften shoreline where businesses aren't water dependent
Duwamish River should be more visible (signage, access points, information to public)
Make nice places along the river for lunchtime worker breaks
Businesses need to deal with their stormwater runoff and protect river from ongoing pollution
Work with businesses/agencies to control ongoing stormwater/wastewater pollution

Red layer:

Affordable housing for workers – too much commute times because Seattle is too expensive for entry and mid-level workers – site the housing near the Duwamish and transportation hubs.

B10: Draft Map Release Public Meeting Summary

- C. Simson, DRCC

Community/Housing

- Break up linear corridor on Delridge, into ‘nodes’, create affordable housing and urban village nodes
- Expand range of programs allowing people to stay in homes, and target low income, i.e. reverse mortgages
- Canoe/kayak access
- Create access, visibility of P-Patch Marra Farm
- Explore conflict zone of housing and business
- Emphasize urban village, housing, jobs, amenities

Economic Development

- Concerns about expanding use industrial land – tread carefully in that regard
- More clarification of zoning laws
- Native Market integrated with Longhouse and Cultural Center: food, craft, near bike trail and involve Marra Farm
- Zoning in industrial area to Green/Sustainable business
- Help protect Duwamish Tribe’s Longhouse
- Bring back businesses to help with cost
- People will Live close to jobs, shop where they live
- Integrate historical and industrial

Habitat/Open Space

- Habitat – prioritize areas, easier and more important: look at criteria, e.g (Old Boeing site, Kellogg Island)
- Increase Conservation use of land by river
- Implementation: policy in Shoreline Master Plan, have them consult with our Viz project
- Protect bird sanctuary by Duwamish Longhouse
- Expand buffer area habitat

Transportation/Connectivity

- Make a stop on high speed rail between Everett and Olympia
- Increase East and West buses
- Increase Connectivity of trail system: Alki to Downtown, and down to Auburn
- Connect West Seattle and Georgetown together
- Create community areas around bridge, with parks connecting W. Seattle and Georgetown
- Shortened Gondola to 15th Ave on Beacon Hill from GTown Brewery area
- Support repair of 14th Ave Bridge
- Amenities to reduce transportation travel time

**APPENDIX C:
Stakeholder Groups for Visioning and Implementation**

Beacon Alliance of Neighbors	King County
The Boeing Company	King County Labor Council
Cascade Bicycle Alliance	Longfellow Creek Stewardship Committee
Cascade Land Conservancy	Manufacturing and Industrial Council
Community Coalition for Environmental Justice	The Muckleshoot Tribe
Consejo	Nature Consortium
Comunidades	People for Puget Sound
Delridge Neighborhood Development Association	Port of Seattle
Delridge Neighborhood Service Center	Public Health – Seattle/King County
The Duwamish Tribe	Puget Soundkeeper Alliance
Duwamish River Cleanup Coalition	Puget Creek Watershed Allies
Environmental Coalition of South Seattle	Real Change
Environmental Protection Agency	Regina House
FeetFirst	Sea Mar Community Health Centers
Georgetown Community Council	City of Seattle
Georgetown Merchants Association	South Park Action Agenda
Great City Initiative	South Park Arts
Greater Duwamish District Council	South Park Neighborhood Association
Green-Duwamish Watershed Alliance	South Park Service Providers Assn
Green-Duwamish & Central Puget Sound Watershed Forum of Governments (WRIA-9)	South Seattle Community College
Highland Park Action Committee	Sustainable West Seattle
High Point – Elizabeth House	Sustainable South Seattle
Homestead Community Land Trust	The Suquamish Tribe
Housing Development Consortium	City of Tukwila
IM-A-PAL Foundation	Washington Apollo Alliance
International District Housing Alliance	Washington State Department of Ecology
Just Health Action	Washington State Department of Health
	Washington Toxics Coalition
	Waste Action Project

Please let us know if we have missed anyone!
Email DRCC at contact@duwamishcleanup.org, or call (206) 954-0218.