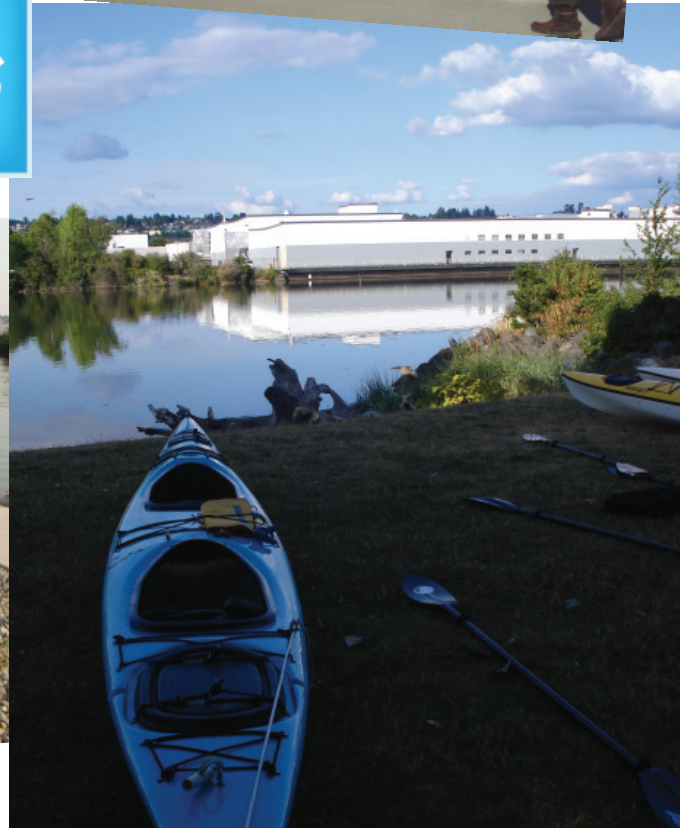




# Duwamish Valley Vision Map & Report 2009



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## Introduction

**W**elcome 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.

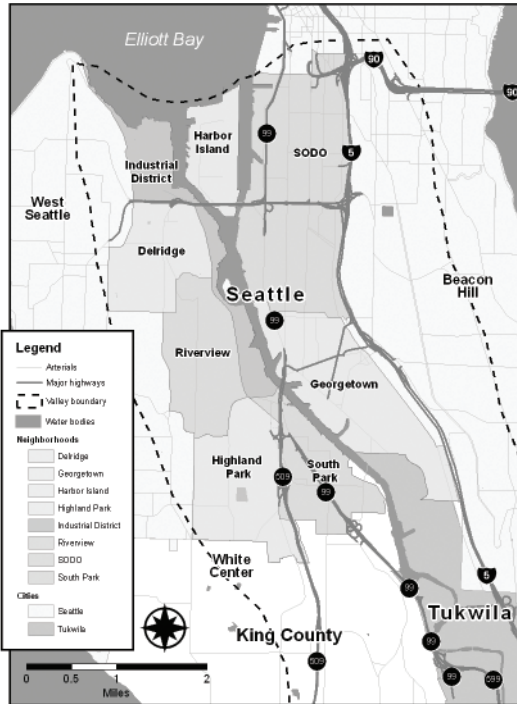


*The Duwamish River  
offers kayakers skyline  
views of downtown Seattle*

# 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

Lower Duwamish Valley



*Approximate boundaries of the Duwamish Valley*

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



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.

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](http://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?

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 provided baseline information for the Vision Project*

The Green-Duwamish River Map is included in this report and can be found in the front inside pocket, or at [www.duwamishcleanup.org](http://www.duwamishcleanup.org). Additional maps may be ordered from DRCC at 1620 18th Avenue, Seattle WA 98122, or by emailing [contact@duwamishcleanup.org](mailto: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 accomodate ‘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.

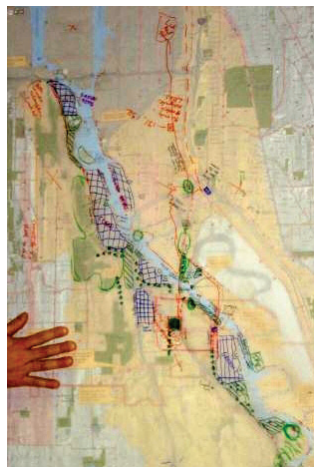
#### **Develop workshop and constituent-specific maps**

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.

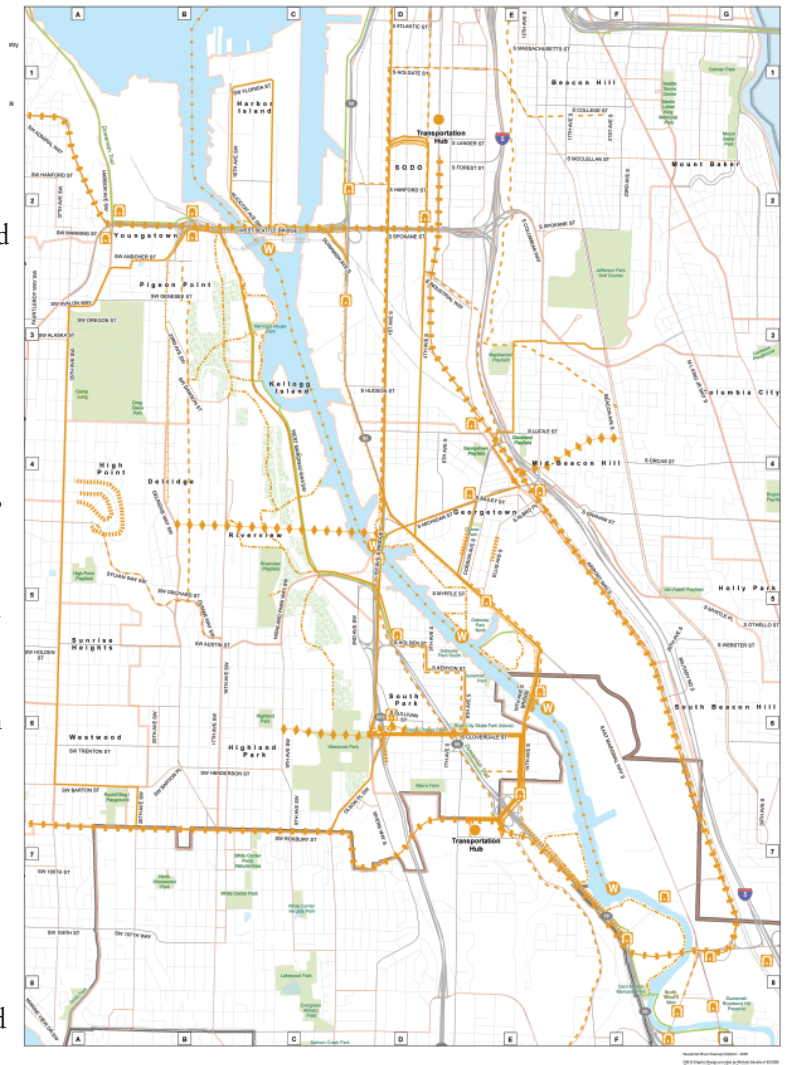
### **Draft release/feedback**

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](mailto: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](mailto:contact@duwamishcleanup.org) or (206) 954-0218.

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

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

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***“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.

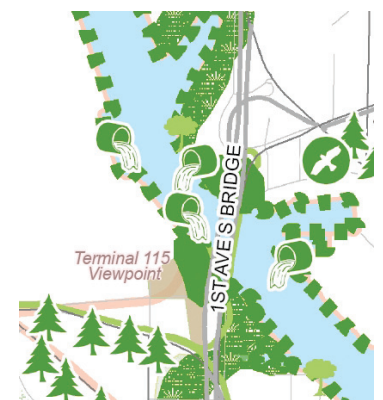


*Bioswales retain and treat stormwater in High Point*

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](http://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 Kellog 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.

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.

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

– Vision Project  
participant

## **Environmental Features – the GREEN map**



# 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*

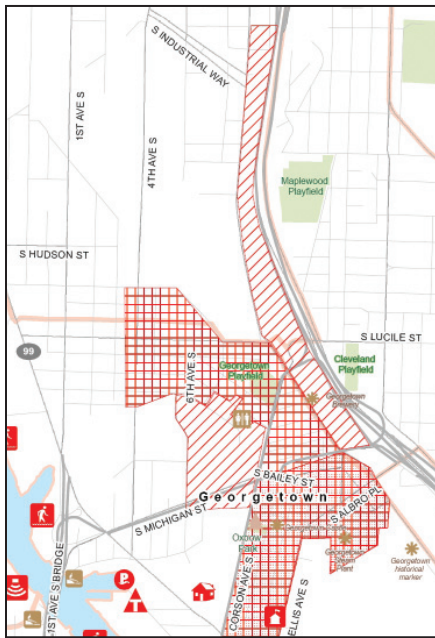
- *Incentive zoning*

“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.

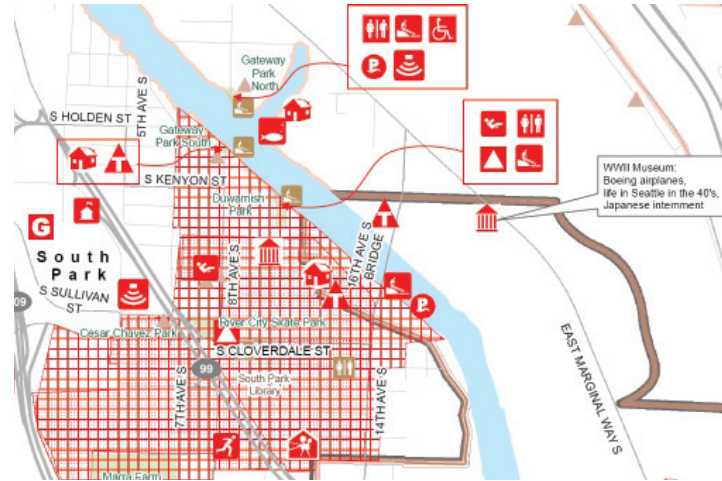
The Vision includes several new arts facilities, including:

› 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).



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

› 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).

• *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

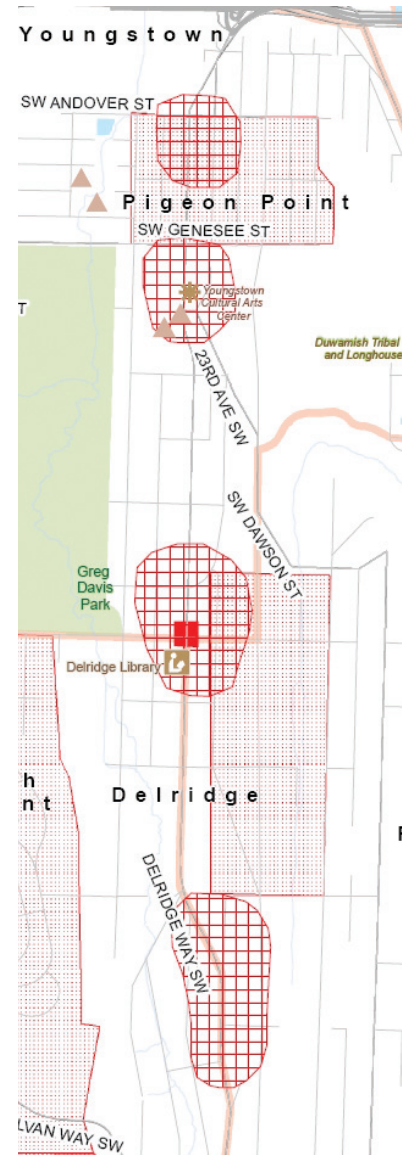
Every neighborhood visioning workshop and interview group identified the need for access to affordable and healthy food in close proximity to where they live. Food supermarkets are few and far between in the Duwamish Valley – residents of South Park, Georgetown and High Point all point to the need to 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.



## **Community Amenities – the RED map**





## 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



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

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.

### **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



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

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.

## **Transportation – the BROWN map**



# 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).

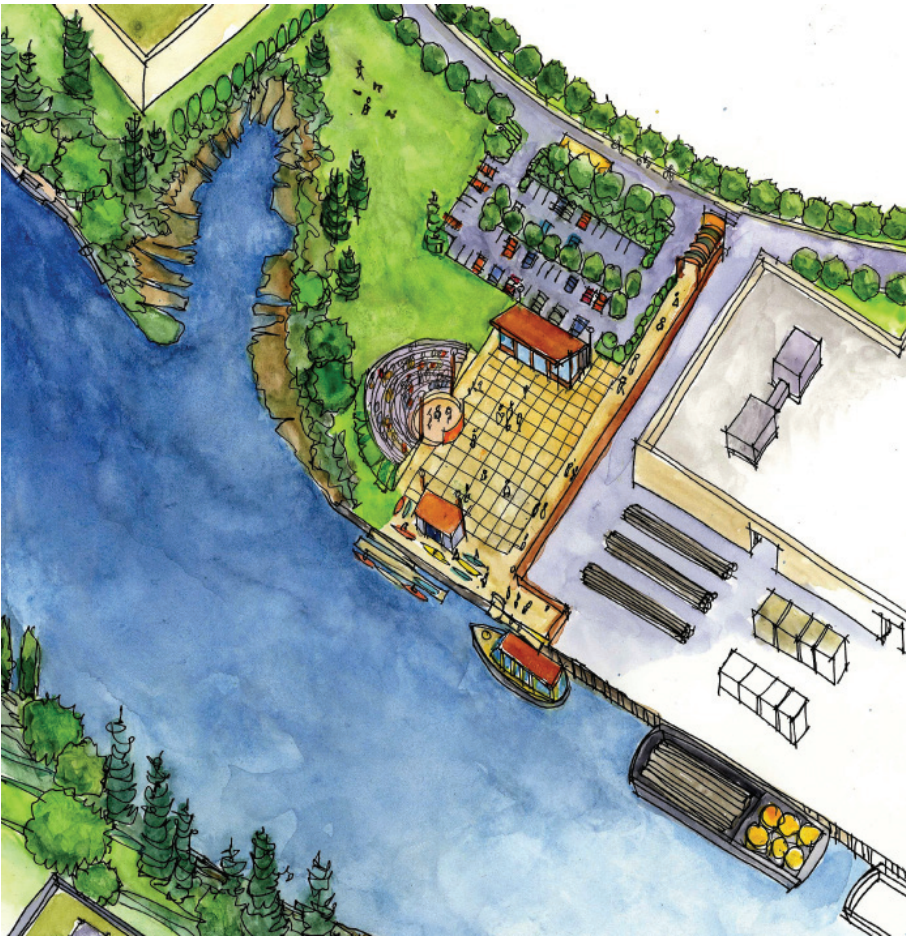


### **Expand mixed-use and small retail/service business**

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*



## **Economic Development – the BLUE map**



# COMPOSITE VISION MAP



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