South Park Green Space Vision Plan

SOUTH PARK
Catch the Culture

June 2014

SEATTLE PARKS FOUNDATION

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Acknowledgments

Agencies

Organization	Name	Job Title
South Park Area Redevelopment Committee	**Bill Pease**	President
	Meredith Hall	Secretary
	Mike Calvert	Treasurer
	Kevin Burrell	Member-at-Large
	Dagmar Cronn	Member-at-Large
	Marty Oppenheimer	Member-at-Large
	Jose Vasquez	Member-at-Large
South Park Neighborhood Association	**Dan Bentler**	Vice President
	Dagmar Cronn	President
	Robin Govan	South Park Seniors Coordinator
	Bill Pease	Member-at-Large
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Executive Summary

Public spaces in cities have long been recognized as providing a wide range of benefits. From parks to greenways, sidewalks to public plazas, they supply a variety of services to both the environment and society. Green spaces offer ecological services by improving water and air quality, reduce energy usage by lowering the urban heat island effect, and increase wildlife diversity and health by providing habitat. Not only does society benefit from these ecosystem services but public open spaces can provide opportunities for social interaction, help reduce mental fatigue (improve psychological health), and provide opportunities for exercise (improve physical health). Given that roughly 80% of Americans live in urban settings where there is less access to these benefits, - it is particularly important to make sure public green space is widely available and accessible.

Seattle's South Park neighborhood, located in southwest Seattle on the western banks of the Duwamish River, is in greater need of public green space than almost any other neighborhood in the city. South Park's tumultuous social, industrial, and environmental history has led to one of the most underserved populations in the city in respects to accessible public parklands and green space. However, this was not always the case. A meandering Duwamish River once supported tribal settlements and healthy subsistence; sediment moved freely, feeding the valley soils and providing the fertility to support an agricultural community of orchards and greenhouses. However, as Seattle grew so did the demands on the Duwamish River Valley. In time, the river was straightened to better support industry while settlements spread across the basin.

As the last remaining industrial neighborhood in the city, the growth in South Park has come at a cost to the neighborhood.. Several vacated shipping terminals on the river are so polluted they have been deemed Superfund sites by the Environmental Protection Agency. Industrial bi-products have polluted the air, as well as water and sediment of the Duwamish River, posing serious health threats to fish, wildlife and people. Local and regional transportation infrastructure crisscrosses the neighborhood with high levels of truck and freight traffic, bisecting residents from adjacent amenities and making bicycling and walking unsafe. And, South Park residents have access to about one-tenth of the accessible green space than the average person does in King County. The cost of all this has taken its toll on residents whose life expectancy is 8 years shorter than the average King County resident. Given the importance of open green space to the health of a community it is vital that efforts be taken to ameliorate the situation.

The community in South Park has not been idle in the face of these issues. An actively engaged, tight-knit community has been instrumental in fighting for healthy public spaces; cleaner air, water and soil; better recreational opportunities,and other community services. The result of these efforts is evident both in existing amenities and the magnitude of the work currently being completed in the neighborhood. Yet, greater efforts are needed to bring South Park in line with the rest of Seattle.

With so much attention from multiple governmental agencies currently focused on South Park, now is the time to act. Clean up of the Duwamish River can be a catalyst for the development of healthier public lands; new parks being built by the Port of Seattle at the T-117 site will support many other ecosystem and community services; and work by King County Transportation to replace the South Park bridge can be a catalyst for improving access to existing and future amenities. All this work means South Park is salient in the mind of public agencies and civic leaders who can be partners in the creation of a network of healthy, connected public spaces in South Park, including parks, trails, greenways, sidewalks and community gathering spaces. This critical window represents a once in a lifetime opportunity to improve the health of the environment and community in South Park. What is now needed is a well-researched and organized series of recommendations from the South Park community to guide future efforts.

The South Park Green Space Vision Plan was created to fulfill these needs. It is an important step for improving the quality of life in of South Park. It takes stock of the public spaces in the neighborhood, examines their quality, identifies gaps between sites, and explores opportunities both for future parklands and open spaces, and a comprehensive network of walking and bicycling facilities to connect them. This effort has involved meeting with the local residents and workers,businesses, and public agencies to better understand their hopes, needs, and concerns. Bringing all of these stakeholders to the table at the same time has facilitated important conversations about what can be done to address the neighborhood's green space needs.

The result is a set of recommendations for partnership opportunities, funding sources, and priority sites to improve over the next five years. Top priority sites identified by the community include:

1. South Park Community Center
2. Duwamish Waterway Park
3. Shoreline Street Ends (12th Ave. S. & S. Elmgrove St., 5th Ave. S., and S. Rose St.)
4. 14th Avenue Corridor between S. Henderson St. and Dallas Ave. S.
5. South Park Plaza
6. Concord Elementary
7. Walking and biking connections between all of the above

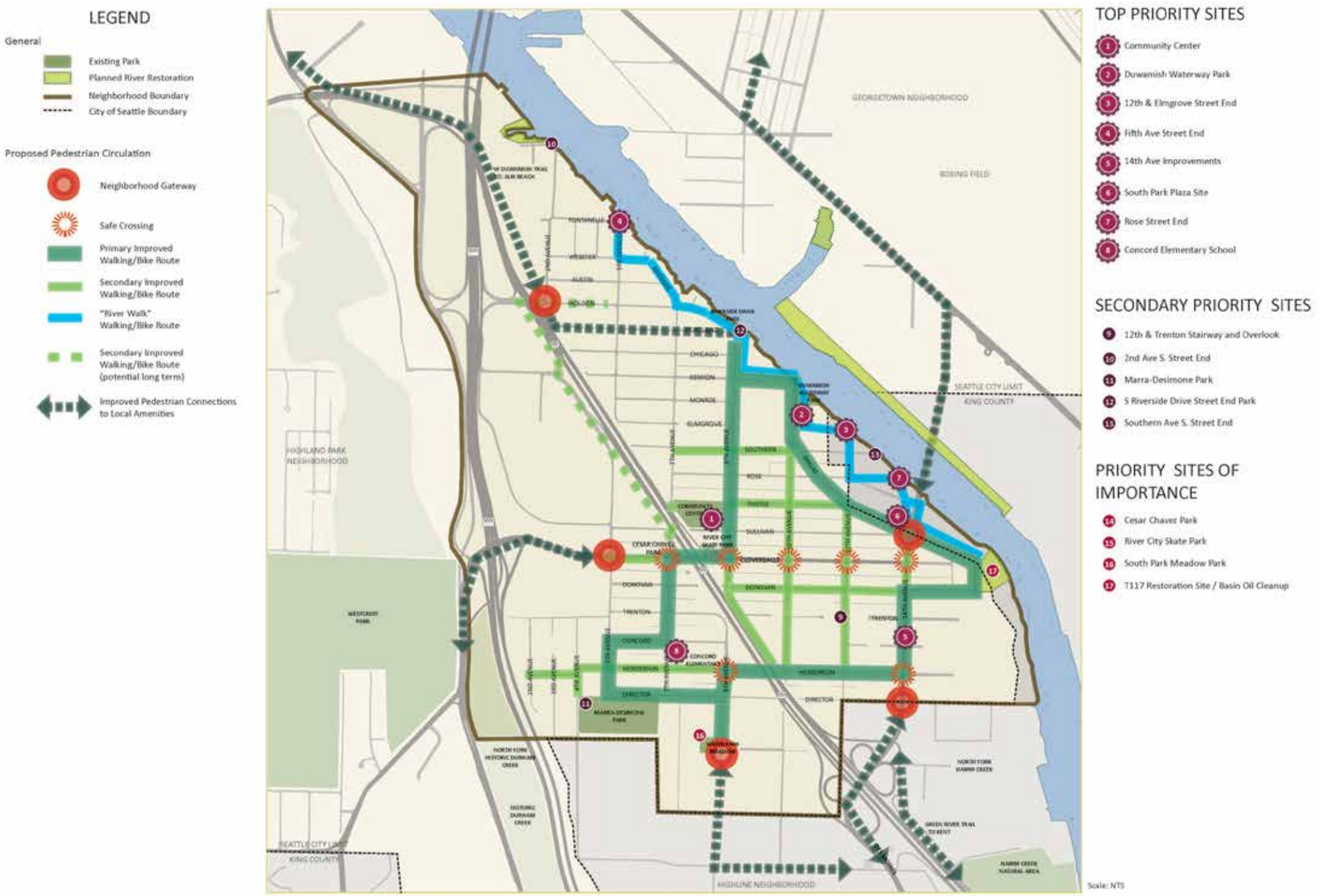
Most importantly, the Green Space Vision Plan is a tool for anyone who is looking to make open green space improvements in South Park. It provides:

- Resources for anyone interested in the history of the neighborhood
- A summary of the most important open green space documents and plans to date
- Research about the existing conditions in the community
- Community priorities for public space improvements and concept designs for the top priority sites
- An advocacy tool for getting funding
- Resources for funding and partnership opportunities
- Recommendations for anyone interested in taking the next steps to improve open green space in the neighborhood

Because of all the work currently being completed in South Park, there is momentum to make a real, positive change. This as a once in a life time opportunity to not only improve the health of the environment but also the overall health of people living in the neighborhoods. This Green Space Vision Plan provides the scaffolding to make these changes happen.

Project Background

South Park Green Space Vision Plan



Background

Project Needs

South Park, one of the most diverse neighborhoods in the city, is located on the west bank of the Duwamish River, just across the river from Georgetown. The neighborhood is a strong, proud and tightly knit community with a rich history and strong industrial roots. Festivals which take place annually in the neighborhood - most notably Fiestas Patrias, Lucha Libre and the Duwamish River Festival - are an expression of strong community spirit.

However, South Park also suffers from environmental inequities such as lower than average life expectancies and less public green space than other parts of the city. The Duwamish Valley Cumulative Health Impacts Analysis shows that people living in the Duwamish Valley are exposed to more pollution and live, on average, lives that are eight years shorter than residents in other parts of the city. And, while it's a well-known fact that access to parks, trails and healthy recreational opportunities correlate to improved health and happy citizens, an average of only 40 square feet of accessible open space is available to residents of South Park, versus the average of 387 square feet per resident within Seattle City limits and up to 1100 square feet per residents of some wealthier neighborhoods.

Opportunities

South Park is ripe with opportunity for improved community health and well-being, most notably through the creation of new and improved public spaces and parklands that better serve the needs of residents and workers alike.

For example, the new South Park Bridge is scheduled to open this year, and a new public plaza is planned at the base of the bridge. South Park, the only community in Seattle with Duwamish riverfront property, offers a unique opportunity for active community-centered, riverfront public space. Once made up of Italian and Japanese farmers, South Park maintains its connection with agriculture through housing one of Seattle's only protected farms - Marra Farms. Street

ends along the Duwamish River present numerous opportunities for small pocket parks catering to residents of the neighborhood and employees of local industry. Unimproved stairways located centrally along the neighborhoods only hill provide access to expansive views of Mount Rainier and Downtown Seattle. Underutilized open space within the neighborhood suggests opportunity for future parks which embody the character of the neighborhood. And, the Port of Seattle, King County, City of Seattle and other property owners along the river are beginning to clean up contaminated sites and restore miles of shoreline habitat.

Collectively, these projects on public land in an area of the city with a dearth of green space provide a unique opportunity to bring parks, trails and connected green space into the balance.

Project Goals

Seattle Parks Foundation - in partnership with the South Park Area Redevelopment Committee, South Park Neighborhood Association, Environmental Coalition of South Seattle, Duwamish River Cleanup Coalition, Sea Mar Community Health Centers, and Seattle Parks and Recreation - launched the South Park Green Space Vision Plan in October 2013 as a way to give a needed voice to a community eager to improve its built environment.

The goal of the project was to engage local residents and businesses to identify priorities for improved parks, trails, open spaces and recreational facilities in South Park. Based on this information, a vision plan for a network of connected green spaces has been developed for the neighborhood, as well as concept designs for the top priority opportunities. The plan is intended to serve as a guide and reference for South Park community groups, civic leaders, public agencies and Seattle Parks Foundation to guide actions and investments over approximately the next five years. It is hoped that the development and implementation of the South Park Green Space Vision Plan will contribute to improved public health and community well-being in this neighborhood, and help maintain, build, create and strengthen relationships between community members.

Research Methodology

The project team relied on several key tools and methods to gather the information that led to the recommendations in this report. They include:

Census Data – Census data was gathered to understand neighborhood demographics (i.e. who lives and works in South Park, ethnicity, ages, household income, etc.).

Plan and Policy Review – The research team reviewed information on zoning within the neighborhood to understand where people live and work, and how land might be developed in the future. Also, many plans and studies have been completed over the past fifteen years that are relevant to this planning effort. These documents, plans and studies were all reviewed for relevant findings and recommendations, which guide and inform this study and help it build upon this solid foundation.

Transportation and Circulation Data: Various city transportation and traffic studies help illustrate where and how automobile, pedestrian and bicycle traffic travels and uses the transportation infrastructure today. This data shows not only how all modes of transportation are using the street and trail network today, but where accidents occur most frequently, and where the gaps and “hot spots” in the bicycle and pedestrian that, when addressed, will improve safety, mobility and access for people trying to safely access parks, schools, the library, community center, and other community resources.

Crime Statistics – City crime statistics were consulted to better understand public safety issues facing the neighborhood, and to begin to understand where designs solutions might best be employed in public spaces to help improve safety.

Community Outreach – This was probably the single most important tool used to develop the recommendations in this report. We asked the people who live and work in South Park to tell us how they used the neighborhood’s public spaces today (parks, trails, sidewalks, playgrounds, community center, etc.), how these spaces could serve them better, and what improvements they’d like to see to South Park’s public lands. Outreach was conducted in English, Spanish and Vietnamese in order to better reach all residents. Specific tools used were surveys, one-on-one interviews, small focus groups and two larger public forums.

Agency Stakeholder Outreach – This was also a very important tool for informing the findings of this report. Many public agencies are engaged in projects on public land in South Park, including the City of Seattle, King County, Port of Seattle, and Washington State Department of Transportation. The research team met with representatives from all of these agencies to understand what projects are underway, what public resources might be available, and how the public sector and the South Park community can work together to leverage public priorities and investments.

Field Research – The team spent a great deal of time exploring the community by bike and foot in order to better understand the information gleaned from all the other methods of research, and experience firsthand how South Park’s public spaces are currently being used, and better understand how the open space network can be improved.

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About South Park

All About South Park

South Park is a diverse and culturally rich neighborhood. Its history has led to unique environmental conditions, strong industrial presence, a diverse population, and a self-proclaimed 'tight knit community' of residents. The following chapter provides the information necessary for someone to know all about South Park.

This chapter is split into five sections:

Neighborhood History *- This section explores the rich environmental, industrial, and cultural history in South Park.*

Demographics*: A look at the demographics of South Park residents and their living conditions.*

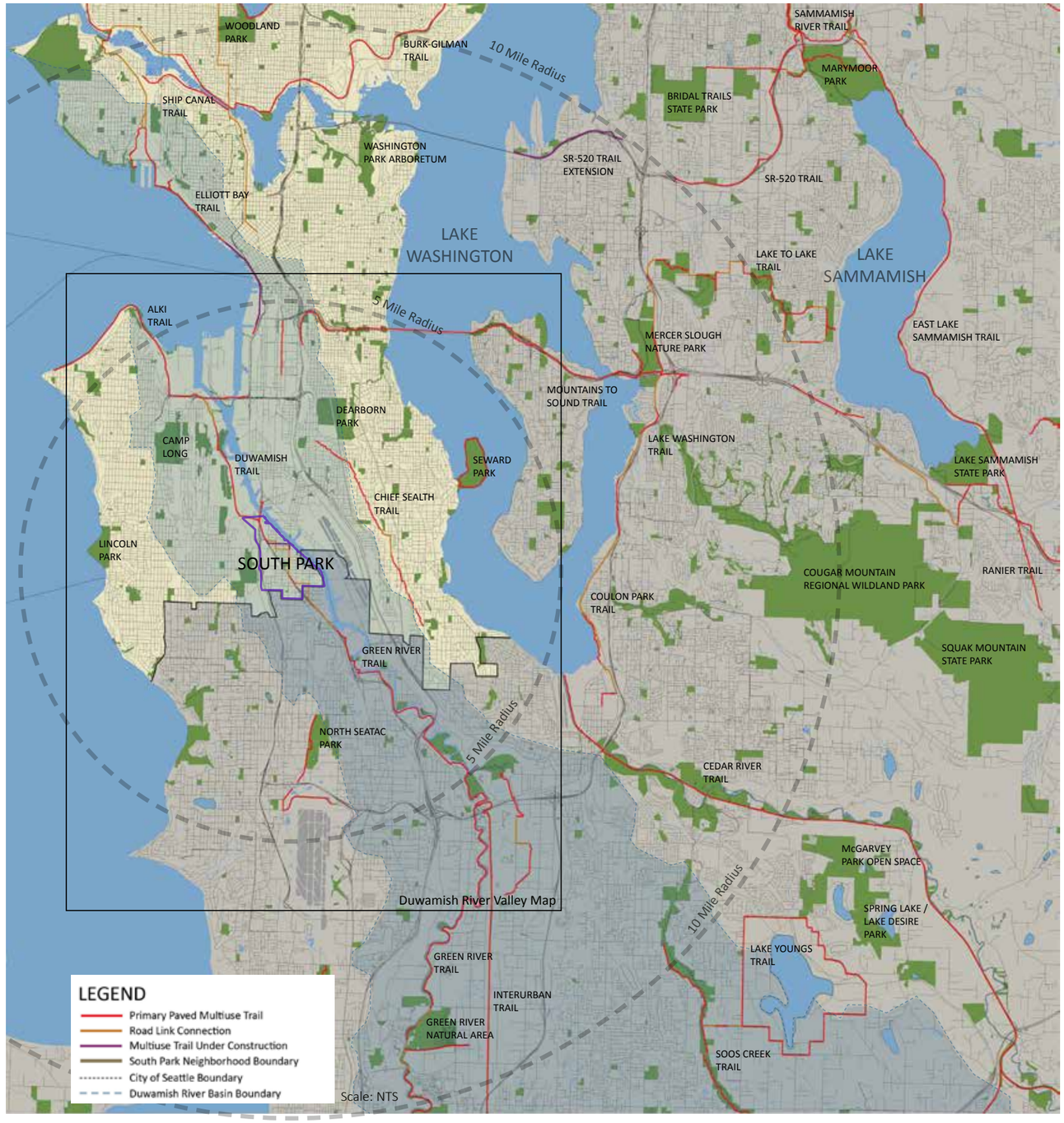
Land Uses and Environmental Factors*: Focus on the amount and quality of open green space in the neighborhood.*

Transportation and Circulation*: A look at whether the transportation and circulation needs of the community are being met.*

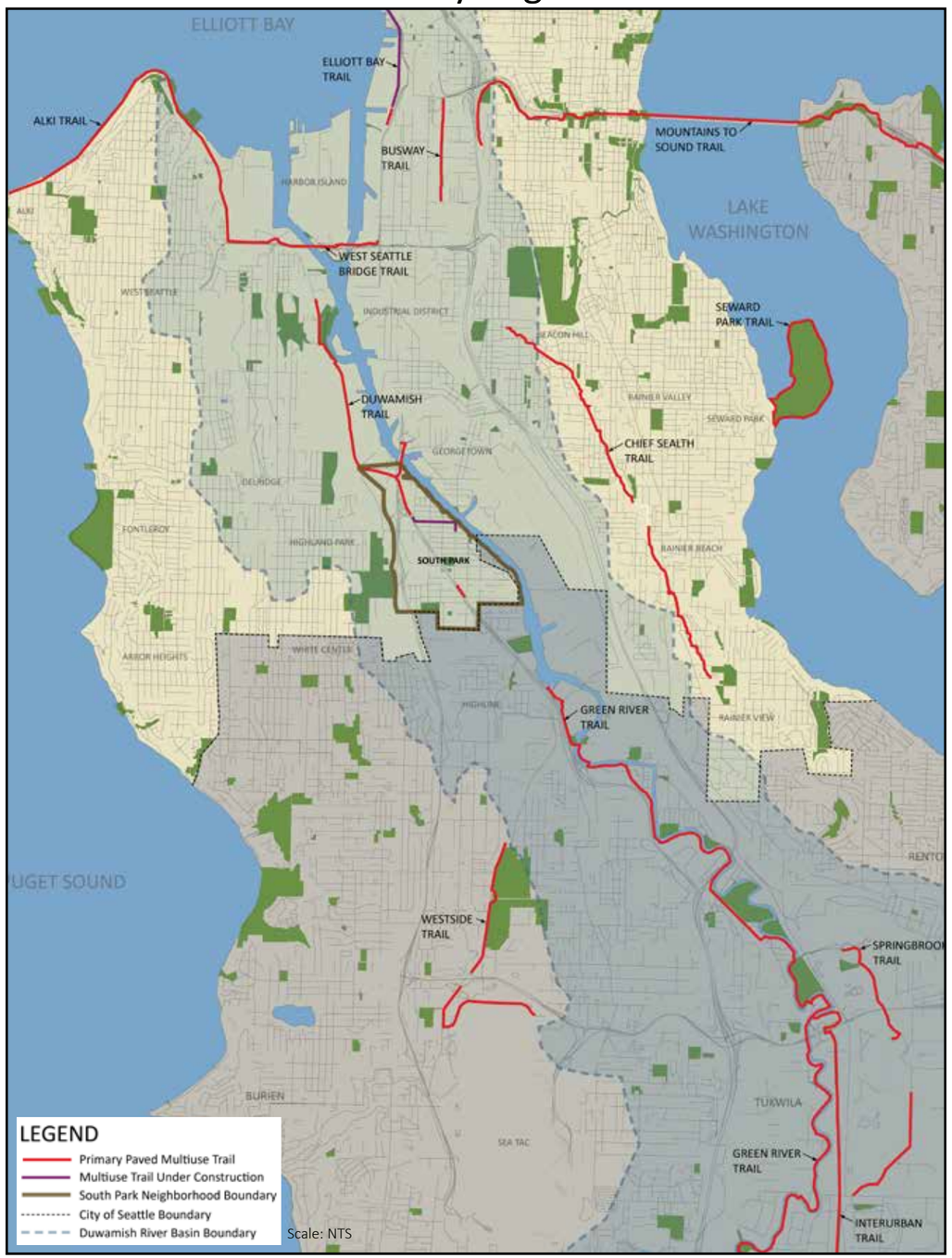
CPTED - Public Safety and Design*: This section explains Crime Prevention Through Environmental Design (CPTED) and explores how it can be applied to South Park.*

The second through fourth sections of this chapter are supported by data derived from a variety of sources. This data is used both to clarify South Park's neighborhood conditions and residents, but also to create an objective position from which South Park can be compared other areas of the city and county. Through this analysis one better understands the public and green space needs of South Park, and how they might be met.

Regional Context



Duwamish River Valley Regional Trail Network



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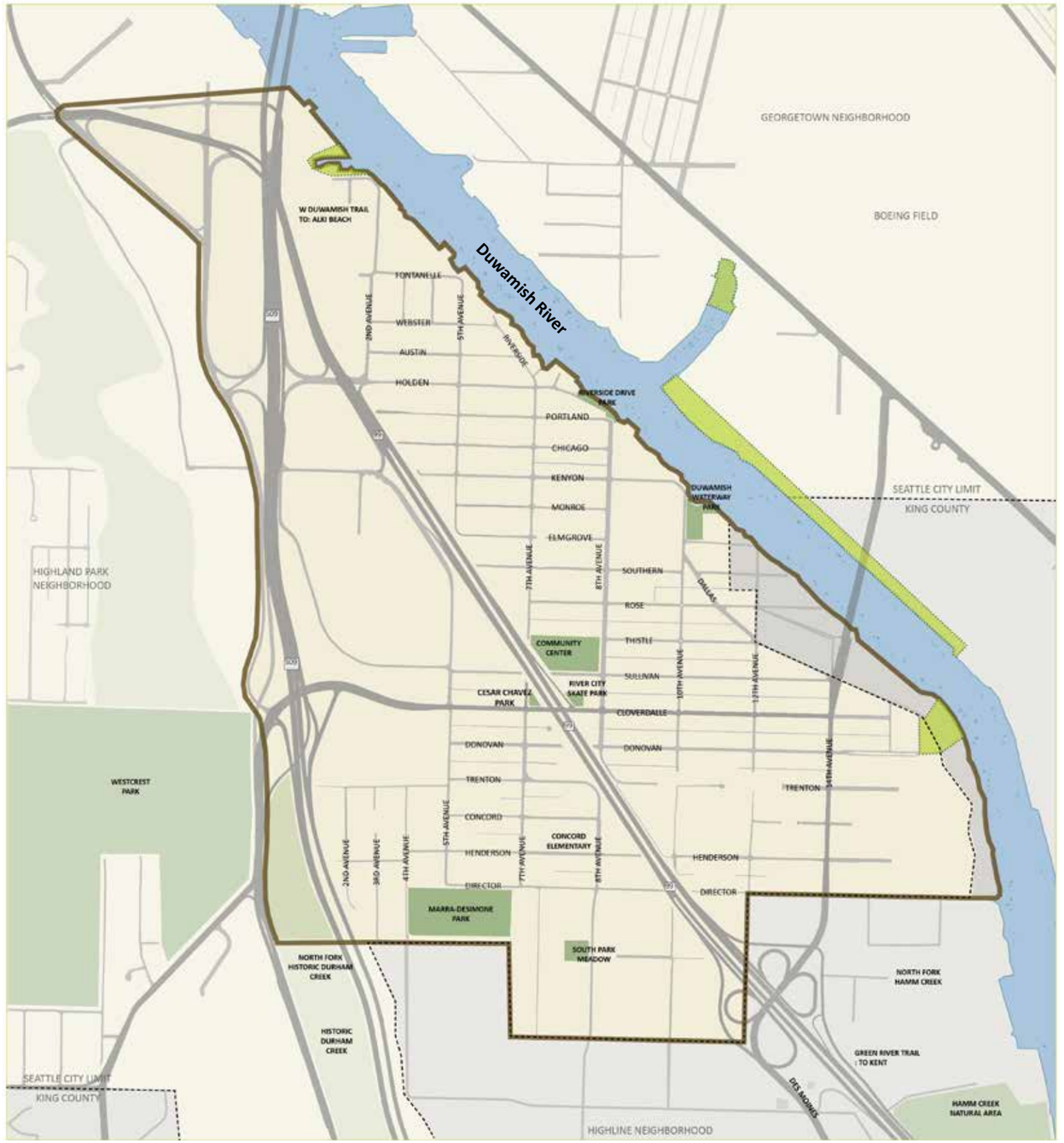
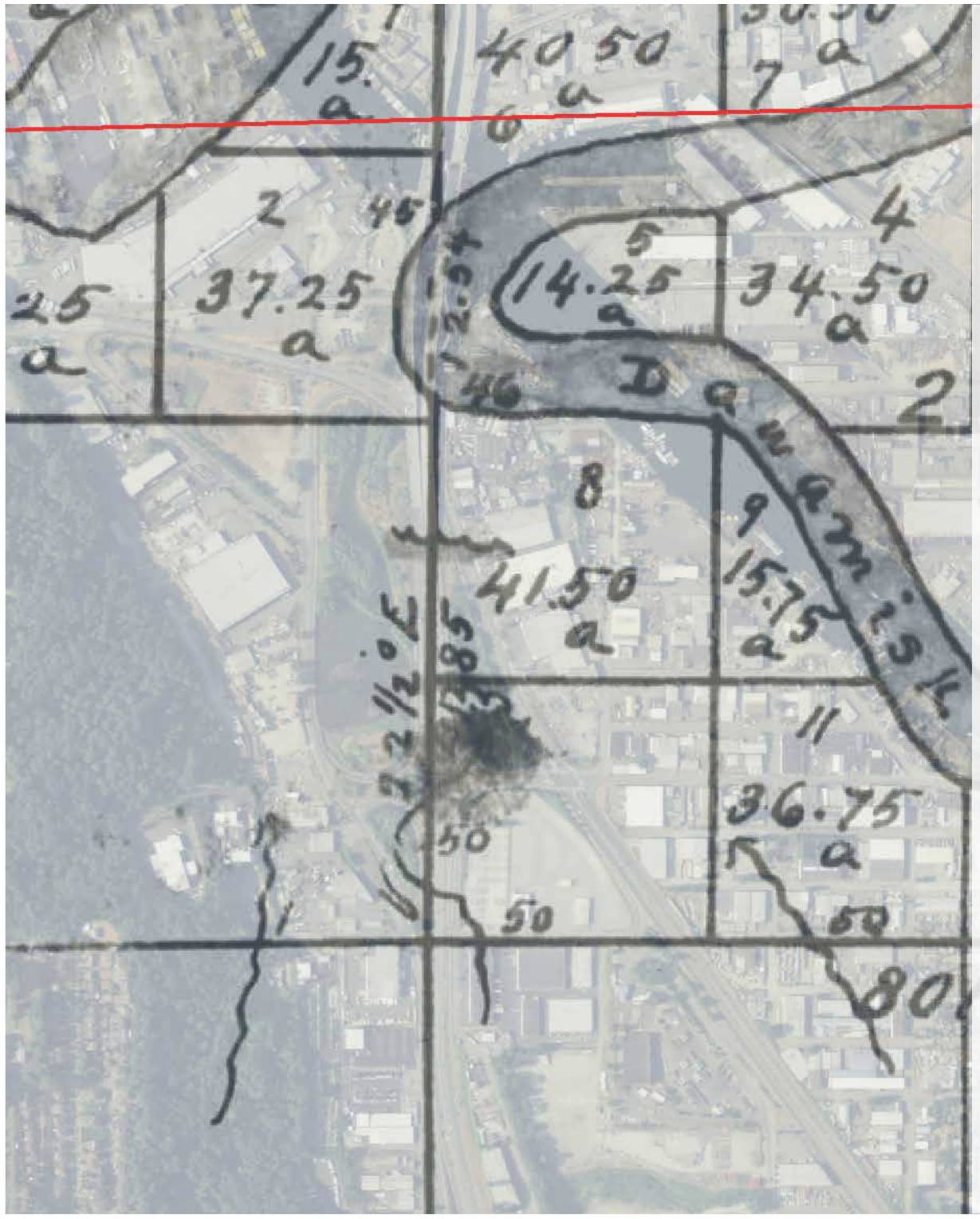
South Park Neighborhood





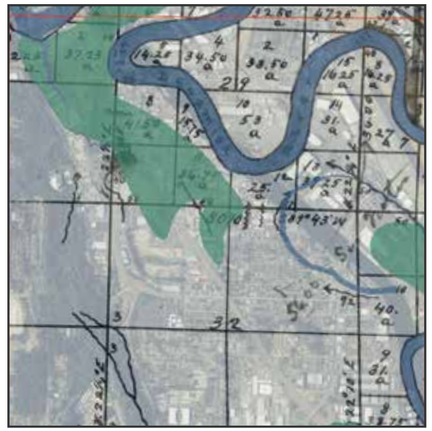
Neighborhood History

History of Open Space and Connectivity in South Park

The Duwamish Watershed tells a history of dynamic changes over time. At least 3,000 feet of ice covered the Duwamish Valley approximately 18,000-15,000 years ago. The modern landscape contains glacial sands and gravels deposited by the most recent advance and retreat of ice. Roughly 13,000 years ago the ice retreated and recent geologic processes such as stream and wave erosion, landslides, earthquakes, volcanic eruptions and mudflows dramatically changed this area of Puget Sound.

Historical channel of the Duwamish River ca. 1861

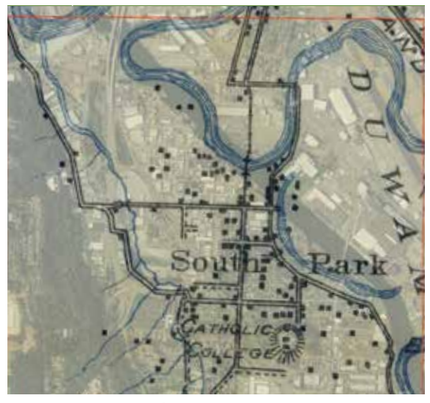
People known as the Clovis culture were living in this region at the end of the last glacial period, approximately 13,000 years ago. The Duwamish estuary had almost 5,200 acres (~8 square miles) of tidal mudflats, marshes, swamps, and riparian habitat. The estuary, where fresh water from the river meets and mixes with the salt water of Puget Sound, was bursting with wildlife and fish, including elk and deer, waterfowl, shellfish, resident fish and anadromous fish such as salmon and steelhead. The Duwamish River's estuarine environment was a landscape of meandering river bends, oxbow lakes, upland forests and tidal marshes, and was the original "green infrastructure" that absorbed, filtered and slowly released high storm events and flooding.



Historical channel of the Duwamish River ca. 1861 overlaid on a present day aerial of South Park.

By the early 1800s thirteen prominent villages were documented in what we now know as the City of Seattle. There were seasonal fishing camps and more permanent villages that contained many longhouses where families lived. All the Indigenous people living around Elliott Bay, the Duwamish, Black and Cedar Rivers were collectively known as the doo-AHBSH, "People of the Inside." People were closely connected following the geography of rivers, lakes and trails. Cedar canoes played an important role connecting people to each other. The area around present-day Seattle served as a central trade and transportation point, linking Tribes across Puget Sound, the West Coast and east of the Cascade Mountains.

According to old maps and topographic surveys, the area had an abundance of fresh water from natural springs and creeks flowing from the hills to the west through the area to the Duwamish River. The meandering river and tide flats provided a constant supply of fish, shellfish, waterfowl, elk, deer and other food sources, and were a means of transportation in an otherwise densely forested landscape. The area we know today as South Park was a much more attractive area for people searching for food and shelter, as compared to Alki Beach or Elliott Bay.



Historical channel of the Duwamish River ca. 1894 overlaid on a present day aerial of South Park.

The first European-American land claims were made in present day South Park and Georgetown by the Maple and Collins families emigrating from the Midwestern United States in 1851. The homesteads eventually turned to larger farms, and these eventually gave way to neighborhood development. Georgetown became the industrial center, which left much of South Park for farming.

The area was described in 1853 by an early European observer as a "bottom land, covered with white maples, cottonwood, alder and crabapple." At the time the river meandered across the valley in big oxbows and likely changed every year with the seasonal floods. An oxbow lake formed by the meandering river became a dominant feature, and defined the growth of South Park. It stretched from today's Duwamish Waterway Park around in a curve to Terminal 117 and the South Park Marina. Valley Road, which is now Dallas Avenue, was built on the south side of the oxbow lake, or Slough, as it was called on early neighborhood maps. Valley Road and Southern Street were South Park's first "downtown," with a blacksmith, boarding house, barber, livery barn, and the neighborhood's first school and fire station built nearby. Travelers from South Park to Seattle in these early days would ride their horse and buggy north on Valley Road up to Georgetown and cross the meandering Duwamish River on a cable ferry near where E. Marginal Way passes by the head of Slip 4 today, and continue north into Georgetown's burgeoning city. There was also a small trestle bridge that crossed the Duwamish River at 8th Avenue South, and was later developed into the Interurban Trolley line.

Historical channel of the Duwamish River overlaid on a aerial of South Park ca. 1940. Note that the river has been channelized by this point.

Washington Territory became the State of Washington in 1889. Immigrants from Italy, Japan, and Scandinavia arrived in South

Park and created very successful businesses that grew produce and delivered it to the newly-created Pike Place Sanitary Market in 1907. Farmers used the 8th Avenue Bridge to drive produce from South Park to downtown Seattle every morning, hence the name “truck farm.” Giuseppe “Joe” Desimone was one of the original Italian farming families that created successful farming businesses in Seattle and eventually became an owner of Pike Place Market. A 1910 immigration commission found that one Italian truck farmer sold $60,000 in produce annually, and that even farmers with much smaller farms were selling $5,000 worth of produce each year. The southern extension of the Interurban Trolley line crossed the Duwamish River on 8th Avenue South on the W.T. Whitfield Bridge, and connected Downtown Seattle with Des Moines and was the original “light rail.” South Park’s new “downtown” developed around 8th Avenue South.

Historical channel of the Duwamish River overlaid on a aerial of South Park ca. 1946. Note that the river has been channelized by this point.

South Park was annexed into the City of Seattle in 1907 due to ongoing needs for safe drinking water and sewage control. Population pressures, concerns about flooding, and a growing need for industrial land prompted what would become the Port Commission to plan for the Duwamish River dredging and filling of wetlands to create “useful land.” Starting in 1905 on Harbor Island and continuing through 1918, massive engineering projects transformed the Duwamish estuary from a shallow, meandering river into a five-mile long, deep, and straight channel. The river was dredged and adjacent open marshlands were filled. Only 3% of the original Duwamish estuary wetlands remain intact today at Kellogg Island along West Marginal Way at Herring’s House Park. The loss of these natural resources has greatly diminished the estuary’s ability to sustain animal life and critical ecological processes, like flood control and filtering pollutants.

A present day aerial of South Park.

South Park’s Slough, or oxbow lake, was filled at this point and was slowly developed with houses and businesses. What we know today as Duwamish Waterway Park, which was the northern end of the Slough, was known around 1915 by residents to be a sandy open space where children played baseball and Duwamish Indians gathered for fishing and selling fish.

After the Duwamish River was dredged and straightened, South Park had two bridges: one on 8th Avenue South and one on 14th Avenue South. With the rise of the automobile, South Park’s “downtown” shifted to 14th Avenue, the 8th Avenue Bridge was removed in 1937, and the old retail district faded away. People reclaimed the neighborhood open space where the bridge had been, which evolved into today’s McNeil Landing or 8th Avenue/Gateway Park South street end.

Historical channel of the Duwamish River overlaid on a present day aerial of South Park.

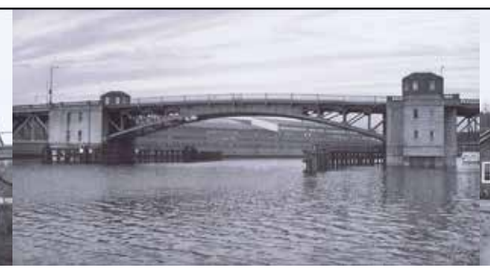
In 1936, The Boeing Company bought land on E. Marginal Way from Joe Desimone for one dollar, and built their Plant 2, which was instrumental in World War II (WWII) for the construction of airplanes. Over half of the WWII B-17 bombers were built at Boeing Plant 2, many by South Park residents, including some women known affectionately as “Rosie the Riveters.”

During WWII, the roof of Boeing Plant 2 was camouflaged with fake homes, streets and trees to blend in with the neighborhood across the river. You can see this camouflage in a 1946 aerial photo. Industry rapidly encroached, and the fertile bottom land that had attracted early settlers was developed for industry, and paved.

In 1956, the area was rezoned by the city council as “transition to industrial,” but later returned to “low density residential” due to widespread protests from residents. Later, Highway 99 was rerouted through South Park, severing Concord School from the rest of the neighborhood. In 1968, an article about South Park’s zoning woes notes Italian farm-family descendant Tony Ferrucci’s desire for South Park to become a model residential community, “if we, the people of South Park, can get the necessary mortgage money and rebuild with multiple residences…the City should lift that cloud of uncertainty.” Due to the zoning questions and the future of the neighborhood, land owners were not able to get loans for renovations or new home construction, and many properties fell into disrepair through the 1970s. Today, residences and industry continue to live side by side, with some conflicting and some complimentary relationships.


A Duwamish Woman


The Seattle-South Park Trolly


The South Park Bridge

Original Boeing Building


The Duwamish River is channeled

A farmer taking produce to marker


Breaking ground at the new Community Center

1800's - Region used by Duwamish Tribe for hunting and fishing

1851 - Eli Maple stakes claim to most of present day South Park

1853 - First ferry license obtained for crossing the Duwamish River

1854 - Henry Van Asselt becomes first naturalized citizen

1873 - construction of the first railroad begins when the city of Seattle decides not to continue existing railroad into South Park

1871 - Families move away for fear of attacks attacks by Native Americans

1907 - City of Seattle annexes the town of South Park

1891 - A trolly line is extended from Seattle to South Park

1910 - The first firehouse is constructed

1913 - Army Corp of Engineers re-channels the Duwamish River

1920 - The neighborhood grows in response to the growth of Boeing

1927 - Cleveland High School opens

1931 - The first streets and sidewalks are paved as well as street trees planted

1931 - South Park Bridge is completed

1955 - Governmental investigation begins of pollution levels in the Duwamish River

1956 - South Park is rezoned solely for industrial use

1972 - The federal Clean Water Act is established and has important impacts for the Duwamish River

1974 - A spill of 255 gallons of PCB pollutant brings focus to the need for major cleaning of the Duwamish River

1989 - The South Park Community Center is removed and rebuilt

1991 - The Elliot Bay and Duwamish River Restoration Program is established providing habitat restoration, sediment cleanup and point source pollution control

1997 - Marra Farm Restoration Efforts begin

2000 - Hamm Creek Daylighting and Estuary Project

2001 - The EPA place the Lower Duwamish Waterway on its National Priorities List

2001 - Duwamish Riverfront Revival project

2004 - King County removes 66,000 cubic yards of contaminated sediment from the Duwamish River

2006 - Henderson Street "Little Bridge" completed

2006 - South Park Library completed

2009 - Duwamish River Vision Plan

2012 - South Park Transfer Station is completed

2014 - South Park Bridge (projected)

History

Industry

Culture


South Park Transfer Station

Marra Farm

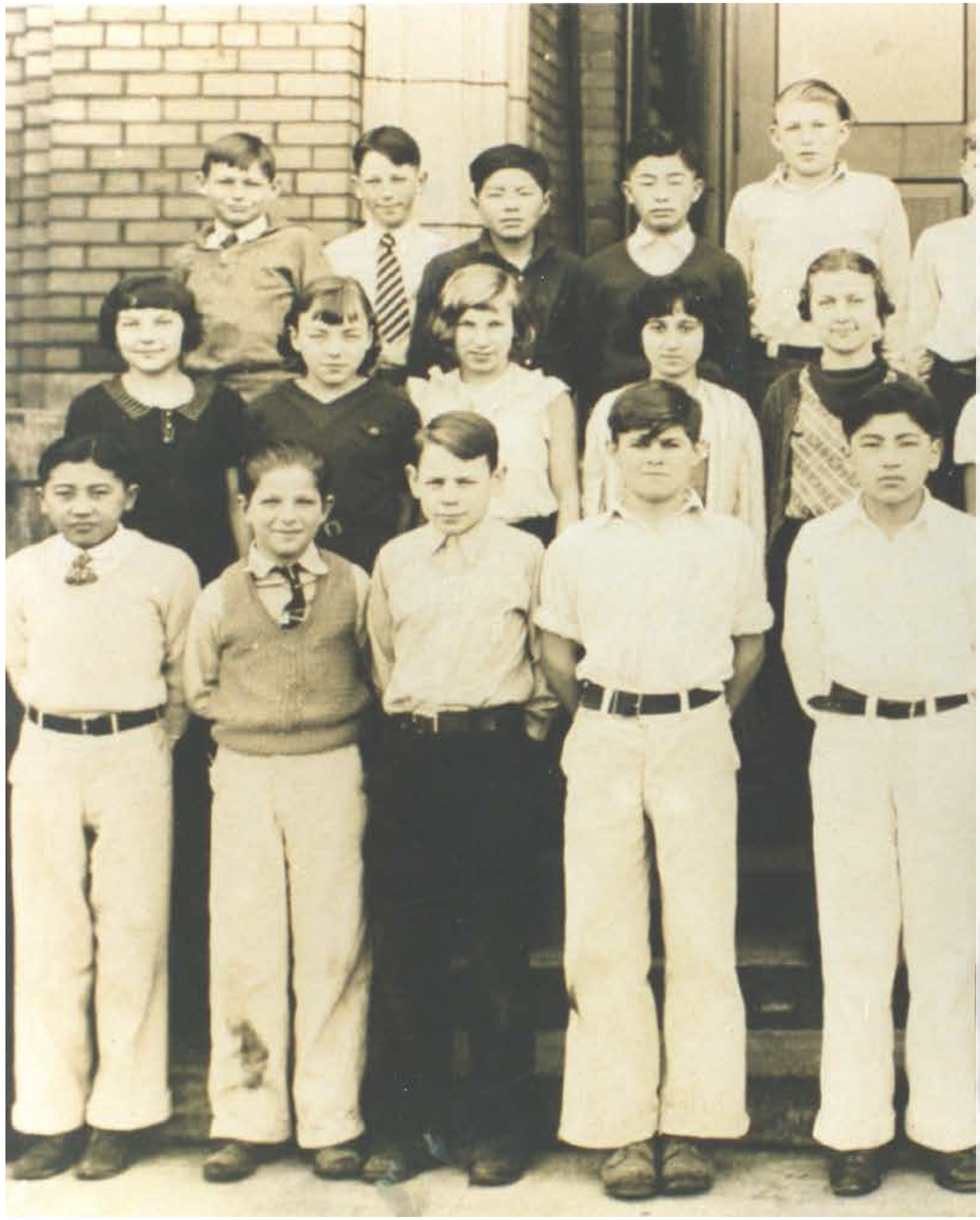

South Park Library


Henderson Street 'Little Bridge'


Hamm Creek Daylighting and Estuary

The future South Park Bridge

A time line of South Park showing the general (blue) , industrial (green), and cultural (yellow) histories of the neighborhood.



Demographics

Demographic Data

This chapter presents and examines census data for the South Park neighborhood. This data is compared against the surrounding neighborhood's and King County. All of the data is presented visually. The goal of presenting this data is to create a picture of the neighborhoods demographics and resources.

Before getting under way, here a few notes about the datum sources and how to read the maps:

Datum Sources: Many of the maps used in this section are from the website *city-data.com*. The two maps on this page are examples of what these maps look like. It should be noted that this website does not publish their datum sources. However, these maps are primarily used as a graphical representation of South Park's relationship to the rest of King County - whether if falls above or below the King County average for a given metric. All of the city-data figures have been checked against the 2012 Census results to make sure these representations are accurate.

How to Read the City-Data Maps: The red outline is South Park's outline. The green graph at the bottom of the page shows South Park in relationship to the rest of King County, and the purple graph shows it in relationship the national distribution.

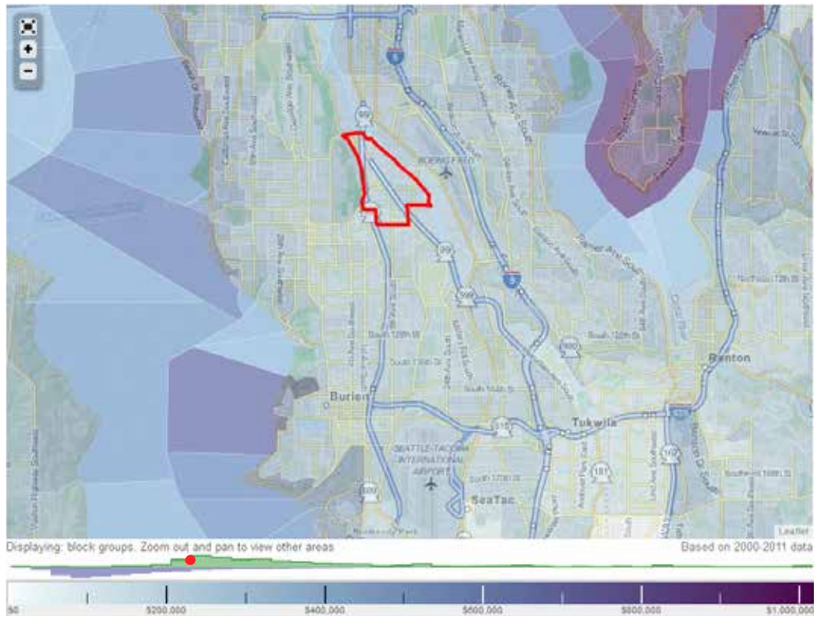


Figure 1: *Map of the **Median House or Condo Values**, comparing the South Park neighborhood to the surrounding area. Note: South Park is outlined in red on the map while the red dot on the graph indicates South Park's relative ranking compared to regional (green) and national (purple) averages. South Park has lower than area average housing and condo costs, but higher than national average.*

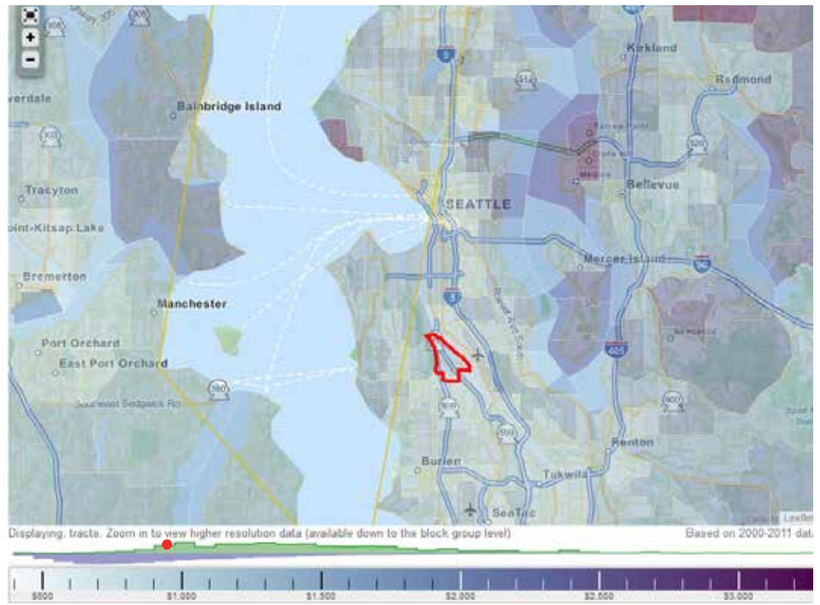


Figure 2: *Map of the **Median Monthly Housing Costs**, comparing the South Park neighborhood to the surrounding area. Note: South Park is outlined in red on the map while the red dot on the graph indicates South Park's relative ranking compared to regional (green) and national (purple) averages. South Park has much lower than average housing costs, but higher than the national average.*

An important part of planning and designing for a neighborhood is a thorough understanding of the prospective people who will use the designed resources as well as their needs and challenges. This section will look at the demographics of South Park to describe this prospective population. All of the information presented here is available online and represents a small, but specific, sample of what is available to the interested researcher.

The present South Park demographic conditions are in many ways shaped by the area's history (see the previous section, *Project Background* for more information). Originally a farming community, South Park slowly developed in the first half of the last century into a more urban core with increased density of housing and shopping amenities. The health and success of the neighborhood was challenged in the second half of the 20th century when it was one of the last neighborhoods in King Country zoned for industry. During the mid century several freeways we constructed through the Seattle area, two of which bisect the South Park neighborhood. These freeways are an expedient way for the local industries of South Park to move and receive freight. In addition to an increased concentration of industry and the relatively high amounts of traffic in the neighborhood, years of point source and non-point source pollution was recognized by the EPA, eventually classifying many of the riparian and upland parcels as Superfund and other toxic cleanup sites. These conditions have raised a variety challenges for the residents of South Park.

While it is not known to what extent industry, traffic, and pollution have played a role in shaping the environment of South Park, several trends emerge from the data. To start, houses are less valuable and housing is less expensive in South Park than the King County average, as can be seen (left) in figures 1 and 2. While the value of houses and condos is just below the county average, the cost to rent housing is much lower than average. In addition to the low cost of rent, South Park has a greater supply of residential rental property available than the King County average, as shown in figure 3. The confluence of these conditions has led to a diverse set of residents in the neighborhood.

South Park is home to a rich diversity of residents". The average South Park resident is less likely to have a high school degree (figure 4) and has a lower income (figure 5) than the King County average. Residents are more likely to be an ethnic minority (figures 6 & 7). To this point, the average South Park resident is far less likely to speak English as their primary language at home (figure 8), and far more likely to

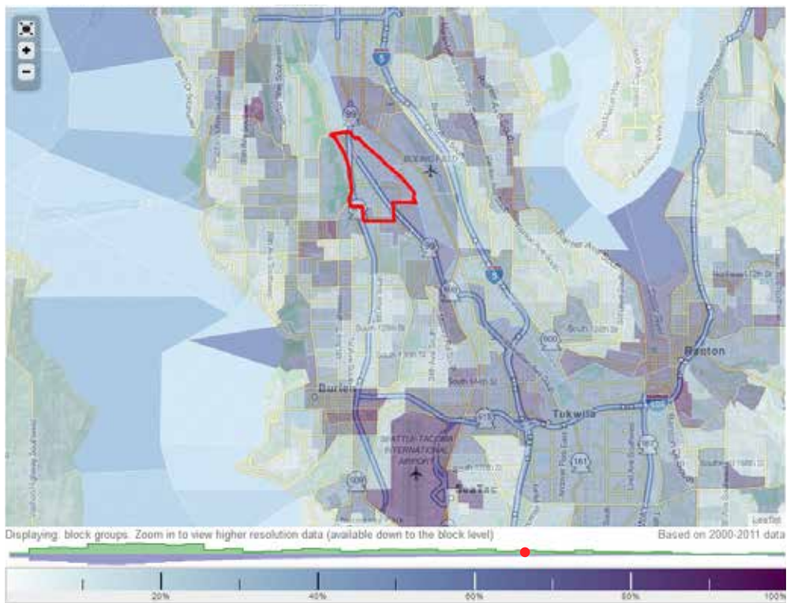


Figure 3: *Map of **Renter Occupied Housing Units (%)**, comparing the South Park neighborhood to the surrounding area. Note that South Park is outlines in red on the map while the red dot on the graph indicates South Park's relative ranking compared to regional (green) and national (purple) averages. South Park has more renter occupied housing than the area and national averages.*

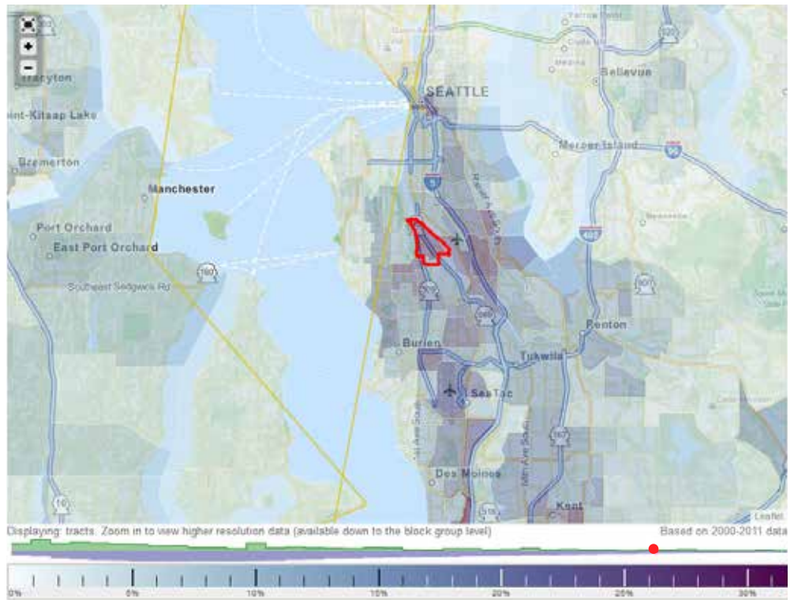


Figure 4: *Map of **Education Attainment - Less than High School (%)**, comparing the South Park neighborhood to the surrounding area. Note: South Park is outlined in red on the map while the red dot on the graph indicates South Park's relative ranking compared to regional (green) and national (purple) averages. South Park residents are much more likely to not have a high school degree than the area and national averages.*

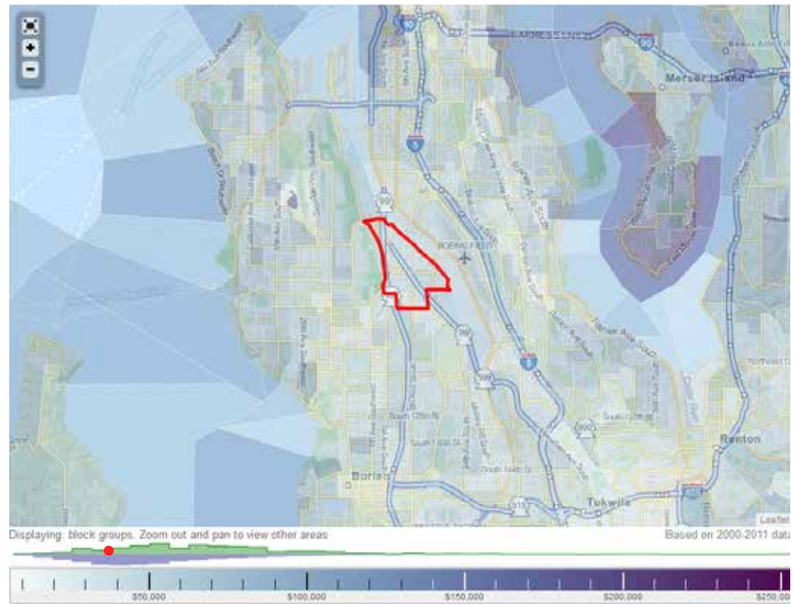


Figure 5: *Map of **Median Household Income**, comparing the South Park neighborhood to the surrounding area. Note: South Park is outlined in red on the map while the red dot on the graph indicates South Park's relative ranking compared to regional (green) and national (purple) averages. South Park falls on the low end of the area and national averages.*

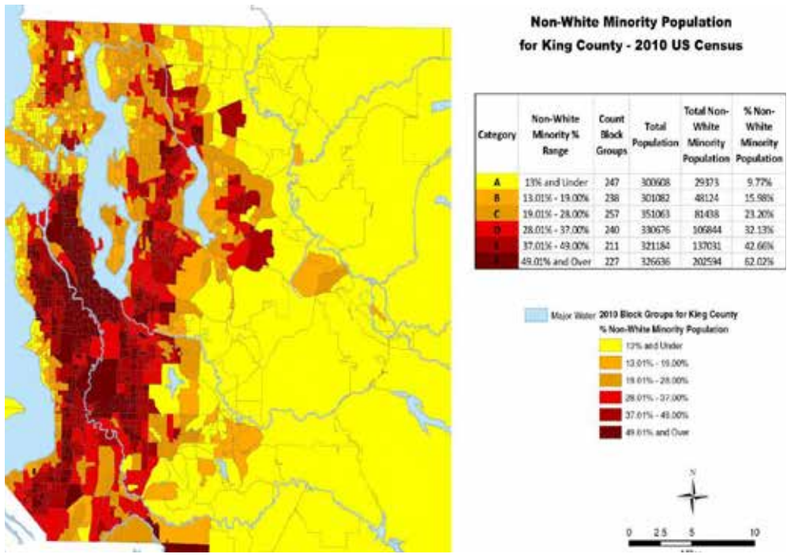


Figure 6: *Map of **Non-White Minority Population for King County**, comparing the South Park neighborhood to the surrounding area. Note that South Park is outlines in red on the map. South Park falls within the 49% and over category on this map.*

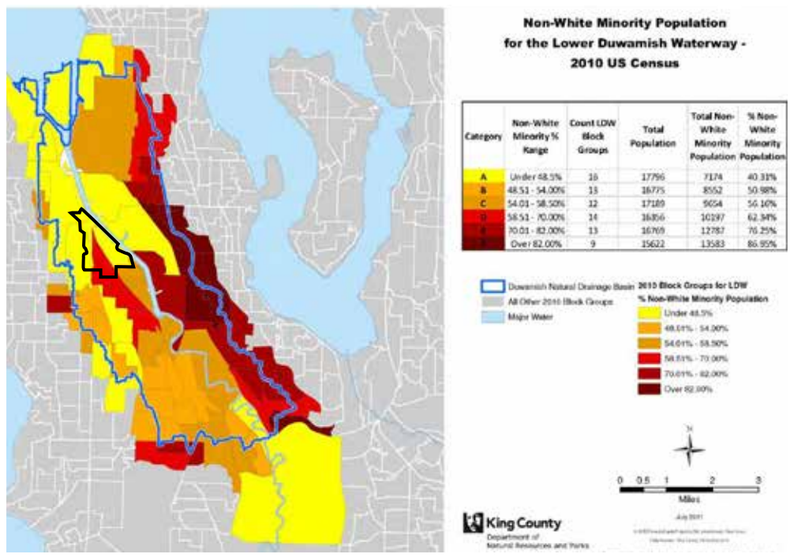


Figure 7: *Map of **Non-White Minority Populations for the Lower Duwamish Waterway**, comparing the South Park neighborhood (outlined in black) to the surrounding area. South Park is a combination of "Under 49%" and "58.5% - 70%" categories.*

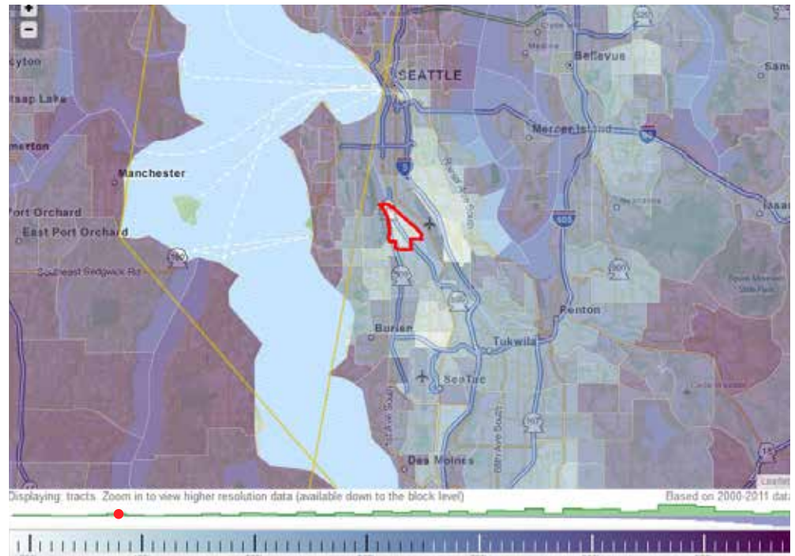


Figure 8: *Map of **Residents Speaking English at Home (%)**, comparing the South Park neighborhood to the surrounding area. Note: South Park is outlined in red on the map while the red dot on the graph indicates South Park's relative ranking compared to regional (green) and national (purple) averages. South Park is much lower than the area and national averages.*

speak Spanish as their primary language at home (figure 9) than the King County average. This diversity of languages in the neighborhood speaks to some of the challenges facing planners and designers involved in community based efforts (such as making surveys available in multiple languages, and having translators at community meetings), but also the breadth of culture and traditions that can be drawn on for inspiration. As well, the lower average economic status speaks to the increased need for publicly available resources, such as parks with strong connections and a transportation network that supports muti-modal travel for all ages and abilities.

In addition to being an ethnically diverse neighborhood, South Park residents are much younger on average than the rest of King County (figure 10). This is perhaps in part due to the larger than average family size (figure 11). The number of youth in South Park means there are many children that need safe places to play, walk to and from school, and resources for activities. This is a challenge in a neighborhood that is divided by freeways and has a much higher number large vehicles moving freight to and from the local industrial businesses. Because of the low average income, there is a much higher level of youth in the neighborhood living below the poverty line (figure 12). This, in turn, means many of the aforementioned amenities for youth need to be publicly provided.

According to the 2013 Duwamish Valley Cumulative Health Impact Assessment (CHIA), published by Duwamish River Cleanup Coalition/ Technical Advisory Group (DRCC/TAG) and Just Health Action, the researchers "found that the Duwamish Valley has pronounced health inequities relative to other areas of Seattle, compromising their health and meriting attention from federal, state and local decision-makers." The study examined environmental and socioeconomic data for 10 ZIP codes citywide, including 98108, which encompasses South Park, Georgetown and Beacon Hill. Health inequity indicators include "poverty; the number and severity of contaminated waste sites; percent tree canopy; and frequency of asthma hospitalization."

The demographic statistics in this section begin to tell the story of the great diversity and rich cultural heritage in South Park. However, it also portrays an under-served population that needs support from publicly available resources. The South Park Green Space Vision Plan is an opportunity to increase open space, access to recreation, safe streets, and community amenities for all ages and abilities.

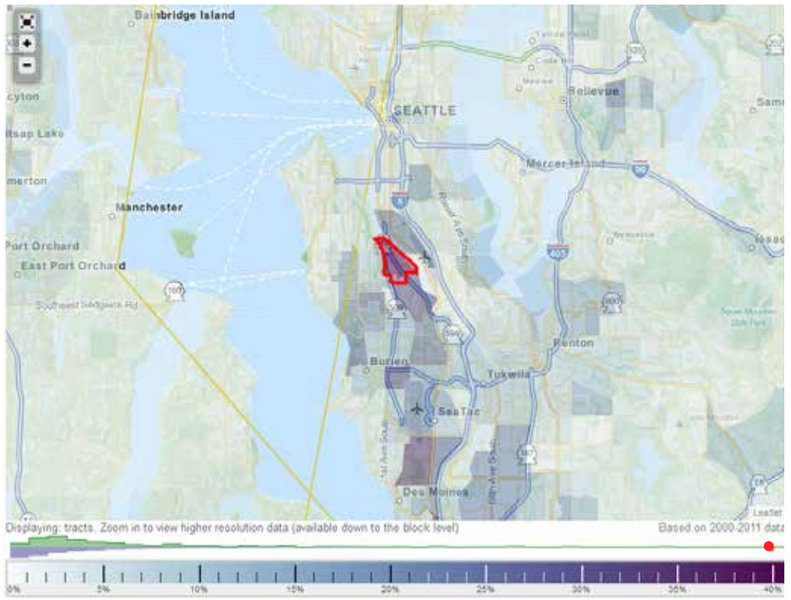


Figure 9: *Map of **Residents Speaking Spanish at Home (%)**, comparing the South Park neighborhood to the surrounding area. Note: South Park is outlined in red on the map while the red dot on the graph indicates South Park's relative ranking compared to regional (green) and national (purple) averages. South Park is much higher than the area and national averages.*

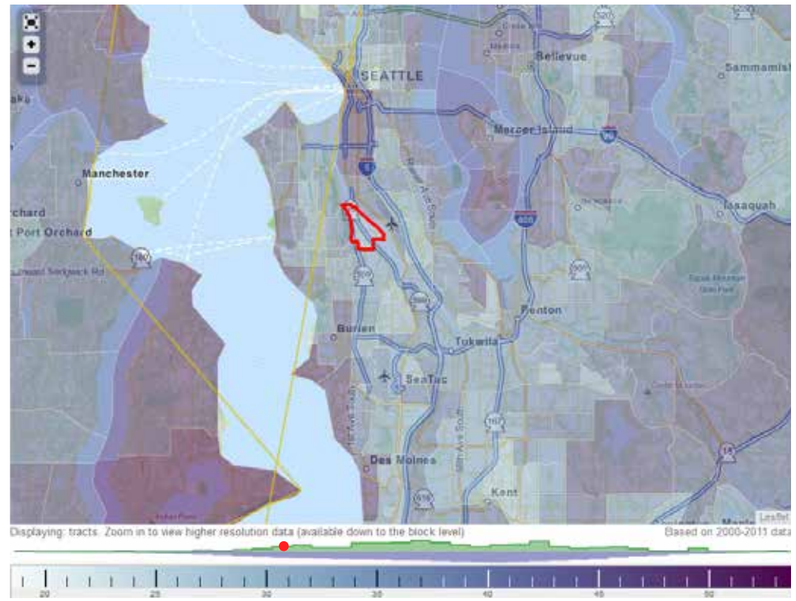


Figure 10: *Map of **Median Resident Age**, comparing the South Park neighborhood to the surrounding area. Note: South Park is outlined in red on the map while the red dot on the graph indicates South Park's relative ranking compared to regional (green) and national (purple) averages. South Park is much lower than the area and national averages.*

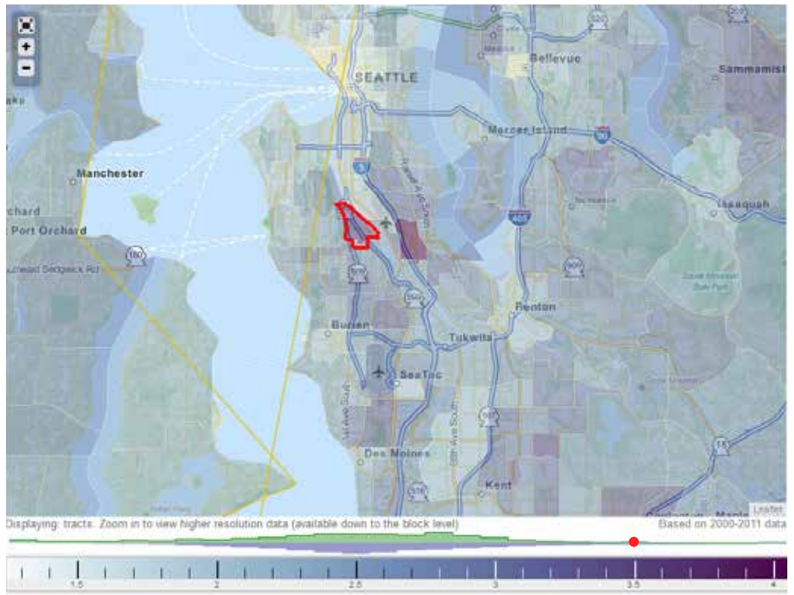


Figure 11: *Map of the **Average Household Size**, comparing the South Park neighborhood to the surrounding area. Note: South Park is outlined in red on the map while the red dot on the graph indicates South Park's relative ranking compared to regional (green) and national (purple) averages. South Park is much higher than the area and national averages.*

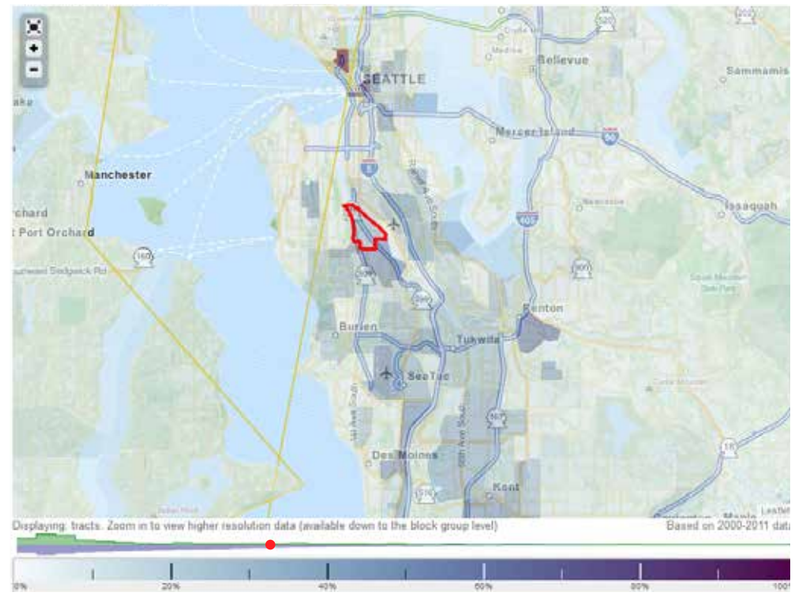


Figure 12: *Map of **Children Below Poverty Level (%)**, comparing the South Park neighborhood to the surrounding area. Note: South Park is outlined in red on the map while the red dot on the graph indicates South Park's relative ranking compared to regional (green) and national (purple) averages. South Park is much higher than the area and national averages.*

Green Space Resource Data

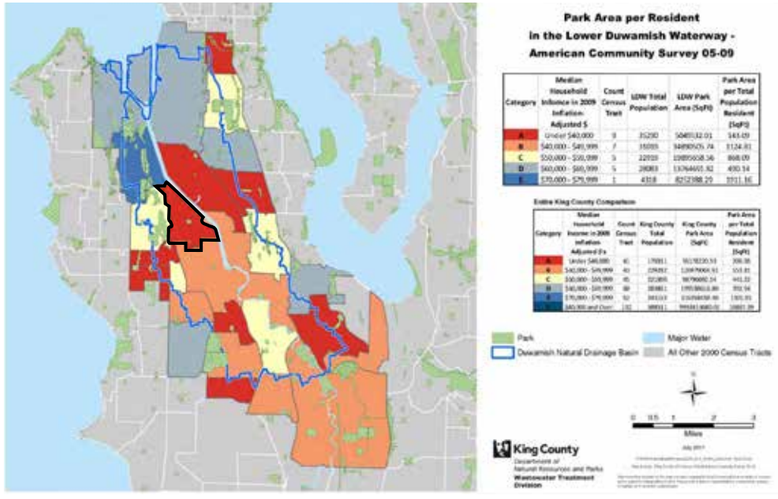


Figure 13: *Graphic of the **Park Area per Resident in the Lower Duwamish Waterway**. South Park (outlined in black) falls into a category that has the lowest amount of park area per resident for the Lower Duwamish Waterway.*

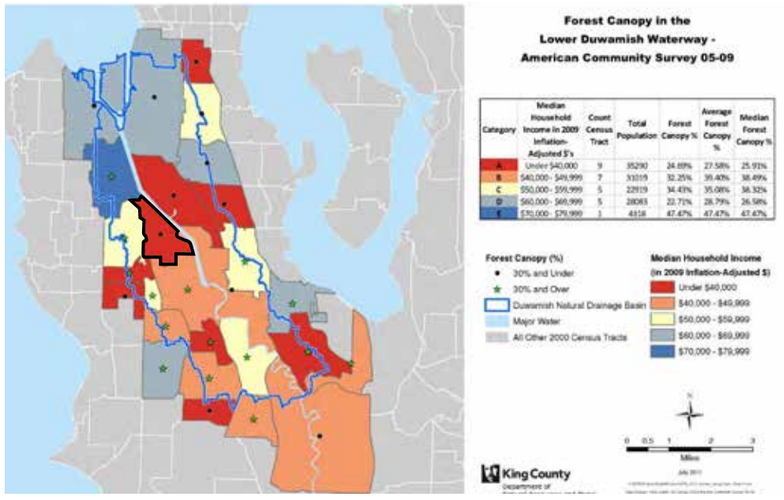


Figure 14: *Graphic of the **Forest Canopy in the Lower Duwamish Waterway**. South Park (outlined in black) falls into a category that has the lowest amount of Forest Canopy Lower Duwamish Waterway. At 24.69% Forest Cover South Park is far below the King County average of 47.47% and the national urban average of 35.1% (USDA).*

Public lands and green spaces are important because they contribute to the health of a neighborhood and its residents in several ways. Not only do we need to create better parks and green spaces, but we need to safely connect people to them with safe streets, sidewalks, greenways and trails. In fact, public streets comprise 30% of all Seattle's public lands, and they should be leveraged to provide safe opportunities for biking, walking and community gathering areas. In short, public lands include streets, trails, sidewalks, greenways, parks, forest, urban plazas and public shorelines. The South Park Green Space Vision Plan incorporates all these elements into a network of connected, accessible and useful public spaces.

Green space in the form of parks provides a critical resource to a neighborhood. Public play and community activities often happen in parks. By providing a place for movement and activity parks facilitate improved physical health. As well, by providing places for social gatherings and community events, parks provide a place for social interaction and community development. Last, green space - as the name implies - is often where there are large stretched of lawn, forest or other permeable surfaces,important resources for helping manage stormwater runoff and biofiltration of pollutants in a neighborhood. This function is especially important in South Park where many sources of source and non-point sources of pollution exist adjacent to a river.

The need for parks and green space is even greater in neighborhoods like South Park where there is a lower median house hold income, higher instances of pollution, poor health, and large numbers of children, many of whom live below the poverty line. Unfortunately, in King County there is a disparity between neighborhood income levels and the amount of parks available. Figure 13 shows that there is a relationship between a neighborhood's median household income and the amount of open space provided to residents, where the lower the income level the fewer parks that are provided.

In complement to the amount of green space provided on the ground in a neighborhood is the size of its tree canopy. Often this is measured by the percentage of the neighborhood covered by canopy. According to the United States Department of Agriculture (USDA), tree canopy provides a variety of important benefits:

> ***Local Climate and Energy Use*** *— Trees influence thermal comfort, energy use, and air quality by providing shade, transpiring moisture, and reducing wind speeds. The establishment of 100 million mature trees around residences in the United States is said to save about $2 billion annually in reduced energy costs (Akbari et al. 1988, 1992; Donovan and Butry 2009).*
>
> ***Air Quality*** *— Trees improve air quality by lowering air temperatures, altering emissions from building energy use and other sources, and removing air pollutants through their leaves. Urban trees in the conterminous United States remove some 784,000 tons of air pollution annually, with a value of $3.8 billion (Nowak et al. 2006).*
>
> ***Water Flow and Quality*** *— Trees and soils improve water quality and reduce the need for costly storm water treatment (the removal of harmful substances washed off roads, parking lots, and roofs during rain/snow events), by intercepting and retaining or slowing the flow of precipitation reaching the ground. During an intense storm in Dayton, OH, for example, the tree canopy was estimated to reduce potential runoff by 7 percent (Sanders 1986).*
>
> ***Noise Abatement*** *— Properly designed plantings of trees and shrubs can significantly reduce noise (Anderson et al. 1984). Wide plantings (around 100 ft) of tall dense trees combined with soft ground surfaces can reduce apparent loudness by 50 percent or more (6 to 10 decibels) (Cook 1978).*
>
> ***Soil Quality*** *— Trees and other plants help remediate soils at landfills and other contaminated sites by absorbing, transforming, and containing a number of contaminants (Westphal and Isebrands 2001).*
>
> ***Real Estate and Business*** *— Landscaping with trees—in yards, in parks and greenways, along streets, and in shopping centers—can increase property values and commercial benefits (Anderson and Cordell 1988; Corrill et al. 1978; Donovan and Butry 2008; Dwyer et al. 1992; Wolf 2003, 2004). One study found that on average, prices for goods purchased in Seattle were 11 percent higher in landscaped areas than in areas with no trees (Wolf 1998).*
>
> ***Individual Well-Being and Public Health*** *— The presence of urban trees and forests can make the urban environment a more aesthetic, pleasant, and emotionally satisfying place in which to live, work, and spend leisure time (Dwyer et al. 1991; Taylor et al. 2001a, 2001b; Ulrich 1984). Urban trees also provide numerous health benefits; for example, tree shade reduces ultraviolet radiation and its associated health problems (Heisler et al. 1995), and hospital patients with window views of trees have been shown to recover faster and with fewer complications than patients without such views (Ulrich 1984).*
>
> ***Community Well-Being*** *— Urban forests make important*

contributions to the economic vitality and character of a city, neighborhood, or subdivision. Furthermore, a stronger sense of community and empowerment to improve neighborhood conditions in inner cities has been attributed to involvement in urban forestry efforts (Kuo and Sullivan, 2001a, 2001b; Sommer et al. 1994a, 1994b; Westphal 1999, 2003). Pg 6-7, *Sustaining America's Urban Trees and Forests* (2010)

The USDA goes on to point out that trees and canopy cover are particularly important in urban areas, which often have a higher concentration of people, pollutants, and noise. This is especially the case in South Park where noise from freight trucks and freeways, and pollutants are a particular concern. Given the weight of these factors it is valuable to understand the amount tree canopy in South Park.

King County has produced a number of documents that measure and compare tree canopy. Figure 14 shows the relationship between median income and tree canopy cover. Two important conclusions can be drawn from this map. First, the neighborhoods in the Lower Duwamish with the highest median income have the highest percentage of tree cover (47.47%) and the neighborhoods with the lowest median income have the lowest tree cover (24.69%). According to the USDA, this is substantially lower than the national average of 35.1% (pg.4). This is also lower than 30%, which was the county average at the time of the survey.

Another set of documents produced by King County uses another, more sophisticated measure for canopy cover. Called the Normalized Difference Vegetation Index (NDVI), this method measures the amount of light reflected by vegetation, ameasure of the vegetation distribution in a neighborhood.

There are two maps produced by King County that are helpful because they measure and compare the NDVI values of every neighborhood as well as their Equality and Social Justice (ESJ) rating. The ESJ rating is based on a consolidation of 3 demographic characteristics to the census tract level that are used as a reference for change over time as planners look at distributional equity considerations. These three characteristics are- People of Color, income, and English proficiency. The two maps (above) provide each of these variables for 2000 and 2010, which is helpful because it shows the change over time. Figure 15 shows that in 2000 South Park had below average NDVI score (.35) and received the lowest score for Equality and Social Justice (4.5-5). Figure 16 shows that South Park still had a below average NDVI score (.322) and maintained the lowest ESJ rating. What is significant from this comparison is that South Park's NDVI score went down from 2000 to 2010, meaning that the amount of vegetation distribution in South

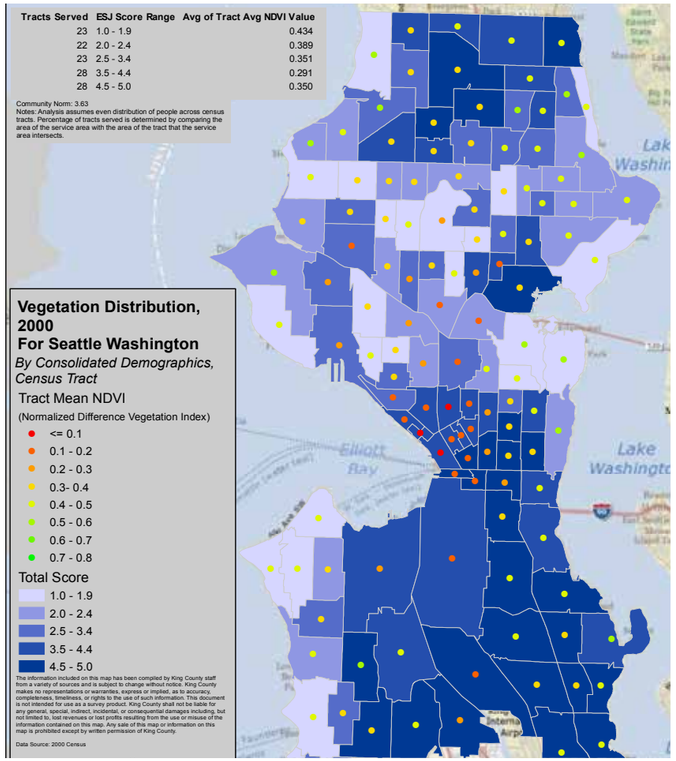


Figure 15: *Map of the **2000 Vegetation Distribution Value Compared to Equity and Social Justice Score for Seattle**. South Park both received the lowest ESJ score and also has a lower Vegetation Distribution (.350) than the Seattle norm (.363).*

Park is *decreasing* over time. Given the importance of vegetation to the environmental and social health of a neighborhood, this trend must be reversed!

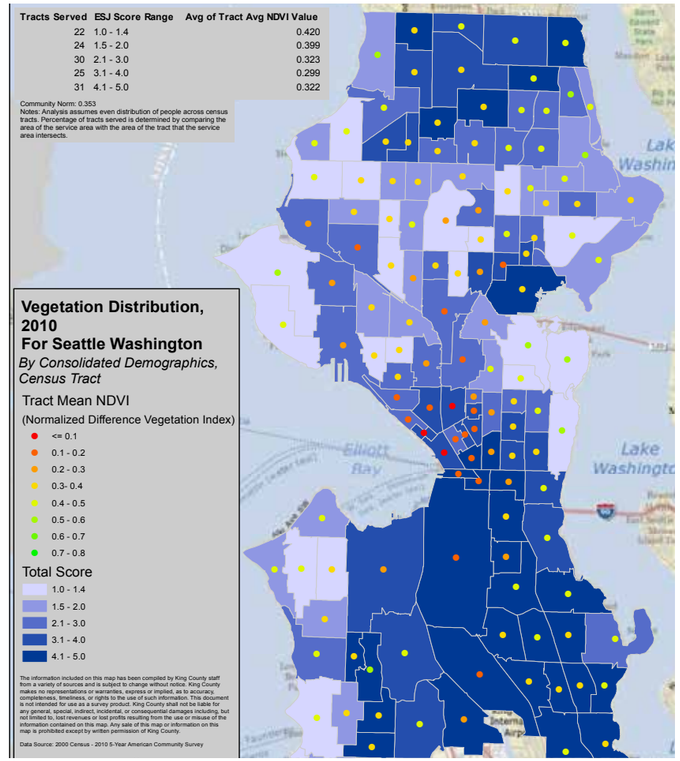
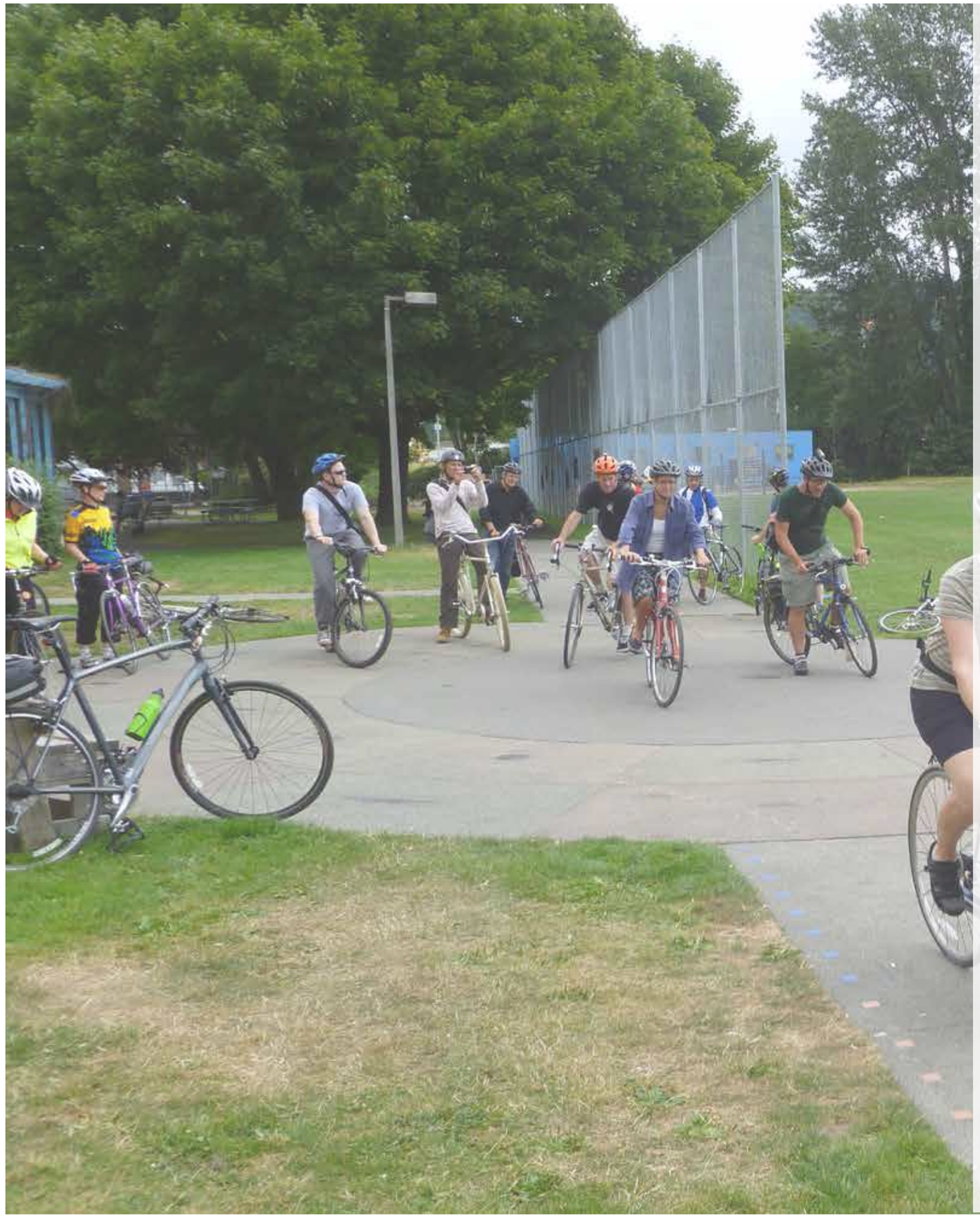


Figure 16: *Map of the **2010 Vegetation Distribution Value Compared to Equity and Social Justice Score for Seattle**. South Park both received the lowest ESJ score and also has a lower Vegetation Distribution (.322) than the Seattle norm (.353). Note: By comparing figures 17 and 18 one can see that South Park's Vegetation Distribution dropped between 2000 and 2010.*



Transportation and Circulation

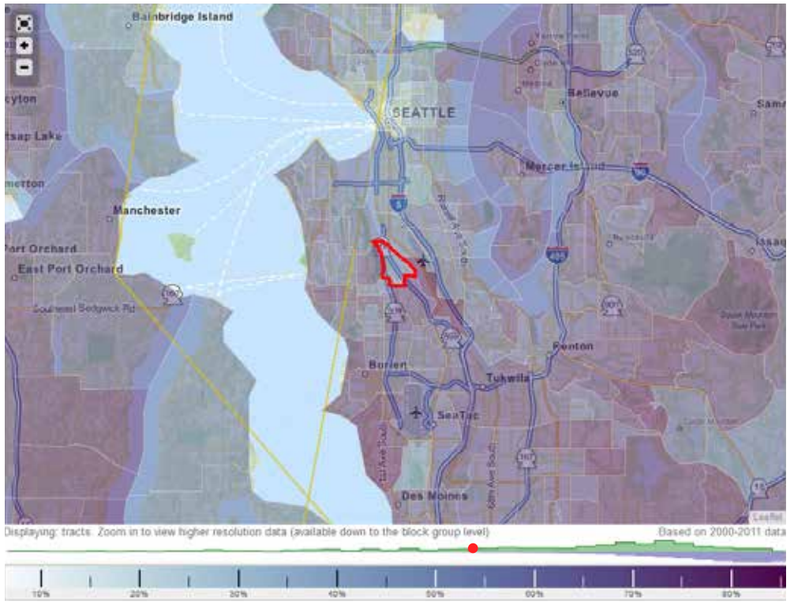


Figure 17: *Map of **Commuters by Single Occupancy Vehicle (%)**, comparing the South Park neighborhood to the surrounding area. Note: South Park is outlined in red on the map while the red dot on the graph indicates South Park's relative ranking compared to regional (green) and national (purple) averages. South Park residents are much less likely to commute alone by car than the area and national averages.*

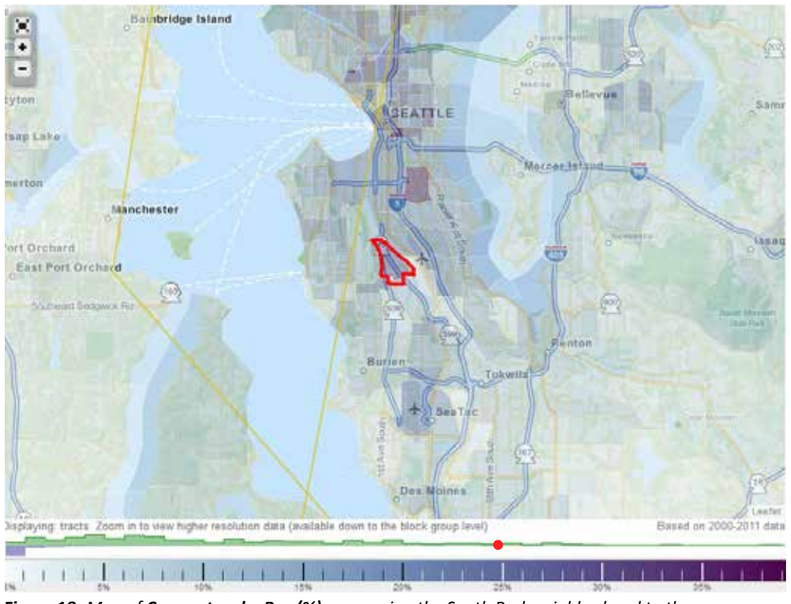


Figure 18: *Map of **Commuters by Bus (%)**, comparing the South Park neighborhood to the surrounding area. Note: South Park is outlined in red on the map while the red dot on the graph indicates South Park's relative ranking compared to regional (green) and national (purple) averages. South Park residents are much more likely to commute bus than the area and national averages.*

Circulation Data

Like green space, circulation is an important component in evaluating the health of a neighborhood. It is well and good to propose increased amounts of green space for the residents and workers of South Park, but if there is no easy way for people to get to those amenities then there is little gain in developing them. As well, it is important to recognize that the amenities and destinations of the neighborhood need to be connected by a safe network of circulation supported by a variety of travel modes.

Some of the most compounding factors to circulation in South Park have to do with issues already mentioned. In a neighborhood that has a much lower average income, it is difficult to depend on more expensive modes of transportation, like private automobiles. For a better understanding of the economic disparity between owning a bicycle and private automobile consider that one study (Schwarts, 2011) puts the cost of owning a bicycle at approximately $350/year, while the 2013 Census estimates the average private vehicle expenditures each year is $7,778, or that owning a private vehicle is over twenty two times as expensive as owning a bicycle. This means owning a bicycle cost roughly 4% as much per year as a car. If the only safe means to get to a location is by vehicle, then many in South Park will be cut off from that amenity.

To this point, data shows that fewer South Park residents depend upon a privately-owned automobile than the rest of King county with regards to commuting to work: figure 17 shows that far fewer residents of South Park use a single occupancy vehicle to commute to work than average, while figure 18 shows that more residents than average use public transportation. These figures show that it is important to consider designing for a diversity of transportation types when connecting amenities in South Park.

There are several barriers to non-vehicular circulation in South Park. First, there are two major freeways in the neighborhood that physically separate parts of the neighborhood from each other. For example, as was noted in the Feet First analysis of Concord elementary, there is a need for safe routes to school. Consider that studies have found children from low-income and minority households, particularly African Americans and Hispanics, are more likely to bike or walk to school than Caucasian or higher-income students. However, the northern section of South Park is separated from Concord elementary by Highway 99. Currently there are only two ways to walk across the highway; at the northern Cloverdale Street underpass, or the Henderson Street pedestrian overpass.

Because the northern underpass is also a route for freight trucks to several freeway entrances, residents have voiced their hesitancy to walk or bicycle that way.

The large freight trucks, and industry traffic in general, pose a point of conflict for walking and bicycling in South Park. One of the major challenges to siting the proposed bicycle facility improvements for SDOT's 2014 Bicycle Master Plan has been where there will be the least conflict with industrial traffic. This issue manifests in other ways. One resident observed that it takes so long for the walk signal to change on 14th Avenue S that they concluded it was broken and crossed illegally, encouraging others to cross with them. Another resident shared that the bus comes so infrequently to their stop that they had to walk - children in tow - to the grocery store via the Highway 99 vehicular overpass. While these accounts are less data-driven, they do help to describe the challenges facing pedestrians and bicyclists.

A heavily data-driven perspective on circulation in Seattle and South Park is the 2007 *Urban Transportation Accessibility In Seattle* report published by Sustainable Seattle in Collaboration with the University of Washington's Geography Department. Sustainable Seattle is a organization that promotes quality of life in Seattle. For this report they were interested in better understanding, "...urban transportation accessibility and accompanying factors" (4) with regard to alternative modes of transportation. The report analyzes six Transit Accessibility and Walkability indicators for every neighborhood in Seattle and rates them on a scale of 1-3. These six categories are:

> ***Total Destinations*** *(figure 19): The total number of destinations in each community. These include bars, community centers, flex car locations, grocery stores, libraries, parks, private schools, public schools, and restaurants. These types of destinations were chosen because they are what people will most commonly walk 1/4 mile to reach, with 1/4 mile being the most common distance people are willing to walk to a destination.*
>
> ***Variety of Destinations*** *(figure 20): Counts the variety of the above destinations in a neighborhood.*
>
> ***Bus Stop Density*** *(figure 21): The number of bus stops in a given neighborhood contributes to the overall transit accessibility of that area. For this reason, bus stop density was calculated by counting the number of bus stops in a given area then dividing that total by the area of the neighborhood.*
>
> ***Sidewalk to Street Ratio*** *(figure 22): The ratio number of sidewalks to streets in a given neighborhood. This ratio was calculated by measuring the total length of sidewalks that exist*

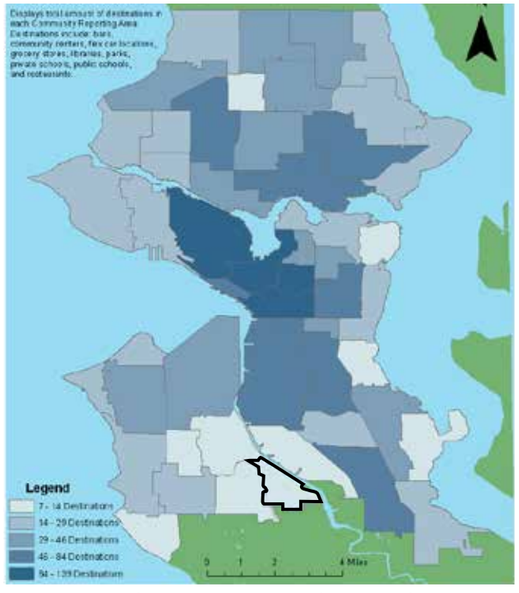


Figure 19: *Map of Seattle Neighborhoods' **Number of Destinations**. South Park (outlined in black) received the lowest possible score for this category.*

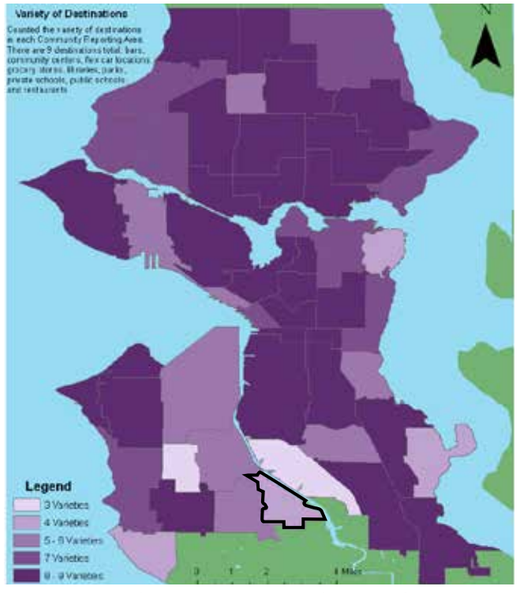


Figure 20: *Map of Seattle Neighborhoods' **Variety of Destinations**. South Park (outlined in black) received the lowest possible score for this category.*

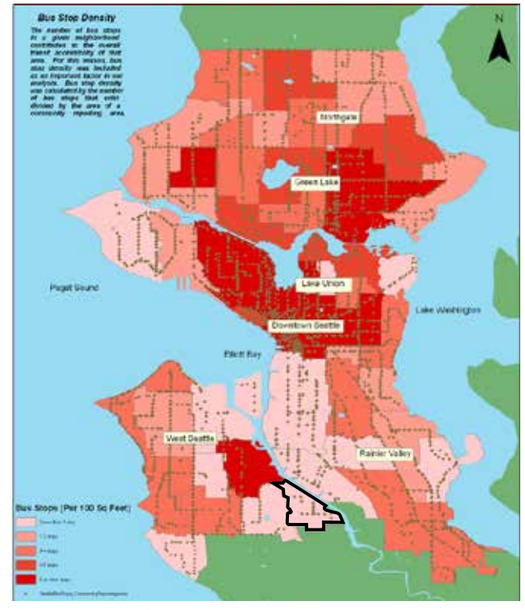


Figure 21: *Map of Seattle Neighborhoods' **Bus Stop Density**. South Park (outlined in black) received the lowest possible score for this category.*

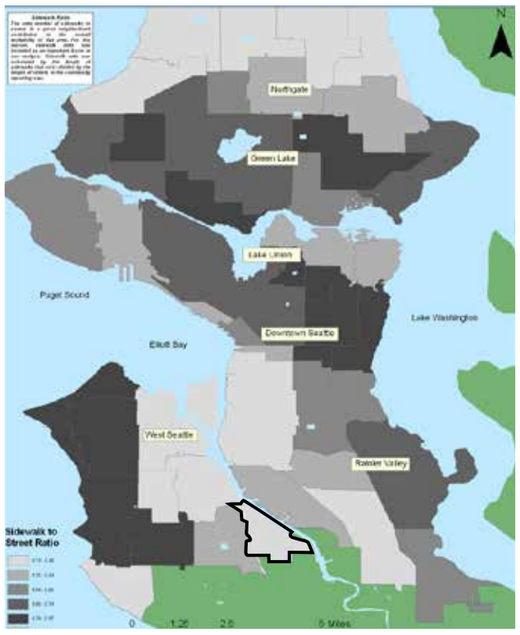


Figure 22: *Map of Seattle Neighborhoods' **Sidewalk to Street Ratio**. South Park (outlined in black) received the lowest possible score for this category.*

Figure 23: *Map of Seattle Neighborhoods' **Crosswalk to Street Ratio**. South Park received the lowest possible score for this category.*

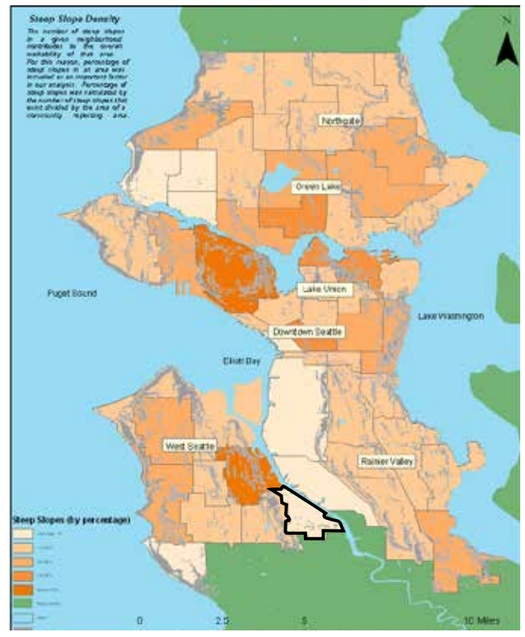


Figure 24: *Map of Seattle Neighborhoods' **Steep Slope Percentage**. South Park received the highest possible score for this category.*

Appendix E: Community Reporting Areas: Transit Accessibility and Walkability Indicators (Continued)

Community Reporting Areas	Total Destinations	Varieties of Destinations	Bus Stop Density	Sidewalk Ratio	Crosswalk Ratio	Steep Slope Percentage	Total Score	Transit Accessibility Designation
Seward Park								
Raw Score	7	4	0.00863	0.72985	0.00025	0.02042		
Ranking	1	1	1	3	1	3	10	**Transit Accessible**
South Beacon Hill/New Holy								
Raw Score	60	8	0.02391	0.23877	0.00020	0.02732		
Ranking	3	3	1	1	1	3	12	**Transit Accessible**
South Park								
Raw Score	8	4	0.00570	0.24749	0.00023	0.00695		
Ranking	1	1	1	1	1	3	8	**Poor Transit Accessibility**
Sunset Hills/Loyal Heights								
Raw Score	20	7	0.01484	0.72543	0.00025	0.00936		
Ranking	1	7	1	3	1	3	11	**Transit Accessible**
University District								
Raw Score	84	8	0.05505	0.61685	0.00129	0.03422		
Ranking	3	3	3	2	1	3	15	**Good Transit Accessibility**
Wallingford								
Raw Score	59	8	0.05631	0.74459	0.00049	0.08336		
Ranking	3	3	3	3	2	1	15	**Good Transit Accessibility**
Wedgwood/View Ridge								
Raw Score	24	9	0.02765	0.50737	0.00027	0.06393		
Ranking	1	3	2	2	1	1	10	**Transit Accessible**
West Seattle Junction								
Raw Score	45	9	0.03255	0.86808	0.00039	0.05481		
Ranking	2	3	2	3	1	1	12	**Transit Accessible**
Whittier Heights								
Raw Score	25	7	0.01447	0.95910	0.00029	0.00164		
Ranking	1	2	1	3	1	3	11	**Transit Accessible**
Lake City								
Raw Score	52	8	.00730	.27053	.00029	.01354		
Ranking	3	3	1	1	1	3	12	**Transit Accessible**

Figure 25: *Chart of **Transit Accessibility and Walkability Indicators**, showing South Park's individual and aggregate scores. South Park received the lowest score possible for every analyzed category except Steep Slope Percentage. Only one other neighborhood in Seattle had a total lower score than South Park. Note: South Park is outlined in red above for clarity.*

and dividing it by the total length of streets in a neighborhood.

***Crosswalk Density Ratio** (figure 23): The ratio of crosswalks to streets length in a neighborhood. This was calculated by taking the total number of crosswalks divided by the length of streets in a neighborhood.*

***Steep Slope Percentage** (figure 24): The number of steep slopes contributes to a neighborhoods walkability. This score was calculated by taking the number of steep slopes and dividing it by the total area.*

Each of the six sub scores are totaled for each neighborhood to give a final score for its Transit Accessibility Designation. The score range is:

16-18	High Transit Accessibility
13-15	Good Transit Accessibility
10-12	Transit Accessible
7-9	Poor Transit Accessibility

All of the data used for this study is from the Washington State Geospatial Data Archive and processed using analysis models in ArcGIS, a Geostpatial Information System. The report points out that the scores from this data are important not only because they indicate access to transportation, but also access to pubic amenities. The walkability of a neighborhood is important because it promotes active modes of transportation that help address public health concerns such as obesity.

The final rating given to the South Park neighborhood was "Poor Transit Accessibility". Only one neighborhood (Interbay) received a lower score than South Park, while six others received the same score. As can be seen in figure 25, South Park received the lowest score possible in every one of the six categories except Steep Slope Percentage. The findings provided by this data analysis indicates severity of the circulation problem in South Park. Given these findings one must conclude that the residents South Park is desperately undeserved with regards to circulation needs.

As has been shown in this section, both through public comment and data analysis, the quality and quantity of the bicycle, pedestrian, and transit network in the South Park neighborhood need attention. While this is clear, there is no easy solution to the problem. South Park has limited resources - with regard to availability of space in the streets and Right of Way - to make changes. What space there is available is in high demand from a number of competing sources. This report attempts to address these challenges by providing recommendations around improved connectivity, including a designated walking and bicycling loop for the neighborhood, providing access and connection between community resources and opportunities for exercise. For more information please see the circulation recommendations pages in Chapter 8, *Final Recommendations*.

South Park

- Parks
- Buildings
- Duwamish River
- South Park Neighborhood Boundary
- Streets

Freight Truck Routes

- Regional Connector
- Industrial Access Street
- Loan Connector
- Mixed Use Streets
- Principal Arterials

Existing Bicycle Facilities

- Existing Off-Street Bicycle Trail
- Signed Bicycle Route

Recommended Bicycle Facilities
(from SDOT Bicycle Master Plan)

Citywide Network

- Bicycle Trail Extension
- Cycle Track
- Neighborhood Greenway

Local Connectors

- Off Street
- Neighborhood Greenway
- Minor Separation

Current Pedestrian Routes

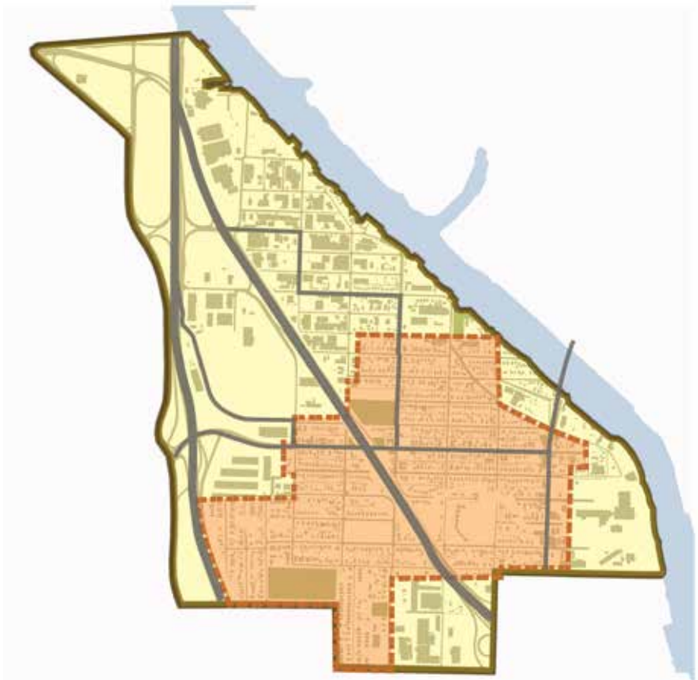
- South Park Residents' Walking Routes

(Size of Arrow indicates frequency of use)

Proposed Greenway Loop

- Greenway Loop
- Greenway Connector
- Regional Greenway Connector
- Future Greenway Connector
- "River Walk" Bicycle and Pedestrian Route

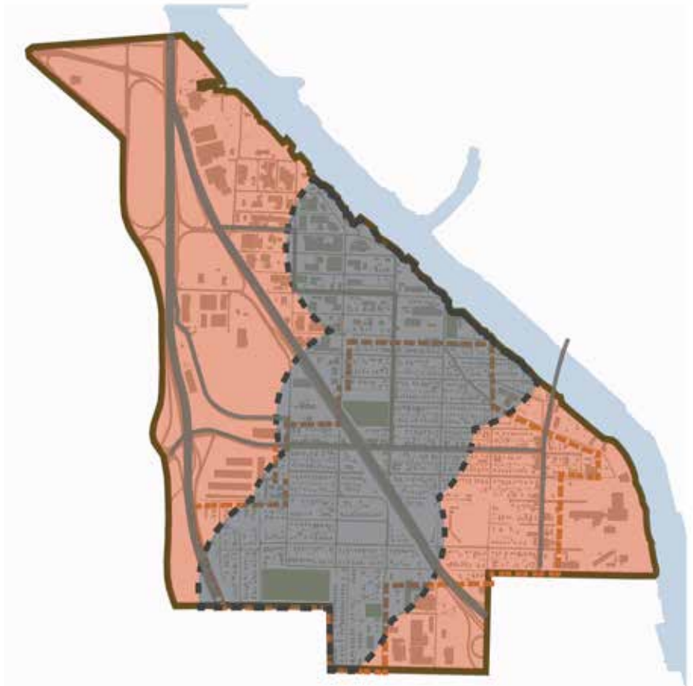
Residential and Industrial Zoning



Urban Village Boundary

Industrial Boundary

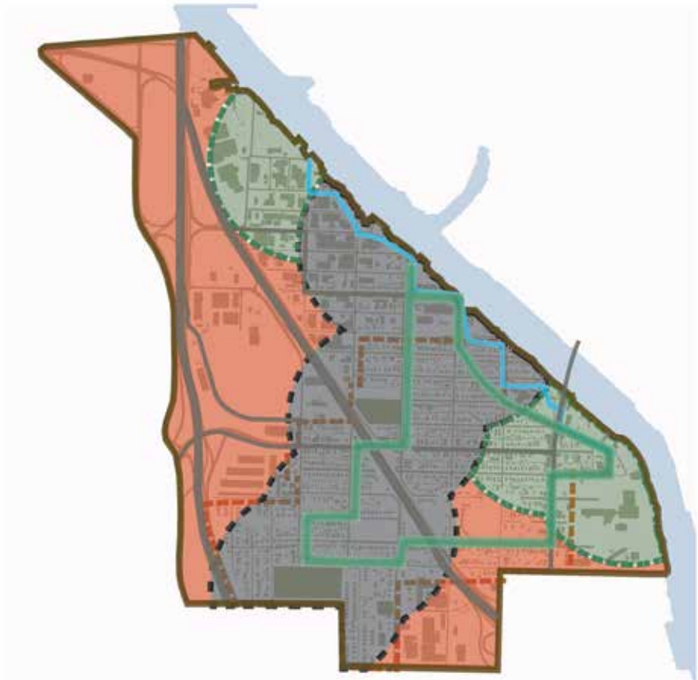
Current Parks Service Gap Analysis



Parks' Service Area
(5 min Walk/.25 Miles)

Parks' Service Area Gap

Parks Service Gap Analysis with Future Developments



Parks' Service Area
(5 min Walk/.25 Miles)

Parks' Service Area Gap

Future Parks' Service Area
(5 min Walk/.25 Miles)

CPTED - Public Safety and Design

CPTED Defined

Crime Prevention Through Environmental Design, CPTED, is based on the idea that the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime, and an improvement in the quality of life. In other words, if a site is laid out well, the likelihood of it being targeted for a crime may be reduced.

Crime Prevention is defined as the anticipation, recognition and appraisal of a crime risk and the initiation of some action to remove or reduce it. CPTED takes crime prevention one step further by studying the site design and working with the development community and public development agencies in an attempt to create safer designs in new and existing developments.

CPTED design strategies have evolved over time. While many of the actual techniques have been in use for hundreds of years, it has only been in the last few decades that urban experts such as Jane Jacobs and Oscar Newman have explored the relationship between the built environment and criminal behavior.

Each of the following CPTED strategies offer guidelines which, as a property owner, builder, or remodeler, you can apply to reduce the fear and incidence of crime and improve the quality of life.

- Pg 4, *City of Virginia Beach's "General Guidelines for Developing Safer Communities"* (2000)

CPTED Design Strategies

The Seattle Police Department has outlined on their website the following design strategies for CPTED:

Natural Surveillance

CPTED does not promote the "fortressing" of properties, quite the contrary. The ability to see what is going on in and around a property should be your first priority. Perpetrators of crime are attracted to areas and residences with low visibility. This can be counteracted in the following ways:

***Lighting** – street lights should be well spaced and in working order, alleys and parking areas should also be lit. Lighting should also reflect the intended hours of operation, i.e. lighting of playfields or structures in local parks may actually encourage after hour criminal activities. Motion-sensing lights perform the double duty of providing light when needed and letting trespasser know that "they have been seen."*

***Landscaping** – Generally uniformly shaped sites are safer than irregularly shaped sites because there are less hiding places. Plants should follow the 3-8 rule of thumb; hedges no higher than 3 feet, and tree canopies starting no lower than 8 feet. This should is especially important around entryways and windows.*

***Fencing** – Fences should allow people to see in. Even if the fences are built for privacy, they should be of a design that is not too tall and has some visibility.*

***Windows** – Windows that look out on streets and alleys are good natural surveillance, especially bay windows. These should not be blocked. Retirees, stay at home parents, and people working from home offices can provide good surveillance for the neighborhood during the day.*

Natural Access Control

Access Control refers to homes, businesses, parks and other public areas having distinct and legitimate points for entry and exits. However, this should also be balanced to avoid "user entrapment," or not allowing for easy escape or police response to an area. Generally crime perpetrators will avoid areas that only allow them with one way to enter and exit, and that have high visibility and/or have a high volume of user traffic. This can be assured by:

- *Park designs with open, uninhibited access and a defined entry point. A good example is a park with transparent fencing around the perimeter, and one large opening in the gate for entry. Putting vendors or shared public facilities near this entrance creates more traffic and more surveillance.*
- *Businesses with one legitimate entrance. Avoid recessed doorways.*
- *A natural inclination is to place public restrooms away from centers of activity, but they can become dangerous if placed in an uninhabited area. Restrooms that are down a long hallway, or foyer entrances with closed doors, are far away from the entrance of a park, or are not visible from the roadway can become problem areas.*
- *Personal residences with front and back doors that are clearly visible and well lit.*

Territorial/Defensible Space

Territoriality means showing that your community "owns" your neighborhood. While this includes removing graffiti and keeping buildings and yards maintained, it also refers to small personal touches. Creating flower gardens or boxes, putting out seasonal decorations, or maintaining the plants in traffic circles seems simple, but sends a clear message that people in your neighborhood care and won't tolerate crime in their area. These kinds of personal touches work in business communities as well. More complex design efforts can also be undertaken for more dramatic changes. These are some things that should be considered when planning for future growth:

- *Front porches and apartment balconies add to street surveillance.*
- *Traffic plans that consider the size of the neighborhood. People drive by "feel" more than speed limits, so a wide, two lane residential street can lead to speeding. Traffic circles, or increasing the size of curbs can help to calm traffic.*
- *Institutional architecture that respects the neighborhood identity and does not dwarf the current scale of the neighborhood.*
- *Clear transitions between private, semi-private and public areas.*

These CPTED design guidelines are useful for South Park and have been incorporated into the final concept design recommendations in this Vision Plan (for more information please see Chapter 8, *Final Recommendations*). However, during an agency contact meeting, Officer John Kiehn from the Seattle Police Department's South Precinct provided CPTED feedback specifically for the South Park neighborhood. While the length of that conversation is available in the appendix, following are some of the most salient points:

Date April 10, 2014
Meeting with Officer Jon Kiehn
Location: Via Vatti Cafe
Time: 2:30 pm to 5:00pm

Officer Kiehn has been working in South Park for four years. He offered general recommendations that may apply to all sites as well as specific suggestions for Duwamish Waterway Park and the Community Center.

Better delineation between the alley, street, park, and planting areas would help make public areas be more legible. Improved delineation would help focus foot traffic to designate areas where you should and should not be. In some cases, this can be provided simply such as with a change in materials. In CPTED terminology, this is known as "Territorial Reinforcement". This plays into the psychology of how a person uses a space and how that usage is perceived by others.

Clear boundaries and open sightlines across public spaces contribute to safer usage patterns. Negative behavior is less likely to happen if there are no areas where it can occur, hidden from sight. Designs should also take into consideration maintenance capacity. Poorly maintained spaces can create hiding places and attract negative behavior if a space is overgrown and does not appear to be cared for. Adding lighting within the park will extend the hours of usage without necessarily making it safer. Most city parks are closed after dusk. Adjusting designs to capture more street lighting, however, is beneficial for monitoring the perimeters. If new lighting is provided, it should be pedestrian scale and should be located only for the point of egress.

Clear entry points also help. He is not sure if the City's rollout plan for LED street lights has reached South Park, yet.

There are a lot of homeless in South Park. Many come for the food bank. Where there are encampments in the park, it can take up to one month to evict them, fully. WSDOT manages encampments very well, Seattle does not. With all of the scrap metal and metal-related businesses in South Park, there are a lot of scrap metal thieves who will sell to West Seattle Recycling. Sales less than $20 can be anonymous and provides fast cash. Some thieves take advantage of water access and the fact that it is not against the law to be on Port Property (defined as center line of the Duwamish Waterway out to OWWM- Ordinary High Water Mark). Industrial properties at the water's edge are not well fenced and trespassing is hard to manage in a tidal environment. This should be considered in selecting and designing all public park furnishings and art.

Duwamish Waterway Park:

- Some of the problems at Duwamish waterway Park include alcohol use and drug use.
- This is partially due to the fact that it has poor natural surveillance and visibility from surrounding businesses and homes is very limited.
- A few community members calling in does not provide enough surveillance.
- Officer Kiehn has been working with the Seattle Parks Department for two years to limb up trees and open sight lines into the park.
- Improving use by the Duwamish Rowing Club and providing them with a better view of the site would help improve natural surveillance.
- The adjacent alley, to the East, is chained off, but that chain gets cut frequently.
- It is used as a launch point for scrap metal thieves and limiting wheeled access to the shoreline, via the ROW along the eastern edge of the park would be helpful.
- DWP needs better overall visibility, especially of the NE corner.

Community Center:

- Improve visibility between the building and surrounding gathering areas.
- The building turns its side to the street and does not provide a strong visual connection to the east, in the direction that most people come from.
- Concept design would benefit from central gathering areas/play areas that are visible from as much of the property as possible (area in front of the portable).

Conclusions

This chapter has provided a foundation for understanding much about the conditions of South Park neighborhood and its residents. The history section of this chapter illuminates what the neighborhood once was and how it changed. The data and analysis for the demographics, green space, and circulation of South Park speak to the current conditions. The most clear conclusions from these sections are that South Park residents do not have equitable access to open space, mobility, and recreation. Having been given the lowest Equity and Social Justice score possible it is also clear that residents in the neighborhood are underserved with regards to open green space and circulation. Yet, conversations with local police about CPTED show the challenges that face exiting and future open green space efforts.

Because of limited resources future effort will likely need to happen through the combined endeavors of community support and public partnerships. For this reason extensive outreach efforts are a vital part of understanding residents' and public agencies' hopes, needs, and concerns for future open green space and circulation in South Park. *Chapter 5* looks at the methodology of this outreach and its key findings. The goal for these collaborative efforts is to find solutions that expand upon the unique character and rich diversity of the historic South Park neighborhood, yet find solutions to the challenges that will be accepted by all interested stakeholders and agencies.

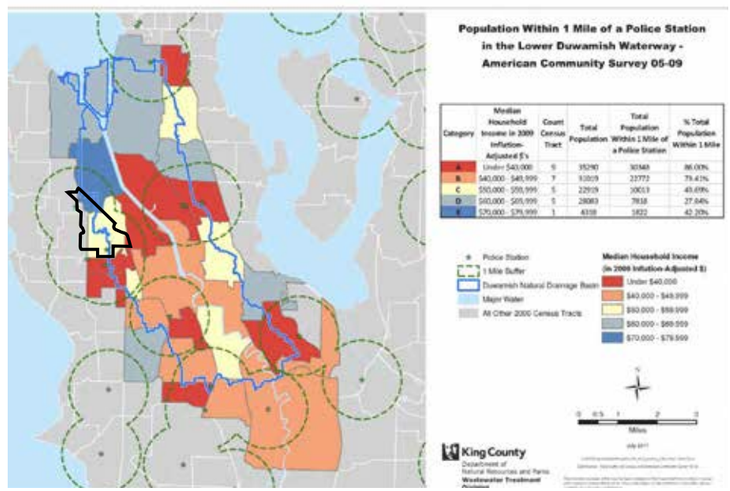


Figure 14: *Graphic of the **Population Within 1 Mile of a Police Station in the Lower Duwamish Waterway**. Large portions of South Park (outlined in black) do not fall within a 1 mile radius of a police station. Note: while this analysis captures 1 mile of radius it does not capture travel times from police stations to South Park.*

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Related Plans and Policies

Introduction

This chapter presents a collation and review of the data and documents that have been produced around green space development and community health for South Park over the last two decades. These documents vary in scale from design reports for specific parks to analyses of the entire region. Together with this report, this collection of documents provides a starting point for understanding past and future green space design development in the community, as well as for individual sites within South Park.

While each of these documents goes into greater detail than can be covered in a single chapter, here you will find:

- The Details of each report (author, year published, etc)
- A Description of what is covered in each report
- The Key Findings of the report
- How each report intersects this document
- Which of the Priority Sites' concept designs the report has influenced
- Where to find the full length of the report

This chapter, used in conjunction with the rest of the document, will help future efforts start where others have left off.

South Park Residential Urban Village 1998 Plan

Report Details

Author: South Park Neighborhood Association
Year: 1998
Length: 125 pg.
Where: Seattle or University of Washington Libraries

Overview

The South Park Residential Urban Village Plan from 1998, "represents the joint efforts of numerous South Park citizens - residents and businesses - who care about the future of the neighborhood. This Plan embodies our community's unique goals and values and we believe it clearly reflects and carries out the vision of Seattle's Comprehensive Plan: Toward a Sustainable Seattle: A Plan for Managing Growth 1994-2014." The Plan describes the Community's vision and identifies improvements to South Park residents' quality of life, including new neighborhood services, improving the 14th Avenue business district, improving infrastructure, buffers between residential and industrial areas, and annexing the Sliver by the River.

Key Findings

The South Park Residential Urban Village Plan represents a catalog of short-, medium- and long-term goals for the neighborhood. Many of the goals have been met, such as the South Park Library, Marra Farm, Gateway Park (McNeil's landing), Cesar Chavez park, South Park Skatepark, and more. Other desired improvements have not yet been met, such as increased buffers between industry and residential, and safe walking/biking routes across main arterials and through the neighborhood. Some elements of the 14th Avenue business district have been accomplished, including the new bridge construction, but more can be done to make the area attractive, safe and welcoming.

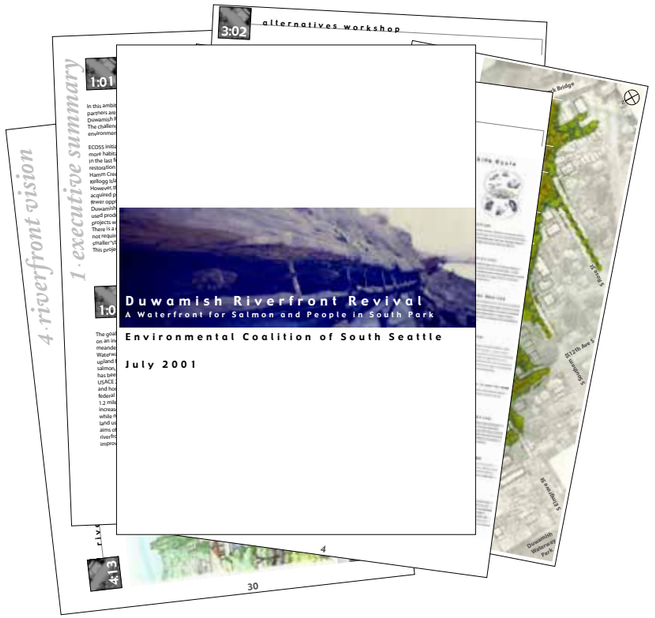
Neighborhood Sites Most Impacted

- South Park Greenway Loop
- South Park Community Center
- 12th and Elmgrove Street End
- 5th Avenue Street End
- 14th Avenue Improvements
- Rose Street End
- 2nd Avenue Street End
- Southern Street End

Duwamish Riverfront Revival

Report Details

Author: Environmental Coalition of South Seattle
Year: 2001
Length: 53 pg.
Where: http://www.ecoss.org/_Document/ECOSS_DRR.pdf



Overview

The project was created "as a response to a need for more habitat restoration in cooperation with landowners. In the last few years, there have been significant habitat restoration projects in the Duwamish," and is a guide for future shoreline street end park development projects. "In this ambitious project, ECOSS and numerous community partners are planning to improve salmon habitat along the Duwamish River from the South Park Bridge to Duwamish Park. The challenge is to develop habitat in a built-up urban environment with diverse landowners."

Key Findings

The Duwamish Riverfront Revival highlights the need to be creative when approaching park and open space projects in South Park, and identifies all possible partners and collaborative opportunities to maximize the available land. The project team's approach was to combine land from private and public ownership into proposed improvements, which would increase the size of the opportunity sites. They also considered the needs of both salmon and people across the improved site so that intertidal and shoreline areas are improved for salmon habitat and upland areas are improved for public access. The Riverfront Revival also highlights the need to weave open spaces together to give people safe access to the neighborhood's shorelines.

Neighborhood Sites Most Impacted

- South Park Greenway Loop
- 12th and Elmgrove
- South Park Plaza
- Rose Street End
- Southern Street End

South Park Action Agenda & Updates

Report Details

Author: The Residents, Businesses, and Organizations of South Park
Year: (Agenda) 2006; (Updates) 2011
Length: 48 pg.; 11 pg.
Where: http://www.seattle.gov/neighborhoods/southpark/

Overview

In 2006, Seattle Mayor Greg Nickels and his staff convened community and business leaders, service providers and other stakeholders to create and implement the South Park Action Agenda.

"The South Park Action Agenda document is a product of a community-driven, city staffed effort to develop a neighborhood vision and the specific strategies and recommendations for achieving a vision that prioritizes strong and healthy families, a thriving business district, a safe, environmentally friendly and visually attractive community, a strong sense of community identity, and genuine appreciation of the neighborhood's diversity."

Key Findings

"This document is a testament to this community's strength and dedication to their neighborhood, and gives enormous insight to the phrase "South Park Pride."

The Action Agenda focuses on five key areas, and is the result of an intensive community-driven neighborhood assessment process. The strategies for implementation of the community's recommendations require ongoing collaboration between and among government agencies, non-government organizations, and community leadership.
The five focus areas:

- Youth Development
- Environment and Physical Improvements
- Community Engagement
- Business and Transportation
- Public Safety

Neighborhood Sites Most Impacted

- South Park Community Center
- Duwamish Waterway Park
- 5th Ave S. Street End
- 14th Avenue Street End
- 12th and Trenton Stairs Overlook
- Marra-Desimone Park
- Cesar Chavez Park
- River City Skate Park

Long Range Development Plan for Marra-Desimone Park

Report Details

Author: JA Brennan Associates
Year: 2008
Length: 38 pg.
Where: http://www.seattle.gov/parks/projects/marra-desimone/files/LRD_plan_final_report.pdf

Overview

After the acquisition in 2004 of the Marra-Desimone farm by Seattle Parks and Recreation from King County, design was started so the site could be developed as a community resource for the residents of South Park.

"The vision for the park is to create an engaging and welcoming urban park that provides open space and educational benefits to the South Park community, meets the operational needs of the Marra Farm Coalition's programs, and offers an agriculturally-based educational resource/model for the city of Seattle."

Key Findings

Current site stewards and volunteers continue to refer to the Marra-Desimone Park Plan as they improve the site to meet the needs of the communities it serves. Marra Farm,

"...provides needed community park space for the South Park neighborhood and preserves and enhances the agricultural use that the Marra Coalition has initiated. The park also offers opportunities for education and passive recreation and provides environmental, social and agricultural values to City residents."

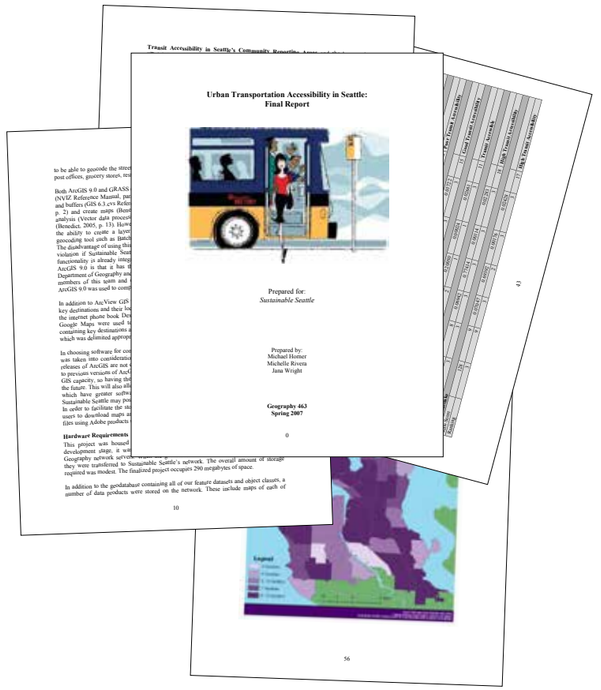
Neighborhood Sites Most Impacted

- Marra-Desimone Park

Urban Transportation Accessibility in Seattle: Final Report

Report Details

Author: Sustainable Seattle & University of Washington Dept. of Geography
Year: 2007
Length: 65 pg.
Where: http://staff.washington.edu/mhorner/files/Seattle.doc



Overview

"In this collaborative project between Sustainable Seattle and the University of Washington's Department of Geography, students sought to determine the transportation accessibility of Seattle's communities. Urban transportation accessibility was evaluated through two salient factors and associated subcategories. These main categories consisted of destinations, both in terms of frequency and variety, and walkability, measured through existence of sidewalks, crosswalks, slopes and bus stops.
In order to meet the project goal, significant analysis was performed on the various factors that influence transit accessibility in the communities of Seattle."

- From the Introduction, Pg. 1

Key Findings

The final rating given to the South Park neighborhood was "Poor Transit Accessibility". Only one neighborhood (Interbay) received a lower score than South Park, while six others received the same score. South Park received the lowest score possible in every one of the six categories except Steep Slope Percentage. The findings provided by this data analysis indicates the severity of the circulation problem in South Park.

Neighborhood Sites Most Impacted

- South Park Greenway Loop

Open Space at 12th & Trenton

Report Details

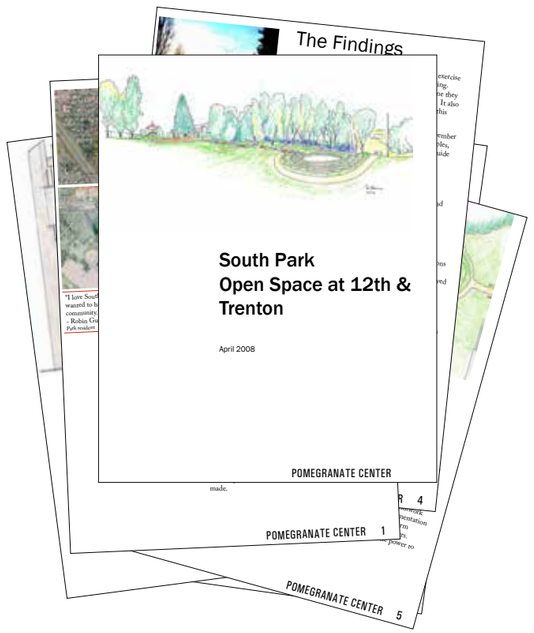
Author: Pomegranate Center
Year: 2008
Length: 14 pg.
Where: http://www.seattle.gov/neighborhoods/southpark/docs/South_Park_Booklet_FINAL.pdf

Overview

The 2006 South Park Action Agenda (see below), is,

> *"...a vision statement for the community of South Park but it also outlines strategies to achieve this vision. Among the priorities that unfolded during the inception of the Action Agenda were a focus on: improving the environmental health of the community; engaging residents in planning processes; building a safer neighborhood; enhancing current south park amenities and creating additional ones."*

The 12th and Trenton Stairs Overlook is one site identified in the report as a target for these improvements. The Pomegranate Center was hired to lead 3 community design meetings to explore how best to achieve these goals. This report presents their findings and design.



Key Findings

> *"Over the course of six months Pomegranate Center led South Park residents in creating a park concept. This concept was carefully designed to build on prior work done by groups such as AIA. It is a concept intended to compliment the momentum of other community efforts and yet offer a unique asset to South Park."*

The 12th and Trenton Stairs and Overlook area plan was never implemented, and remains an area of the neighborhood in need of improvement for public safety, recreation, habitat, connectivity, and a destination for walkers. The plan's detailed designs and implementation strategies could be picked up and utilized by future groups.

Neighborhood Sites Most Impacted

- 12th and Trenton Stairs and Overlook

Duwamish Valley Vision Map & Report

Report Details

Author: Duwamish River Cleanup Coalition
Year: 2009
Length: 143 pg.
Where: http://duwamishcleanup.org/wp-content/uploads/2012/02/Duwamish-Valley-Vision-Report-2009.pdf

Overview

"*The Duwamish Valley Vision 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 The Report and 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.*"

- Pg. 5, From the Introduction

Key Findings

The Duwamish Vision presents the results of a community's in depth future "visioning" exercise in the context of a large Superfund sediment cleanup process. The Lower Duwamish Superfund cleanup could go on for the next 20-50 years, and the goals of the Vision are to ensure that the future cleanup levels meet the future needs of the community. The Vision includes Environmental Features, Community Amenities, Transportation, and Economic Development. The Duwamish Vision's wide public engagement and support, and the many sites that are identified for habitat, recreation, wayfinding, and community-building create direct synergies with the Green Space Vision Plan.

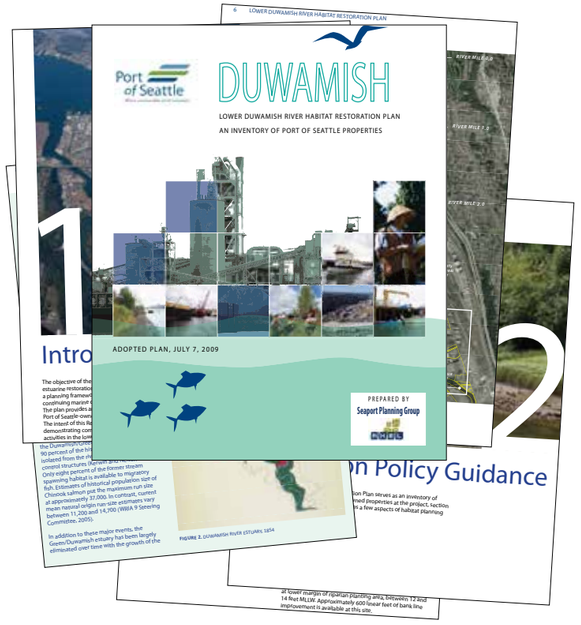
Neighborhood Sites Most Impacted

- South Park Greenway Loop
- South Park Community Center
- Duwamish Waterway Park
- 12th & Elmgrove Street End
- 5th Ave Street End
- 14th Ave Improvements
- South Park Plaza
- Rose Street End
- Concord Elementary
- 2nd Ave Street End
- 12th and Trenton Stairs and Overlook
- Marra-Desimone Park
- Riverside Drive Park
- Southern Street End
- Cesar Chavez Park
- River City Skate Park
- South Park Meadow
- Terminal 117

Lower Duwamish River Habitat Restoration Plan

Report Details

Author: Port of Seattle
Year: 2009
Length: 96 pg.
Where: http://www.portseattle.org/Environmental/Water-Wetlands-Wildlife/Documents/Final_DuwamishMP_20090716.pdf



Overview

The objective of the Lower Duwamish River Habitat restoration Plan is to evaluate estuarine restoration opportunities in the Duwamish Waterway and to prepare a planning framework for shoreline and aquatic area restoration coincident with continuing marine commerce and industrial use in the Duwamish Waterway. The plan provides an inventory of potential habitat restoration opportunities on Port of Seattle owned property and guidance for future implementation efforts. The intent of this Restoration Plan is to develop a habitat restoration framework, demonstrating compatibility with existing and future marine industrial uses and activities in the lower Duwamish River.

Key Findings

The Port's Plan is an inventory of existing intertidal and shoreline conditions and potential restorative actions that could be implemented at each of the currently identified restoration sites.
Most of the identified sites have irregular rubble bank lines, substantial exposed intertidal areas, without any riparian or marsh habitat. Potential restoration actions could include regrading the Port-owned bank line and narrow upland strip, removal of rubble and establishing plants and other habitat features.
In South Park, the Port's identified sites are:
Project 14: 2nd Avenue Street End
Project 15: 5th Avenue and Fontanelle Street End
Project 19: South Chicago to South Kenyon St.
Project 20: South Park Neighborhood Street Ends
Project 23: Terminal 117
Project 25: Shoreline corridor habitat

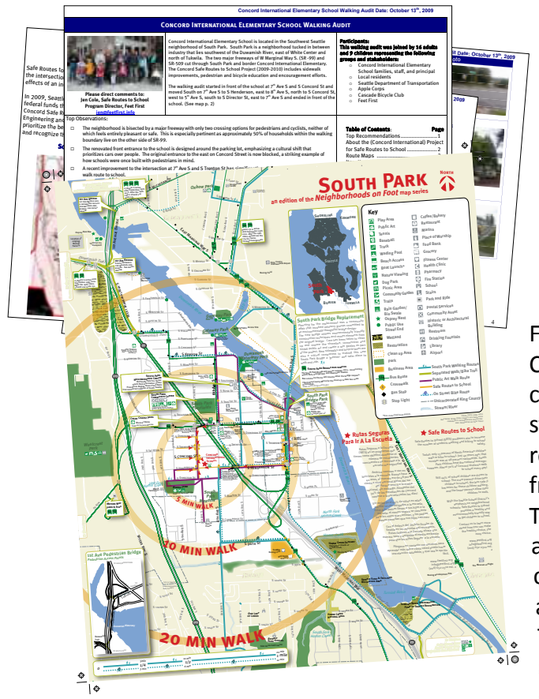
Neighborhood Sites Most Impacted

- Duwamish Waterway Park
- 12th & Elmgrove Street End
- 5th Ave Street End
- South Park Plaza
- Rose Street End
- 2nd Ave Street End
- Southern Street End
- Terminal 117

Feet First Concord Elementary Analysis & South Park Map

Report Details

Author: Feet First
Year: (Analysis) 2009; (Map) 2012
Length: 10 pg; 2 pg
Where: http://www.feetfirst.org/what-we-do/walking-audits; http://www.feetfirst.org/walk-and-maps/download-maps



Overview

Feet First was engaged to perform a walking analysis for Concord Elementary in an effort to understand the constraints, challenges, and opportunities to increase the walkability for students in South Park. These efforts focus on the school's relationship to the neighborhood by walking potential routes from the school and documenting their observations.
The Neighborhoods on Foot map came after the Concord analysis and is a way to both celebrate and transform a community. The map features important current events, up and coming groups, and how to engage with the community. The unique interactive approach engages people of different ages, backgrounds, and cultures. The map provides a common community language from which passion, understanding, and enthusiasm can be captured.

Key Findings

- The neighborhood is bisected by a major freeway with only two crossing options for pedestrians and cyclists, neither of which feels entirely pleasant or safe. This is especially pertinent as approximately 50% of households within the walking boundary live on the east side of SR-99.
- The renovated front entrance to Concord school is designed around the parking lot, emphasizing a cultural shift that prioritizes cars over people.
- A recent improvement to the intersection at 7th Ave S and S Trenton St has significantly enhanced the safety of a major walk route to school.
- While S Trenton St. diverts truck traffic from immediately in front of the school, this area is along a route commonly used by trucks that poses issues for pedestrians, especially to the north and east of the school.

Neighborhood Sites Most Impacted

- South Park Greenway Loop
- South Park Community Center
- Duwamish Waterway Park
- 14th Avenue Street End
- Marra-Desimone Park
- Riverside Drive Park
- Cesar Chavez Park
- River City Skate Park

Pedestrian Lighting Citywide Plan

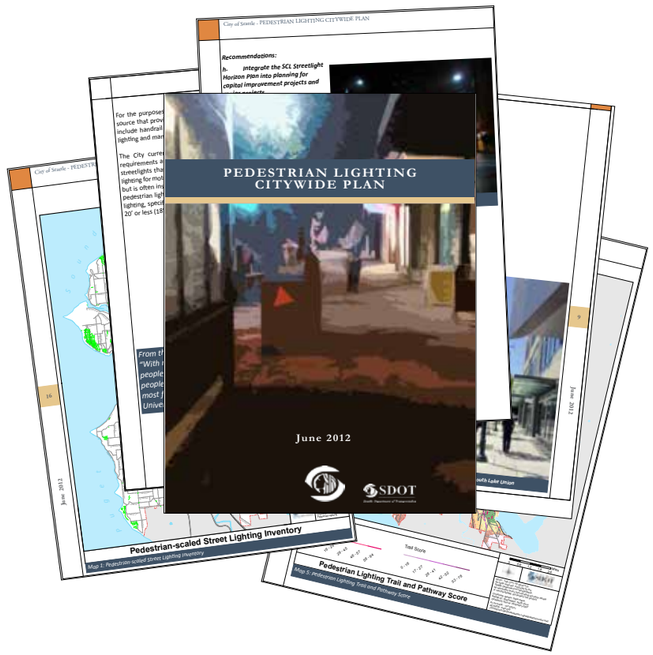
Report Details

Author: Seattle Dept. of Transportation & Seattle City Light
Year: 2012
Length: 35 pg.
Where: http://www.seattle.gov/transportation/pedestrian_masterplan/docs/PedLightingFINAL.pdf

Overview

"The Pedestrian Lighting Citywide Plan provides a snapshot of the City's approach to pedestrian lighting within the right-of-way and puts in place a blueprint for outlining the needs and opportunities for pedestrian lighting citywide. This plan is a follow-up to help implement the Pedestrian Master Plan and is specific to pedestrian lighting located within the city-owned right-of-way. The plan also has implications for private lighting where noted."

- From the Introduction



Key Findings

According to the report, the City's approach to pedestrian lighting has been fragmented over the years. Pedestrian lighting does not fit neatly into a single department's work plan, nor has it been prioritized for planning and design at a citywide level. Seattle does not have pedestrian lighting requirements citywide.

The primary departments invested in pedestrian lighting in the right-of-way are Seattle City Light (SCL) and Seattle Department of Transportation (SDOT). The following is an overview of the most common processes used to install pedestrian lighting in the ROW:

- Neighborhood Plans and Urban Design Guidelines
- Street Design Concept Plans Implementation
- Capital Improvement Projects (CIP)
- Major Projects
- Street Improvement Permits (SIP)
- Streetlight Districts
- Pedestrian Lighting Program
- Local Improvement Districts (LID)

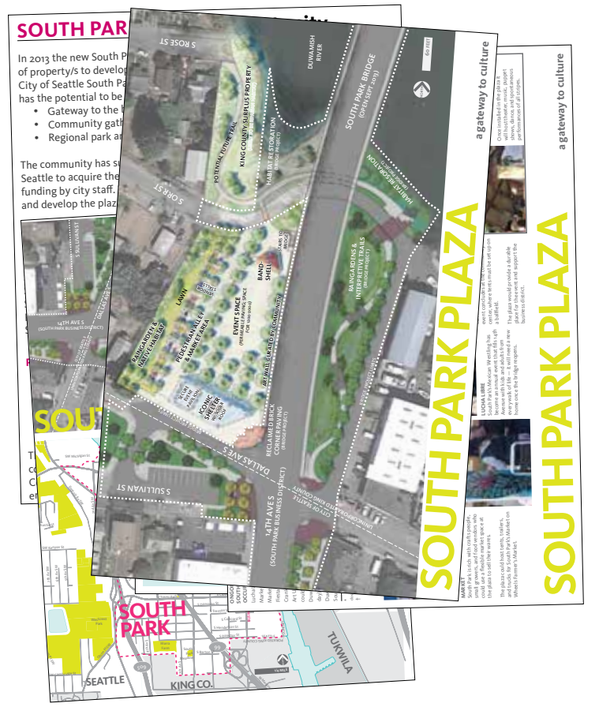
Neighborhood Sites Most Impacted

- South Park Community Center
- Duwamish Waterway Park
- 5th Ave Street End
- Riverside Drive Park
- 2nd Ave Street End
- Concord Elementary
- 12th Ave Street End
- 14th Ave Improvements/South Park Plaza
- River City Skate Park
- Rose Street End
- Southern Street End
- 12th and Trenton Stairs and Overlook
- Marra-Desimone Park
- Cesar Chavez Park
- Terminal 117
- South Park Meadow
- South Park Greenway Loop

South Park Plaza: A Gateway to Culture

Report Details

Author: Meredith Hall/South Park Design Lab
Year: 2012
Length: 3 pg.
Where: Not Publicly Available



Overview

The South Park Plaza concept designs were developed by Meredith Hall, local resident, landscape architect and member of the South Park Design Lab. This preliminary concept design accompanied the successful Parks and Green Spaces Opportunity Fund proposal, submitted by the Environmental Coalition of South Seattle on behalf of the South Park Community. This project was awarded $669,000 from Seattle Parks and Recreation in 2013 to acquire three acres of private property at the base of the new South Park Bridge for a new community gathering space. Parks is currently in negotiations to secure the future park space. If developed, this project will go through Park's public involvement procedure which includes public meetings and community input to arrive at the final design.

Key Findings

With the new South Park Bridge soon to be completed there is energy around the South Park Plaza. The potential acquisition of properties to develop a plaza presents a once-in-a-lifetime opportunity for the City of Seattle and South Park neighborhood to develop:

- Gateway to the business district
- Community gathering space for festivals and market days
- Regional park amenity and connection to the Duwamish River

The community has been awarded an Opportunity Fund from the City of Seattle to acquire the site for community use and been recommended for funding by city staff. If acquired, additional resources will be needed to plan and develop the plaza as a public gathering and park space.

Neighborhood Sites Most Impacted

- 14th Avenue Improvements
- South Park Plaza

Conceptual Design Report Riverside Drive Street End Project

Report Details

Author: Anchor QEA, LLC
Year: 2012
Length: 38 pg.
Where: http://seattleparksfoundation.org/Riverside_Final_Conceptual_Design_Report.pdf

Overview

"The Seattle Parks Foundation partnered with Seattle Parks and Recreation (Parks), Seattle Department of Transportation (SDOT), and the Port of Seattle (Port) to develop a design concept for the Riverside Drive Street End Project (Project) site. The Riverside Drive Street End is a public right of way (ROW); the upland portion of the site is owned by the City of Seattle (City) and managed by SDOT, and the shoreline is owned by the Port. The intent of the conceptual design is to establish a design that integrates habitat restoration of the Duwamish Waterway shoreline with public use of the site and to extend the public access improvements from the existing Port-owned South Park public access site into the Project site."

Key Findings

The Concept Design Report for Riverside Drive Street End project sets a good example for collaborative shoreline and upland public access and habitat sites. The Riverside Drive project is also an example of reclaiming underused parcels adjacent to the river for public benefit. Seattle Parks Foundation, the Port of Seattle, Seattle Department of Transportation, and Seattle Parks Foundation engaged South Park business owners, workers and residents to learn about concerns and support for the project. Ultimately, the project demonstrates that the community can work together to overcome concerns and provide necessary open spaces and habitat areas. Construction on the project will begin in July 2014.

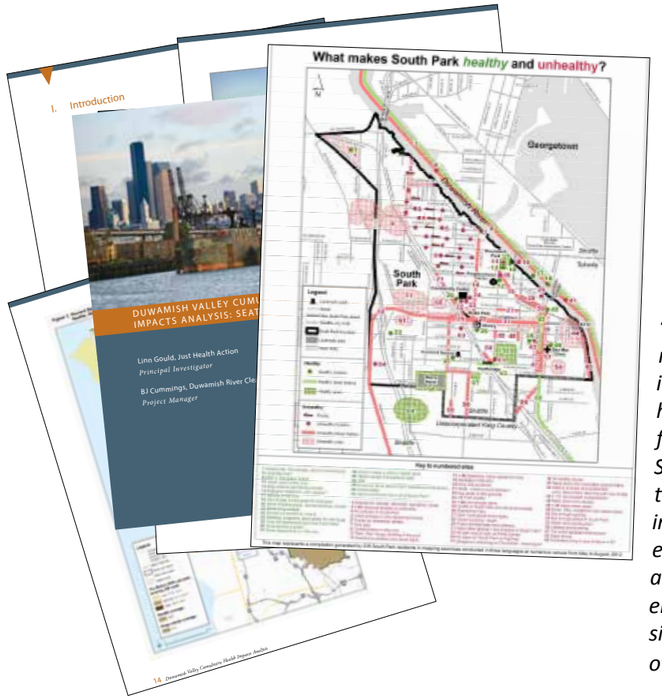
Neighborhood Sites Most Impacted

- Riverside Drive Park

Duwamish Valley Cumulative Health Impacts Analysis

Report Details

Author: Duwamish River Cleanup Coalition (DRCC/TAG)
Year: 2013
Length: 48 pg.
Where: http://duwamishcleanup.org/wp-content/uploads/2013/03/CHIA_low_res.pdf



Overview

"South Seattle's Duwamish Valley has long been referred to as a community with environmental injustices—a community with disproportionately high environmental health burdens and risks and fewer positive environmental benefits than the rest of Seattle—but limited evidence has been available to date to validate or quantify this characterization. Cumulative impacts are defined as: "any exposures, public health, or environmental effects from the combined emissions and discharges, in a geographic area, including environmental pollution, from all sources, whether single or multimedia, routinely, accidentally, or otherwise released" (OEHHA, 2010)." -Page 2

Key Findings

"ZIP code 98108 has the highest cumulative impact score of all Seattle areas in the study. The cumulative impact score is a combination of socioeconomic, environmental, and public health conditions ranging from 6–120, with higher scores indicating disproportionate impacts. 98108 received the highest score (106), while the lowest score (13) was for Magnolia (98199). ZIP code 98108 ranks poorly for most environmental health factors. South Park and Georgetown residents, examined separately from the rest of 98108, have a life expectancy of 73.3 years, eight years shorter than the Seattle and King County average (81.5 years), and 13 years shorter than for residents of Laurelhurst, in the 98105 ZIP code (86.4 years)."

Neighborhood Sites Most Impacted

- South Park Greenway Loop
- South Park Community Center
- Duwamish Waterway Park
- 5th Ave Street End
- Riverside Drive Park
- 2nd Ave Street End
- Concord Elementary
- 12th Ave Street End
- 14th Ave Improvements/South Park Plaza
- River City Skate Park
- Rose Street End
- Southern Street End
- 12th and Trenton Stairs and Overlook
- Marra-Desimone Park
- Cesar Chavez Park
- Terminal 117
- South Park Meadow

Seattle Neighborhood Greenways

Report Details

Author: Green Futures Lab
Year: 2013
Length: 52 pg.
Where: http://issuu.com/neighborhoodgreenwayssea/docs/neighborhoodgreeways_toolkit_final

Overview

The Seattle Neighborhood Greenway Toolkit was created as a guide for citizens who want to image and promote Neighborhood Greenways in Seattle. This toolkit is meant to inspire as well as provide practical help in getting greenways started in your community.

Key Findings

"80% of Seattle's publicly owned land is used for streets. Historically, streets have been dominated by the movement of vehicles but as more people choose to walk and bike, the Seattle Department of transportation (SDOT) wants to address a wider range of needs."

"Neighborhood Greenways enhance safety for those who wish to walk or bike, without preventing cars from getting where they need to go. Each street and intersection presents a unique set of circumstances for which a variety of physical elements can be employed to reduce traffic volumes and retain low speeds."

Neighborhood Sites Most Impacted

- South Park Greenway Loop

Environmental Justice Analysis for the Lower Duwamish Waterway Cleanup

Report Details

Author: Environmental Protection Agency
Year: 2013
Length: 79 pg.
Where: http://www.epa.gov/region10/pdf/sites/ldw/pp/ej_analysis_ldw_feb_2013.pdf

Overview

"The Lower Duwamish Waterway (LDW) is an urban estuary with a long history of alteration and industrialization. The LDW was listed on the National Priorities List (NPL), in 2001. This environmental justice analysis provides an assessment of the environmental and environmental health the impacts of the proposed Superfund cleanup actions on the affected community1. This includes an assessment of the outcomes of proposed Superfund actions on the community, and what environmental justice concerns stem from those proposed actions." - Page 4

Key Findings

As South Park is an environmental justice neighborhood the people living and working there are exposed to adverse impacts related to the Lower Duwamish Superfund site.

> *"From an environmental justice perspective, the focus of the cleanup should be on decreasing health risks from fish consumption as much as possible; minimizing impacts to cultural and recreational uses of the river; while at the same time avoiding or minimizing the use of institutional controls over the long term."*

Institutional controls include warning signs, fences, and other physical barriers to the river.

Neighborhood Sites Most Impacted

- Duwamish Waterway Park
- 12th & Elmgrove Street End
- 5th Avenue Street End
- South Park Plaza
- Rose Street End
- 2nd Avenue Street End
- Southern Street End
- Terminal 117

South Park Design Lab Website

Report Details

Author: South Park Design Lab
Year: 2014
Length: N/A
Where: http://www.southparkdesignlab.org/

Overview

"The South Park Design Lab is a group of designers, planners, artists, and, most of all, doers, based in Seattle's South Park neighborhood." They support the vision crafted by the South Park Action Agenda, which envisions a safe, healthy, and diverse community, "that takes pride as Seattle's only riverfront village, practices responsible stewardship of the river, and supports a variety of commercial, industrial, recreational, and wildlife uses along the river."

Key Findings

The Design Lab members are involved with the South Park community and will play a crucial role in the future implementation of the South Park Green Space Vision plan. The Design lab offers their support and design services related to Idea Incubation, Design Resources, Education, Advocacy, and Connections with the Design Community.

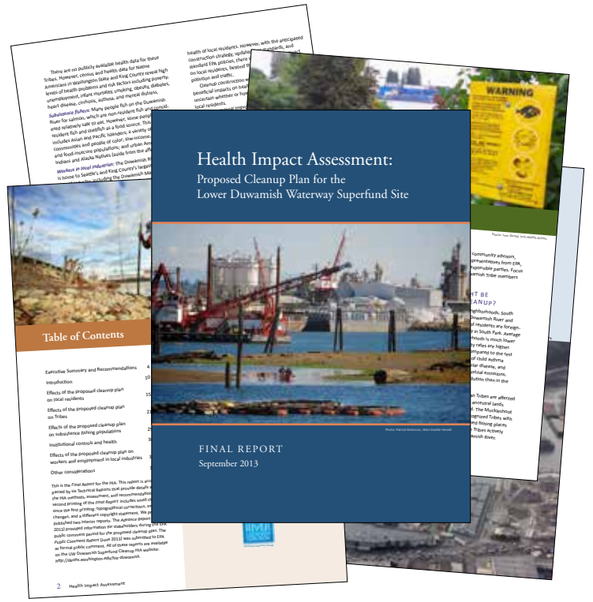
Neighborhood Sites Most Impacted

- South Park Community Center
- Duwamish Waterway Park
- 14th Ave Street Improvements
- Concord Elementary
- 12th and Trenton Stairs Overlook
- Marra-Desimone Park
- Riverside Drive Park
- Cesar Chavez Park
- River City Skate Park
- South Park Meadow
- Terminal 117

Health Impact Assessment

Report Details

Author: Duwamish River Cleanup Coalition
Year: 2013
Length: 40 pg.
Where: http://deohs.washington.edu/sites/default/files/research/HIA_final_report_10-15-13_low_res.pdf



Overview

"More than a century of industrial and urban wastes have contaminated Seattle's Duwamish River. The Environmental Protection Agency (EPA) placed the Lower Duwamish Waterway on the Superfund List in 2001. On February 28, 2013, EPA released its Proposed Plan for cleanup of the site. EPA accepted public comment on the Plan until June 13, 2013. The HIA focused on four vulnerable populations whose health and well-being might be affected by the proposed cleanup. The HIA was guided by Resident and Tribal Advisory Committees, individual community advisors, and a Liaison Committee, with representatives from EPA, other agencies, and potentially responsible parties. Focus groups were conducted with Duwamish Tribe members and urban subsistence fishers."

Key Findings

"The proposed cleanup will reduce health risks from seafood consumption and contact with sediments and the shoreline. However, residual contamination in sediment, fish, and shellfish will still be higher than Puget Sound background after cleanup, and EPA predicts resident seafood will still be unsafe for human consumption. The necessary fishing advisories will be more restrictive than elsewhere in Puget Sound, will be required for at least 40 years, and could persist in perpetuity."

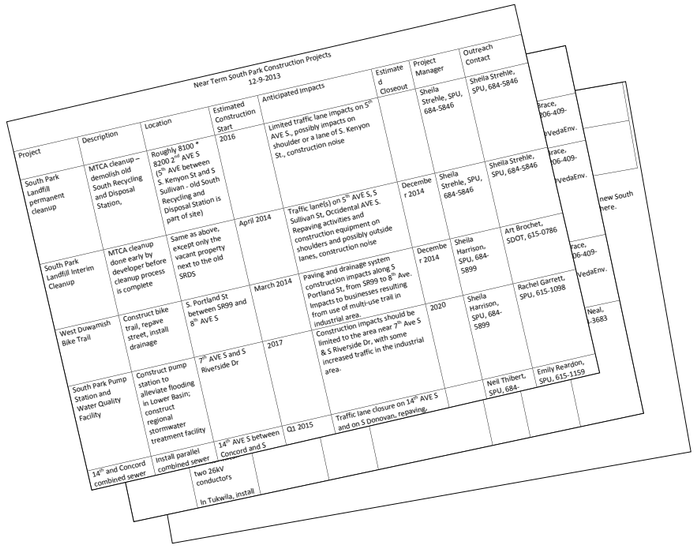
Neighborhood Sites Most Impacted

- Duwamish Waterway Park
- 12th and Trenton Stairs Overlook
- 5th Avenue Street End
- Rose Street End
- 2nd Avenue Street End
- Southern Street End

Near Term South Park Construction Projects

Report Details

Author: Seattle Public Utilities
Year: 2013
Length: 3 pg.
Where: ...



Overview

Seattle Public Utilities, Seattle Department of Transportation, City Light, the Port of Seattle and their consultants, have multiple projects in process 2014-2020. This document is a summary and contact sheet for the referenced project's leadership team.

Key Findings

Agency coordination is important for communication about adjacent or co-located projects. Projects that have been identified by the community as priority sites for the South Park Green Space Vision will need agency cooperation and coordination to ensure that all opportunities are maximized to improve open space and habitat in the neighborhood.
King County Roads and King County Wastewater Treatment Division should be invited to join this inter-agency group to ensure coordination between the two government agencies.

Neighborhood Sites Most Impacted

- South Park Greenway Loop
- 14th Ave Street Improvements
- South Park Plaza

Seattle Bicycle Master Plan

Report Details

Author: Seattle Department of Transportation
Year: 2014
Length: 130 pg.
Where: http://www.seattle.gov/transportation/bikemaster_materials.htm

Overview

"A bikeable city is one where people ride bikes because it is a convenient, fun, safe and healthy choice. It is a city in which people of all ages and abilities bicycle for any trip purpose. While many people in Seattle currently ride bicycles, the 2013 Seattle Bicycle Master Plan (BMP) aspires to encourage and accommodate even more people to ride a bike. The BMP provides a blueprint to make it easier to decide to ride."
- Introduction

Key Findings

South Park is barely recognized or referenced in the Bicycle Master Plan, and the map of the Southwest sector cuts off more than half of the neighborhood including the South Park Bridge and connections to Georgetown and points south. The Portland Avenue bike route is on their plan, which will help connect the missing link between the Duwamish Trail at West Marginal Way and where it picks up again just south of South Park. It does not reflect the updated changes that SDOT and the local South Park businesses worked out, nor the proposed Greenway route through the non-arterial streets of South Park. The proposed South Park Circulation Master Plan can be shared with SDOT to be included in future Bike Master Planning efforts.

Neighborhood Sites Most Impacted

- South Park Greenway Loop

Terminal 117 Overview Map and Streets Landscape Character

Report Details

Author: Port of Seattle, City of Seattle, EPA
Year: (Map) 2014; (Streets) 2014
Length: 1 pg; 10 pg
Where: http://www.t117.com/documents/OverviewT117Map_1-31-14version.pdf
http://www.t117.com/documents/streets_yards/OutreachFigures_20140212.pdf

Overview

The Terminal 117 Streets and Landscape Improvements document offers a visual tour of the projects that are underway in the area to the east of 14th Avenue and the South Park Bridge. The project uses rain gardens, bioretention, Filterra (R) Tree Box technologies to convey and store roadway runoff.

Key Findings

Improved pedestrian enhancements and beautification of the road right-of-way, offer visitors a much nicer environment to visit. The improvements also create a visual connection from the South Park Bridge to the future Terminal 117 shoreline public access site.

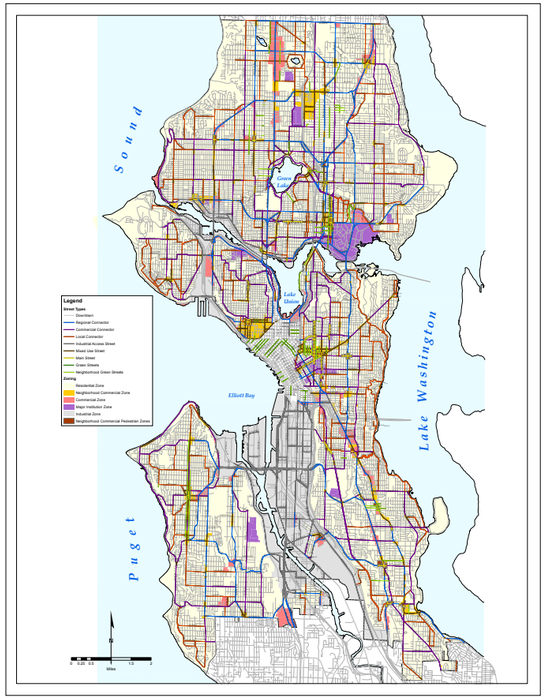
Neighborhood Sites Most Impacted

- Terminal 117

Street Definitions Map

Report Details

Author: Seattle Department of Transportation
Year: N/A
Length: 1 pg.
Where: http://www.seattle.gov/transportation/docs/rowm_TSPStreetTypesSept292005.pdf



Overview

A map showing Seattle's street types and zoning areas.

Key Findings

The street definitions map provides information about the different streets types in South Park. This helped the design team figure out the primary freight truck routes through the neighborhood.

Neighborhood Sites Most Impacted

- South Park Greenway Loop
- 14th Ave Improvements

Public Outreach

A key component of the research process for the Green Space Vision Plan was connecting with South Park residents to understand their priorities, needs, and concerns for green space in the neighborhood. The following chapter examines the actions and results of the public outreach process used to connect with residents, gather their feedback, and interpret the findings. This content is divided into 3 sections: *Methodology*, *Community Forums*, and *Key Findings*.

Planning project outreach and communication with the public in South Park was intentionally sensitive to the limitations of peoples' free time as many community members work multiple and evening jobs. The consultant team developed a plan that was strategic with residents' time so that participation occurred when it was most needed and the rest of the time people received information through trusted community liaisons or ambassadors, online sources (listserve, Facebook, project survey page), fliers, mailers, and display at key neighborhood locations.

Successful outreach methods have shown that people who are trusted by the community can help the project communications team deliver interpreted information in native languages more effectively than through printed translated materials. Visual materials and one-on-one conversations have been found to be most effective. Neighbors providing accurate project information through word-of-mouth will generate the most interest in community efforts. There is a lot of local knowledge found within neighborhood leadership, and it's important for project team members to treat local leaders as partners in the project.

In order to reduce the perceived stigma of yet another neighborhood visioning/planning project in which people are asked to participate, the Green Space Vision planning effort worked to build upon the community's past park planning efforts and current infrastructure needs to identify much-needed improvements to public lands.

The Seattle Parks Foundation team also coordinated efforts with Seattle Public Utilities, Seattle Department of Transportation, Seattle Parks and Recreation, Seattle City Light, King County Wastewater, King County Transportation, Washington State Department of Transportation, and the Port of Seattle so that all opportunities for parks and open spaces would be maximized, including Duwamish River shoreline street ends, connectivity between sites, and in and along existing parks and other open spaces.

South Park's nexus of residential and industrial uses brings challenges and opportunities for new parks and open spaces. Creating streets that provide safe walking, biking and driving surfaces as well as clear sight lines and good lighting were important factors to consider during the design process.

Community needs and priorities focus on the following:

- Parks and open spaces need to be welcoming, safe and accessible to all users
- Park and open space development in line with community goals will require significant public and private investment over a long time horizon
- South Park's open spaces are many and diverse, allowing a long-term development strategy for a wide variety of purposes
- South Park's Duwamish River shorelines provide access to the river and are part of a natural system in the process of a larger cleanup and restoration effort
- Accessible shorelines must be reserved for the benefit of the entire community
- Wayfinding between sites and central gathering hubs is integral to the longterm success of South Park's recreational assets

Methodology

Methodology

Engagement Tools and Techniques

We took a strategic and systematic approach to public outreach and stakeholder engagement during the creation of the South Park Green Space Vision Plan. Through outreach efforts we were able to get feedback from over 500 individuals. Our methods included: fliering, paper surveys, on-line surveys, image posters with the opportunity to prioritize open space improvements, community forums, one-on-one stakeholder engagement, coordination with local agencies, a project Facebook page, regular postings to the neighborhood listserve, and meeting with elementary school students. Outreach strategies included:

Tabling at Community Events: Winterfest, Art Under $100, Concord Science Night, and the Food Bank were attended and community feedback solicited about the Green Space Vision Plan Project.

Multiple Visits to a Concord Elementary 5th Grade Classroom: Members of the design team conducted visits with a 5th grade class taught by Kate Ayers. From January through April, students were actively engaged in the entire project, from developing and presenting parks and open space proposals from developing and presenting their ideas for neighborhood parks and open space improvements, to offering design ideas for specific priority sites, to highlighting the specific open space and recreational needs of South Parks many children. A steering committee member also gave a presentation to the PTA in January.

Before and After School Care at South Park Community Center: Isabel Mireles, a childcare provider in South Park, help the outreach team connect with young Latino families to hear their insights and needs relating to local green spaces. Isabel also helped to first engage young children in the process of envisioning improvements for the SPCC through drawing exercises outlining specific features desired in public open spaces. These drawings were submitted to the South Park Vision Plan early on in the project.

South Park Neighborhood Association meeting: An early outreach effort to SPNA members get the word out about the project and to enlist volunteers fo neighborhood ambassadors. We presented ideas for engaging the community, an overview of the project time line, and goals for the project.

Empowering Latina Leaders in Action Group (ELLA): Outreach to this group included a December 9th workshop with a follow-up meeting in January. Consequently, women from this group attended both forums.

One-on-one interviews: Small group focus groups/workshops were organized at the South Park Community Center with a variety of community groups:

- The Community Kitchen - A collaboration between Marra Farms and SeaMar Health Centers.
- Teen Late Night Dinner

SeaMar Radio "El Rey 1360": There were three radio sessions hosted by Ninfa Quiroz on El Rey 1360, a local Spanish radio station. These sessions were:

- January 11th - An hour long conversation with hosts and Pumas coach regarding importance of exercise/recreation and connected need for recreational open spaces for South Park youth in particular and Latino youth in general.
- January 25th - Reminder of upcoming forum on 1/28, about 20 minutes of air time.
- February 1 - Provided overview of attendance and results from the 1/28 forum and also invited folks to ELLA immigration forum.

Door-to-Door Engagement: Neighborhood ambassadors hired through ECOSS went around South Park to engage with Southeast Asian community members in their homes.

Neighborhood Bike Ride: Led by Barker Landscape Architects and SPF, focusing on the issues, constraints, and opportunities for bicycle facility infrastructure in South Park.

Meeting with South Park Seniors:

Meeting with South Park Latino Seniors:

FIRST PHASE:
Fliers
Paper / First Online Survey
Site Priority Community Vote Posters
First Community Forum

Our first round of outreach included posting fliers in both English and Spanish along 14th Avenue business windows, this activity included brief informative conversations with local business owners. These fliers informed community members of upcoming community forums and encouraging them to take an online survey to gain their perspective on current green space amenities within the neighborhood. Fliers were also mailed to each household within the neighborhood. Stand-alone paper surveys were placed in key locations including the South Park Library, South Park Community Center, South Park Neighborhood Center, T117 Office and SeaMar Clinic.

In addition to the community survey the project team inventoried of all existing and potential open spaces within the neighborhood. We identified these sites on a map, further identified them with site photos and through the creation of posters displaying these images, asked residents to vote for their priority site (sites needing most improvement) with stickers indicating their top five desired sites for improvement.

SECOND PHASE:

Second Community Forum

Evaluation of data sets gathered during phase one of public outreach allowed us to identify two significant variables: (1) the type of amenity improvements desired by community members, and (2) the desired open space location for these improvements.

The First Community Forum presented all information gathered in the first phase of community outreach in a comprehensive and easily understood fashion. We wanted participants to be able to weigh-in on our findings, let us know what we missed, and affirm the direction the Green Space Vision Plan was taking. We then led them through a design game in which they played an active role in the design of priority sites.

The second community forum presented participants with results from the first community forum. We again provided the opportunity to weigh-in on the direction of the Green Space Vision Plan, to voice concerns, criticisms and ideas. Conceptual designs for top priority sites had been devised and community forum participants reviewed these ideas and provided feedback.

THIRD PHASE:
Second Online Survey

In addition to hosting a second community forum in which participants were able to review conceptual designs of priority sites and provide feedback, an online survey was created. Images of conceptual designs were posted within the online survey and

Community Forums

Community Forums

At the first community forum attendees were presented with relevant background information on South Park and were led through a design game for high priority sites. Background information included all work completed previously relating to open space and neighborhood improvement as detailed in *Chapter 4*. A time line of neighborhood evolution was also created; visually representing South Parks transition from small farming community to a neighborhood hemmed in by local industry (see *Chapter 3*). All current open space projects were expressed graphically identifying their various stages of project development. Results from the first round of open space surveys were presented in easy to read graphs. These graphs identified existing opens spaces which community members felt should be improved (e.g. the Community Center), as well specific design elements community members wanted to see (e.g. new playgrounds). Students from Concord Elementary School gave brief presentations on what they felt were the priorities for for open space improvement within South Park Neighborhood.

Community Forum participants were first presented with a series of informative posters before they sat down at tables with scaled aerial maps of priority sites. Participants were free to choose which site they were most interested in improving. Sites included: the Community Center, Duwamish Waterway Park, 14th Avenue and Plaza, Concord Elementary, Riverfront Street Ends, and overall Neighborhood Connectivity. Following a brief presentation participants took part in a design game, through which they generated ideas for improvements. Provided a set of design game pieces (small drawings of potential design elements), participants were encouraged to cut out design elements which resonated with them and place them on the site as they felt was appropriate. Participants were free to draw or place sticky notes in the case that their ideas were not adequately expressed through the design game pieces. After this exercise each table presented their ideas to the larger group.

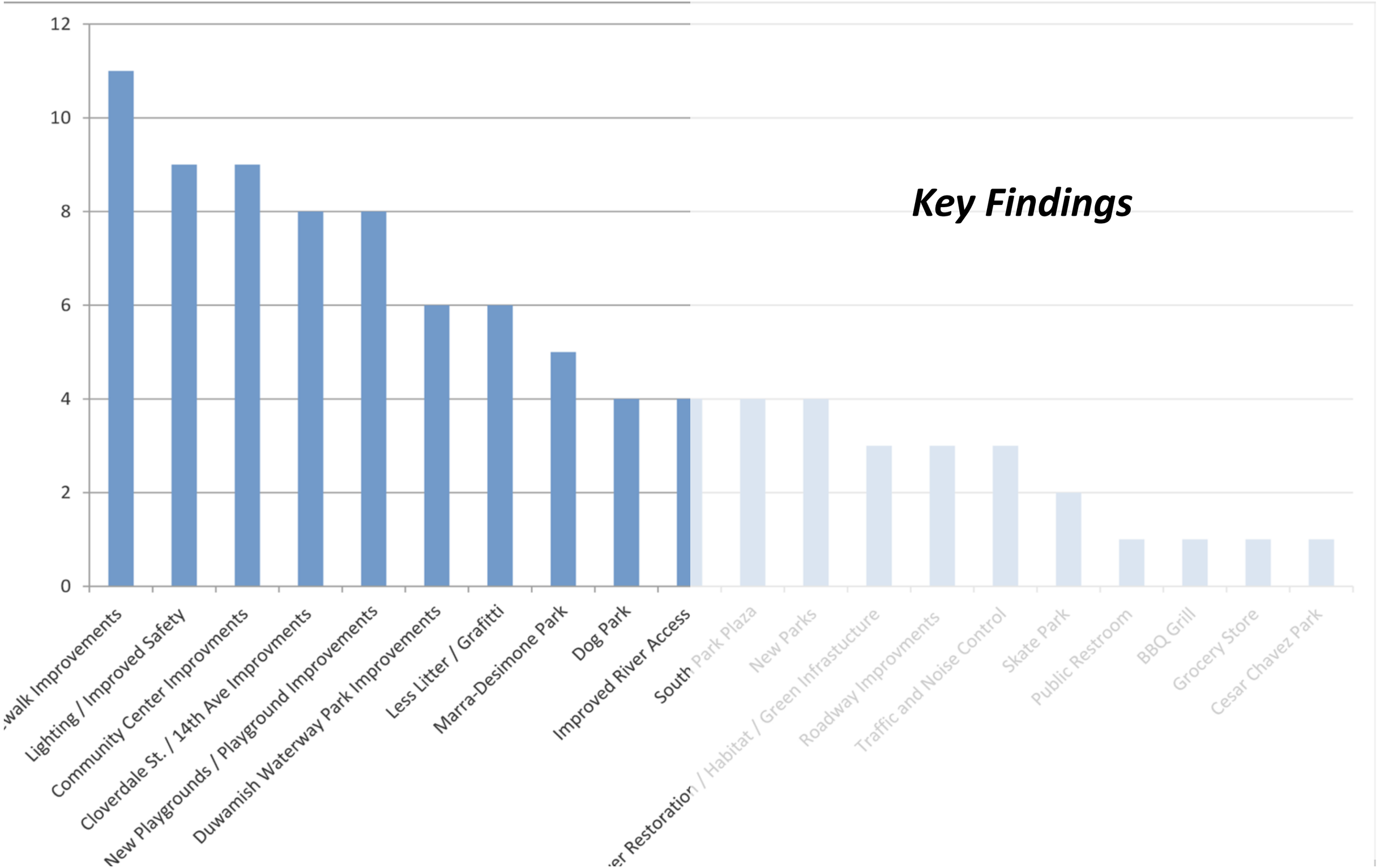
The feedback received from First Community Forum fed directly into our preparation for the Second Community Forum. Design ideas generated by the community were analyzed, community comments were gathered, and from this our conceptual designs for priority sites were created. During the Second Community Forum participants were presented with our conceptual designs for priority sites. Groups of participants systematically cycled through all six tables and were given the opportunity to review and critique each conceptual design.

Due to lack of interest shown at the First Community Design Forum for certain priority sites, namely Concord Elementary and certain riverfront street ends, conceptual designs generated for the Second Community Forum included the following: South Park Plaza, 14th Avenue, 12th and Elmgrove, 5th Avenue St. End, Southern St. End, Rose St. End, Community Center and Duwamish Waterway Park. A conceptual design previously envisioned for the South Park Plaza by the South Park Urban Design Lab without broad community review was presented during the Second Community Forum as the proposed conceptual design. To gain additional community feedback these conceptual designs were displayed online in the form of the second online community survey. Community feedback from the Second Community Forum paired with the second community online survey allowed us to further develop the conceptual designs, better reflecting community needs.

A facilitator listens and records feedback from students playing the design 'game' at the first community forum.

Participants gather at different tables to play design games and have discussions at the first community forum.

School children celebrate after their presentation at the first community forum.


Key Findings
12
10
8
6
4
2
0
walk Improvements
Lighting / Improved Safety
Community Center Improvments
Cloverdale St. / 14th Ave Improvments
New Playgrounds / Playground Improvements
Duwamish Waterway Park Improvements
Less Litter / Grafitti
Marra-Desimone Park
Dog Park
Improved River Access
South Park Plaza
New Parks
/ Habitat / Green Infrastucture
Roadway Improvments
Traffic and Noise Control
Skate Park
Public Restroom
BBQ Grill
Grocery Store
Cesar Chavez Park

Key Findings

Our first community survey asked residents basic questions about their perspective on open space within South Park. Our questions included:

- What parks do you use the most?
- What improvements would you like to see?
- What improvements should be made first?
- What is your priority site?

Survey respondants were first asked which open spaces they use the most. The top five open spaces used most by residents are those which currently provide the most amenity and include: South Park Community Center, Duwamish Waterway Park, Marra-Desimone Park, Riverside Drive Park and Concord Elementary School.

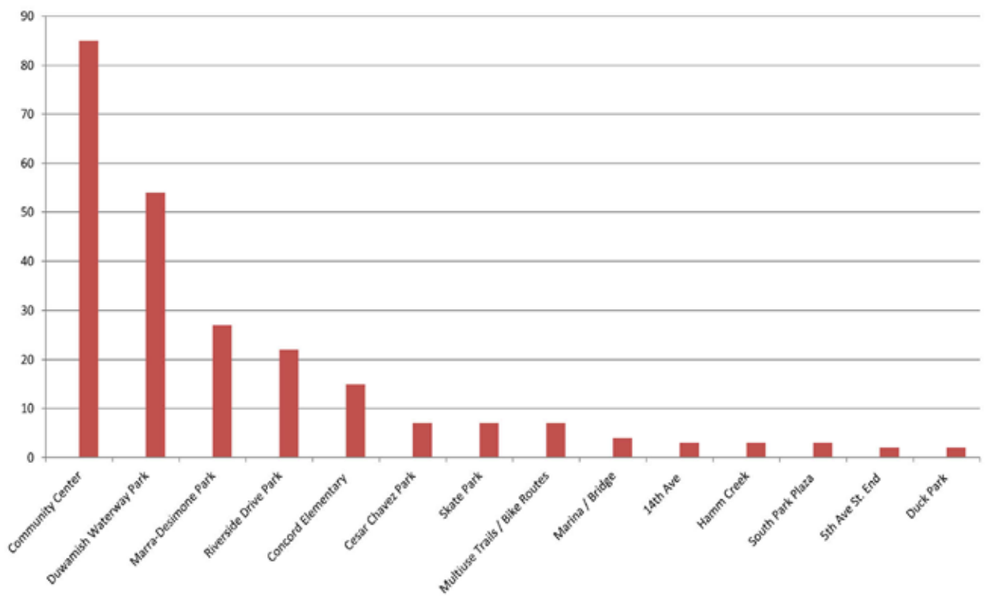
When asked what improvements they'd like to see within the neighborhood South Park community members frequently mentioned the need for more playgrounds or playground improvements; the need for improved safety including a stronger police presence and improved lighting; improvements to sidewalks and walking routes such as improved connections across Coverdale, sidewalk improvements along 8th Avenue, a safe walking route to the Red Apple Market south of the neighborhood and improved safety for cyclists. Community members also mentioned the need for more community programs and events, whether it be exercise programs at the Community Center, job training opportunities, or local festivities. Community members surveyed desired greater access to the river, a cleaner river and more open space in general. Keeping neighborhood streets clean and reducing graffiti was also desired, along with additional amenities such as a dog park and picnic areas large enough for family gatherings.

When asked what improvements should be made first, community members surveyed, in addition to mentioning specific amenities, began to list parks or roadways which they felt needed immediate improvement. Residents felt improvements for cyclists and pedestrians within the neighborhood were a top priority along with improved neighborhood safety and lighting. Of particular concern was the conflict between industrial trucks and pedestrians including air pollution and speed. Some mentioned the need for noise reduction of traffic along Highway 99. Residents felt the Community Center should be improved as well as main arterials 14th Avenue and Cloverdale. New playgrounds and playground improvements were also high on the list. Improvements to Duwamish Waterway Park were desired, and the desire for less litter and graffiti was reiterated.

The priority sites chosen by survey participants reflected the open spaces which they currently use the most. The Community Center was most commonly chosen as a priority site for improvement followed by Duwamish Waterway Park. The desire for improved access to the Duwamish river was reflected in survey participants desire to improve riverfront street ends. A preference for improvements of 14th Avenue was shown as well as the desire for new parks.

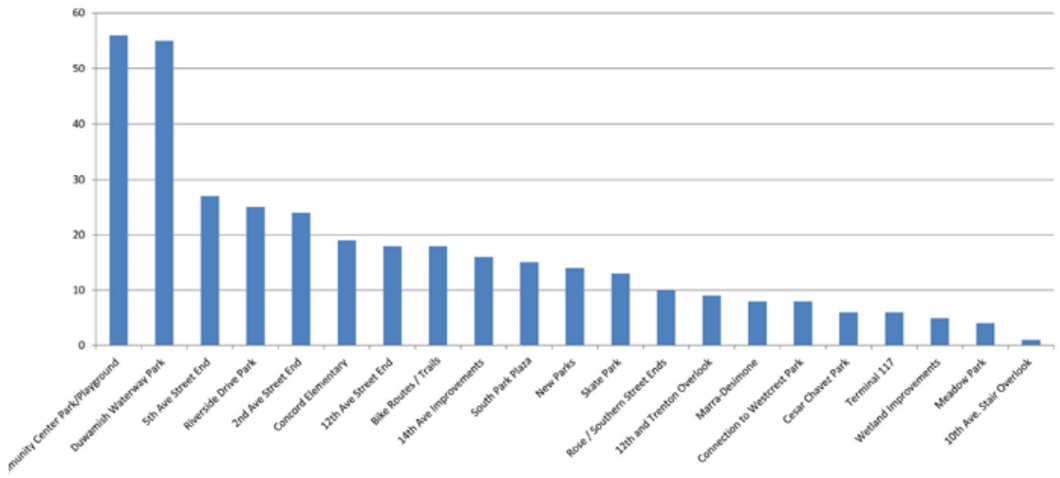
Which parks do you use the most?

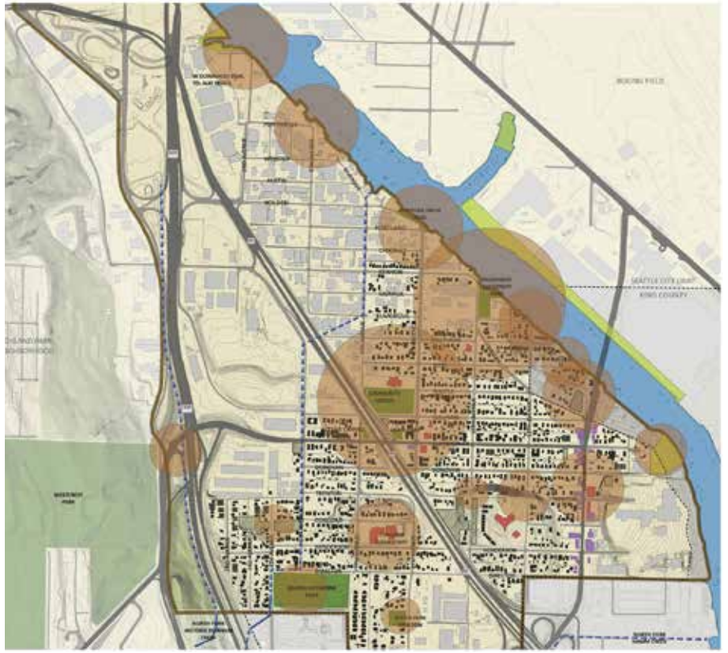
Community members were asked what open spaces they use the most in South Park.



What is your Priority Site?

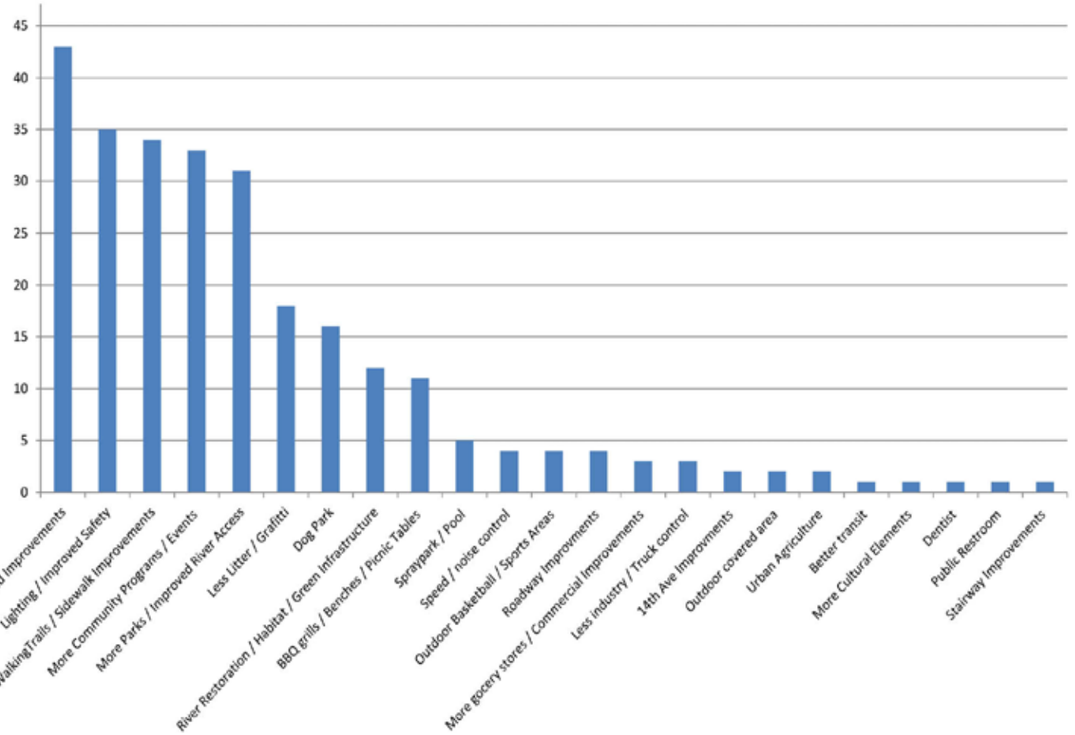
Community members were asked to select the open spaces in South Park they'd like to see improved.





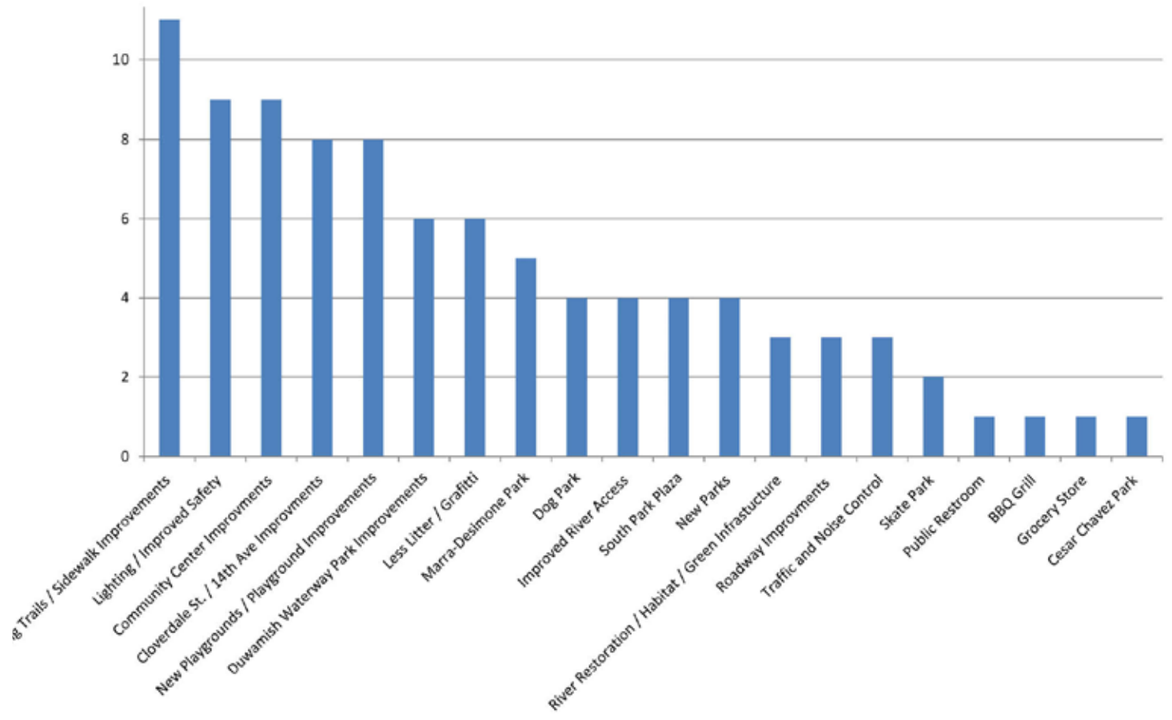
What improvements do you want to see?

Community members were asked to list improvements they'd like to see in South Park.



What improvement should be made first?

Community members were asked what improvement is most important to accomplish first.



Recommendations

Introduction

The findings from the data analysis, field research and community and stakeholder outreach led to the identification and prioritization of key public space improvements that form the final recommendations of this report. Priority sites were further classified into four categories:

Top Priority Sites: *These are the top sites selected by the community for future development future development (individual street end opportunities are grouped into one category)." Final concept designs, and detailed community feedback, are provided for these top priority sites. These are the only sites that have Final Concept Designs.*

Secondary Priority Sites: *These sites were seen as important in the initial community survey, but were not selected for final concept design. Each have Initial Concept Design and Community Feedback pages.*

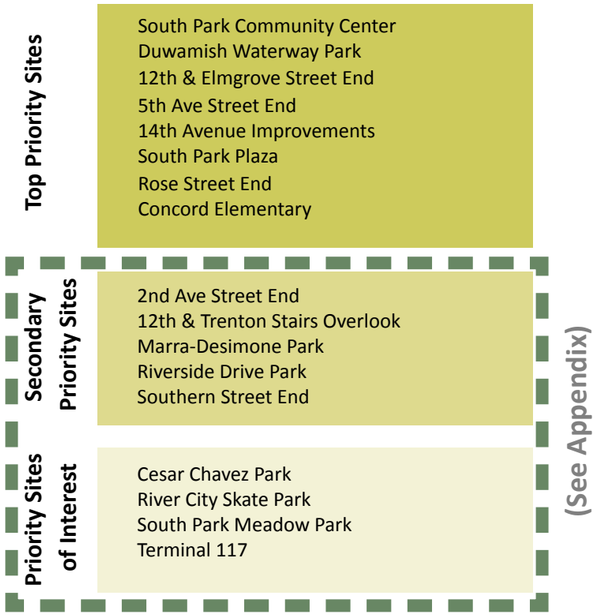
Priority Sites of Interest: *These are sites that were not voted highly as priority for further development, but are worth cataloging here for future development. They do not have an Initial Concept Design, but do have general information and a site analysis.*

Non-Priority Sites: *These sites do not have pages in the following chapter but were initially offered to the community for vote.*

As this break down suggests, the final recommendations that follow provide final concept designs for the Top Priority Sites and a South Park Greenway Loop Plan to connect these high priority locations safely and efficiently.

The process of evaluating over 30 potential areas for green space improvements in the neighborhood resulted in the selection of 8 top sites. This chapter starts out by presenting recommendations for the bicycle and pedestrian improvements because they help give context to their neighborhood and each site's location. It then moves into recommendations for each of the 8 top priority sites. Second Priority Sites and Site of Interest are listed in the appendix.

The breakdown of the sites by the three categories is as follows. Only the top 8 sites are covered in this chapter. The others can be found in the appendix.



While only the highest priority sites in South Park received final concept designs, useful information has been collected for all but the Non-Priority Sites to help future efforts evaluate context, understand the status of various sites, and generate potential next steps. In this way, this document serves not just to provide design recommendations, but also as a point of reference for future green space efforts in South Park.

concept design

Definition

The "conceptual design phase" is an important early step in the process of guiding a project from idea to implementation.

Concept design offers a preliminary analysis of a project's constraints and opportunities. It explores how a site may be constructed with a specific combination of geometry, circulation, activities, and form.

Designs will continue to evolve as projects move into later stages of development. This will include additional coordination with public agencies to provide thorough vetting with budgetary, maintenance, and regulatory considerations.

Concept designs generated for the South Park Green Space Vision Plan synthesize ideas from community input gathered throughout the course of this project (up to Spring of 2014). Some designs suggest potential retrofits of existing sites whereas others offer inspiration for sites which do not exist, yet.

Concept designs in this report go a step further and suggest potential furnishings in order to make it easier to imagine how a site might perform for different uses. Most importantly, these concepts can be used to simulate how various elements might be combined to better serve the needs of the community.

As suggestions of one potential future scenario these designs are intended to empower the community by demonstrating community-based design ideas, provide a platform to test ideas, be used to generate support, and offer a better perspective for addressing potential problems. Design is an iterative process and all future feedback will push these concepts closer to realistic and exciting consensus solutions.

Thus, nothing presented in this chapter is set in stone; these recommendations provide a vision of how each site could be developed, based on the input gathered, to date. For this reason, each concept design was hand drawn over site images to encourage the reader not to interpret them as final solutions. This work is intended to inform future design efforts and support the ultimate goal that final design solutions are responsive to the unique needs, character, and spirit of South Park.

Page Contents Overview

1 General Site Information

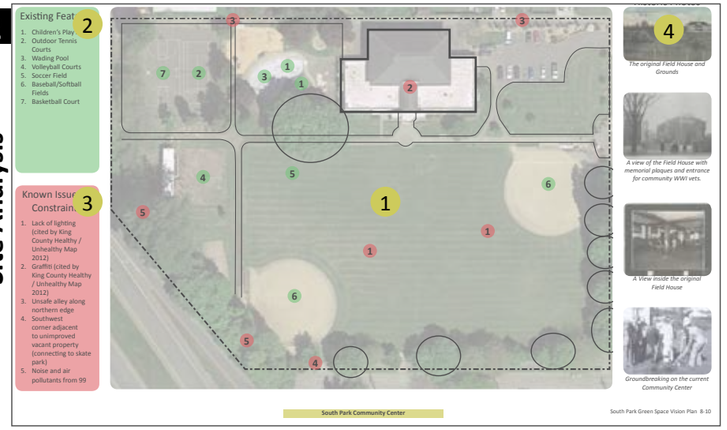
1 **Key Project Background Information:** *This area provides a primer for each site. History, ownership, approximate area, and key existing documents are just a few of the categories of information found here.*

2 **Site Character Photos:** *Provide a sense of the site's overall character, but not individual amenities.*

3 **Existing Amenities Photos:** *Shows the existing amenities for each site. These correlate to the amenities listed and located on the site analysis page.*

4 **Project Identification:** *Shows the project currently being discussed and its level of priority. The project name is written while the level of priority is indicated by the box's color - see the previous page for color levels.*

2 Site Analysis



1 **Site Analysis Map:** *A graphical representation of location of each Amenity, Issue, and Constraint in the site.*

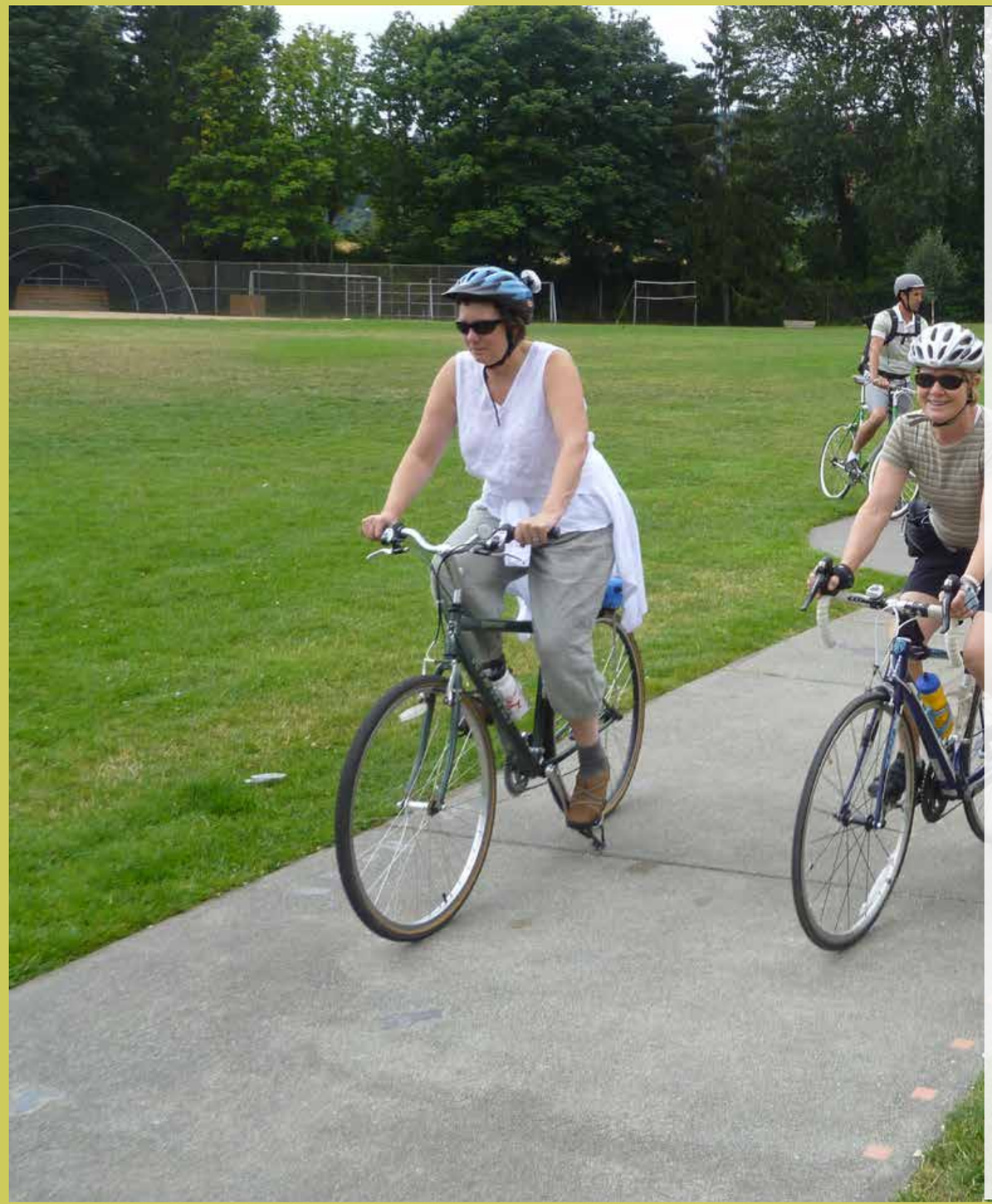
2 **Existing Amenities:** *Lists the existing site amenities, which are sited in the Site Analysis Map with green number bubbles. Images of each are shown on the General Site Information Page. The list was created through site visits.*

3 **Existing Issues and Constraints:** *Lists the issues and constraints derived from site visits, the DRCC's "*Healthy Communities*" Map, and community feedback. Each are sited in the Site Analysis Map with red number bubbles.*

4 **Historical Photos:** *Historical images from the site.*

3 Final Concept Design

1 **Final Concept Design:** *The culmination of all the site analysis, research, community feedback, and agency feedback in a final concept design. It is one vision of how the current site could improve given its limitations, and the community's needs and desires.*



South Park Connectivity

Bicycle and pedestrian safety is a major concern in South Park. There are many barriers to making the neighborhood walkable and bikable for people of all ages and abilities (*for more information see the Transportation and Circulation section of the All About South Park chapter*). One substantial challenge is reducing the number of places where truck traffic intersects with pedestrians/bikes while preserving the needs of all user groups. Truck movement is important for the survival of many local businesses, some of which employ local residents. Safe walking routes between existing and future parks, to local commerce, to the Duwamish River, to public transit stops, and to community facilities is a critical ingredient for addressing the needs of the neighborhood.

The development of a local network of neighborhood greenways, would help overcome many of these issues. A greenway is a safe walking and bike corridor that connects recreation, education and commercial hubs of the neighborhood through art, tree planting and other beautification. With improved signage, wayfinding, community based improvements, and other supporting elements, all routes can be made more legible and easier to identify. These improvement should take into consideration all users, weekday and weekend circulation patterns, and capture opportunities to enlist support from groups associated with the various destinations along each route. One simple improvement would be to provide more signage along sanctioned truck routes and at pedestrian crossings.

Research in the community has identified several historic points of interest and hubs that would create one long loop with a series of connector routes. Through clear wayfinding and historic informational signs, sidewalk art or stamping, residents and visitors could explore the history of the area, get exercise and utilize public spaces in new ways. The greenway can not only connect people to common, every day destinations, but also the geologic, indigenous, early settler, and more recent immigration histories of the neighborhood, weaving past with present with the historic meandering channel of the Duwamish River. Together, these walkable sites would create a greenways network, providing residents in the with better access to existing and future open space amenities.

Given South Park's shortage of new land to fill the basic needs for new public green space, strategic improvements to the street right of way (ROW) may help create safer walking routes throughout the neighborhood. This report suggest a new South Park Greenway Loop and other bicycle and pedestrian improvements which would accomplish the following:

- *Provide improved access to parks and between local green spaces and community resource hubs.*
- *Help link the east and west sides of the neighborhood*
- *Temporarily fill remaining gaps to connect the West Duwamish River Trail to the Green River Trail.*
- *Connect locally to the 14th Avenue bridge, surrounding neighborhoods, and bus stops.*
- *Connect regionally to the city-wide bike network.*
- *Highlight specific routes, improved signage, and crossings where vehicles know to look for pedestrians and bicyclists.*
- *Separate pedestrians and bicyclists from truck routes as much as possible.*
- *Provide traffic calming in strategic locations, such as along Safe Routes to School.*
- *Create recognizable elements such as art, neighborhood signs, seating for seniors, and walking school bus stops.*
- *Place furnishings in natural gathering places to create micro-parks.*
- *Provide new corridors for street tree plantings, sidewalk plantings, city-repair elements (ie- free lending libraries, street murals) and other aesthetic improvements which may be community-led efforts.*
- *Encourage walking and biking for exercise and socializing with a roughly 3 mile loop that includes T117 as new destination and 14th Avenue businesses.*
- *Provide neighborhood signage and wayfinding.*
- *Support organized walking activities, like a neighborhood art walk, interpretive history walk, and river walk.*
- *Reduce car trips/carbon emissions*
- *Coordinate with future green stormwater infrastructure projects.*

While many of the following proposed site recommendations are important in their own right, a circulation network is vital to providing access to the amenities offered. In this way, the South Park Greenway Loop improves the quality of life in South Park.

General Information

Key Existing Documents

- South Park Action Agenda (2005-2009)
- Duwamish Riverfront Revival (2001)
- Urban Transportation Accessibility in Seattle: Final Report (2007)
- Duwamish Valley Vision Report (2009)
- Feet First Walking Map of South Park (2011)
- Pedestrian Citywide Lighting Plan (2012)
- Seattle Neighborhood Greenways (2013)
- DRCC Healthy Communities Map (2013)
- SDOT Bicycle Master Plan (2014)
- SDOT Street Definitions Map

Funding Opportunities:

- Department of Neighborhoods Matching Grants
- Seattle Park and Street Fund
- Seattle Neighborhood Street Fund
- Seattle Office of Arts and Culture
- King County Wastewater
- Seattle Public Utilities

Partnership Opportunities:

- Seattle Parks Department
- Seattle Department of Transportation
- Seattle Public Utilities
- King County Wasterwater
- Seattle Neighborhood Greenways
- King County Department of Transportation

Project Stage

Conceptual Design

Current Walking Usage

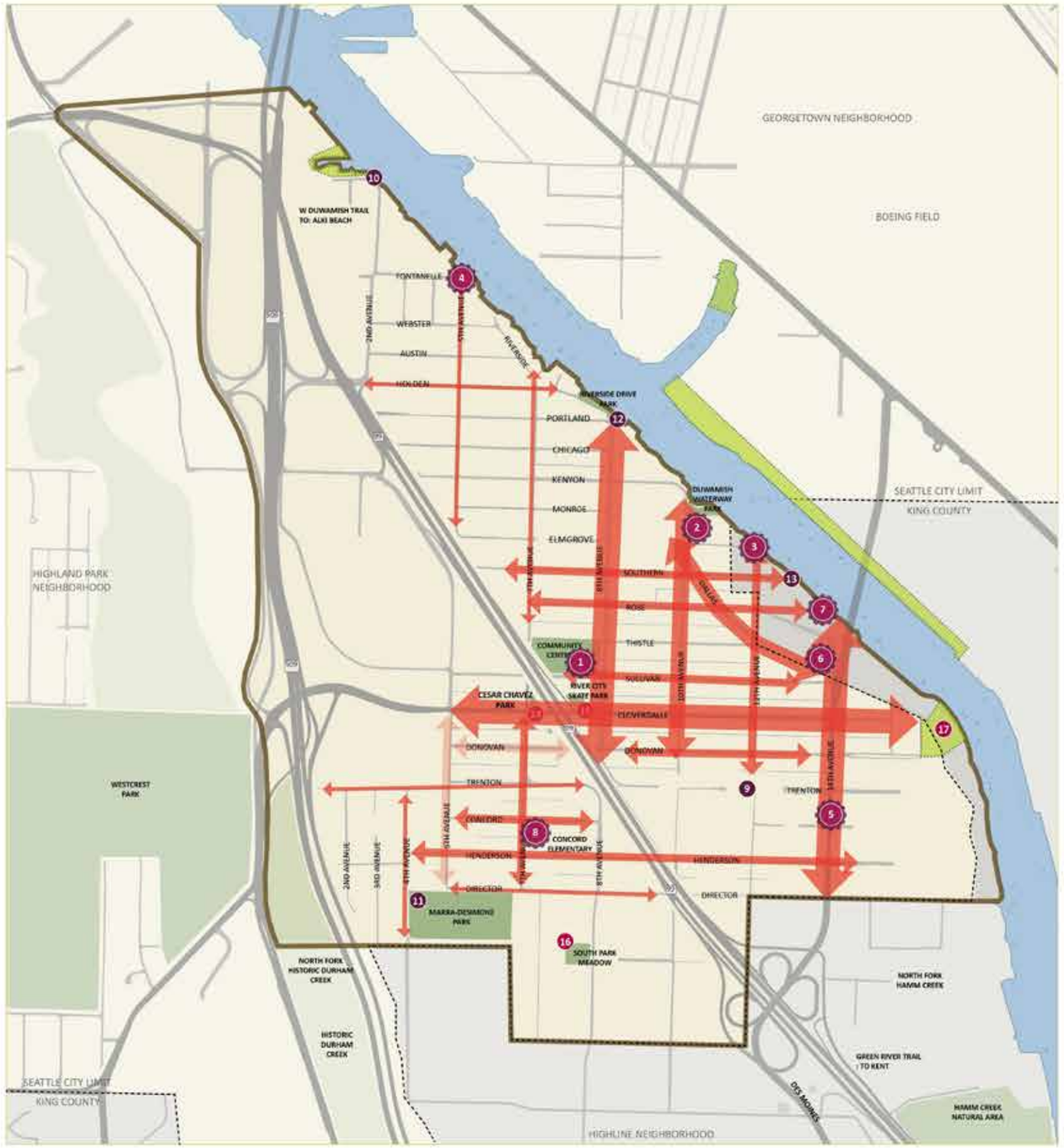
LEGEND

General

- Existing Park
- Planned River Restoration
- Neighborhood Boundary
- City of Seattle Boundary

Current Pedestrian Circulation
(Based on Online Survey Responses)

- Primary Walking Route
- Secondary Walking Route
- Minor Walking Route



TOP PRIORITY SITES

1. Community Center
2. Duwamish Waterway Park
3. 12th & Elmgrove Street End
4. Fifth Ave Street End
5. 14th Ave Improvements
6. South Park Plaza Site
7. Rose Street End
8. Concord Elementary School

SECONDARY PRIORITY SITES

9. 12th & Trenton Stairway and Overlook
10. 2nd Ave S. Street End
11. Marra-Desimone Park
12. S Riverside Drive Street End Park
13. Southern Ave S. Street End

PRIORITY SITES OF IMPORTANCE

14. Cesar Chavez Park
15. River City Skate Park
16. South Park Meadow Park
17. T117 Restoration Site / Basin Oil Cleanup

Scale: NTS

Connectivity

Current and Proposed Bicycle Facilities

LEGEND

General

- Existing Park
- Planned River Restoration
- Neighborhood Boundary
- City of Seattle Boundary

Existing Bicycle Facilities

- Existing Off-Street Bike Trail (City-wide network, per Bicycle MP 2013)
- Signed Bike Route

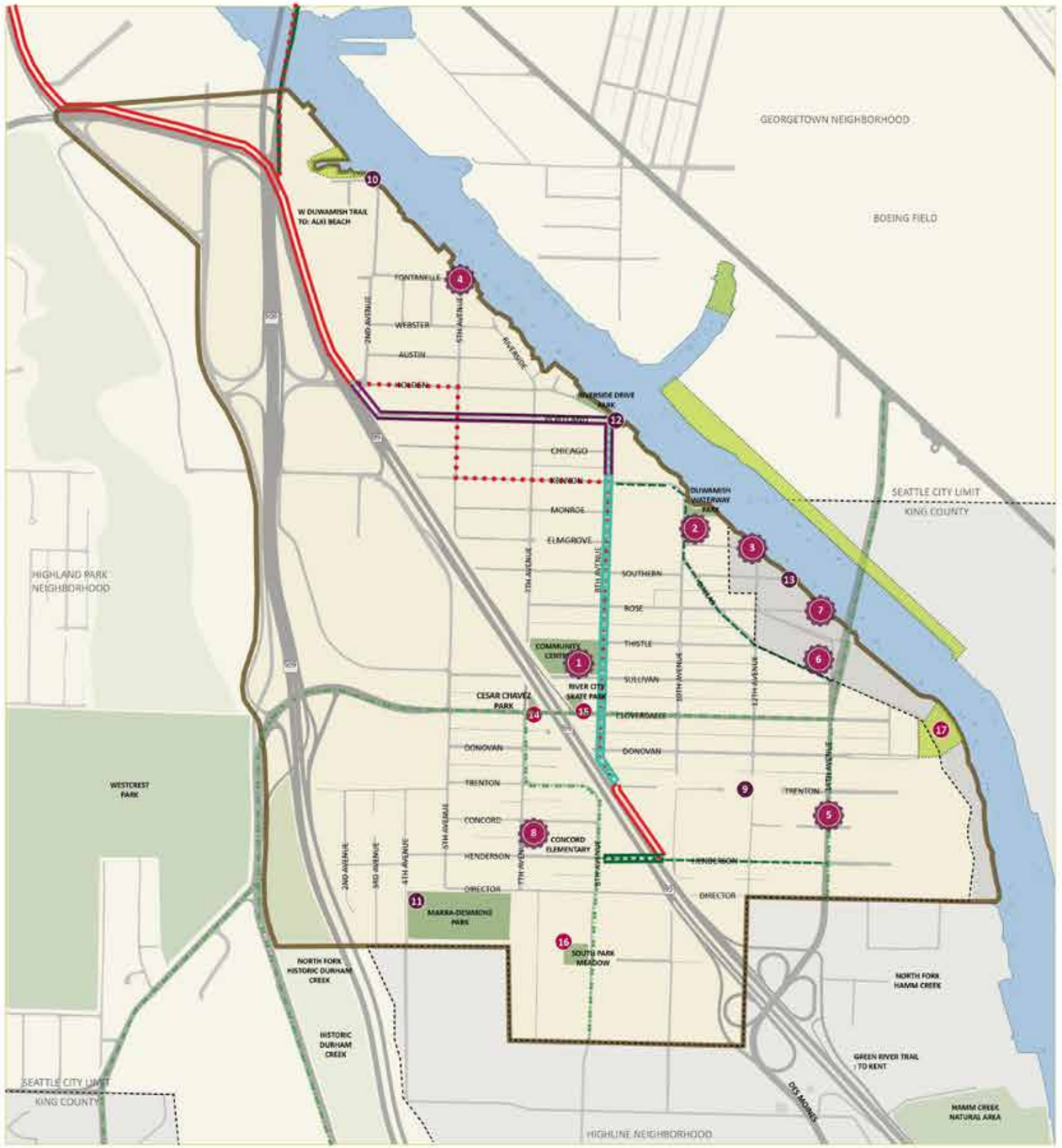
Proposed Bicycle Facilities
(Per Seattle Bicycle Master Plan Update 2013)

Citywide Network

- Recommended Cycle Track
- Recommended Neighborhood Greenway
- Bike Trail Extension (Recommended off-street,)

Local Connectors

- Off Street
- Recommended Neighborhood Greenway
- Recommended In street, minor separation



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16. South Park Meadow Park
17. T117 Restoration Site / Basin Oil Cleanup

Scale: NTS

Connectivity

South Park Greenway Loop

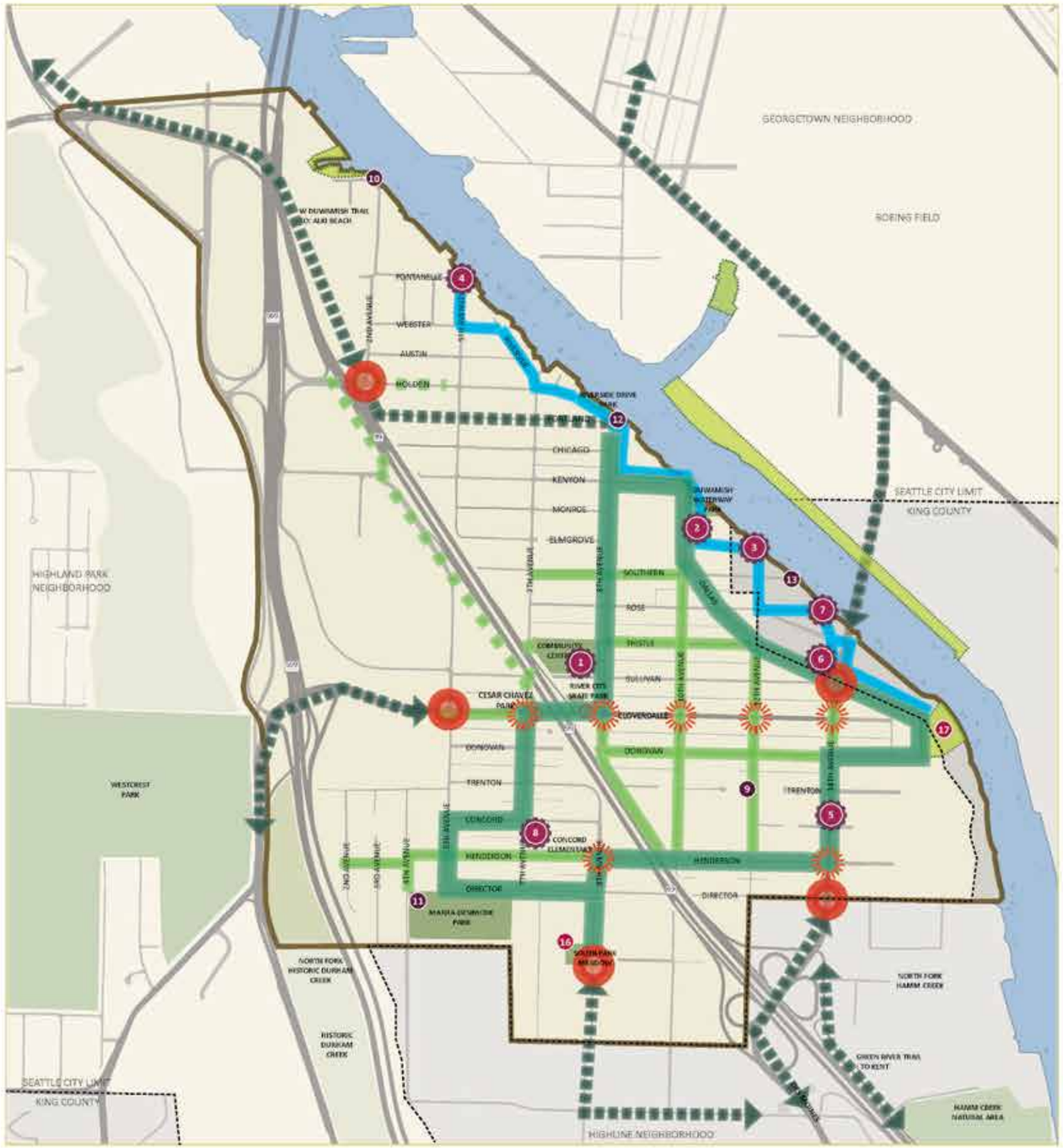
LEGEND

General

- Existing Park
- Planned River Restoration
- Neighborhood Boundary
- City of Seattle Boundary

Proposed Pedestrian Circulation

- Neighborhood Gateway
- Safe Crossing
- Primary Improved Walking/Bike Route
- Secondary Improved Walking/Bike Route
- "River Walk" Walking/Bike Route
- Secondary Improved Walking/Bike Route (potential long term)
- Improved Pedestrian Connections to Local Amenities



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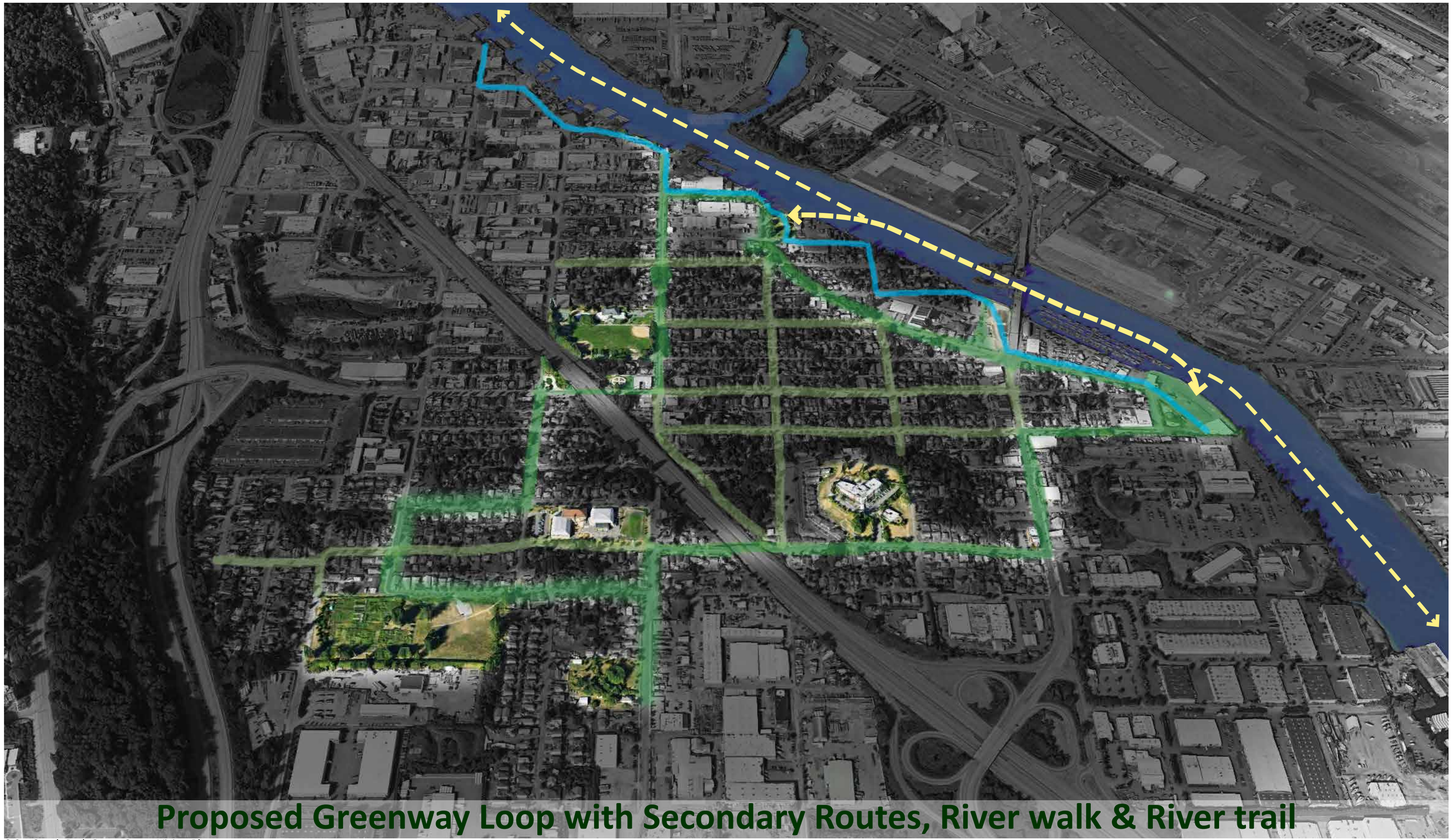
Scale: NTS

South Park Greenway Loop



Proposed Greenway Loop with Secondary Routes, River walk & River trail

Design Intent for South Park Greenway Loop

The South Park Greenway Loop is based on community feedback and a strong desire for improved safety and walkability within the neighborhood. These routes will place all residents within a one block distance of a network of improved walking and bicycle routes to facilitate connectivity to the current and future neighborhood green spaces. These routes will also provide better connectivity to regional walking, biking, and mass transit systems to help reduce car-dependant commuting. A clearly designated route will alert drivers to the presence of pedestrians and bicycles and provide opportunities to improve crosswalks.

Improvements along the Greenway Loop may be made by community members, businesses, and agencies alike. All contributions may help it be more recognizable, legible, and human scale. Street tree plantings, streetscape plantings, signage, furnishings, interpretive panels, interpretive elements, wayfinding (maps), art, placards at sites of historic importance, road-side rain gardens, front yard rain gardens, planter strip food gardens, pollinator pathways, street murals, speed limit signs, crossing flags (with South Park logo), banners, kiosks with community posting boards, free lending libraries, pedestrian level lighting (bollards, 12 ft light poles, in-ground lights), and other various improvements may all add up to a community-based loop which also celebrates the identity of the neighborhood. Planting improvements will contribute to much needed tree cover to offset carbon emissions in the neighborhood, offset the heat-island effect, and provide more evapotranspiration to improve stormwater management.

The river walk proposes to celebrate South Park as a river front community by providing better connectivity between a series of destinations along the water's edge. Some of these destinations also provide physical access points to continue the neighborhood experience over water as a river trail which may continue up or down stream.

When SR 99 was built, it split the neighborhood in half and severely impacted connectivity between the eastern and western halves of the neighborhood. This loop proposes to strengthen the limited connection points by adding more value and more incentive to follow what may one day become a "Walking Park" for the community.

Inspirational Images

Signage, designated greenways, wayfinding, interpretive panels

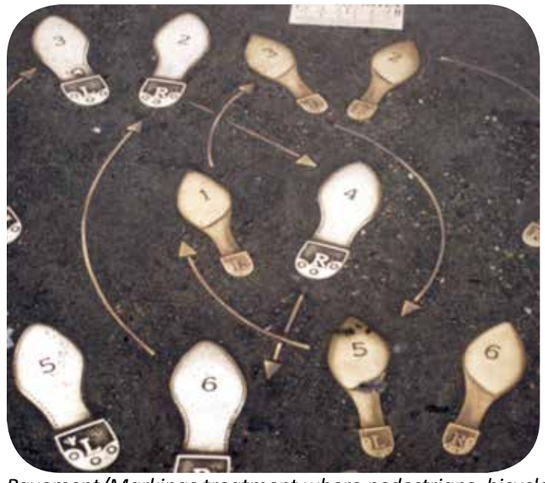
Pavement/Markings treatment where pedestrians, bicycles, and vehicles intersect

Rain gardens, landscape buffer plantings, furnishings, pedestrian amenities, art

Inspirational Images



Signage, wayfinding, interpretive panels

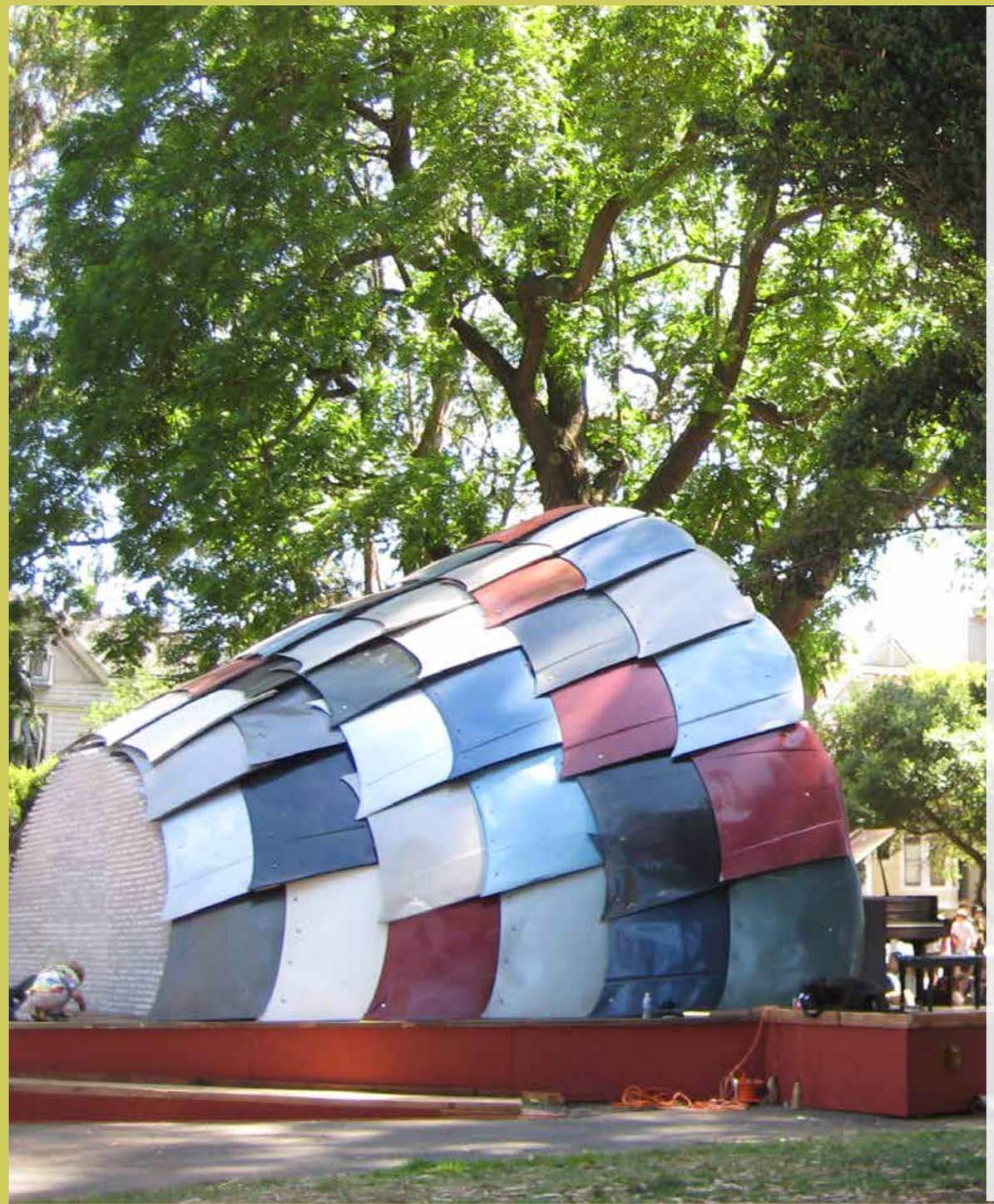



Pavement/Markings treatment where pedestrians, bicycles, and vehicles intersect






Landscape buffer plantings, residential front yards Rainwise gardens coordinated with ROW green stormwater infrastructure improvements, artistic furnishings, pedestrian amenities, art



Top Priority Sites

General Site Information

Project Name: South Park Community Center

Site Location: Intersection of S Sullivan St and 8th Ave S

Area: 240,916 SF

Owner: City of Seattle Department of Recreation

History: The South Park Community Center has been a play field since the early 1900s. The South Park Field House was built in 1912 and was the largest of its kind West of the Mississippi. It had sport courts, a community kitchen, meeting rooms, the library branch and more. In 1920, the South Park community raised money to design and install bronze plaques for a Memorial Arch at the East entrance of the Field House commemorating the World War I service of 112 South Park soldiers; 4 were killed overseas.

When Highway 99 was constructed in 1957, the community was able to convince freeway engineers to bypass the play field. The Community Center was built in 1987 to replace the South Park Field House, which had fallen into disrepair. Seattle artist Ginny Ruffner created artistic elements and game pieces that line the walkway.

Description: Seattle Parks and Recreation operates the Community Center, which is the main recreation hub for the South Park community. It is only one of two playgrounds for the entire neighborhood.

Site Context

Project Stage

Renovate and Enhance

Key Existing Documents

- South Park Action Agenda (2005-2009)
- Duwamish Valley Vision Report (2009)
- Feet First Walking Map of South Park (2011)
- Pedestrian Citywide Lighting Plan (2012)
- DRCC Healthy Communities Map (2013)
- DRCC Cumulative Health Impacts Analysis (2013)

Funding Opportunities:

- 2014 Parks Funding Measure
- Seattle Parks and Recreation
- Dept. of Neighborhoods Matching Grants
- King Co. Youth Sports Facilities Grants
- King Co. Wastewater

Partnership Opportunities:

- King County Wastewater
- Seattle Parks and Recreation
- Associated Recreation Council
- Neighborhood House

Site Character Photos

The Community Center's from the front

The Community Center's entrance features public art

The Community Center offers a variety of amenities

Existing Amenities

Children's Play Area

Soccer Field and Running Track

Outdoor Tennis Courts

Two Baseball/Softball Fields

Wading Pool

Basketball Court

Volleyball Court

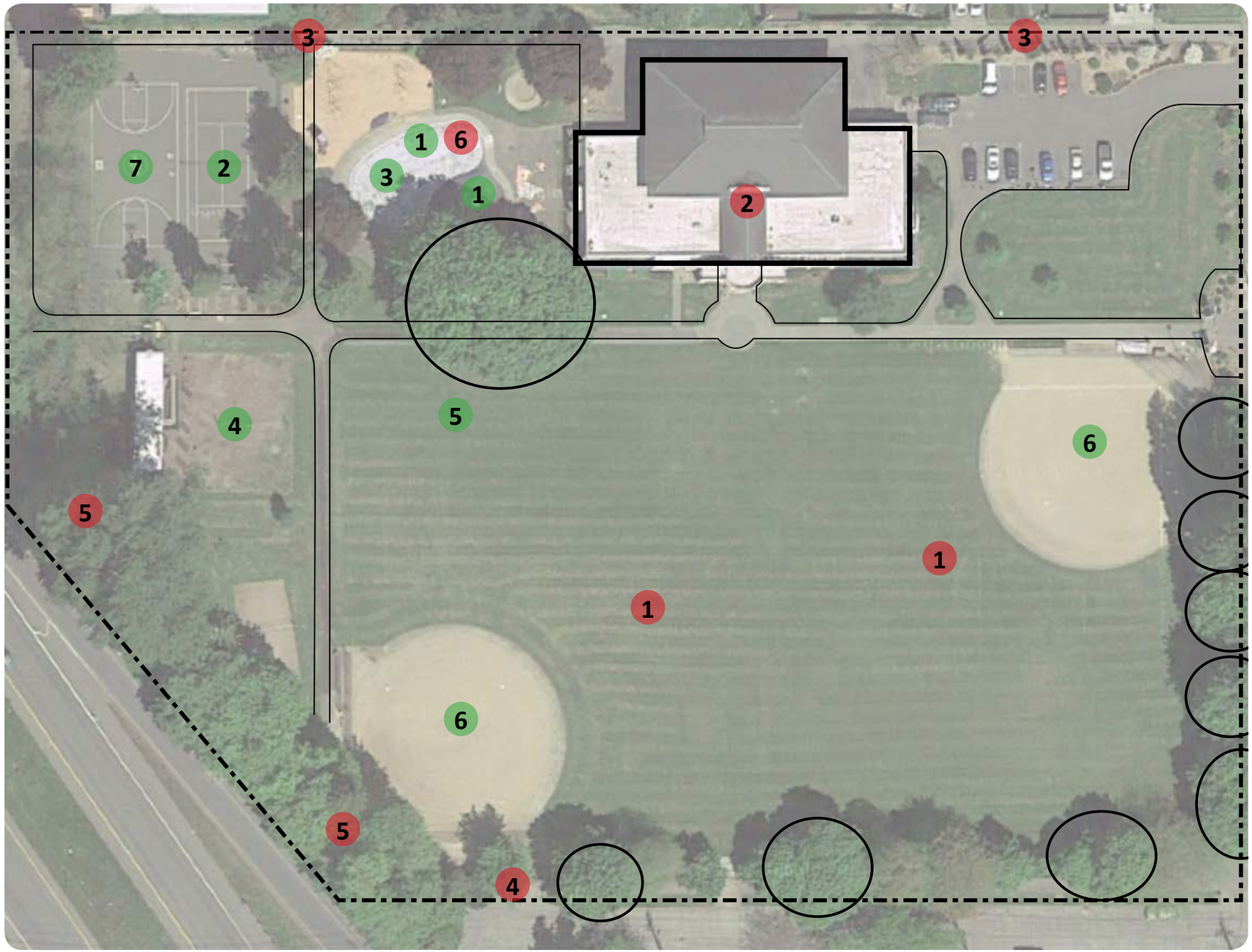
Site Analysis

Existing Features

1. Children's Play Area
2. Outdoor Tennis Courts
3. Wading Pool
4. Volleyball Courts
5. Soccer Field
6. Baseball/Softball Fields
7. Basketball Court

Issues & Constraints

1. Lack of lighting
2. Graffiti
3. Unsafe alley along northern edge
4. Southwest corner adjacent to unimproved vacant property (connecting to skate park)
5. Noise and air pollutants from 99
6. Water feature not appropriate for older children.



Historic Photos

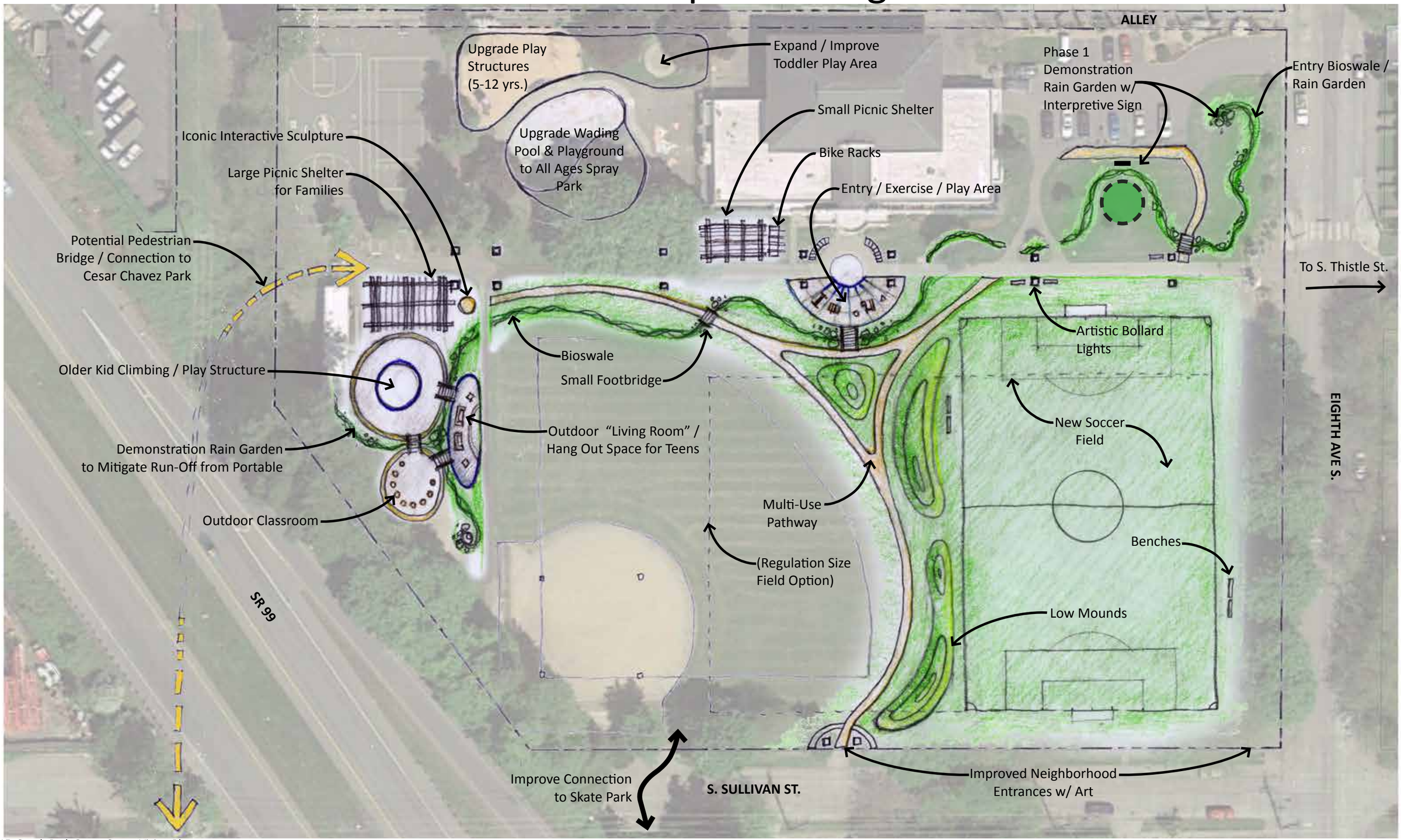
The original Field House and Grounds

A view of the Field House with memorial plaques and entrance for community WWI vets.

A View inside the original Field House

Groundbreaking on the current Community Center

Final Conceptual Design



South Park Community Center

Design Intent for Community Center

Emphasis was placed on improvement of the existing playground and the addition of new play areas for South Park Community Center. Residents expressed concern for safety, clear sight lines and additional amenities. The proposed conceptual design for South Park Community Center addresses community needs through an upgrade of existing play areas as well as expansion of play areas to include those appropriate for older children or teens. Adjacent to the big kids play area is an outdoor classroom. One baseball field is preserved while the other is converted to a small soccer field. An entryway plaza with play and exercise equipment brings activity toward the entrance of the community center, while large bioswales infiltrate stormwater and generate habitat value. A large covered picnic shelter for family gatherings is placed between the large and small children's play areas, and artistic design elements are found throughout the site. Low mounds invite play and provide a place to sit for onlookers of soccer games. The soccer field was mentioned as a more desirable sport for South Park. It is placed closer to the street to make it more visible and inviting. Green stormwater infrastructure is present throughout the site with bioswales extended to capture surface and roof run-off more easily. The soccer field may present an opportunity for a new underground stormwater detention facility.

Inspirational Images

Catchment, rain gardens, bioswales, crossings, meandering pathways, places to rest

Outdoor excercise equipment, spray park, climbing structure for all ages

Covered shelter, grass mounds for picnics, interpretive elements

General Site Information

Project Name: Duwamish Waterway Park

Site Location: Intersection of S. Elmgrove St. and 10th Ave S.

Area: 60,272 SF

Owner: King County; Maintained by Seattle Parks and Recreation

History: Today's Duwamish Waterway Park site was used as a dock operated by King County, as shown on 1911 maps. The site is the northern end of an old oxbow lake, or slough that was present in the neighborhood from the late 1800s through the 1920s, and curved around the northern side of Dallas Avenue from 16th Avenue to 10th Avenue. The slough was filled in during the 1920s and soon businesses and houses were built on most of the parcels.

Open space at the current park site was formalized in 1974 when Seattle Parks and Recreation cleared the site and installed a carved wooden whale sculpture, and dedicated the park to the Duwamish Indian Tribe as part of a "Rediscover the Duwamish Festival".

Description: Duwamish Waterway Park offers river views, a beach, benches and a large lawn area, complete with big trees for shade, a BBQ grills and picnic tables. Visitors in the fall can watch seals, sea lions and osprey catch salmon as the fish make their annual migration to spawn upriver. This is the main location to launch hand-carry boats on this stretch of the Duwamish River.

Site Context

Project Stage

Maintenance and Stewardship

Key Existing Documents

- South Park Action Agenda (2005-2009)
- Duwamish Valley Vision Report (2009)
- Duwamish River Habitat Restoration Plan (2009)
- Feet First Walking Map of South Park (2011)
- Pedestrian Citywide Lighting Plan (2012)
- DRCC Healthy Communities Map (2013)
- DRCC Cumulative Health Impacts Analysis (2013)
- Environmental Justice Analysis (2013)
- DRCC Health Impact Assessment (2013)

Funding Opportunities:

- Seattle Parks and Recreation
- Duwamish River Cleanup Coalition
- Port of Seattle

Partnership Opportunities:

- Seattle Parks and Recreation
- Duwamish River Cleanup Coalition
- Port of Seattle

Site Character Photos

Duwamish Waterway Park's north entrance

Shoreline Restoration

Picnic Area

Existing Amenities

Hand-carry Boat Launch

River Views

Beach

Large Grassy Area

Shade Trees

BBQ Grills and Picnic Tables

Benches

Site Analysis

Existing Features

1. Hand-carry Boat Launch
2. River Views
3. Beach
4. Large Grassy Area (non-programmed)
5. Shade Trees
6. BBQ Grills and Picnic Tables
7. Benches

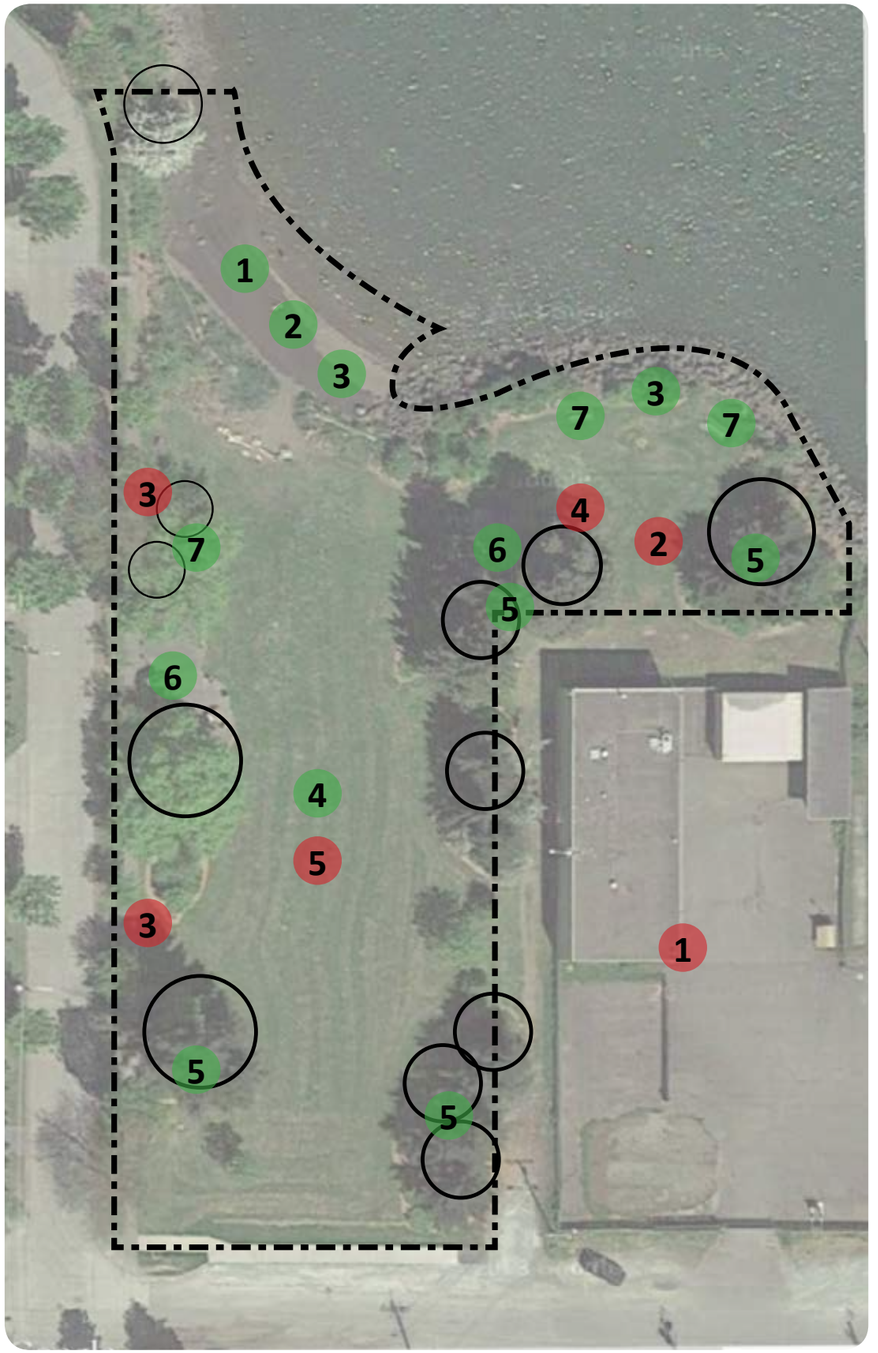
Issues & Constraints

1. Surrounded by industrial property
2. Northeast corner is hidden from view
3. Perimeter plantings block sight lines
4. Current undesirable activity, dangerous crime.
5. Lack of active use
6. Park furniture is deteriorating and needs replacement.

Historic Photos

1911: Commercial Waterway District No. 1

Residents attempt to repair a whale art sculpture at the park (1977) South Park News



Duwamish Waterway Park

Images of Duwamish River Festival & Duwamish Alive

Final Conceptual Design

NOTE:
Thin Out / Prune Landscape for Improved Visibility Across entire Park.

Upland Restoration Area, No Public Access

Artistic Mural / Projection Surface for Outdoor Movies

Short Benches

Turf with Permeable Pavement in Right-of-Way

Log Barriers or Fence

ADA Pathway

Removable Bollards

Gravel Path with ADA Binder

River Overlook

Feature Art or Memorial

Tiles for Donor Recognition

Picnic Area with Trash/Ash Can

Hand/Foot Wash Station

Extend Sidewalk to Right-of-Way

S. ELMGROVE ST.

Re-Purposed Play Structures from Seattle Parks

All Ages Climbing Play Structure

Multi-Purpose Lawn / Seating Area

Parallel Parking

Boulders & Large Woody Debris

Small Footbridge

Existing Beach Access

Bench

Existing Bench

Small Stair Access to Beach

Bioswale / Rain Garden

Existing Interpretive Sign

Existing Park Sign

Existing Park Sign

Artistic Bike Racks

Small Overlook with Interpretive Sign

Entry Plaza / Landmark Art

TO S. KENYON ST.

10TH AVE. S.

Design Intent for Duwamish Waterway Park

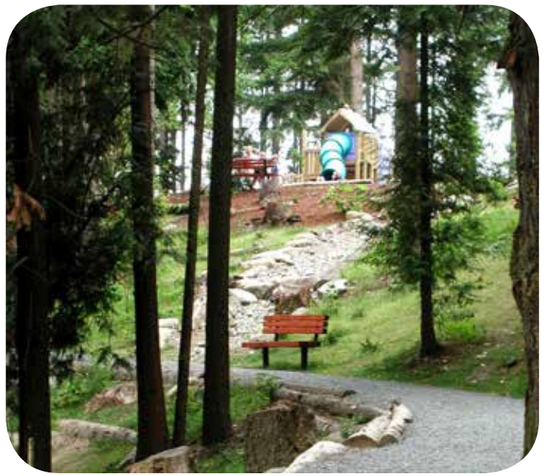
Duwamish Waterway Park is currently passive in nature and is a popular place for dog owners. Due to its lack of natural surveillance, the park is prone to illicit activity and South Park residents expressed this concern throughout the visioning process. The design concept for Duwamish Waterway Park aims to address community needs by increasing safety through the opening of sight lines, and establishment of a greater range of activities while retaining qualities which are important to community members. Through our design workshops and community surveys residents expressed a desire to retain the large open lawn area of the park. In addition to preserving the large open lawn this conceptual plan proposes an access path which leads visitors along the south and eastern edge of the park – creating a walking loop when joined with the existing sidewalk. The southeastern corner of the park which is hidden from view and therefore a safety concern is given over to re-establishment of river habitat. Views of the river are retained through the creation of a new overlook. A new playground and picnic area activates the eastern edge of the park, while a bioswale flanks the northern edge of the open lawn. The blank facade of the industrial building to the south is used as a large mural and incorporates blank surface upon which a movies can be shown during the summer months.

Inspirational Images






Picnic areas, interpretive details, protected restoration areas, rain gardens/bioswale, dog-friendly areas, informal shoreline seating



Play areas that respond to the natural shoreline context


General Site Information

Project Name: 12th & Elmgrove Street End

Site Location: Intersection of S. Elmgrove St. & 12th Ave S.

Area: Approx. 6,500 SF

Owner: King County

History: Currently the site is a triangle of land high off the river and the bank is armored with riprap. The parcel is part of a land-swap between Seattle Public Utilities and a private land owner to provide a public benefit for a private property that the utility needed to acquire for a stormwater pump station at 7th Avenue South and S. Austin Street

Description: The Elmgove street end has neighborhood support and agency potential for shoreline restoration and public access. The homeowners adjacent to 12th and Elmgrove have agreed to monitor the site, provide lighting, and keep the grass cut until the Port and SPU could develop a plan for shoreline habitat and public access. Pictured is the concept for Elmgrove Street as part of the Duwamish Riverfront Revival project.

Site Context

Project Stage

Concept Design

Key Existing Documents

- Duwamish Riverfront Revival (2001)
- South Park Action Agenda (2005-2009)
- Duwamish Valley Vision Report (2009)
- Duwamish River Habitat Restoration Plan (2009)
- Pedestrian Citywide Lighting Plan (2012)
- DRCC Cumulative Health Impacts Analysis (2013)
- Environmental Justice Analysis (2013)
- DRCC Health Impact Assessment (2013)

Funding Opportunities:

- Seattle Public Utilities
- King County Department of Transportation
- Port of Seattle
- Department of Neighborhoods Matching Grants

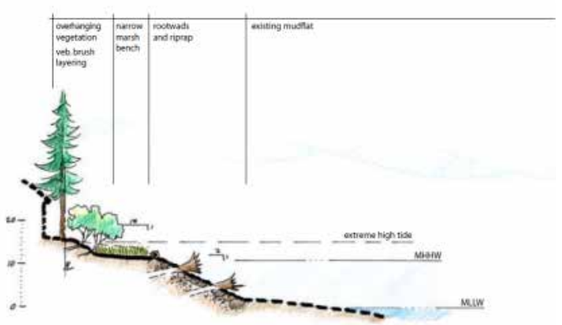
Partnership Opportunities:

- Seattle Public Utilities
- King County Department of Transportation
- Port of Seattle
- Environmental Coalition of South Seattle

Site Character Photos

Looking northeast through the site over the river

The existing house on site will be removed for the new park



A section showing the site's relationship to the river

Existing Amenities

River Views

Small Grass Area

Site Analysis

Existing Features

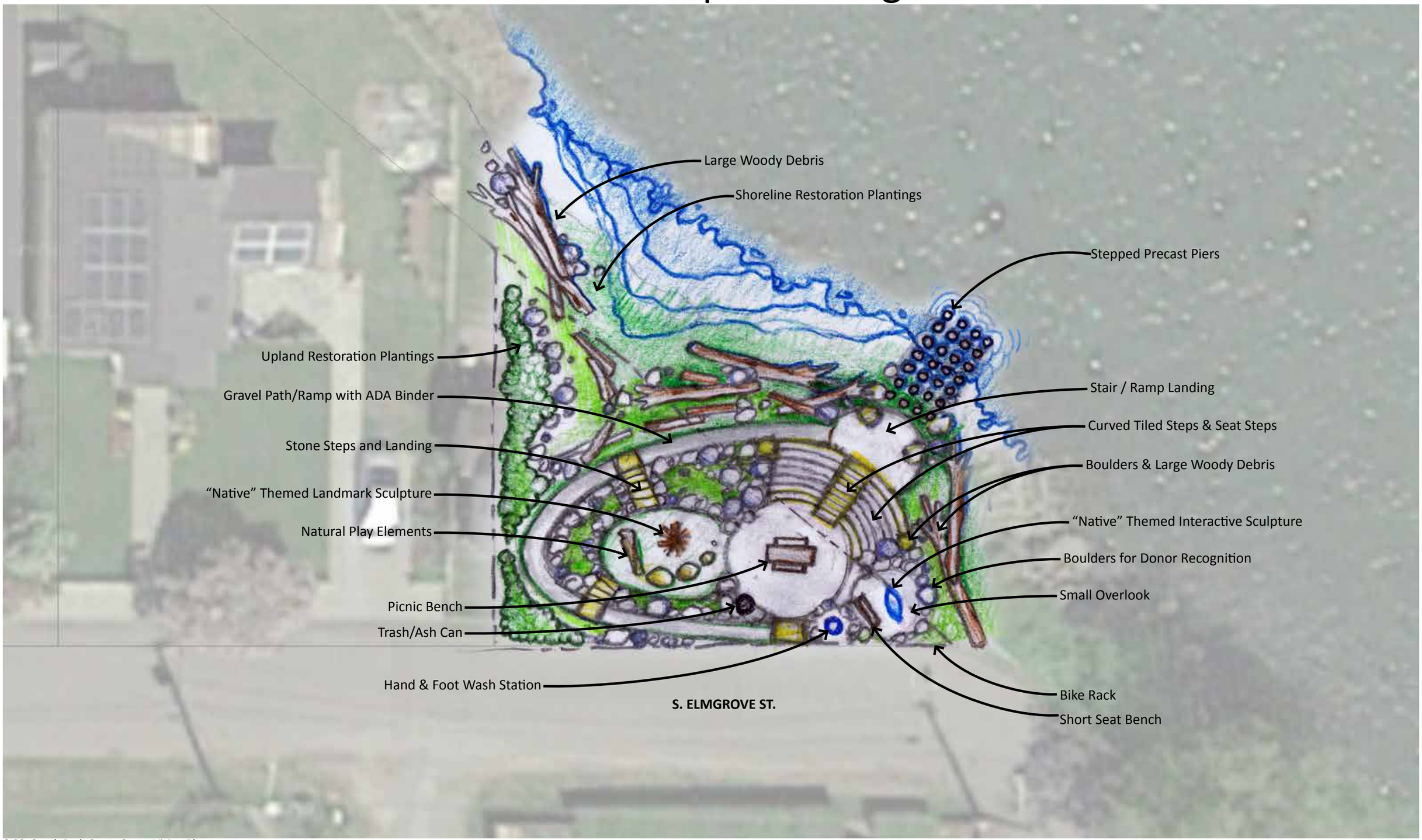
1. River Views
2. Small Grass Area

Issues & Constrains

1. Adjacent to unimproved street (no sidewalk)
2. Limited area of open space available for improvement
3. Lack of parking

12th & Elmgrove Street End

Final Conceptual Design

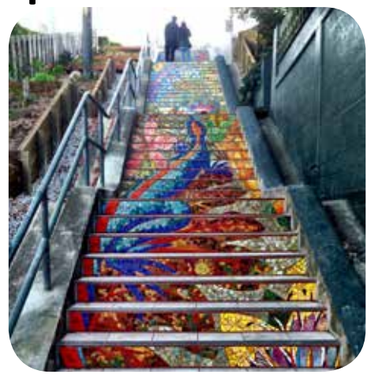


12th & Elmgrove Street End

Design Intent for 12th & Elmgrove Street End

The 12th and Elmgrove park site recently became available. Its future development will add open space and improve river access for South Park Residents. The concept proposal for 12th and Elmgrove provides river access for local rowers; provides a viewing area for friends and family of rowers; incorporates shoreline habitat restoration and natural play elements. A ramp provides ADA access to the water's edge, and a hand and food wash station allows visitors to wash off silt from the river. The overlook incorporates a picnic area and public art elements as well.

Inspirational Images



Signage, art, interactive sculpture



Seat steps, precast piers, seating, informal play



Whimsical bench and signage, natural elements

General Site Information

Project Name: 5th Ave S. Street End

Site Location: Intersection of S Fontanelle St. and 5th Ave S

Area: Approx. 4,500 SF

Owners: Seattle Department of Transportation, Port of Seattle

Description: In 2001, Environmental Coalition of South Seattle (ECOSS) and numerous community partners conducted a participatory planning project to work with private land owners to improve salmon habitat along the Duwamish River from the South Park Bridge to Duwamish Park. The Duwamish Riverfront Revival report outlines the opportunities and constraints for developing habitat in a built-up urban environment with diverse landowners.

The EPA listed the Lower Duwamish River as a Superfund site in September 2001, and uncertainty about future cleanup and restoration obligations by the potentially responsible parties kept the well-organized planning effort from taking the next steps towards implementation. Project costs and shoreline permits were deterrents for community groups to undertake the projects. The project's key success was to provide a participatory framework and alternatives analysis that can be applied to other Duwamish shoreline street ends as they become available for restoration. 5th Ave S. Street End is in the northern, industrial portion of South Park. Development could be of value to adjacent businesses. Efforts to improve this space are supported by Friends of Street Ends. Private encroachment is an issue.

Site Context

Project Stage

Concept Design

Key Existing Documents

- Duwamish Riverfront Revival (2001)
- South Park Action Agenda (2005-2009)
- Duwamish Valley Vision Report (2009)
- Pedestrian Citywide Lighting Plan (2012)
- DRCC Cumulative Health Impacts Analysis (2013)
- Environmental Justice Analysis (2013)
- DRCC Health Impact Assessment (2013)

Funding Opportunities:

- King County Department of Transportation
- Port of Seattle
- Department of Neighborhoods Matching Grants
- SDOT

Partnership Opportunities:

- Seattle Department of Transportation
- Port of Seattle

Site Character Photos

An informal entry to the site

Looking north from the site out over the river

Looking southeast from the site out over the river

Existing Amenities

River Access

River Views

Site Analysis

Existing Features

1. River Access
2. River Views

Issues & Constraints

1. Adjacent to unhealthy area
2. Far from residential core of neighborhood (isolated)
3. Surrounded by roadways dominated by industrial use
4. Limited area of open space available for improvement

5th Ave. S. Street End

Final Conceptual Design

Shoreline Restoration Plantings

Large Woody Debris

Upland Restoration Plantings

Vegetated Wall or Rock Wall

Shoreline Restoration Plantings

Boulders & Large Woody Debris

Shoreline Overlook

Artistic "Industrial Shoreline" Themed Railing

Short Benches

Trash/Ash Can

Wayfinding Map or Interpretive Sign

Artistic Paving

Feature/Entry Boulder with Text

Bike Rack

S. FONTANELLE ST.

5TH AVE. S.

5th Ave. S. Street End

Design Intent for 5th Ave S Street End

The 5th Avenue Street End design concept provides visitors with an opportunity to view industrial activity as well as habitat restoration activity along the river's edge. Local industrial workers may benefit the most from this street end improvement as it creates a safe pleasant outdoor space along the river for breaks or at lunch time. An artistic handrail, artistic paving and boulders are proposed for this small river overlook.

Inspirational Images


Shoreline restoration, interpretive signs, feature boulder


Overlook, native plantings



Seating, artistic paving, natural elements

General Site Information

Project Name: 14th Ave S Improvements

Site Location: 14th Ave S between S Henderson St & Dallas Ave S.

Area: Seven city blocks

Owner: Seattle Department of Transportation

History: In 1893 the South Park City Hall is built on 14thAvenue, which housed municipal offices, meeting and event space and retail stores. The original 14th Avenue South bridge opens in 1915, and the retail core develops around this area of the neighborhood. A second South Park bridge opened in 1931 at 14th Ave S. It is the only operational example of a Scherzer rolling lift bascule bridge in Washington State.

Description: This area of the neighborhood is the main retail district for South Park on the western side of the South Park Bridge. In 2010 the old South Park Bridge closed, and the new South Park Bridge has been under construction since then with plans to open in 2014. Businesses have suffered without the steady supply of customers and the neighbors and business leaders have worked with the City of Seattle to get streetscape improvements, marketing, and advertising help. As the new bridge is completed, the community is now thinking about traffic calming and events to encourage more people to visit the neighborhood.

Site Context

Project Stage

Renovate and Enhance

Key Existing Documents

- South Park Action Agenda (2005-2009)
- Duwamish Valley Vision Report (2009)
- Feet First Walking Map of South Park (2011)
- Pedestrian Citywide Lighting Plan (2012)
- South Park Plaza: A Gateway to Culture (2012)
- DRCC Healthy Communities Map (2013)
- DRCC Cumulative Health Impacts Analysis (2013)

Funding Opportunities:

- Department of Neighborhoods Matching Grants
- Seattle Park and Street Fund
- Seattle Neighborhood Street Fund
- Seattle Office of Arts and Culture
- King County Wastewater

Partnership Opportunities:

- Seattle Department of Transportation
- Seattle Office of Arts and Culture
- 14th Avenue Merchants

Site Character Photos

New Streetscape Improvements

New Green Infrastructure, Bioswales, Shoreline Habitat

Existing Public Art and Street Furnishings

Existing Amenities

Bicycle Parking

Community Services & Public Art

Pedestrian/Circulation Elements

Alley Murals

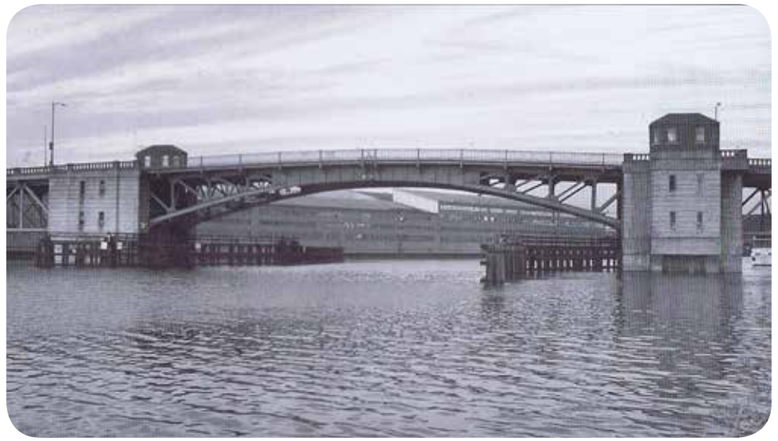
Food and Shopping Amenities

Community/Cultural Events

Site Analysis

Historical Photos

A view of South Park Hall circa 1937



The previous South Park Bridge

On 14th Ave Looking north on dedication day

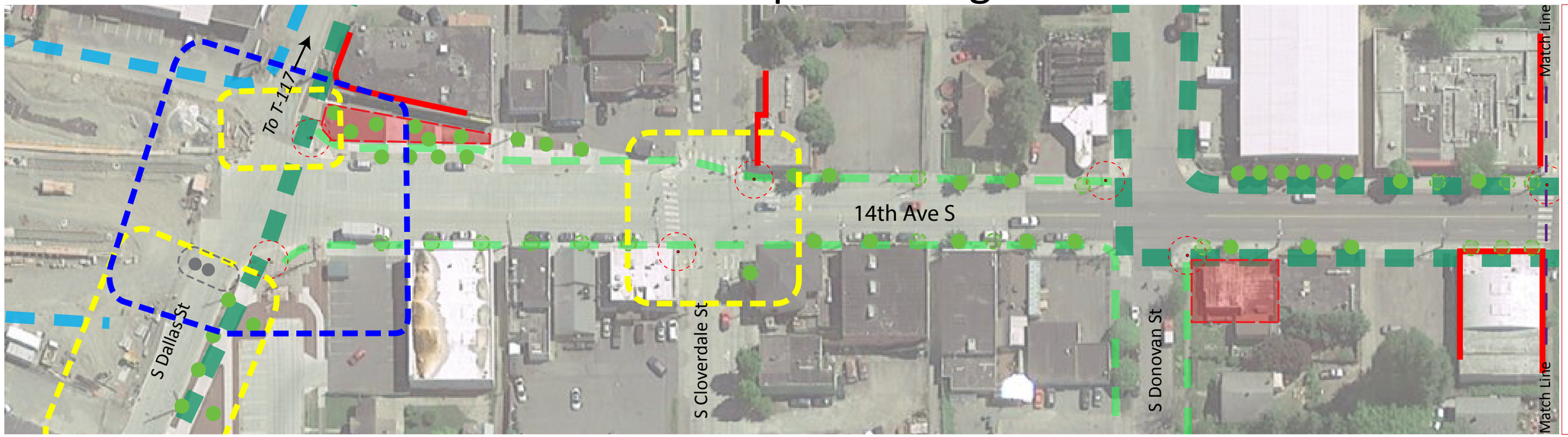
Existing Features

1. Bicycle Parking
2. Pedestrian/Circulation Elements
3. Food and Shopping Amenities
4. Community/Cultural Events
5. Community Services & Public Art
6. Alley Murals

Issues & Constraints

1. Unsafe alley adjacent to Muy Macho restaurant (illicit activity)
2. Unsafe drop-off and pick-up area for high school students
3. Lack of speed control
4. Dominance of industrial trucks
5. Fear of increased traffic due to opening of bridge
6. Fear of illicit activity if there is development of a Plaza

Final Conceptual Design



Legend

- Neighborhood Gateway
- Pedestrian Priority Area
- Neighborhood Greenway
- River Walk
- Secondary Bicycle/Ped Route
- Open Space for Activation
- Facades to be Activated
- Existing Bus Shelter
- Proposed Bus Shelter
- Existing Street Tree
- Proposed Street Tree
- Multi-Lingual Street Sign
- Traffic Deterrents (*S. Dallas St.*)

Design Intention - 14th Ave S - North End

Several of the biggest community priorities for South Park involved circulation. Most of the design game feedback and survey information collected requested improved bicycle and pedestrian circulation. As well, restriction of vehicle speed and noise was a priority. These community recommendations point to a larger shift in focus to pedestrians and a reduced focus on vehicles for the neighborhood.

Analysis of 14th Avenue reveals that the north end of the corridor has more opportunity for pedestrian elements than the south end. For starters, there are two open space locations on the northeast side of the street: the new park on the north side of S Dallas St, and the much smaller plaza space across the street. There is also an opportunity for a plaza on the northwest corner, at the location of the South Park Plaza plan (*see pg. 6-49*). In addition the north end of 14th Ave has the greatest concentration of commercial locations that attract pedestrians, such as restaurants and shops.

The greatest challenge to the north end of 14th Ave is the amount of trucks that come from, or are going to, the freeway entrances at the south end of the corridor. Freight trucks produce a variety of negative sensory experiences and are a danger to pedestrians. Their presence changes the character of 14th Ave, increasing the sense that this is an automobile dominated corridor. The frequency of trucks is predicted to increase greatly when the new South Park Bridge opens later this year. As well, there is currently no plan for a stop light at the intersection of S Dallas St and 14th Ave S meaning trucks will be able to come down the bridge without slowing or stopping. This presents a challenge for pedestrians who want to traverse east-west on 14th Ave.

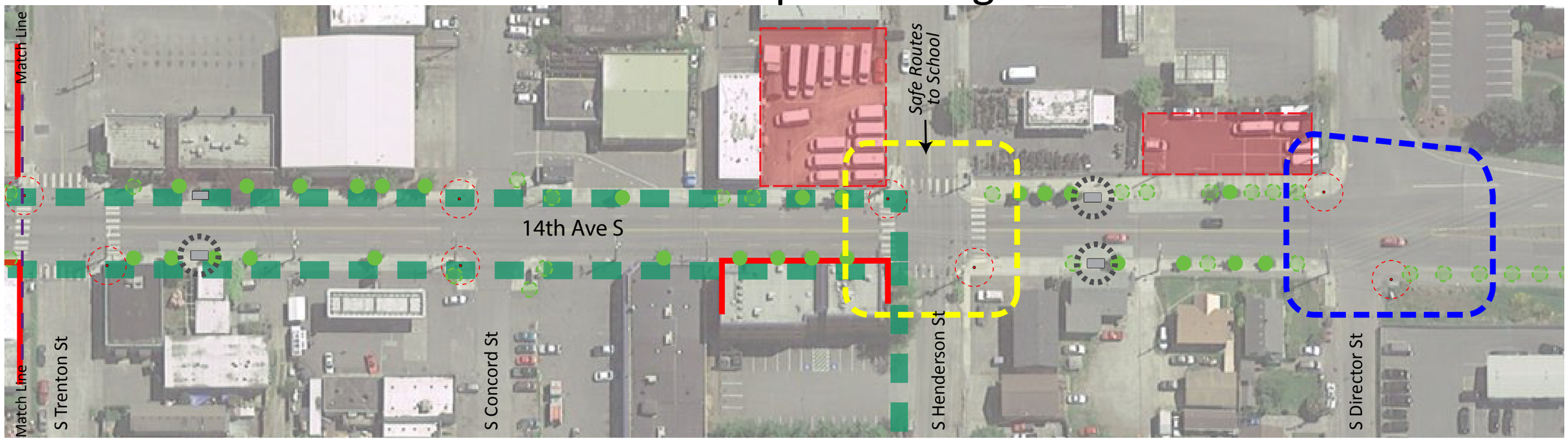
Because of the challenges facing pedestrians it is important to provide design elements in the landscape to encourage drivers to be aware of pedestrian presence. These interventions could range from crosswalks on S Dallas St -both on the east and west sides of 14th Ave, to reducing traffic on S Dallas Ave on the west side of 14th through use of traffic calming elements like a traffic table or planters to restrict vehicle access on S Dallas St, or even by adding a pedestrian safety island in the middle of 14th Ave where it widens out. If there is no acceptable means of crossing east-west over 14th Ave at Dallas then the intersection of 14th Ave and S Cloverdale St becomes even more important for pedestrians.

Another challenge is the lack of engaging experiences for pedestrians along 14th Ave. There are many blank building facade that should be activated both to create interest but also show evidence of care (key building facades for activation have been highlighted with a dark red line). One member of the community suggested that there could be a mural design competition to fill blank facades. Other artistic, planting, or lighting elements can also help activate facades. For examples, espaliered fruit trees or other food producing plants could be put on the blank facade on the north side of Napoli Pizza, thus activating the facade while staying in the theme of the establishment. Other efforts could be to plant more street trees to create a greater sense of continuity along the corridor while helping to bring key locations to the pedestrian scale. This could also happen through informal, community designed and built planter boxes throughout the corridor. Last, as one community member suggested, the tree trunks along the corridor can be painted to add more color along the street. These colors could change regularly for festivals or to reflect the seasons.

There are several parcels (highlighted in red with a red dashed outline) that could be redesigned to attract greater pedestrian activity. Currently there are few places for pedestrians to pause or stay on 14th Ave. For some the idea of ‘staying’ invokes visions of unwanted people loitering. However, encouraging staying activities is also a way to activate a location and put “eyes on the street” to monitor activity. In the case of the new plaza on the northeast corner of the corridor, there are nice, new plantings but nowhere to sit, lock up a bicycle, or anything that will draw people to this space. On a corridor where there are few open spaces adjacent to commercial buildings this feels like a missed opportunity. As well there is a building for sale on the southwest corner of S Donovan St that could be purchased and turned into an activated open space.

Last, several community members suggested that wayfinding elements be added. One person suggested multi-lingual street signs (indicated with a red dot with a dashed outline) while others thought gateway features be added at both the north and south end of the corridor. Wayfiding kiosks can also be effective at guiding pedestrians while activating a space. The key location for a gateway or kiosk is indicated with the blue dashed outline. As well, stamped concrete and artistic elements can also be used.

Final Conceptual Design



Legend

- Neighborhood Gateway
- Pedestrian Priority Area
- Neighborhood Greenway
- Open Space for Activation
- Facades to be Activated
- Existing Bus Shelter
- Proposed Bus Shelter
- Existing Street Tree
- Proposed Street Tree
- Multi-Lingual Street Sign

Design Intention - 14th Ave S - South End

Several of the biggest community priorities for South Park involved circulation. Most of the design game feedback and survey information collected requested improved bicycle and pedestrian circulation. As well, restriction of vehicle speed and noise was a priority. These community recommendations point to a larger shift in focus to pedestrians and a reduced focus on vehicles for the neighborhood.

Analysis of 14th Avenue reveals that while the current and near future amenities in the north end of the corridor have more opportunity for pedestrian elements than the south end, there are still many opportunities along the corridor. For starters, the only bus stops along 14th Ave are in the south end. As well, the Safe Routes to School route runs along S Henderson St. Many of the social and health services provided by SeaMar are located in the south end of 14th Ave. This means there are many people coming to the southern end of 14th Ave, but there are current opportunities for pedestrian to stay and activate these spaces.

The greatest challenge to the south end of 14th Ave is the amount of trucks that come from, or are going to, the freeway entrances at this end of the corridor. Freight trucks produce a variety of negative sensory experiences and are a danger to pedestrians. Their presence changes the character of 14th Ave, increasing the sense that this is an automobile dominated corridor. The frequency of trucks is predicted to increase greatly when the new South Park Bridge opens later this year.

Because of the challenges facing pedestrians it is important to provide design elements in the landscape to encourage drivers to be aware of pedestrian presence. A gateway feature at the southern most end of the corridor (in the area outlined with a blue dashed line) would let vehicles entering from the freeway know they are entering a community and not just passing through. This could be accomplished with artwork, more conspicuous signage, by adding a planted median island in the middle of 14th Ave just after S Director St, or some other traffic calming element.

Another challenge is the lack of engaging experiences for pedestrians along 14th Ave. This is more the case in the south end of the corridor than the north. There are many blank building facade that should be activated both to create interest but also show evidence of care (key building facades for activation have been highlighted with a dark red line). One member of the community suggested that there could be a mural design competition to fill blank facades. Other artistic, planting, or lighting elements can also help activate facades. For examples, an evergreen clematis could be planted to grow up the side of the SeaMar Home Health building, on the northern end of the building along 14th Ave. Other efforts could be to plant more street trees to create a greater sense of continuity along the corridor while helping to bring key locations to the pedestrian scale. This could also happen through informal, community designed and built planter boxes throughout the corridor. Last, as one community member suggested, the tree trunks along the corridor can be painted to add more color along the street. These colors could change regularly during festivals or to reflect the seasons.

There are several parcels (highlighted in red with a red dashed outline) that could be redesigned to attract greater pedestrian activity. Currently there are few places for pedestrians to pause or stay on 14th Ave. For some the idea of ‘staying’ invokes visions of unwanted people loitering. However, encouraging staying activities is also a way to activate a location and put “eyes on the street” to monitor activity. There are two empty parking lots on the east side of the street that could be activated with food trucks or as parklets using CPTED principals. Leaning benches and bars can also be used effectively to give people a place to pause without allowing one to lay down.

There is a need for covered bus shelters along 14th Ave. One stop has a well executed bus shelter that provides protection from the elements to waiting pedestrians, however, more are needed. Ideally, each stop would have one (indicated with a grey dashed outline).

Last, several community members suggested that wayfinding elements be added. One person suggested multi-lingual street signs (key locations are indicated with a red dot with a dashed outline), while stamped paving and artistic elements can also be used.

Inspirational Images

Creative Bicycle Parking

Stamped Concrete

Bi-Lingual Street Signs and Wayfinding

Furnishing with Industrial Character

Raised planters (buffer sidewalks from high volume of vehicles)

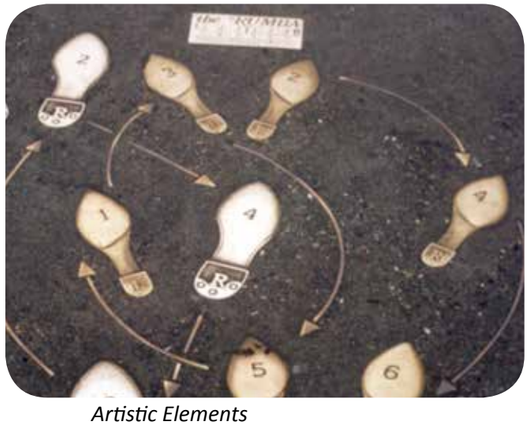
Changeable, Community-based Art

Temporary art

Creative Seating

Community Murals

Traffic Deterrents (placed in roadway)



Artistic Elements

Artistic Lighting

General Site Information

Site Character Photos

Project Name: South Park Plaza

Site Location: Corner of Dallas Ave S and 14th Ave S

Area: 25,986 SF

Owner: South Park Marina LP

History: The site is where the old County Line Bar and Grill was located, and the building was a farm supply and feed store in the early 1900s. The original 1915 bridge went right through the property connecting people to Des Moines Memorial Drive to the south and Georgetown and Seattle to the north. The original red bricks of the Des Moines Memorial Drive were salvaged during the South Park Bridge construction process. The site has been a staging yard for the South Park bridge construction crews. Community leaders envision the space becoming a welcoming plaza for farmers' market, music, art and festivals, with shoreline views, salmon habitat restoration with native plants and trees.

Description: The South Park Plaza site has been cleared as part of the new South Park Bridge building and is used for staging materials.

Looking north at the plaza, cleared for staging materials

Looking north at the plaza, staging materials are laid out

Looking east at the plaza site

Looking south at the plaza site

Parts of the site being prepared for bridge material staging

Look out at the north end of the site from under the bridge

Site Context

Project Stage

Common Interest

Key Existing Documents

- Duwamish Riverfront Revival (2001)
- South Park Design Lab
- Duwamish Valley Vision Report (2009)
- Duwamish River Habitat Restoration Plan (2009)
- Pedestrian Citywide Lighting Plan (2012)
- South Park Plaza: A Gateway to Culture (2012)
- Cumulative Health Impacts Analysis (2013)
- Environmental Justice Analysis (2013)

Funding Opportunities:

- Seattle Parks and Recreation
- King County Environmental Grants
- Seattle Neighborhood Opportunity Fund

Partnership Opportunities:

- Environmental Coalition of South Seattle
- Seattle Parks and Recreation

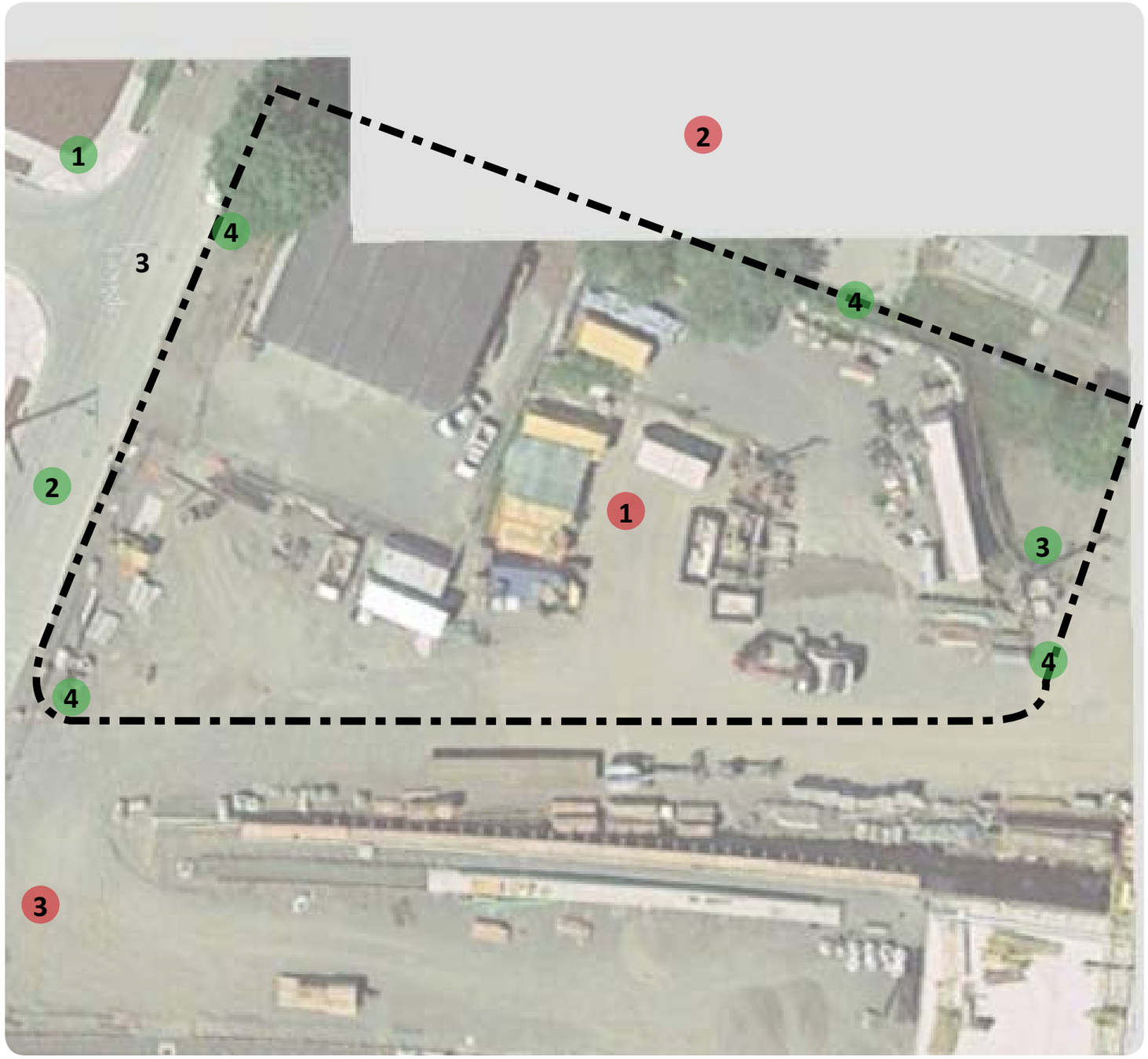
Site Analysis

Existing Features

1. Pedestrian Circulation Elements
2. Nearby Food and Shopping Amenities
3. Visual connections to the river
4. Walking connections to the neighborhood

Issues & Constraint6s

1. Concern for illicit activity if plaza is not properly programed or activated
2. Adjacent land use is not commercial (not active)
3. Heavy vehicular traffic

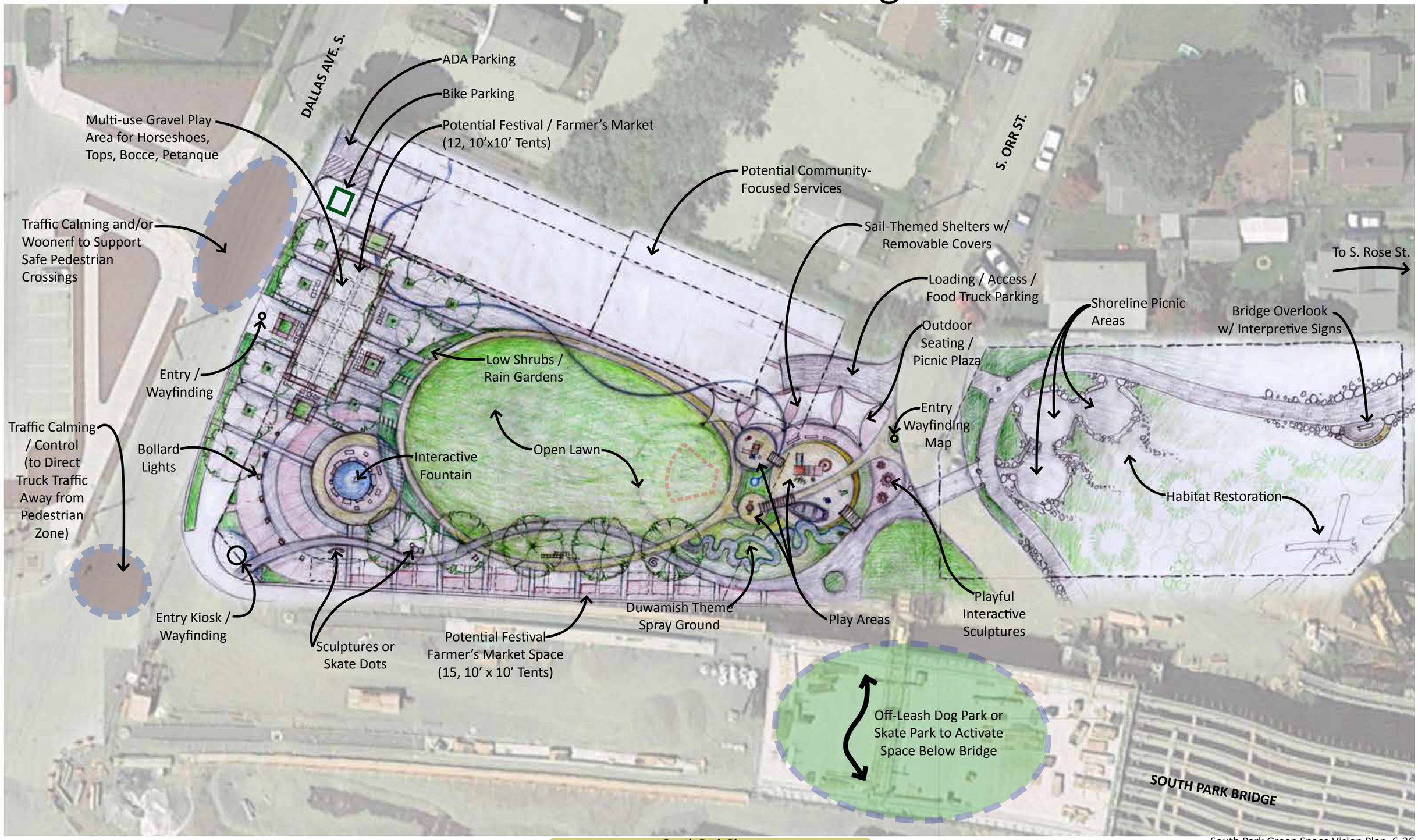


South Park Plaza

Historic Photos

Historic Bell Tower

Final Conceptual Design



South Park Plaza

Design Intent for South Park Plaza

Residents expressed a heightened concern for safety when asked about the creation of South Park Plaza. They were particularly concerned with the idea of a permanent shelter creating spaces for illicit activity. A prior conceptual design imagined the plaza as an open paved place, with a permanent structure, able to facilitate large community events. When reviewing this plan residents voiced the desire for a more dynamic plaza full of different activities, free of permanent structures, which would attract residents and safe activities every day of the week. They also expressed the desire for a large open green. This conceptual plan for South Park Plaza addresses community needs through the integration of multiple open space attractions. An interactive fountain is located at the southeast corner of the park; a gravel pad area provides space for outdoor games such as bocce ball along the southern edge, while southern and eastern edges of the park provide space for festival or farmers market tents. Trees along the perimeter offer shade and cooling capacity while, while large open green provides opportunity for passive play, lounging in the sun, or music events. To the northern end of the site a variety of areas are provided, while the western edge of the site is flanked by new structures which house community focused services. To the north, after crossing Orr Street a pathway connects to Rose Street End. Along this pathway picnic areas are nestled; overlooking the bridge and areas of river restoration.

Inspirational Images

Traffic calming element to deter truck traffic along Dallas Ave, Woonerf/Pedestrian friendly crossing to plaza, small scale rain gardens with foot bridges

Open lawn and loop pathway, gathering space with removable cover

Textured/Accent paving, spray pad, court yard area/mini “town square”

South Park Plaza

Inspirational Images






Entry kiosk/signage/wayfinding, picnic areas, bicycle racks, game areas for all ages.





Off-leash dog area under bridge, multi-use plaza space, interactive sculptures/art






Skate spot elements, giant chess board, play elements to reflect shoreline environment

General Site Information

Project Name: S. Rose St. Street End

Site Location: Intersection of S Rose St and Duwamish River

Area: Approx. 2,500 SF

Owner: King County

Description: In 2001, Environmental Coalition of South Seattle (ECOSS) and numerous community partners conducted a participatory planning project to work with private land owners to improve salmon habitat along the Duwamish River from the South Park Bridge to Duwamish Park. The project report outlines the opportunities and constraints for developing habitat in a built-up urban environment with diverse landowners.

The EPA listed the Lower Duwamish River as a Superfund site in September 2001, and uncertainty about future cleanup and restoration obligations by the potentially responsible parties kept the well-organized planning effort from taking the next steps towards implementation. Project costs and shoreline permits were deterrents for community groups to undertake the projects. The project's key success was to provide a participatory framework and alternatives analysis that can be applied to other Duwamish shoreline street ends as they become available for restoration.

Site Context

Project Stage

Common Interest

Key Existing Documents

- Duwamish Riverfront Revival (2001)
- South Park Action Agenda (2005-2009)
- Duwamish Valley Vision Report (2009)
- Duwamish River Habitat Restoration Plan (2009)
- Pedestrian Citywide Lighting Plan (2012)
- DRCC Cumulative Health Impacts Analysis (2013)
- Environmental Justice Analysis (2013)
- DRCC Health Impact Assessment (2013)

Funding Opportunities:

- King County Department of Transportation
- Port of Seattle
- Department of Neighborhoods Matching Grants

Partnership Opportunities:

- King County Department of Transportation
- Port of Seattle
- Environmental Coalition of South Seattle

Site Character Photos

The site looks out over the new South Park Bridge

The community has taken advantage of the vacant lot

Looking north at the views of the river the site affords

Existing Amenities

River Access

River Views

Small Grass Area

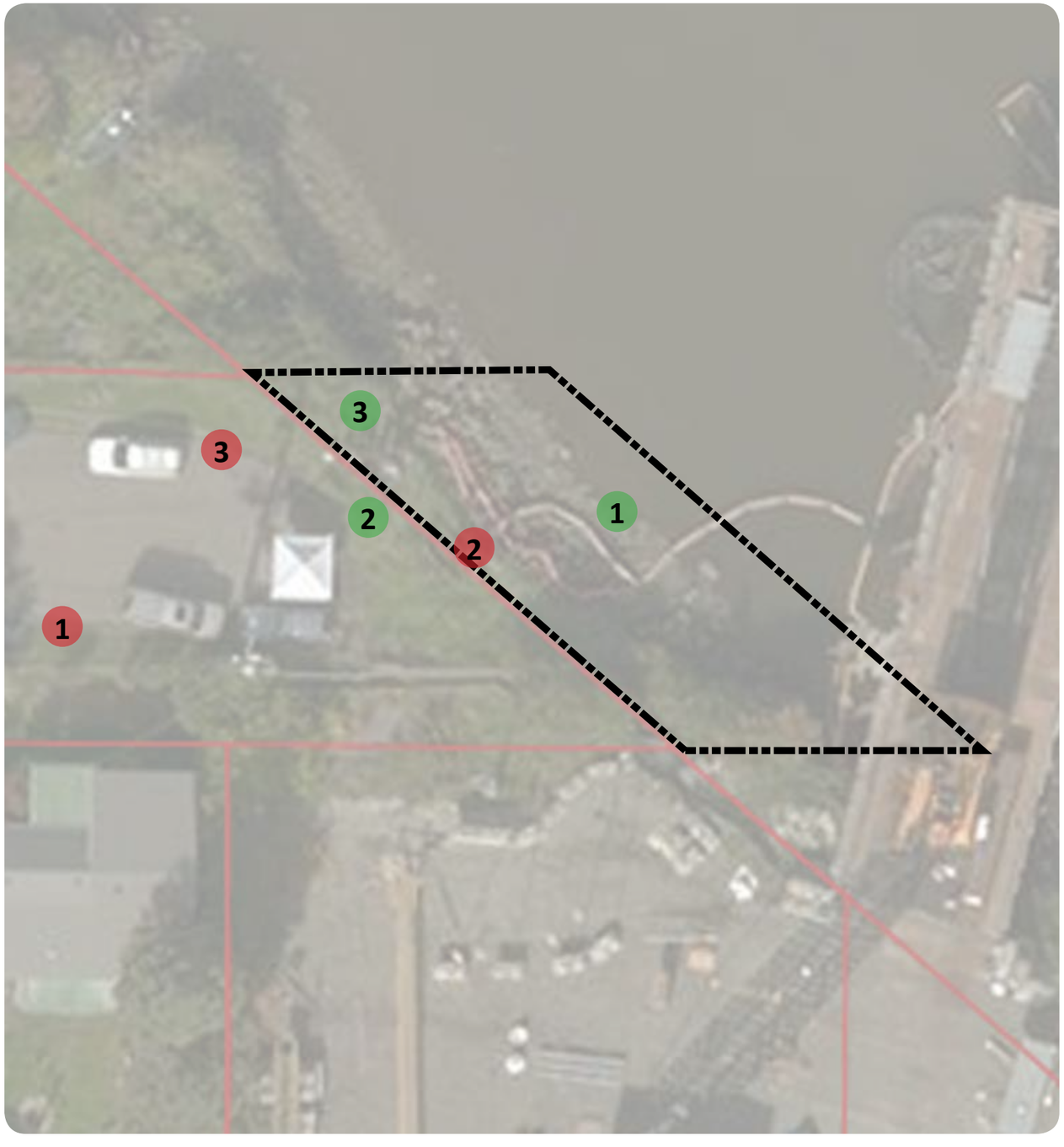
Site Analysis

Existing Features

1. River Access
2. River Views
3. Small Grass Area

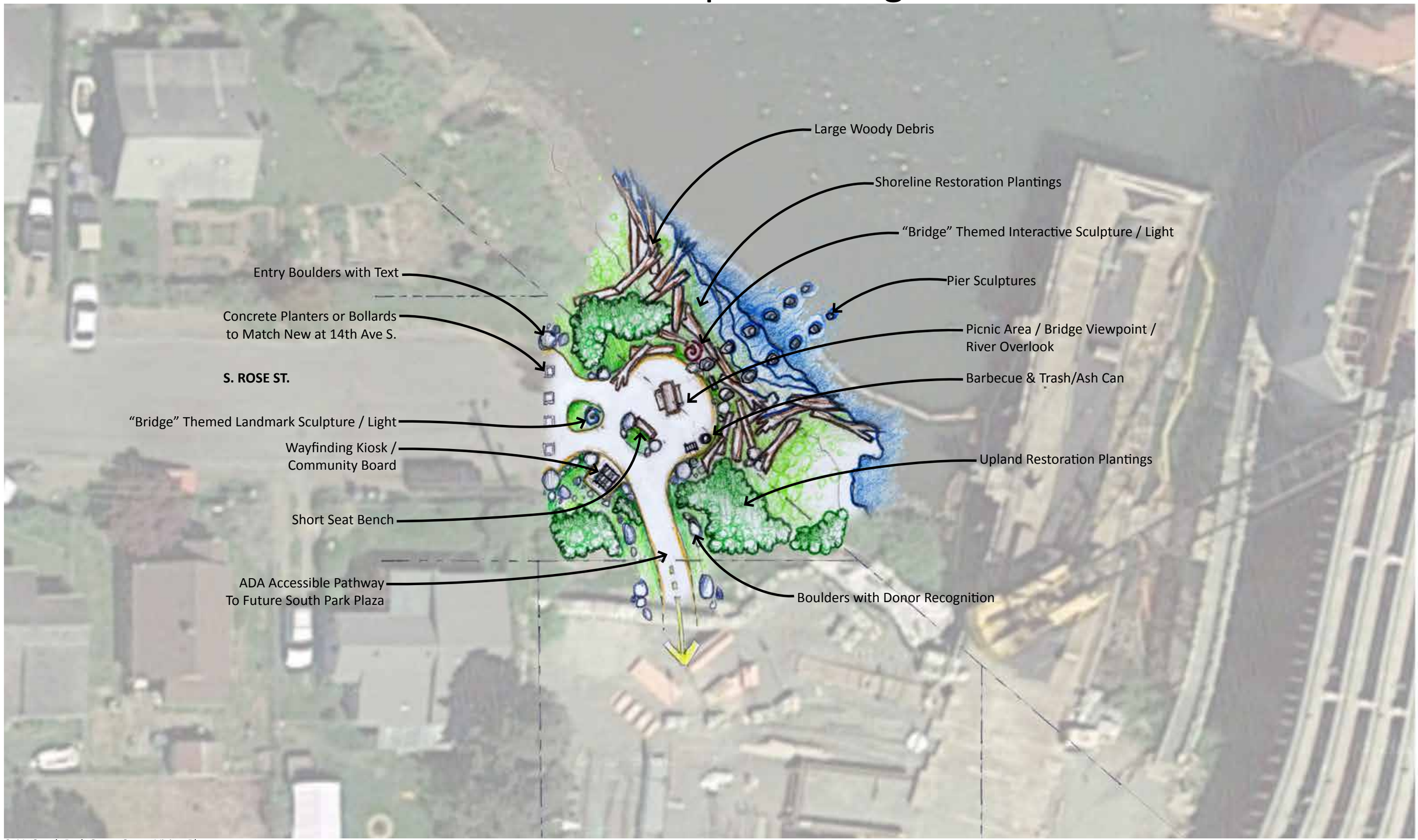
Issues & Constraints

1. Adjacent to unimproved street (no sidewalk)
2. Limited area of open space available for improvement
3. Lack of parking and turnaround space.



S. Rose Street End

Final Conceptual Design



S. Rose Street End

Design Intent for S Rose Street End

Rose Street End presents a wonderful opportunity to create a spectacular overlook for the new South Park Bridge. In addition to an overlook, Rose Street End provides an opportunity to connect the residential area to the heart of South Park through a riverfront trail connecting to the future South Park Plaza. This concept proposes opportunity for public art, riverfront restoration, way-finding and picnicking.

Inspirational Images




Bollard lights, planters, wayfinding, maritime relics


Overlook, large woody debris and shoreline restoration plantings



Trail head kiosk/map, accent boulders

General Site Information

Project Name: Concord Elementary School

Site Location: Intersection of 7th Ave S & S Concord St

Area: 136,000 SF

Owner: Seattle Public Schools

History: Concord School is the third public elementary school for South Park since 1892 when the first South Park School is built at 12th Avenue South & Sullivan Street. In 1907, South Park School was rebuilt in the same location.

In January 1914, the Seattle School District completed Concord School in its current location, and students and teachers trooped from the old school to the new one. Concord School is designed in the Colonial Revival style and built out of brick. It was remodeled and a wing was added in 2000.

The outdoor renovation project transformed underutilized and unwelcoming areas into vital school and community places of pride. These include a new play structure, renovated play field, , new track, six new benches, a planter, a mural, new play lines, a basketball hoop, and new tether-ball poles.

Description: Concord International School is a K-5 Elementary school with dual bilingual programs (Spanish and English) with about 400 students.

Site Context

Key Existing Documents

- Duwamish Valley Vision Report (2009)
- Pedestrian Citywide Lighting Plan (2012)
- DRCC Cumulative Health Impacts Analysis (2013)

Funding Opportunities:

- Seattle Public Schools
- Seattle Department of Neighborhoods

Partnership Opportunities:

- Seattle Public Schools

Project Stage

Maintenance & Stewardship

Site Character Photos

The school from the front entrance

Looking up at Concord Elementary from the running track

The historical Concord Elementary building

Site Character Photos

Children's Play Area

Exercise Track

Large Open Grass Area

Historic Building

Historic Photos

A class of students in 1899

A class of students in 1928

Image of the School circa 1914

Site Analysis

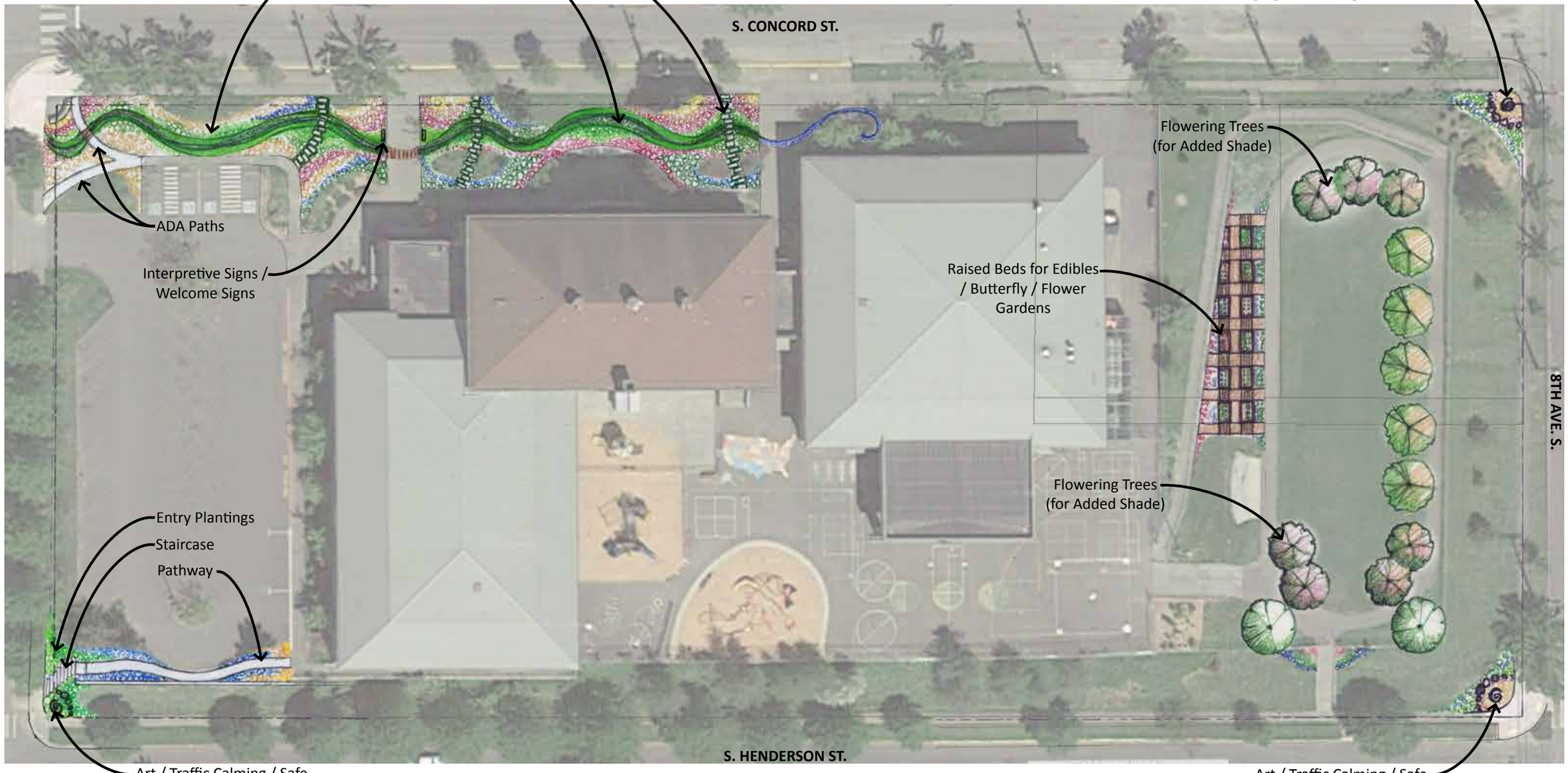
Existing Features

1. Children's Play Area
2. Exercise Track
3. Large Open Grassy Area
4. Historical Site

Issues & Constraints

1. Current play area part of school grounds / non-park setting
2. Inability to incorporate community gathering space (e.g. picnic tables)
3. Inability to incorporate other age groups
4. Play area removed from neighborhood view
5. Adjacent industrial truck route
6. Unsafe social trail. Kids land in parking lot with no pathway.

Final Conceptual Design



Concord Elementary School

Design Intent for Concord Elementary School

Students of Concord along with adults in South Park were enthusiastic about future improvements to the school grounds. Recent improvements improved play area equipment, field, added new planting areas, and seating. This concept proposes additional improvements to the periphery, open field and slopes of the site. Raised beds along the eastern edge of the play area provide space for bird and butterfly habitat. A bioswale along the main entrance of the school provides further habitat and on-site opportunity for outdoor education as well as a visual queue that the school is upstream from the Duwamish and can contribute to water quality by providing more mitigation with an upgraded front entry garden. A safe route to the school entrance is proposed at the southwestern corner of the sites. Trees planted around the open field provide shade, while the corners along 8th Avenue are improved with traffic calming elements and public art.

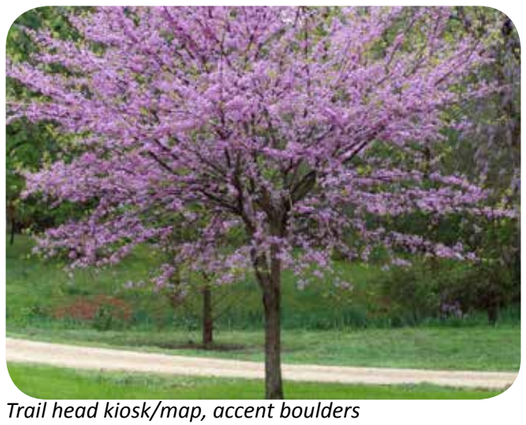
Inspirational Images



Bollard lights, planters, wayfinding, maritime relics




Overlook, large woody debris and shoreline restoration plantings



Trail head kiosk/map, accent boulders

Recommendations & Conclusions

The Pacific Northwest provides an abundance of accessible, natural green spaces. Western Washington boasts many advantages which support an immense variety of thriving public green spaces. Our temperate climate, strong communities, and general recognition of the natural beauty that surrounds us are all factors which contribute directly to the fabric of our neighborhoods and to our quality of life.

As a 100 year old neighborhood, South Park offers a window to Seattle's past. This tight-knit community which sprouted along the banks of the Duwamish river was once a community of family-owned farms. Through the course of industrialization and development community members have withstood the many challenges of co-existing with one of the "engines" of our local economy. Today, as improvements are led by two major projects (the re-opening of the South Park bridge and the restoration/clean-up of T117) there is momentum to upgrade the living fabric which connects the rest of the neighborhood.

The South Park community relies heavily on all public resources, both building related and exterior facilities. This report evaluates the quality and quantity of green spaces for South Park residents and proposes various improvements which reflect the input that was gathered throughout the project. Despite many diverse needs there are strong common interests which can provide guidance for open space and connectivity improvements over the next five years. By capturing a wide range of feedback this report ensures that future improvements are both sensitive to the community's basic needs and responsive to the unique identity of South Park. For this reason efforts which encourage a symbiotic relationship between the residents and industries in South Park will reinforce the health of each other. In listening to the community, gathering agency input, and synthesizing all feedback into concept level designs for various green space destinations and connections, this vision plan proposes the following series of guidelines for future development:

1. Safety Improvements:

- Provide an improved sense of security in the neighborhood's green spaces and the walking routes which connect them.
- Increase physical separation of vehicular and pedestrian circulation with clearly designated routes, improved signage, additional traffic calming measures, speed limit enforcement, and more wayfinding elements to direct pedestrians.
- Where vehicular and pedestrian routes must intersect, provide the best means possible for communicating the presence of one user group to the others (IE, to vehicles - "15 mph Pedestrian zone" or to bikes- "Truck Crossing")
- Clearly designate truck routes to help them move through the neighborhood more efficiently, help them stay off residential streets, reduce emissions from circuitous routes, and encourage them from idling unnecessarily.
- Provide hand wash stations at all shoreline access points.
- Maintain and provide clear visibility across all public spaces.
- Provide better lighting along primary walking routes
- Encourage positive uses and increase physical presence to improve natural surveillance of public spaces by partnering with groups which stand to benefit from better access to these spaces.
- Green space improvements which offer multiple benefits to various user groups may provide stronger partnership opportunities and will help to keep a space active with a positive, local presence. (For example: Marra Farm)
- Provide more spaces geared specifically towards supporting undeserved members of the community (more play spaces for children of all ages, more places for seniors to sit, at metro stops, outside of community facilities).
- Apply CPTED principles to all future design efforts and consult with local community members and SPD officers to help make sure the design addresses actual usage patterns.
- Various problem areas in South Park suffer consistently from negative usage patterns and impact the sense of safety for community members. These areas include: Crosswalk at S. Cloverdale and 8th Ave S, Truck traffic on Dallas Avenue, Speeding on S. Cloverdale, Speeding on 8th Ave S (South of Concord Elementary), bike trail on east side of SR 99 between S Trenton St and S Henderson St, NE corner of Duwamish Waterway Park, Skate park after sunset, Alley West of 14th Ave S between S Sullivan St and S Cloverdale St., Under the South Park Bridge, Northern Street Ends at night.
- Reduce speed zone along 14th Ave S and other pedestrian routes.

2. Improved Connectivity:

- Unite a neighborhood that is physically divided by freeway infrastructure with a Greenway Loop.
- Improve connectivity between all open space resources with a Greenway Loop.
- Provide additional and safer pedestrian and bicycle routes to all community facilities.
- Celebrate Seattle's only riverfront community with improved public access and better visual connectivity to the Duwamish River. Improve awareness of these spaces both in the local and regional community.
- Signed crossings along S Cloverdale St and 14th Ave S.
- Improve bike/pedestrian connections to surrounding neighborhoods and to the regional trail system.
- Improve mass transit connectivity with higher quality Metro KC bus stops and more frequent bus service.
- Address safety concern of kids trying to cross the SR 99 behind the community center by providing a more direct link from the West side of South Park to the community center. Explore the feasibility of different options.
- Promote overlapping features of routes: Safe routes to school, regional bike trail, river walk, art walk, history walk, parade route, more interpretive destinations, traffic calming elements which provide community value/expression (free lending libraries, street trees, street murals)
- Provide more frequent minor, intermediate destinations along routes: micro parks, streetscape plantings, seating, signage, landscape improvements, bike parking, parklets.
- Coordinate with future efforts to improve green stormwater infrastructure.
- Explore a neighborhood circulation theme based on the riverfront shoreline. Carry out this theme throughout the neighborhood all the way to the uplands and west side of South Park to create a sense of unity.
- Incentive private development along the Greenway Loop walking route to make these routes more inviting and recognizable (IE: Front yards eligible for Rainwise, Tree planting & other landscape improvements)
- Create routes with even surfaces to improve mobility.
- Provide pavement in unpaved areas to help differentiate vehicular, pedestrian and bike uses.

- Design new facilities to promote multi-modal transportation for all ages and abilities.
- Capture opportunities to provide better habitat corridors with improvements to connectivity.
- Look at opportunities to improve water-based connectivity (boat tours, kayak rental, water-taxi to other parts of town).
- Explore improved pedestrian and bike connections to West Seattle and Westcrest Park so that the community has increased access to the resources available there (dog park, trails, community garden).
- Improve connection to Marra Farm and increase its status as a regional destination to capture more support for future improvements which will benefit the community.
- Improve connections to the Green River trail.
- Identify gateway opportunities to celebrate and increase awareness of South Park from the surrounding State Routes and major arterials.

3. Green Space Improvements:

- Create and identify new play areas and promote facilities which work for a wider range of age groups, such as outdoor exercise areas for seniors and safe outdoor spaces for teens to hang out.
- Celebrate and expand the visual presence of local history, culture and arts of South Park in all green space improvements.
- Explore opportunities to partner with King County Wastewater and Seattle Public Utilities for stormwater improvements which may offer those agencies with a new site and the community with a new open space resource (IE - demonstration rain gardens, bioswales, detention facilities which could support creation of a new play field)
- Promote the creation of communal spaces by seeking out community organizations that are interested in using these spaces for their own programming/outreach efforts as a way of activating space and providing better natural surveillance. This is especially the case for the future South Park Plaza.
- Encourage the use of more green stormwater infrastructure in the residential and industrial parts of the neighborhood for improved stormwater management and reduced migration of source and non-point source polluted runoff.
- Create, restore, and increase habitat diversity whenever possible in shoreline and upland areas.
- Seek opportunities to soften existing hard shorelines.

4. Community-based Recommendations:

- Generate interest in the local industry by supporting tours of interesting facilities. For example, many breweries provide tours of their facilties.
- Include future generations by bringing kids into the process whenever possible.
- By including community in the design process you can empower them, encourage early ownership of ideas, reinforce the iterative nature of design, and promote stewardship.
- Improve mental connection to the environment through educational efforts.
- Provide list of easy to achieve activities that any community member can do to make a contribution to the quality of green space in South Park.
- Create a new focus group tasked with developing a system to help all community groups and neighborhood leaders improve communication and coordinate better for collaborative efforts.
- Revive the Business Association and make it accessible to all businesses.
- Seek out partnership opportunities conducive to collaboration between community, commercial, retail, and industrial sectors. Improve social connections between these sectors. (school tours of creative industries in South Park)
- Prioritize improvements which will provide work for local residents.
- Explore locally-based incentive programs to encourage beneficial activities for improving the quality of green space in South Park.
- Collaborate with local tribes to inventory, identify and celebrate the presence of all Native American sites within the neighborhood.

Implementation and Next Steps

Implementation and Next Steps

Achieving this aspirational vision for connected public spaces in South Park will require the perseverance, commitment and dedication of many diverse partners over a period of many years. Achieving change at this scale and resourcing the improvements outlined in this plan cannot be achieved by any one person or organization. Rather, it will require community groups, government agencies, businesses, civic leaders and philanthropists to come together with common purpose.

Roles and Responsibilities

The development of the South Park Green Space Vision Plan was accomplished through a partnership between Seattle Parks Foundation, the South Park Area Redevelopment Committee (SPARC), South Park Neighborhood Association, Environmental Coalition of South Seattle, Duwamish River Cleanup Coalition, Sea Mar Community Health Centers, and Seattle Parks and Recreation. Many more public agencies, as well as dozens of residents and workers, were consulted during the development of the Vision Plan (see the "Acknowledgments" section after the *Table of Contents*). The ongoing participation and leadership of all of these parties, and more, will be essential for realizing the recommendations of this plan.

At the same time, central leadership will be essential. While participation of all interested stakeholders is essential, a coordinating "backbone" organization that serves to coordinate the larger effort is just as important. While Seattle Parks Foundation has provided the resources to complete this planning effort, the real energy, fuel and commitment will come from the South Park community itself.

To this end, the Land Use and Environment Committee of SPARC will serve as the central organization that will work to coordinate the various partners, projects and efforts over time. Seattle Parks Foundation will stay engaged as a supporting organization, providing technical assistance and fundraising support as needed. Of course, all individuals and community groups interested in improved public spaces in South Park will be integral to the implementation effort. Even though SPARC and Seattle Parks Foundation will serve as the central points of coordination, it will be the work of many writing grants, identifying resources and building partnerships over time that will ultimately lead to success.

Funding Opportunities

Park, trail and green space improvements are funded in a variety of ways. Almost every public space project will be resourced by an array of public and private funding. Typically funds come from a mix of public monies (grants and budget allocations), private foundations and indivisual donors.

This section lists an array of known funding opportunities for public space improvement projects in Seattle. The list is not comprehensive and should be used only as a starting point. Each new project will have unique merits and stakeholders, and individualized fundraising plans will need to be developed for each.

City of Seattle

Department of Neighborhoods

Small Sparks Fund (up to $1000)

Small and Simple Neighborhood Matching Fund (up to $25,000)

Large Project Neighborhood Matching Fund (up to $100,000)

Neighborhood Park and Street Fund (up to $90,000)

Seattle Department of Transportation

Neighborhood Street Fund (up to $750,000)

Safe Routes to School Mini Grant Program

Public Space Management Program

Trees for Neighborhoods

Seattle Parks and Recreation

Check the Parks and Recreation website after August 2014 for updated funding opportunities

Office of Economic Development

Neighborhood Business District Program

Office of Arts and Culture

Neighborhood and Community Arts Program

Seattle Public Utilities

Green Stormwater Infrastructure (GSI) program

City Council (city capital budget allocations)

King County

Youth Sports Facilities Grant

King Conservation District Grants

Wastewater Division

Green Grants

Grants for Salmon Habitat and Water Quality Projects

County Council (county capital budget allocations)

Seattle Public Schools

Self Help Program

Washington State

Washington State Department of Ecology Grants and Loans

State Legislature (state capital budget allocations)

Federal Government

National Park Service Grants

U.S. Forest Service Grants

Environmental Protection Agency Grants

Businesses

Cleanscapes Community Project Grant

Safeco grants

Starbucks Neighborhood Park Grants

Home Depot

Boeing Employees Community Fund

Lowe's Home Improvement

KaBoom!
Bank of America Foundation
Puget Sound Energy Foundation
Weyerhauser

Private Foundations

The Brainerd Foundation
The Bullitt Foundation
Charlotte Martin Foundation
Community Building Foundation
Discuren Foundation
D.V. and Ida J. McEachern Charitable Trust
Grousemount Foundation
M.J. Murdock Charitable Trust
Norman Archibald Foundation
Peg & Rick Young Foundation
Pembroke Perlin Fund
Raven Trust
RealNetworks Foundation
Russell Family Foundation
Satterberg Foundation
The Seattle Foundation
Titcomb Foundation
Washington Women's Foundation
Wyman Youth Trust

Private Donors

Don't forget to consider the community of individuals and businesses who care about and will benefit from the project. They are all prospective donors!

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Appendix

Secondary Priority Sites

General Site Information

Project Name: 2nd Ave S. Street End

Site Location: Intersection of S Orchard St. and 2nd Ave S

Area: Approx. 3,500 SF

Owners: Seattle Department of Transportation, Port of Seattle, Easement on private property.

Contacts:

Description: In 2001, Environmental Coalition of South Seattle (ECOSS) and numerous community partners conducted a participatory planning project to work with private land owners to improve salmon habitat along the Duwamish River from the South Park Bridge to Duwamish Park. The Duwamish Riverfront Revival report outlines the opportunities and constraints for developing habitat in a built-up urban environment with diverse landowners.

The EPA listed the Lower Duwamish River as a Superfund site in September 2001, and uncertainty about future cleanup and restoration obligations by the potentially responsible parties kept the well-organized planning effort from taking the next steps towards implementation. Project costs and shoreline permits were deterrents for community groups to undertake the projects. The project's key success was to provide a participatory framework and alternatives analysis that can be applied to other Duwamish shoreline street ends as they become available for restoration. 2nd Ave S. Street End is in the northern, industrial portion of South Park. Development could be of value to adjacent businesses. Potential Bluefields Holdings project.

Site Context

Key Existing Documents

- Duwamish Riverfront Revival (2001)
- South Park Action Agenda (2005-2009)
- Duwamish Valley Vision Report (2009)
- Duwamish River Habitat Restoration Plan (2009)
- Pedestrian Citywide Lighting Plan (2012)
- DRCC Cumulative Health Impacts Analysis (2013)
- Environmental Justice Analysis (2013)
- DRCC Health Impact Assessment (2013)

Project Stage

Site Character Photos

Entrance to the site

Looking east from the site

Looking north from the site

Existing Amenities

River Access

River Views

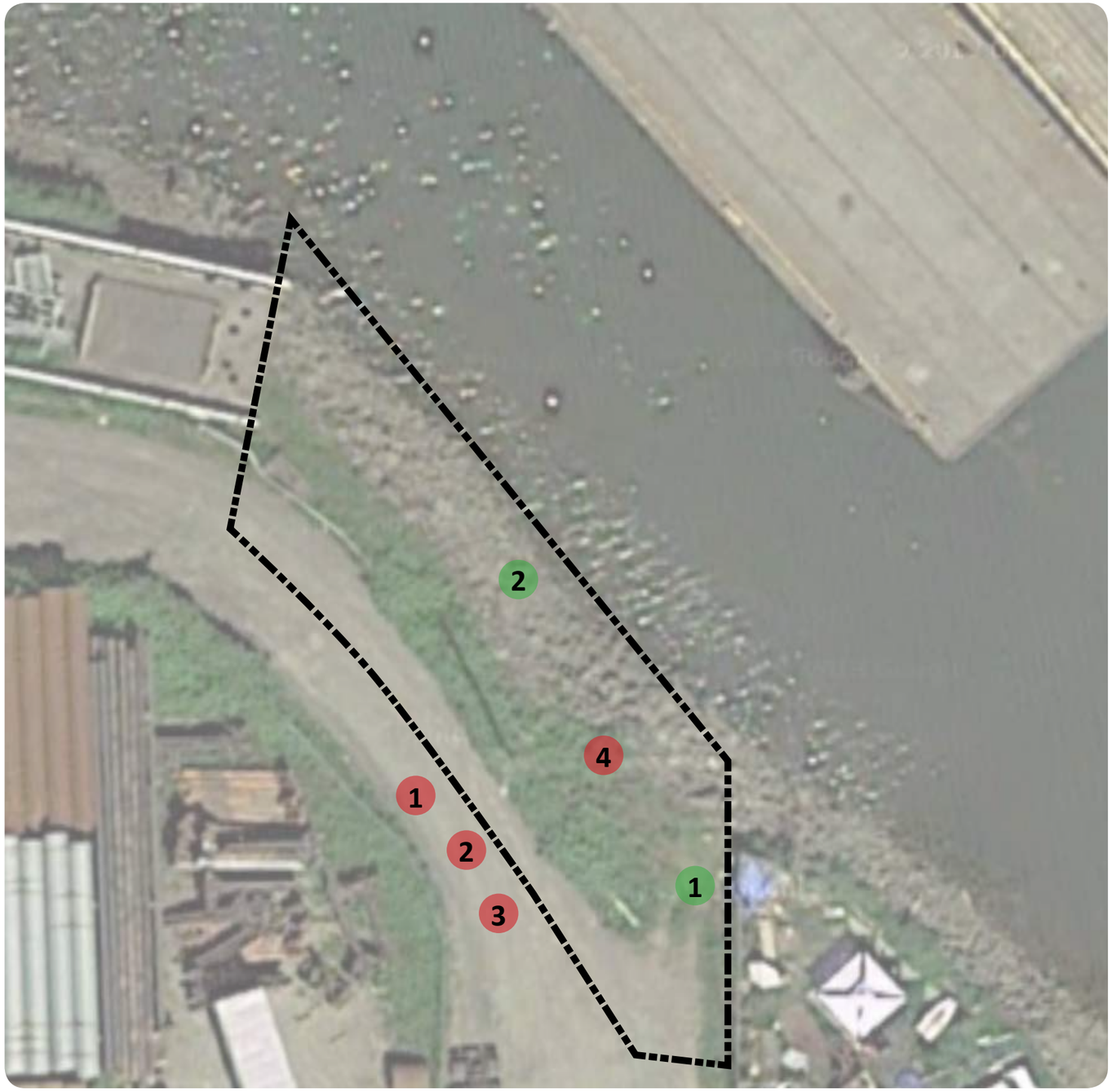
Site Analysis

Existing Features

1. River Access
2. River Views

Issues & Constrains

1. Adjacent to unhealthy area
2. Far from residential core of neighborhood (isolated)
3. Surrounded by roadways dominated by industrial use
4. Limited area of open space available for improvement

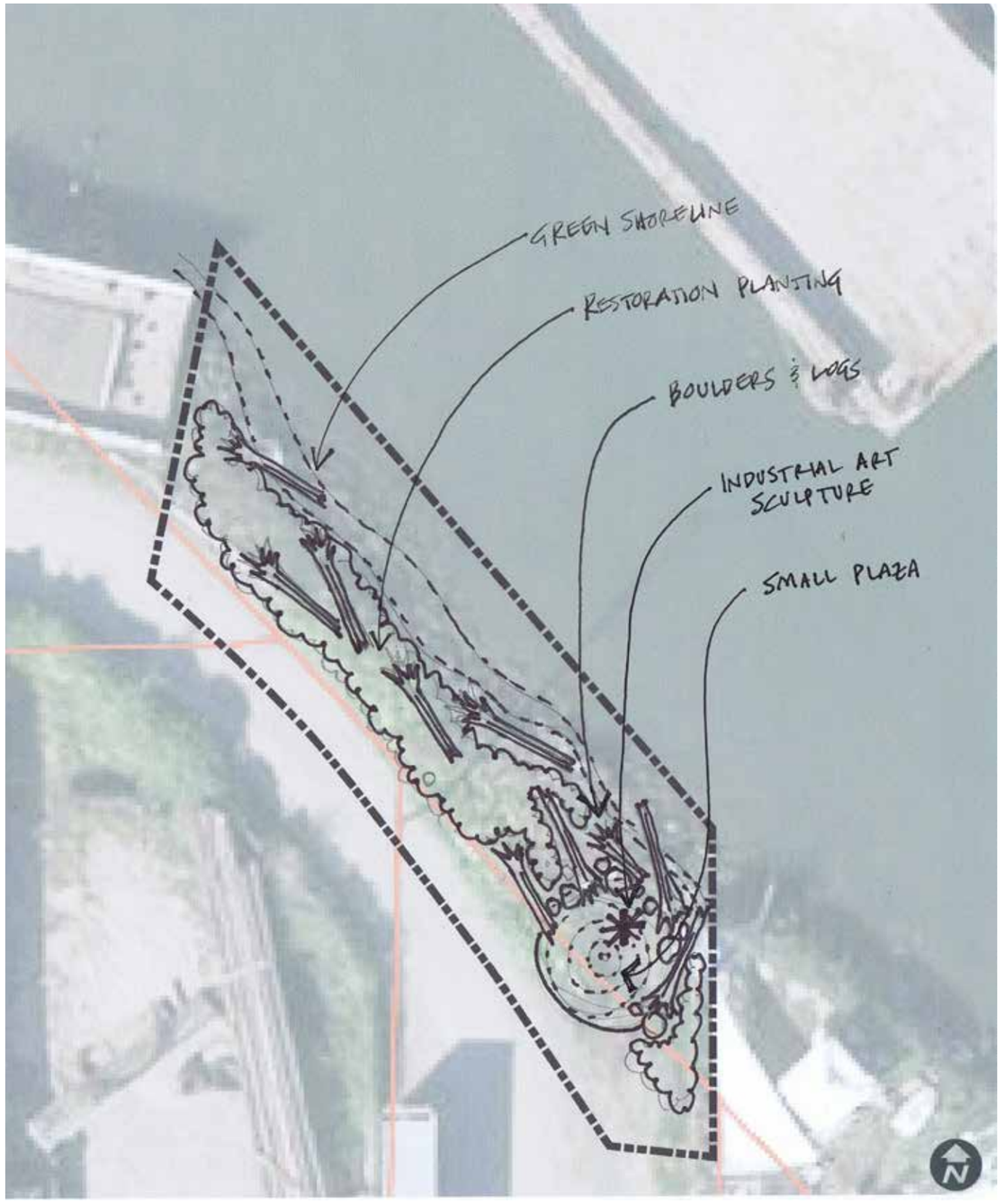


2nd Ave. S. Street End

Appendix

Conceptual Design

Inspirational Photos



2nd Ave. S. Street End

General Site Information

Project Name: 12th & Trenton Stairway and Overlook

Site Location: Intersection of S. Trenton St & 12th Ave S

Area: Approx. 15,000 SF

Owner: Seattle Department of Transportation

History: On this site a Catholic Church and facilities built by the brethren of Our Lady of Lourdes of Ostakkes, Belgium in 1892. There were 18 boarders and 40 day students. The school closed in 1919 and the Brethren returned to their homeland. The Church continued to operate until the 1970s. It was torn down in 1983 and the property sold to SeaMar Health in 1990. It was redeveloped by as senior and low income housing.

Description: The site sits on the top of a hill offering unique regional views along with a dramatic elevation drop. The South Park Action Agenda from 2006 identified 12th and Trenton staircases for "Repair or rebuild and realign stairs at 10th Avenue and Trenton Street and at 12th Avenue and Trenton Street, and include an art component at both stair locations. Encourage, "development of nearby property" to provide nice public area connected to stairs at...12th Avenue and Trenton. Use DOC to clear invasive plants and mulch area to create a more generous landing and well defined public pathway to stairs at 10th Avenue and Trenton. Provide ample lighting." These proposed improvements have largely been unrealized to date, though a design for improvements was created in 2008 by the Pomegranate Center.

Site Context

Key Existing Documents

- South Park Action Agenda (2005-2009)
- Pomegranate Report on 12th and Trenton Project (2008)
- Duwamish Valley Vision Report (2009)
- Pedestrian Citywide Lighting Plan (2012)
- DRCC Cumulative Health Impacts Analysis (2013)

Project Stage

Site Character Photos

The upper entrance to the stairs

Looking down the stairs from the top

Looking up the stairs from the bottom

Existing Amenities

Views of Neighborhood

Steep Stairway

Proposed Amenities

(Per 2008 Pomegranate Report)

- Amphitheater: for community meetings, gatherings, celebrations, and performances
- A Viewing Tower: to take advantage of regional views
- Shelters: for picnics, leisure, and social gatherings
- Gateways: to connect the park to the neighborhood
- Kiosks: a place to post community information
- Multi-generational play space: either structural, a natural play-scpae or a combination of the two
- Water Feature
- Green Connections: trails connecting to neighborhood and other parks
- Infrastructure for events and increased park use
- Time Capsule: to link the past, present, and future of South Park together

Site Analysis

Existing Features

1. Views of Neighborhood
2. Steep Stairway
3. Connection between SeaMar, nearby residents, and 14th Ave. S.

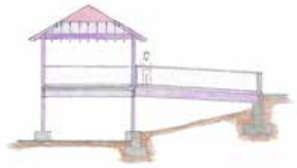
Issues & Constrains

1. Steep grades
2. Invasive vegetation
3. Stairs need repair (sited by King County Healthy / Unhealthy Map 2012

Historic Photos

12rth & Trenton Overlook

Conceptual Design



Viewing Tower & Shelter

Gateway & Kiosk

Multi-generational Playspace

12rth & Trenton Overlook

General Site Information

Project Name: Marra-Desimone Park

Site Location: Intersection of S. Southern St and Duwamish River

Area: 201,247 SF

Owner: Seattle Department of Parks and Recreation

Contacts:

History: Marra Farm comprises 4 acres of historically preserved farmland and the restored Hamm creek. The Farm was operated from the early 1900s until the 1970s as a truck farm by the Italian American Marra family, and then sold to King County. In the late 1990's local residents along with several nonprofit organizations, government programs and dedicated volunteers restored the farm.

Description: As the last working farm in Seattle, Marra Farm is a community resource. Local elementary school children discover a new appreciation for fresh vegetables in Lettuce Link's gardening and nutrition program. Immigrant Mien community members learn to cultivate vegetables in Seattle's climate and share successful growing techniques with Seattle-area gardeners. Information is also shared through gathering and exchanging seeds, multi lingual gardening classes and the P-Patch Demonstration Garden at the Farm. Festivals, picnics and harvest times bring South Park residents to Marra Farm's ample open space to gather around the culture of growing food.

Site Context

Key Existing Documents

- South Park Action Agenda (2005-2009)
- Seattle Parks Department Long Range Development Plan for Marra-Desimone Park (2008)
- Duwamish Valley Vision (2009)
- Feet First Walking Map of South Park (2011)
- Pedestrian Citywide Lighting Plan (2012)
- DRCC Cumulative Health Impacts Analysis (2013)
- DRCC Healthy Communities Map (2013)

Project Stage

Site Character Photos

Entrance to the community gardens

Looking through a new arbor

Several garden patches surrounded by community painted storage boxes

Existing Amenities

Community Farming/P-Patch

Youth Garden

Demonstration Garden

Community Chicken Roost

Stormwater Retention/Biofiltration

Picnic Tables

Community Art

Stream Daylighting Project

Cultural History Elements

Site Analysis

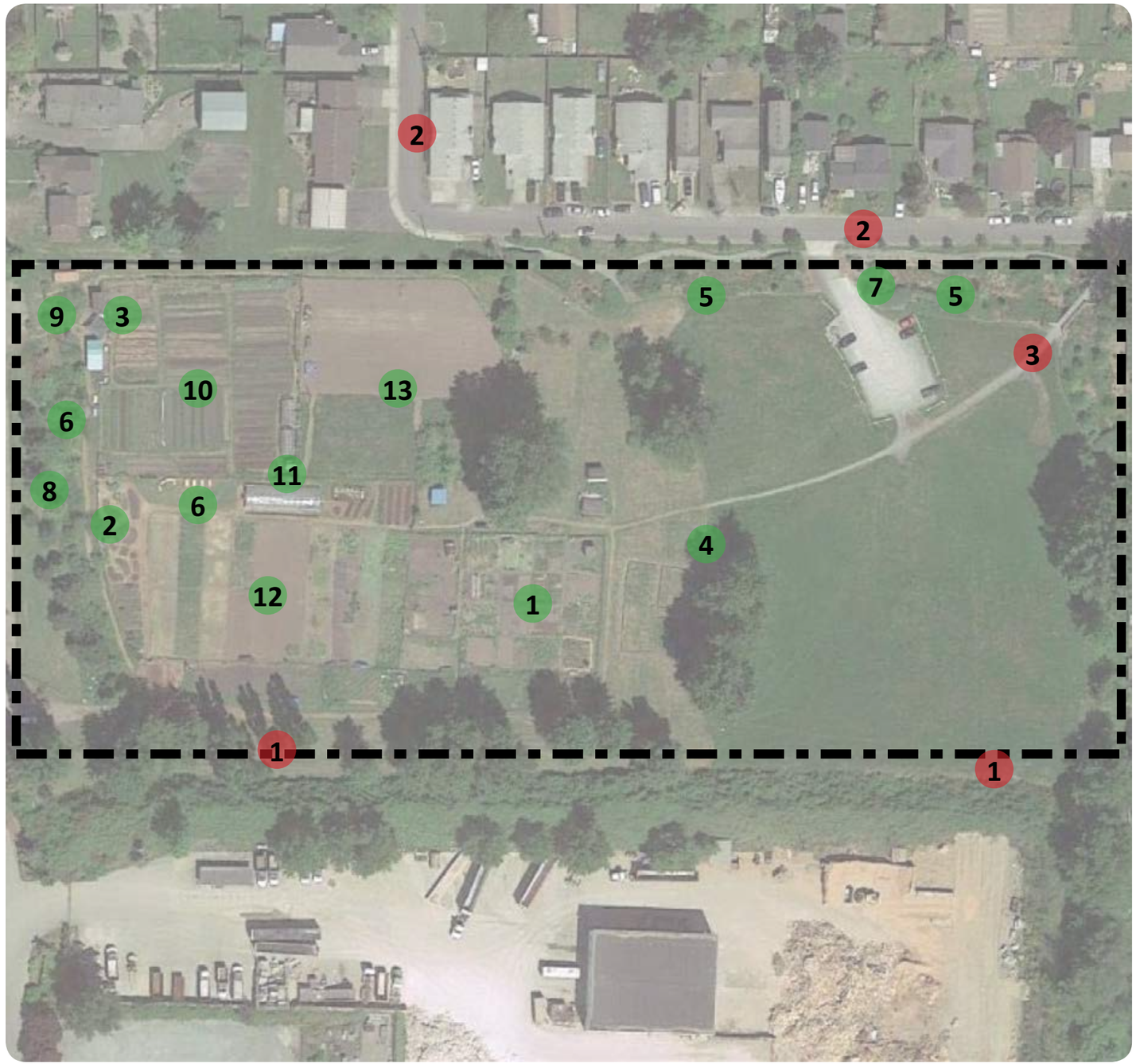
Appendix

Existing Features

1. Community Farming/P-Path
2. Youth Garden
3. Demonstration Garden
4. Community Chicken Roost
5. Stormwater Retention/Biofiltration
6. Picnic Tables
7. Community Art
8. Stream Daylighting Project
9. Cultural Historical Elements
10. Mien Community Garden
11. Greenhouses
12. 1 acre giving garden
13. Youth Garden Works Pilot Farm, (2 4-5000 SF Spaces)

Issues & Constrains

1. Southern edge of park feels unsafe
2. Northern edge st. is used for racing
3. No playground
4. No exercise loop



Marra-Desimone Park

Historical Photos

Example of a South Park farm

Example of a South Park farm

Desimoni taking produce to market

Produce for sale at the market

Site Design


5TH AVE S
ENTRY GATEWAY
DRAINAGE SWALE
S. DIRECTOR ST.
ENTRY W/PARKING
CREEK CLASSROOM
FARM
WORKSHOP STATION
HARVEST STATION (FARM)
PAVILION
PARKING
GATHERING GREEN
ENTRY GATEWAY
BRIDGE
DRAINAGE SWALE
7TH AVE S
STREET PARKING
VIEW POINT AT CREEK
HAMM CREEK
PLAY AREA
MEADOW HILL
F-PATCH
BAKED PITS
MAINTENANCE ENTRY
STAGING + STOCKPILE AREA
MAINTENANCE ALLEY/ ROUTE
MARRA FARM
DRAFT MASTER PLAN 9290b.
JA BRENNAN ASSOCIATES
Site Survey

General Site Information

Project Name: Riverside Drive Street End Park

Site Location: Intersection of S Portland St. & 8th Ave S

Area: Approx. 14,000 SF

Owners: Seattle Department of Transportation, Port of Seattle

Contacts:

History: Formerly known as *Gateway Park South*, this site marks the location of the 1891 Grant Street Electric Railway, which extended a trolley line from Seattle to South Park, crossing over the Duwamish River.

Description: In 2009, the Port of Seattle updated Gateway Park South to provide inter-tidal habitat and shoreline access for hand-carry boats. Art at the site includes tiles made and painted by the South Park community, coordinated by Gregory Fields, as well as large red gears (from the old Fremont Bridge) symbolizing South Park's ties to local industry. The community calls the park McNeil's Landing to honor the work of Tim McNeil, a longtime neighborhood advocate and visionary.

The Port is now working with Seattle Department of Transportation to build a connecting path from 8th and Portland to Riverside Drive, providing additional shoreline habitat, public access and safe walking routes along the river. Construction will begin in Spring 2014.

Site Context

Key Existing Documents

- Duwamish Valley Vision Report (2009)
- Feet First Walking Map of South Park (2011)
- Pedestrian Citywide Lighting Plan (2012)
- Conceptual Design Report (2013)
- DRCC Cumulative Health Impacts Analysis (2013)
- DRCC Health Impact Assessment (2013)

Project Stage

Site Character Photos

Street view of the site

Looking north through the site from the entrance

Looking south through the site

Existing Amenities

Cultural Elements/Public Art

River Access

Picnic Tables and Benches

River Views

Beach

Appendix

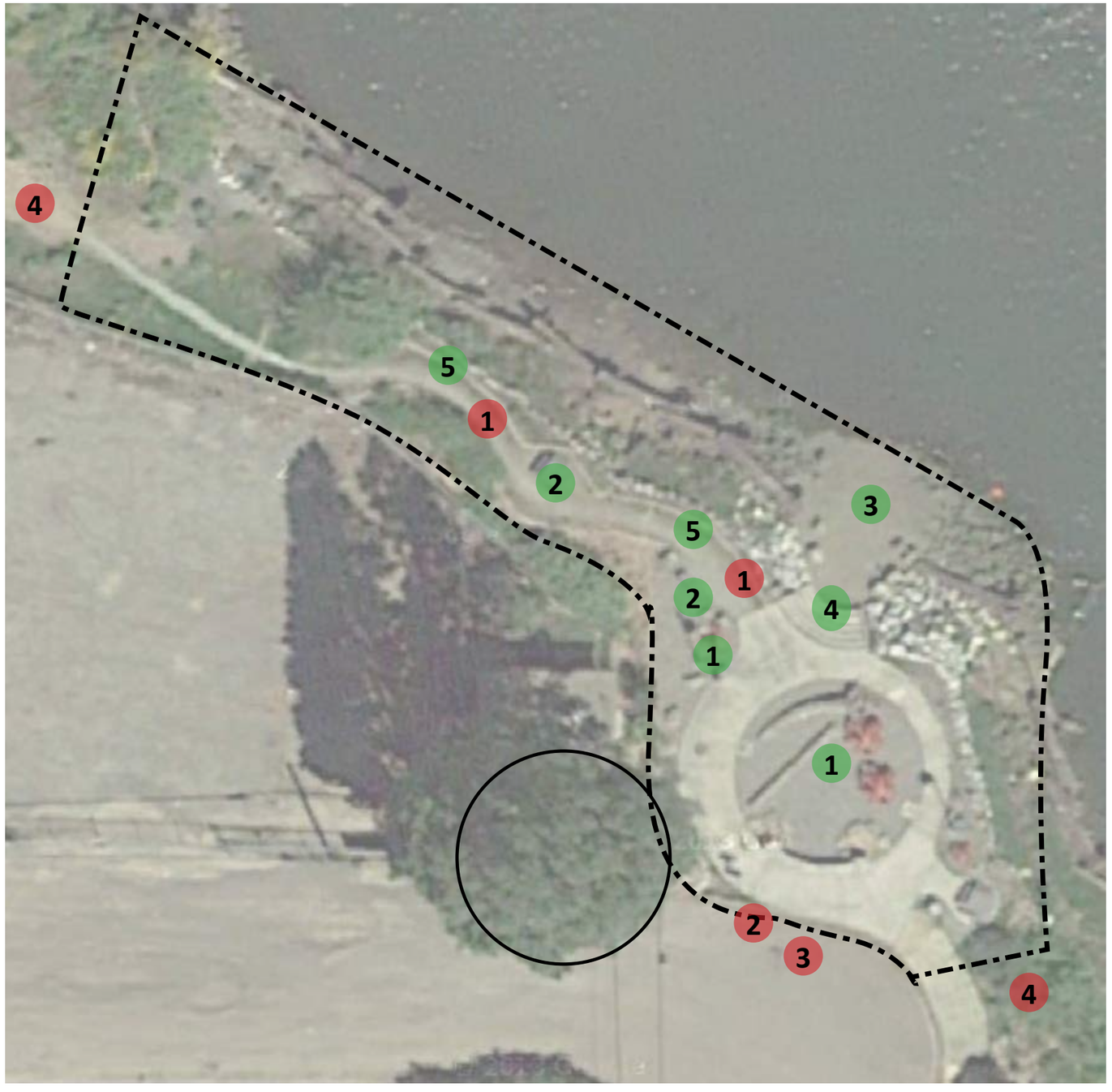
Site Analysis

Existing Features

1. Cultural Elements/Public Art
2. Picnic Tables and Benches
3. Beach
4. River Access
5. River Views

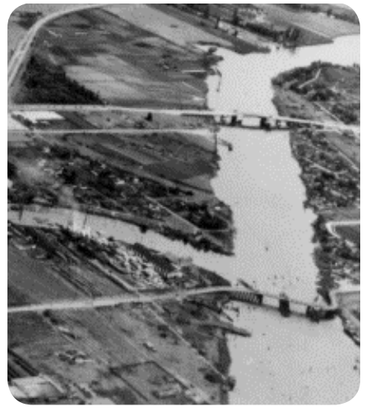
Issues & Constrains

1. Litter/dirty (sited by King County Healthy / Unhealthy Map 2012)
2. Unhealthy area (sited by King County Healthy / Unhealthy Map 2012)
3. Surrounded by roadways dominated by industrial use
4. Surrounded by industrial property (lack of natural surveillance by community)



S. Riverside Drive Street End Park

Historical Photos



Conceptual Design

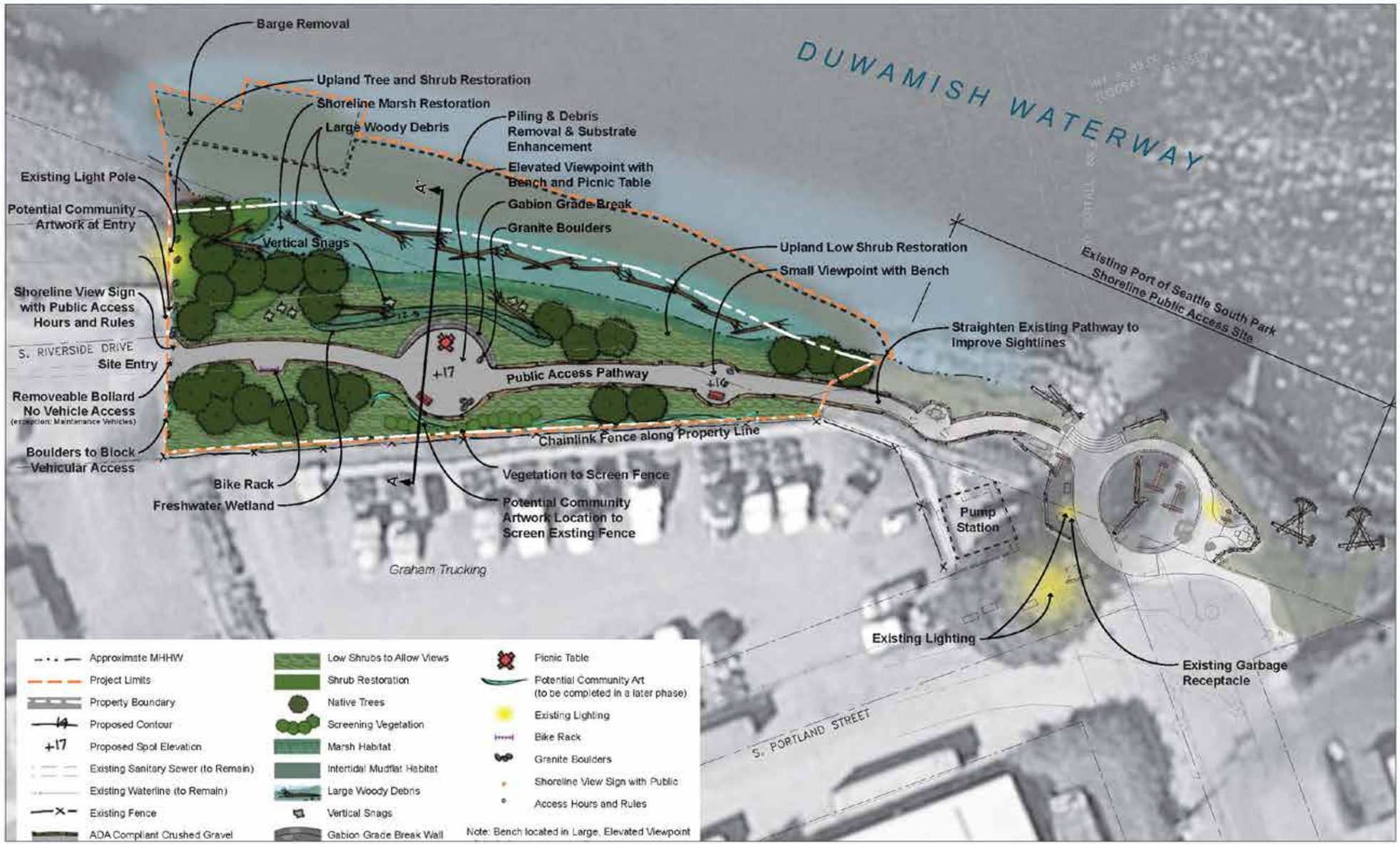


Figure 3
Final Conceptual Plan
Conceptual Design Report
Riverside Drive Street End Project

General Site Information

Project Name: S. Southern St. Street End

Site Location: Intersection of S Southern St and Duwamish River

Area: Approx. 1,000 SF

Owner: King County

Contacts:

Description: In 2001, Environmental Coalition of South Seattle (ECOSS) and numerous community partners conducted a participatory planning project to work with private land owners to improve salmon habitat along the Duwamish River from the South Park Bridge to Duwamish Park. The project report outlines the opportunities and constraints for developing habitat in a built-up urban environment with diverse landowners.

The EPA listed the Lower Duwamish River as a Superfund site in September 2001, and uncertainty about future cleanup and restoration obligations by the potentially responsible parties kept the well-organized planning effort from taking the next steps towards implementation. Project costs and shoreline permits were deterrents for community groups to undertake the projects. The project's key success was to provide a participatory framework and alternatives analysis that can be applied to other Duwamish shoreline street ends as they become available for restoration.

Site Context

Key Existing Documents

- Duwamish Riverfront Revival (2001)
- South Park Action Agenda (2005-2009)
- Duwamish Valley Vision Report (2009)
- Duwamish River Habitat Restoration Plan (2009)
- Pedestrian Citywide Lighting Plan (2012)
- DRCC Cumulative Health Impacts Analysis (2013)
- Environmental Justice Analysis (2013)
- DRCC Health Impact Assessment (2013)

Project Stage

Site Character Photos

Looking east down Southern St at the site

Neighbors have installed a horseshoes pit near the site

A close up of the site overlooking the river

Existing Amenities

River Access

River Views

Small Grass Area

Horseshoe Pit

Site Analysis

Existing Features

1. River Access
2. River Views
3. Small Grass Area
4. Horseshoe Pit

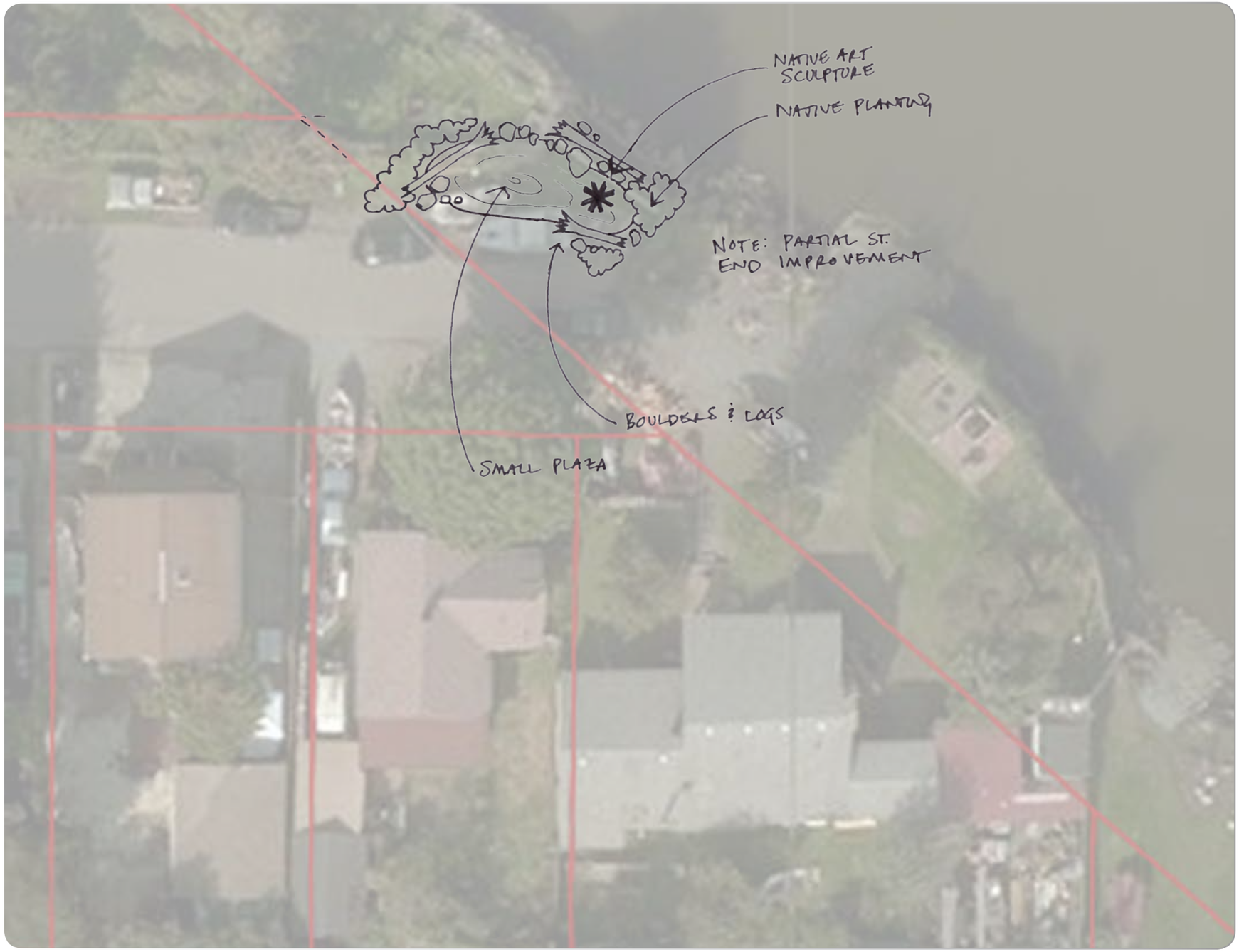
Issues & Constrains

1. Adjacent to unimproved street (no sidewalk)
2. Limited area of open space available for improvement
3. Lack of parking

S. Southern St. Street End

Inspirational Photos

Conceptual Design



S. Southern St. Street End

Priority Sites of Importance

General Site Information

Project Name: Cesar Chavez Park

Site Location: Intersection of 7th Ave S & S Cloverdale St

Area: 7,980 SF

Owner: King County Waste Water

Contacts:

Description: This park takes inspiration from Cesar Estrada Chavez, who championed the rights of farm workers. Jesus Bautista Moroles, a nationally recognized stone sculptor, donated a sculpture titled “Musical Steles,” comprised of three musical basalt columns fabricated in the South Park neighborhood. Stop by and tap a rock on the sculptures to compose your own tune.

Site Context

Key Existing Documents

- South Park Action Agenda (2005-2009)
- Duwamish Valley Vision Report (2009)
- Feet First Walking Map of South Park (2011)
- Pedestrian Citywide Lighting Plan (2012)
- DRCC Healthy Communities Map (2013)
- DRCC Cumulative Health Impacts Analysis (2013)

Project Stage

Site Character Photos

Cesar Chavez Park

Small grass areas compliment Jesus Bautista’s Singing Stones

Sweeping concrete forms give the park shape while offering informal seating opportunities

Existing Amenities

Public Artwork

Small Grass Area

Informal Seating

Shade Structures

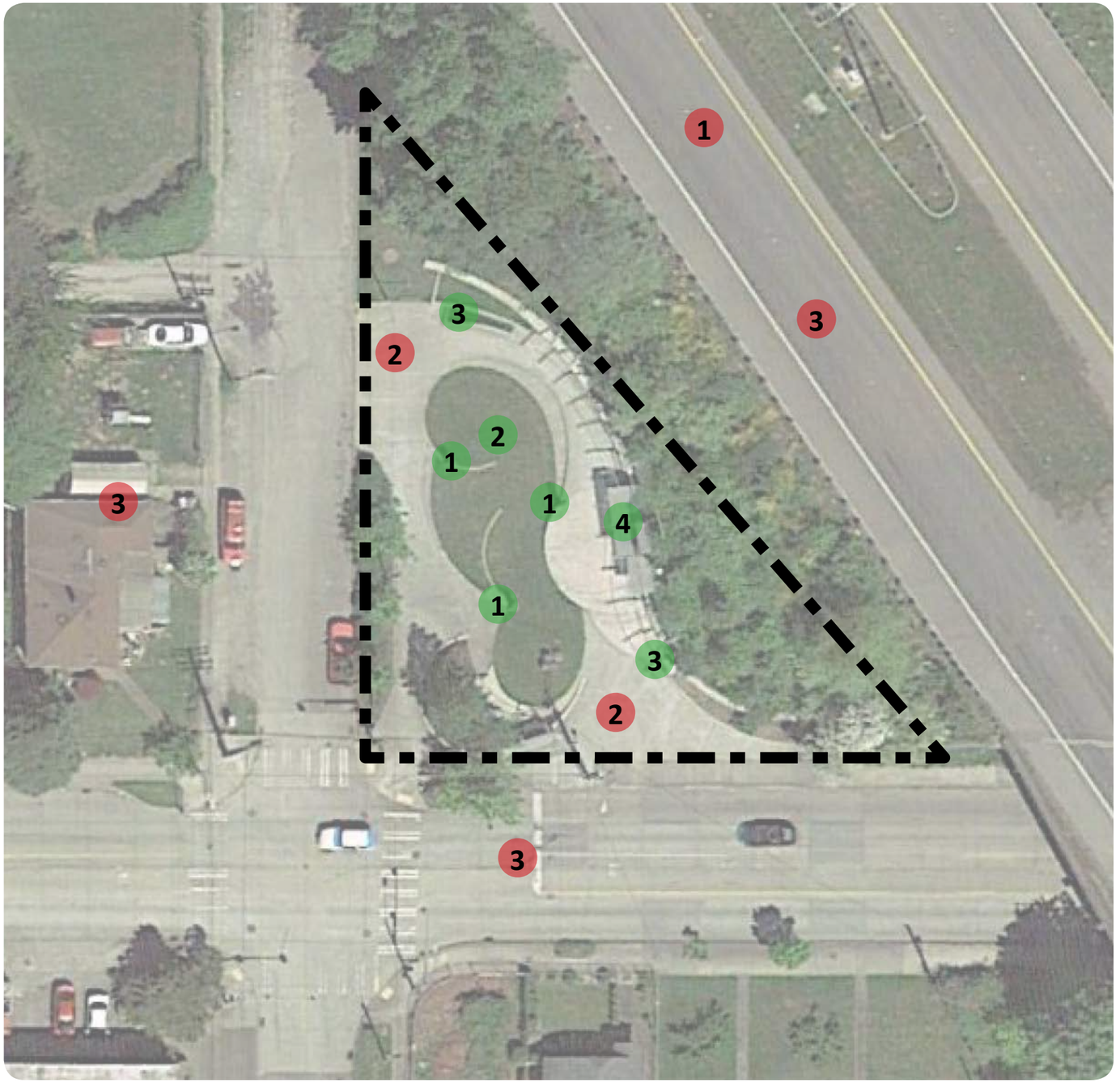
Site Analysis

Existing Features

1. Public Artwork
2. Small Grass Area
3. Informal Seating
4. Shade Structures

Issues & Constrains

1. Noise and air pollutants from 99
2. Lack of program (not an active open space)
3. Flanked by freeway, arterial and a residential plot (lacking active context)



Cesar Chavez Park

General Site Information

Project Name: River City Skate Park

Site Location: Adjacent to Hwy 99 N entrance on S. Cloverdale St

Area: Approx. 4,000 SF

Owner: Sea-Mar Community Health Center

Contacts:

History: Three Chief Sealth High School students proposed a neighborhood skate park as a solution to a difficult-to-develop piece of land on a triangle between the Highway 99 on ramp and Cloverdale. River City Skate Park is a concrete skate park, which was created through a grassroots effort of neighborhood leadership, Grindline Skate Parks, and Sea Mar Community Health Centers.

Description: The River City Skate Park, also known as *Stargate*, is a free, open to the public, concrete skate park located in the heart of the neighborhood.

Site Context

Key Existing Documents

- South Park Action Agenda (2005-2009)
- Duwamish Valley Vision Report (2009)
- Feet First Walking Map of South Park (2011)
- Pedestrian Citywide Lighting Plan (2012)
- DRCC Healthy Communities Map (2013)
- DRCC Cumulative Health Impacts Analysis (2013)

Project Stage

Site Character Photos

The southern decorative entrance to the skating facilities

A skater in action

Graffiti is a prominent part of the park's character

Existing Amenities

Skating Facilities

Public Art

Grassy Area and Shade Trees

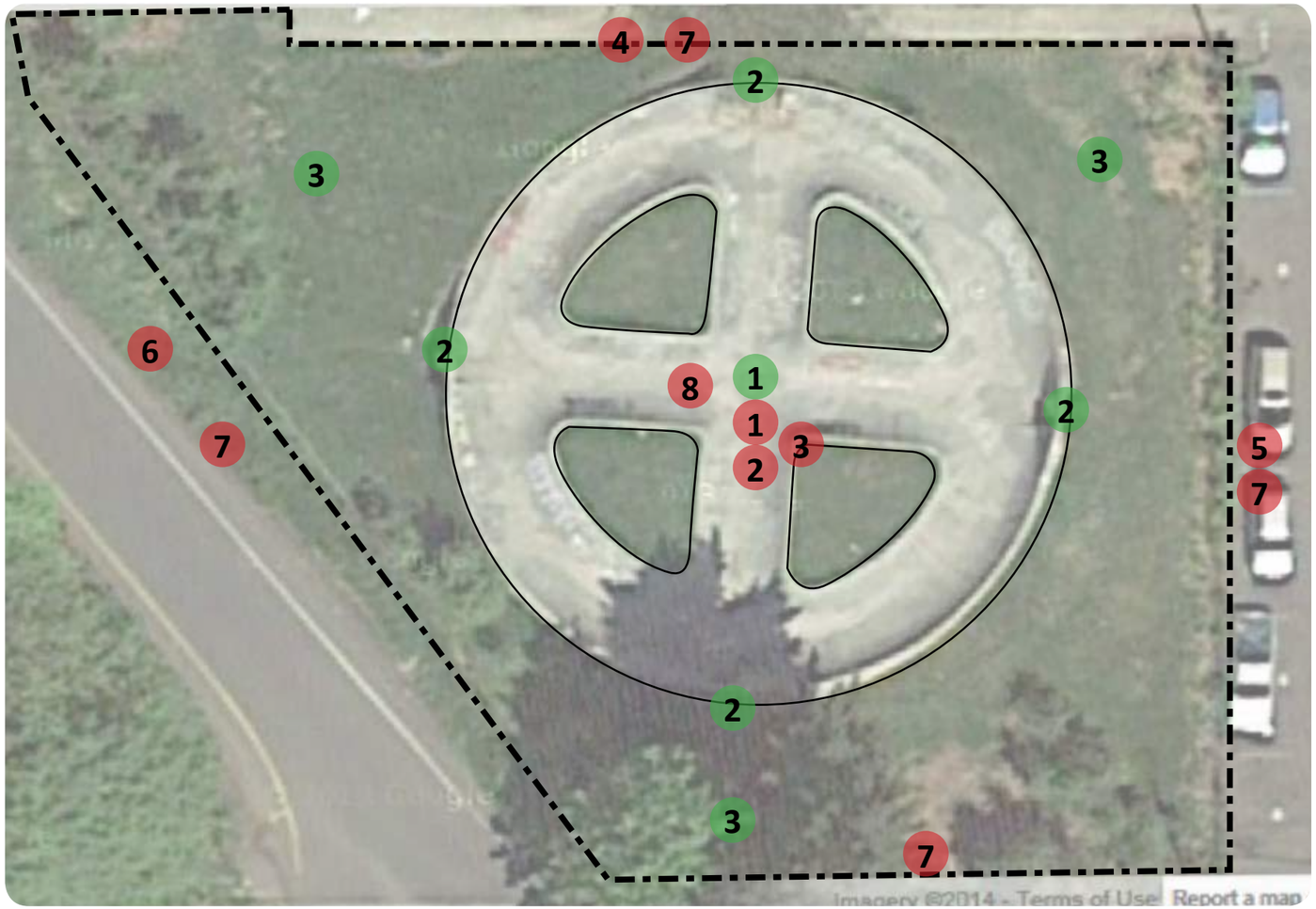
Site Analysis

Existing Features

1. Skating Facilities
2. Public Art
3. Grassy Area and Shade Trees

Issues & Constrains

1. Design of skate park creates hiding places and poor site lines
2. Unwelcoming to different age groups
3. Not multi-use
4. Adjacent to unimproved open space / vacant property (connection to Community Center)
5. Feels unsafe for residents
6. Noise and air pollutants from 99
7. Flanked by freeway, arterial, residential and vacant plot
8. Hang-out spot for gangs, at night



Community Comments

Concord Elementary 5th Graders:

- Would like a bigger skatepark, closet to SPCC
- Would like skatepark to have a flat, beginner area.
- Railings, ramps, and half-pipes
- Skating lessons would be great.
- Don't feel safe using short cut to SPCC.
- During dry weather the skatepark gets swept almost daily.
- Community volunteers mow the lawn.
- Gangs hang out here most nights, after 11pm, and they leave trash behind.
- Helpful to bring a broom when visiting.
- Potential connection to SPCC.

General Site Information

Project Name: South Park Meadow

Site Location: On the W side of 8th Ave S, Due E of S. Barton St

Area: 43,560 SF

Owner: Seattle Department of Parks and Recreation

Contacts:

History:

Description:

Site Context

Key Existing Documents

- Duwamish Valley Vision Report (2009)
- Pedestrian Citywide Lighting Plan (2012)
- DRCC Cumulative Health Impacts Analysis (2013)

Project Stage

Site Character Photos

Looking north through the site

Looking west through the site

The wetland/pond on the west edge of the park

Existing Amenities

Large Grass Area and Shade Trees

Urban Habitat

Benches

Water Retention/Detention

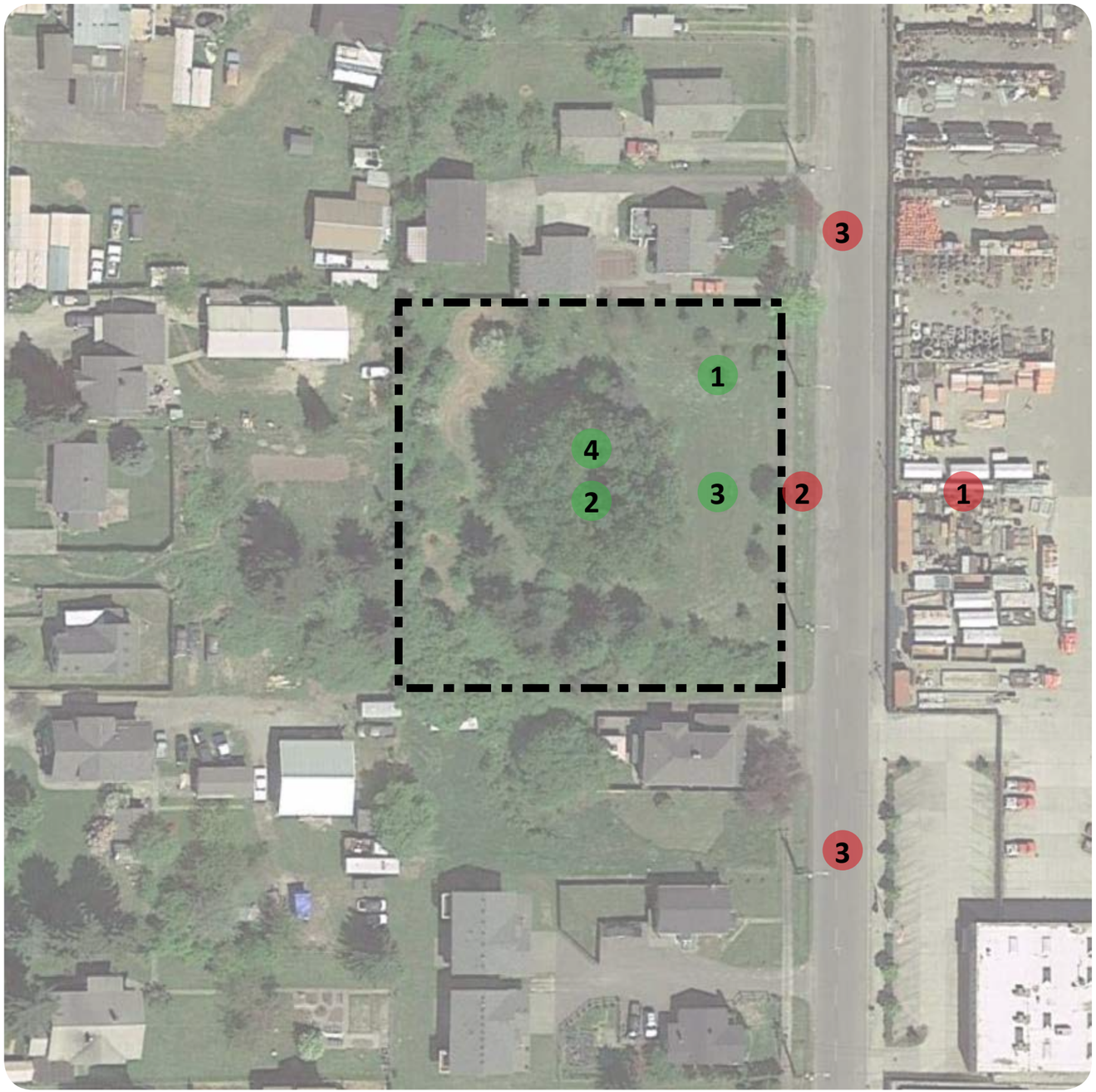
Site Analysis

Existing Features

1. Large Grass Area and Shade Trees
2. Urban Habitat
3. Benches
4. Stormwater Retention/Detention

Issues & Constrains

1. Adjacent land use is not commercial (not active)
2. Lack of parking
3. Adjacent to street used by industrial trucks



South Park Meadow

General Site Information

Site Character Photos

Project Name: T-117 Restoration Site

Site Location: Intersection of S. Southern St and Duwamish River

Area: 104,110 SF

Owner: Port of Seattle

Contacts:

History: The site was originally used for asphalt shingle manufacturing (Duwamish Manufacturing Company and Malarkey Asphalt Company) from 1937-1993, leaving behind soil and sediment contamination. The Port acquired the site in 2000 and has assumed responsibility for the site cleanup.

Description: The Port plans to build an inter-tidal salmon restoration site and public access after the contaminated soil has been removed. A related project to clean up and restore upland areas in the streets and parcels adjacent to Terminal 117 will create more open space and opportunities for right-of-way improvements to connect the site to 14th Avenue business district for pedestrians, bicyclists and vehicles.

1936 Aerial of the site

Begining of Site Clearing

2012 Aerial of the site

Removing of Contaminated Soil

View of theT-117 beach

Regrading of Site

Site Context

Key Existing Documents

- Duwamish Riverfront Revival (2001)
- Duwamish River Habitat Restoration Plan (2009)
- Duwamish Valley Vision Report (2009)
- Duwamish River Habitat Restoration Plan (2009)
- Pedestrian Citywide Lighting Plan (2012)
- DRCC Cumulative Health Impacts Analysis (2013)
- Environmental Justice Analysis (2013)
- T-117 Superfund Cleanup Documents (2014)
- Terminal 117 Overview Map and Streets Landscape Character (2014)

Project Stage

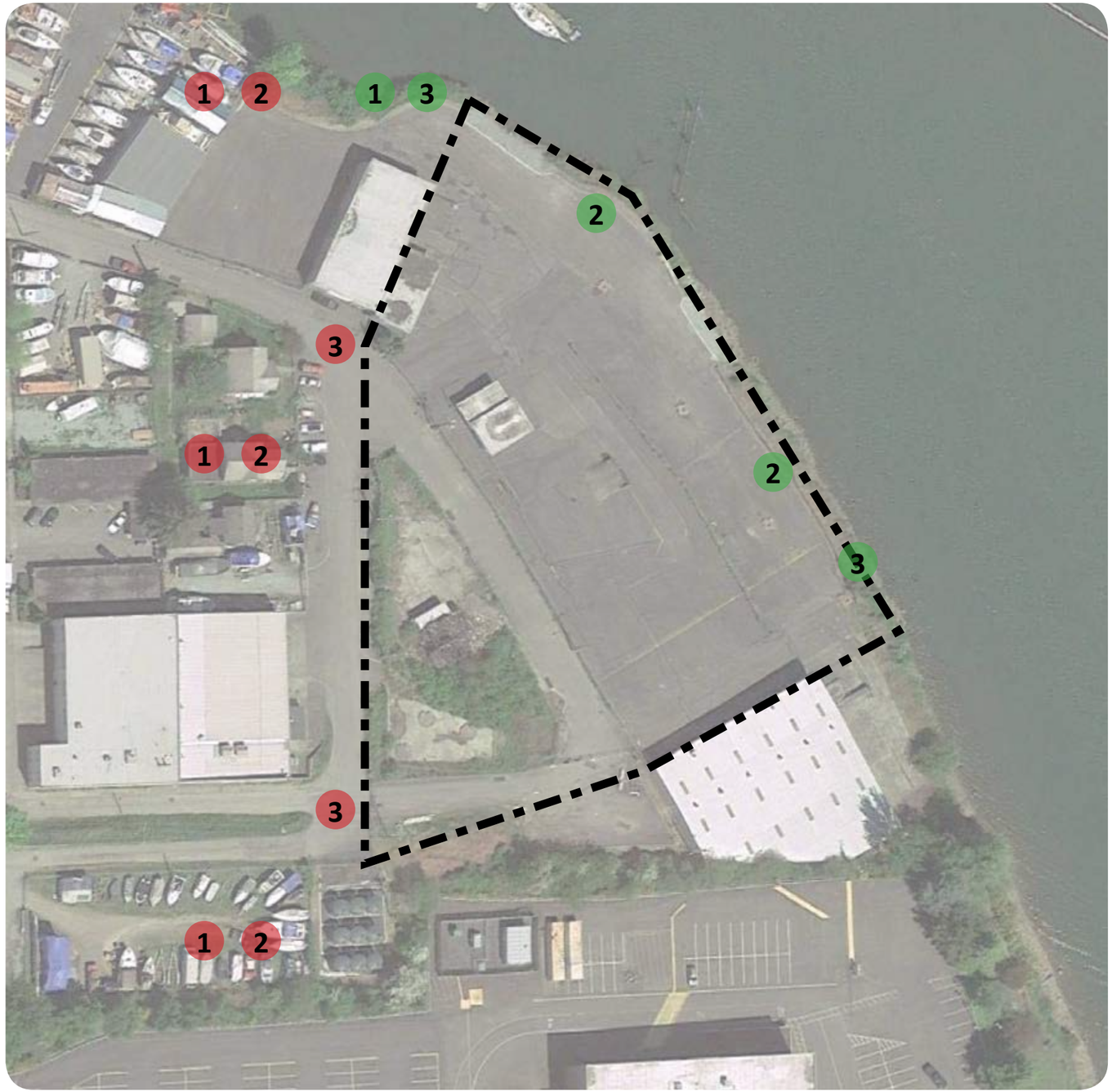
Site Analysis

Existing Features

1. Water Access
2. River Views
3. Ecological Restoration

Issues & Constrains

1. Adjacent land use is not commercial (not active)
2. Surrounded by industrial property (lack of natural surveillance by community)
3. Limited access available to residents

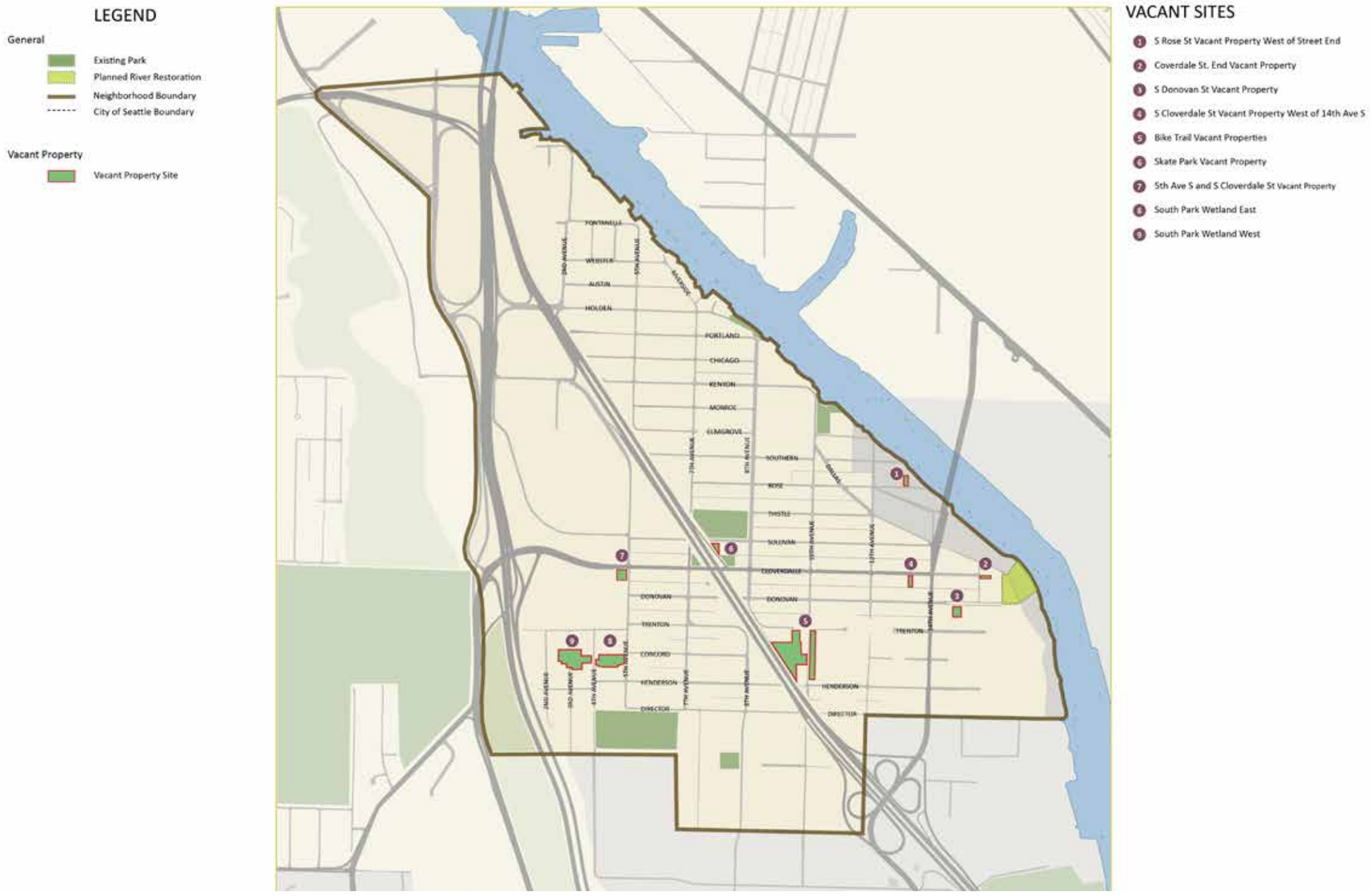


T-117 Restoration Site

Vacant Property

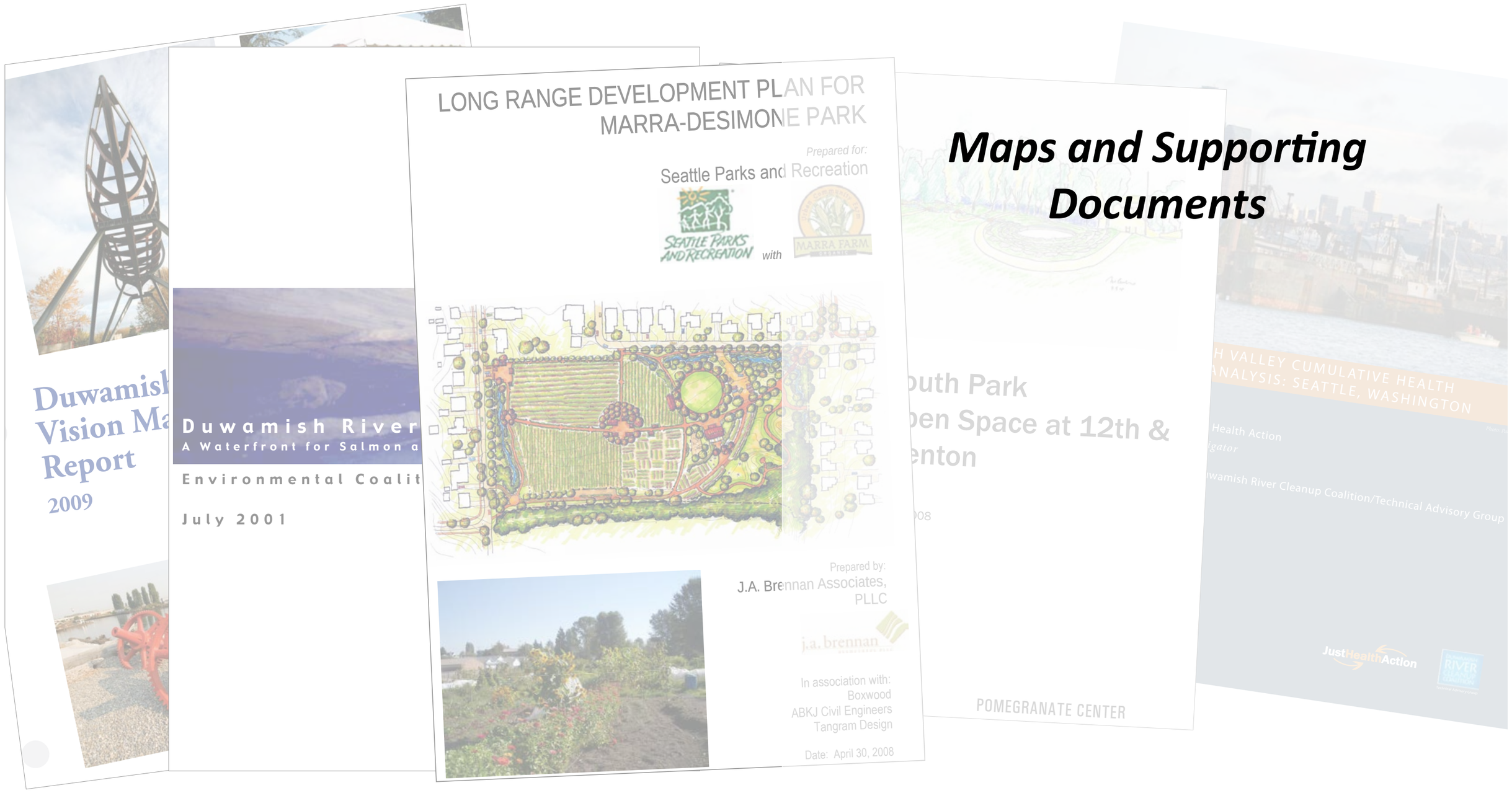
Vacant Property Opportunities

Though South Park has a relatively small amount of open green space per resident when compared to other Seattle neighborhoods, the majority of the priority sites chosen through the surveys were about improving amenities at existing sites rather than creating new open spaces. The exception to this was the overwhelming desire to improve street ends in the neighborhood, which generally have very small footprints and are more about providing residents access to the Duwamish River. While few of the Top and Secondary Priority Sites will add much to South Park's open green space, creation of new parks was voted highly in the list of Priority Improvements for the neighborhood. For this reason some effort has been made to identify vacant property throughout the neighborhood that can be targeted for acquisition and improvement in the future. The adjacent map of South Park shows the location of vacant properties that are the best opportunity for new green open spaces.



Vacant Sites

Maps and Supporting Documents



Feet First Walking Map

South Park Bridge Replacement

Planning for the replacement was a community affair that involved advisory groups committed to an environmentally thoughtful bridge design.

The new bridge utilizes environmentally friendly construction techniques and reuses elements from the original bridge. Care has been taken to clean up and restore the shoreline, commission and install public art and create a rain garden as part of the project. New sidewalks and bicycle lanes are also a critical component to making this new South Park Bridge a 'greener' and safer place to walk and ride.

South Park Bridge bus service

The South Park Bridge will reopen summer 2013 - reconnecting South Park, Georgetown and downtown Seattle.

Bus service for the 60 will resume when the bridge reopens.

Check King County Metro for the most up to date bus route information.
www.metro.kingcounty.gov

PRINT DATE: JUNE 2012
MAP BASE FROM KING COUNTY GIS DATA 2012
COMMUNITY INFORMATION COLLECTED AND PRESENTED BY FEET FIRST

★ Rutas Seguras Para Ir A La Escuela

Rutas Seguras a la Escuela (SRTS) es un programas que tienen como objetivo aumentar el número de estudiantes caminando o en bicicleta a la escuela con seguridad.

América caminan o van en bicicletas a la escuela. Nomas hace 40 anos, el numero era de 48 por ciento a nivel nacional.Niños del sur del Parque venció a la media nacional, sin embargo. Alrededor del 30% de los estudiantes de Concord caminar a la escuela todos los días!

Sin embargo el 44% de niños en edad escolar son obligados a la escuela. Entre más padres llevan a sus hijos a la escuela, el menos seguro se convierte para los niños que caminan, y los padres menos permitan que sus hijos caminen.

Con el énfasis del Distrito Escolar de Seattle en las escuelas del vecindario, Rutas Seguras a la Escuela ofrece una manera sana y amigable al medio ambiente para que los niños lleguen a la escuela.

Póngase en contacto con nosotros para aprender más sobre cómo usted puede hacer una elección saludable, y que sea la opción fácil.

★ Safe Routes to School

Safe Routes to School (SRTS) programs aim to increase the number of students walking and biking to school safely.

Today, only 13 percent of North American children walk or bike to school. Just 40 years ago, that number was at 48 percent nationwide. South Park children beat the national average, however. About 30% of Concord students walk to school every day!

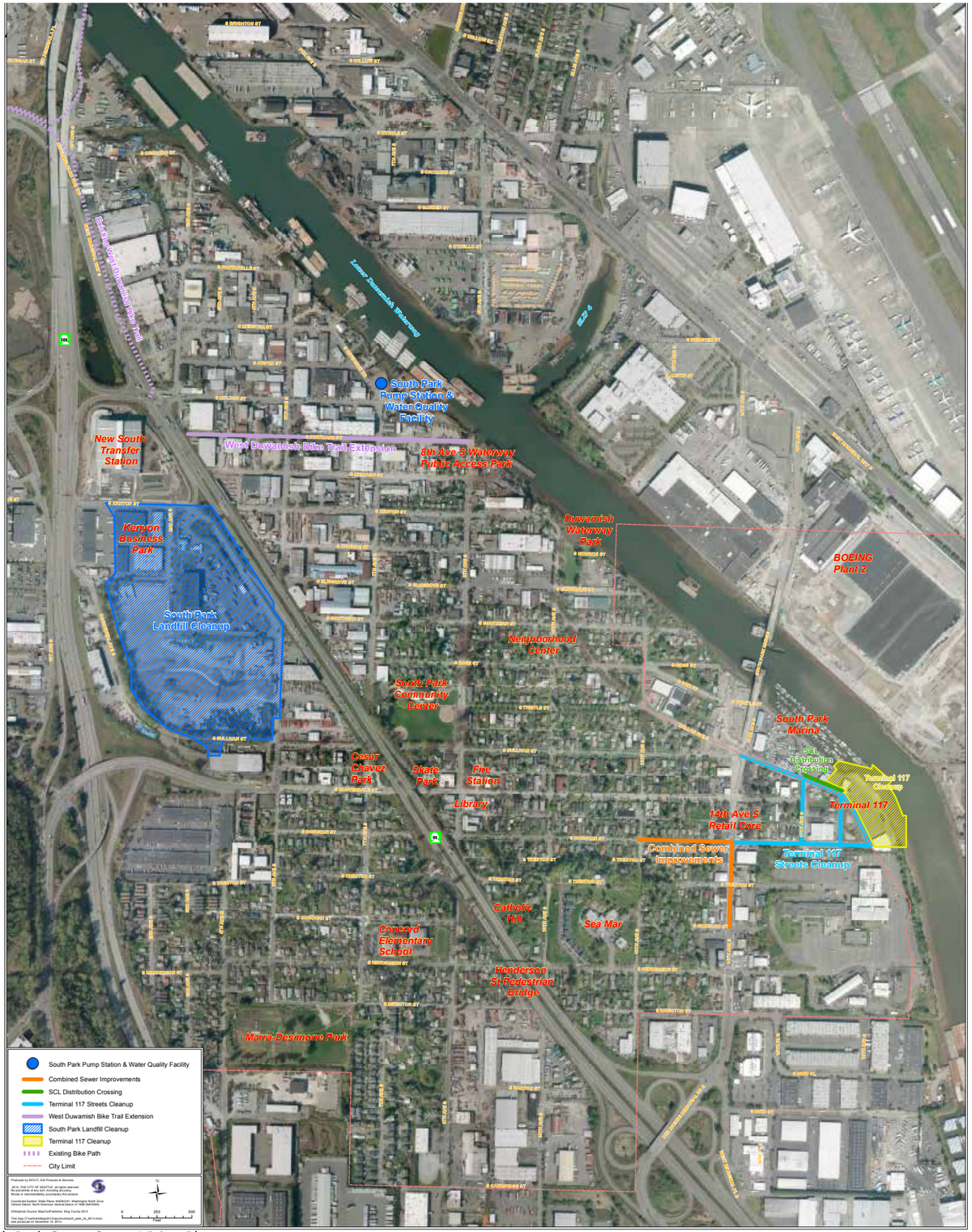
Still 44% of school children are driven to school. The more parents drive their children to school, the less safe it becomes for those children walking, and the fewer parents allow their children to walk.

With the Seattle School District's emphasis on neighborhood schools, Safe Routes to School provides a healthy and environmentally friendly way to get children to school.

Contact us to learn more about how you can make the healthy choice, the easy choice.

www.feetfirst.org
info@feetfirst.org
(206) 652-2310 ext. 2

SPU Neighborhood Projects Map and Schedule



Near Term South Park Construction Projects
12-9-2013

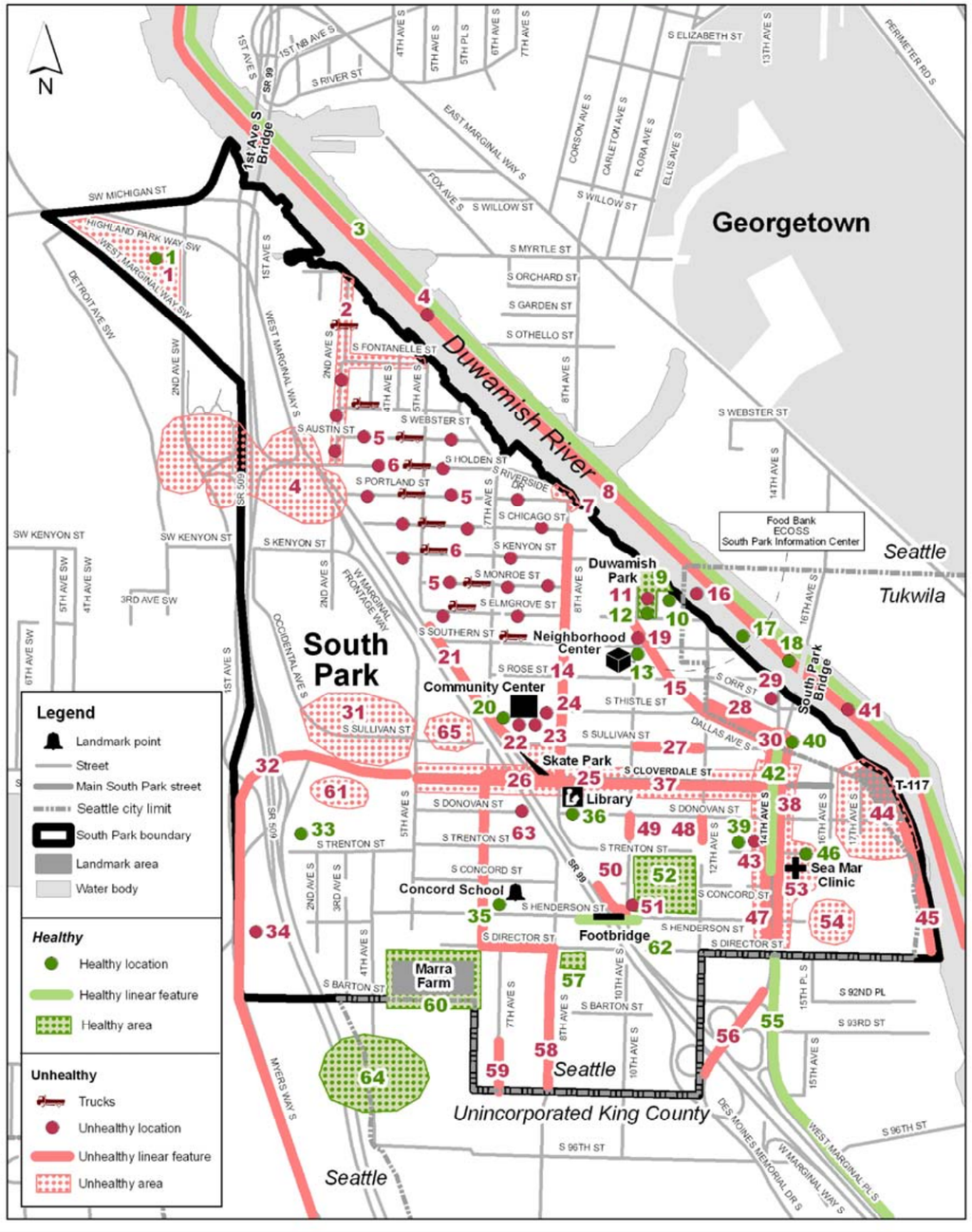
Project	Description	Location	Estimated Construction Start	Anticipated Impacts	Estimated Closeout	Project Manager	Outreach Contact
South Park Landfill permanent cleanup	MTCA cleanup – demolish old South Recycling and Disposal Station,	Roughly 8100 * 8200 2nd AVE S (5th AVE between S. Kenyon St and S Sullivan - old South Recycling and Disposal Station is part of site)	2016	Limited traffic lane impacts on 5th AVE S., possibly impacts on shoulder or a lane of S. Kenyon St., construction noise		Sheila Strehle, SPU, 684-5846	Sheila Strehle, SPU, 684-5846
South Park Landfill Interim Cleanup	MTCA cleanup done early by developer before cleanup process is complete	Same as above, except only the vacant property next to the old SRDS	April 2014	Traffic lane(s) on 5th AVE S, S Sullivan St, Occidental AVE S. Repaving activities and construction equipment on shoulders and possibly outside lanes, construction noise	December 2014	Sheila Strehle, SPU, 684-5846	Sheila Strehle, SPU, 684-5846
West Duwamish Bike Trail	Construct bike trail, repave street, install drainage	S. Portland St between SR99 and 8th AVE S	March 2014	Paving and drainage system construction impacts along S Portland St, from SR99 to 8th Ave. Impacts to businesses resulting from use of multi-use trail in industrial area.	December 2014	Sheila Harrison, SPU, 684-5899	Art Brochet, SDOT, 615-0786
South Park Pump Station and Water Quality Facility	Construct pump station to alleviate flooding in Lower Basin; construct regional stormwater treatment facility	7th AVE S and S Riverside Dr	2017	Construction impacts should be limited to the area near 7th Ave S & S Riverside Dr, with some increased traffic in the industrial area.	2020	Sheila Harrison, SPU, 684-5899	Rachel Garrett, SPU, 615-1098
14th and Concord combined sewer improvements	Install parallel combined sewer pipe and associated drainage infrastructure	14th AVE S between Concord and S Donovan; S Donovan between 14th and 12th AVE S	Q1 2015	Traffic lane closure on 14th AVE S and on S Donovan, repaving, truck traffic, noise, loss of parking		Neil Thibert, SPU, 684-7589	Emily Reardon, SPU, 615-1159
Cleanup of Terminal 117 neighborhood streets	Excavate contaminated soil; street restoration	Dallas AVE S, 17th AVE S, 16th AVE S, So Cloverdale St, S. Donovan St	2015	Road closures due to excavation, repaving. Construction equipment and noise; truck traffic thru immediate neighborhood	Q1 2016	Allison Crowley, SCL, 684-3197	Sarah Brace, Veda, 206-409-3253; Sarah@VedaEnv.com
Cleanup of Terminal 117 upland, river bank and sediments	Excavate and cap (cover) contaminated sediment	Terminal 117, at Dallas AVE S and 17th AVE S	2013 upland 2013-14 river bank and sediments (mud at bottom of river near bank)	Upland: Construction equipment and noise; occasional night work; truck traffic thru neighborhood. Cleanup of river bank and bottom mud: No significant neighborhood impacts, except possibly disruption of boating from South Park Marina	2014-15	Allison Crowley, SCL, 684-3197	Sarah Brace, Veda, 206-409-3253; Sarah@VedaEnv.com
Terminal 117 neighborhood drainage installation	Install local drainage system and outfall to serve neighborhood streets by T117	Dallas AVE S, 17th AVE S, S. Cloverdale St, S Donovan St	2015	Road closures due to excavation, repaving. Construction equipment and noise; truck traffic thru immediate neighborhood	Q1 2016	Jeff Massie, SPU, 684-0976	Sarah Brace, Veda, 206-409-3253; Sarah@VedaEnv.com
Seattle City Light Distribution Crossing	In South Park: Install one steel monopole and one 2'x4' glulam and foundations In South Park and Tukwila: Install two 26kV conductors In Tukwila, install two steel monopoles and foundations	South Park: 16th and 17th AVE S, Dallas AVE S along Lower Duwamish Waterway	Q2/3 2015	Pedestrian, traffic and driveway impacts along Dallas AVE S and on 16th and 17th AVE S at Dallas	Q1, 2016	Mary Junttila, SCL, 684-3825	Faylene Neal, SCL, 684-3683
Parks property purchase and potential development	Purchase and potentially develop property	Northwest of new South Park Bridge alignment (South Park side)	TBD (funding dependent but not before 2016)	TBD	TBD	Chip Nevins, Parks and Rec, 233-3879	

Notes

1. Beginning Q4 2013 for 18-24 months, all city garbage will be processed in South Park at the old South Recycling and Disposal Station and the new South Transfer Station. Garbage trucks will use SR99 or SR509 and will not travel in residential areas of South Park unless they are collecting trash there.

2. New South Park Bridge expected to open mid-2014, bringing additional industrial truck traffic to the neighborhood.

DRCC Healthy Communities Map



Key to numbered sites

1 Nickelsville: nice people, sense of community
3 I love the river!
9 Park is nice green space
10 Good views of the river
12 Dog walkers are friendly people
13 Engaged neighbors, civic support
17 Wildlife in the river
18 New bridge will be great for business!
20 Good meeting place, sports/coaching, events
33 Bartending college
35 School convenient to walk to
36 Reading, programs, good place for kids to go
39 Love the apartments and taco truck here!
40 Drug dealing is gone!
42 Good restaurants on 14th Ave

46 Good to have a clinic in South Park!
52 Senior center-nice place to walk
55 Trail
60 Everyone loves Marra Farm! Needs exercise space.
62 Good bridge
64 Sense of community in all of South Park!

1 Nickelsville: access, electricity, sanitation, pests
2 + 56 Unpaved streets no sidewalks
4 Air pollution in South Park
5 Giant potholes in the residential streets
6 Trucks on residential streets
7 Dirty park
8 Contamination in the river
11 Rats, litter, drugs, drinking in the park
14 Needs bus shelters and street lights

15 + 58 Speeding; signs needed for kids
16 Garbage in the river
19 Drug use on bench
21 Noise - need a sound barrier!
22 Dog poop on the grounds
23, 47 + 51 Graffiti
24 + 28 Not enough lights
25 Graffiti in Skate Park and along Cloverdale
26 Abandoned cars
27 Dark: trees block street lights
29 Vacant building - blight
30 Public drunkenness and loitering
31 Need alley lighting + bus shelters in South Park!
32 No safe way to walk to White Center
34 No signs for South Park on highway
37 Dangerous speeding on Cloverdale - need signs!

38 No healthy stores
41 Need more river recreation opportunities
43 History of drugs and prostitution; worry about them returning with new bridge
44 T-117 and related contamination
45 Need more river access
48 + 49 Stairs need repair
50 Scary, filthy, overgrown trail needs repair
53 Not enough parking
54 Not enough police in South Park!
57 Water yard construction
59 Littering and smoking
61 Too much garbage everywhere!
63 Dope house
65 Homeless living in bus shelters in SP

South Park Public Ownership Map

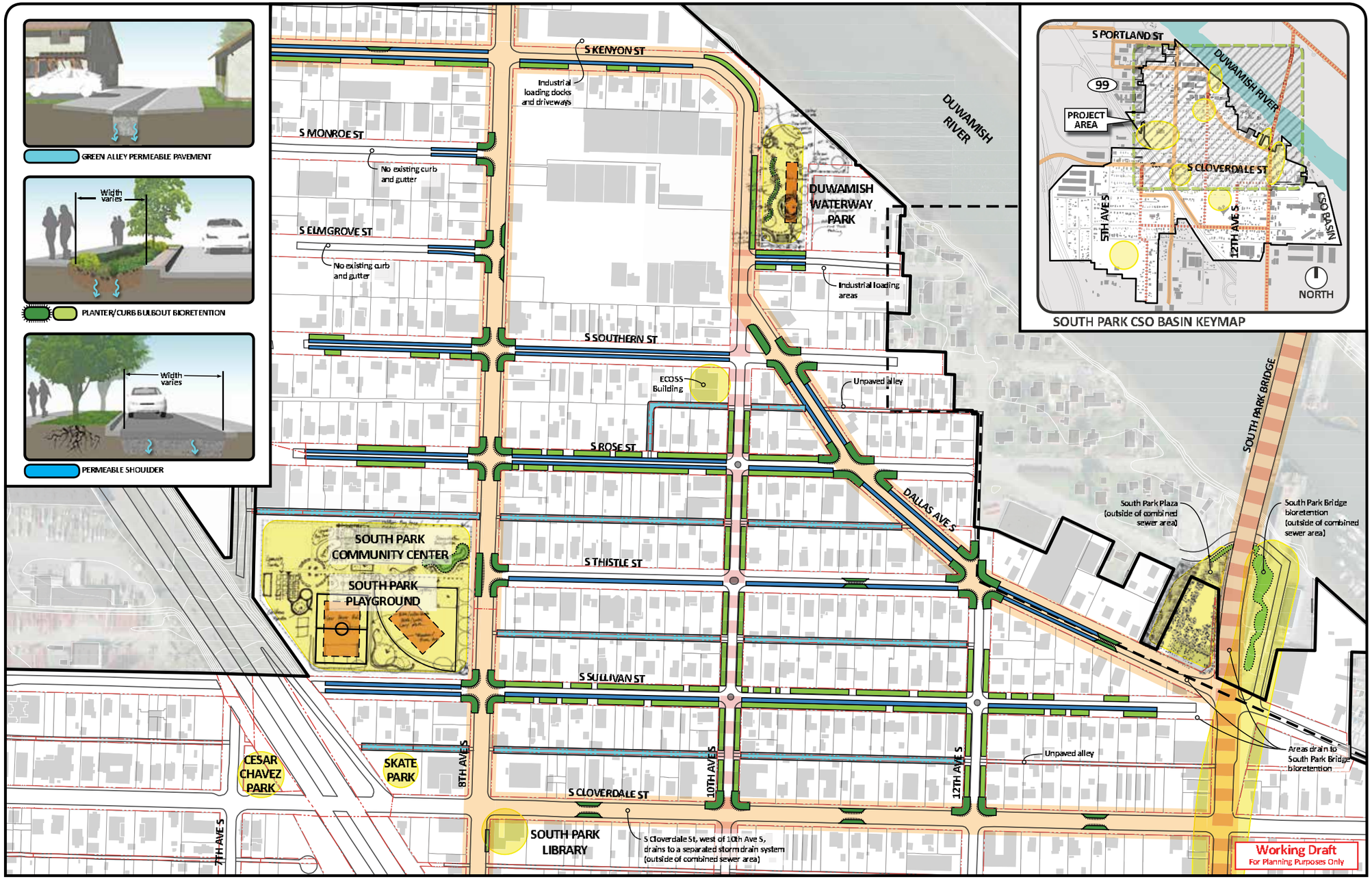
South Park: Public Ownership

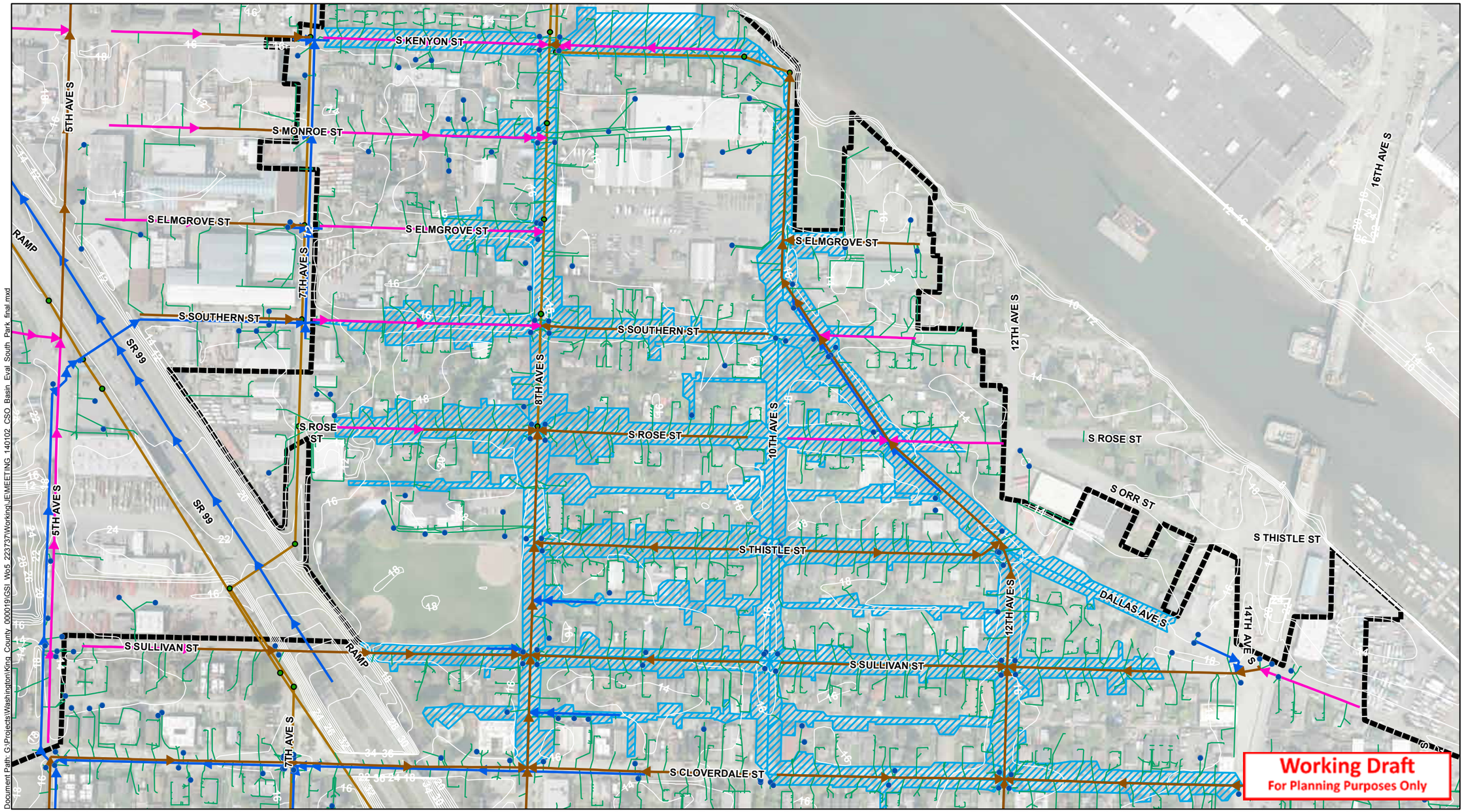
Legend
JURIS_DEPT
- FAS
- Parks
- SCL
- SPU
- King County
- Parcel Boundary

500 0 500 1,000
Feet
1 inch = 1,000 feet

Orthophoto date: 2012
Map date: June 10, 2014

King County Green Stormwater Infrastructure Opportunities Map

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12TH AVE S
14TH AVE S
16TH AVE S
SR 99
RAMP
S ORR ST
DALLAS AVE S
Working Draft
For Planning Purposes Only
King County
Department of
Natural Resources and Parks
Wastewater Treatment Division
HDR
South Park and Highland Park Problem Definition
GSI Contributing Drainage Area for South Park Basin Per Block
Legend
Basin Boundary
Drainage Areas
Contours (2 ft)
Combined
Sewer
Laterals
Storm
Structure
NORTH
NOT TO SCALE
Data Sources: King County (2014), HDR (2014), Bing Maps (2011)
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South Park and Highland Park Problem Definition

South Park GSI Assumptions and Modeling Input

Preliminary Working Draft - For Discussion Only.

		Block Description						Green Alley		Bioretention Planter Strip		Bioretention Bulb-out		Permeable Shoulder	
Block ID	Block Description	From	To	Street Classification	Contributing Drainage Area on Block [a] (SF)	Available Planter Strip Width [b] (ft)	Flow Distribution (% W, % E) [c]	Potential Green Alley Length [d] (ft)	Potential Green Alley Footprint Area [e] (SF)	Potential Planter Strip Length [f] (ft)	Potential Planter Strip Area [g] (SF)	Potential Bulb-out Length [h] (ft)	Potential Bulb-out Area [i] (SF)	Potential Permeable Shoulder Length [j] (ft)	Potential Permeable Shoulder Area [k] (SF)
K-1	8000 Block of S Kenyon St	7th Avenue S	8th Avenue S	Residential	32,039	7	N/A	N/A	N/A	421	2947	56	532	1125	7875
M-1	8000 Block of S Monroe St	7th Avenue S	8th Avenue S	Informal	13,605	0	N/A	N/A	N/A	N/A	N/A	60	480	244	1708
E-1	8000 Block of S Elmgrove St	7th Avenue S	8th Avenue S	Informal	21,464	0	N/A	N/A	N/A	N/A	N/A	60	480	247	1729
S0-1	8000 Block of S Southern St	7th Avenue S	8th Avenue S	Residential	42,493	10	20% W, 80% E	N/A	N/A	175	1750	60	750	867	6069
R-1	8000 Block of S Rose St	7th Avenue S	8th Avenue S	Residential	51,024	10	30% W, 70% E	N/A	N/A	363	3630	60	750	867	6069
R-T-A-1	8000 Block, Alley of S Rose St & S Southern St	7th Avenue S	8th Avenue S	Alley	9,961	N/A	70% W, 30% E	483	1932	N/A	N/A	N/A	N/A	N/A	N/A
SU-1	8000 Block of S Sullivan St	7th Avenue S	8th Avenue S	Residential	18,373	6	N/A	N/A	N/A	N/A	N/A	60	510	728	5096
SU-C-A-1	8000 Block, Alley of S Sullivan St & S Cloverdale St	7th Avenue S	8th Avenue S	Alley	9,658	N/A	N/A	254	1016	N/A	N/A	N/A	N/A	N/A	N/A
K-2	10000 Block of S Kenyon St	8th Avenue S	10th Avenue S	Residential	56,509	8	N/A	N/A	N/A	500	4000	N/A	N/A	461	3227
SO-2	10000 Block of S Southern St	8th Avenue S	10th Avenue S	Residential	36,786	10	N/A	N/A	N/A	N/A	N/A	60	750	1145	8015
SO-R-A-2	10000 Block, Alley of S Southern St & S Rose St	8th Avenue S	10th Avenue S	Alley	4,587	N/A	N/A	300	1200	N/A	N/A	N/A	N/A	N/A	N/A
R-2	10000 Block of S Rose St	8th Avenue S	10th Avenue S	Residential	52,350	10	N/A	N/A	N/A	970	9700	60	750	1141	7987
R-T-A-2	10000 Block, Alley of S Rose St & S Thistle St	8th Avenue S	10th Avenue S	Alley	18,898	N/A	90% W, 10% E	592	2368	N/A	N/A	N/A	N/A	N/A	N/A
T-2	10000 Block of S Thistle St	8th Avenue S	10th Avenue S	Residential	49,144	10	N/A	N/A	N/A	N/A	N/A	60	750	571	3997
T-SU-A-2	10000 Block, Alley of S Thistle St & S Sullivan St	8th Avenue S	10th Avenue S	Alley	21,752	N/A	40% W, 60% E	590	2360	N/A	N/A	N/A	N/A	N/A	N/A
SU-2	10000 Block of S Sullivan St	8th Avenue S	10th Avenue S	Residential	40,288	10	N/A	N/A	N/A	1015	10150	60	750	568	3976
SU-C-A-2	10000 Block, Alley of S Sullivan St & S Cloverdale St	8th Avenue S	10th Avenue S	Residential	16,092	N/A	N/A	586	2344	N/A	N/A	N/A	N/A	N/A	N/A
E-3	12000 Block of S Elmgrove St	10th Avenue S	12th Avenue S	Residential	10,095	10	N/A	N/A	N/A	227	2270	N/A	N/A	267	1869
SO-3	12000 Block of S Southern St	10th Avenue S	12th Avenue S	Residential	4,107	0	N/A	N/A	N/A	N/A	N/A	60	150	N/A	N/A
SO-R-A-3	12000 Block, Alley of S Southern St & S Rose St	10th Avenue S	12th Avenue S	Residential	6,292	N/A	N/A	144	576	N/A	N/A	N/A	N/A	N/A	N/A
R-3	12000 Block of S Rose St	10th Avenue S	12th Avenue S	Residential	26,407	10	N/A	N/A	N/A	408	4080	120	1500	225	1575
R-T-A-3	12000 Block, Alley of S Rose St & S Thistle St	10th Avenue S	12th Avenue S	Residential	11,234	N/A	10% W, 90% E	414	1656	N/A	N/A	N/A	N/A	N/A	N/A
T-3	12000 Block of S Thistle St	10th Avenue S	12th Avenue S	Residential	39,327	10	N/A	N/A	N/A	N/A	N/A	180	2250	567	3969
T-SU-A-3	12000 Block, Alley of S Thistle St & S Sullivan St	10th Avenue S	12th Avenue S	Residential	13,337	N/A	40% W, 60% E	595	2380	N/A	N/A	N/A	N/A	N/A	N/A
SU-3	12000 Block of S Sullivan St	10th Avenue S	12th Avenue S	Residential	42,049	7	N/A	N/A	N/A	1088	7616	N/A	N/A	598	4186
SU-C-A-3	12000 Block, Alley of S Sullivan St & S Cloverdale St	10th Avenue S	12th Avenue S	Residential	17,910	N/A	20% W, 80% E	583	2332	N/A	N/A	N/A	N/A	N/A	N/A
C-3	12000 Block of S Cloverdale St	10th Avenue S	12th Avenue S	Arterial	42,802	2	N/A	N/A	N/A	N/A	N/A	180	1440	N/A	N/A
SU-4	14000 Block of S Sullivan St	12th Avenue S	14th Avenue S	Residential	27,056	10	N/A	N/A	N/A	548	5480	N/A	N/A	449	3143
C-4	14000 Block of S Cloverdale St	12th Avenue S	14th Avenue S	Arterial	46,021	0	N/A	N/A	N/A	N/A	N/A	150	900	N/A	N/A
8-1	7900 Block of 8th Ave S	S Kenyon St	S Monroe St	Arterial	15,382	2	N/A	N/A	N/A	N/A	N/A	30	240	N/A	N/A
8-2	8000 Block of 8th Ave s	S Monroe St	S Elmgrove St	Arterial	13,528	2	N/A	N/A	N/A	N/A	N/A	120	960	N/A	N/A
8-3	8100 Block of 8th Ave S	S Elmgrove St	S Southern St	Arterial	16,278	2	N/A	N/A	N/A	N/A	N/A	90	720	N/A	N/A
8-4	8200 Block of 8th Ave s	S Southern St	S Rose St	Arterial	19,069	2	N/A	N/A	N/A	N/A	N/A	120	960	N/A	N/A
8-5	8300 Block of 8th Ave S	S Rose St	S Thistle St	Arterial	21,341	0	N/A	N/A	N/A	N/A	N/A	150	900	N/A	N/A
8-6	8400 Block of 8th Ave S	S Thistle St	S Sullivan St	Arterial	17,582	0	N/A	N/A	N/A	N/A	N/A	150	900	N/A	N/A
8-7	8500 Block of 8th Ave S	S Sullivan St	S Cloverdale St	Arterial	20,763	0	N/A	N/A	N/A	N/A	N/A	60	360	N/A	N/A
10-1	7900 Block of 10th Ave S	S Kenyon St	S Monroe St	Residential	6,188	10	N/A	N/A	N/A	175	1750	N/A	N/A	N/A	N/A
10-2	8000 Block of 10th Ave s	S Monroe St	S Elmgrove St	Residential	18,088	10	N/A	N/A	N/A	252	2520	N/A	N/A	N/A	N/A
10-3	8100 Block of 10th Ave S	S Elmgrove St	S Southern St	Residential	13,663	10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10-4	8200 Block of 10th Ave s	S Southern St	S Rose St	Residential	18,876	10	N/A	N/A	N/A	226	2260	N/A	N/A	N/A	N/A
10-5	8300 Block of 10th Ave S	S Rose St	S Thistle St	Residential	18,274	10	N/A	N/A	N/A	460	4600	N/A	N/A	N/A	N/A
10-6	8400 Block of 10th Ave S	S Thistle St	S Sullivan St	Residential	18,139	10	N/A	N/A	N/A	457	4570	N/A	N/A	N/A	N/A
10-7	8500 Block of 10th Ave S	S Sullivan St	S Cloverdale St	Residential	19,574	10	N/A	N/A	N/A	391	3910	60	750	N/A	N/A
12-6	8400 Block of 12th Ave S	S Thistle St	S Sullivan St	Residential	27,016	10	N/A	N/A	N/A	226	2260	60	750	N/A	N/A
12-7	8500 Block of 12th Ave S	S Sullivan St	S Cloverdale St	Residential	21,085	10	N/A	N/A	N/A	394	3940	60	750	N/A	N/A
D-3	8100 Block of Dallas Ave S	S Elmgrove St	S Southern St	Residential	18,301	3	N/A	N/A	N/A	N/A	N/A	120	660	N/A	N/A

King County
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South Park and Highland Park Problem Definition

South Park GSI Assumptions and Modeling Input

Preliminary Working Draft - For Discussion Only.

		Block Description						Green Alley		Bioretention Planter Strip		Bioretention Bulb-out		Permeable Shoulder	
Block ID	Block Description	From	To	Street Classification	Contributing Drainage Area on Block [a] (SF)	Available Planter Strip Width [b] (ft)	Flow Distribution (% W, % E) [c]	Potential Green Alley Length [d] (ft)	Potential Green Alley Footprint Area [e] (SF)	Potential Planter Strip Length [f] (ft)	Potential Planter Strip Area [g] (SF)	Potential Bulb-out Length [h] (ft)	Potential Bulb-out Area [i] (SF)	Potential Permeable Shoulder Length [j] (ft)	Potential Permeable Shoulder Area [k] (SF)
D-4	8200 Block of Dallas Ave S	S Southern St	S Rose St	Residential	27,729	3	N/A	N/A	N/A	N/A	N/A	120	660	382	2674
D-5	8300 Block of Dallas Ave S	S Rose St	S Thistle St	Residential	17,215	3	N/A	N/A	N/A	N/A	N/A	120	660	557	3899
D-6	8400 Block of Dallas Ave S	S Thistle St	S Sullivan St	Residential	22,604	3	N/A	N/A	N/A	N/A	N/A	180	990	561	3927
	Sum				***1,152,354***	***N/A***	***N/A***	***4,541***	***18,164***	***8,296***	***77,433***	***2,726***	***23,002***	***11,570***	***80,990***
	Average				***23,517***	***6***	***N/A***	***454***	***1,816***	***461***	***4,302***	***94***	***793***	***609***	***4,263***

Abbreviations:

ft = feet
hr = hour
in/hr = inches per hour
N/A = Not Applicable
ROW = Right-of-way
SF = square feet
= Calculated Value

Notes:

a Contributing Drainage Area on Block estimated based on prelimary observations by HDR Team during March 27, 2014 field reconnaissance. Pervious and impervious drainage area not distinguished in WTD's UNSTDY model (as discussed at the March 28, 2014 Modeling Meeting).
b Available Planter Strip Width provided by King County and spot confirmed by HDR based on March 27, 2014 field observations. Planter Strip Width measured by WTD staff located behind sidewalk assumed to be not available for Bioretention.
c Flow Distribution Percentages provide approximate estimate of percentage of flow draining toward the west versus the east end of each block, based on visual observations by HDR Team on March 27th, 2014.
d Potential Green Alley Length estimated in GIS, based on April 1, 2014 preliminary planning-level concept by HDR.
e Potential Green Alley Footprint Area calculated as Green Alley Length multiplied by Green Alley Facilty Top Width of 4 feet (see attached Modeling Assumptions).
f Potential Planter Strip Length estimated in GIS, based on April 1, 2014 preliminary planning level concept by HDR.
g Potential Planter Strip Area calculated as Potential Planter Strip Length multiplied by Available Planter Strip Width.
h Potential Bulb-out Length assumed to be 30ft for each corner bulb-out bioretention cell (SPU/WTD Green Stormwater Infrastructure Manual, Volume III: Design Phase, Appndx. D drawings 13 & 14 of 19).
i Potential Bulb-out Area calculated as Potential Bulb-out Length multiplied by the sum of the Available Planter Strip Width and the Bioretention Bulb-Out Extension Width. See attached Modeling Assumptions for Bioretention Bulb-out Extension Widths.
j Potential Permeable Shoulder Length estimated in GIS, based on April 1, 2014 preliminary planning level concept by HDR.
k Potential Permeable Shoulder Area calculated as length along pavement multiplied by Permeable Shoulder Permeable Pavement Top Width (see attached Modeling Assumptions).

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South Park GSI Modeling Assumptions

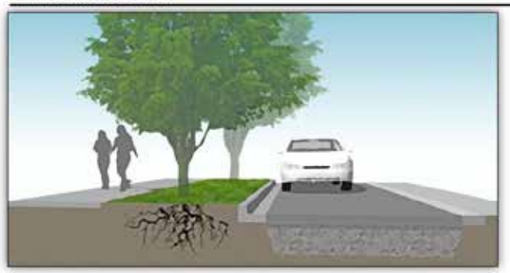
South Park and Highland Park Problem Definition

Preliminary Working Draft - For Discussion Only.

Green Alley

Model Parameters		
Native Soil Infiltration Rate [a]	0.5	in/hr
Permeable Pavement Top Width	4	ft
Wearing Course Depth	0.5	ft
Aggregate Storage Layer Depth	1	ft

Permeable Shoulder



Model Parameters		
Native Soil Infiltration Rate [a]	0.5	in/hr
Permeable Pavement Top Width	7	ft
Wearing Course Depth	0.5	ft
Aggregete Storage Layer Depth	1	ft

Bioretention (Planter Strip / Bulb-out)

Model Parameters		
Native Soil Infiltration Rate [a]	0.5	in/hr
Ponding Depth[b]	0.5	ft
Freeboard[c]	0.5	ft
Side Slopes	varies, see manual[d]	
Bioretention Soil Mix Thickness	1.5	ft
Longitudinal Slope	0	%
Bioretention Bulb-out Extension Width		
Residential[e]	2.5	ft
Arterial[e]	6	ft
Informal[f]	8	ft

Notes:

a Native Soil Infiltration Rate provided by Aspect (2014) based on field observations and testing during Problem Definition.

b Ponding Depth measured from the overflow elevation to the bioretention surface.

c Freeboard measured from the top of curb or sidewalk, whichever is lower, to the overflow elevation.

d Side slopes vary based on GSI Templates provided in the SPU/ WTD Green Stormwater Infrastructure Manual, Volume III: Design Phase, Appendix D.

e Bioretention Bulb-out Extension Width taken from SPU / WTD Green Stormwater Infrastructure Manual, Volume III: Design Phase, Appendix D. The values represent the width of the bulb-out from the curb line, and are expected to be added to the available planter width to estimate the total bioretention bulb-out width.

f Bioretention Bulb-out Extension Width for Informal Street assumes there is no existing Planter Strip. The values represent the assumed Potential Bulb-out Width for preliminary planning purposes.

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South Park and Highland Park Problem Definition
King County Work Order #5
GSI Feasibility Criteria Matrix

Working Draft For Planning Purposes Only

Created by JE
Checked by RK

South Park Basin - Public Private Partnerships

ID #	Address	Description	Opportunity Description	Shallow Infiltration Feasibility (Good/Moderate /Poor) [a]	Deep Infiltration Feasibility (Good/Moderate /Poor) [a]	Longitudinal Slope [b] (Steep/ Medium/ Flat)
P1	8025 10th Ave S	Heavy industrial property with large impervious surface area (i.e. roof, driveway, parking).	Infiltration- and non-infiltration BMPs for roofs, walkways, parking lots, and other impervious surfaces.	Good	Poor	Flat
P2	7911 10th Ave S	Heavy industrial property with large impervious surface area (i.e. roof, driveway, parking).	Infiltration- and non-infiltration BMPs for roofs, walkways, parking lots, and other impervious surfaces.	Good	Poor	Flat
P3	7814 8th Ave S	Heavy industrial property with large impervious surface.	Infiltration- and non-infiltration BMPs for roofs, walkways, parking lots, and other impervious surfaces.	Good	Poor	Flat
P4	850 S Cloverdale St	Church property with large roof and impervious parking lot.	Infiltration- and non-infiltration BMPs for roofs, walkways, parking lots, and other impervious surfaces.	Moderate	Poor	Flat
P5	1040 S Henderson St	Nursing home with a large roof and impervious surface connected to the combined sewer.	Non-infiltrating BMPs for roofs, walkways, parking lots, and other impervious surfaces.	Poor	Poor	Medium/Steep
P6	1010 - 1026 S. Henderson St	Apartment with a large roof and impervious surfaces connected to the combined sewer.	Non-infiltrating BMPs for roofs, walkways, parking lots, and other impervious surfaces.	Poor	Poor	Medium/Steep
P7	Duwamish Water Way Park	Park and community gathering area.	Infiltrating and non-infiltrating BMPs	Good	Poor	flat/Medium
P8	South Park Community Center	Community Center with baseball field, basketball court, and parking lot.	Infiltration- and non-infiltration BMPs for roofs, walkways, parking lots, and other impervious surfaces. Parks is considering facilities updates, which could provide a good partnership opportunity.	Moderate/Good	Poor	Flat
P9	309 S Cloverdale St	Cloverdale Business Park with multiple large roofs.	Non-infiltrating BMPs for roofs, walkways, parking lots, and other impervious surfaces.	Poor	Poor	Flat

Notes:

a. Based on the Draft Infiltration Feasibility Assessment, South Park and Highland Park Green Stormwater Infrastructure Basins, Seattle, Washington; prepared by Aspect Consulting, November 4, 2013.

b. Slopes based on 2' Contour GIS data provided by King County (Steep >5%, Medium >3% & <5%, Flat > 3%).

T-117 Streets Landscape Character

PERSPECTIVE SKETCH - ARTISTIC RENDERING OF STREET CHARACTER

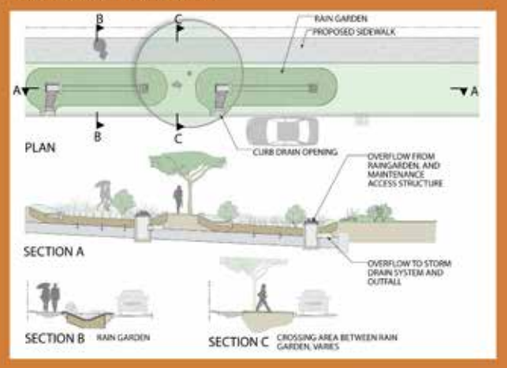
VIEW LOOKING NORTH UP 16TH AVE S FROM S DONOVAN ST

RAIN GARDEN PLANT GROWTH OVER TIME

RAIN GARDEN SEASONAL CHANGE

WINTER SUMMER

RAIN GARDEN TYPICAL LAYOUT



T-117 Streets Landscape Planting Design

STREET TREES and RAIN GARDENS or GREEN STORMWATER INFRASTRUCTURE (GSI)

"GSI—also called natural drainage—mimics nature by slowing or reducing pollutant runoff close to its source. It also treats pollutant runoff from roads, roofs, and parking lots by capturing and cleansing it before it harms our waterways. GSI helps our city act more like a forest."
Source: City of Seattle - Website/source: http://www.seattle.gov/util/groups/public/@spu/@drainwise/documents/webcontent/01_027440.pdf

RAIN GARDEN - CHARACTER

Located on 16th Ave S, 17th Ave S, Dallas Ave, and non-motorized path

Photos of built Rain Gardens in the Ballard Neighborhood

RAIN GARDEN - PLANT PALETTE

SHRUBS (Accents Plants 2' - 3' tall)

GROUNDCOVER (Accents Plants 1' - 2' tall)

PERENNIALS OR HERBACEOUS (Accent plants 1'-3' tall)

EMERGENTS (Rain garden work horse plants 1' - 3' tall)

RAIN GARDEN - FUNGUS/MYCELIUM ENHANCED CELL

One cell located adjacent to the non-motorized path

Mycoremediation is an innovative biotechnology that uses living fungus for in situ and ex situ treatment and management of stormwater. (Thomas et al. 1999a).
Source: Field Demonstration of Mycoremediation for Removal of Fecal Coliform Bacteria and Nutrients in the Dungeness Watershed, Washington

STREET TREES

Serviceberry 'Autumn Brilliance'

Summer Fall

Trident Maple

Summer Fall

Pacific Sunset Maple

Summer Fall

Paperbark Maple

Summer Fall

T-117 Streets Landscape Improvements - Site Plan

T-117 Streets Landscape Improvements - Site Sections