

# Georgetown Neighborhood

## Existing Conditions Review

Georgetown is one of eight small municipalities Seattle annexed between 1905 and 1910. From historic beginnings in the latter 19th century to the vibrant mix of uses and people who work and reside in Georgetown, the neighborhood has played a vital role in the City's development. The Georgetown community is a living example of the change and evolution that have continuously shaped the area's cultural heritage, development patterns, economic opportunities, and social fabric.

The community is located approximately three miles south of downtown Seattle in the Duwamish River corridor. Georgetown is home to a strong, valuable manufacturing and industrial center, a vibrant business district and residential community. It provides easy access to several regional transportation corridors, including Interstate 5, Interstate 90, State Route 99, State Route 509, SeaTac International Airport, King County International Airport, and the Duwamish River.



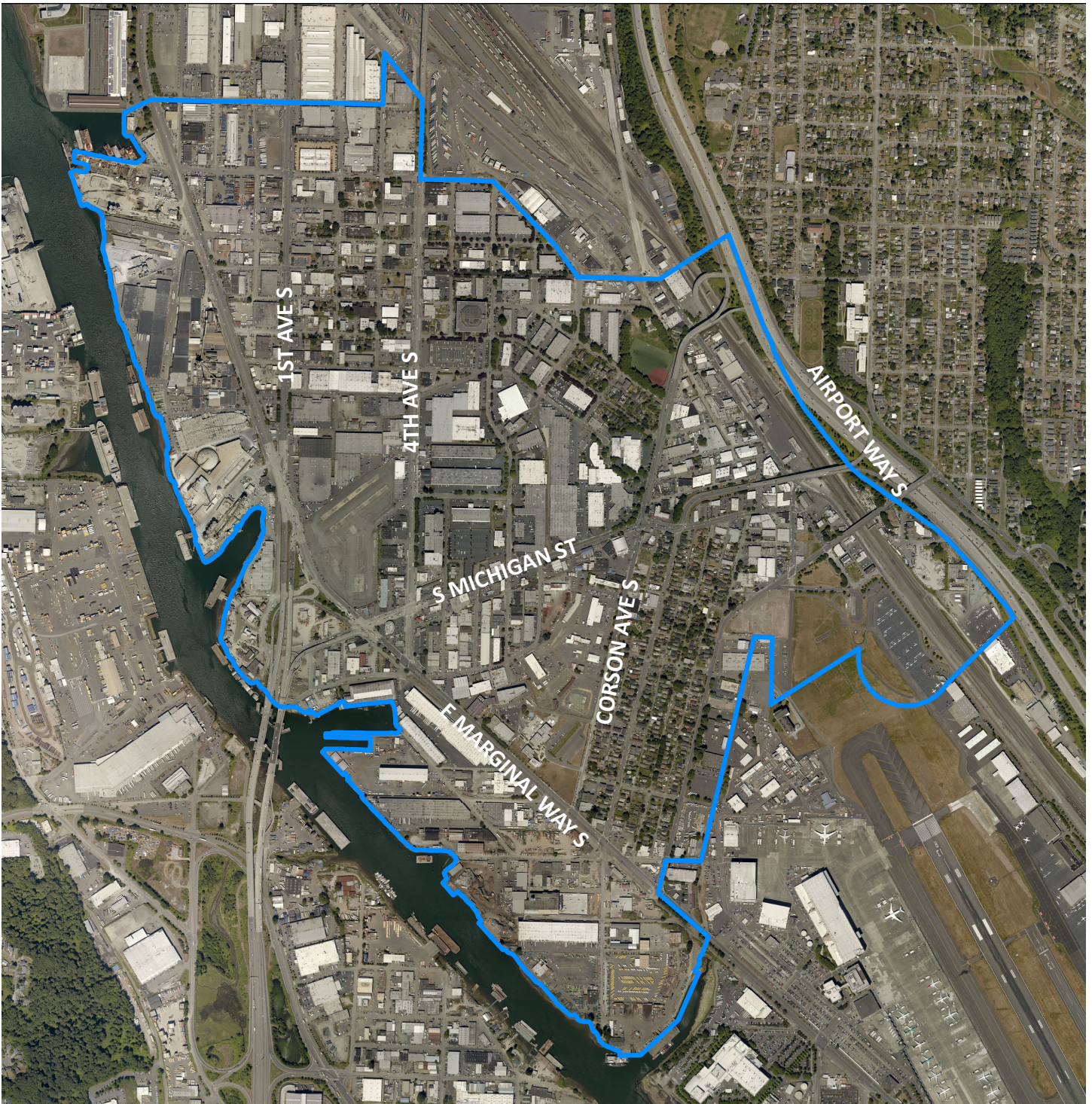
This existing conditions review includes a summary of the following for the community:


- » 2010 Census Profile
- » existing zoning
- » existing land use mix
- » age of structures
- » residential uses located outside of residential zones
- » existing sidewalk conditions
- » bus network
- » bicycle network
- » street trees
- » employment data

This information is presented using the data available at the time the report was produced. If you have comments or corrections please contact Aly Pennucci, Senior Planner, at: [aly.pennucci@seattle.gov](mailto:aly.pennucci@seattle.gov) or 206.386-9132.



## Aerial Image and analysis area\*

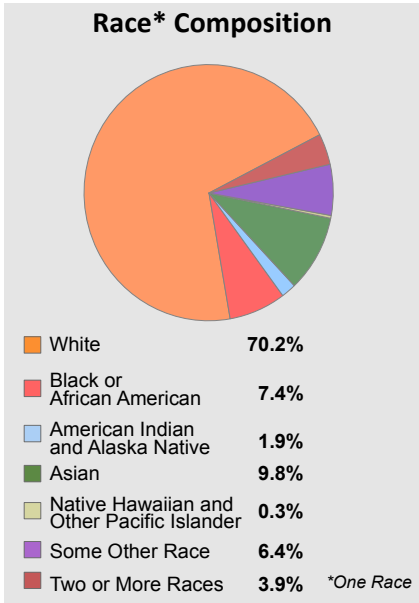
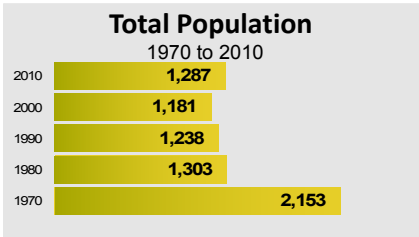


 Analysis Area\*

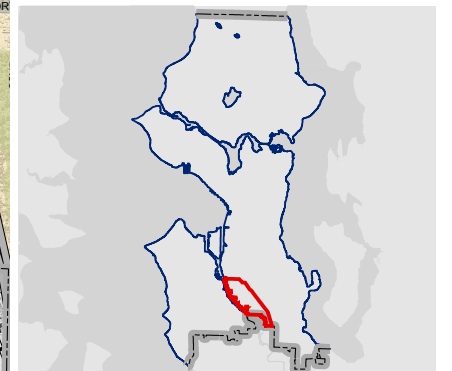
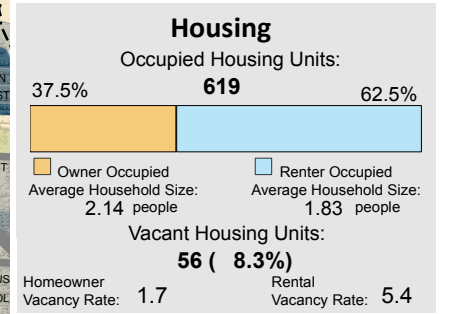
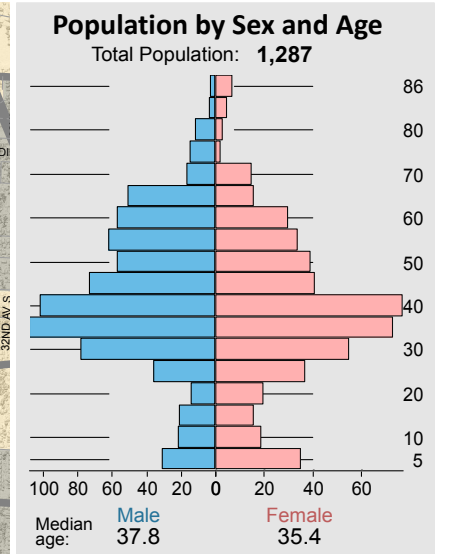
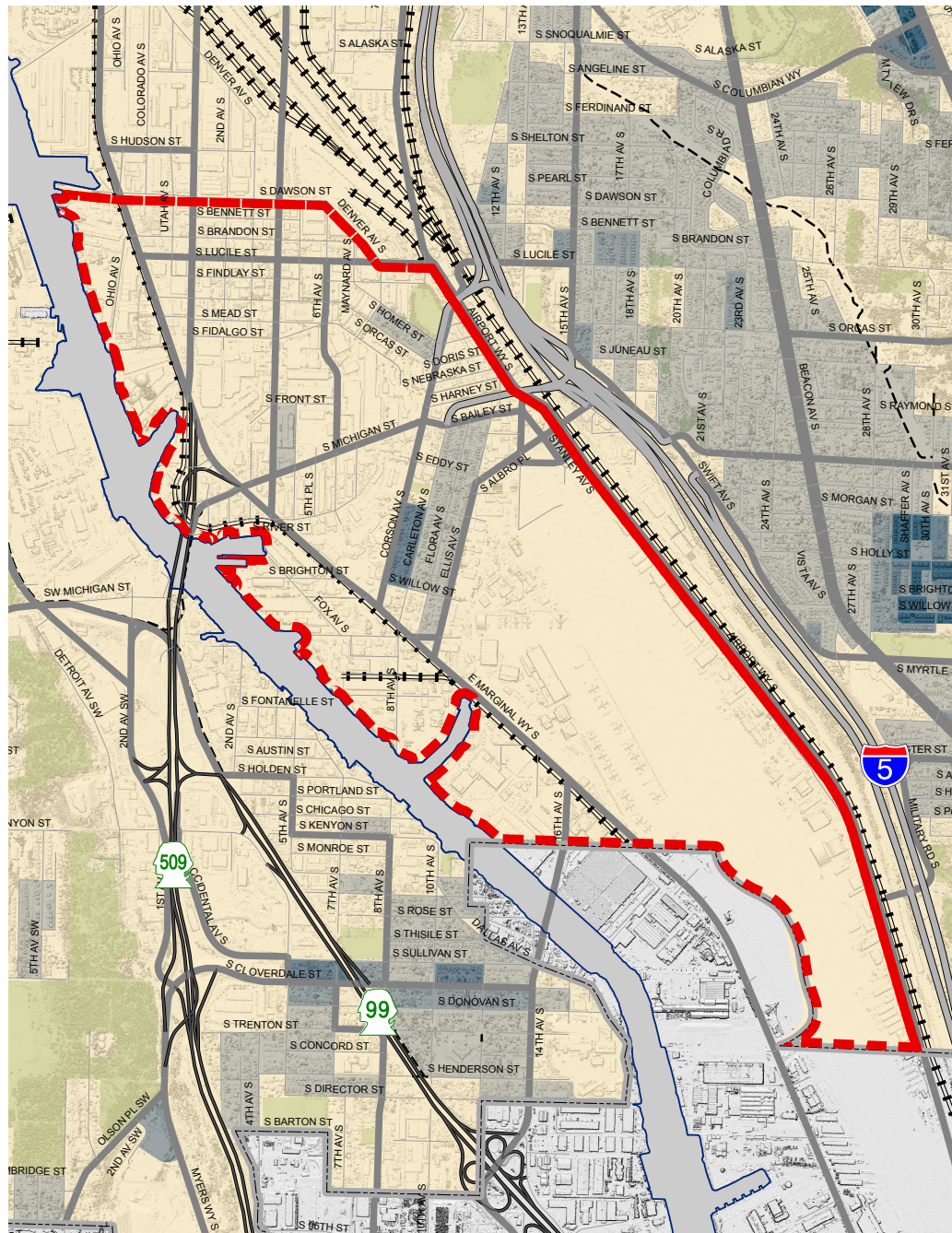
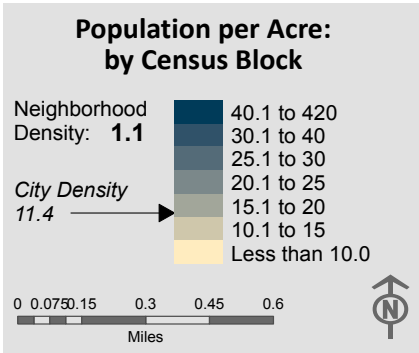
*\*With the exception of the census data, the existing conditions review used the boundary as defined in the Georgetown Neighborhood Plan plus the areas zoned C2 and IB on the southern edge of the neighborhood plan boundary.*





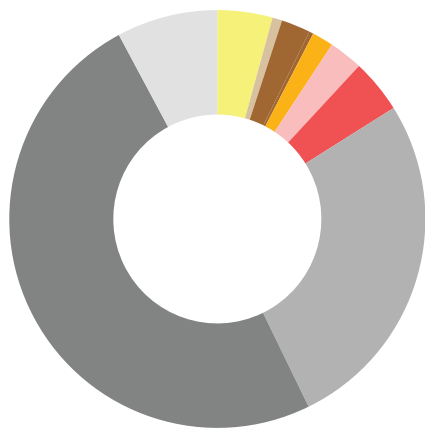
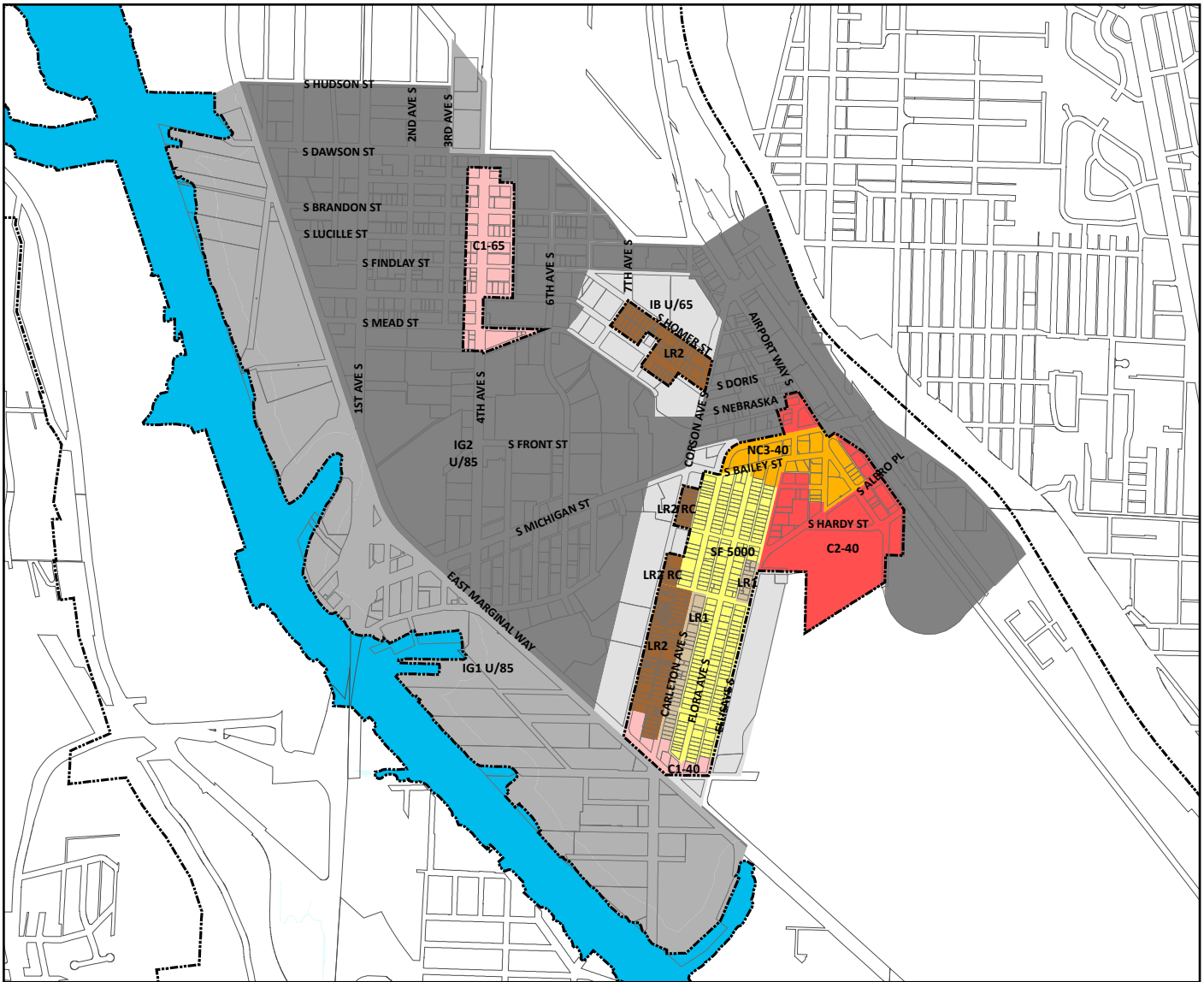


Hispanic or Latino (of any race) makes up **12.3%** of the area population.



Prepared by: Planning and Development  
 Source: U.S Census Bureau Census 2010  
 CRA

## Existing Zoning



Residential Zones: 7.6%  
 Commercial Zones: 8.5%  
 Industrial Zones: 83.9%

- Residential, Single-family 5,000 (SF 5000): 4.3%
- Residential, Multifamily, Lowrise 1 (LR1): 0.8%
- Residential, Multifamily, Lowrise 2 (LR2): 2.3%
- Residential-Commercial (LR2 RC): 0.3%
- Neighborhood Commercial 3 (NC3-40): 1.7%
- Commercial 1 (C1-40; C1-65): 2.6%
- Commercial 2 (C2-40): 4.2%
- General Industrial 1 (IG1 U/85): 26.7%
- General Industrial 2 (IG2 U/85): 49.4%
- Industrial Buffer (IB U/65): 7.8%

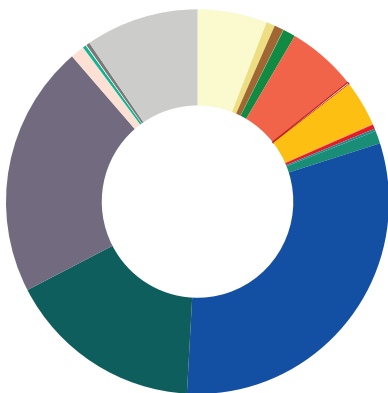
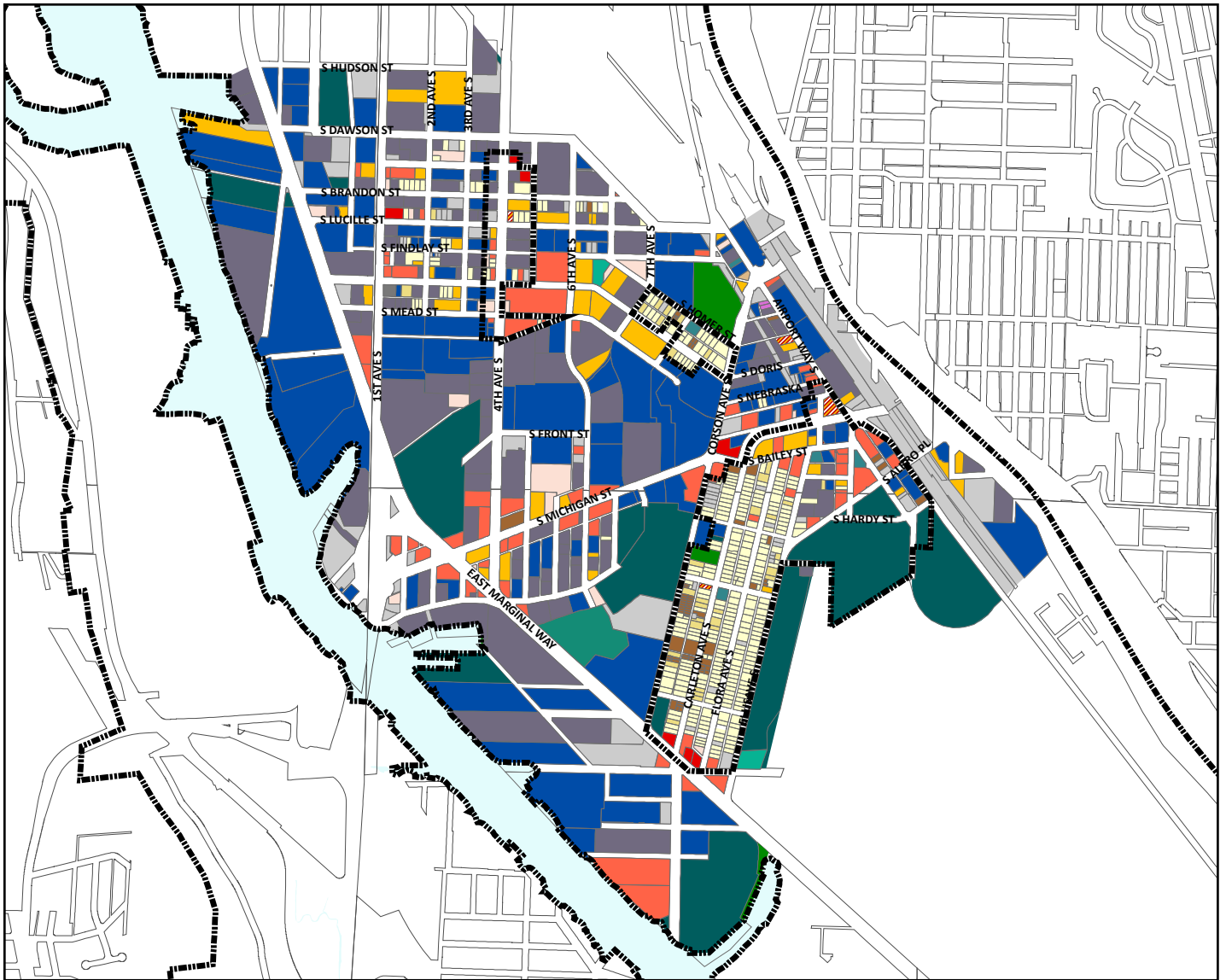
A summary of the different zones is available online at: <http://www.seattle.gov/dpd/codesrules/codes/zoning/default.htm>:

- » [Single-Family Zoning Summary](#)
- » [Multifamily Zoning Summary](#)
- » [Industrial Zoning Summary](#)
- » [Commercial Zoning Summary](#)





# Existing Land Use



**Residential Uses: 7.43%**

- Single Family: 5.88%
- Duplex/Triplex: 0.73%
- Multi-Family: .79%
- Other Housing: 0.02%

**Commercial / Entertainment: 10.33%**

- Retail/Service: 5.88%
- Mixed-Use: 0.17%
- Office: 3.88%
- Entertainment: 0.03%
- Hotel/Motel: 0.37%

**Industrial: 68.53%**

- Industrial: 30.79%
- Transportation/Utility/Communications: 16.52%
- Warehouse: 21.23%

**Public/Institutions: 2.76%**

- Institutions: 0.21%
- Schools: 1.08%
- Open Space: 1.23%
- Public Facilities: .24%

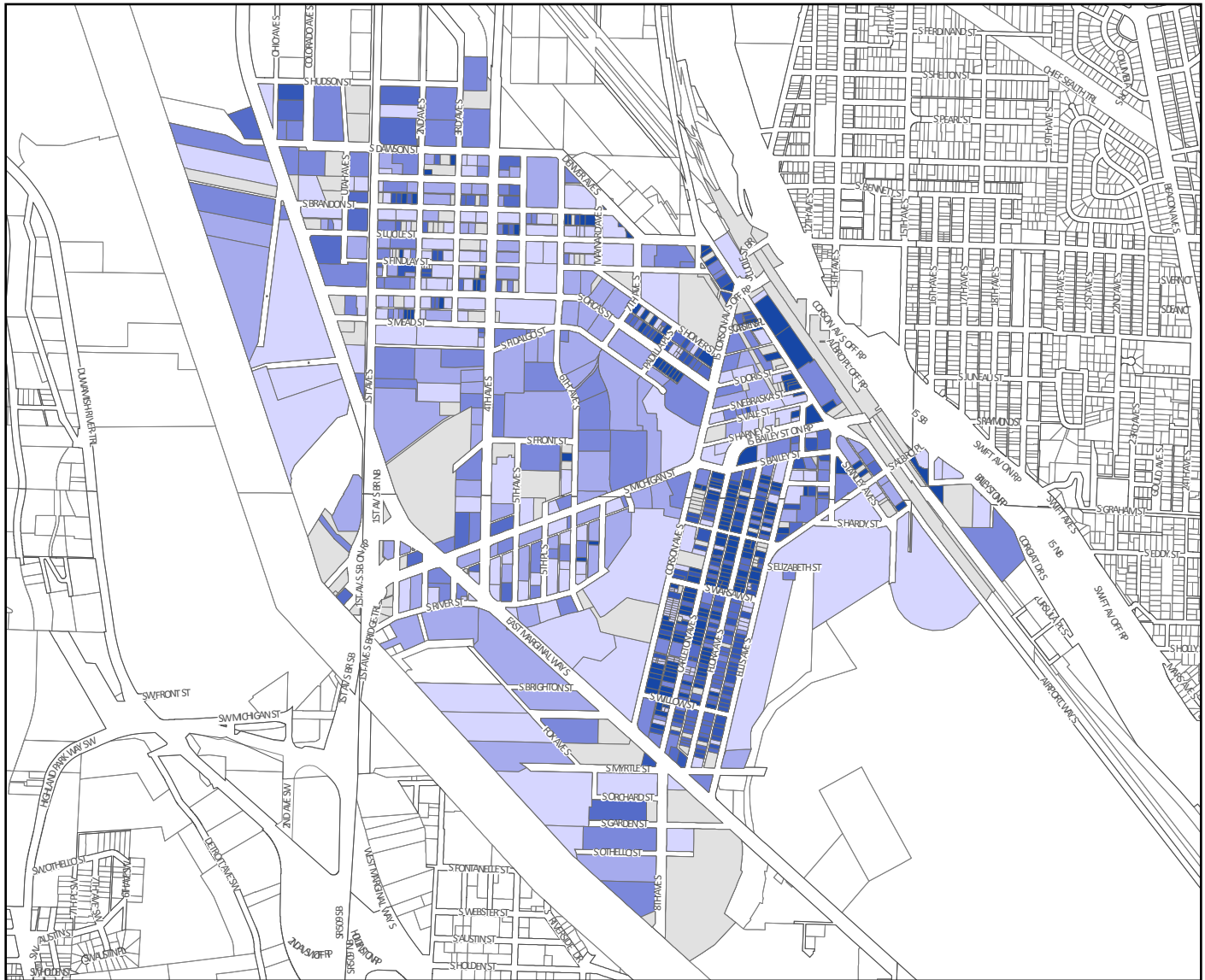
**Other: 10.95%**

- Easement: 0.06%
- Unavailable or Unknown: 0.31%
- Vacant: 9.41%
- Parking: 1.17%

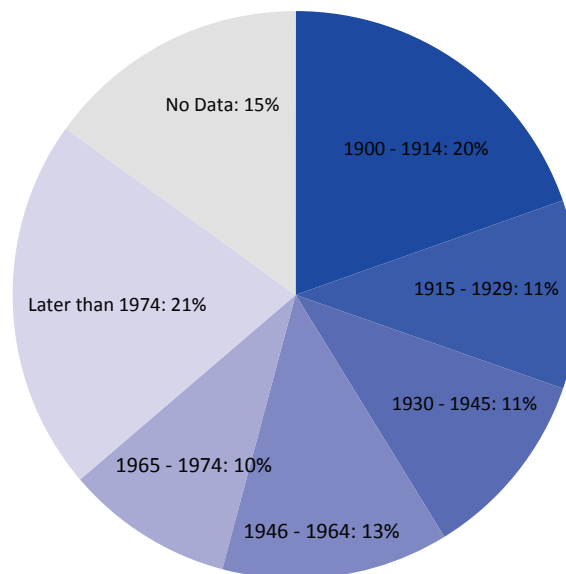
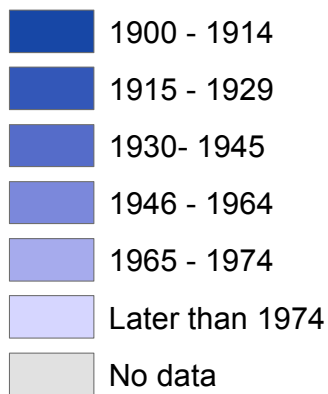




# Age of Structures



## Year Built

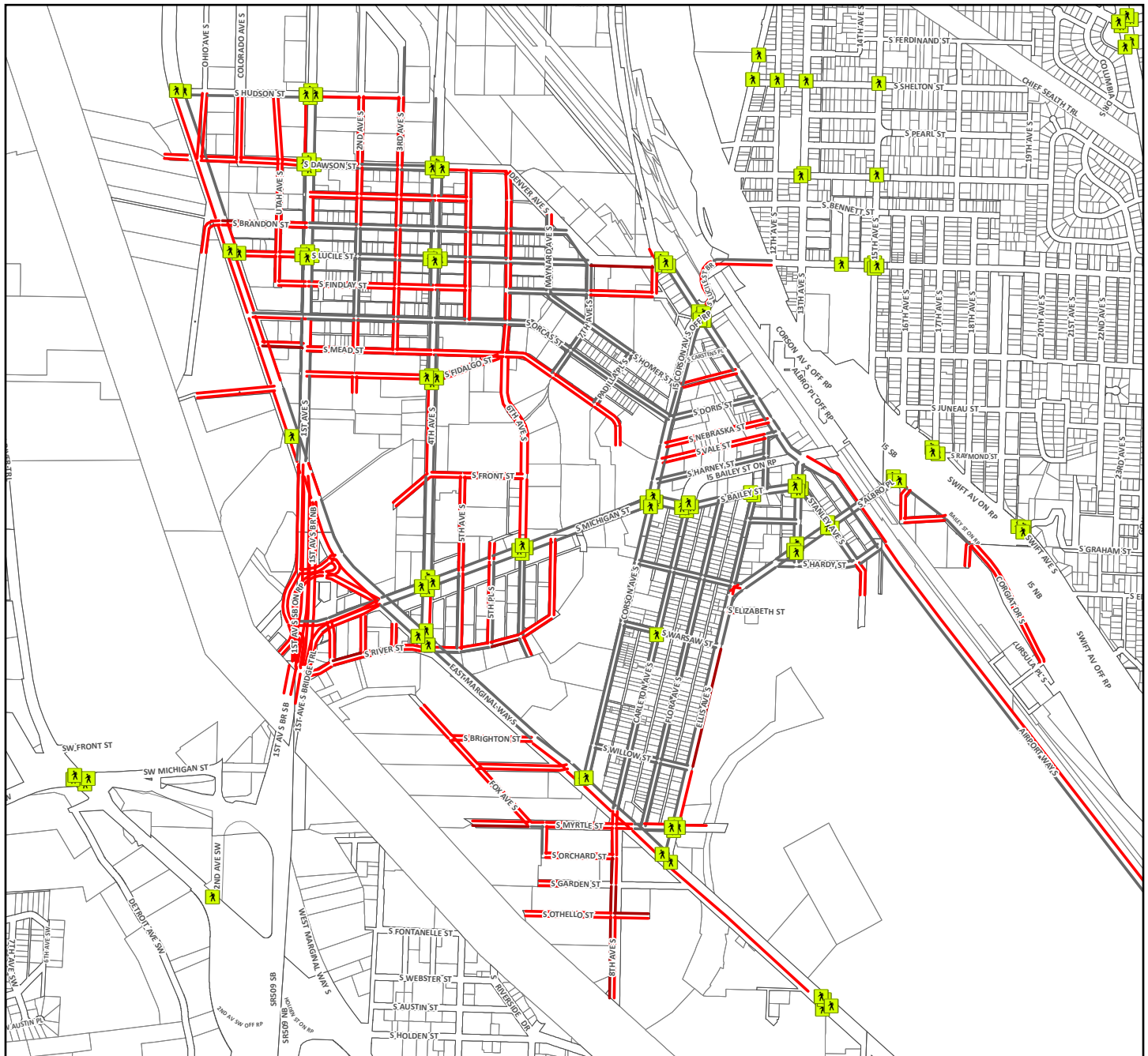








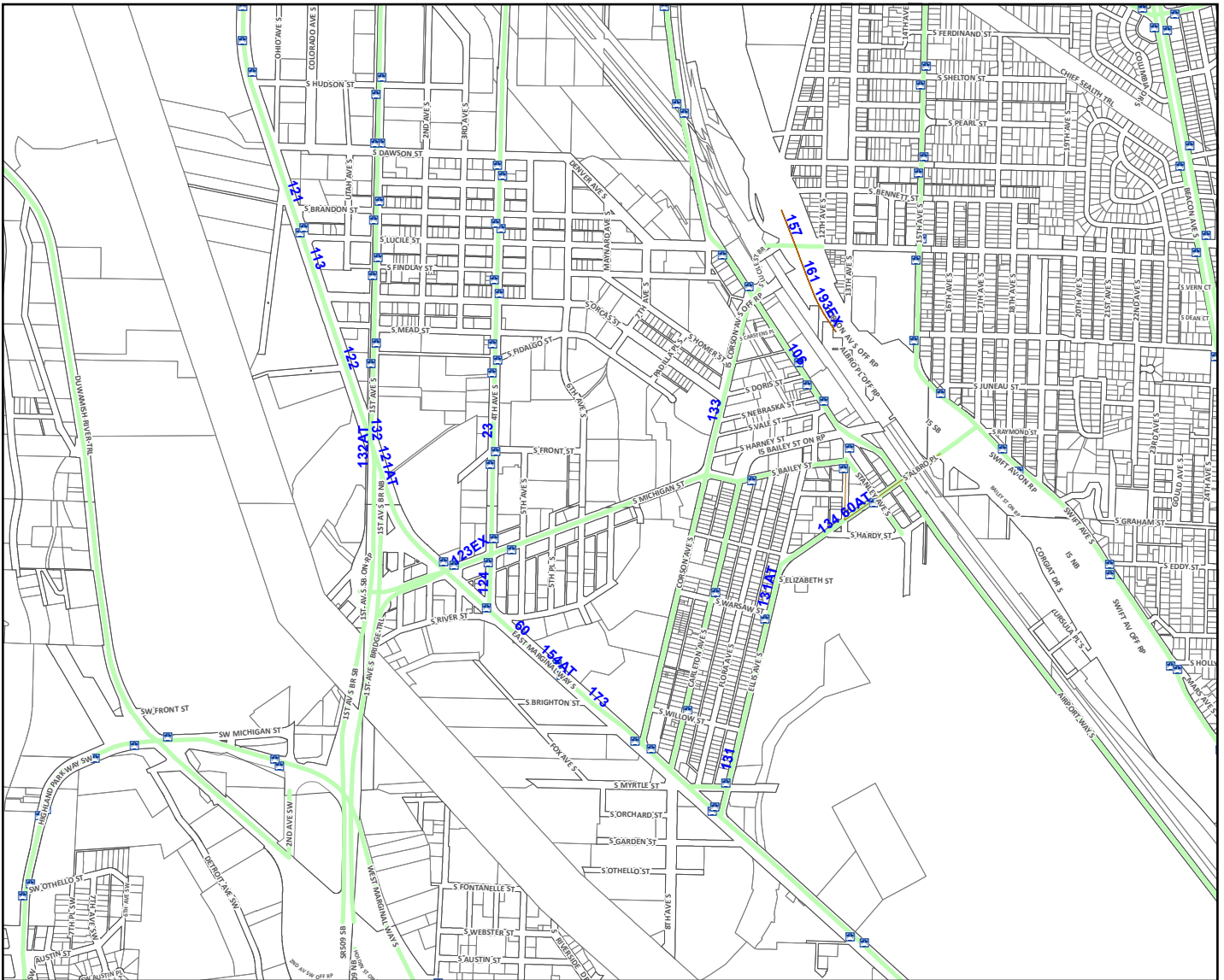
## Sidewalk Conditions & Marked Crossings


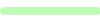


- Marked Crosswalks
  - Sidewalk Surface Type**
  - Concrete
  - Unimproved
- » Approximately 50 percent of the sidewalk network in the analysis area is unimproved

NOTE: The data for this layer was collected between approximately April and September of 2007 as part of the SDOT Sidewalk Asset Inventory project. Data may need to be updated to reflect completed sidewalk repair or improvements. Under no circumstances shall the release of this information be construed as a waiver by the City of Seattle of any privileges to which it is entitled.

## Bus routes and stops



-  King County Metro Bus Stop
-  Transit Route

This map reflects existing transit service in the analysis area. The Seattle Department of Transportation has developed the city's next generation Transit Master Plan (TMP). The TMP is a comprehensive and 20-year look ahead to the type of transit system that will be required to meet Seattle's transit needs through 2030.

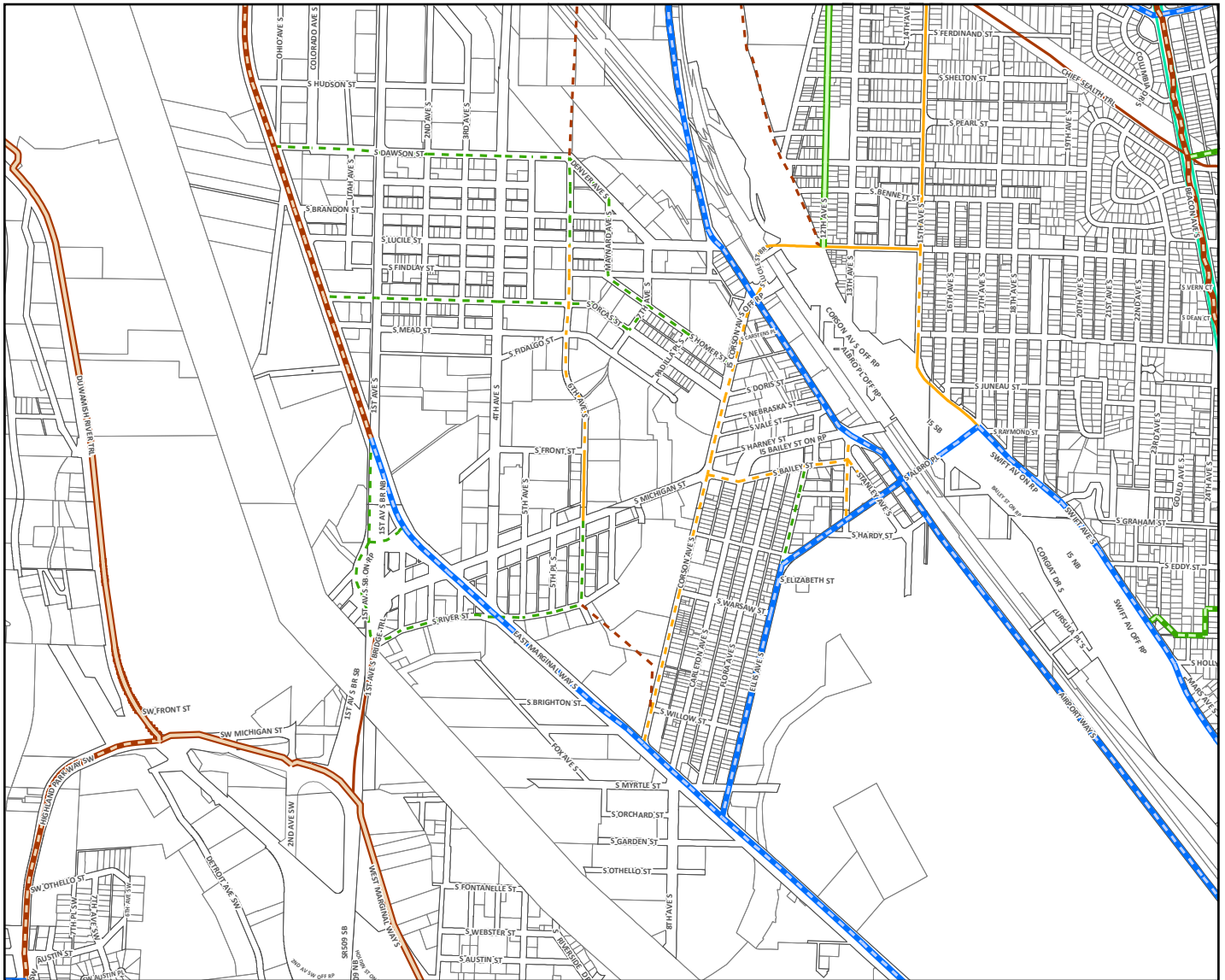
For information on the City of Seattle's Transit Master Plan visit:

<http://www.seattle.gov/transportation/transitmaster-plan.htm>



# Bicycle Network

## Seattle Bicycle Master Plan Update 2013



### Citywide Network

Existing	Recommended	
		Off street
		Cycle track (protected bicycle lanes)
		Neighborhood greenway

### Local Connectors

Existing	Recommended	
		Off street
		Cycle track (protected bicycle lanes)
		In street, minor separation
		Neighborhood greenway
		Shared street

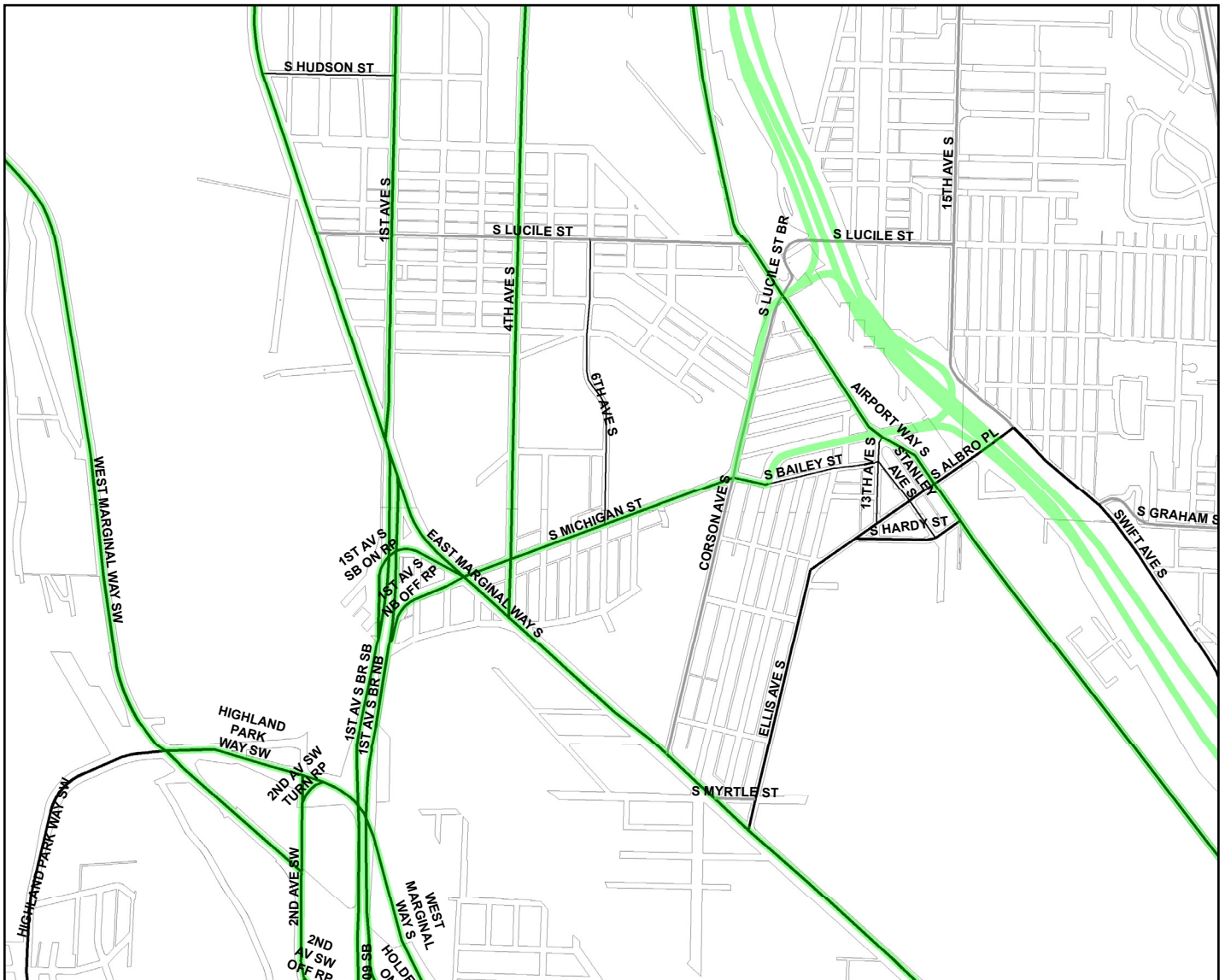
While many people in Seattle currently ride bicycles, the 2013 Seattle Bicycle Master Plan (BMP) aspires to encourage and accommodate even more people to ride a bike. The BMP provides a blueprint to make it easier to decide to ride

For more information on the City of Seattle Bike Master Plan visit:

<http://www.seattle.gov/transportation/bikemaster.htm>



## Major Truck Streets



- Major Truck Streets
- Arterial Classifications**
- Principal
- Minor
- Collector

A Major Truck Street is a street classification for an arterial street that accommodates significant freight movement through the City, and to and from major freight traffic generators. Some state routes and highways are also designated as Major Truck Streets on the network map. SDOT uses the designation as an important criterion for street design, traffic management decisions, and pavement design and repair. For more information visit:

<http://www.seattle.gov/transportation/freight.htm#majorTrucks>



## Street Trees



### Street Trees - Ownership

- Seattle Department of Transportation
- Private



# Employment

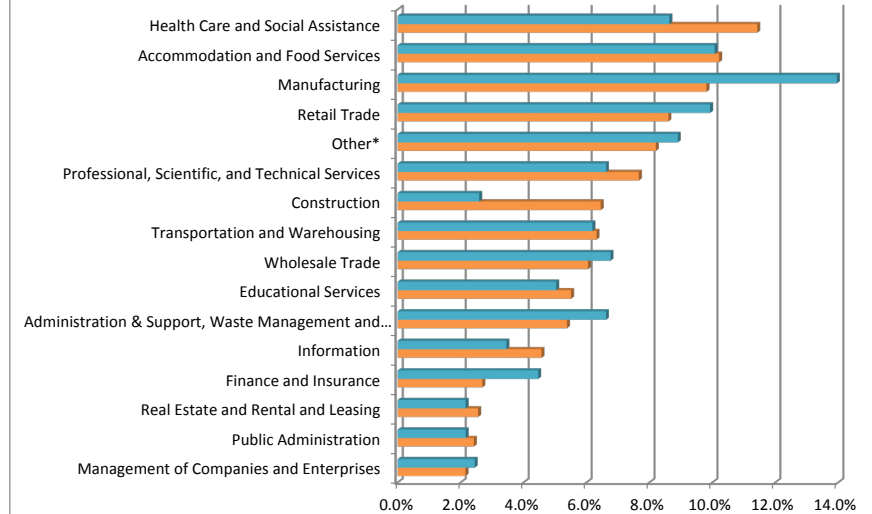
## Sectors



\*Other includes information, educational services, real estate and rental/leasing, utilities, finance and insurance, arts, entertainment and recreation

People who work in the area but live outside work primarily in the following sectors:

- \* Wholesale trade
- \* Construction
- \* Manufacturing
- \* Retail trade



\*Other includes agriculture, utilities, arts, entertainment and recreation

People who live in the area but work outside work primarily in the following sectors:

- \* Health Care and Social Assistance
- \* Accommodation and Food Services
- \* Manufacturing
- \* Retail Trade

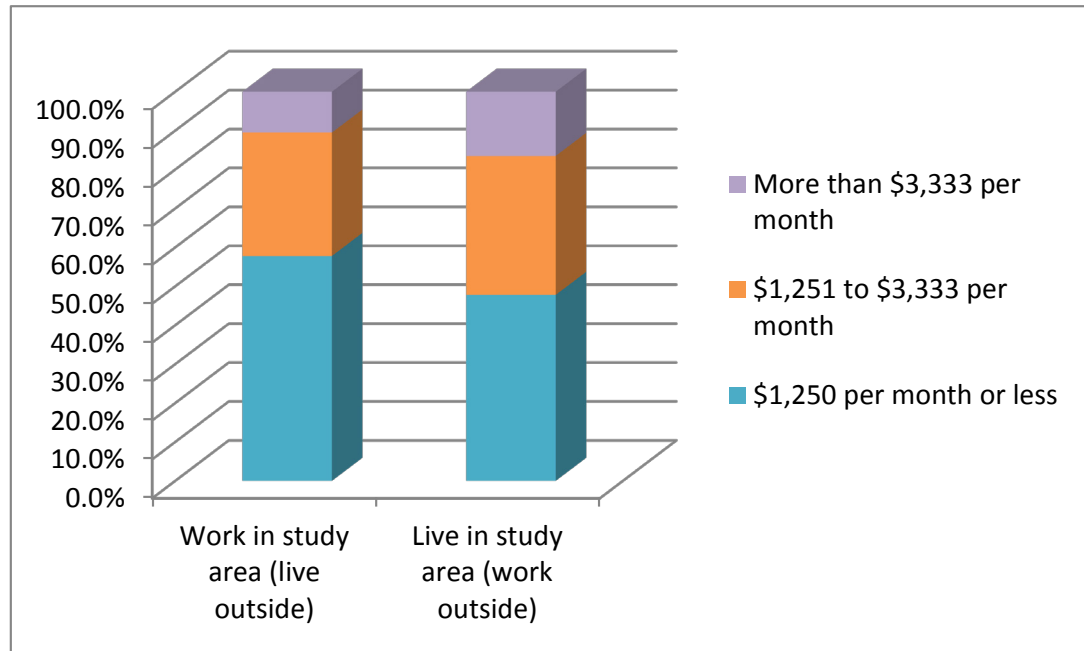
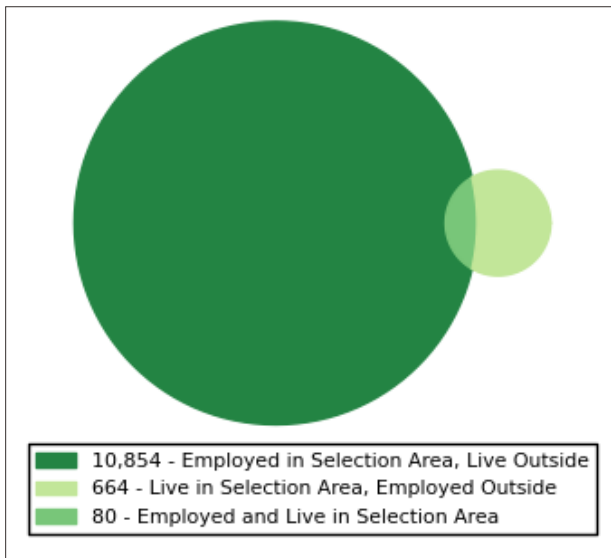
Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2011).



## Employment

~10,934 people are employed in the analysis area

- \* 10,854 (99.3%) employed in but live outside the analysis area
- \* 80 (.07%) employed and live in the area
- \* ~664 live in the analysis area but are employed outside



### People who work in the area but live outside:

- \* 57.8% earn more than \$3,333 per month
- \* 10.5% earn less than 1,250 per month

### People who live in the area but work outside:

- \* 47.8% earn more than \$3,333 per month
- \* 16.5% earn less than 1,250 per month

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2011).

