

Georgetown Neighborhood Approval and Adoption Matrix

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Prepared by the Georgetown Planning Committee and the City of Seattle Interdepartmental Review and Response Team. Compiled by the Strategic Planning Office. November 2, 1999. Amended by the City Council. February 2, 2000.

Introduction

PURPOSE AND STRUCTURE OF THE APPROVAL AND ADOPTION MATRIX

Through the City of Seattle's Neighborhood Planning Program, 37 neighborhoods all over Seattle are preparing neighborhood plans. These plans enable people in neighborhoods to articulate a collective vision for growth and change over the next 20 years and identify activities to help them achieve that vision. The plans are also intended to flesh out the City's Comprehensive Plan. Because each plan is unique, this Approval and Adoption Matrix has been designed as a standard format for the City to establish its work program in response to the recommended activities proposed in the specific neighborhood plan and to identify implementation actions to be factored into future work plans and tracked over time. The development of the Northwest Sector Implementation Plan and a central database will be the primary tools to track implementation of the activities in all of the neighborhood plan matrices over time.

The matrix is divided into two sections:

- I. *Key Strategies*: usually complex projects or related activities that the neighborhood considers critical to the successful implementation of the neighborhood plan.
- II. *Additional Activities for Implementation*: activities that are not directly associated with a Key Strategy, ranging from high to low in priority and from immediate to very long range in anticipated timing.

The neighborhood planning group or its consultant generally fill in the Activity, Priority, Time Frame, Cost Estimate and Implementor columns. The City Response column reflects City department comments as compiled by the Strategic Planning Office. The City Action column in Section II and the narrative response to each Key Strategy are initially filed in by City departments and then reviewed, changed if appropriate, and finalized by City Council. Staff from almost every City department have participated in these planning efforts and in the preparation of this Matrix. Ultimately, the City Council will approve the Matrix and recognize the neighborhood plan by resolution.

Some neighborhood recommendations may need to be examined on a city-wide basis before the City can provide an appropriate response. This is usually because similar recommendations are being pursued in many neighborhoods and the City will need clear policy direction to ensure a consistent city-wide response. Such recommendations are being referred to the "Policy Docket", a list of policy issues that will be presented to City Council, for further discussion and action.

ACTIVITIES ALREADY ACCOMPLISHED BY THE GEORGETOWN PLANNING COMMITTEE

Old Georgetown City Hall

The neighborhood used \$10,000 of their Early Implementation Funds for completion of a feasibility study for the use of the Old Georgetown City Hall as a community center. In addition, Boeing has loaned an executive to the efforts to renovate the City Hall and the neighborhood was successful in getting a Neighborhood Matching Fund grant to develop a brochure to help with efforts to raise public and private resources for the renovation.

ACRONYMS AND DEFINITIONS

ADA Americans with Disabilities Act	OIR Office of Intergovernmental Relations (City of Seattle)
CCTV Closed-circuit television	Policy Docket A list of issues for discussion and action by City Council to establish city-wide policy in response to neighborhood plans
DCLU Department of Design, Construction and Land Use (City of Seattle)	PSCAA Puget Sound Clean Air Agency
DNR Department of Natural Resources (Washington State)	SAC Seattle Arts Commission (City of Seattle)
DOE Department of Ecology (Washington State)	SCL Seattle City Light (City of Seattle)
DON Department of Neighborhoods (City of Seattle)	SEATRAN Seattle Transportation Department (Formerly part of the Seattle Engineering Department [SED]) (City of Seattle)
DPR Department of Parks and Recreation (City of Seattle)	Seattle Neighborhood Group Not-for-profit that works with neighborhoods on public safety issues
ESD Executive Services Department (City of Seattle)	SFD Seattle Fire Department (City of Seattle)
GBA Georgetown Business Association	SJI Strategic Jobs Initiative (City of Seattle)
GCPCC Georgetown Crime Prevention and Community Council	ST Sound Transit (Formerly Regional Transit Authority [RTA])
HSD Human Services Department (Formerly part of the Department of Housing and Human Services [DHHS]) (City of Seattle)	SPD Seattle Police Department (City of Seattle)
HPO Historic Preservation Office (Formerly Office of Urban Conservation) (Department of Neighborhoods, City of Seattle)	SPL Seattle Public Library (City of Seattle)
KCIA King County International Airport	SPO Strategic Planning Office (Formerly part of the Office of Management and Planning [OMP]) (City of Seattle)
Metro King County Metro Transit Division	SPU Seattle Public Utilities (City of Seattle)
NATS Neighborhood Action Team Seattle (City of Seattle)	SSD Seattle School District
NBC Neighborhood Business Council	UATA Urban Arterial Trust Account (Washington State)
NMF Neighborhood Matching Fund (Competitive grant from the Department of Neighborhoods)	VMS Variable Message Signing
NPO Neighborhood Planning Office (City of Seattle) (no longer exists)	WSDOT Washington State Department of Transportation
OED Office of Economic Development (City of Seattle)	WSHFC Washington State Housing Finance Commission
OFE Office for Education, SPO (City of Seattle)	
OH Office of Housing (Formerly part of the Department of Housing and Human Services [DHHS]) (City of Seattle)	

I. Key Strategies

Each Key Strategy consists of activities for a single complex project or theme that the neighborhood considers critical to achieving its vision for the future. While the Key Strategies are high priorities for the neighborhood, they are also part of a twenty-year plan, so the specific activities within each Key Strategy may be implemented over the span of many years.

The Executive recognizes the importance of the Key Strategies to the neighborhood that developed them. Given the number of Key Strategies that will be proposed from the 37 planning areas, priorities will have to be set and projects phased over time. The Executive will coordinate efforts to sort through the Key Strategies. During this sorting process, the departments will work together to create a Northwest Sector Implementation Plan that includes evaluation of Key Strategy elements. This may include developing rough cost estimates for the activities within each Key Strategy; identifying potential funding sources and mechanisms; establishing priorities for the

Key Strategies within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

The department most involved with the activities for a Key Strategy is designated as the lead. Otherwise, DON is designated as the lead. Other participating departments are also identified.

The City Response lists activities already underway, and other tasks that the City has committed to commence during the 1999-2000 biennium.

A. SEATTLE DESIGN DISTRICT

Description

The home fashion and wholesale design and gift trades represent a significant economic presence in Georgetown. Georgetown stands out as the hub of these industries for the entire Pacific Northwest. The Seattle Design and Gift Centers draw numerous industry-serving wholesalers, distributors, and fabricators to Georgetown to take advantage of this customer base. This confluence of related businesses generate a common identity which will continue to grow if more related businesses relocate to or expand in Georgetown. These existing businesses generally have less than 20 employees, pay higher than average wages, cater to a more affluent customer base, are environmentally-friendly, and frequently import and export internationally.

The creation and recognition of a Seattle Design District would capitalize on the existing character and function of area businesses, help promote the continued economic growth of this industry sector, and establish a unifying identity for design-related trades and the Georgetown community.

Integrated City Response

This strategy is consistent with the Comprehensive Plan. The City recognizes the importance of the fashion, design and gift businesses to the City and the region, and supports the identification of a Seattle Design District to promote community identity. The Office of Economic Development (OED) has begun discussions with the community on a number of activities that are part of this Key Strategy and will continue to provide technical assistance through their contract with the Neighborhood Business Council (NBC.) While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. The Neighborhood Matching Fund (NMF) may provide funding for many of these activities. Some of the other recommendations will require additional resources for further concept development and eventual implementation. Priorities will need to be identified through the City's sector implementation plans to focus City efforts once resources are identified and become available.

Lead Department: OED

Participating Departments: SEATRAN, DON

Activities Already Underway

1. The City has forwarded to the Washington State Department of Transportation (WSDOT) the community's interest in having highway signs identifying the Seattle Design District.
2. OED's staff has met with representatives of the Seattle Design Center and Georgetown Business Association (GBA) to identify the first steps towards marketing the Design District.

Tasks to be Undertaken in 1999-2000

1. During 1999 and 2000, OED and the NBC will work with the community to pursue NMF funding for developing a marketing plan.
2. Through its contract with the NBC, OED will provide technical assistance to the Georgetown community in their efforts to create a resource directory, develop a special yearly event, and develop a design trade advisory group.
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Southwest Sector work program.
4. Identify next steps for continued implementation.

A. SEATTLE DESIGN DISTRICT						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
GC-1.1	Create and recognize a Seattle Design District, with boundaries as shown in Figure 1 in the Georgetown Neighborhood Plan.	High	1 to 5 years			The Executive supports this proposal. The Duwamish Manufacturing/Industrial Center Plan has proposed creating a Seattle Design District and rezoning it from IG2 and C1 to IC. DCLU will work with the neighborhoods, SPO and the NDM to undertake a land use planning exercise and rezone analysis to explore different zoning designations to see if a rezone might achieve the community's vision and meet the City's criteria for rezones. This work is likely to begin as part of DCLU's 2001-2002 work program.
GC-1.2	Invest in physical improvements to define the Seattle Design District, including: <ol style="list-style-type: none"> a. Highway signs from I-5 and SR-99 marking exits as Seattle Design District- Georgetown. b. Directional signs on local streets identifying the Seattle Design District. c. Pedestrian kiosks with district maps and vehicle signs with district maps. 	High	1 to 5 years		DON, SEATRAN, WSDOT, Community, OED	The Executive supports the concept of capitalizing on the presence of existing design-oriented businesses and the Seattle Design Center to create a commercial identity as a design district in this area. Many of these activities will be community-led activities. See specific responses to related action items below. <ol style="list-style-type: none"> a. Highway destination signs need to be approved and installed by WSDOT. SPO and

A. SEATTLE DESIGN DISTRICT

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	<p>d. Gateway markers with special plantings, signage, and other physical improvements. Possible locations include 4th Ave. S. at S. Dawson St., 4th Ave. S. at S. Michigan St., Airport Way S. at S. Lucile St., Corson Ave. S, and Airport Way S. near S. Hardy St.</p> <p>e. Repair and resurface streets and arterials, rebuild shoulders and parking strips to improve vehicular flow in the areas around the Seattle Design District, provide better on-street parking for events held periodically throughout the year, and assure greater pedestrian safety.</p>					<p>SEATRAN have forwarded the community's interest in having signs on the highway to WSDOT.</p> <p>b. SEATRAN does not support, at this time, directional signs on local streets identifying community facilities, except for very large, regional public facilities, such as the University of Washington. Increasing the number of directional signs runs the danger of obscuring safety-related traffic control signs. Instead, SEATRAN supports the use of "gateway" signs, please see "d," below.</p> <p>c. SEATRAN is beginning to pursue this type of wayfinding project. SEATRAN is working with local business associations to install prototype wayfinding signs in the downtown and the north industrial/stadium area. This work may provide a model for other parts of the City, including Georgetown.</p> <p>d. A number of neighborhoods have pursued "gateway" markers/improvements similar to the improvements proposed here. NMF grants have often been used for this type of project. As funding is identified, SEATRAN will work with the community to review locating specific improvements at specific locations identified by the community.</p> <p>e. SEATRAN supports the concept of improved paving, sidewalks and related drainage projects for access streets. However, efforts in the recent past to expand City funding to do more paving, including pursuit of the Street Utility and a transportation bond, have not succeeded. SEATRAN is continuing to look</p>

A. SEATTLE DESIGN DISTRICT

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						<p>for new sources of funding to expand paving services. Until they succeed, however, the level of funding available to maintain industrial access streets and sidewalks will continue to be small relative to capital paving needs in the area.</p> <p>Property owners are urged to consider exploring Local Improvement Districts as potential funding sources for improvements to local access streets and sidewalks. SEATRAN can work with local property owners to explore the feasibility of LIDs in specific areas. The City is reviewing both sidewalk issues and use of LIDs through the neighborhood planning policy docket.</p> <p>SEATRAN will review suggestions for improving on-street parking at specific locations. SEATRAN reviews changes to parking design on a block-by-block basis. Parking changes will be reviewed to make sure that they are operationally sound and have strong support from those along the block who would be affected by the proposed change. Agreed-to changes to on-street parking signs would be made and paid for by SEATRAN.</p> <p>Where community members have specific safety concerns, they should contact SEATRAN directly with descriptions of locations and type of concern. SEATRAN will review, respond and work with the community to address safety problems.</p>
GC-1.3a	Develop a single resource directory that includes	High to	ASAP		Seattle Design	The NBC is under contract with OED to provide

A. SEATTLE DESIGN DISTRICT

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	businesses both inside the Seattle Design Center as well as those located within the district boundaries, and others as qualified.	Medium			Center, OED, DON, GBA, NBC	<p>assistance to business districts. The NBC will provide consultation and advice to the GBA to implement this activity.</p> <p>In addition, OED holds neighborhood business district workshops which are available to all Seattle area business districts. These workshops have focused on issues like this one. Georgetown representatives will be informed of workshops and encouraged to participate.</p> <p>Many communities have used the NMF to develop a directory such as this. OED and the NBC will work with community organizations to develop NMF applications to implement this type of activity.</p>
GC-1.3b	Find public/private funding partnership support for a special yearly event to encourage interaction in and out of the Design Center. Consider historic tours, open houses of various businesses, and Seattle "Design Awareness Month" activities.	Medium	1 to 3 years		Seattle Design Center, OED, DON	See GC-1.3a.
GC-1.3c	Develop a marketing plan for the wholesale, manufacturing, and showroom-related design trades. Work in conjunction with the Georgetown Business Association. The mission will be to market the District as the Pacific Northwest's hub for the design trade industry.	High to Medium	1 to 2 years		OED, DON, Community	<p>See GC-1.3a.</p> <p>OED staff have met with representatives of the Seattle Design Center and GBA to identify the first steps towards marketing the design center. This would be an appropriate project for the GBA. OED and the NBC will provide technical assistance. During 1999 or 2000, OED and the NBC will work with the business council to pursue NMF funding for developing a marketing plan.</p>
GC-1.4	Design Trade Advisory Committee. Provide staff support or funding for staff to assist the Seattle Design Center working with the Georgetown Business Association to develop a design trade advisory group in order to establish a database of	Medium	1 to 5 years		GBA, OED (support)	See GC-1.3a and GC-1.3c.

A. SEATTLE DESIGN DISTRICT						
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	existing design- and gift-related trades, and educate the general public on the importance of design.					

B. GEORGETOWN RESIDENTIAL NEIGHBORHOOD ANCHOR

Description

Georgetown's residential neighborhood consists of two pockets of single-family and multifamily areas. These enclaves, in existence since well before the turn of the century, currently house anywhere between 1,200 to 1,500 residents. This cornerstone of the Neighborhood Plan reflects the priorities and recommended actions of Georgetown's residential community. It serves as their blueprint for continued existence in the future, a desire for basic city services, and the need for community amenities typical of other Seattle residential neighborhoods. Recommendations for this plan cornerstone fall under these categories:

- Land Use
- Residential Quality of Life
- Open Space/Recreation
- Community Identity/Historic Preservation

Integrated City Response

This strategy is consistent with the Comprehensive Plan. The City supports the existing residential community and recognizes their many challenges, and will work with the community to implement many of these activities. While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. Work on some of these activities is currently underway. Existing City programs, including the NMF, are available to implement many of the other activities. Finally, some of the other recommendations will require additional resources for further concept development and eventual implementation. In addition to the community's recommendations, the Executive recommends that the neighborhood anchor in Georgetown be renamed from "13th Ave S @ S Albro Pl" to "Georgetown" in order to better recognize the Georgetown community. The Georgetown Neighborhood Plan proposed to be recognized by the Council shows detailed boundaries that the neighborhood recognizes as the area of this anchor. This designation is formally made in the Comprehensive Plan and indicated by a point on the Future Land Use Map rather than with a mapped boundary.

There are a couple of activities currently being undertaken by the King County International Airport (KCIA) that could impact the Georgetown community. The KCIA is currently undertaking a master planning study that may result in changes to their facilities. Environmental review for the plan is currently underway. In addition, KCIA

initiated a FAA Part 150 Noise and Land Use Compatibility Study in June 1999. This study is a voluntary effort by the airport to address noise impacts by looking at operational changes and land use compatibility. Through Part 150 studies, noise exposure maps are created which show areas which are experiencing excessive levels of noise from airports. Mitigation is provided to residential properties included on the map which are severely impacted by airport noise. This mitigation may range from insulation programs to acquisition of those properties by an airport and relocation of the residents. The City will work closely with the Airport and the Georgetown community to ensure fair treatment of the Georgetown community. City of Seattle staff and Georgetown community members are on advisory committees that have been set up to assist the KCIA with these processes.

Lead Department: DON

Participating Departments: SEATRAN, SPO, DPR, OED, HSD, SPL, SPU, SAC, SCL

Activities Already Underway

1. DON, OED and the Human Services Department (HSD) are working with the community to evaluate the feasibility of establishing a Georgetown Community Center facility in the Old Georgetown City Hall building. DPR is the lead department in reviewing community centers and facilities through the neighborhood planning policy docket. Work on the Georgetown facility will be coordinated with work on the policy issues.
2. The Historic Preservation Office has had a number of discussions with community members about the potential for designating the "Hat and Boots" buildings as landmark structures and will continue to work with the community on this issue.
3. Seattle City Light (SCL) works cooperatively with and supports the non-profit organization that is developing the Georgetown Steamplant into a museum and educational center. Spare parts for the generator, roof replacement, and a no-cost annual use permit reflect City and SCL support for the Steamplant museum.
4. The Department of Parks and Recreation (DPR) is working with Georgetown to improve the availability of the Georgetown Playfield for community use.
5. The City is currently exploring acquisition of the WSDOT property located on the 6400 block between Corson Ave. S. and Carleton Ave. S. pending a favorable

assessment of the environmental conditions of the site. Towards that end, King County has donated \$20K towards acquisition of the site and DPR is working with ESD and DON to find other \$180K for acquisition of the site.

Tasks to be Undertaken in 1999-2000

1. DPR will make site improvements to the Georgetown Playfield between 2000 and 2001. DPR staff will work with the Georgetown community to try to accommodate neighborhood-specific improvements at the playfield.
2. Department of Neighborhoods (DON) staff will assist the neighborhood in developing grant applications for the Neighborhood Matching Fund.

3. The City will work with KCIA through their Master Plan process and Part 150 Noise Study to identify opportunities for and to determine the feasibility of open space improvements as part of the Airport Master Plan.
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Southwest Sector work program.
5. Identify next steps for continued implementation.

B. GEORGETOWN RESIDENTIAL NEIGHBORHOOD ANCHOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
Land Use						
GC-2A.1	Neighborhood Anchor Designation. Approve Georgetown's residential-zoned area and commercial-zoned areas in proximity to Airport Way S. as a neighborhood anchor.	High	1 year		SPO	The Neighborhood Anchor designation is consistent with the goals and policies of the Comprehensive Plan. Legislation to confirm the neighborhood anchor designation for Georgetown has been forwarded to the City Council with the neighborhood plan. The Executive also proposes to rename the anchor from "13th Ave S @ S Albro Pl" to "Georgetown."
GC-2A.2	Preserve Residential-Zoned Lands. Preserve and maintain single-family and multifamily zones to protect Georgetown's residential areas and affordable housing. Some residential members of the Planning Committee disagreed with this activity.	High to Medium	1 year		SPO	This activity is consistent with the goals and policies of the Comprehensive Plan. There are a number of goals and policies in the Comprehensive Plan which support the retention of existing residential areas. There are no proposed changes by the City to existing land uses or zoning in these areas. No additional action is needed. There are a couple of activities currently being undertaken by the KCIA that could impact the Georgetown community. The KCIA is currently undertaking a master planning study that may result

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						<p>in changes to their facilities. Environmental review for the plan is currently underway. In addition, the KCIA initiated a FAA Part 150 Noise and Land Use Compatibility Study in June 1999. This study is a voluntary effort by the airport to address noise impacts by looking at operational changes and land use compatibility. Through Part 150 studies, noise exposure maps are created which show areas which are experiencing excessive levels of noise from airports. Mitigation is provided to residential properties included on the map which are severely impacted by airport noise. This mitigation may range from insulation programs to acquisition of those properties by an airport and relocation of the residents. The City will work closely with the Airport and the Georgetown community to ensure fair treatment of the Georgetown community. City of Seattle staff and Georgetown community members are on advisory committees that have been set up to assist the KCIA with these processes. The City Council will send a letter to KCIA and the FAA regarding the City's current position on noise mitigation and possible runway extension, supporting the neighborhood plan recommendations, and indicating that the City may reconsider its position on noise mitigation and runway extension as new information becomes available. The letter will also indicate the City's desire to work closely with KCIA as they work on the various studies and refine their proposals. As the City works to implement this activity, it will need to work with the community to address dissenting opinions.</p>

B. GEORGETOWN RESIDENTIAL NEIGHBORHOOD ANCHOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
Residential Quality of Life						
GC-2B.1	<p>Connecting to Georgetown Playfield. Develop safe connections (i.e., sidewalk/crosswalk improvements, signaling, signage, landscape treatments, and/or designation of pedestrian corridors) to link Georgetown's residential area south of S. Bailey St. with Georgetown Playfield and the adjacent residential area.</p>	High to Medium	2 to 5 years		SEATRAN, DPR, Community	<p>Where community members have specific safety concerns, they should contact SEATRAN directly with descriptions of locations and type of concern. SEATRAN will review, respond and work with the community to find address safety problems. Beyond immediate safety concerns, SEATRAN can review community ideas on how to create the community connections recommended here and try to provide guidance with technical evaluation and feedback about the workability of such an idea. Funding will need to be identified for this project. SEATRAN's Arborist Office would be interested in joining with other City departments and the community in developing a planting and maintenance plan for neighborhood streets as part of this activity. DPR will be involved with planning for any improvements that impact park property.</p>
GC-2B.2	<p>Community Facilities. Provide community facilities and programs that will enhance quality of life and business climate in Georgetown. As funding becomes available, implement:</p> <ul style="list-style-type: none"> • A Community Center/multiuse facility for community use: job training, computer lab, English as a Second Language (ESL) classes and art classes. • Mini-City Hall in Old City Hall: employment center, bulletin board, meeting rooms, youth programs, etc. • Strategy and funding mechanism for saving the Hat & Boots structures in Georgetown. • Support and endorsement of a museum in the 	Medium to Low	Ongoing		DPR, OED, HSD, DON , SPL, DNR	<p>Community Center/Old City Hall</p> <p>\$10,000 of the neighborhood's EIF money will be spent to cover part of a feasibility study for renovation to the City Hall building. The City Council, as part of the Community Centers levy proposal, passed a resolution pledging to find City or non-City funds to support the repair and refurbishment of the City Hall building. In addition, Boeing has provided, in cooperation with the Department of Neighborhoods, a loaned executive to help the neighborhood to raise public and private funds for this project. OED and HSD are continuing to work with local community representatives in evaluating the feasibility of establishing a</p>

B. GEORGETOWN RESIDENTIAL NEIGHBORHOOD ANCHOR

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	<p>Steam Plant Building.</p> <ul style="list-style-type: none"> • Priority for local community use of the Georgetown Playfield, including improvement to ensure local use: grass field, baseball screen, etc. • Develop a mini-branch library. 					<p>Georgetown community center facility containing the types of uses listed here in the Old Georgetown City Hall building.</p> <p>DPR supports the goals of the community to secure community services in Georgetown. However, DPR has concerns that this building is not appropriate for a traditional DPR-owned and operated Recreation Center. Community centers, including non-traditional community centers, are on the Policy Docket for Council consideration.</p> <p>Hat and Boots</p> <p>The City supports the retention of the Hat and Boots in Georgetown. The Hat and Boots site is owned by the State DNR and the City will forward to the DNR the community's desire to have the Hat and Boots remain in Georgetown.</p> <p>The City's Historic Preservation Office has had a number of discussions with Georgetown community members about the potential for designating the Hat and Boots landmark structures and will continue to work with the community on this issue.</p> <p>Georgetown Steamplant</p> <p>Seattle City Light currently owns the old Georgetown Steamplant. It is on the national historic register and is one of the few remaining horizontal generators in the nation.</p> <p>SCL works cooperatively with and supports the non-profit organization that is developing the site into a museum and educational center.</p> <p>Spare parts for the generator, roof replacement and no-cost annual use permit reflect City and SCL</p>

B. GEORGETOWN RESIDENTIAL NEIGHBORHOOD ANCHOR

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						<p>support for the Steamplant.</p> <p>Georgetown Playfield</p> <p>In order to serve citywide athletic programs, DPR is unable to provide the community with priority use of the field. DPR has been working with Georgetown to improve the availability of the field for community use. In addition to the improvements that have occurred at the field in the past year, an additional \$101,000 for site improvements is funded for 2000-2001. The community has been sent schedules and request forms for this purpose so that DPR can better accommodate their needs.</p> <p>Parks Department staff will work with the Georgetown community to try to accommodate specific needs at the playfield.</p> <p>Mini-Library</p> <p>The Libraries for All Capital Plan does not currently include a mini branch for Georgetown, but there is a \$6 million opportunity fund as part of the Plan to which neighborhood groups can apply to correct library service deficiencies. The application process for use of these funds is currently being developed and should be completed by November, with applications due early first quarter, 2000, and funding decisions made by the Library Board by end of 2000. If interested, the Georgetown community is encouraged to develop a proposal, and may want to consider working with the South Park community, which has expressed a strong interest in increased library services through their neighborhood plan.</p>
GC-2B.3	Community-Based Projects. Develop neighborhood-based beautification projects:	High to Medium	On-Going		Community, DON, SPU,	Seattle City Light offers a community tree planting program (also known as the Urban Tree

B. GEORGETOWN RESIDENTIAL NEIGHBORHOOD ANCHOR

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	<ul style="list-style-type: none"> • tree plantings, • community entry signs, • neighborhood clean-ups, • public art by local artists, • community festivals or fairs, and • anti-graffiti campaigns. 	to Low			SAC, SCL	<p>Replacement Program) by providing communities with a minimum of 100 trees. SCL works with communities to assess project sites, provide trees, and prepare planting sites. Community volunteers and residents plant the trees and the adjacent property owners assume ownership and maintenance.</p> <p>SPU's Environmental Partnership Team currently sponsors anti-graffiti and neighborhood clean-up programs. SPU's graffiti rangers are available to clean up graffiti on public property. For graffiti on private property, SPU enforces graffiti clean-up requirements provides assistance to property owners and community groups who want to implement graffiti control programs in their neighborhood.</p> <p>The City has developed DON's Neighborhood Matching Fund to support community efforts like these. Other neighborhoods have used NMF funding for similar projects.</p> <p>The GBA and the Georgetown Crime Prevention and Community Council should identify specific projects and collaborate on NMF applications for ongoing beautification of the neighborhood. DON staff will assist the neighborhood in developing grant applications.</p>
Open Space/Recreation						
GC-2C.1	<p>Open Space Opportunities. Enhance existing spaces, acquire new spaces, and create linkages between parks, recreational, and "green" spaces:</p> <ul style="list-style-type: none"> • Identify pedestrian and bicycle paths/connections 	Medium to Low	2 to 5 years		DPR, SEATRAN, WSDOT	DPR recognizes that Georgetown is underserved in terms of usable open space based on the analysis in the 1993 Department of Parks and Recreation COMPLAN and recognizes the community's efforts

B. GEORGETOWN RESIDENTIAL NEIGHBORHOOD ANCHOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	<p>with South Park and South Beacon Hill. Connect Georgetown to the Seattle Urban Trail System.</p> <ul style="list-style-type: none"> Expand and enhance existing parks and green spaces, including Gateway North Park, 1st Ave. S. Boat Ramp and other street ends, Ruby Chow Park, and the Georgetown Playfield. Designate Gateway North Park on 8th Ave S. on the Duwamish River as a city park and include the facility on the City's regular maintenance schedule. Also, maintain the existing sidewalk on 8th Ave S. to allow pedestrian access. <p>Some business members of the Planning Committee disagreed with this activity. (See Plan Appendices for more detail on this dissenting opinion.)</p>					<p>to increase the amount of open space in their neighborhood. DPR is working closely with the community and City departments on the potential acquisition of the WSDOT property at 6400 Corson for possible park use.</p> <p>This activity is for future consideration within the context of citywide needs for open space.</p> <p>The City supports improvements to the open space facilities in the Georgetown area.</p> <ul style="list-style-type: none"> SEATRAN's Bicycle and Pedestrian program will work with the community to explore opportunities to implement this activity. DPR has been working with the community and DON on improvements to Georgetown Playfield. Recent accomplishments include the installation of new site furnishings, backstop, basketball court, play area and picnic shelter. <p>At this time, DPR does not anticipate 'improving or converting' the field to a grass field due to the limited number of lighted, all-weather fields available to serve the City's system.</p> <p>DPR made improvements to the Duwamish Waterway Park in 1997 consisting of numerous repairs and enhancements to the site.</p> <ul style="list-style-type: none"> DPR does not have jurisdiction over Ruby Chow or Gateway North Parks, which are the King County International Airport and Port of Seattle facilities, respectively. The City has no plans to take over ownership of those facilities. The property owners adjacent to 8th Ave. S. are responsible for maintaining the sidewalks. The City might be able to assist the community in

B. GEORGETOWN RESIDENTIAL NEIGHBORHOOD ANCHOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						identifying the individual property owners. As the City works to implement this activity, it will need to work with the community to address dissenting opinions.
GC-2C.2	Acquiring Open Space in the Residential Core. Work with the City of Seattle to acquire the WSDOT site located on the 6400 block between Corson Ave. S. and Carleton Ave. S.	Medium to Low	1 to 3 years		DPR, WSDOT, King County, ESD, DON	The City is currently pursuing acquisition of this site pending a favorable assessment of the costs of environmental remediation that might be needed. Towards that end, King County Councilmembers Pelz and Nickels have provided \$20,000 through King County's 2000 budget towards acquisition of the site. DPR is working with ESD and DON to identify another \$180K for acquisition of the site.
GC-2C.3	Other Open Space Projects. Implement the following, as funding becomes available: <ul style="list-style-type: none"> • Pedestrian and bicycle connections to the Georgetown Steam Plant (work with County). • Development of a P-Patch or other type of community garden. • Work with King County International Airport to develop open spaces with public access, plantings, and pathways at the northern end of the airfield's greenbelt. 	Medium to Low	2 to 5 years		Community, DPR, DON, KCIA, SPO, SEATRAN	Pedestrian and bicycle connections SEATRAN's Bicycle and Pedestrian program staff will work with the community to explore opportunities to implement this activity. P-patch The City's P-patch staff will work with the Georgetown community to explore opportunities for P-patch sites in Georgetown. KCIA The City will work with KCIA through their Master Plan process and Part 150 Noise Study to identify opportunities for and determine the feasibility of open space improvements. See GC-2A.2 for further details.
Community Identity/Historic Preservation						
GC-2D.1	Capitalizing on Community Identity. Implement community identity concepts as part of: <ul style="list-style-type: none"> • Economic marketing programs; 	High	3 to 5 years		Community, SEATRAN, SCL, OED	See GC-1.2, GC-1.3a, GC-2B.3, and GC-2D.3.

B. GEORGETOWN RESIDENTIAL NEIGHBORHOOD ANCHOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	<ul style="list-style-type: none"> Installation of community gateways; and Installation of public utilities such as street lighting. 					
GC-2D.2	<p>Elements of Historic Preservation. Recognize, preserve, and protect historic elements of the community. Help and encourage property owners of possible historic buildings to adaptively reuse buildings. Seek to implement economic development programs such as the national Main Street program, tax credits, and other mechanisms.</p>	Medium to High	2 to 3 years		DON, OED, DCLU, SPO	<p>The City's Historic Preservation Office works with DCLU when permit applications may impact historic structures. The City seeks to minimize or prevent impacts to designated historic landmarks when reviewing development projects under the State Environmental Policy Act.</p> <p>DCLU alerts permit applicants when a development site is a designated historic structure or is near to historic structures.</p> <p>DCLU and DON staff are available to make presentations on their procedures to community organizations.</p> <p>The Executive is working on strategies related to community character and conservation through the neighborhood planning policy docket and will provide the community with information about those strategies.</p>
GC-2D.3	<p>Streetscape Improvements. In conjunction with economic development and public safety recommendations, seek from the City of Seattle the siting and installation of historic street lighting, seating, hanging baskets, traffic and pedestrian improvements, and decorative brick/concrete paving for crosswalks in its old commercial core.</p>	Medium	3 to 10 years		SEATRAN, SCL, OED	<p>If the community is interested in a coordinated set of improvements, the first step for implementing this activity would be to develop a specific "vision" for the appearance and use of streets and sidewalks in Georgetown's old commercial core. An effort to develop a functional and aesthetic vision for the streets in this area would involve the community and SEATRAN. To support this effort, SEATRAN would be willing to review community ideas for these types of streetscape improvements and provide technical guidance and advice.</p> <p>Both OED and the NBC can assist in identifying</p>

B. GEORGETOWN RESIDENTIAL NEIGHBORHOOD ANCHOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						<p>funding sources. See also GC-2B.3.</p> <p>For lighting projects, the neighborhood is encouraged to develop a "lighting plan" by working with Seattle City Light. The plan should include the location and type of lighting fixtures which will be the basis of project feasibility and cost estimates. SCL offers a selection of lighting options from which neighborhoods can choose.</p> <p>For decorative brick/concrete paving for crosswalks, it is possible to explore using different materials to mark crosswalks. SEATRAN's experience has been that decorative crosswalks are expensive to install and maintain.</p>
GC-2D.4	<p>Sound Transit Commuter Rail Connection to Old Commercial Area. Promote development of a Sounder Commuter Rail station and ensure that its introduction to the community will minimize impacts and result in benefits to economic development, public transportation, and community amenities. Should the station be developed, ensure that the City of Seattle, in concert with Sound Transit, develops pedestrian connections to the old commercial area and capitalizes on Georgetown's historic character as part of station site design.</p> <p>Some business members of the Planning Committee disagreed with this activity. (See Plan Appendices for more detail on this dissenting opinion.)</p>	Medium	2 to 10 years		Sound Transit, SPO, SEATRAN	<p>Sound Transit has designated the Georgetown Station as a provisional Commuter Rail station. The City will work with the Georgetown community as Sound Transit plans for future phases. Additional analysis of a possible Georgetown station would be needed to estimate ridership, capital costs and operating costs. Funding for a commuter rail station in Georgetown could be considered for a future phase of the Commuter Rail route. This phase would need to be placed on the ballot in order to receive public support for additional funding.</p> <p>As the City works to implement this activity, it will need to work with the community to address dissenting opinions.</p>

C. SAFER GEORGETOWN

Description

Preliminary outreach questionnaires revealed that some people felt unsafe in various parts of the Georgetown planning area. Some of these locations included East Marginal Way S., Airport Way S., the old commercial core, and “nook-and-cranny” areas such as alleys, back streets, and near railroad tracks. Some people also mentioned that while they felt safe during the day, personal safety became a concern after dark. This strong perception of crime belies the actual results of local crime prevention initiatives undertaken over the last 8 to 10 years. In fact, great strides have been made in reducing the number of incidents in several crime categories, including residential burglary, non-residential burglary, robbery, and aggravated assault. Although the data suggest that Georgetown is a safe area to live, work, and own a business, its reputation as an unsafe place persists. To alleviate these fears and promote Georgetown as a safe neighborhood, the Georgetown Planning Committee developed recommended actions to address overall public safety and abatement of nuisance problems.

Integrated City Response

Public safety is a City priority, and the City will continue to work with the Georgetown community to create a safer Georgetown. Some of these activities are currently underway. For example, Seattle City Light has already worked with the Georgetown community to provide 19 new lights in neighborhood alleys as part of the Georgetown Neighborhood Power Project. Work on creating a new Southwest Seattle precinct is currently underway. A site has been selected and the City is working with the community on design issues. Finally, SPD provides the type of landlord training that the community envisions. City departments, including the Seattle Police Department and the SEATRAN, will work with the community to explore other recommendations and develop solutions to many of the trouble spots identified here.

Lead Department: SPD

Participating Departments: SCL, ESD, SPU, DON, SEATRAN, DCLU

Activities Already Underway

1. ESD is currently in negotiation over acquisition of a site for a new Southwest Precinct and is beginning work on design issues.
2. SCL has worked with the community to provide 19 new lights in Georgetown alleys as part of the Neighborhood Power Project.
3. SCL has completed the saturation lighting program in Georgetown.
4. SEATRAN sweeps weekly on Airport Way S., 1st Ave. S., 4th Ave. S. and East Marginal Way S.
5. SEATRAN has begun discussions with the Union Pacific railroad to find solutions to railroad crossing problems at S. Lucile St.
6. The Seattle Police Department provides landlord training in conjunction with the Seattle Neighborhood Group (a not-for-profit that works with neighborhoods on public safety issues).

Tasks to be Undertaken in 1999-2000

1. SEATRAN will review vehicular movements in the area around East Marginal Way S. between Flora Ave. S. and Carleton Ave. S. in 2000 and report back to the community. Depending on the results of the study, SEATRAN can make programmatic improvements at no cost to the community, or could apply for funds to make larger capital improvements that the community could prioritize for Neighborhood Street Fund (NSF), Cumulative Reserve funding (CRF) or Neighborhood Matching Funds (NMF).
2. SEATRAN will review pedestrian safety issues between the residential core south of S. Bailey St. and the Georgetown Playfield, including the options identified by the community and report back to the community on solutions.
3. SPD will explore the feasibility of providing a follow-up program as a complement to the landlord training program it provides with the Seattle Neighborhood Group.
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Southwest Sector work program.
5. Identify next steps for continued implementation.

C. SAFER GEORGETOWN

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
GC-3.1	Community Policing. Invest in community policing for Georgetown. This could be a small storefront presence (developed in partnership with SPD) to handle routine complaints alleviating pressure from 911 emergency services, promote existing programs like block watches and graffiti removal, and facilitate things such as safety inspections.	High to Medium	ASAP		SPD, ESD, Community	<p>The use of neighborhood locations by police officers as part of community policing approach is consistent with SPD goals. The City can provide this level of police presence if funding and space are provided by the local community.</p> <p>The Georgetown Crime Prevention and Community Council and the GBA should collaborate on locating a neighborhood storefront space for use by community policing officers. SPD and ESD staff are available to discuss location criteria and other considerations with the above community groups. Co-location with the types of services listed in GC-2B.2 may be appropriate.</p>
GC-3.2	West Seattle Precinct. Support the development of a West Seattle precinct, and ensure retention of Georgetown in the South Seattle precinct.	High	ASAP		SPD, ESD	<p>This is one of the priority goals of not only the Georgetown Neighborhood, but for the Police Department as well. SPD recognizes the community's desire for a new police precinct and supports working with the affected communities on this issue. ESD is currently in negotiations over acquisition of a site and is beginning work on precinct design issues. Georgetown would remain part of the South Precinct.</p>
GC-3.3	Capital Public Safety Improvements. Implement as funding becomes available: <ul style="list-style-type: none"> • Improve alley lighting • Improve maintenance of existing lights and install new ones in local hot spots that include most residential streets, 13th Ave. S. and the old commercial core, areas near the Seattle Design Center, areas near the Georgetown Playfield, and several others that can be identified in concert with SCL. 	High	2 to 5 years		Community, SCL, SPU, DON, SEATRAN, SPD	<p>The City supports capital improvements intended to improve public safety. Some work has already been completed to implement this activity.</p> <ul style="list-style-type: none"> • In response to the neighborhood plan, SCL has worked with the community to provide 19 new lights in Georgetown alleys as part of the Georgetown Neighborhood Power Project. This work was completed in February 1998. The saturation lighting program, which is increasing lighting in residential neighborhoods

C. SAFER GEORGETOWN

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	<ul style="list-style-type: none"> Fund programs for community clean-ups, anti-graffiti programs, tree plantings, and regular maintenance of City streets. 					<p>citywide, has been completed in Georgetown. SCL's South Service Center will work with the community on additional lighting requests.</p> <ul style="list-style-type: none"> Community members can call SCL to report any problems with street light maintenance. The City is reviewing lighting issues through the neighborhood planning policy docket. SEATRAN sweeps weekly on Airport Way S., 1st Ave. S., 4th Ave. S. and East Marginal Way S. SEATRAN will respond as possible within existing resources to community requests for additional street sweeping. <p>On graffiti, see GC-2B.3.</p>
GC-3.4	<p>Community/Pedestrian Safety. Implement the following capital improvements, as funding becomes available. Because many of these also have transportation-related recommendations, they should be balanced against recommendations made in the Transportation Section of the Georgetown Plan, as well as the overall Duwamish Manufacturing/Industrial Center Plan.</p> <ol style="list-style-type: none"> Add signage and other safety features to address pedestrian and children safety in residential alleys. Examine vehicular movements in the commercial area around East Marginal Way S. between Flora Ave. S. and Carleton Ave. S. Currently, traffic flow allows for illegal activities and creates difficulty for police action. Address the need for creating a safe pedestrian path between the residential core south of S. 	High to Medium	1 to 5 years		SEATRAN	<p>The City supports improvements for pedestrian safety. Where community members have specific safety concerns, they should contact SEATRAN directly with descriptions of locations and type of concern. SEATRAN will review, respond and work with the community to address safety problems. For additional responses, please see below.</p> <ol style="list-style-type: none"> SEATRAN will review this location in 2000 and report to the community. See GC-2B.1. SEATRAN will review this area in 2000 and report back to the community. SEATRAN has begun discussions with the railroad to find a solution to this problem and will report to the community when solutions have been identified.

C. SAFER GEORGETOWN

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	<p>Bailey St. to the Georgetown Playfield. Opportunities could include (1) designating a route on the east side of Corson Ave. S. and making improvements under the freeway overpass; (2) improving the crosswalk at the traffic island on the northwest corner of Corson Ave. S., S. Michigan St. and S. Bailey St. with better painted crosswalks and signage; (3) adding a crossing guard; (4) developing an overpass crosswalk; or any other opportunities identified by the City.</p> <p>d. Work with Union Pacific railroad to address pedestrian and vehicular safety where the rail spur crosses S. Lucile St.</p> <p>e. Add crosswalks along Airport Way S. to facilitate pedestrian crossing to reach bus stops.</p>					
GC-3.5	<p>Abatement of Nuisance Problems. Give serious consideration to requiring on-site building management, and allowing the City Attorney to strengthen the recourse for neighborhoods to address poor management and to abate a facility with chronic criminal activity.</p>	High to Medium	1 to 3 years		SPD, DCLU, Community, City Attorney; DON (NATS)	<p>Revisions to nuisance abatement ordinances would need to be reviewed by the City Attorney for citywide application. SPD recommends stronger enforcement methods to take swifter action. The next step is for SPD to work with the community to identify if revisions to methods are needed and what those methods might be. Those proposed revisions would then need to be reviewed by the City Attorney's office. SPD would be responsible for implementing any changes to their methods.</p> <p>Staff from SPD will meet with representatives of the affected neighborhoods to assess the current situation and explore revisions to nuisance abatement ordinances and enforcement procedures as needed. DCLU will participate as needed.</p> <p>The City's NATS program can be used to address</p>

C. SAFER GEORGETOWN

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						specific problem buildings or areas.
GC-3.6	<p>Landlord Training. To complement the effort to abate nuisance problems, sponsor a training/educating seminar for landlords, utilizing the Seattle Neighborhood Group's Landlord Training Manual for Seattle-King County as the model.</p> <p>Also, once the training has been completed, the Police Department or its assigned agent should follow through with a monitoring program from which a landlord could eventually "graduate" and be deemed self-sufficient to deal with on-site illegal activity.</p>	Medium	1 to 3 years		SPD, Seattle Neighborhood Group	The Seattle Police Department provides landlord training along this model in conjunction with the Seattle Neighborhood Group. SPD will explore the feasibility of providing the type of follow-up program that the community recommends.

D. PROMOTING INDUSTRY AND FAMILY WAGE JOBS

Description

The Georgetown area currently accommodates approximately 12,000 employees, excluding the Boeing Company. The City of Seattle has established a growth target of 10,000 net new jobs in the Duwamish Manufacturing/Industrial Center as their portion of King County's estimate for job growth, as per the State Growth Management Act of 1990. Georgetown's industrial areas can be expected to accommodate a certain amount of that growth, but no specific targets have been estimated for the community. The Georgetown Community set land use and economic development priorities to govern how this growth should and can occur in Georgetown. The following recommendations depict how the area's manufacturing and industrial stakeholders wish to promote industry and family wage job growth.

Integrated City Response

The activities in this Key Strategy will help to implement the Comprehensive Plan's policies for Manufacturing and Industrial areas and are generally consistent with the Duwamish Manufacturing/Industrial Center plan. The City recognizes the importance of businesses in the Georgetown area and will work with the community to implement many of these activities. OED currently has a number of programs that are available to businesses in the Georgetown area and will continue to work with the Georgetown business community on many of these activities. SPU will work with the community on a drainage study.

Lead Department: OED

Participating Departments: SPO, DCLU, SPU, SEATRAN, DPR, HSD

Activities Already Underway

1. OED will continue to market Industrial Revenue Bonds to the Georgetown business community.

Tasks to be Undertaken in 1999-2000

1. OED will work with interested businesses in connecting them with Community Capital, a community based lending organization, which provides technical assistance and lending activities to start-up and existing businesses primarily in the City's lower-income neighborhoods.
2. Through its contract with the NBC, OED will provide consultation and advice to the GBA on developing a Marketing Plan.
3. In 2000-2001, SPU will conduct a preliminary assessment of drainage needs within the Georgetown community.
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Southwest Sector work program.
5. Identify next steps for continued implementation.

D. PROMOTING INDUSTRY AND FAMILY WAGE JOBS

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment
Land Use						
GC-4A.1	Manufacturing/Industrial Center Plan Policies. Implement the following: <ul style="list-style-type: none"> • If the city is dedicated to ensuring the 10,000 new jobs in industrial areas, adopt a policy rather 	Medium	1 year		SPO, DCLU	This activity is consistent with the Manufacturing and Industrial Center goals and policies of the Comprehensive Plan and the Duwamish Manufacturing/Industrial Center Plan.

D. PROMOTING INDUSTRY AND FAMILY WAGE JOBS

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment
	<p>than a goal of no net loss of industrial zoning;</p> <ul style="list-style-type: none"> Enforce policies relating to limiting commercial or residential uses in industrial/manufacturing areas. Also, continue to permit legally established non-conforming uses to exist (those "grandfathered" in) and allow their limited expansion within their property/boundaries as described in the Comprehensive Plan and City Land Use Code. 					<p>DCLU enforces the current Land Use Code provisions cited here. There are no known proposals to change these provisions.</p> <p>Any proposed expansion of a non-conforming use should be subject to the current Land Use Code provisions.</p> <p>No additional action is needed to implement this activity.</p>
GC-4A.2	<p>Maintain Industrial-Zoned Lands. Support the City Comprehensive Plan goal of maintaining industrial-zoned lands as a means of accommodating family-wage job opportunities. Currently, within the Georgetown planning area, this includes all lands zoned IG1, IG2, and IB. (excluding the Georgetown Playfield).</p>	High to Medium	1 year		SPO, DCLU	<p>This recommendation is consistent with the Comprehensive Plan. The Greater Duwamish Manufacturing/Industrial Center Plan contains a number of specific activities intended to implement this recommendation. In addition, the Greater Duwamish Manufacturing/Industrial Center Plan recommends rezoning the area around the Design Center to IC.</p> <p>In 2001-02, DCLU will work with the community on possible zoning designations for the Design Center and on issues related to the Industrial Buffer zone. See e.g., GC-5.4 and GC-1.1.</p>
Economic Development						
GC-4B.1	<p>City Investment Programs. Implement existing intervention programs designed to enhance entrepreneurial opportunities in Georgetown, taking into consideration that they are both desirable and achievable. Assist Georgetown businesses capital needs through Industrial Development Bonds and other City, State, and Federal sponsored programs, with specific emphasis on small business financing programs for assembly, manufacturing, high-technology, distribution, and wholesaling trades.</p>	Medium	1 to 3 years		OED	<p>OED will work with interested businesses in connecting them with Community Capital, a community based lending organization, which provides technical assistance and lending activities to start-up and existing businesses primarily in the City's lower-income neighborhoods. OED will continue to market Industrial Revenue Bonds to the Georgetown business community.</p>

D. PROMOTING INDUSTRY AND FAMILY WAGE JOBS

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment
GC-4B.2	<p>Public Infrastructure Investments. Build public infrastructure such as improved roads, storm and sanitation sewers, and public utilities. This is needed throughout Georgetown.</p>	High to Medium	2 to 20 years		SEATRAN, SPU	<p>SPU is conducting a preliminary assessment of drainage needs within the Georgetown community. SPU staff have begun surveying the area and have cleared several blocked inlets that should relieve some of the flooding. Based on the information gathered, SPU will determine whether a broader basin study is needed and whether drainage needs can be addressed through the spot drainage improvement program or whether the problems require further hydrological studies to develop a solution. Financing the solutions and correction of any drainage problems will be evaluated in the context of the outcomes of the drainage policy study currently underway.</p> <p>SEATRAN recognizes that improvements to paving and sidewalks in Georgetown and the surrounding industrial area are necessary and supports these future improvements. Issues regarding construction and maintenance of sidewalks have been referred to the Policy Docket. A report on the status of current studies and recommendations is expected in 1999. A report on options for providing sidewalks for designated walking areas such as urban villages and areas that have pedestrian access to them is expected in June 2000.</p> <p>SEATRAN has frequently sought to expand the funding base to do more paving – including pursuit of the Street Utility and the transportation bond – but has not succeeded. SEATRAN will continue to seek new funding for paving. However, unless more funding is secured, significant unfunded street and</p>

D. PROMOTING INDUSTRY AND FAMILY WAGE JOBS

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment
						<p>sidewalk paving and maintenance needs will remain.</p> <p>The neighborhood may also want to consider forming local improvement districts (LIDs) to build sidewalks in their immediate areas. Forming an LID could get the sidewalks the community desires constructed more quickly than the City's programs. SEATRAN is reviewing the use of LIDs through its work on the neighborhood planning policy docket and can provide additional information to the neighborhood regarding the formation of neighborhood LIDs.</p>
GC-4B.3	<p>Water-Dependent Uses. Give appropriate emphasis to preserving the shoreline of the Duwamish for existing and future water-based industrial use. This recommendation should be coordinated with other environmental and natural habitat proposals sponsored by other local and regional public agencies.</p>	Medium	1 to 3 years		Port of Seattle, SPO, DCLU	<p>This activity is currently being implemented through the existing Seattle Shoreline Master Program. Shoreline regulations protect the ecosystem of the shoreline areas and encourage water dependent uses.</p> <p>DCLU is actively involved in local and regional work related to environmental and habitat issues and will coordinate among these issues and any applicable code or policy work.</p> <p>The State is currently reviewing shoreline regulations to respond to salmon protection issues and the City is reviewing the Seattle Shoreline Master Program for the same reason. The City can consider recommendations from this and other plans for habitat protection in the scope of its work.</p>
GC-4B.4	<p>Marketing Plan for Georgetown. Develop a Marketing Plan for Georgetown. The Plan should consist of, but not be limited to, the following and be implemented by the Georgetown Business Association and Georgetown Crime Prevention and</p>	Low	2 to 5 years		Community, OED, NBC	See GC-1.3a and GC-1.3c.

D. PROMOTING INDUSTRY AND FAMILY WAGE JOBS

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment
	<p>Community Council with assistance from the Neighborhood Business Council and City Office of Economic Development.</p> <ul style="list-style-type: none"> • Mission Statement; • Description Existing Economic Conditions; • Description of industrial “niche” markets; • Benefits of being located in Georgetown: access, proximity to Downtown, affordability; • Why businesses should come to Georgetown. 					
GC-4B.5	<p>Programs for the Workforce. Implement a jobs demonstration program to match local resources in Georgetown to enhance the skills and quality of the local workforce. These include but may not be limited to establishing curriculum for different industry-based internships or apprenticeships at Cleveland High School; matching skills and class curriculum at the Seattle Duwamish Industrial Center with those of different Georgetown businesses; and coordinating and possibly subsidizing local businesses in a wide variety of trades to take on apprentices or vocational school students. Also cross-reference to the Seattle Jobs Initiative discussion in ED-2.</p>	Medium	2 to 5 years		OED, SJI , Community	<p>This activity is currently being implemented through existing programs. The South Park Mini Career Center is available to Georgetown residents and businesses. In addition, low income residents of Georgetown can be referred through the Seattle Jobs Initiative Community Network.</p> <p>See also, ED-2.</p>
GC-4B.6	<p>Developing a Georgetown Network Linking Jobs and People. Fund a multi-purpose facility to house a job training program, English as a Second Language (ESL) classes, bulletin boards, and other job networking opportunities. This type of facility could be developed in conjunction with local efforts to identify a community center and meeting/ conference room. This facility should be promoted as a meeting place and hub of activity where both employers and employees can identify opportunities for jobs and workforce. Also cross-reference to the Seattle Jobs</p>	Medium	1 to 3 years		OED, DPR, HSD, Community	<p>See GC-2B.2, ED-2.</p>

D. PROMOTING INDUSTRY AND FAMILY WAGE JOBS						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment
	Initiative discussion in ED-2.					

E. CODE ENFORCEMENT AND PERMIT PROCESSING

Description

In Georgetown, residents and business owners share concerns about the lack of stringent code enforcement, non-compliant uses, the inability to abate properties in non-compliance, and the difficulty, delay, and inconsistency of building permit processing. The community recognizes that these issues are not just specific to Georgetown, but have citywide relevance. Over the course of the neighborhood planning process, a range of concerns specific to Georgetown has been raised. The following recommendations represent Georgetown's residential and business concerns relevant to code enforcement and permit processing.

Integrated City Response

Recommendations related to code enforcement and permit processing have appeared in several neighborhood plans. In the summer of 1999, the City Council passed legislation to create a Citation Enforcement Process for both Land Use Code and Housing and Building Code violations that is intended to help change the behavior of code violators from whom the City has had difficulty gaining compliance in the past. The new process is built on the traditional citation framework, and includes features such as pre-set penalties that increase with repeat offenses, and an opportunity for a hearing to contest the violation or request mitigation of the penalty.

In addition, DCLU has a number of programs currently underway to improve its permitting and enforcement processes. DCLU meets or exceeds the required 120-day time frame for a majority of its permit applicants. DCLU's code enforcement improvements include: making more information available about complaints, streamlining procedures, and allowing better use of resources to deal with complaints.

Lead Department: DCLU

Activities Already Underway

1. In the summer of 1999, the City Council passed legislation to strengthen the Land Use Code and Housing and Building Maintenance Code enforcement processes.
2. DCLU includes training in customer service skills as part of their regular staff training.
3. DCLU currently meets or exceeds a 120-day timeframe for a majority of applications for permits.
4. DCLU has a formal process for logging and tracking complaints that allege code violations.
5. DCLU has staff responsible for community relations who respond to general complaints about the Department's operations.
6. DCLU is currently working on a project, "Making Enforcement More Efficient," which, by streamlining procedures, will have the benefit of freeing-up more of inspectors' time, allowing better use of resources to deal with complaints.

Tasks to be Undertaken in 1999-2000

1. DCLU will continue to look for ways to improve its permitting process.
2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Southwest Sector work program.
3. Identify next steps for continued implementation.

E. CODE ENFORCEMENT AND PERMIT PROCESSING						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment
GC-5.1	Permit Processing. Enforce a true 120-day permit processing requirement (to grant or issue a permit), train staff to ensure a consistent message and interpretation of the processes, and invest in more	High to Medium	ASAP		DCLU, Other Depts. as appropriate	DCLU currently meets or exceeds the required 120-day timeframe for a majority of permit applications and will continue to look for ways to improve its permitting process. Customer service is an integral part of DCLU's mission and

E. CODE ENFORCEMENT AND PERMIT PROCESSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment
	customer service support.					efforts are made to include customer service skills as part of staff training.
GC-5.2	Ombudsman: Handling of Complaints. Establish complaint department which takes complaints, logs them, and provides the reporting citizen with a tracking number for ensuring follow-up actions. The department should send the numbered complaint to all relevant department heads for immediate action. Implement a reporting process to ensure citizens that reports have been adequately attended. Also, institute an ombudsman to resolve conflicts and ensure department accountability.	High	1 to 2 years		DCLU, Other Depts. as appropriate	DCLU has a formal process for logging and tracking complaints that allege code violations. Information about the steps and outcome of the process are noted in DCLU's computer system which is available for review by the public on the City's Public Access Network (PAN). The DCLU staff who operate the complaint phone lines and inspectors assigned to violation cases are available to speak with the public and respond to questions about the status of code compliance efforts. DCLU also has staff responsible for community relations who respond to general complaints about the Department's operations.
GC-5.3	Code Enforcement. Implement consistent enforcement of all codes in Georgetown, providing adequate service in the community comparable to that experienced in all other parts of the City. To ensure these basic services, establish code enforcement as a staffing budget priority, with particular attention given to land use, zoning, building safety, and public health codes.	High	ASAP		DCLU Other Depts. as appropriate	In the summer of 1999, the City Council passed legislation to create a Citation Enforcement Process for both Land Use Code and Housing and Building Code violations that is intended to help change the behavior of code violators from whom the City has had difficulty gaining compliance in the past. The new process is built on the traditional citation framework, and includes features such as pre-set penalties that increase with repeat offenses, and an opportunity for a hearing to contest the violation or request mitigation of the penalty. DCLU is currently working on a project, "Making Enforcement More Efficient," which, by streamlining procedures, will have the benefit of freeing-up more of inspectors' time, allowing better use of resources to deal with complaints. Other features of the project include: better tracking of complaints; and regular progress reports to complaint reporters. Together these improvements will lead to better follow-through from complaint receipt to resolution and allow DCLU to do more with existing

E. CODE ENFORCEMENT AND PERMIT PROCESSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment
						<p>resources.</p> <p>In addition, DCLU inspectors regularly meet with community organizations at the Southend Neighborhood Action Team which allows for face to face exchange between inspectors and community members.</p> <p>DCLU has funding for an additional noise inspector in 2000 and recently increased the shoreline inspector position from half time to full time.</p>
GC-5.4	<p>Recommendations Regarding Existing Codes. Consider the following specific items:</p> <ul style="list-style-type: none"> • Improve and redefine the land use code’s description and intent of “high-impact” uses, enforcing existing requirements and creating specific standards for “high-impact” uses relative to its proximity to residential areas. • Continue to allow artist lofts as a viable use in industrial zones. This type of use is appropriate to Georgetown’s older buildings, providing a new life for some of the historic structures. 	High to Medium	1 to 2 years		DCLU Other Depts. as appropriate	<ul style="list-style-type: none"> • As part of its 2001 work program, DCLU will examine its application of the “high impact” use definition of the Land Use Code and evaluate code requirements, especially for high impact uses located near residential areas. • The Land Use Code currently allows artist live/work studios as a conditional use in existing structures within industrial zones, subject to regulations and covenants acknowledging the presence of nearby industrial activities. No additional action is needed.

II. Additional Activities For Implementation

The activities listed in this section are not directly associated with a Key Strategy. The City has, when possible, identified next steps for implementations of each of these activities. The response will specify: 1) activities already under way; 2) activities for which the City agrees to initiate next steps (will include a schedule for the work); 3) activities that will be considered as part of the Northwest Sector Implementation Plan in the future as opportunities arise; 4) activities for which the community must take the lead (may be supported by City departments or existing programs); 5) issues that will be on the Policy Docket (the Docket will assign responsibility for consideration of the issue and provide a schedule for reporting back to Council); and 6) activities which the City will not support. As with the activities listed for each Key Strategy in Section I, these activities are intended to be implemented over the span of many years.

The Executive will coordinate efforts to sort through these activities. During this sorting process, the departments will work together to create Northwest Sector Implementation Plan that will prioritize these activities. This may include developing rough cost estimates for each activity; identifying potential funding sources and mechanisms; establishing priorities within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
Economic Development							
ED-1	City Future-Thinking Investments Encourage licensed telecommunications vendors to invest in high-technology infrastructure throughout Georgetown.	High to Medium	3 to 10 years		GBA, Telecommunications providers, OED, SPO	While the City supports high-technology telecommunications infrastructure improvements in Georgetown, the City has minimal authority over telecommunications companies. The GBA should directly work with local telecommunication providers to assess existing infrastructure and market conditions, and determine a timeline for increasing capacity, improvements and new services. The OED and SPO have begun a study of high technology companies. Information from that study may help to identify opportunities to support this activity.	The community should take the next steps to implement this activity.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
ED-2	<p>City Jobs Initiative. Invest in a partnership with local employers for listing family-wage jobs available in Georgetown, while also developing a roster of skilled potential applicants through direct advertising and coordination with local labor groups. Create linkages between the new local business association and City representatives regarding the City's jobs initiative program. Also refer to the discussion in Cornerstone GC-4, recommendations GC-4B.5 and -4B.6</p>	Medium	1 to 3 years		OED, SJI	<p>The South Park Mini Career Center is available to Georgetown residents and businesses. In addition, low-income residents of Georgetown can be referred through the Seattle Jobs Initiative Community Network.</p>	<p>OED is currently working with the Manufacturing/Industrial Council of Seattle, of which the GBA is a member, in developing a training course at South Seattle Community College for general industrial occupations. OED will work with interested community groups to identify potential clients for SJI's job training and referral services.</p>
ED-3	<p>Marketing Commercial Uses. Establish a program to market Georgetown's commercial zones with commercial uses. The City should join in partnership with the Georgetown Business Association and interested property owners by finding ways to site new or existing commercial retail services in the old downtown core.</p> <p>Some business members of the Planning Committee disagreed with this activity. (See Plan Appendices for more detail on this dissenting opinion.)</p>	High to Medium	2 to 5 years		OED, NBC, Community		<p>See GC-1.3 and GC-1.3c. As the City works to implement this activity, it will need to work with the community to address dissenting opinions.</p>
ED-4	<p>Education and Information for Property Owners and Real Estate Managers. In concert with the Neighborhood Business Council, sponsor a local "Georgetown Commercial Development Summit" to provide background data, empirical figures, and presentations from residential and business community</p>	Low	1 to 3 years		OED, NBC, Community		See ED-3.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
	members about the potential for commercial development. Provide participants concrete information about anticipated benefits, community support, and viability of the investment.						
ED-5	Working with King County International Airport. Develop a financial partnership with the County to ensure adequate transportation/roadway connections to KCIA. Coordinate with the County and the State Department of Transportation to assign reasonable priorities to maintain and reconstruct freight routes serving the airport facility. Some residential members of the Planning Committee disagreed with this activity. (See Plan Appendices for more detail on this dissenting opinion.)	Medium	1 to 10 years		SEATRAN, KCIA, King County, WSDOT, SPO	See E-1	See E-1 The City will forward this recommendation to the KCIA and, when the Airport Environmental Impact Statements are published, the City will look at this issue during its review and in its recommendations related to the Airport Master Plan. As the City works to implement this activity, it will need to work with the community to address dissenting opinions.
Transportation							
T-1	S. Michigan St./S. Bailey St. Traffic Flow Enhancement. Re-channelize S. Bailey St. east of Corson Ave. S. to provide turning radii onto the freeway ramp. Connect signals to the east with progression in the vicinity of the 1st Ave. S. Bridge. Improve signage and lane assignments approaching the I-5 on-ramp.	High to Medium	2 to 5 years		SEATRAN	Additional study and analysis will be required to identify problem locations and develop workable solutions to these circulation issues. SEATRAN currently does not have funding for this study and analysis. Michigan Street has some signals that have been interconnected. Two areas (4th Ave. S. area and the Corson/Bailey area) require unique timing to fit traffic patterns. Those patterns would not fit very well together and so are not interconnected. The signals in-	SEATRAN has recently made changes to the Bailey approach lanes and will evaluate additional lane modifications or signage. SEATRAN has recently done some work to interconnect signals between the 1st Ave. S. Bridge and the I-5/S. Michigan St. ramp (see T-20).

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
						between these two areas do provide reasonably good progression. If there is a time of day that doesn't work well, SEATRAN should be notified and they can look into the problem and propose solutions.	
T-2	S. Lucile St. Traffic Flow Enhancement. Reorganize parking, improve traffic control, signage and lane assignments to improve circulation between 4th Ave S. and Airport Way S.	Medium	2 to 5 years		SEATRAN	SEATRAN reviews changes to parking design on a block-by-block basis. This review is to confirm that the proposed changes are operationally sound, and that they have strong support from those along the block who would be affected by the proposed change. Where community members have specific safety concerns, they should contact SEATRAN directly with descriptions of locations and type of concern. SEATRAN will review, respond and work with the community to address safety problems.	SEATRAN will review specific community suggestions and requests for changes to on-street parking design. Agreed-to changes to on-street parking signs would be made and paid for by SEATRAN.
T-3	AIRPORT WAY S. PROPOSALS Alternative A: Enhance arterial capacity of Airport Way S. through elimination of on-street parking and reconfiguration of the 'bottleneck' in the vicinity of the neighborhood commercial district. Interconnect signals at S. Lucile St./Corson Ave. S. along Airport Way S. Alternative B: Improve customer access with parking along Airport Way S. Install crosswalks on Airport Way S. in support of integrating the Seattle Design Center and supporting businesses.	Medium	2 to 5 years		SEATRAN	Airport Way is a four-lane section – two lanes northbound, two lanes southbound – next to the airport. SEATRAN staff believe the street has capacity to accommodate the current levels of traffic and could accommodate additional traffic. SEATRAN will take and evaluate requests from the community for changes to on-street parking design. This review is to confirm	SEATRAN will work with the community and businesses in the vicinity, to evaluate the effects of parking restrictions at the locations in question. SEATRAN will review specific community suggestions/ requests for changes to on-street parking design. Agreed-to changes to on-street parking signs would be made and paid for by SEATRAN. Increased capacity is not currently required

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
						<p>that the proposed changes are operationally sound, and that they have strong support from those along the block who would be affected by the proposed change. If there are other locations and improvement ideas that community members would like looked at specifically to improve how Airport Way S. works – either for safety or for capacity – SEATRAN will review these. Information SEATRAN needs to review these locations includes: specific locations, a description of problems being seen, and a neighborhood contact with phone number.</p>	<p>along Airport Way S. SEATRAN is interested in interconnecting the signals along Airport Way S. and will seek funding for this project along with a number of other arterials throughout the City.</p>
T-4	<p>NEIGHBORHOOD TRUCK CIRCULATION Alternative A: Make turning radii improvements at S. Michigan/S. Bailey and East Marginal Way S. along Corson Ave. S. for trucks through channelization improvements and minor ROW acquisitions. Alternative B: Use road improvements, signage, and priority maintenance to enhance the existing designated truck route (East Marginal Way S. to 4th Ave. S. to S. Michigan St.) to be efficient for truck use. Route truck traffic around the residential core according to the Corgiat Ramp Mitigation Agreement between the City of Seattle and Georgetown Community. Complete the remaining</p>	Low	1 to 5 years		SEATRAN	<p>SEATRAN is very supportive of reducing truck traffic on Corson Ave. S., particularly northbound traffic. In 1999, SEATRAN completed implementation of the formal Corgiat Mitigation Agreement (an agreement between the State DOT and SEATRAN, as modified in consultation with the community). SEATRAN is continuing to pursue additional improvements to supplement the work completed under the Corgiat Mitigation Agreement. Alternative A: Radius improvements are being explored for the northeast corner of the</p>	<p>Alternative A: SEATRAN will pursue radius improvements at East Marginal Way S. and Corson Ave. S. as opportunities and funding present themselves for this work. Alternative B: SEATRAN and community members are coordinating additional improvements for work on Corson Ave. S. through the Neighborhood Street Fund. In addition, SEATRAN will continue to pursue funding to make additional improvements in the area. The NDM can assist SEATRAN as it works with the community</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
	work to be done according to the agreement, installing traffic calming improvements and landscaping along the residential side of Corson Ave. S.					<p>East Marginal Way S. and Corson Ave. S. intersection to assist with southbound truck traffic. This would require purchasing a part of the parcel on the intersection's northeast corner. Currently, the State, which owns the property at the northeast corner of the East Marginal Way S. and Corson Ave. S. intersection, has been unable to consider selling a portion of the property for right-of-way improvements. SEATRAN will pursue this improvement as opportunities and funding present themselves for this work. The best chance that SEATRAN sees for this to happen would be as the parcel is sold or redeveloped.</p> <p>Alternative B. As part of work related to the 1st Ave. S. Bridge, changes were recently made to improve truck access through the East Marginal Way S. and S. Michigan St. intersection. SEATRAN has added signage, made signal changes, and changed rights-of-way to improve truck access. SEATRAN can continue to review access issues to determine whether additional improvements are necessary.</p> <p>SEATRAN and the State have completed implementation of the Corgiat Mitigation Agreement. A number of improvements, such as curb bulbs, were in the original</p>	to implement further mitigation measures.

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						<p>Agreement, but were not installed for a variety of reasons. Each of those changes were made in consultation with community representatives. The landscaping along Corson Ave. S. has been completed and is primarily grass only, at the request of the community.</p> <p>Even though the Agreement has been implemented, SEATRAN is continuing to make improvements in the area. For example, SEATRAN has \$77,000 from the Neighborhood Street Fund and is working with the community on the use of those funds for two curb bulbs and other improvements (possibly additional landscaping along Corson Ave. S.). Following the use of those funds, SEATRAN will continue to work on improvements in the area.</p>	
T-5	<p>Small User Rail and Duwamish Waterway Local Spurs Preservation. Support the Duwamish Coalition findings and the need to maintain adequate local rail access to industrial land in Georgetown and along the Duwamish waterway.</p>	Medium	2 to 5 years		Railroads, Property Owners	The City supports the retention of railroad access to properties in the Duwamish, but this is an issue that needs to be addressed between railroad companies and private property owners.	none
T-6	<p>Airport Way Truck Movement Improvements. Rebuild pavement structure and drainage to accommodate heavy vehicles and general-purpose traffic for 2.5 miles south from S. Lucile</p>	Medium	2 to 5 years		SEATRAN		<p>On paving, please see GC-4B.2. On capacity, please see T-3.</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
	<p>St. Transportation Access. Because of inadequate road conditions and impacts associated with heavy freight traffic, the City of Seattle should coordinate with King County and the State of Washington to improve the load carry capacity, drainage, and right-of-way width of Airport Way S. along the perimeter of the Airport. This would promote improved access for freight mobility in and out of the facility. In addition, the City should coordinate with King County to widen and improve several access points to Perimeter Road S., particularly at the entry to the Terminal building to allow for more efficient truck and other vehicular entry and egress</p>						
T-7	<p>4th Ave. S./S. Orcas St. Improvements. Review illegal parking, speeding and signage issues in the immediate vicinity of this intersection. Work with SPD and Parking Enforcement Division to monitor and control parking and traffic speeds in the vicinity. Review the proposed signalization of the 4th Ave. S/S. Fidalgo St. intersection as an option to improve safety in the vicinity.</p>	High	2 to 5 years		SEATRAN, SPD		<p>The Seattle Police Department has evaluated this area for additional speed, jaywalking and parking enforcement attention and has identified some problems. The Police Department's traffic and parking enforcement staffs will work in this area as time permits.</p> <p>SEATRAN has reviewed this area and found that a signal is warranted at the intersection of 4th Ave. S. and S. Fidalgo St. Design work on the 4th Ave. S. and S. Fidalgo St. signal has been completed. Accompanying pavement work is needed with the signal's installation and</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
							SEATLAN has been waiting to install the signal until funding could be identified for the pavement work. The Georgetown Crime Prevention and Community Council has allocated \$40,000 of their Early Implementation Funds toward paving at this intersection to help complete the project.
T-8	4th Ave. S, S. Fidalgo St./S. Lucile St. Parking and Safety Study. Conduct a detailed review along 4th Ave. S. and evaluate access management, parking management and organization, channelization and other safety issues to address safety, access to/from 4th Ave. S. and parking.	High to Medium	1 to 10 years		SEATLAN, SPD	SEATLAN is not presently funded to conduct the comprehensive access and parking management review that is suggested by this activity. If there are specific concerns about safety at locations along these streets, these should be forwarded to SEATLAN, who will review them. If there is community-wide interest in reviewing area-wide circulation and parking management along these corridors, one possible resource to facilitate that work may be the Neighborhood Matching Funds.	The Seattle Police Department has evaluated this area for additional speed, jaywalking and parking enforcement attention and has identified some problems. The Police Department's traffic and parking enforcement staffs will work in this area as time permits. SEATLAN will review specific changes to on-street parking proposed by the community. Agreed-to changes to on-street parking signs would be made and paid for by SEATLAN. See also T-7.
T-9	S. Orcas between 1st Ave. S. and 4th Ave. S. Safety Issue Review. Review collision history, existing geometric configuration, and traffic control. Recommend traffic control improvements to improve safety concerns at uncontrolled intersections, traffic diversion, and speeds along S. Orcas St. and other east-west roadways in the vicinity.	High to Medium	2 to 5 years		SEATLAN	This is a broad request. To perform review of the street, it would be important to have information about specific concerns of safety/parking at locations along these streets.	See T-8.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
T-10	Parking and Pedestrian Safety along 6th Ave. S. Narrow lanes, limited sight distance, poor shoulder conditions, on-street parking configuration, and lack of a pedestrian facility along 6th Ave. S. create circulation and safety conflicts. Address the interaction between moving vehicles, parked vehicles, and pedestrian in the general vicinity.	High to Medium	2 to 5 years		SEATRAN		See T-8.
T-11	Traffic Calming on Residential Streets. Use traffic calming methods to protect residential streets and alleys from diversion of traffic off arterials, and from excessive speeds.	No Priority Set	2 to 5 years		SEATRAN	If there are residential street locations community members would like looked at specifically to improve how the street works – either for safety or for capacity – SEATRAN will review them. Information SEATRAN will need includes: specific problem locations, descriptions of the problems, and a neighborhood contact with a phone number.	SEATRAN will review specific locations identified by community members and report back to the community.
T-12	Airport Way S. Parallel Rail Spur Evaluation of Potential as Non-Motorized Corridor. Work with SEATRAN in the non-motorized element of the Comprehensive Planning Process to evaluate and prioritize this potential non-motorized facility. Compare with other possible improvements.	High	2 to 5 years		SEATRAN, SPO, Railroads, Community	SEATRAN work with the community to better define this activity. SPO will be involved if the activity leads to a Comprehensive Plan amendment.	SEATRAN's Bicycle and Pedestrian program will work with the community to refine and explore this activity.
T-13	Evaluate Potential for S. Bailey St. Overhead Pedestrian Bridge and Corson Sidewalk Improvements. Work with SEATRAN in the non-motorized element of the comprehensive planning process to evaluate and prioritize this potential non-motorized facility. Also refer to GC-2B.1.	Medium to Low	2 to 10 years		SEATRAN	In general, pedestrian bridges are very expensive. It is SEATRAN's experience that where they require long ramps/approaches (often an ADA requirement) to get up and over a street, they require a large amount of right-of-way. In addition, with the long ramps, they are seen as indirect and are	SEATRAN will explore this idea in the future if funding can be identified. See also GC-2B.1.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
						<p>often not used by pedestrians. For large/complex project ideas – like overpasses – SEATRAN's experience is that it is best to draw in professional help for concept development. Currently, SEATRAN can see two potential sources of this assistance. As sector plans are established, SEATRAN staff and funding will be available to support a few high-priority ideas among plans Citywide. Another mechanism for pursuing project ideas could be to obtain consultant assistance through a NMF grant.</p>	
T-14	<p>Commuter Rail, Pedestrian Links and Transit Facilities Coordination. Contingent on the development of a commuter rail station in Georgetown, enhance pedestrian access and circulation in the vicinity of the station to promote use and attractiveness of the alternative mode.</p>	Medium	Concurrent with station development		Sound Transit, SEATRAN, Community	See GC-2D.4 and T-16.	SEATRAN and SPO will work with the community on this activity when and if funding for a Georgetown Commuter Rail station is identified.
T-15	<p>1st Ave. S. Bridge/Beacon Hill Regional Trail System Opportunities. Identify key linkages between Georgetown and other regional trail and non-motorized facilities.</p>	Medium	2 to 10 years		SEATRAN		SEATRAN's Bicycle and Pedestrian program will work with the community to refine and explore this activity.
T-16	<p>Regional Transit Connections Improvements. King County Metro should develop policies and appoint business and community leaders from Georgetown to coordinate with Metro and the Implementation of the 6-year transit improvement program.</p>	High to Medium	2 to 6 years		Metro, SEATRAN, Community		SPO and SEATRAN will let the community know as opportunities for community input into design of the local transit system arise. The process for development of the 6-year transit improvement plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
							<p>is led by King County-Metro. The Executive will forward this and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.</p>
T-17	<p>Local Transit Circulation and Access to Future Regional Rail System Enhancements. Develop policies and appoint business and community leaders from Georgetown to coordinate with Metro and the Implementation of the 6-year transit improvement program.</p>	High to Medium	2 to 6 years		Metro, SEATRAN, Community		See GC-2D.4 and T-16.
T-18	<p>Boeing Access Station/Georgetown Employment Centers/Residential Area Shuttle Feasibility. Work closely with King County-Metro and the Sound</p>	Medium to Low	1 to 5 years		Metro, Sound Transit, SEATRAN		See GC-2D.4 and T-16.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
	Transit to provide local shuttle bus transfer points between Georgetown and the planned inter-modal rail-bus station in the vicinity of the S. Boeing Access Road, adding service as feasible to the King County International Airport Terminal area along Perimeter Road.						
T-19	Georgetown Commuter Rail Station Support. Support and lobby the Seattle City Council, King County-Metro, and the Sound Transit to construct a commuter rail station in Georgetown to reduce employee work trips to the area and provide alternative travel modes within Georgetown.	Medium	2 to 5 years		Sound Transit, City Council, SEATLAN, SPO	See GC-2D.4.	SEATLAN and SPO will work with the community on this activity when and if funding for a Georgetown Commuter Rail station is identified.
T-20	Provide Real-Time Traveler Information for Major Through-Corridor in Georgetown. Install and link with the WSDOT VMS current systems to provide traveler information on alternative routes and possible delays to between the Alaska Way Viaduct and I-5 alternative freeway corridors. Provide real-time traveler information.	High to Medium	2 to 10 years		SEATLAN, WSDOT	SEATLAN is working to improve traffic flow for routes parallel to I-5 and SR-99 and routes that connect I-5 and SR-99. Part of this work includes work with VMS. WSDOT has plans to install CCTV on the 1 st Ave. S. Bridge. A SEATLAN Intelligent Transportation Systems grant proposal has been submitted to and is currently being considered by the State. The grant's purpose is to enhance signal system coordination in the industrial area, including signal coordination at rail and street crossings. If awarded, elements in this grant project would include: <ul style="list-style-type: none"> • Further interconnection of signals and signal equipment upgrade in the 	To improve traffic flow through parallel to I-5 and SR-99, SEATLAN has recently extended signal interconnect along 1 st Ave. S. Streets worked on as part of this interconnect work included: <ul style="list-style-type: none"> • 1st Ave. S., from East Marginal Way S. to S. Spokane St.; • 4th Ave. S., from East Marginal Way to S. Spokane St.; • S. Michigan St., from 6th Ave. S. to East Marginal Way S.; and • East Marginal Way S., from the 1st Ave. S. bridge to Alaskan Way S. SEATLAN is working on VMS in this area. VMS signs have just been installed in conjunction

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
						industrial area; <ul style="list-style-type: none"> • Exploring additional VMS and CCTV opportunities for the area; • Developing and implementing traffic control strategies to reduce delays caused by trains moving at-grade through the industrial corridor; and • Developing ways to share traffic information, including ways to provide advanced notice of train movements in the corridor. 	with traffic operations around the new baseball stadium.
The Environment							
E-1	Airport Master Planning Participation. Because the operations of King County International Airport affect the quality of life of local residents, as well as the commerce of the Georgetown area, work with King County to assure community representatives are included in the future planning endeavors of the Airport. Work to address neighborhood's desire to examine future plan alternatives focusing on aviation-related, less intensive uses that channel away from Ellis Ave. S.	Medium	Concurrent with KCIA Master Plan		SPO, DCLU, KCIA	The City recognizes the need for agency coordination on the mitigation of environmental and public health impacts of regional transportation and capital facilities. SPO will review and comment on the environmental impact analysis, including mitigation, conducted by King County International Airport as part of the master planning process for the expansion of airport facilities and operations. The City also recommends that Georgetown residents and businesses communicate their concerns directly to the King County International Airport, through advisory committees and other means, during the environmental impact analysis	SPO staff will closely monitor and formally review and comment on data, findings, alternatives and recommendations of the EIS and proposed master plan. The City Council will send a letter to KCIA and the FAA regarding the City's current position on noise mitigation and possible runway extension, supporting the neighborhood plan recommendations, and indicating that the City may reconsider its position on noise mitigation and runway extension as new information becomes available. The letter will also indicate the City's desire to work closely with KCIA as they work on the various studies and refine

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
						and master planning processes.	their proposals.
E-2	Environmental Analysis. Because air quality and noise are of particular interest to residents and employees throughout the Greater Duwamish Valley, work in partnership with other affected jurisdictions, participate in funding and evaluating these analyses, and assist the County in adopting appropriate mitigation measures, as necessary.	Medium	Concurrent with KCIA Master Plan		SPO, KCIA, SKCPHD	See E1. The Seattle-King County Public Health Department is participating on an inter-agency team to oversee an air quality study with the airport.	SPO staff will closely monitor and formally review and comment on data, findings, alternatives and recommendations of the EIS and proposed master plan.
E-3	Environmental Quality. Work with the KCIA to reduce Airport-related emissions on residential areas, enact nighttime noise restrictions, and address other broad-ranging environmental issues. Residential concerns include the following: <ul style="list-style-type: none"> • work to limit noise impacts from facility operation; • instituting restrictions as per State law on aircraft testing and maintenance; • enactment of nighttime noise restrictions; • reduction of air pollution; and • provision for adequate buffering where the Airport abuts residential areas. 	Medium	Concurrent with KCIA Master Plan		SPO, KCIA	See E1 and E2. The City is represented on a Study Advisory Committee for the FAA Part 150 Noise and Land Use Compatibility Study. The committee also includes a Georgetown resident.	SPO staff will closely monitor and formally review and comment on data, findings, alternatives and recommendations of the EIS and proposed master plan. The City supports minimizing noise impacts as much as legally possible while acknowledging the need for the facility and supporting its economic benefits. The City feels that the most appropriate methods of dealing with noise impacts from this facility are through the EIS, master plan and FAA study. The City Council will send a letter to KCIA and the FAA regarding the City's current position on noise mitigation and possible runway extension, supporting the neighborhood plan recommendations, and indicating that the City may reconsider its position on noise mitigation and runway extension

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
							as new information becomes available. The letter will also indicate the City's desire to work closely with KCIA as they work on the various studies and refine their proposals.
E-4	<p>Duwamish Habitat Watershed Plan. Support and expand upon the Duwamish Habitat Watershed Plan, specifically addressing those sections of the Duwamish relevant to Georgetown and South Park. This should include issues of public access to the river and opportunities for improving shoreline street ends.</p>	Medium	1 to 10 years		SPO, DCLU, SPU, DPR, SEATRAN	<p>Components of the Duwamish Habitat Restoration Plan are being implemented including the purchase of Seaboard Lumber site which DPR has purchased. DPR has completed environmental remediation on this site and are now involved in design for the site which will include an intertidal marsh and an upland buffer.</p> <p>In 1997, the City Council adopted amendments to the Comprehensive Plan regarding the Lower Duwamish Watershed Habitat Plan.</p>	<p>Based on the Duwamish Habitat Watershed Plan, the Council adopted Comprehensive Plan amendments to the Shoreline Master Program that require DCLU to consider the recommendations from the plan when reviewing permit applications. Further work to "support and expand" on the plan can be considered as part of the Water Resource Inventory Area (WRIA) planning for the Green and Duwamish River watershed planning effort, which is being done as part of the region's activities related to salmon recovery.</p> <p>SEATRAN will review specific ideas as they are presented for improvements in shoreline street end locations. This will be done in a way that is consistent with the adopted shoreline street end policy (Resolution #29370).</p>
E-5	<p>Green Georgetown. Create opportunities to promote more parks, enact industrial streets landscaping plans as called for by code, and implement recommendations for the coexistence of a natural habitat and working waterfront</p>	Medium to High	1 to 10 years		DPR, DCLU, DON	<p>DPR has been working with the community and DON on improvements to Georgetown Playfield. Recent accomplishments include the installation of new site</p>	<p>DCLU staff are available to meet with community organizations to discuss the opportunities mentioned here. The habitat issues will be considered as part of the efforts mentioned in the</p>

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	<p>for the Duwamish River as per the Lower Duwamish Habitat Restoration Plan written by the Duwamish Coalition (1996), Lower Duwamish Community Plan written by the Green-Duwamish Watershed Alliance (1998), and the King County Water Quality Project. Additionally, ensure that existing trees that are protected by landmark status, designated as historic landscapes, or have been inventoried and have protection through city code will be preserved.</p>					<p>furnishings, backstop, basketball court, play area and picnic shelter. DPR does not have jurisdiction over Ruby Chow or Gateway North Parks.</p> <p>In industrial areas, landscaping, including street trees, is required only adjacent to specially designated streets or in Industrial Buffer zones. DCLU inspects completed construction projects to verify compliance with the City's Land Use Code, including landscaping where applicable.</p> <p>DPR made improvements to the Duwamish Waterway Park in 1997 which consisted of numerous repairs and enhancements to the site.</p> <p>The City's landmark regulations apply to structures and districts and do not apply to trees. The State Environmental Policy Act (SEPA) contains a policy aimed at minimizing or preventing the loss of vegetation with substantial value.</p> <p>When permit applications require environmental review or discretionary land use decisions, public notice is part of the permit review. Plans are available for public review and comment for any aspect of the proposal including tree removal.</p> <p>DPR enforces a policy that</p>	<p>response to E-4, above.</p>

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						<p>requires notification to the community when trees are scheduled to be removed.</p> <p>The City Council has recently approved several measures that will increase the protection of trees on private property. 1) The Design Review program will be amended to encourage incorporation of existing significant trees in landscape plans and design departures will be considered to accomplish this. Tree protection criteria will be added to the Director's Rule that provides further direction for the Design Review Program; 2) DCLU's Director's Rule will be amended to better define what trees should be protected under the SEPA Plants and Animals policy; 3) DCLU may reduce front or rear yard requirements to protect an existing tree. A reduction less than five feet would be an administrative decision. A reduction over five feet will be a Type II land use decision; 4) applicants will be required to identify the location of all trees six inches or greater on their site plans and subdivision and short plat criteria will be amended to include maximizing retention of existing trees; 5) new construction in single family and lowrise 1 and 2 zones are</p>	

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						required to either retain or replant a certain amount of tree cover based on the size of the lot. Single family projects may meet this requirement by planting or retaining trees in the public right of way as well as on the private lot; and 6) the Council has approved a work program for the interdepartmental team that has responsibility for tree protection and has directed them to continue to explore means by which existing trees can be protected.	
E-6	Relationship to Regional Air, Soil, and Groundwater Quality. Develop strategy for working with other jurisdictions to deal with air, soil, and groundwater pollution in the industrial corridor. Consider standards for air, soil, groundwater.	Medium	1 to 10 years		SPO, DCLU, OEM, OED, PSCAA, DOE	The City has limited jurisdiction over air, soil and water quality regulations. Through coordination with regional partners, the City will encourage agencies with authority over these topics to respond to concerns over environmental impacts on the Georgetown area.	The City will forward the community's concerns to the Puget Sound Clean Air Authority and the Washington State Department of Ecology.

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