

Georgetown Open Space Vision Framework



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SEATTLE PARKS FOUNDATION

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EXECUTIVE SUMMARY

Many threads of our local and regional history lead to Georgetown, Seattle’s oldest community. The banks of the meandering Duwamish River were an ideal place for the earliest inhabitants to settle and connect to surrounding areas by land and water. The birth and growth of Seattle led to the rapid transformation of this estuarine river valley from a landscape shaped by natural forces to one engineered to align with the needs of a burgeoning city. Almost 100 years after industrialization, Georgetown stands as one of Seattle’s last working-class neighborhoods. It is a hub for material fabrication, freight distribution, and local artists, and it offers affordable housing and locally owned retail and commercial businesses. The neighborhood carries an official designation as the Greater Duwamish Manufacturing and Industrial Center.

This haven for industry and the arts is in dire need of healthy and accessible open green spaces. Public open spaces in cities—from trails and parks to streetscapes and plazas—have long been recognized as providing a wide range of benefits. They serve both the environment and the community by improving water and air quality by mitigating the effects of pollution, reducing energy use by lowering the urban “heat island” effect, and increasing wildlife diversity and health by providing habitat. Public open spaces can help strengthen community by providing opportunities for social interaction. A healthy environment provides numerous documented health benefits, including improving lowering stress and providing opportunities for exercise. Given that roughly 80% of Americans live in urban settings, where there is less access to these benefits, it is important to ensure that public green space is widely available and accessible.

Georgetown has 30% less open space and 70% less tree canopy than the citywide average. King County, the Environmental Protection Agency, and other entities have acknowledged environmental justice concerns in this underserved community. Residents in the neighborhood have a life expectancy 13 years shorter than the average county resident. Georgetown particularly needs public green space to mitigate the effects of air, noise, and water pollution and improve the quality of life for community members.

The Georgetown Open Space Vision Framework was created to help fulfill these needs. It is an important step toward improving the basic elements of healthy open space in Georgetown. It takes stock of existing public spaces in the neighborhood, examines their quality, identifies service area gaps between sites, and explores opportunities for future parks and open spaces as well as a comprehensive network of walking and

bicycling routes to connect them. This effort has involved meetings with local residents and workers, business owners, and public agencies to better understand their hopes, needs, and concerns. Bringing all of these community members to the table at the same time has facilitated important conversations about addressing the neighborhood’s open space needs in a way that benefits all members of the community.

The result of these outreach and community engagement efforts is a set of recommendations for partnership opportunities, funding sources, and priority sites for improvement in the near future. The public outreach process identified close to 50 sites with the potential to increase the neighborhood’s open space or improve connectivity. Only a portion of these sites were found to be feasible or available for improvement, narrowing the list to 10 sites. These 10 sites are detailed in this vision framework, each with a 10% schematic design (representing an initial synthesis of community comments into recognizable, potential site improvements) and a preliminary neighborhood-scale circulation plan.

These sites are:

1. Airport Way South
2. 5th Avenue South
3. The Potential Georgetown Dog Park (Off-Leash Area)
4. Pedestrian and Bicycle Connections to South Park
5. Gateway Park North
6. South Michigan Street
7. The Intersection of South Michigan Street/South Bailey Street & Corson Avenue South
8. Pedestrian and Bicycle Connections to South River Street
9. South Corson Avenue
10. Ellis Avenue South

This document also offers a less detailed analysis of 10 other sites and summarizes related plans and policies that affect the neighborhood and have guided this report.

All of the neighborhood improvement work in progress or recently completed in Georgetown has created momentum for continued positive change. Tremendous opportunities are available to improve the health of the environment as well as

the overall health and quality of life of the people who live and work in the neighborhood. The Georgetown Open Space Vision Framework provides a roadmap for these future efforts.



Gateway Park North

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Project Background

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PROJECT OVERVIEW

Seattle Parks Foundation, in partnership with the Georgetown Steering Committee, launched the Georgetown Open Space Vision Framework project in May 2016 as a way to engage with and better understand the open space needs of Georgetown residents, workers, and business owners. The project team asked these individuals to identify their priorities for improved parks, streetscapes, green spaces, and recreational facilities within the neighborhood. Based on their feedback, the team developed this vision framework for a network of improved open spaces in Georgetown.

This document is intended to serve as a reference for Georgetown community groups, civic leaders, public agencies, and Seattle Parks Foundation and to help guide actions and investments over the next 10 or so years. The project team hopes that the development and implementation of the framework will contribute to improved health and well-being in Georgetown and will help strengthen relationships among community members.

THE NEIGHBORHOOD

The Georgetown neighborhood lies along the east bank of the Duwamish River in South Seattle. The evolution of Seattle's "oldest neighborhood" from its beginnings as a riverfront Native American settlement is readily apparent. Historic architecture is found throughout the neighborhood, and the original oxbow shape of the river led to many streets not conforming to the city's north-south/east-west grid. All of these layers of history provide the foundation for the diversity of people who call Georgetown home.

This gritty, eclectic neighborhood has a character unlike any other in Seattle. It is a haven for artists, brewers and winemakers, small eateries, the freight and fabrication industries, and an array of home design businesses. At the center of the Duwamish Manufacturing/Industrial Center (M/IC) are Georgetown's residential areas, which are served by a lively pedestrian-scale commercial area along Airport Way S. Larger industrial areas flank the north, west, and south edges of the neighborhood.

Several heavily used transportation corridors—including Interstate 5, E. Marginal Way S., rail lines, and King County International Airport (Boeing Field)—run along the neighborhood's edges, creating barriers to safe pedestrian and bike travel. Residential areas in Georgetown, once linked by the river, are now fragmented. Within this frenetic urban environment, quiet retreats and safe ways to access nearby

open green space are few.

COMMUNITY NEEDS

This vision plan aims to prioritize viable open space improvements identified by Georgetown residents, business owners, and employees. The early stages of community engagement identified several general areas for improvement.

River Access:

Reconnecting the community to the Duwamish River is a high priority among community members. Earlier in its history, the neighborhood was primarily residential with a peak population of 7,000. Georgetown's residential areas and commercial core was originally built along the river (as shown in the accompanying maps and graphics). That connection was severed when a new, deeper channel was excavated in the early 1900s, straightening the river to better serve industry. The meandering route of the original channel is echoed in the curved shape of large industrial blocks to the southwest of Georgetown's current commercial center. Present-day industrial use of the river limits water access for residents and workers. Finding a way to re-establish this connection remains an important goal.

Streetscape and Intersection Improvement:

Several wide arterial streets cross and encircle the neighborhood. The lack of opportunities to develop new open space on publicly owned property calls for a closer look at the street rights-of-way. Creative solutions to increase tree canopy and connectivity might include parklets, micro-parks, "streateries," and vertical gardens. Streets account for approximately 30% of the neighborhood's surface area. While they connect important community destinations, many are unsafe for pedestrians and bicyclists and have been severely damaged by large truck parking. Adding sidewalks where they are missing, improvements to existing sidewalks, safer street crossings, and safer train crossings are high priorities among Georgetown residents.

Neighborhood Greening:

Vacant land on public property is limited in Georgetown, which has few well-established parks. Increasing the number and square footage of open green spaces is a priority for many Georgetown residents and workers, along with increasing the number of trees along neighborhood streets. Selection of tree species should take into account all of the typical constraints, including truck driver and train operator sightlines, overhead power lines, and proximity to corridors used by large vehicles.

In some spots, new curbs, gutters, or sidewalks will be needed to delineate boundaries for movement before new landscape can be introduced.

Residents also strongly support creating more green buffer zones along roadways in and around residential areas, by planting trees along the streets and increasing the overall tree canopy. Street trees can also make sidewalks more comfortable to walk along and can help define safe routes, increase foot traffic for local businesses, mitigate airborne pollution, reduce the "heat island" effect, lower levels of ground-level ozone, and generally improve the quality of life for residents and workers.

Dog Park:

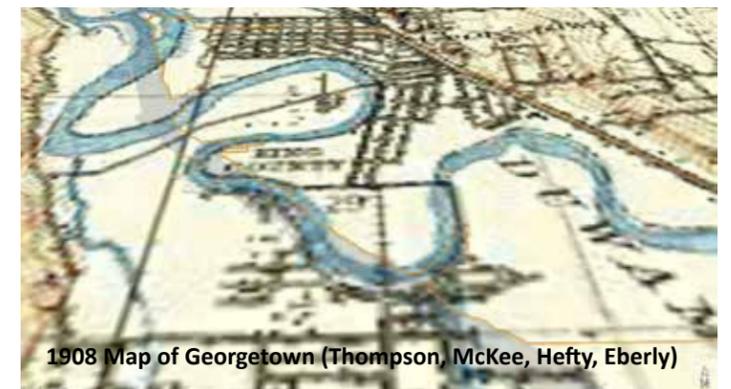
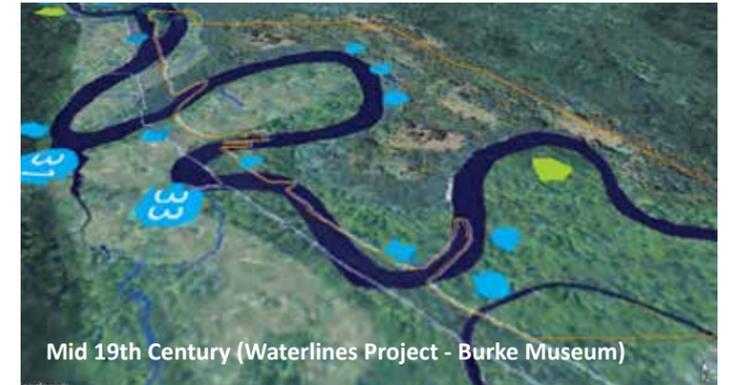
Off-leash space for neighborhood dogs is the most requested open space improvement. Georgetown currently has no off-leash dog parks, and no dog parks are within walking distance of the neighborhood. The closest ones are at Westcrest Park in West Seattle and Genesee Park in Columbia City. An off-leash dog park would serve residents as well as workers who take their dogs to work. (Trupanion, a new local pet insurance business, has over 220 pets approved to come to work with their owners).

Maintain Neighborhood Character:

Georgetown is a tight-knit community with a creative, tenacious, and adventurous character. Some residents are legitimately concerned that the neighborhood is succumbing to residential and industrial gentrification. Many families in the area are under financial pressure to find more affordable housing out of the city. Industrial business interests fear that rezoning and redevelopment within the neighborhood could eliminate affordable industrial spaces in Georgetown. The desire to have improvements reflect and preserve the unique character of the neighborhood while deflecting rampant gentrification is widespread. This will require open space improvements on an appropriate scale as well as solutions that promote healthier coexistence of the various community members who live, work and play here.

Internal neighborhood Connections:

Georgetown occupies about 2 square miles, more than a third of which is King County International Airport (Boeing Field) land. Circulation around the neighborhood is severely constrained by busy arterials, rail lines, and truck traffic. Most crossings are unsafe for pedestrians and bicyclists, and the neighborhood feels fragmented as a result. The lack of identifiable and safe routes and crossings also contributes to a sense that the distances between amenities are greater than they really are.



The terrain is flat, however, which offers a natural advantage when considering future bike, pedestrian, and transportation-related improvements.

Neighborhood/Regional Connections:

Georgetown’s closest residential neighbors are South Park to the southwest and Beacon Hill to the east. Reaching these neighborhoods on foot or by bike presents many challenges. Getting to South Park requires crossing E. Marginal Way S. and then crossing the Duwamish at either the South Park Bridge or the 1st Ave South Bridge. Getting to Beacon Hill requires crossing the I-5 corridor at one of two bridge connections. Many points along the way feel unsafe to residents due to lack of continuous sidewalks, a dearth of safe crossings, insufficient bike lanes, proximity to freight, homeless encampments, and generally dilapidated roadways. Improving facilities and connections for pedestrians and bicyclists will help residents better access all open space and public resources in the three communities. It will also help connect two regional trails: the Chief Sealth Trail on Beacon Hill and the Duwamish River Trail in South Park.

OPPORTUNITIES

It is challenging to identify publicly owned land in Georgetown that could be easily developed into new public open space. The two most promising sites are at Gateway Park North, an informal waterfront open space (on Seattle Department of Transportation [SDOT], Seattle Parks and Recreation, and Port of Seattle property), and an undeveloped space over the southern end of “The Flume,” a linear site adjacent to Fire Station 27, Boeing, United Refrigeration, and the Aero Motel (on Seattle City Light, SDOT, FAS, and Boeing property).

Additional projects have the potential to provide new or improved open space destinations:

- Georgetown Playfield (Seattle Parks and Recreation)
- Mini Mart City Park (SuttonBeresCuller)
- Georgetown Wet Weather Treatment Station (King County Wastewater Treatment Division)
- Georgetown Steam Plant (Seattle City Light)
- S. River Street End (SDOT)
- Georgetown Urban Farm & Food Forest
- King County International Airport Master Plan

Substantial land can be found on abandoned rail spurs, disused storage areas, and informal gravel parking lots. The project team did significant networking and outreach to look for owners of

underutilized spaces on private property, but it was unable to connect with the owners of some of the most promising sites including the space behind Old Georgetown City Hall.

Better pedestrian and bicycle routes throughout the neighborhood are critical to improving access to existing open space, and they would offer additional benefits to local businesses and businesses. Many partnership opportunities are possible for adding public art, wayfinding and signage, historical interpretive elements, and improved pedestrian and bike infrastructure. Local connectivity upgrades that align with regional circulation priorities could also help capture more funding, support, and partnerships.

RESEARCH METHODOLOGY

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

Census Data:

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

Plan and Policy Review:

The research team reviewed information on zoning within the neighborhood to understand where people live and work, and how land might be developed in the future. Many plans and studies have been completed over the past fifteen years that are relevant to this planning effort. These documents, plans, and studies were all reviewed for relevant findings and recommendations.

Transportation and Circulation Data:

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

Community Outreach:

This was the single most important tool used to develop the recommendations in this report. The project team asked people who live and work in Georgetown how they use the neighborhood’s public spaces (parks, trails, sidewalks, playgrounds, business core, etc.), how these spaces could

serve them better, and what improvements they’d like to see to Georgetown’s public lands. The team used surveys, one-on-one interviews, small focus groups, three public forums, and a document launch party to reach community members.

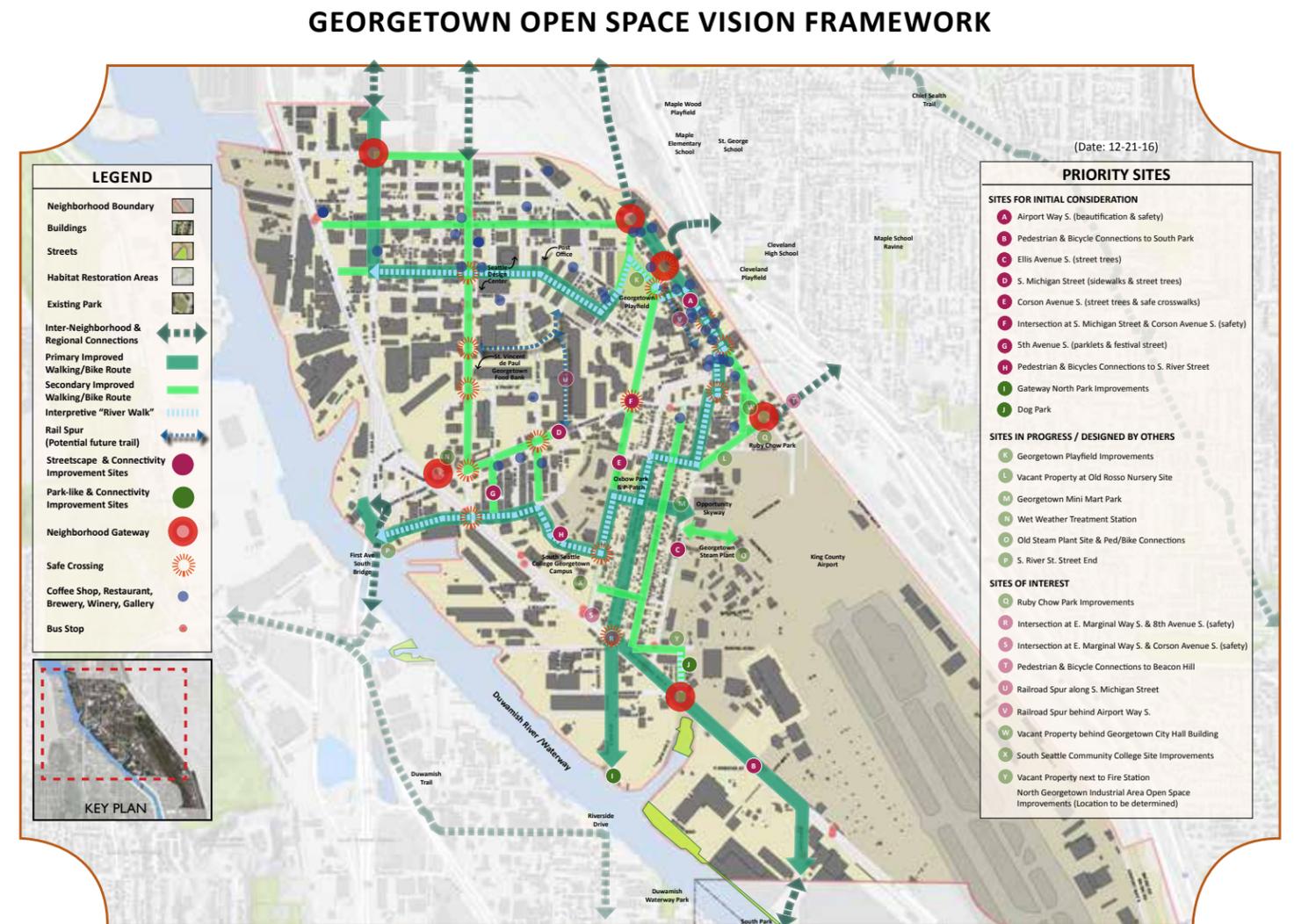
Agency Stakeholder Outreach:

Many public agencies are engaged in projects in Georgetown or are studying ways to better meet the needs of this underserved community. They include the City of Seattle, King County, Port of Seattle, and Washington State Department of Transportation. The project team met with representatives from all of these agencies to understand what projects are underway, what public resources might be available, and how the public

sector, private sector, and Georgetown community might work together to better invest in and achieve public priorities. The team also met with local business interests, including regional freight and other industries.

Field Research:

The team spent a great deal of time exploring the community by bike, foot, and car in order to better understand the information gleaned from the other modes of research. This firsthand experience helped the team understand how Georgetown’s public spaces are being used and how the open space network might be improved.



HISTORY

Pre-Colonial History to European Settlement

The Duwamish River Valley was created as a result of geological forces and natural weathering during and after the last ice age, about 10,000 years ago. Over the millennia, a river delta formed at the confluence of four rivers, with the Duwamish River traveling through it in a series of tightly meandering bends. The delta would flood periodically, leaving organic sediment that formed the basis of rich soil, plant, and animal ecologies.

The river delta, with its abundance of fish, game, shellfish, and edible plants, was an ideal settlement for the Duwamish Tribe. They called their settlement Tuqwelticl. The river also provided an easy means of travel throughout the region. While the climate and resources were agreeable year-round, the Duwamish people chose to move among several villages during the course of the year.

The first American-European to explore settlement in the region was John Holgate, who traveled up from the Portland area seeking to take advantage of the government's push to settle the western part of the continent. Holgate initially failed to file a successful claim, but he ultimately became part of a surge of white people who settled in the river valley.

The first pioneer settlement in what would become the city of Georgetown was called Duwamish. It was established in early 1852, and the Collins, Mapel, Van Asselt, and Holgate families were early settlers there. In 1855, they built a blockhouse called Fort Duwamish to protect against attacks by native tribes during the Indian Wars of 1855–56. The attacks were spurred by the signing of the Treaty of Medicine Creek in 1854, which stripped local tribes of their territories. The war consisted of several battles resulting in only a few lives lost on each side, but it resulted in the American-European population taking control of the region.

A Town Emerges

In the mid- to late 1800s, a variety of institutions were built to support the town of Duwamish. In the 1870s, the first "poorhouse" was erected to serve the region's sick and poor population. It was later managed by the Catholic church and was eventually relocated to the region's first hospital on an adjacent property. A horse-racing track opened near the settlement, along with saloons. A post office was built across the river.

A ferry service was established, becoming the main mode

of transportation for burgeoning Puget Sound settlements. It would later be supplanted by trains and streetcars. By the 1870s and 1880s, train routes connected the region with the rest of the country. In the 1880s, a developer named Julius Horton bought and platted two square miles of territory along the Duwamish River and began selling lots. He named the area after his son George.

In the early 1890s, an electric streetcar connected Georgetown to Seattle, and in 1902 Georgetown became a stop on the electrified Everett-Seattle-Tacoma Interurban Railway. The Interurban's train cars were housed in "car barns" in Georgetown when they were not in use, and many employees of the Interurban lived in the area.

Natural resources were central to Georgetown's economy. Clay was extracted from local hills to make bricks that would be used in the building and rebuilding of Seattle. Hops became a reliable crop along the river delta, leading John Clausen and Edward Sweeny to build a brew house in 1883. This eventually became the Seattle Brewing and Malting Company, the precursor to Rainier Beer Brewing Company.

Early Industry

For the next two decades, much of the growth in Georgetown was fueled by breweries and saloons. The Seattle Brewing and Malting Company grew to become the fourth largest brewery in the country and the sixth largest in the world. It employed primarily German and Belgian immigrants, which significantly affected the ethnic mix of the neighborhood. By 1903, Georgetown had five grocery stores, seven saloons, and four churches.

In 1904, the citizens of Georgetown voted to become an incorporated city, largely to protect the saloon and beer industry, which was under pressure from laws intended to shut down saloons. The first mayor of Georgetown, John Mueller, was superintendent of the Seattle Brewing and Malting Company. The city offices were initially located on company premises but soon moved to a new city hall building. In 1909, it moved to another new building.

The brewing and railroading industries became Georgetown's largest employers. In 1907, a steam power plant was built to supply electricity to the Interurban rail line, breweries, and factories. By 1910, the population of Georgetown had grown to more than 7,000 as people moved there to be closer to their jobs. Another source of population growth was the Alaska



1890 Map of Duwamish River Delta and Georgetown

Yukon gold rush, which helped fuel a booming recreation scene in Georgetown. A number of saloons and brothels were open 24 hours a day.

As industry and the population of the city grew, pressure mounted for Georgetown to be annexed by the city of Seattle. Neighborhood residents largely held out until the need for better water and sewage infrastructure and pressure from business interests looking for expansion opportunities convinced them otherwise. In 1910, the citizens of Georgetown voted to become part of Seattle.

20th Century Changes

The annexation of Georgetown marked the end of the independent city and the beginning of significant shifts in the neighborhood. One of the first changes was to the physical landscape. The same year as annexation, Seattle citizens voted to levy taxes to dredge and straighten the Duwamish River. The project was undertaken in two phases that would span more than 20 years. It was precipitated by a desire to control flooding in the river valley and enable industries to build cheap factory sites with shipping facilities. Parts of Georgetown that had been along the river ended up as far as a half-mile inland. Soil excavated for the project was used to fill in the mud flats and create new land for industrial development.

The second major change to the neighborhood in the early part of the century affected the economic and social character of the neighborhood. In 1916, prohibition began in Washington State. Coupled with anti-German sentiment from World War I, prohibition drove breweries and saloons out of Georgetown. Many jobs disappeared with them.

With its supply of cheap land targeted at industry, Georgetown began to diversify economically. In 1923, Seattle passed its first zoning code, classifying all of Georgetown as industrial

land. Until the zoning code was changed in 1942 to establish residential areas, this had a significant impact on development and led to a decline in the residential population. Looking at school enrollment as an indicator, a clear pattern is discernable: school enrollment in the neighborhood peaked in 1925, at about 650 students. By 1927, enrollment had dropped to just over 400. The 1960s saw further declines in Georgetown's student population, until the last Georgetown school closed in 1971 and the remaining elementary school students were transferred to the new Maple Elementary School, in Beacon Hill. In 1981, the main building of the former Xxxxx Georgetown School, next to Georgetown Playfield, was torn down to make way for office and warehouse structures.

Mirroring the exodus of residents was the closing of institutions such as the community library in 1948 and a movie theater a few years later. In 1956, the Seattle Comprehensive Plan called for residential areas in Georgetown to be phased out to allow for more industry.

With the construction of I-5 in the 1950s and 1960s, the neighborhood was further altered. Historic buildings and residences were demolished to make room for the freeway. Already separated from South Park to the west by the river, Georgetown became physically isolated from the neighborhoods to the east as well. I-5 also allowed freight and workers to move quickly into and out of the area, completely bypassing what was once the residential core of the neighborhood. People could move further from their jobs in Georgetown and commute in easily. As a result, businesses that served residents declined.

The continued growth of industry in the neighborhood contributed significantly to the rise of Seattle as a major city. Perhaps the most important company was Boeing, which moved from Lake Union to Georgetown between 1916 and



Historic brew house structures along Airport Way.



Straightening of the Duwamish River 1913



Overlay of historic alignment of the river over Georgetown aerial.

1917. In 1928, Boeing Field became King County Airport, which was the regional hub of air travel until Sea-Tac Airport opened in 1944.

During World War II, Boeing grew dramatically as production was ramped up to meet the country's aeronautical combat needs. The company employed thousands of workers. The Georgetown school was used as a daycare site for children of women who joined the workforce and for industrial training classes. Other industries in the neighborhood also increased production in response to the war.

After the war, industry presence in the area remained strong. I-5 continued to facilitate increases in the volume of freight moving through Georgetown. Boeing Field increasingly expanded north into the remaining residential pockets of the neighborhood. The Port of Seattle and Harbor Island to the north expanded global shipments. Rail yards proliferated in the neighborhood. City transportation officials made decisions that further facilitated the movement of freight into and through Georgetown.

Many of the industrial and economic gains in the region came

at the expense of the environment, including pollution caused by poor waste management practices. The national Clean Water Act of 1972 laid the groundwork for recognizing the environmental damage. In 2001, the lower Duwamish waterway was designated a federal Superfund site. The surrounding lands were analyzed for the leaching of contaminants left by local industries. Lawsuits have led to cleanup efforts along the Duwamish.

Modern Day Georgetown

Through all of the changes over the past two centuries, Georgetown has continued to be a lively and eclectic community. It remains a confluence of residents, industry, and commercial destinations. The neighborhood is dotted with relics of its industrial origins: old brick and sandstone brewery buildings now house a chocolate shop, art galleries, design businesses, a wholesale flower market, and small breweries. Other historic buildings within the neighborhood hold bars, shops, art studios, restaurants, and coffee shops. Equinox Studios, an enclave of artists and artisans, is housed in a World War II-era factory building. The architectural regalia of the former Hat 'n' Boots gas station, which was located along E. Marginal Way S., is now a sculptural icon at Oxbow Park. Ruby Chow Park offers views of the original Boeing Field complex as well as planes landing and taking off from the airfield.

Georgetown's residential community remains tight-knit, with a core of longtime residents. Newer residents have been attracted to the neighborhood by the low cost of housing compared to the rest of Seattle, which in turn has led to investment in new apartment complexes on the edges of the neighborhood core. The neighborhood hosts several festivals during the year that attract citywide attention; the most popular ones include the annual Georgetown Carnival and the Dead Baby Downhill bicycle race.

Industries related to airplane, train, river, and trucking transportation remain prominent within Georgetown. The Duwamish Manufacturing/Industrial Center (MIC) plays an important role in the economic health and growth of Seattle as well as the state. It accounted for more than 57,000 jobs in 2013, and it supports the largest concentration of family-wage industrial jobs in the Puget Sound region, generating substantial tax and export revenues. After transportation and utilities, the main uses of industrial land in Georgetown are industry and warehousing. A branch of South Seattle College opened near the residential heart of the neighborhood in 2008 to

provide training primarily in the manufacturing, transportation, distribution, logistics, and construction fields.

From the days when Native Americans made their home on the meandering shores of the Duwamish River, Georgetown has changed as much as any community in our region. What remains to be seen is whether the neighborhood can grow and adapt to meet the needs of all community members, including residents, businesses, and industry.



Department of the Interior U.S. Geological Survey, surveyed in 1893 by A.H. Thompson (geographer), R.H. McKee (topography), culture revised in 1908 by J.G. Hefty and C.F. Eberly

Sources

FOGHi Website (2016)

Historic Property Survey Report: Georgetown, Seattle (1997)

Duwamish M/IC Land Use and Policy Study (2013)

Duwamish Valley Vision Report and Map



The Hat 'n' Boots at Oxbow Park

TIMELINE



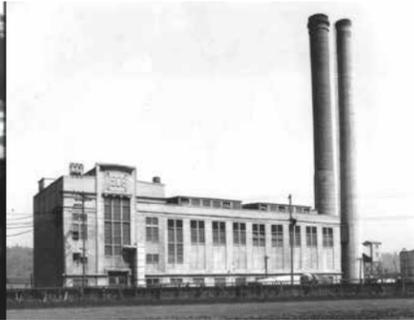
A Duwamish Woman



8th Avenue Bridge



The Meadows Race Track



Steam Plant Building



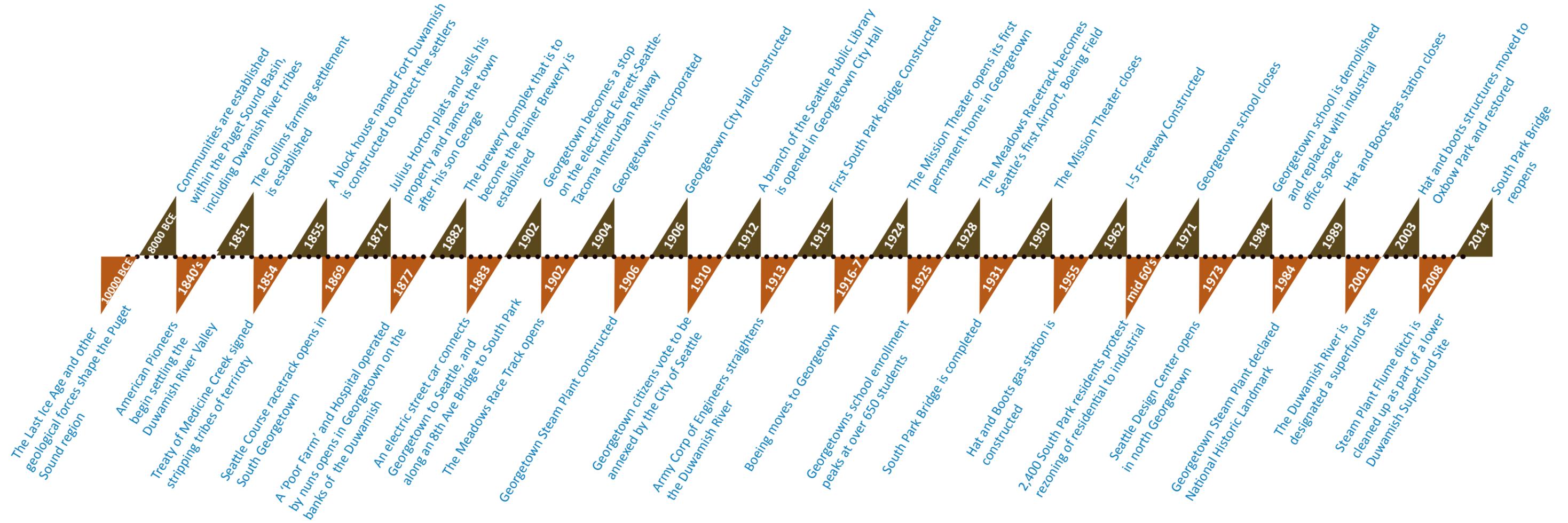
Duwamish River Channeling



Lucille & Airport Way



Airport Way Brewery Complex



Georgetown Brewing



All City Coffee



Historical Neighborhood Signage



Hat 'n' Boots in Oxbow Park



Dead Baby Downhill

QUALITY OF LIFE

As Seattle continues to grow, it is important to consider the quality of life being created for its residents, including environmental health and access to open green space. Each neighborhood needs to be evaluated separately to understand how it is uniquely configured. A comparison of Georgetown with city and county averages can help reveal how equitably the neighborhood's environmental and open space needs are being met.

A good starting point is demographics. Figure 1 sums up much of the key demographic information. Notably, the population Georgetown has declined steadily over the past four decades. The ratio of renters to residents is almost 2:1. Overall, the neighborhood has very low population density. Figure 2 shows that 37.5% of Georgetown residents live below the poverty line—double the average for King County and almost double that of the city as a whole.

Lower-income communities are often at higher risk of health problems and environmental justice concerns. The city's Equity & Environment Agenda, produced recently by Seattle's Office of Sustainability and Environment (OSE), leads with these words from Mayor Ed Murray:

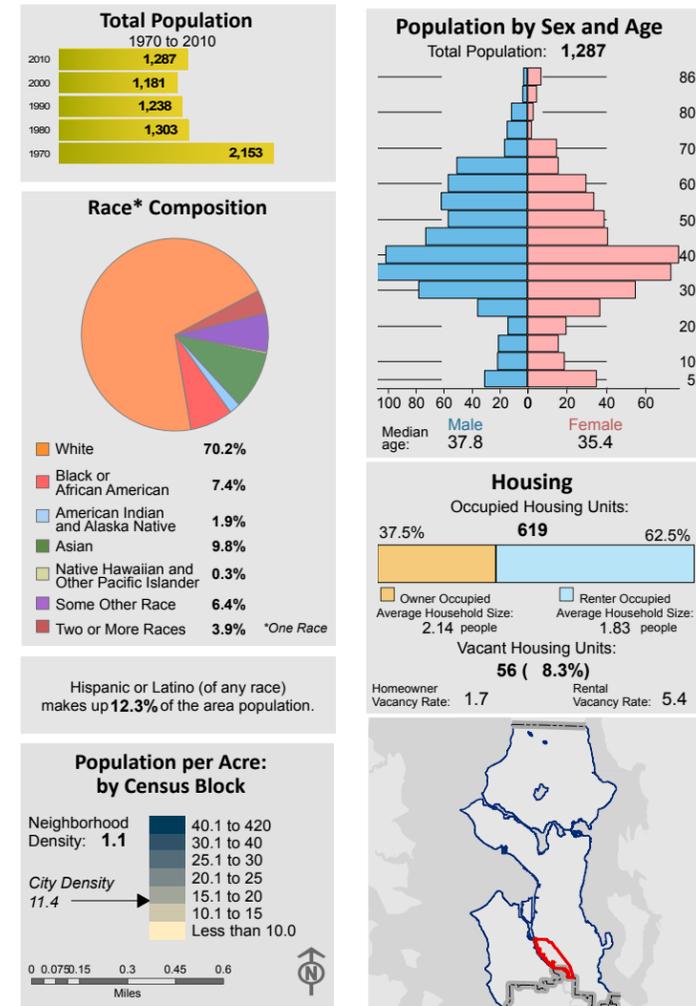
Too often we see disparities in our lowest-income neighborhoods, where residents often deal with higher levels of pollution. They often face greater risk of severe health problems, and have limited access to healthy foods and open space. Yet, they benefit the least from our environmental progress.

Health Problems and Pollution

A variety of sources indicate that Georgetown residents have worse overall health than city residents as a whole. A recent rapid Health Impacts Analysis (HIA) conducted in neighboring South Park looked at health impacts for all of ZIP code 98108, which includes Georgetown. The findings are summarized in Figure 3. Perhaps the most startling statistic is that the average resident in these communities has a life span eight years shorter than that of the average Seattle resident.

It is difficult to know exactly why residents in these neighborhoods have worse overall health, but environment may play a role. A review of some of these conditions is shown in Figure 4, which is based on the same HIA. It shows that Georgetown has almost 2.5 times the number of toxic dump

2010 Census Profile



(Figure 1) Demographic data (2014) for the Georgetown neighborhood from the City of Seattle OPCD Existing Conditions Review

sites than in any other Seattle neighborhood, as well as very high air and noise pollution compared to the rest of the city.

Four categories of pollution are of particular concern in Georgetown: air, noise, ground, and ground water pollution.

Air pollution consists of particulates dispersed through the air. This can be diesel pollution from passing trucks or chemicals from local industries. The Freight Master Plan shows that Georgetown, as part of the Duwamish MIC, is a key route for moving freight in and out of the port. According to the World Health Organization (WHO), a range of health problems may

Demographic Characteristic	Georgetown: Census Tract 109	Seattle	King County
Total Population	1287	620,778	1,969,722
% Minority	29.8%	30.5%	28.1%
Race/Ethnicity Breakout	70.2% White 7.4% Black 1.9% American Indian 9.8% Asian (0.1% Asian Indian 4.3% Chinese 1.6% Filipino 0.2% Japanese 0.2% Korean 1.6% Vietnamese 1.9% Other Asian) 0.3% Pacific Islander 6.4% Some other Race 12.3% Hispanic of Total	69.5% White 7.9% Black 0.8% American Indian 13.8% Asian 0.4% Pacific Islander 6.6% Hispanic of total	71.9% White 6.5% Black 1.1% American Indian 15.0% Asian 0.8% Pacific Islander 9.2% Hispanic of total
Per Capita Income	\$23,936	\$40,868	\$38,211
% Households with Income less than \$25,000	37.5%	20.4%	18.4%
% Poverty Status in last 12 mos.	14.0%	12.7%	10.2%

(Figure 2) Economic analysis of Georgetown (2013) from the EPA's Environmental Justice Analysis for the Lower Duwamish Waterway Cleanup

result from air particulates, including bronchial irritation, light-headedness, nausea, eye irritation, and cancer. Seattle Weekly ran a story in 2015 titled "In Georgetown, the Housing Is Affordable and the Air Is Unbreathable," which described the effects of air pollution in the neighborhood and the challenges residents face in getting these issues addressed.

Noise pollution in Georgetown comes from overhead planes, large trucks, and trains. The health effects are largely psychological, but WHO also notes the following consequences of noise pollution:

- Hearing impairment
- Interference with speech communication
- Interference with sleep
- Cardiovascular and physiological effects
- Mental health effects
- Effects on performance
- Effects on residential behavior and annoyance

QUALITY OF LIFE

Health Indicator	Inequity	Supporting Data		
		South Park or 98108	Seattle or other	Data Source
Life expectancy (years)	Much Lower	73.3 (South Park & Georgetown)	81.5 (Seattle) 86.4 (Laurelhurst)	Gould & Cummings (2013); Data period: 2005-2009
No Exercise (Adults) (%)	Higher / Much Higher	18 (98108)	13 (Seattle) 6 (Fremont & Green Lake)	PHSKC, 2016; Data period: 2010-2014
Obesity (Adults) (%)	Same / Higher	17 (98108)	17 (Seattle) 9 (Fremont & Green Lake)	PHSKC, 2016; Data period: 2010-2014
Diabetes (Adults) (%)	Higher / Much Higher	8 (98108)	6 (Seattle) 3 (Fremont & Green Lake)	PHSKC, 2016; Data period: 2010-2014
Lung Cancer (Adults) (deaths per 100,000 people)	Higher	41 (98108)	38 (Seattle)	Gould & Cummings (2013); Data period: 2006-2010
Heart Diseases Hospitalization Rate (per million per year)	Much Higher	10,628 (98108)	8,941 (Puget Sound)	PSCAA Community Air Tool (2012)
Frequent Mental Distress (%)	Higher	14 (98108)	11 (Seattle)	PHSKC, 2016; Data period: 2010-2014
COPD Hospitalization Rate (per million per year)	Much Higher	532 (98108)	471 (Puget Sound)	PSCAA Community Air Tool (2012)
Adult Asthma Hospitalization Rate (per million per year)	Much Higher	954 (98108)	493 (Puget Sound)	PSCAA Community Air Tool (2012)
Adult Asthma Prevalence (%)	Higher	12 (98108)	9 (Seattle)	PHSKC, 2016; Data period: 2010-2014
Childhood Asthma Hospitalization Rate (per 100,000 per year)	Much Higher	328 (98108)	212 (Seattle)	Gould & Cummings (2013); Data period: 2006-2010

(Figure 3) Summary of Health Inequities in South Park or Zip Code 98108, from the Seattle Parks Department website (2016)

Ground and ground water pollution in Georgetown and along the Duwamish River have been documented extensively. They have resulted from years of dumping by businesses and industries, leading to the river's designation as a Superfund site in 2001. Several of the shipping terminals along the river are in the process of being cleaned up according to EPA regulations and as outlined in legal settlements. In one case, a business buried waste chemicals in underground tanks over a number of decades. The tanks eventually corroded, and chemicals have seeped into the ground and ground water and toward the Duwamish River. This chemical "plume" can vaporize and come up through the soil, getting trapped in homes. Cleanup and monitoring is in progress, with oversight by the Department of Ecology.

From the analysis in the recent South Park HIA and documentation of specific pollutants in the neighborhood, it is clear that residents of Georgetown have been exposed to high levels of pollution that could be correlated with health problems and greater risk of health problems.

Lack of Open Green Space

Perhaps the best place to find metrics on open green space is the City of Seattle. The city's Office of Sustainability and Environment has set goals for open green space for next 30 years. As shown in Figure 6, two metrics related to existing open green space are revealing: the square footage of open green space per resident and the percentage of tree canopy

Environmental Indicator	Inequity	Supporting Data			
		South Park or 98108	vs	Seattle or other	Data Source
Toxic Release Inventory (TRI) Sites (number)	Highest	38 (98108)		0-13 (all other Seattle neighborhoods)	Gould & Cummings (2013)
Air Pollution (annual average concentration of pollutant in human breathing zone, µg/m ³)	Among Highest	diesel particulate 2.3 (98108) benzene 2.7 (98108)		diesel particulate 1.03 (King County) benzene 1.7 (King County)	Gould & Cummings (2013); data year: 2005
Noise (decibels, dBA)	Much Higher	~65-80 (South Park Community Center)		55-70 (range of WAC 173-60-040 state standards for environmental noise)	Sound level meter collected data during SME Site Visit on 9/19/16
		Observed multiple sources of noise in South Park: cars, trucks, airplanes, industries.		SME Site Visit on 9/9/16	

(Figure 5) Existing conditions and goals for Green Space and Trees for the City of Seattle by 2037, from the Office of Environment website (2016)

	GOAL	PROGRESS
Green Space	1 acre of open space per 100 residents	.75 acres of parkland per 100 residents (2012 data)
	All residents live within 1/4 mile of a park	83% of residents live within 1/4 mile of a park (as of 2010)
	100% level of service for care of Seattle's green spaces	58% level of service for green spaces in 2013
Tree Canopy	30% tree canopy cover by 2037	23% canopy cover as of 2007
	2,500 acres of forested parkland restored by 2025	1,000 acres of forested parkland in restoration
Stewardship	Increase volunteers caring for natural areas and trees	17% increase in Parks volunteers between 2011 and 2013

(Figure 6) Existing conditions and goals for Green Space and Trees for the City of Seattle by 2037, from the Office of Environment website (2016) Green highlights added by authors to indicate key goals.

cover in a neighborhood.

So, how does Georgetown fare in comparison to the city as a whole?

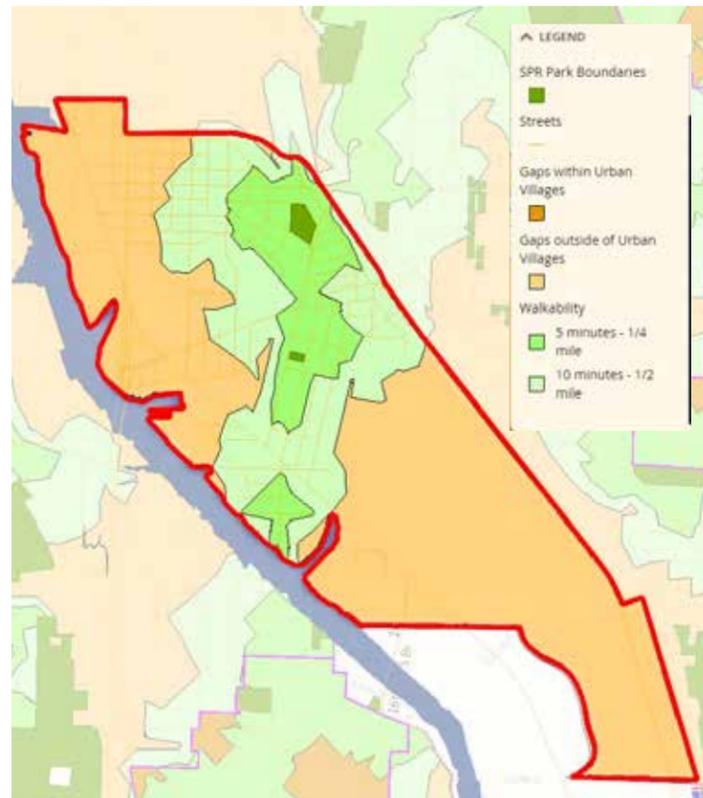
- Based on our analysis, Georgetown has about 0.6 acres of park land per 100 residents. This is about 20% lower than the city average and 40% lower than the city's 2037 goal.
- A 2009 OSE analysis of tree canopy cover in Georgetown shows that only 3.7% of the neighborhood is covered. This is only 1/6 of the city average and 1/8 of the 2037 goal.

In all of the OSE metrics, Georgetown falls short of city

averages. The metrics related to street trees and tree canopy are especially important to note because trees take a long time to establish.

Lack of Access to Existing Open Green Space

There are several ways to understand how Georgetown residents suffer from lack of access to open green space. The OSE measures whether residents live within ¼ mile (about a five-minute walk) of open green space or a park, as shown in Figure 7, which is a graphical gap analysis. Definitive figures for the percentage of Georgetown residents who live within ¼ mile of a park are not available, but our analysis shows that only 46% of the residentially zoned areas of Georgetown meet this



(Figure 7) 1/4 mile gap analysis of Georgetown (outlined in red), from the Seattle Parks Department website (2016)

threshold.

Another way of thinking about access to open green space has to do with the quality of the circulation network that supports movement to and from these amenities. One heavily data-driven perspective on circulation in Seattle and Georgetown is the 2007 Urban Transportation Accessibility in Seattle report, published by Sustainable Seattle in collaboration with the University of Washington Geography Department. The researchers were interested in better understanding access to urban transportation and alternative modes of transportation such as walking and biking. The report points out that the data indicate the level of access not only to transportation but also to other public amenities. The report analyzed six transit accessibility and walkability indicators for every neighborhood in Seattle and rated them on a scale of 1 to 3, as shown in Figures 8, 9, 10, and 11. Georgetown received the lowest possible score in every category except Cross Walk Ratio (comparing the number of crosswalks to streets) and Steep Slope Percentage (a measure of the flatness of the terrain). Overall, Georgetown



(Figure 8) Rating each neighborhood for **Number of Destinations**. Georgetown (in black) received the lowest possible score for this category



(Figure 9) Rating each neighborhood for **Variety of Destinations**. Georgetown (in black) received the lowest possible score for this category.



(Figure 10) Rating each neighborhood for **Bus Stop Density**. Georgetown (in black) received the lowest possible score for this category.



(Figure 11) Rating each neighborhood for **Sidewalk to Street Ratio**. Georgetown (in black) received the lowest possible score for this category.



(Figure 12) Sidewalks Conditions and Marked Crossings, from the OPCD Existing Conditions Review of Georgetown (2014)

was rated as having Poor Transit Accessibility.

A 2014 study by the City of Seattle's Office of Planning and Community Development (OPCD) looked at the conditions of sidewalks and marked crossings by neighborhood. This analysis qualifies the Sustainable Seattle's analysis of Sidewalk to Streets Ratio. As shown in Figure 12, the study found that about 50% of the sidewalks and marked crossings in Georgetown were unimproved.

The speed limit on roads also affects accessibility and safety. Figure 13 shows the speed limits on the streets of Georgetown. Of note are the thicker, dashed orange lines, which indicate streets with a speed limit of 35 mph. Figure 14 shows the average number of pedestrian fatalities at different speeds. At 30 mph, 50% of the people hit by a vehicle are killed. At 40 mph, 90% of pedestrians hit are killed. This is almost double the fatality rate with only a 10 mph difference. Clearly, caution is called for where pedestrian and vehicles intersect. The intersections of higher-speed roads are among the most



(Figure 13) Street speeds in Georgetown overlaid on the residential and industrial zoning

dangerous areas for pedestrians and bicyclists.

Figure 13 also distinguishes between residential and industrial zoning in the neighborhood and shows the location of parks. Note that all of the residential zones are boxed in by 35 mph roads. The largest open green space is in the northeast quadrant of the neighborhood, while the largest residential zone is in the south-central part of the neighborhood. The two are separated by Michigan Ave. S, which runs from the First Ave Bridge to the southwest to the I-5 onramp to the northeast. This road keeps pedestrians and bicyclists from safely and easily getting to the largest open space in the neighborhood.

Freight traffic on the roads also discourages pedestrian and bicycle travel. Figure 14 is a graphic from the City of Seattle Freight Master Plan that shows the average daily freight truck volumes moving throughout Georgetown in 2005. Figure 15 shows how dramatically these numbers are projected to increase by 2035. While it is not clear that freight poses a greater risk to pedestrians and bicyclists than car traffic, the

QUALITY OF LIFE



(Figure 14) Percentage of pedestrian fatalities at different speeds, from the City of Seattle Vision Zero Plan (2015)

size, speed, and sound of trucks lead to a perception of greater risk to pedestrians and bicyclists.

At one public meeting in Georgetown, a resident told of being nine months pregnant and trying to cross Airport Way S. to patronize Fran’s Chocolates. A seemingly endless stream of cars and trucks sped by, and it was not until a school bus stopped for her and put out its stop sign that she was able to cross the road. There are no crosswalks on Airport Way S.

Needed Improvements

Open green space in the form of parks and street trees have an important impact on the quality of life in a neighborhood. They can mitigate pollution, improve health, and support community development and ties. The first public parks were created in the 19th century in response to industrial working conditions, under the theory that many industrial workers would benefit from access to open green space as places to relax and socialize.

Since the first landscape architects theorized about the benefits of designed open green spaces, many studies have been conducted to prove their hypothesis. Bill Thompson, a professor at the University of Illinois, has been a pioneer in researching the benefits of open green space. Countless other studies have corroborated and expanded on this work. One recent article by the website CityLab is titled “The (Pretty Much Totally) Complete Health Case for Urban Nature” and looks at some of the documented benefits of open green space. The list includes:

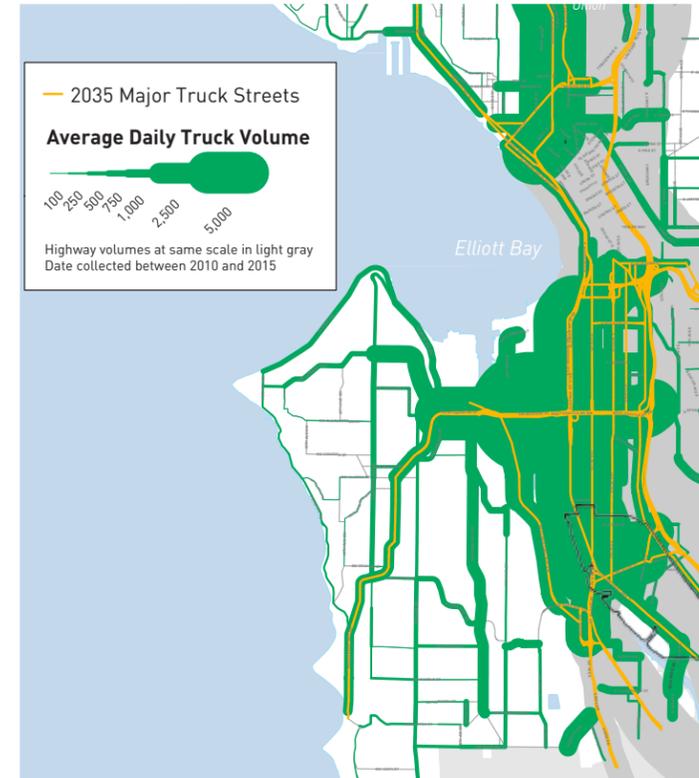
- Reduction in depression
- Increased happiness and well-being
- Improvements to general health and mortality
- Reduction in stress



(Figure 14) Freight Volumes in Georgetown in 2005, from the City of Seattle Department of Transportation Freight Master Plan (2016)

- Increases in attention
- Increases in child attention
- Reductions in aggression and improved restraint
- Faster post-operative recovery

Open green space, especially in the form of parks, also contributes to the health of communities. Public play and community activities often happen in parks. By providing places for social gatherings and community events, parks provide a place for social interaction and community development. These benefits have been studied and documented by Kuo, Sullivan, et al. in their paper Fertile Ground for Community: Inner-City Neighborhood Common Spaces. They find that common spaces “may play a vital role in the natural growth of community, and that improving common spaces may be an especially productive focus for community organizing efforts in inner-city neighborhoods.” They add that levels of vegetation in common spaces, such as trees and grass, predict both the use of common spaces and the formation of neighborhood social ties.



(Figure 15) Freight Volumes in Georgetown projected by 2035, from the City of Seattle Department of Transportation Freight Master Plan (2016)

Lastly, green space—as the name implies—often includes large stretches of lawn, forest, or other permeable surfaces that help filter pollutants in runoff, such as storm water, and keep them from directly flowing into our waterways. This function is especially important in Georgetown, which has many impermeable surfaces.

A complement to green space is tree canopy, which is often measured by the percentage of a neighborhood that is covered by canopy. According to the report Sustaining America’s Trees and Urban Forests by the U.S. Department of Agriculture (USDA), tree canopy provides a variety of important benefits to cities:

Local climate and energy use: Trees affect thermal comfort, energy use, and air quality by providing shade, transpiring moisture, and reducing wind speeds. The establishment of 100 million mature trees around residences in the United States is said to have saved about \$2 billion annually in reduced energy costs.

Air quality: Trees improve air quality by lowering air temperatures, altering emissions from building energy use and other sources, and removing air pollutants through their leaves. Urban trees in the conterminous United States remove some 784,000 tons of air pollution annually, with a value of \$3.8 billion.

Water flow and quality: Trees and soils improve water quality and reduce the need for costly storm water treatment (the removal of harmful substances washed off roads, parking lots, and roofs during rain/snow events), by intercepting and retaining or slowing the flow of precipitation reaching the ground.

Noise abatement: Properly designed plantings of trees and shrubs can significantly reduce noise. Wide plantings of tall, dense trees combined with soft ground surfaces can reduce apparent loudness by 50% or more.

Soil quality: Trees and other plants help remediate soils at landfills and other contaminated sites by absorbing, transforming, and containing a number of contaminants.

Real estate and business: Landscaping with trees—in yards, parks, and greenways; along streets; and in shopping centers—can increase property values and commercial benefits. One study found that on average, prices for goods purchased in Seattle were 11% higher in landscaped areas than in areas with no trees.

Individual well-being and public health: The presence of urban trees and forests can make the urban environment a more attractive, pleasant, and emotionally satisfying place to live, work, and spend leisure time. Urban trees also provide numerous health benefits. For example, tree shade reduces ultraviolet radiation and its associated health problems, and hospital patients with window views of trees have been shown to recover faster and with fewer complications than patients without such views.

Community well-being: Urban forests make important contributions to the economic vitality and character of a city or neighborhood.

The USDA goes on to point out that trees and canopy cover are particularly important in urban areas, which often have a higher concentration of people, pollutants, and noise.

A Call For Open Green Space

Figure 16 shows each neighborhood in Seattle ranked by vegetation distribution, leading to a score for Equity and Social

Justice (ESJ). Georgetown received the highest possible ESJ score, which means a high level of injustice.

King County has further defined indicators to measure equity and social justice in its document titled *The Determinants of Equity: Identifying Indicators to Establish a Baseline of Equity in King County*. Indicators that are particularly relevant to Georgetown include:

- Poverty Rate
- Life Expectancy
- Frequent Mental Distress
- Resident Satisfaction with Parks
- Open Green Space
- Tree and Forest Canopy
- Distribution of Regional Trails
- Park Accessibility
- Distribution of Playgrounds
- Vegetation Distribution
- Pollution by Region
- Walkability
- Bikeability

This Vision Framework makes targeted recommendations on how to increase the amount of open green space in Georgetown—in the form of parks and tree canopy cover—as well as how to improve the circulation network to increase access to existing and proposed open space amenities. Any open green space or circulation efforts should start with a Health Impacts Analysis conducted by King County. As noted in this chapter, a firm understanding of the history and unique conditions at each site is crucial to making the most of efforts to improve the future of the neighborhood.

Sources

King County Rapid Health Inventory and Analysis of the South Park Community Center

City of Seattle Office of Planning and Community Development Review of Georgetown

World Health Organization

City of Seattle Parks Department

USDA document, America's Trees and Urban Forests

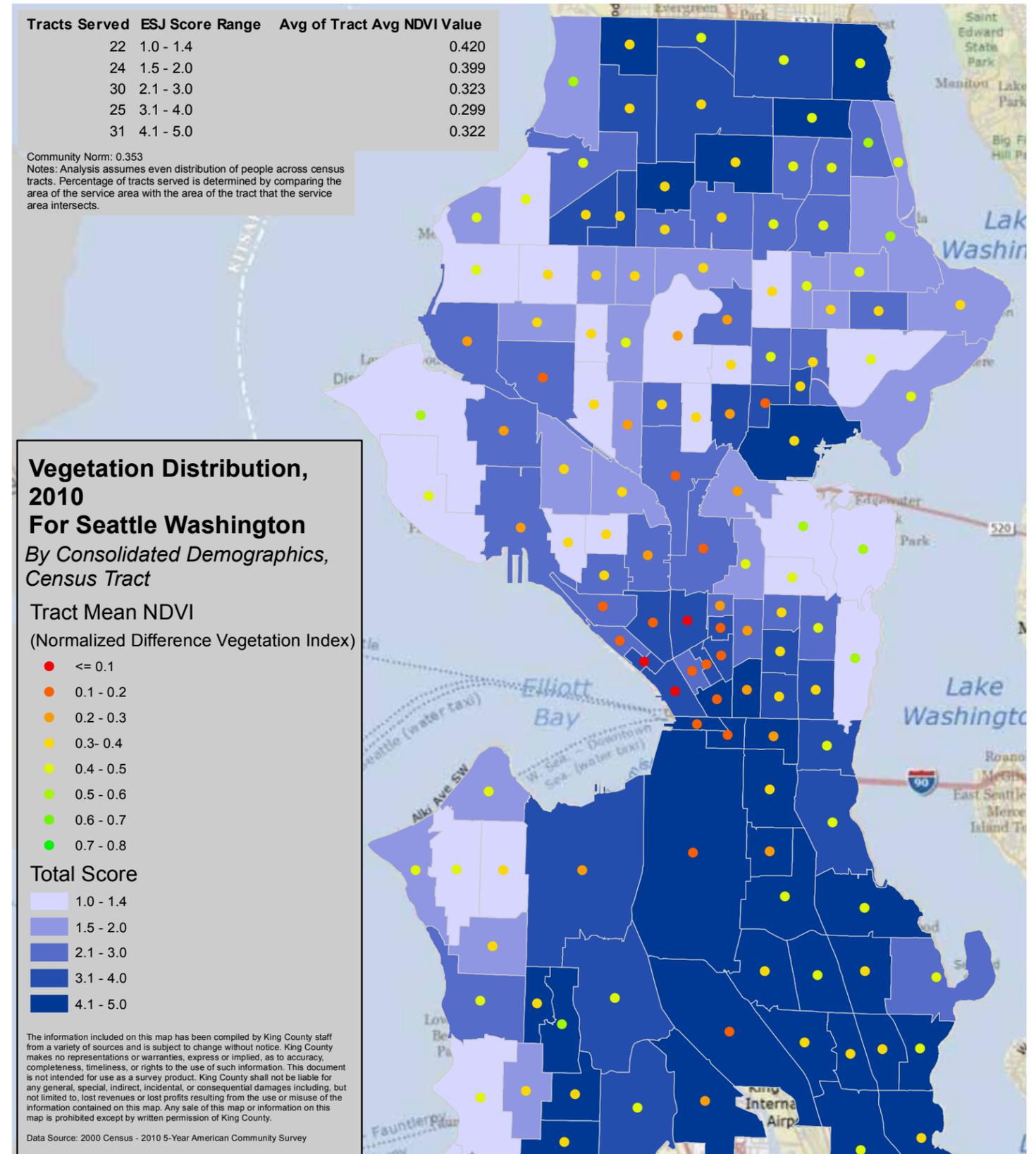
City of Seattle Vision Zero Plan

South Park Green Space Vision Plan

City of Seattle Freight Master Plan

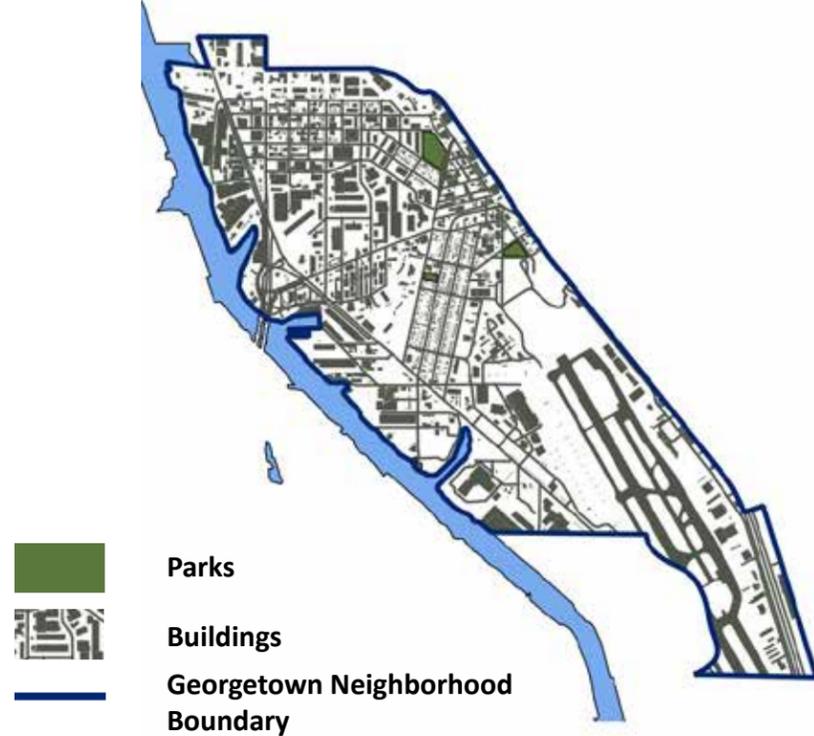
EPA's Environmental Justice Analysis of the Lower Duwamish Waterway Cleanup

City of Seattle Office of Sustainability and Environment



(Figure 16) Map of the 2010 Vegetation Distribution Value Compared to Equity and Social Justice Score for Seattle.

Georgetown



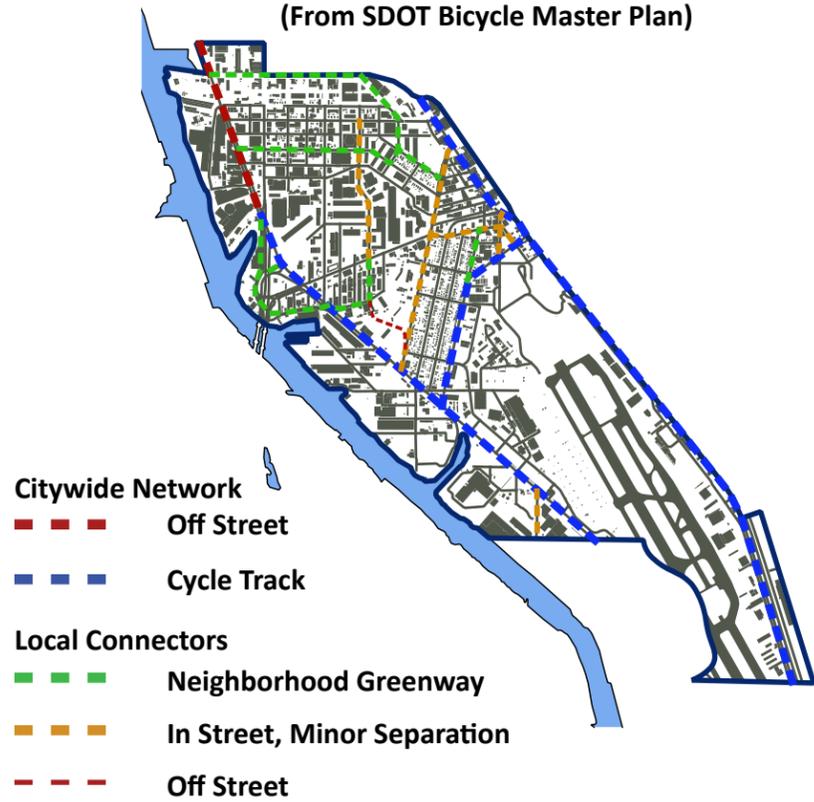
Freight Truck Network



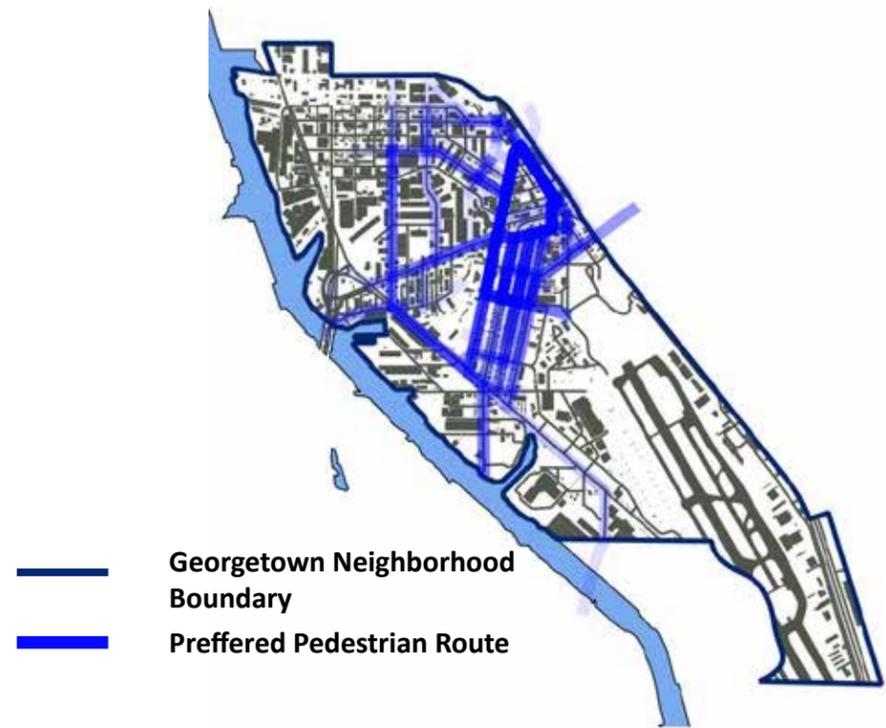
Existing Bicycle Facilities



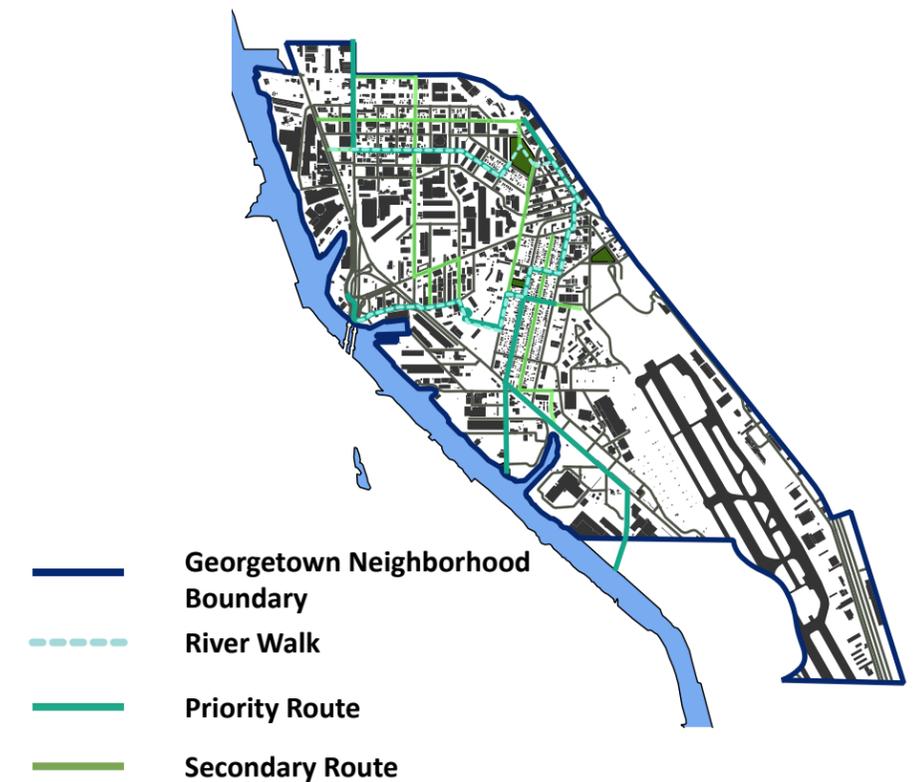
Recommended Bicycle Facilities (From SDOT Bicycle Master Plan)



Current Preferred Pedestrian Routes



Proposed Connectivity Improvements



Industrial and Non-Industrial Zoning



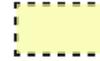
Legend

-  Georgetown Neighborhood Boundary
-  Residential & Non-Industrial Zoning
-  Industrial Zoning
-  Existing Parks

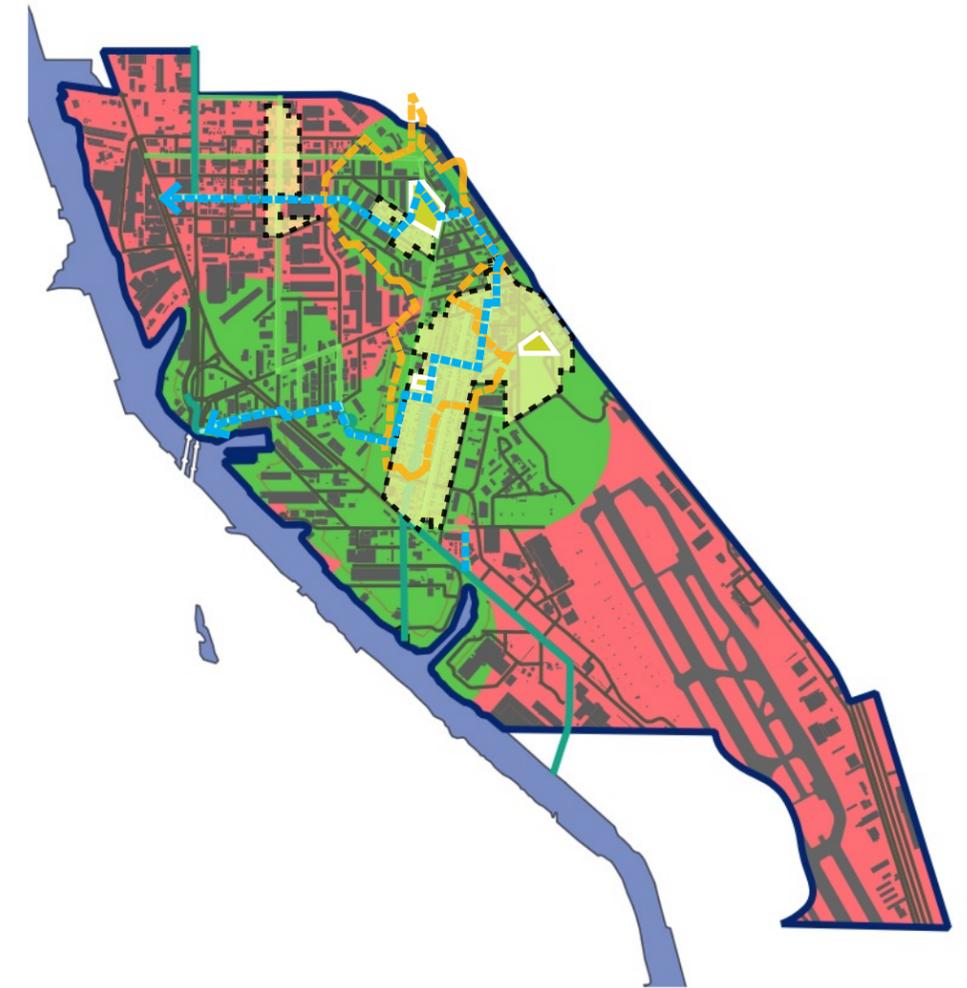
Gap Analysis, Current Parks Service



Legend

-  Georgetown Neighborhood Boundary
-  Residential & Non-Industrial Zoning
-  Industrial Zoning
-  Existing Parks
-  Existing Service Areas (.25 mile/5 min. walk)

Gap Analysis, Future Parks Service (w/ Proposed Greenway & Improvements suggested by Vision Framework)



Legend

-  Georgetown Neighborhood Boundary
-  Residential & Non-Industrial Zoning
-  Service Area Gaps
-  Existing Parks
-  Existing Service Area (.25 mile/5 min. walk)
-  Service Area with Vision Framework Improvements (.25 mile/5 min. walk)
-  Primary Route (Connectivity Improvements)
-  Secondary Route (Connectivity Improvements)
-  River Walk (Connectivity Improvements)

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Public Outreach



COMMUNITY INPUT

A key component of the Georgetown Open Space Vision Framework is the perspective of community members. The project team connected directly with Georgetown residents, employers, and workers and listened to their concerns, priorities, and needs relating to open space in the neighborhood.

This project was founded on the belief that a community-based approach to open space improvements requires a process that is accessible to all community members, including those who use, own, and manage open spaces. Understanding how diverse and sometimes conflicting needs can be addressed requires hearing from all parties. Preliminary designs should be based on conversations with these stakeholders to ensure early ownership and vetting of the initial ideas.

Successful outreach engages people who are trusted by the community and can help the project communications team deliver interpreted information in native languages more effectively than through translated print materials. Visual materials have also been found to be effective. Neighbors who provide accurate project information through word-of-mouth generate the broadest interest in community efforts.

The project team members made it a priority to engage neighborhood leaders as partners in the project because of their wealth of local knowledge. They also adapted

project outreach and communication to the rhythms of the neighborhood. Their strategy included multiple avenues for participation, including:

- Door-to-door invitations/surveys
- Direct emails
- Mass emails
- Invitations by phone
- Flyers and project maps posted at local businesses
- Notices posted to the neighborhood list serve and social media sites
- A project website that offered project background information and online surveys
- Focus group meetings
- Tabling at various neighborhood events
- One-on-one interviews (with interpreters, as needed)

The project team was successful in reaching a broad range of community members, including homeless and unemployed residents and those with limited or no English skills. More than 650 voices were captured during this process.

The project built on all past and recent planning efforts as well as plans for future upgrades to local infrastructure. The project team communicated directly with Seattle Department of Transportation, King County Wastewater Treatment Division, Seattle Parks and Recreation, Seattle City Light, Washington State Department of Transportation, Port of Seattle, and others. This opened additional channels of communication with key community members, which helped to increase overall awareness of the project and facilitate future partnerships.

The following priorities guided the public outreach process:

- Inventory open space and connectivity opportunities.
- Understand the open space and connectivity needs of the community.
- Build on previous efforts to improve open space and connectivity.
- Identify the best locations to fulfill open space and connectivity needs.
- Integrate resident, agency, business, and industry input to identify common ground and mutually beneficial open space improvements.
- Highlight opportunities for public-private and interagency partnerships.
- Make parks and open spaces welcoming, safe, and accessible to all users.
- Celebrate the unique identity and culture of Georgetown.
- Improve connections to the Duwamish River.
- Reserve accessible shorelines for the benefit of the entire community.
- Recognize that Georgetown's Duwamish River shorelines are part of a natural system in the process of a larger cleanup and restoration effort.
- Support future open space and connectivity efforts with a committee that can track opportunities and facilitate communication among stakeholders.
- Recognize that park and open space development may require significant public and private investment over a long period of time.



Poster voting at the Trailer Park Mall



Bike Tour with community members



Surveying at the Farmstand Party



Community outreach during the Georgetown Garden Walk



Surveying community members at the St. Vincent de Paul Food Bank



Mayor Ed Murray speaking to community members at the beginning of the Georgetown Find-it-Fix-it walk.

OUTREACH PROCESS

Initial Community Outreach

Before launching the Georgetown Open Space Vision Framework project, Seattle Parks Foundation and local community leaders drew up an initial list of contacts, sites, and existing partnerships. At the outset of the project, the steering committee created an initial list of business and community member contacts, which expanded to more than 600 individuals over the course of the first 3 months. A local outreach specialist was hired to collaborate with the steering committee and consultant team to post flyers, call, email, and doorbell at hundreds of local homes and businesses.

Preliminary Community Surveying & Poster Voting

The steering committee and Seattle Parks Foundation generated a preliminary list of 16 potential sites for improvement within the neighborhood. Posters depicting these preliminary sites on a neighborhood map were displayed at community events and local destinations to gather input. Community members were asked to vote (through the use of stickers) for their preferred sites for improvement. They were also asked to add their own suggested sites to the posters.

Neighborhood Inventory

Residents and local bike shop owners organized several walking, driving, and biking tours of the neighborhood to document neighborhood character, locate more potential sites for



An image from the first community meeting showing residents and workers providing feedback on the neighborhood as a whole and recommending priority sites

improvement, and explore opportunities and constraints. The bike rides and walking tours were organized with and led by local neighbors and bike shop owners (as shown in the photo at right). The inventory effort continued into the first community design forum and first online survey and resulted in a list of 55 sites in total, including park, shoreline, and streetscape locations on both private and public property.

First Community Design Forum & Online Survey

The first community design forum was held at the Georgetown campus of South Seattle College. The goal was to facilitate a community brainstorming effort to look at the broad range of possibilities open space improvements, examine existing usage patterns, and continue to expand the list of potential sites for improvement.

The forum, attended by 44 community members, kicked off with a warm-up exercise in which attendees were asked to draw their top three neighborhood on a map and indicate the routes they used to reach those destinations. Next came a brief presentation on the neighborhood and its history.

Attendees were then asked to participate in a design board exercise to document the improvements they wanted to see in the neighborhood. Each table was supplied with a large map of Georgetown, along with sheets of custom design game pieces composed of images of potential improvements for the neighborhood. Participants were encouraged to place the pieces on the board where they felt improvements were needed. They were also encouraged to draw or write any additional neighborhood improvement ideas directly onto the boards. After completing the exercise, each group elected a member to present their ideas to the larger audience.

As a follow up to the forum, an online survey was created to expand outreach and further inform the list of priority sites. Survey participants were asked to list their top three destinations within the neighborhood and indicate the routes they took to reach those sites. They were then asked to pick their top three priority sites for improving open space in Georgetown.

Public Agency Outreach

The project team held a meeting at the Seattle Municipal Tower for public agency members to share their initial findings, discuss existing projects within the neighborhood, and help identify opportunities for future partnership and collaboration.



Sample map of routes followed for one biking tour (green) and one driving tour (blue) captured during neighborhood inventory process.

Second Community Design Forum & Online Survey

The second community design forum, also held at the Georgetown campus of South Seattle College, provided an opportunity for community members to make specific recommendations for 13 potential park improvement sites and 13 potential streetscape improvement sites. They were then asked to identify their top three improvement sites.

The forum was followed by a second community online survey that asked the same questions. While the online survey was active, the project team held multiple focus group meetings to gather similar data.

Industrial, Commercial, & Retail Business Outreach

The project team contacted companies associated with the Manufacturing Industrial Council and Georgetown Merchants Association and encouraged them to participate in the creation of the vision framework. In some cases, the team met with them face to face to gather their ideas and concerns; in other cases, they solicited views through phone interviews. Company owners and their employees were encouraged to attend community forums and participate in the online surveys.

Site Selection, Observation and Analysis

Community feedback from the second design forum and second online survey determined the list of top neighborhood improvement sites. In further evaluating those potential sites, the project team found that some of the sites were already undergoing planned improvements and others were off limits due to ownership constraints. These factors were considered when finalizing the overall priority site list. The team gave careful consideration to overlaps and differences between improvements envisioned by neighborhood residents and improvements envisioned by neighborhood workers. The top 10 sites for improvement identified through this community vision process are supported by both residents and workers to varying degrees.

Third Community Forum & Online Survey

At the third community forum, held at Old Georgetown City Hall, participants were asked to provide feedback on initial design concepts for the top 10 priority sites and the connectivity plan, by writing on sticky notes or directly on the display boards. Community members who were unable to attend this forum were given the opportunity to provide their feedback through a third online survey.

OUTREACH PROCESS



An image from the first community meeting showing group leaders presenting design game results.



An image from the second community meeting showing residents and workers voting on priority sites



An image from the third community meeting showing residents reviewing the design team's work to date

KEY FINDINGS

The steering committee and Seattle Parks Foundation reviewed the public input in three rounds—once after each forum and associated survey.

Round 1

The initial phases of public outreach focused on gaining an understanding of community members’ preferences, patterns of use, and patterns of movement. Figure X shows a map generated based on responses gathered at the first community design forum. It shows the places that people identified as their top destinations in the neighborhood and the routes they used to get to those sites. The map was refined as additional data were gathered.

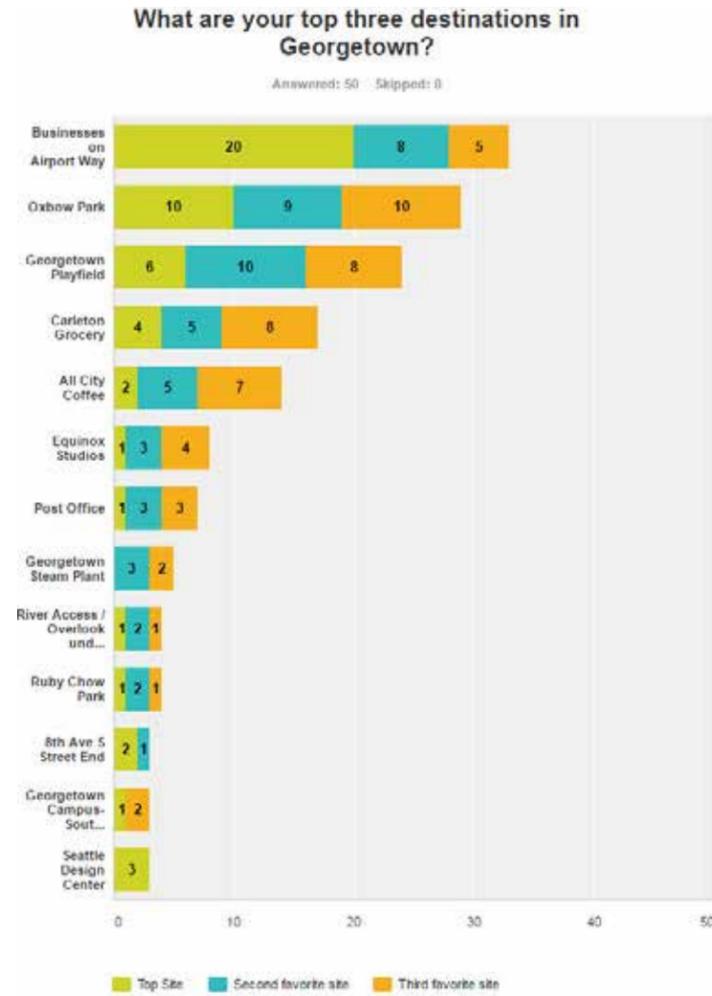
The graph on this page shows the results of the first online survey. It lists respondents’ top destinations in Georgetown.

When community members were asked more specifically about what they like most about existing outside spaces in Georgetown, the most common responses included:

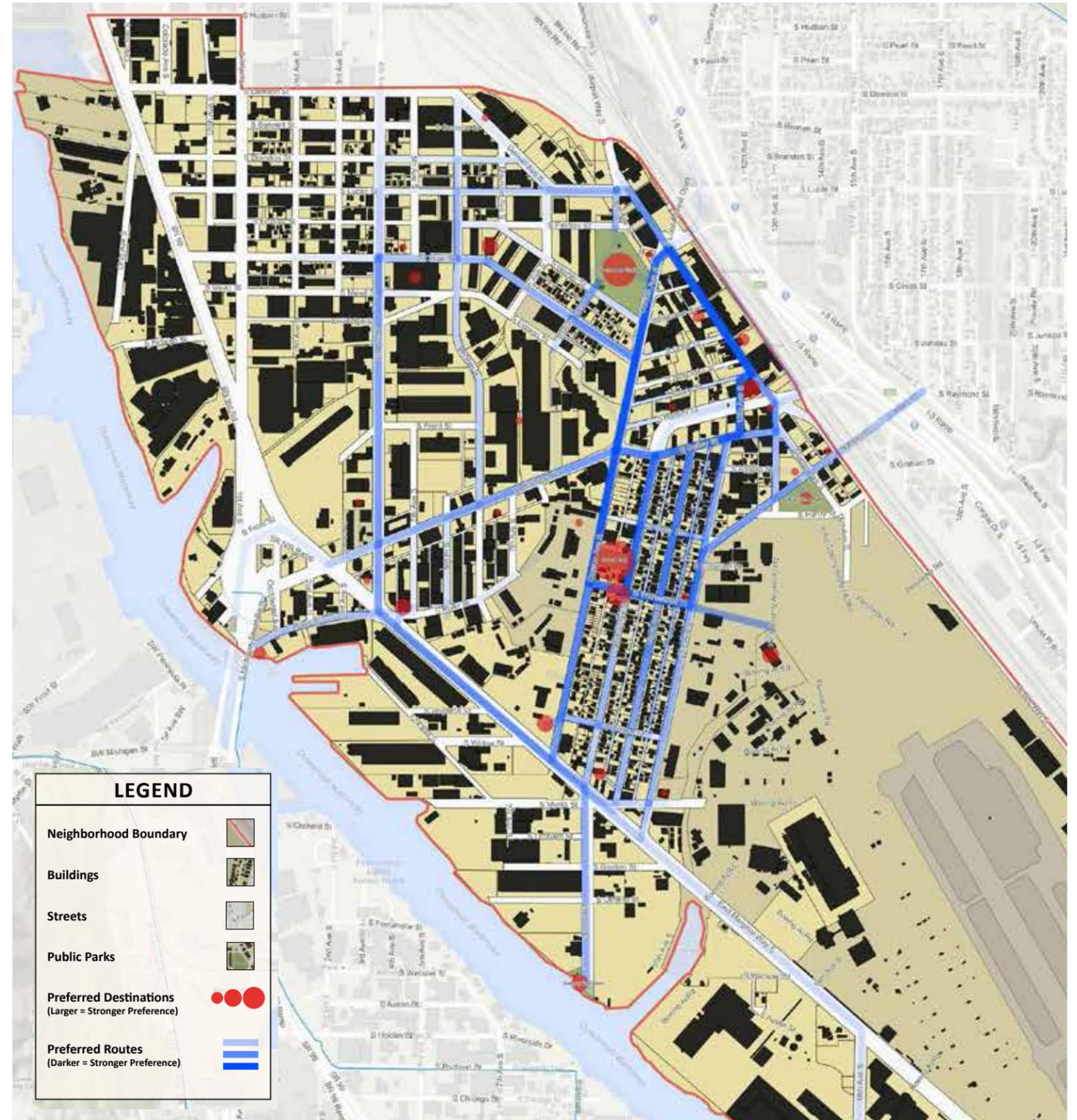
- They are artsy, industrial, unique, and quirky.
- They are family friendly.
- They provide nature in an industrial neighborhood.
- They are great places to have lunch with friends and co-workers.
- They offer open views (Boeing Field).
- They offer habitat viewing along the Duwamish.
- History is still visible here.

The most desired improvements to existing open space include:

- More landscape in general.
- Trees to mitigate pollution.
- More safe walking, running, and biking routes.
- Improved access to existing parks.
- Better connections to surrounding neighborhoods.
- Better river access.
- A community center.
- Safer streets.
- Wildlife habitat.
- Off-leash dog areas.
- Gathering places.
- Underutilized lots converted to small parks.
- Improved safety and lighting.



The Figure above shows a full graph of open space improvement sites gathered at the first community design forum. A combined total of all data gathered during the first round of community input suggests that traditional open space/park destinations and local businesses are equally important destinations for all community members. The data gathered during the first round of community input suggested that traditional open space and park destinations and local businesses were equally important as destinations for all community members.

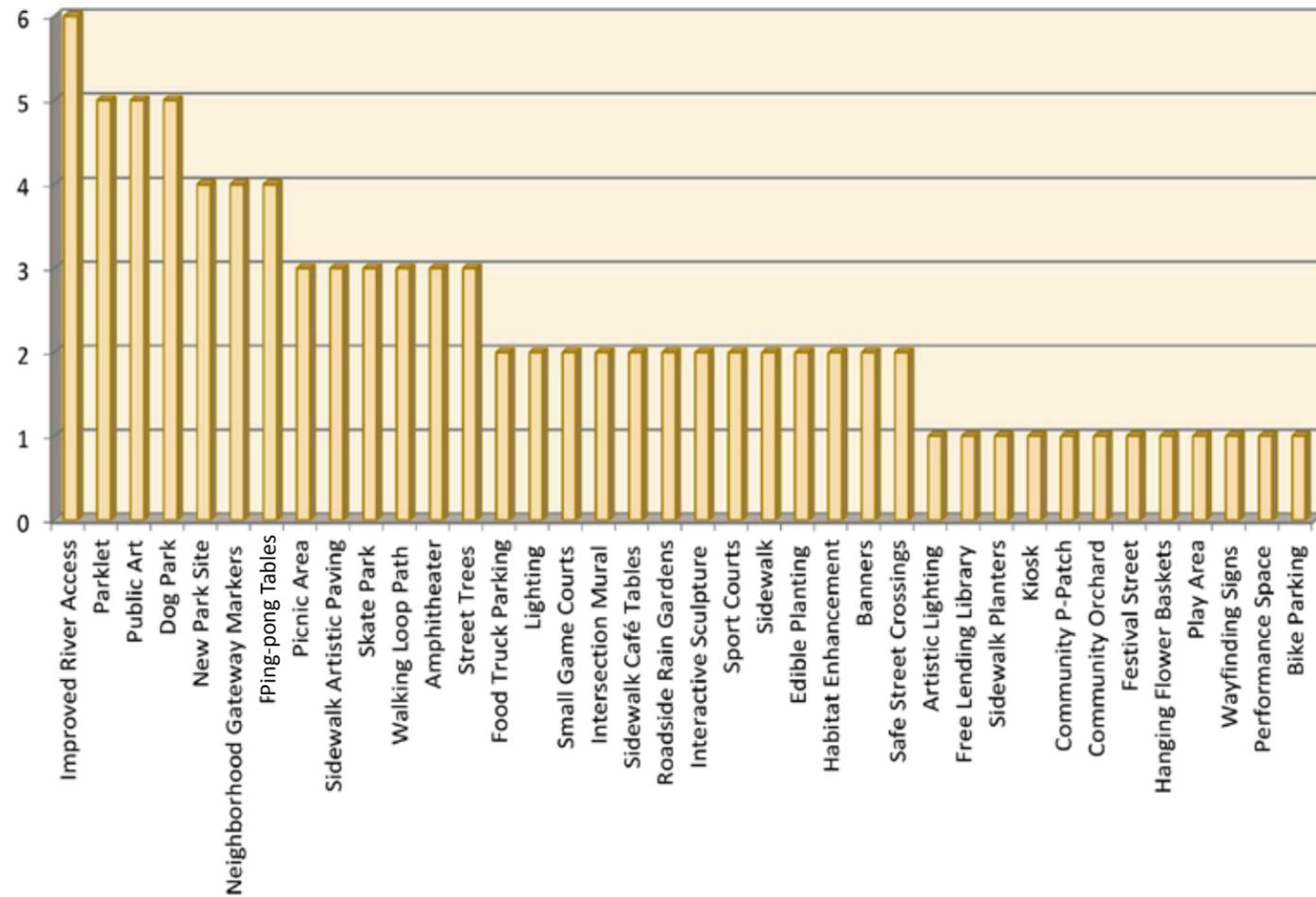


Map of initial preferred neighborhood routes and destinations

KEY FINDINGS

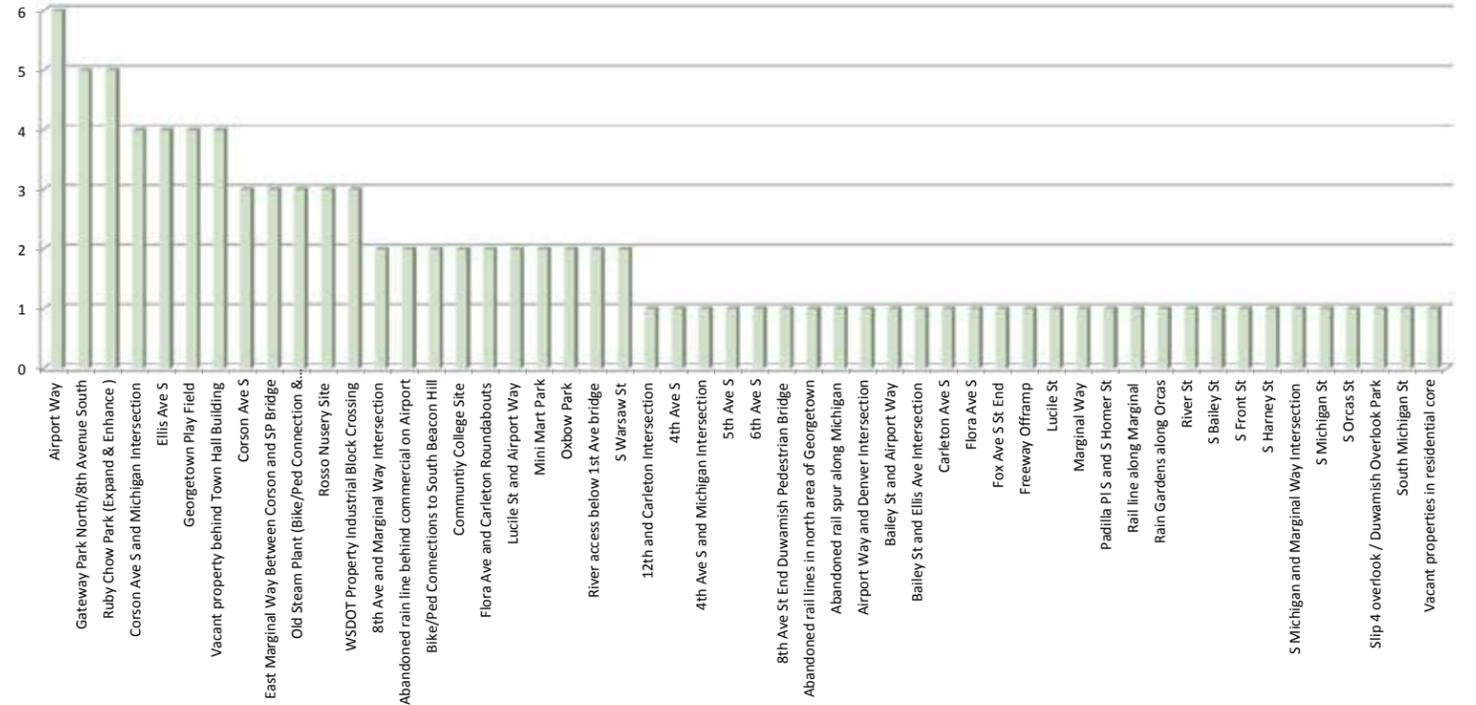


The following is a rank prioritization of Open Space Elements based on public input provided during the first community meeting. The total count indicates if an element was mentioned at one of the 6 small group tables. This meeting was attended by 44 community members.



Preferred Sites for Improvement

Initial list of neighborhood sites or open space improvements. This chart indicates the number of times each site was mentioned during the exercise



A group leader at the first design forum.



GEORGETOWN



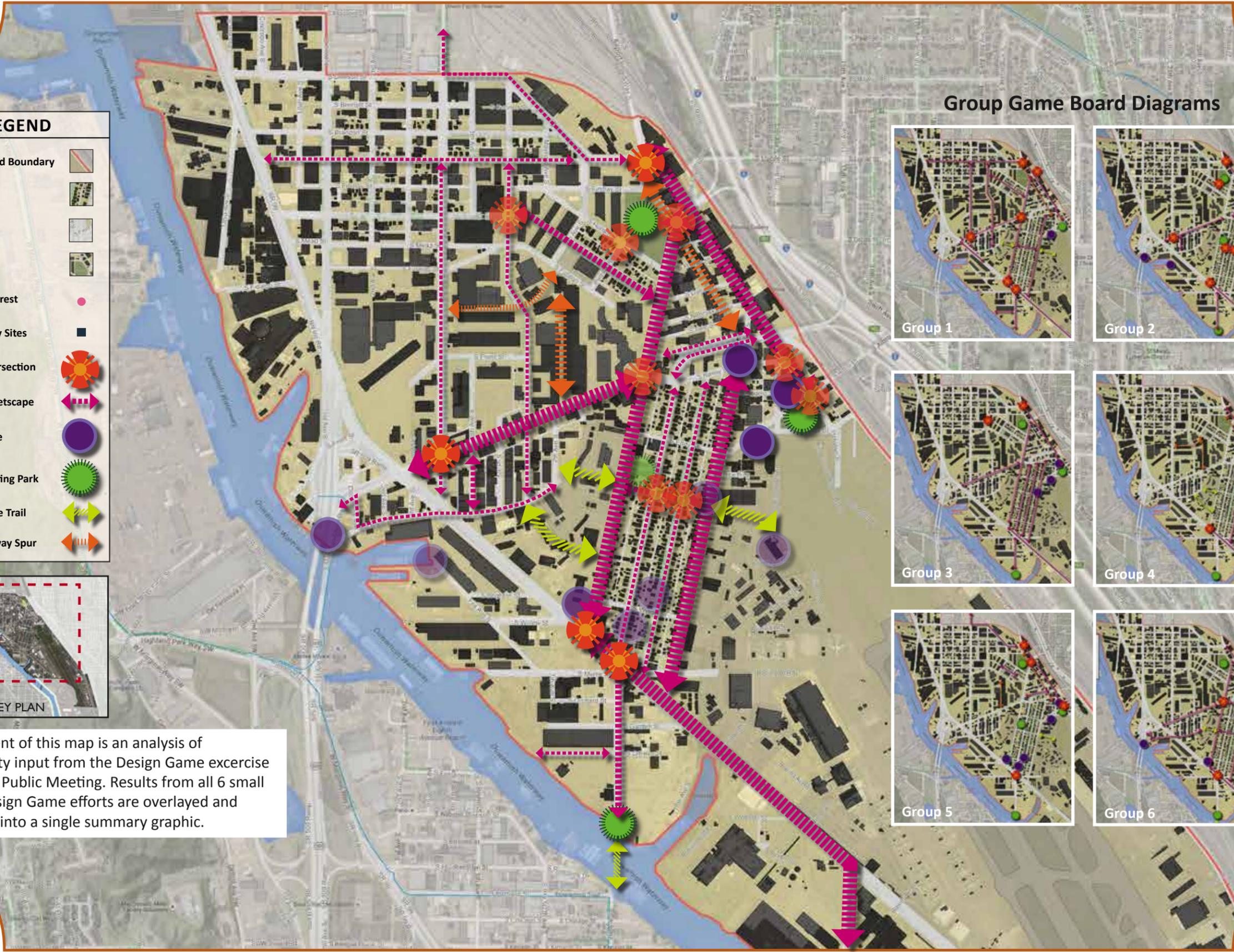
DESIGN GAME BOARD DIAGRAM COMPILATION

LEGEND

- Neighborhood Boundary
- Buildings
- Streets
- Public Parks
- Points of Interest
- Initial Priority Sites
- Improve Intersection
- Improve Streetscape
- New Park Site
- Improve Existing Park
- New Ped/Bike Trail
- Reclaim Railway Spur



The content of this map is an analysis of community input from the Design Game exercise at the 1st Public Meeting. Results from all 6 small group Design Game efforts are overlaid and compiled into a single summary graphic.



Group Game Board Diagrams

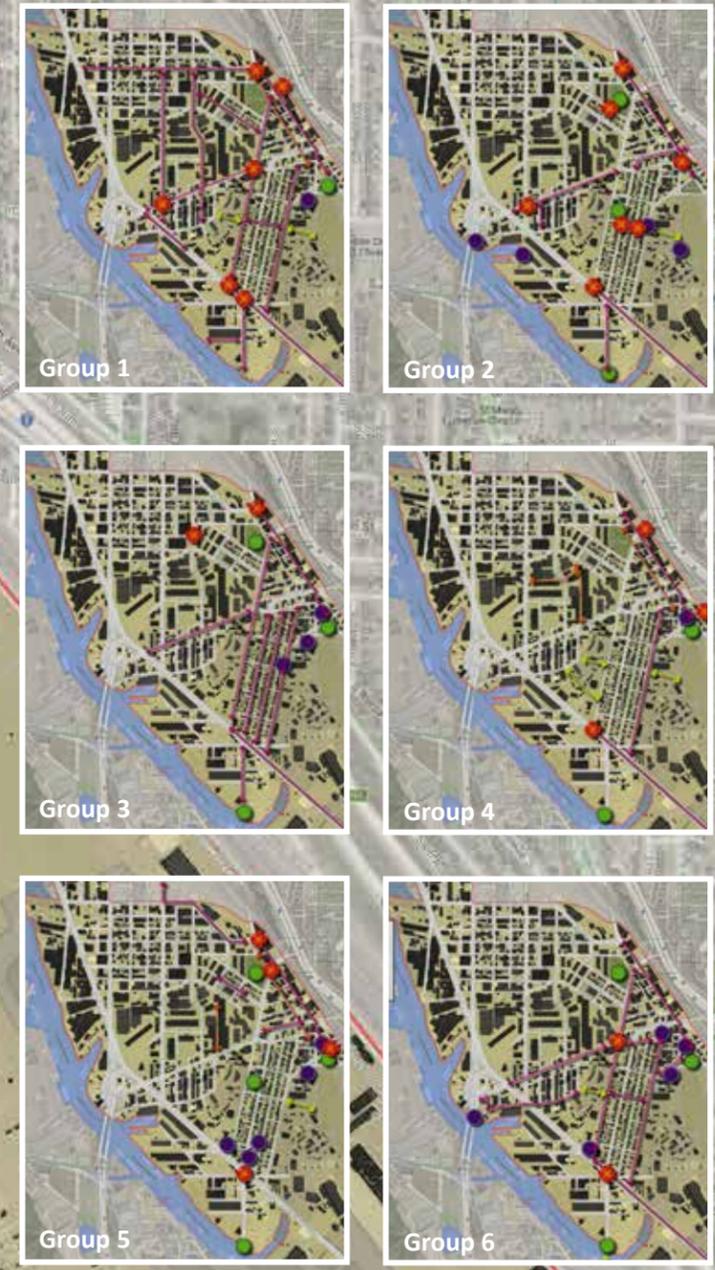


Diagram providing graphic summary of Design Game results from each of the 6 groups along with a larger graphic that overlays all six Design Game board results

KEY FINDINGS

Round 2

The second phase of community input yielded the draft priority site list shown in accompanying map. In all, 26 to 27 streetscape sites and park-like sites were included. This list was based on feedback from more than 140 people.

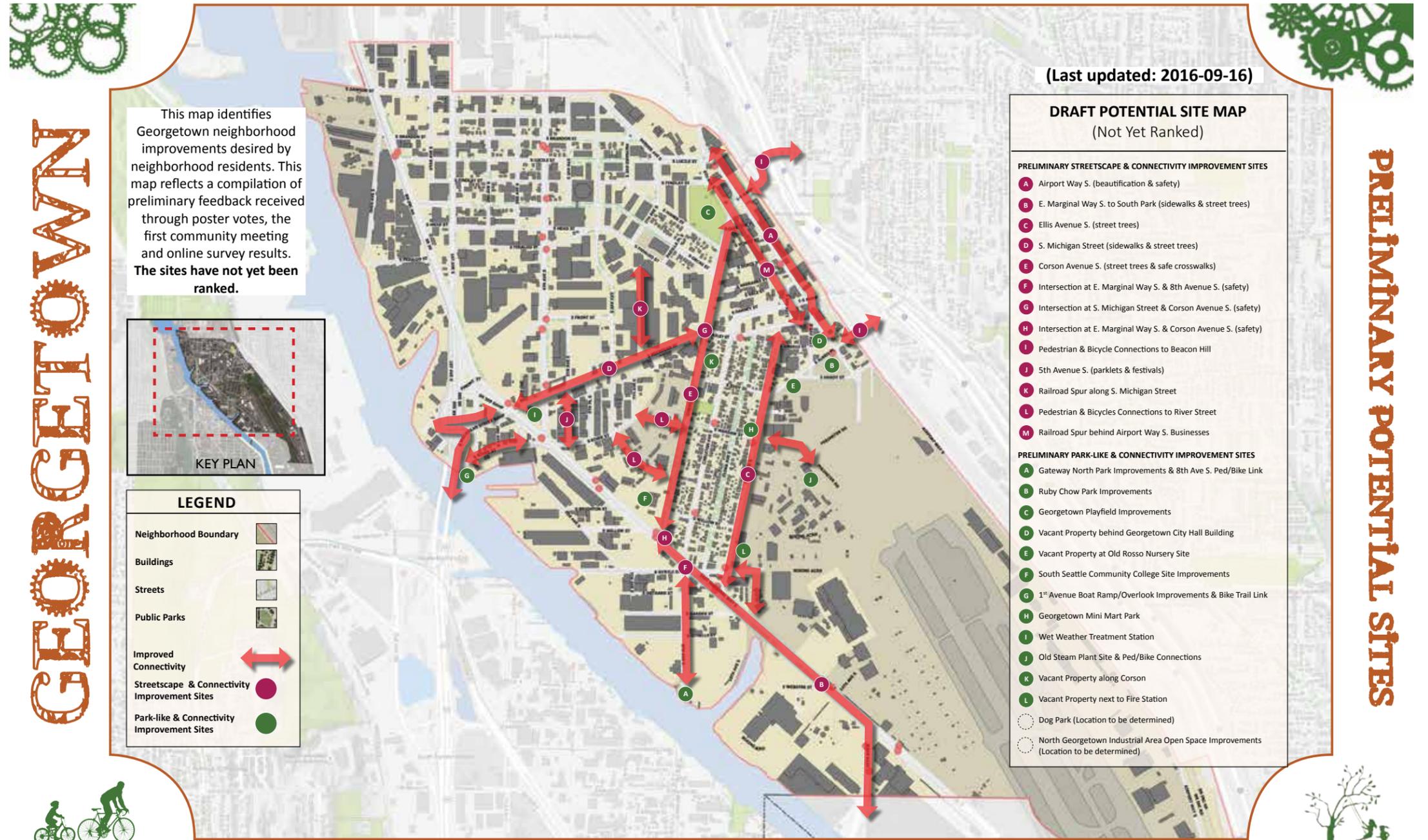
Community members were asked to vote on specific types of improvements for each site and to vote for their top three sites.

The following categories of desired improvements emerged:

- Circulation/Walking Paths
- Habitat Enhancement
- Safe Crossings
- Multi-use Areas
- Recreation
- Play/Natural Play Area
- Street Plantings
- Streets for Everyone
- Bicycle Elements
- Street Art
- Urban Agriculture
- Wayfinding
- Other

Inspirational imagery was shown in all surveys and meetings to give participants a sense of what each type of improvement might look like. Examples of those images are shown on the following page. Input from the second round of community feedback led to a final list of 10 priority sites. Each #1 vote was worth three points, each #2 vote was worth two points, and each #3 vote was worth one point.

1. Georgetown Dog Park
2. Gateway Park North
3. Airport Way S
4. Bicycle and Pedestrian Connections to South Park Neighborhood
5. Intersection of S. Michigan St./Corson Ave. S/S. Bailey St
6. Bicycle & Pedestrian Links to S. River St.
7. Corson Ave. S.
8. S. Michigan St.
9. 5th Ave S.
10. Ellis Ave. S.



Preliminary Potential Site Map of all Streetscape & Connectivity Sites and Park-like Sites

This list serves as the basis for the preliminary concept designs presented in Chapter 5, Recommendations.

KEY FINDINGS



Inspirational Images Boards used to provide visual examples of the various types of improvements which community members used to share their preferences for each of the Streetscape & Connectivity Sites and Park-like Sites

The most requested site improvements across all sites were as follows. Ranking is based on the percentage of overall votes received:

1. Circulation/Walking Paths (12.6%)
2. Safe Crossings (11.4%)
3. Street Plantings (10.3%)
4. Habitat Enhancement (10.0%)
5. Multi-use Areas (9.6%)
6. Streets for Everyone (8.6%)
7. Bicycle Elements (7.7%)
8. Play/Natural Play Area (7.5%)
9. Recreation (7.4%)
10. Street Art (5.9%)
11. Urban Agriculture (5.5%)
12. Wayfinding (3.4%)

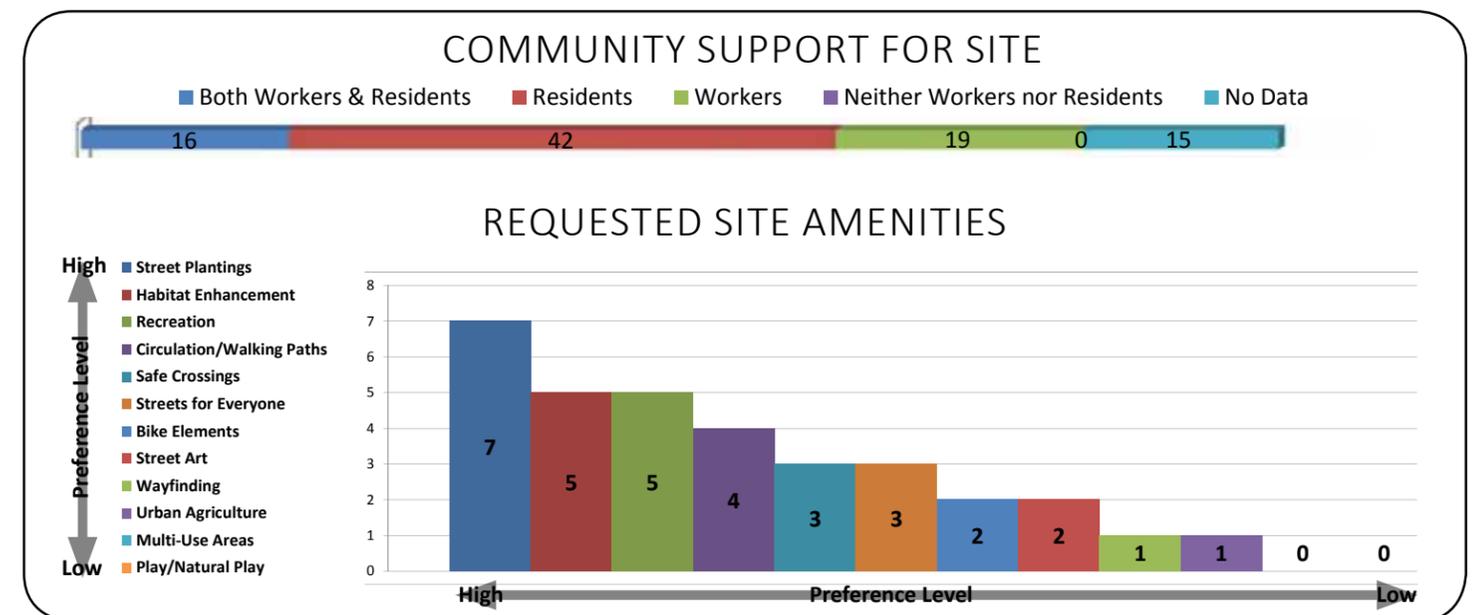
site design boards, on the “Site Analysis/Community Input” sheets, in Chapter 4. The “Community Support For Site” chart indicates the number of community members that voted for this particular site and the demographic group that they have noted for themselves. The “Requested Site Amenities” chart indicates which amenities they would like to see. This feedback was used as the basis for all preliminary concept designs.

The second round of community input was the lengthiest and the most robust in terms of the number and range of participants. Input from more than 300 people was captured during this phase of the project.

Round 3

The final phase of public input focused on gathering feedback on the preliminary design concepts for the top 10 sites and the draft connectivity plan. Comments and responses were gathered through an online survey and at the last community meeting. All of these comments were incorporated into the final conceptual designs.

All other results were summarized in a combination of charts, (shown to the right) and can be found on the priority



Sample charts for the potential Georgetown Dog Park site.

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SITE RECOMMENDATIONS

Findings from the project team’s data analysis, field research, and community outreach informed the recommendations in this section, which encompass 20 sites and the connections between these sites and throughout the neighborhood with a preliminary connectivity plan.

The 20 sites fall into three categories:

- Priority Sites
- Sites in Progress or Designed by Others
- Sites of Interest

This chapter provides an overview of all three categories but addresses only the first category, Priority Sites, in detail. The other two categories are addressed further in Appendix A.

The Priority Site sheets include four pages (see examples, far right):

1. A general overview of project location, size, owner, history, site photos, and stakeholders.
2. Site analysis, community comments, a graph indicating where to find community support, and a graph identifying the most requested site amenities.
3. A preliminary site plan taken to 10% Concept Design (see description of what that includes in the yellow box, to the right), and a design narrative.
4. Potential partnership opportunities, funding opportunities, and inspirational imagery of potential design elements.

All recommendations and design suggestions are based on community input and very preliminary coordination with agencies and land owners.

Priority Sites

These 10 sites selected were identified as having the greatest potential to be improved in the near future. They are developed as preliminary 10% concept designs (see description, this page):

- Airport Way S
- 5th Ave S
- The Georgetown Dog Park
- Connections to South Park
- Gateway Park North
- S Michigan St
- S Michigan St Intersection

- Pedestrian/Bike Connection to S River St
- S Corson Ave
- Ellis Ave S

Sites in Progress/Designed by Others

These seven sites were seen as important by the community but are already being designed, have been designed, or are awaiting construction. This vision framework acknowledges the importance of these sites to the community but is focused on sites with the greatest potential for community action.

The sites in this category are:

- Mini Mart Art Park
- Ruby Chow Land Sculpture
- Old Rosso Nursery Site
- Old Steam Plant
- Georgetown Playfield
- 1st Ave Boat Ramp/Overlook
- The Wet Weather Treatment Station

Sites of Interest

These three sites were seen as important by the community, but the project team was unable to reach the owner or owners to determine the availability of the site for consideration. Again, the project team wanted to focus on sites on sites with the greatest potential for immediate community impact. However, these three sites have great potential and should be considered for future efforts.

These sites include:

- Railroad Spur Behind Airport Way Businesses
- Railroad Spur Along S Michigan St
- Vacant Property Behind Old City Hall

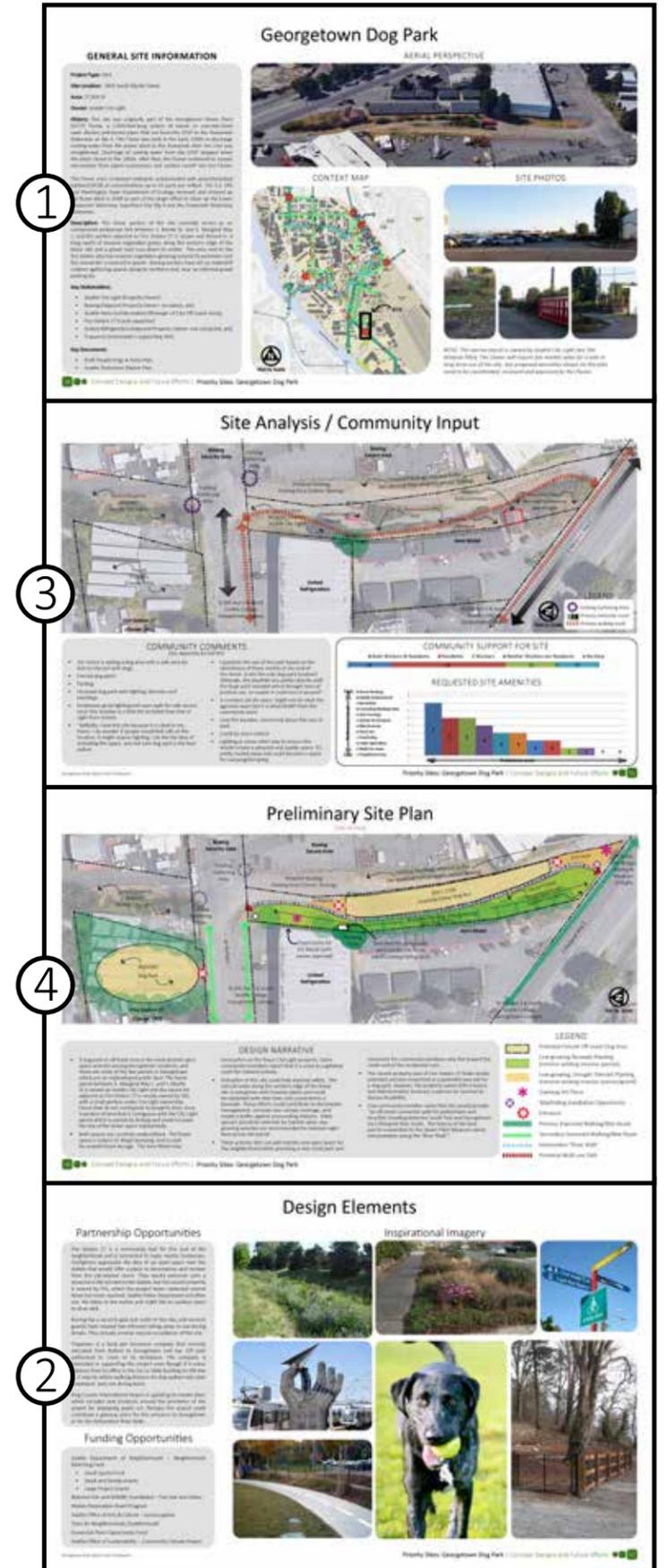
10% Concept Design

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

Concept design offers a preliminary analysis of a project’s constraints and opportunities. It explores how a site may be constructed with an initial look at geometry, circulation, activities, form, and function.

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

Projects which move forward will need to follow the city’s requirements for more detailed design development, permitting and community process.



Sample Priority Site Design Sheets: General Overview, Site Analysis/Community Comments, Preliminary Site Plan, and Design Elements.

CONNECTIVITY OPPORTUNITIES

Bicycle and pedestrian connectivity and safety are major concerns among Georgetown community members, but obstacles to progress are numerous. In many locations, pedestrian infrastructure is falling apart, does not provide buffers to adjacent truck traffic (such as street plantings), or is completely missing. Frequent truck use and large truck parking have a harmful impact on curbs, gutters, and sidewalks. Even with eye protection, bicycle commuters find it difficult to share undeveloped gravel corridors with large vehicles. Many north-south streets in the northern half of the neighborhood do not have sidewalks or are unimproved gravel corridors with no drainage infrastructure. This is also true of 8th Ave. S., between E. Marginal Way S and Gateway Park North. The added concern with this particular location is that it is upwind from the primary residential core of Georgetown with little to protect and buffer residents from airborne particulate. Some key crossings are missing wayfinding signage or crosswalks, or the crosswalks are missing clear stripping and/or pedestrian countdown timers. At certain times of day, entire blocks are lined with large trucks parked along the street. Many homeless people live out of their vehicles in various parts of the neighborhood, which can affect pedestrians' sense of security and impede their sight lines, at crossings.

The volume and speed of freight moving through Georgetown is another challenge. Potential solutions include improving safety at intersections or reducing the number of places where truck and train traffic intersects with pedestrians and bikes. This would need to be done in a way that balances the needs of all user groups.

Currently, there are no officially designated safe routes to school, even though a public school (Opportunity Skyway) is located along Ellis Ave. S. and many South Seattle College students park off campus in residential areas and cross Corson Ave. S. to get to and from school. Other local K–12 students cross the river to attend Concord Elementary School or climb the hill to reach Maple Elementary, St. George Parish School, or Cleveland High School on Beacon Hill. During the 2016-17 school year, all three nearby Beacon Hill schools start at the same time. Due to the resulting traffic this causes, it is twice as fast to walk to the schools as it does to drive.

Truck movement is important to the survival of many local businesses, as well as to the economy of Seattle and Washington State. Many of these businesses employ residents throughout the Duwamish River Valley. Safe walking routes between existing and future parks and to local commerce, the

Duwamish River, public transit stops, and community facilities and businesses are critical to improving access to local open space. It is equally important that connectivity solutions balance the needs of all parties.

A local network of neighborhood greenways would help address many of these issues. A greenway is a safe walking and biking corridor that connects recreation, education, and commercial hubs in a neighborhood. Many are situated one block away and parallel to busy arterials. Improved signage and wayfinding, street trees, art and other beautification elements, and other supporting features can make greenways and other routes more easily identifiable. These efforts should take into account the needs of all users, weekday and weekend circulation patterns, and opportunities to enlist support from groups associated with various destinations along each route. One simple improvement would be to provide more signage along sanctioned truck routes and at pedestrian crossings.

Through conversations with community members, local business leaders, and freight officials, the project team identified a potential greenway route and a series of connector routes. They dubbed this greenway, which would follow the original path of the Duwamish River, the "River Walk." Clear wayfinding, artwork, historic markers, informational signs, and sidewalk art or stamping would allow residents and visitors to learn the history of the area, get exercise, and access public open space amenities in new ways. The larger greenway network, planted with new trees, would connect people to common destinations, public art, open green space, and the history of Seattle's first settlement. The result would be better access to existing and future open space amenities while providing additional separation from and reducing conflict with vehicular and freight traffic.

Given Georgetown's shortage of publicly available land for developing new open space, strategic improvements to the street right-of-way could help create safer and more attractive walking and biking routes throughout the neighborhood. Micro-parks, parklets, and "streateries" established in partnership with local businesses and community members could help make the route easier to follow and identify. Abandoned railways could be used for dedicated bike/pedestrian routes. Property owners may be encouraged to augment right-of-way landscaping with vegetation improvements through the Washington State Department of Fish and Wildlife Backyard Wildlife Sanctuary Program and the National Wildlife Federation's Garden for Wildlife program.

Greenways and landscape improvements in/along the right-of-way could accomplish the following:

- Improve overall pedestrian and bike safety and mobility
- Improve access to parks and between green spaces and community hubs
- Help link the north and south sides of the neighborhood
- Connect to the citywide bike network and regional trail system
- Highlight specific routes, improve signage, and provide crossings where drivers will know to look out for pedestrians and bicyclists
- Separate pedestrians and bicyclists from truck routes as much as possible
- Provide traffic calming in strategic locations, such as key freight intersections
- Create recognizable elements such as art, neighborhood signs, seating for seniors, and walking school bus stops (see SDOT's Walking School Bus program).
- Place furnishings in natural gathering places to create micro-parks
- Provide new corridors for street tree plantings, sidewalk plantings, City Repair Project elements (such as street murals, Pollinator Pathways, and Little Free Libraries), and other aesthetic improvements, which could be community led.
- Encourage walking and biking for exercise and socializing on the River Walk
- Provide additional neighborhood signage and wayfinding
- Support organized walking activities such as neighborhood art walks, the annual Georgetown Garden Walk, interpretive history walks, and river walks
- Reduce car trips and carbon emissions
- Coordinate with future green stormwater infrastructure projects.

Maps on the following pages show the existing and proposed pedestrian and bicycle infrastructure and a proposed network that builds on existing planning efforts.

Key Existing Documents

- Seattle Freight Master Plan (2016)
- Seattle Pedestrian Master Plan (2016)
- Seattle Bike Master Plan (2014)
- OPCD Existing Conditions Review (2014)
- SDOT Traffic Flow Data Maps (2014)
- Seattle Neighborhood Greenways (2013)
- DRCC Healthy Communities Map (2013)
- Pedestrian Citywide Lighting Plan (2012)
- Duwamish Valley Vision Report (2009)
- Georgetown Airport Way Visioning Plan (2007)
- SDOT Street Classifications Map (2003)

Funding Opportunities:

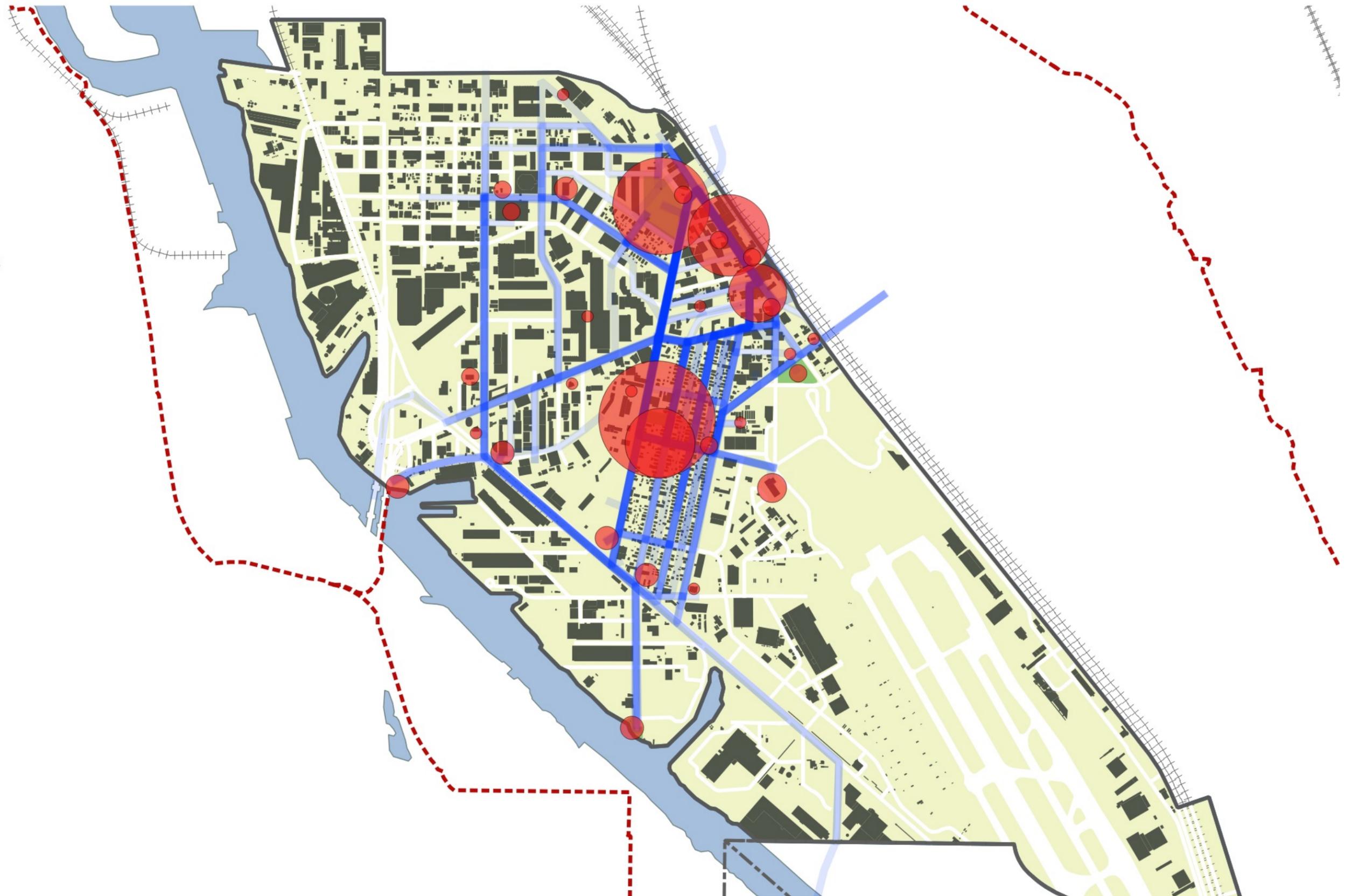
- Department of Neighborhoods Matching Grants
- Seattle Park and Street Fund
- Seattle Neighborhood Street Fund
- Seattle Office of Arts and Culture
- King County Wastewater
- Seattle Public Utilities

Partnership Opportunities:

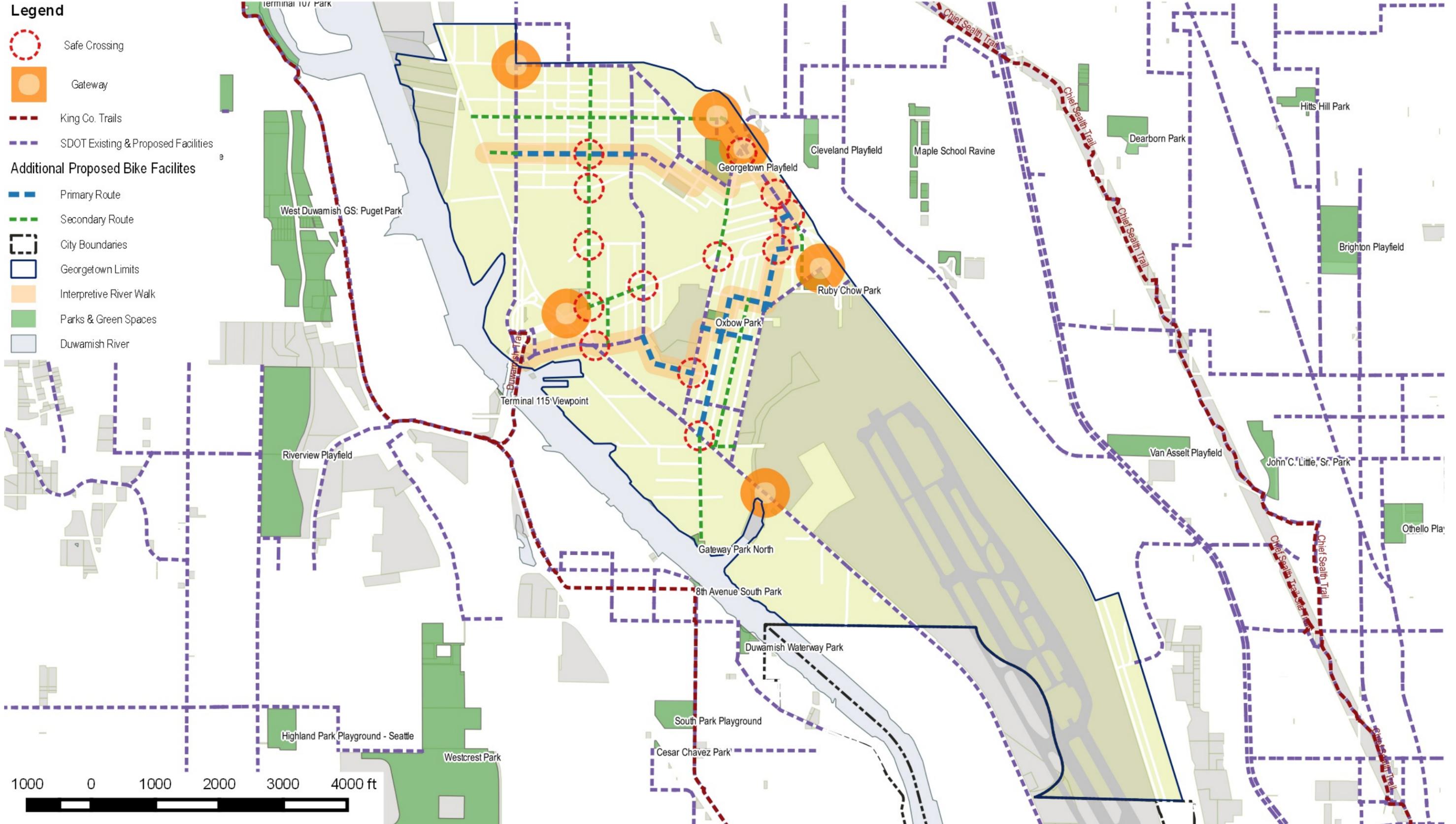
- Seattle Parks Department
- Seattle Department of Transportation
- Seattle Public Utilities
- King County Wastewater
- Seattle Neighborhood Greenways
- King County Department of Transportation

Current Walking Routes

- Legend**
- City Boundaries
 - GT LIMITS
 - King Co. Trails
 - Railroad
 - GT Parks
 - GT Building Outlines
 - Georgetown Limits
 - Popular Destinations
 - Frequently Used Pathways

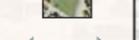
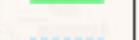


Current & Proposed Bicycle Facilities



Georgetown Connectivity Plan

LEGEND

- Neighborhood Boundary 
- Buildings 
- Streets 
- Habitat Restoration Areas 
- Existing Park 
- Inter-Neighborhood & Regional Connections 
- Primary Improved Walking/Bike Route 
- Secondary Improved Walking/Bike Route 
- Interpretive "River Walk" 
- Rail Spur (Potential future trail) 
- Streetscape & Connectivity Improvement Sites 
- Park-like & Connectivity Improvement Sites 
- Neighborhood Gateway 
- Safe Crossing 
- Coffee Shop, Restaurant, Brewery, Winery, Gallery 
- Bus Stop 

PRIORITY SITES

SITES FOR INITIAL CONSIDERATION

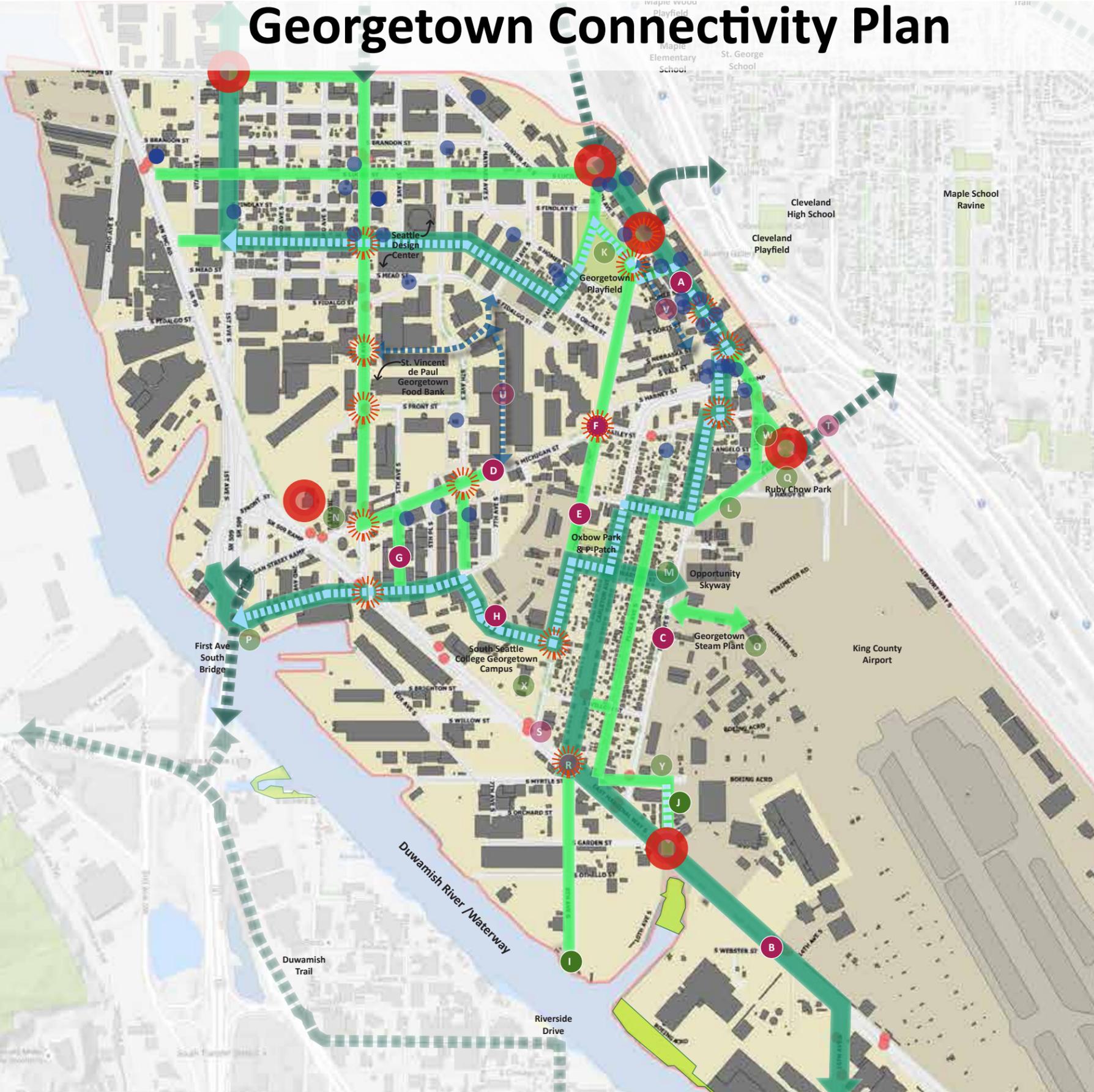
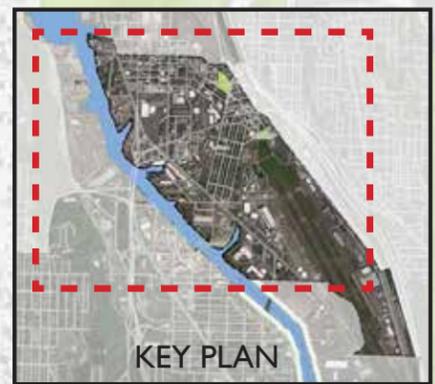
- A** Airport Way S. (beautification & safety)
- B** Pedestrian & Bicycle Connections to South Park
- C** Ellis Avenue S. (street trees)
- D** S. Michigan Street (sidewalks & street trees)
- E** Corson Avenue S. (street trees & safe crosswalks)
- F** Intersection at S. Michigan Street & Corson Avenue S. (safety)
- G** 5th Avenue S. (parklets & festival street)
- H** Pedestrian & Bicycles Connections to S. River Street
- I** Gateway North Park Improvements
- J** Dog Park

SITES IN PROGRESS / DESIGNED BY OTHERS

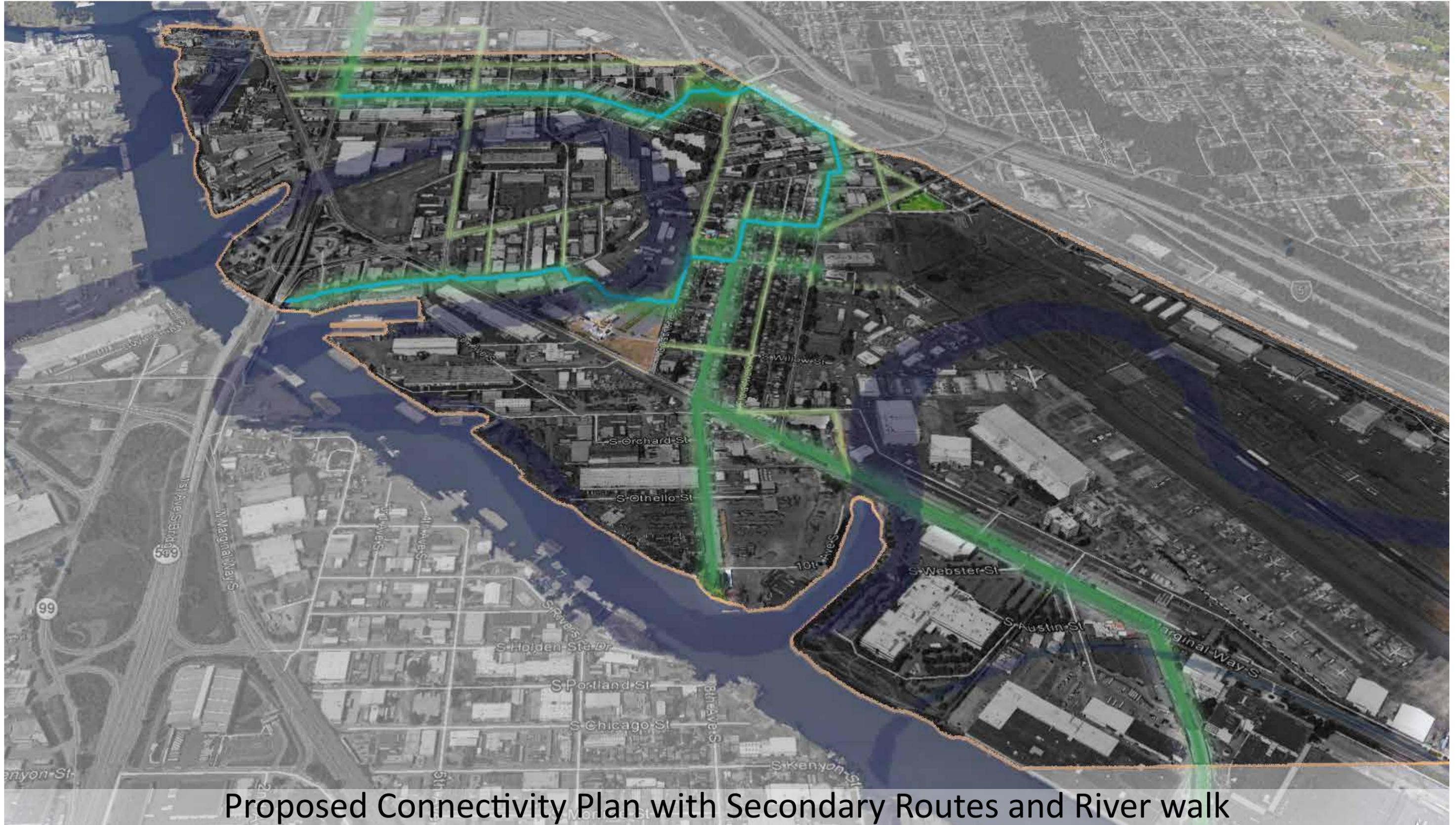
- K** Georgetown Playfield Improvements
- L** Vacant Property at Old Rosso Nursery Site
- M** Georgetown Mini Mart Park
- N** Wet Weather Treatment Station
- O** Old Steam Plant Site & Ped/Bike Connections
- P** S. River St. Street End

SITES OF INTEREST

- Q** Ruby Chow Park Improvements
- R** Intersection at E. Marginal Way S. & 8th Avenue S. (safety)
- S** Intersection at E. Marginal Way S. & Corson Avenue S. (safety)
- T** Pedestrian & Bicycle Connections to Beacon Hill
- U** Railroad Spur along S. Michigan Street
- V** Railroad Spur behind Airport Way S.
- W** Vacant Property behind Georgetown City Hall Building
- X** South Seattle Community College Site Improvements
- Y** Vacant Property next to Fire Station
- North Georgetown Industrial Area Open Space Improvements (Location to be determined)



Georgetown Connectivity Plan, Aerial View



Proposed Connectivity Plan with Secondary Routes and River walk

CONNECTIVITY OPPORTUNITIES

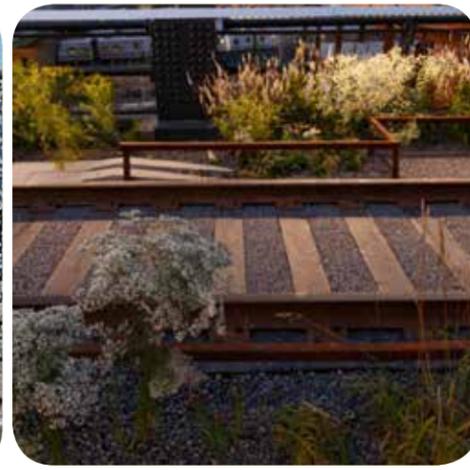
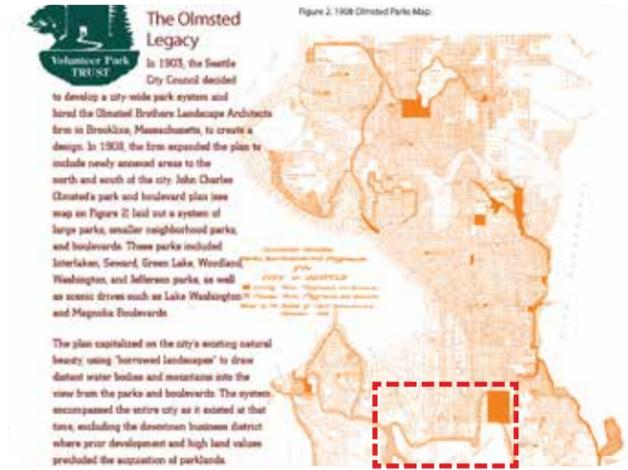
Even before colonial settlement, the Duwamish River was a symbol of connectivity, pastoral beauty, and abundance of resources. These attributes were important to the earliest Native Americans and drew the first European settlers to the Puget Sound Basin. These same qualities are evident today in the neighborhood and the river valley as a whole, but a better balance between regional commercial/industrial uses and local quality of life is needed.

This need was identified more than 100 years ago when the Olmsted Brothers drafted a city-wide park system plan for a network of parks and boulevards in Seattle. Their plan proposed a boulevard connector between what is now Jefferson Park and West Seattle. Its alignment corresponds to S. Dawson Street.

The site recommendations in this section aim to nurture the beauty and natural resources of Georgetown while better connecting residents, workers, businesses, and visitors to these amenities. Despite the diverse needs in the neighborhood, numerous common interests can help guide open space and connectivity improvements over the next 10 years. The top unifier is safety, followed closely by pragmatic functionality, vegetation to mitigate the impacts of pollution, and beautification that is artful and unique. By reflecting a wide range of feedback, this vision framework aims to ensure that future improvements will be sensitive to the needs of all community members as well as business interests while also respecting the unique identity of Georgetown.

The following recommendations for the 10 priority sites offer opportunities for partnerships and coordination with capital improvements and commercial development to improve open space in Georgetown.

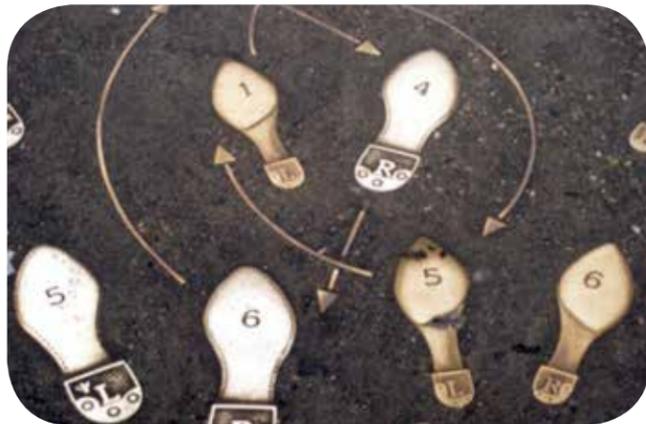
INSPIRATIONAL IMAGERY FOR CONNECTIVITY IMPROVEMENTS



INSPIRATIONAL IMAGERY FOR CONNECTIVITY IMPROVEMENTS



Signage, wayfinding, interpretive panels



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



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

Airport Way S.

GENERAL SITE INFORMATION

Project Type: Streetscape

Site Location: Airport Way S. from S Albro Pl to S Lucile St

Length: 2474 Linear feet (S Lucile St. to Old Georgetown City Hall Building)

Owner: City of Seattle

History: Originally named White House Rd. and then Duwamish Ave., the roadway now known as Airport Way S. served the original brew house in Georgetown. Airport Way S. is the location of the old City Hall and Rainier Brewery, two of Georgetown's most significant historic buildings. It also skirts the eastern edge of Boeing Field, long one of the region's economic engines.

Description: Known as Seattle's historic industrial arts corridor, Airport Way S is home to almost all of the businesses in the Georgetown Merchants Association (GMA). It is the most popular destination in the neighborhood for residents, workers, and visitors alike and hosts the annual Georgetown Carnival, the Georgetown Trailer Park Mall, and Art Attack (second Saturdays). Airport Way S. and the Georgetown Merchants Association supports diverse creative enterprises located within the Georgetown industrial arts corridor. They believe that increasing the visibility and viability of these small businesses and individual artists will generate public sentiment toward preservation of this historic civic asset. The collection of businesses along Airport Way S reflects the character of the neighborhood and almost all are locally owned.

Key Stakeholders:

- The Georgetown Merchants Association (GMA)
- Union Pacific (rail spur)
- Seattle Department of Transportation (SDOT) (right-of-way)
- Washington State Department of Transportation (WSDOT) (off-ramp and on-ramp structures)

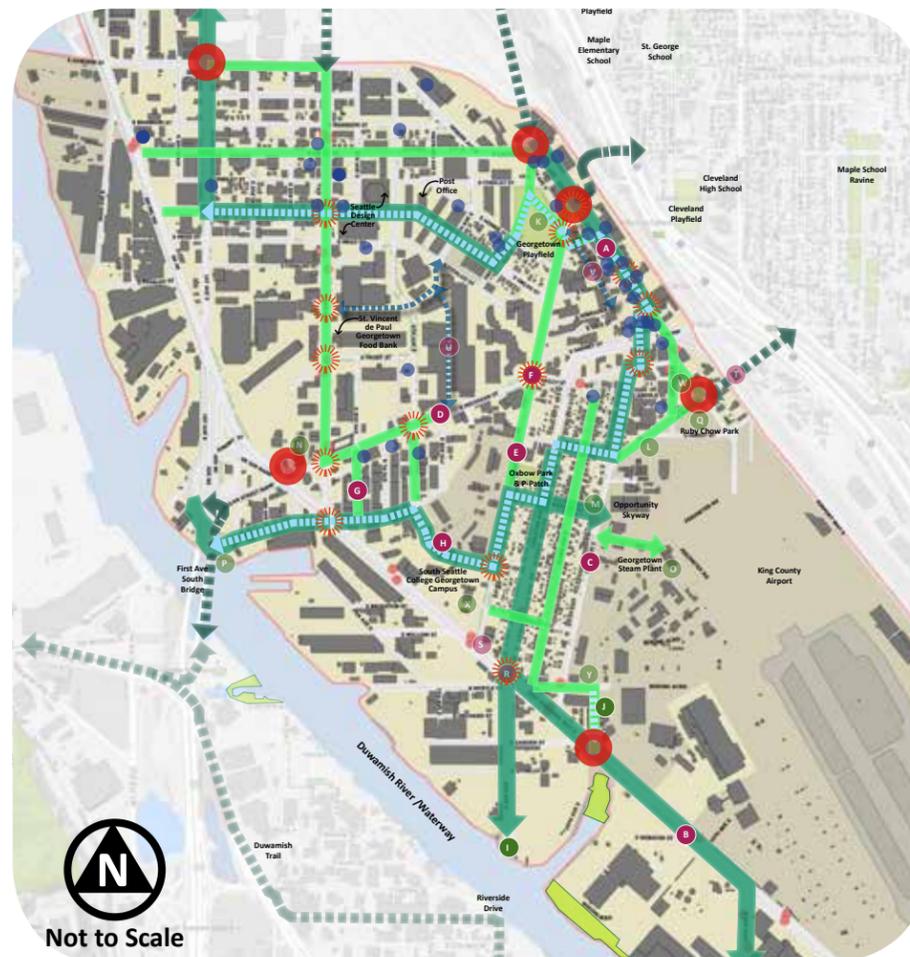
Key Documents:

- Seattle Pedestrian Master Plan
- Seattle Right of Way Improvements Manual
- Seattle Freight Master Plan
- Georgetown Neighborhood Plan
- Airport Way Visioning Plan

AERIAL PERSPECTIVE



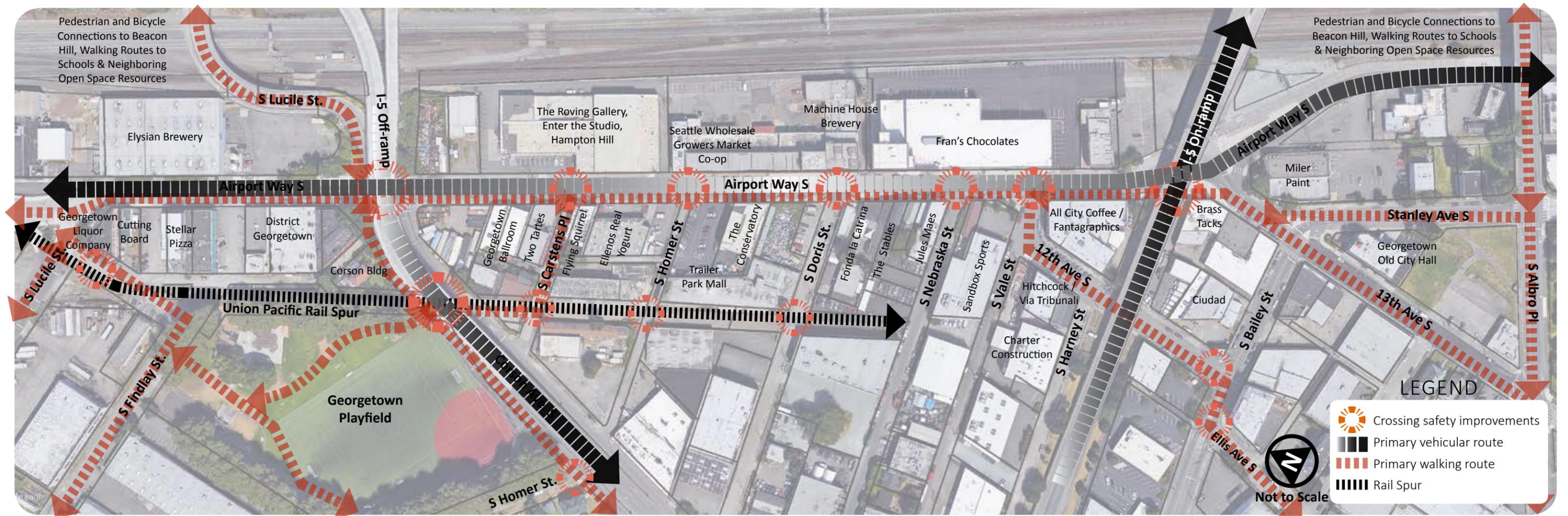
CONTEXT MAP



SITE PHOTOS



Site Analysis / Community Input



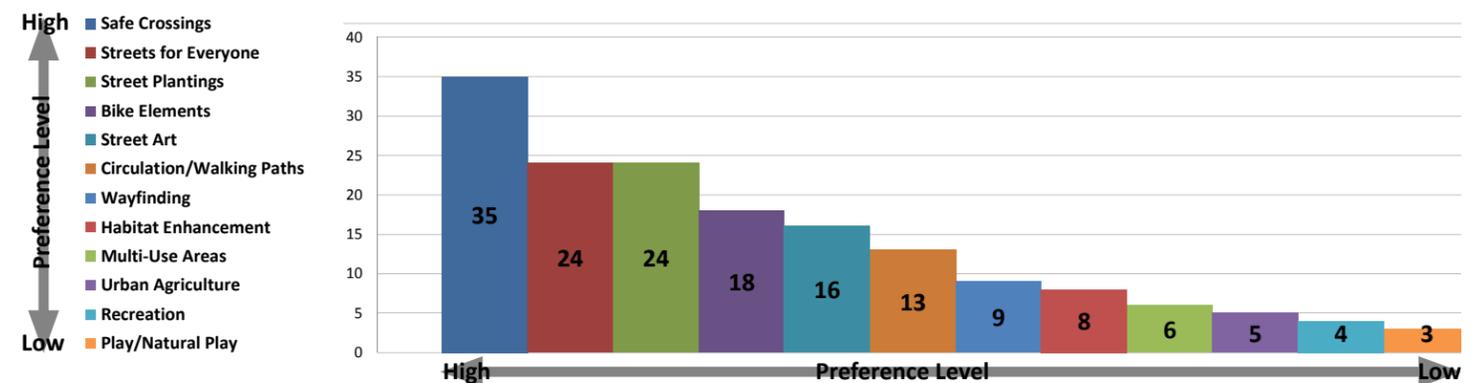
COMMUNITY COMMENTS (SEE APPENDIX FOR FULL LIST)

- Especially safety--crosswalks!
- Sidewalks
- Not letting semi's park anywhere they want
- Unsafe intersection crossing to machine house brewery area
- Safe bike routes
- Left turn arrow at Lucille and Airport intersection is very dangerous!
- Railroad crossings need resurfacing.
- Dangerous stops at Homer and Corson Intersection
- Need lighting along railroad spur and intersections
- Troll! Cosmo is not a troll. (under I-5 ramp at Airport Way)
- Art and light strings between buildings. (along Nebraska near Railroad)
- Need safe route to Railroad. (along Nebraska)
- Crosswalks along Airport Way need to be high-contrast, so they are visible, function over form.

COMMUNITY SUPPORT FOR SITE

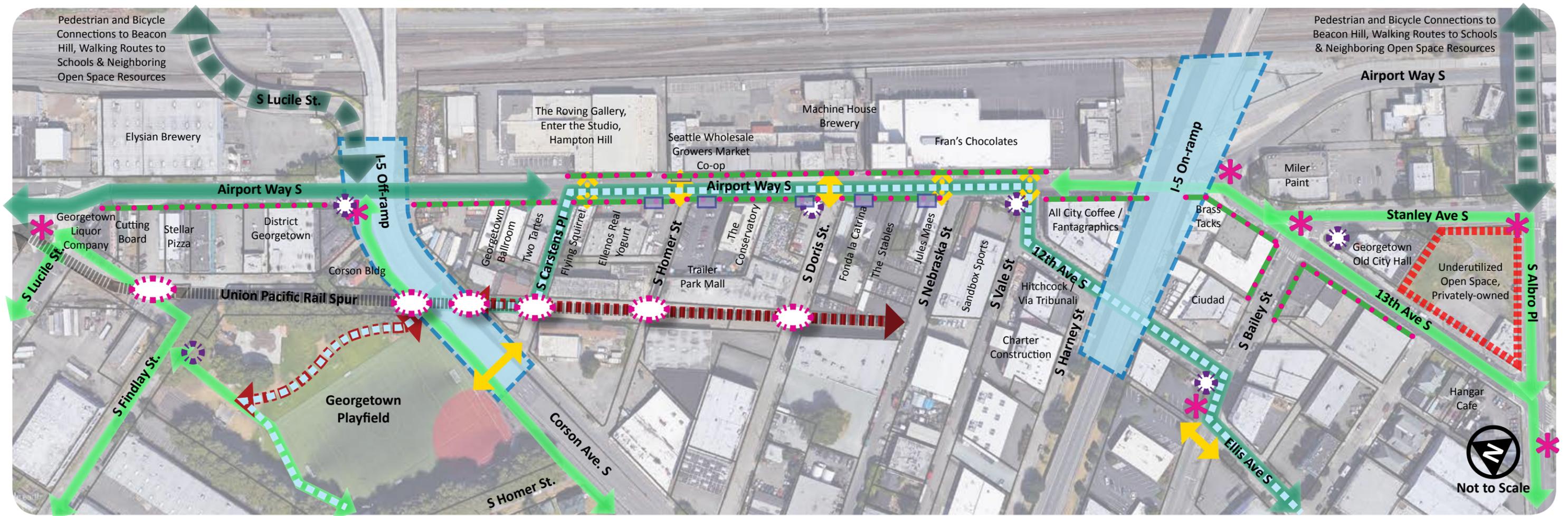


PREFERRED SITE AMENITIES



Preliminary Site Plan

(10% DESIGN)



DESIGN NARRATIVE

- Airport Way S. can contribute to open space improvements as a primary destination, gateway to the community, connector, employment center, and home to many locally owned businesses.
- Rail lines to the east and west, along with a unique concentration of historic brick buildings, provide a constant reminder of the cultural and industrial history of Georgetown.
- Airport Way S. is the primary retail corridor for the neighborhood and welcomes visitors arriving by all modes of transportation via I-5, S. Lucile, S. Albro, Corson, S. Bailey, and multiple side streets.
- Airport Way S. suffers from traffic and speeding. As an entrance into the Duwamish M/IC, it supports a wide range of vehicle types and is challenging for pedestrians to cross safely. It has several crossings, but it is critical that at least one new safe crossing be added.
- Union Pacific operates a rail spur that severely impedes east-west circulation and is a major safety concern at S. Lucile and Corson. Since there are no crossing signals/gates along this six-block stretch of tracks, the train operator relies on a powerful horn while backing into the spur multiple times a day. Although this may be a very long-term goal, partial or full vacation of this rail spur and conversion into a multi-use trail / linear park would provide a valuable asset while adding a safer walking/biking route to businesses and an important link for connectivity across the neighborhood.
- The overriding request from the community is for safety improvements and traffic calming. Additional requests include streets for everyone, street plantings, bike elements, street art, improved circulation / walking paths, and wayfinding. All of these elements may contribute to the functionality and historic character of this streetscape. Adding public art, street-side plantings, signs, and other elements will make this more legible as a more pedestrian-friendly corridor while providing additional cues for drivers to slow down.
- The WSDOT-owned off-ramp and on-ramp structures are natural gateways that book-end Airport Way S. and may be used as canvases for public art.
- Although the Old City Hall building is no longer a civic building, the underutilized open space behind it has tremendous potential as a location for a neighborhood park, multi-use civic plaza, and public outdoor eating/gathering space. Diverse programming here would provide an activated, welcoming gateway for public art as well as a potential venue for local festivals.
- The Georgetown Playfield is the primary existing open space in Georgetown and represents two-thirds of all open space in the neighborhood. Connectivity improvements between the playfield and Airport Way would help improve safe access to this popular destination.
- Airport Way is thriving, however it does have many small underutilized spaces, which could be revised as micro-parks, parklets, stateries, and locations for public art.

LEGEND

- Crossing Safety Improvement @ Train Tracks
- Primary Safe Crossing / Traffic Calming
- Secondary Safe Crossing / Traffic Calming
- Overpass Artistic Gateway Opportunity
- Gateway Art Installation Opportunity
- Wayfinding Installation Opportunity
- Streatery or Parklet Opportunity
- Landscape Improvements / Streetscape Art
- Primary Improved Walking/Bike Route
- Secondary Improved Walking/Bike Route
- Interpretive "River Walk"
- Potential Multi-use Path

Design Elements

PARTNERSHIP OPPORTUNITIES

The Georgetown Merchants Association (GMA) includes almost all of the businesses along Airport Way S. and several others in Georgetown. The GMA hosts the Georgetown Carnival, Art Attack, and other neighborhood festivals and events. The GMA is the chamber of commerce for Georgetown and is dedicated to preserving the commercial core as a locally owned historic, industrial, arts, and civic asset for the larger community. Larry Reid, the chair of the GMA, has been working for years to improve street crossing safety along Airport Way S.

Georgetown supports a sizable community of industrial and commercial businesses that together employ about 12,000 people. Many of these workers patronize GMA businesses. The suggested routes for improving access to open space resources and for pedestrian connectivity between Airport Way S. and the rest of the neighborhood are one and the same. The core idea is a River Walk that follows the historic oxbow of the Duwamish River and that links open space resources in the neighborhood and connects businesses, industrial sites, residential areas, and schools. An improved Airport Way S. is an anchor destination along the River Walk " providing improved connectivity within this corridor and leveraging the River Walk as a unifier for the local business community as well as the larger neighborhood.

FUNDING OPPORTUNITIES

Seattle Department of Neighborhoods – Neighborhood Matching Fund

- Small Sparks Fund
- Small and Simple Grants
- Large Project Grants

National Fish and Wildlife Foundation – Five Star and Urban Waters Restoration Grant Program

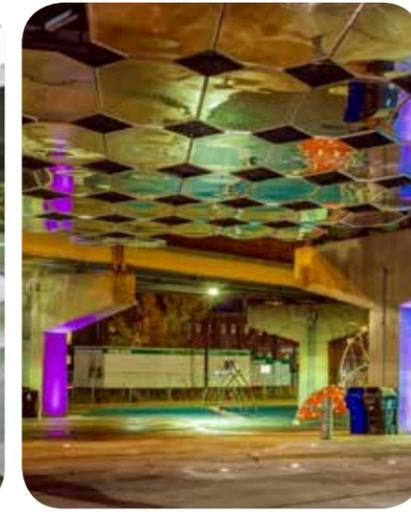
Seattle Office of Arts & Culture – various grants

Trees for Neighborhoods (SeattleLeaf)

Duwamish River Opportunity Fund

Seattle Office of Sustainability – Community Climate Project

INSPIRATIONAL IMAGERY



5th Avenue S.

GENERAL SITE INFORMATION

Project Type: Streetscape

Site Location: Between S. Michigan St. and E. Marginal Way S.

Length: 690 Linear feet

Owner: City of Seattle

History: 5th Avenue S is built on fill which was moved during the straightening of the Duwamish River, approximately 100 years ago. The original, meandering oxbow is visible in the present day alignment of S. River St. which suggests that this location used to be directly on the west bank of the Duwamish. 5th Ave S. was originally developed to support manufacturing and industrial uses. It was the longtime home of military, factory-related, and engraving businesses. Within the last decade, it has undergone a renaissance with the arrival and growth of Equinox Studios, providing over 185,000 SF of art studio space, and Counterbalance Brewing Company, a microbrewery at the north end of the street.

Description: As is the case with many streets in the neighborhood, it supports vehicular movement, but has no sidewalks, curbs, or gutters. The walking routes between buildings are very loosely defined with gravel paths and parking bumpers. Equinox and Counterbalance have recently populated their front entrances with plantings, art, and furnishings to make them more visible. This is also an effort to provide cues for safer pedestrian routes as visitors and artists move between building. Additional open space improvements along this corridor will help make it more legible as a destination. There is great potential for future collaborations between the neighborhood and an ever growing community of artists who have their studios here. Public Art offers the opportunity to celebrate the cultural, industrial, and natural history of the neighborhood. This is a great site to continue to promote Art as an important component for open space improvements in Georgetown.

Key Stakeholders:

- Equinox Studios
- Counterbalance Brewing
- Seattle Department of Transportation (SDOT) (right-of-way improvements)

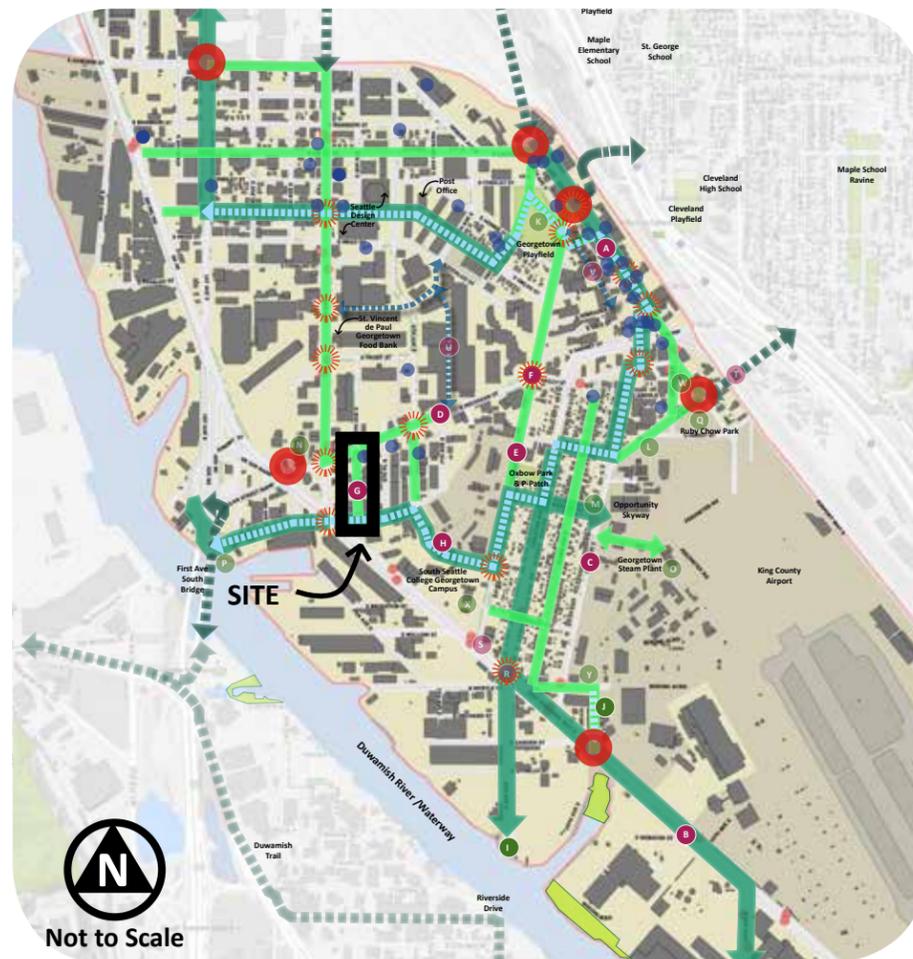
Key Documents:

- Seattle Right of Way Improvements Manual
- SDOT Parklet Handbook

AERIAL PERSPECTIVE



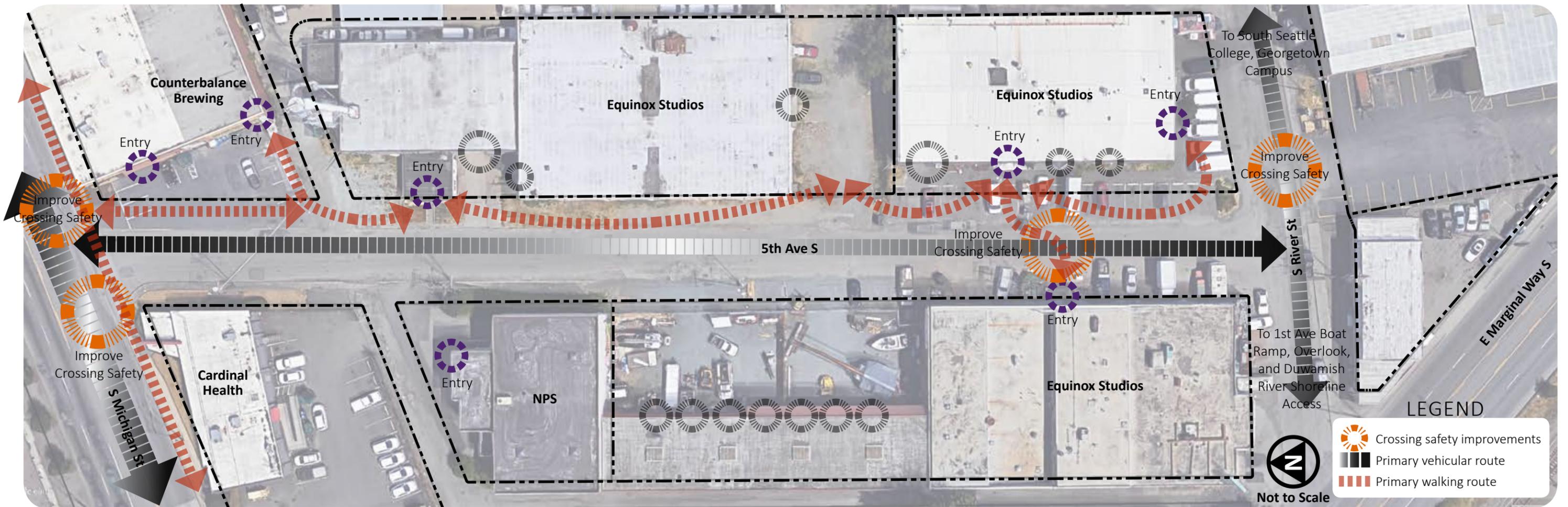
CONTEXT MAP



SITE PHOTOS



Site Analysis / Community Input



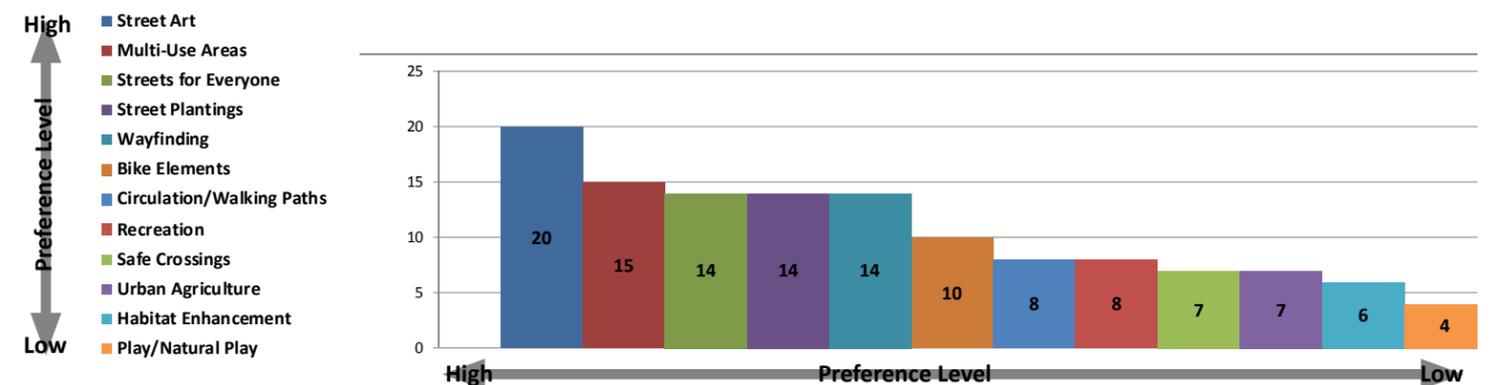
COMMUNITY COMMENTS (SEE APPENDIX FOR FULL LIST)

- Make sure handicap accessibility is considered/included. Lots of safety features needed where trucks and pedestrians meet. Consider more signage for trucks/traffic who use this area for turn around and parking to redirect to safe areas for these uses.
- Not sure how this addresses connectivity issues for residents as it does not reach into residential area.
- Nice to see another part of Georgetown being considered.
- Art is nice, but more important is the ability to come and see it. We need safer walkways to reach this area of the neighborhood.
- Like a walkway through the college and WSDOT
- Homeless services. They have been a part of the community since before I moved here in 1998. And housing for this community + low income residents who are rapidly being displaced.
- Should be combined with River St link, they need each other.
- How are residents supposed to get to this space safely without driving?
- Should be paired with the connection through SSCC campus in order to better activate this area of Georgetown.
- "I am in support of the design concepts in Priority Site #2: 5th Avenue South, and am excited about the economic and cultural growth occurring in this area of Georgetown!"

COMMUNITY SUPPORT FOR SITE

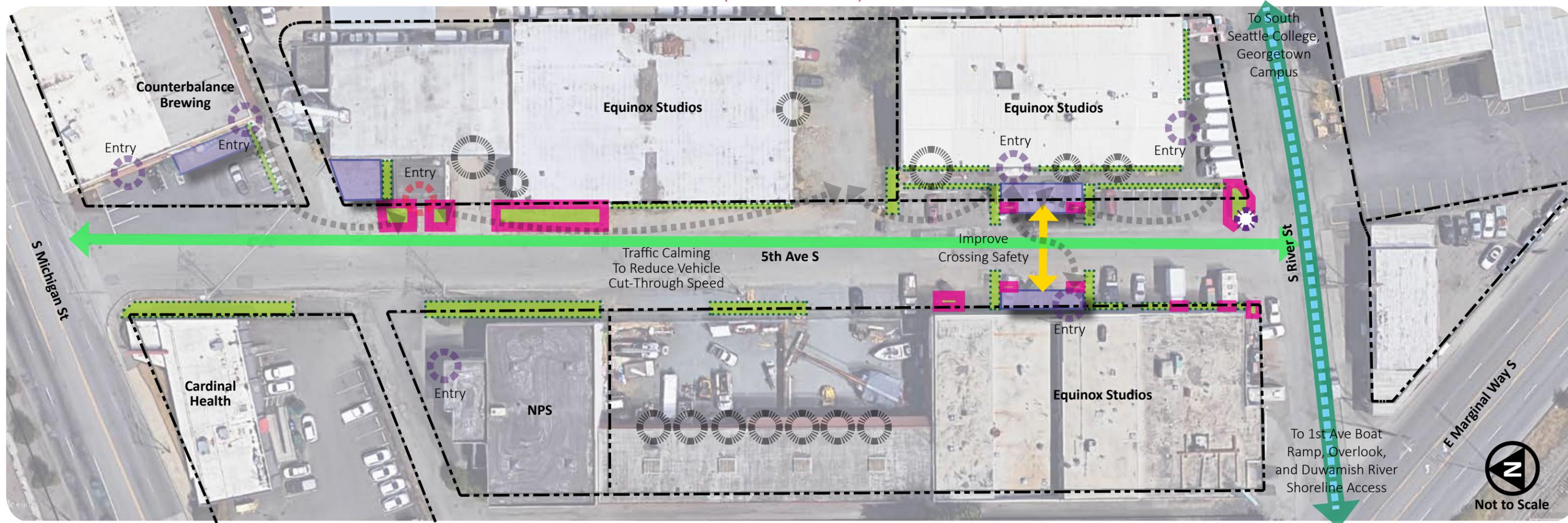


REQUESTED SITE AMENITIES



Preliminary Site Plan

(10% DESIGN)



DESIGN NARRATIVE

- With its concentration of talented local artisans, fabricators, and artists, this location has the potential to continue growing as a hub for art made by and for the community.
- Transformation is already underway as 5th Ave. S. evolves from a post-industrial factory and warehouse district to a collective of art studios with sculptures from the Georgetown Carnival on display near building entrances.
- Further improvements can emphasize safe walking routes between buildings, safer crossings, and traffic calming to slow trucks and delivery vehicles that use this road as a shortcut.
- Artful improvements to the street and exterior spaces could provide a valuable testing ground for creative solutions for other parts of Georgetown.
- Improvements that integrate vegetation, sculpture, and green stormwater infrastructure could present opportunities to partner with local agencies.
- This site is a great candidate for the city's Pavement to Parks program.
- Parklets, movable art, and planters can help 5th Ave. S. read as a more pedestrian-friendly environment. These should be implemented with careful consideration to lines of sight for all users.
- Open space improvements can help 5th Ave. S. become a safer and more prominent destination, support a growing art community, and promote one of the few remaining concentrations of affordable art studios in Seattle.
- Adding another accessible destination to the River Walk would strengthen the value of the route while providing an important link between history, community, art, and industry.

LEGEND

- Safe Crossing / Traffic Calming
- Landscape Improvements
- Gateway Art Installation Opportunity
- Wayfinding Installation Opportunity
- Parklet Opportunity w/ Bike Parking
- Primary Improved Walking/Bike Route
- Secondary Improved Walking/Bike Route
- Potential Screetscape Art
- Potential Screetscape Art

Design Elements

Partnership Opportunities

Equinox Studios has more than 120 tenants and continues to grow. The owner, Sam Farrazaino, and many of the artists who work there are already heavily involved in local community events such as the Carnival and Art Attack. They are a valuable partner for improvements to the streetscape along 5th Ave. S. and extending the influence of art as a unifier for the neighborhood.

Counterbalance Brewing, is a small, locally-owned brewery with employees who live and work in Georgetown, is interested in being a partner in an “Ale Trail” stop along the River Walk or a host location for community meetings.

Inspirational Imagery



FUNDING OPPORTUNITIES

Seattle Department of Neighborhoods – Neighborhood Matching Fund

- Small Sparks Fund
- Small and Simple Grants
- Large Project Grants

National Fish and Wildlife Foundation – Five Star and Urban Waters Restoration Grant Program

Seattle Office of Arts & Culture – various grants

Trees for Neighborhoods (SeattleLeaf)

Duwamish River Opportunity Fund

Seattle Office of Sustainability – Community Climate Project



Georgetown Dog Park

GENERAL SITE INFORMATION

Project Type: Park

Site Location: 1001 South Myrtle Street

Area: 27,000 SF

Owner: Seattle City Light

History: This site was originally part of the Georgetown Steam Plant (GSTP) Flume, a 2,500-foot-long system of wood- or concrete-lined open ditches and buried pipes that ran from the GTSP to the Duwamish Waterway at Slip 4. The Flume was built in the early 1900s to discharge cooling water from the power plant to the Duwamish after the river was straightened. Discharge of cooling water from the GSTP stopped when the plant closed in the 1960s. After that, the Flume continued to convey stormwater from piped connections and surface runoff into the Flume.

The Flume once contained sediment contaminated with polychlorinated biphenyl (PCB) at concentrations up to 92 parts per million. The U.S. EPA and Washington State Department of Ecology removed and cleaned up the flume ditch in 2008 as part of the larger effort to clean up the Lower Duwamish Waterway Superfund Site Slip 4 and the Duwamish Waterway sediments.

Description: The linear portion of the site currently serves as an unimproved pedestrian link between S. Myrtle St. and E. Marginal Way S. and the portion adjacent to Fire Station 27 is vacant and fenced in. A long swath of invasive vegetation grows along the western edge of the linear site and a gravel road runs down its center. The area next to the fire station also has invasive vegetation growing around its perimeter and the remainder is covered in gravel. Boeing workers have set up makeshift outdoor gathering spaces along its northern end, near an informal gravel parking lot.

Key Stakeholders:

- Seattle City Light (Property Owner)
- Boeing (Adjacent Property Owner- no stance, yet)
- Seattle Parks and Recreation (Manager of City Off-Leash Areas)
- Fire Station 27 (Local supporter)
- United Refrigeration (Adjacent Property Owner- not contacted, yet)
- Trupanion (Interested in supporting this)

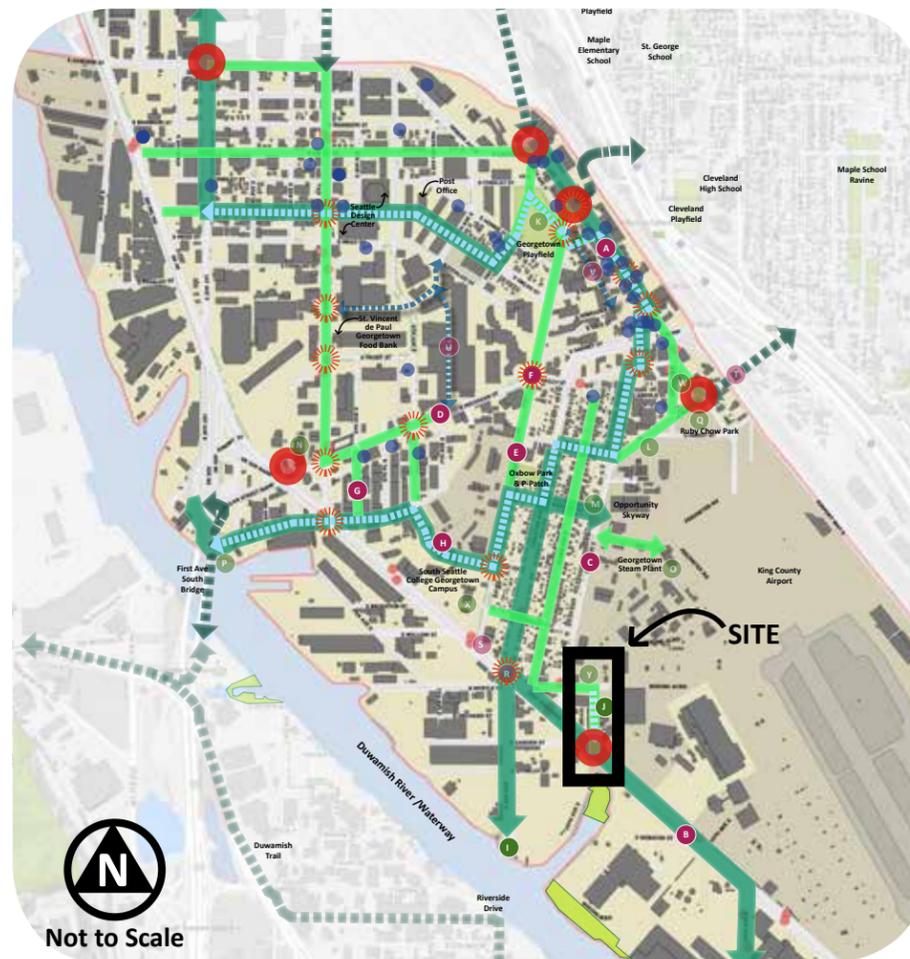
Key Documents:

- Draft People Dogs & Parks Plan
- Seattle Pedestrian Master Plan

AERIAL PERSPECTIVE



CONTEXT MAP

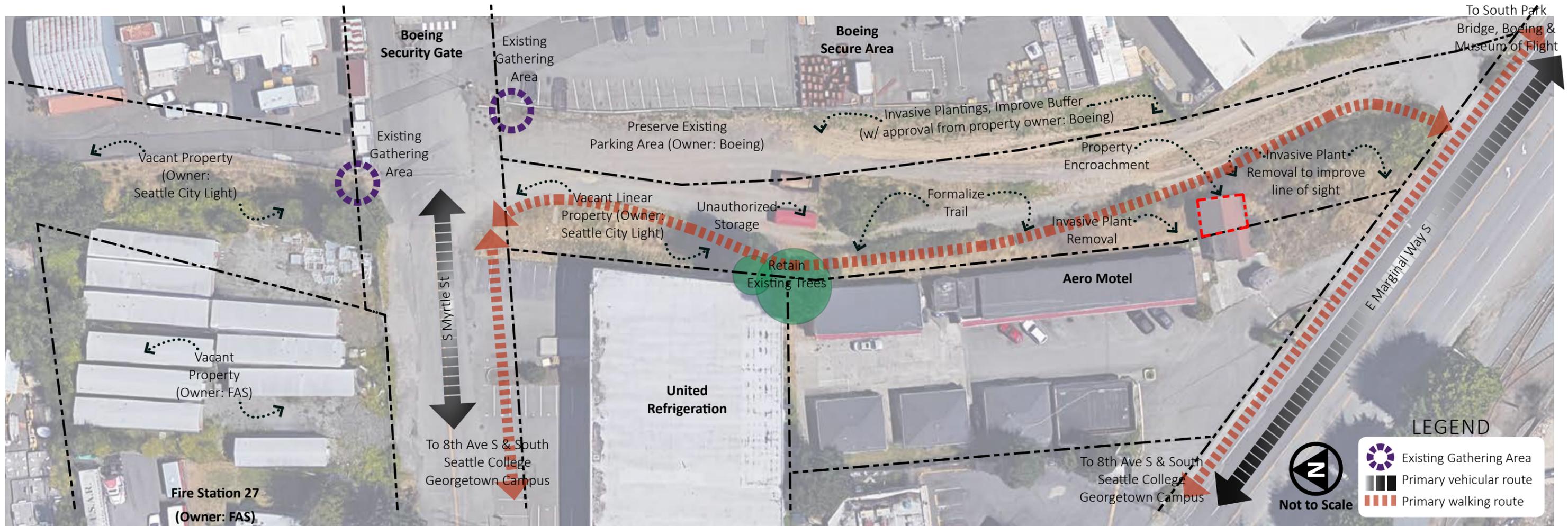


SITE PHOTOS



NOTE: The narrow parcel is owned by Seattle City Light (see Site Analysis Plan). The Owner will require fair market value for a sale or long term use of the site. Any proposed amenities shown on this plan need to be coordinated, reviewed and approved by the Owner.

Site Analysis / Community Input



COMMUNITY COMMENTS

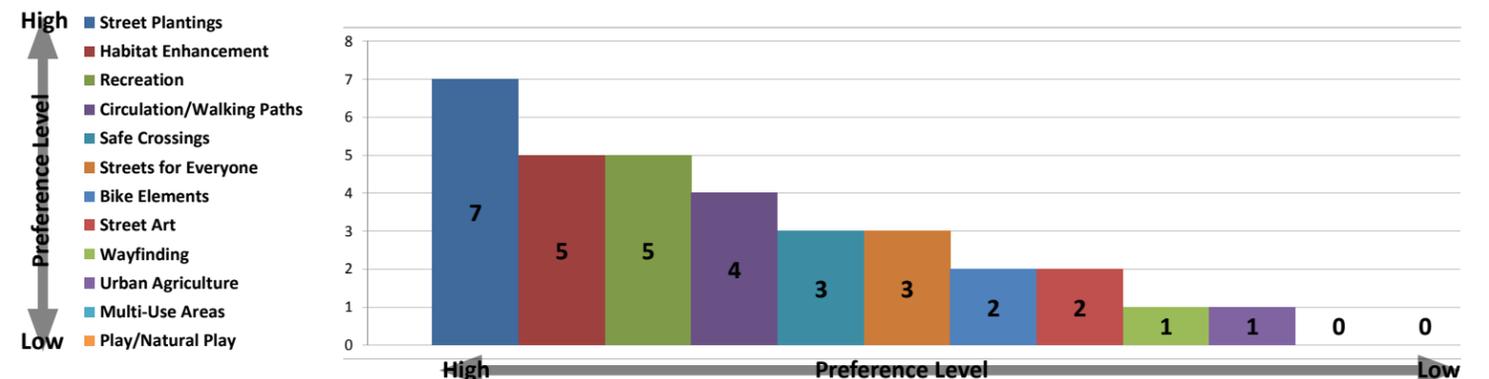
(See Appendix for full list)

- 1st choice is adding a dog area with a safe area for kids to interact with dogs
- Fenced dog park!
- Parking
- Enclosed dog park with lighting, benches and plantings.
- Emphasize good lighting and open path for safe access since this location is a little bit secluded from line of sight from streets.
- "Selfishly, I love this site because it is close to my home. I do wonder if people would feel safe at this location. It might require lighting. I do like the idea of activating the space. Just not sure dog park is the best option.
- I question the use of the park based on the sketchiness of those motels at the end of the street. Is this the only dog park location? Although, the playfield was pretty sketchy until the huge park remodel which brought tons of positive use, so maybe it could turn it around?
- A constant ask for years. might not be what the agencies want but it is what MANY from the community want.
- Love the location, concerned about the cost of land.
- Could be more central
- Lighting or some other way to ensure this would remain a pleasant and usable space. It's pretty tucked away and could become a space for camping/dumping.

COMMUNITY SUPPORT FOR SITE

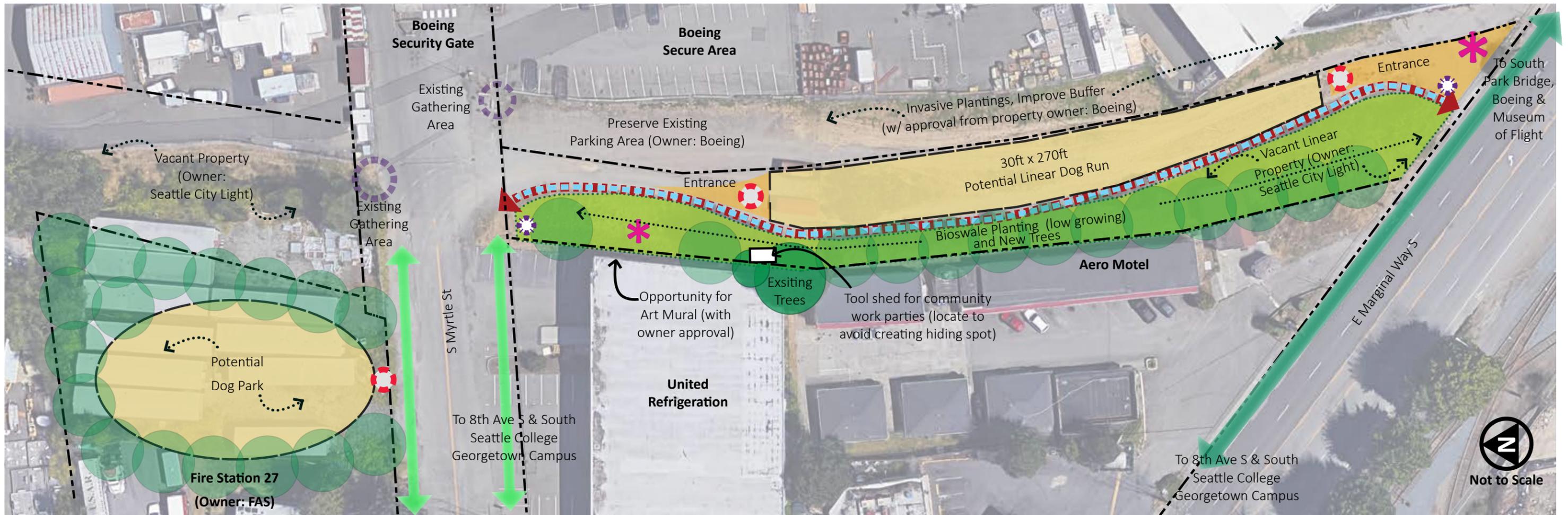


REQUESTED SITE AMENITIES



Preliminary Site Plan

(10% DESIGN)



DESIGN NARRATIVE

- A dog park or off-leash area is the most desired open space amenity among Georgetown residents, and these are some of the few parcels in Georgetown which are on undeveloped public land. The linear parcel between E. Marginal Way S. and S. Myrtle St is owned by Seattle City Light and the vacant lot adjacent to Fire Station 27 is mostly owned by FAS with a small portion under City Light ownership. Fence lines do not correspond to property lines, here. A portion of land that is contiguous with the City Light parcel which is owned by Boeing and could increase the size of the linear space substantially.
- Both spaces are currently underutilized. The linear space is subject to illegal dumping, and is used for unauthorized storage. The Aero Motel also

- encroaches on the linear City Light property. Some community members report that it is used as a getaway route for criminal activity.
- Activation of this site could help improve safety. The natural swale along the western edge of the linear site is overgrown with invasive plants and could be replanted with new trees and converted to a bioswale. These efforts could contribute to stormwater management, increase tree canopy coverage, and create a buffer against surrounding industry. Plant species should be selected for habitat value; low-growing varieties are recommended to maintain sight lines across the parcel.
- These priority sites can add entirely new open space for the neighborhood while providing a new small park and

- connector for community members who live toward the south end of the residential core.
- The vacant property east of Fire Station 27 holds similar potential and was requested as a potential new site for a dog park, however, the property owner (FAS-Finance and Administrative Services) could not be reached to discuss feasibility.
- One community member notes that this would provide “an off-street connector path for pedestrians and bicyclists traveling between South Park and Georgetown via E Marginal Way South. The history of the land and its connection to the Steam Plant Museum merits interpretation along the ‘River Walk.’”

LEGEND

- Potential Fenced Off-Leash Dog Area
- Low-growing Bioswale Planting (remove existing invasive species)
- Low-growing, Drought Tolerant Planting (remove existing invasive species/gravel)
- Gateway Art Piece
- Wayfinding Installation Opportunity
- Entrance
- Primary Improved Walking/Bike Route
- Secondary Improved Walking/Bike Route
- Interpretive “River Walk”
- Potential Multi-use Path

Design Elements

Partnership Opportunities

Fire Station 27 is a community hub for this end of the neighborhood and is connected to many nearby businesses. Firefighters appreciate the idea of an open space near the station that would offer a place to decompress and recover from the job-related stress. They would welcome such a resource in the lot next to the station, but this vacant property is owned by FAS, which the project team contacted several times but never reached. Seattle Police Department will often use the lobby at the station and might like an outdoor place to sit as well.

Boeing has a security gate just north of this site, and security guards have created two informal sitting areas to use during breaks. They already provide natural surveillance of the site.

Trupanion is a local pet insurance company that recently relocated from Ballard to Georgetown and has 228 pets authorized to come to its workplace. The company is interested in supporting this project even though it is some distance from its office in the Sur La Table building on 4th Ave S.. It may be within walking distance for dog walkers who take employees' pets out during lunch.

King County International Airport is updating its master plan, which includes new locations around the perimeter of the airport for displaying public art. Perhaps the airport could contribute a gateway piece for this entrance to Georgetown or for the interpretive River Walk.

Funding Opportunities

Seattle Department of Neighborhoods – Neighborhood Matching Fund

- Small Sparks Fund
- Small and Simple Grants
- Large Project Grants

National Fish and Wildlife Foundation – Five Star and Urban Waters Restoration Grant Program

Seattle Office of Arts & Culture – various grants

Trees for Neighborhoods (SeattleLeaf)

Duwamish River Opportunity Fund

Seattle Office of Sustainability – Community Climate Project

Inspirational Imagery



Pedestrian and Bicycle Connections to South Park

GENERAL SITE INFORMATION

Project Type: Streetscape

Site Location: From Ellis Ave S to 16th Ave S

Length: 830 linear feet (north section); 820 linear feet (south section)

Owner: City of Seattle

History: Much of the portion of E. Marginal Way S. that runs through Georgetown was constructed after the Duwamish River was straightened in the early part of the 20th century. The road provided access for industry and shipping that developed along the river and had a significant impact on the growth of Georgetown. It was also the site of the old Hat 'n' Boots gas station, whose sculptures now serve as a neighborhood landmark at Oxbow Park and a reminder of what the community can accomplish to support open space improvements. E. Marginal Way S. serves as one of the main local connectors to the South Park neighborhood. The connection between these two neighborhoods was interrupted when the South Park Bridge was undergoing renovations.

Description: The E. Marginal Way S. connection between Georgetown and South Park has been strongly shaped by the industrial character of the neighborhood. As a pedestrian and bike connection between the neighborhoods, it suffers from the speed and size of freight vehicles connecting to and from State Route 99, which runs through South Park. There are several missing links for pedestrians where infrastructure doesn't exist or disappears due to conflicting uses. Both are in the right of way and are noted in the context map to the right. Site A runs along the frontage of the Boeing parking lot and has a dilapidated walkway, curb, and landscape. Site B is just north of 16th Ave. S. and is a one block stretch of gravel, between the rail line and the Boeing fence line.

Key Stakeholders:

- Seattle Department of Transportation
- BNSF
- Seattle City Light (Property Owner)
- Boeing (Adjacent Property Owner- no stance, yet)

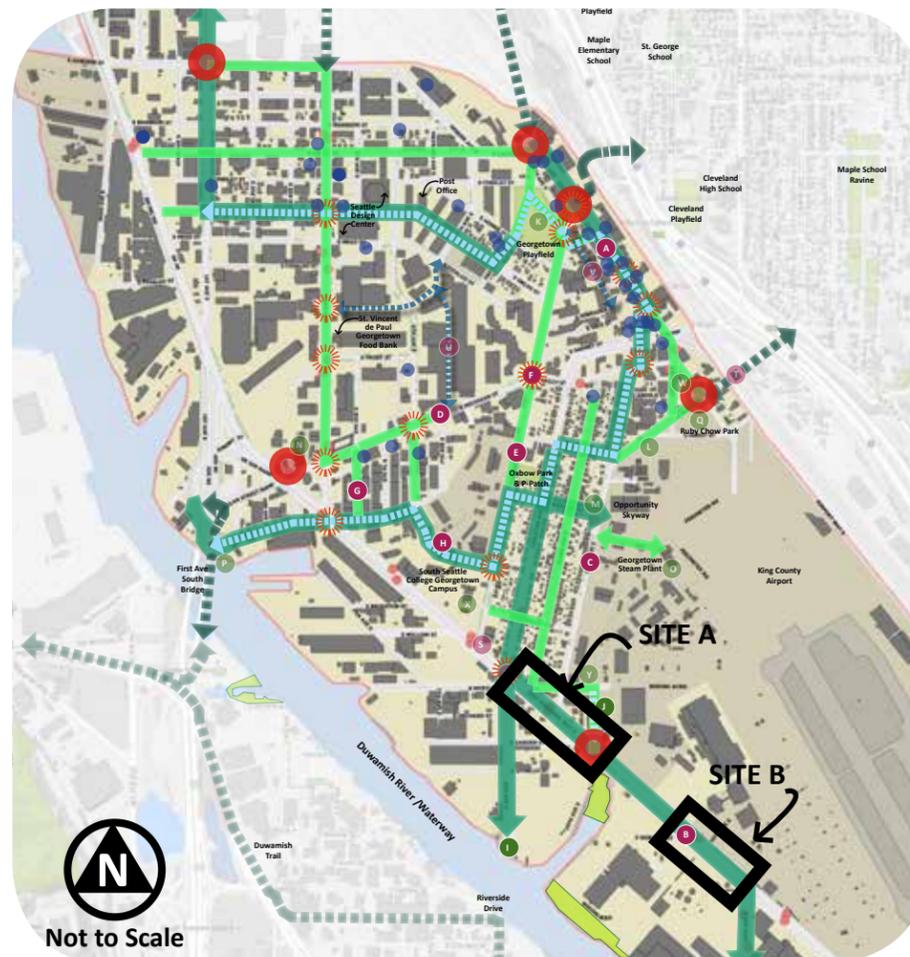
Key Documents:

- Seattle Right of Way Improvements Manual
- Seattle Bike Master Plan
- Seattle Pedestrian Master Plan
- Seattle Freight Master Plan

AERIAL PERSPECTIVE



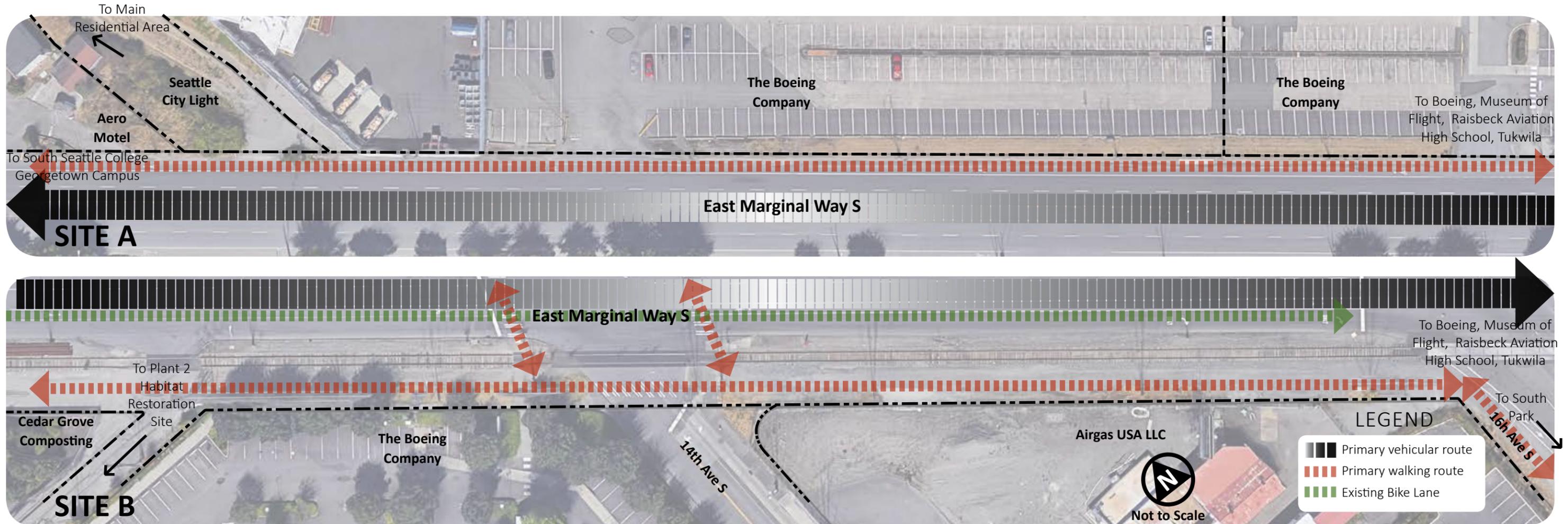
CONTEXT MAP



SITE PHOTOS



Site Analysis / Community Input



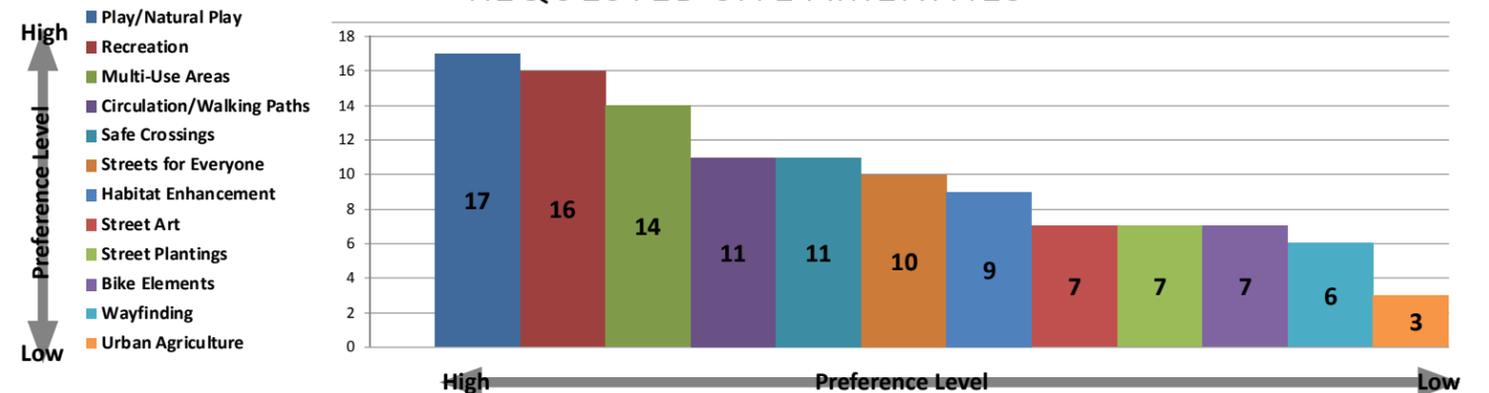
COMMUNITY COMMENTS (SEE APPENDIX FOR FULL LIST)

- Multi-use trail must be continuous and connected to the South Park bridge.
- More details of this design would be helpful.
- I think rather than new sidewalk and drainage, we should use existing sidewalk on Boeing side, remove the jersey barriers and install pedestrian crossing at 16th Ave S.
- This would be awesome!
- Shame that this wasn't provided when the bridge was being constructed. Everyone focused on one community and completely dismissed the community needs on the other side.
- More wayfinding towards South Park (combine with art?), MUCH more traffic calming (especially on Marginal Way S), more art installations/murals (especially near entrance to South Park bridge). Thanks so much for everything you all are doing to make our neighborhoods safer and more welcoming.
- Needs sidewalks.
- A usable link is important, but I don't think it can ever be pretty or pleasant. (Put) effort into usability.
- Need to make Michigan/Corson safer.
- Signage to indicate bike lanes.
- Looking for a good safe connection between the south end neighborhoods, particularly the connection between south park, Georgetown, Beacon Hill even to Tukwila and West Seattle.
- Improve lighting, signage, pavement

COMMUNITY SUPPORT FOR SITE

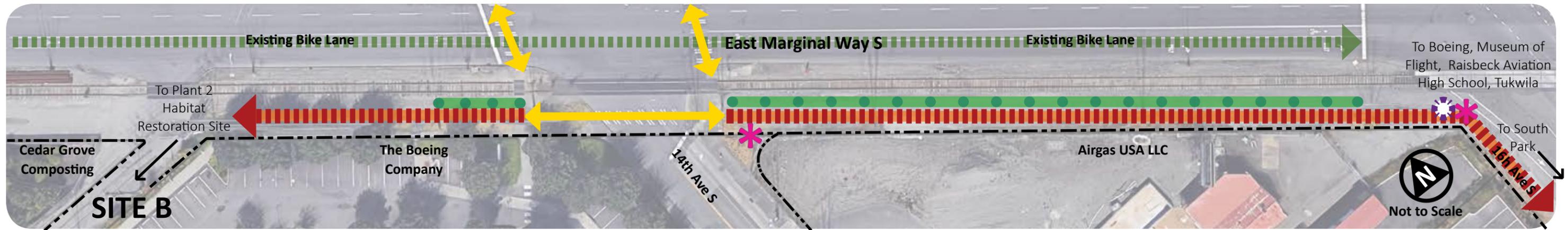
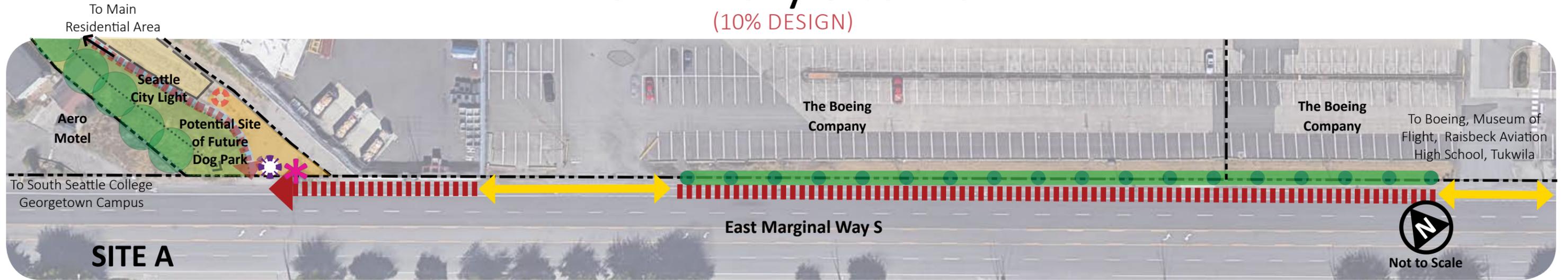


REQUESTED SITE AMENITIES



Preliminary Site Plan

(10% DESIGN)



DESIGN NARRATIVE

- E. Marginal Way S. is a busy vehicular, freight, and rail corridor that also provides community members with the best direct link to the South Park neighborhood and all of its resources (library, community center, Concord Elementary, Marra-Desimone Park, Duwamish Waterway Park, businesses along 14th Ave S., SeaMar Community Health Center, South Park Marina, South Park Transfer Station), via the new bridge. Similarly, it provides will provide South Park residents with better access to all of the resources of Georgetown (Georgetown Playfield, Oxbow Park, businesses on Airport Way S.).
- Proposed improvements will provide a direct link to the Duwamish River Trail, an important regional connector on the South Park side of the river.
- Gateway art or other landmark elements at two locations along this corridor can mark the entrance to Georgetown. These pieces should be proportional to the size of the right-of-way and tie into the natural, social, and industrial history of the neighborhood.
- Boeing has a large presence here and access points to their property are controlled with security gates.
- Safer crossings and bicycle and pedestrian facilities will benefit residents and workers

- alike.
- Connectivity improvements adjacent to the rail line will require coordination with both BNSF Railway and SDOT.
- Proposed improvements build on existing infrastructure as much as possible, in an effort to “right-size” solutions for safer bike and pedestrian movement. A more expensive and potentially valuable upgrade would be to renovate the intersection of E. Marginal Way S. and 16th Ave. S. while addressing many of the same needs/elements.
- The south side of E. Marginal Way S. currently has little to no pedestrian infrastructure, making it difficult for pedestrians to safely reach the South Park Bridge. A bike lane on the southbound side of E. Marginal Way S. places bikes between two lanes of traffic, much of it freight trucks. Community members have expressed interest in exploring a multi-use trail with fencing to maintain a clear separation from the BNSF rail lines.
- Increased tree canopy can offset paved surfaces and parking lots and add streetscape
- Plantings to buffer pedestrian routes.

LEGEND

- Safe Crossing / Traffic Calming
- Gateway Art Installation Opportunity
- Wayfinding Installation Opportunity
- New & Restored Street Tree Plantings
- Potential Landscape Improvements
- Primary Improved Walking/Bike Route
- Secondary Improved Walking/Bike Route
- New Sidewalk
- Multi-use Trail

Design Elements

Partnership Opportunities

Boeing has a large number of employees who commute to and from work along E. Marginal Way S. They cross the street underground, via tunnels, thereby avoiding the need to use surface street crosswalks, which are few. These tunnels allow them to move between exercise, cafeteria, and offices. Boeing also has secure locations along this corridor with associated freight movement. Improvements to multimodal pedestrian and bicycle facilities would support Boeing employees who bike to work. An extensive stretch of publicly accessible covered sidewalk—just outside of the right-of-way, on the north side of E. Marginal Way S.—transitions to a portion of undeveloped streetscape. Boeing could be a partner in upgrading this sidewalk into a multi-use link and planting a long row of street trees. SDOT is an important partner for improving this connection to the South Park Bridge because all improvements critical to this effort will need to happen within the right-of-way.

BNSF maintains the rail line on the south side of E. Marginal Way S., and any trail/sidewalk improvement adjacent to that rail line will need to be vetted with BNSF. King County International Airport is updating its master plan, which includes new locations around the perimeter of the airport for displaying public art. Perhaps the airport could contribute a gateway piece to this corridor to mark this entrance to Georgetown.

FUNDING OPPORTUNITIES

Seattle Department of Neighborhoods – Neighborhood Matching Fund

- Small Sparks Fund
- Small and Simple Grants
- Large Project Grants

National Fish and Wildlife Foundation – Five Star and Urban Waters Restoration Grant Program

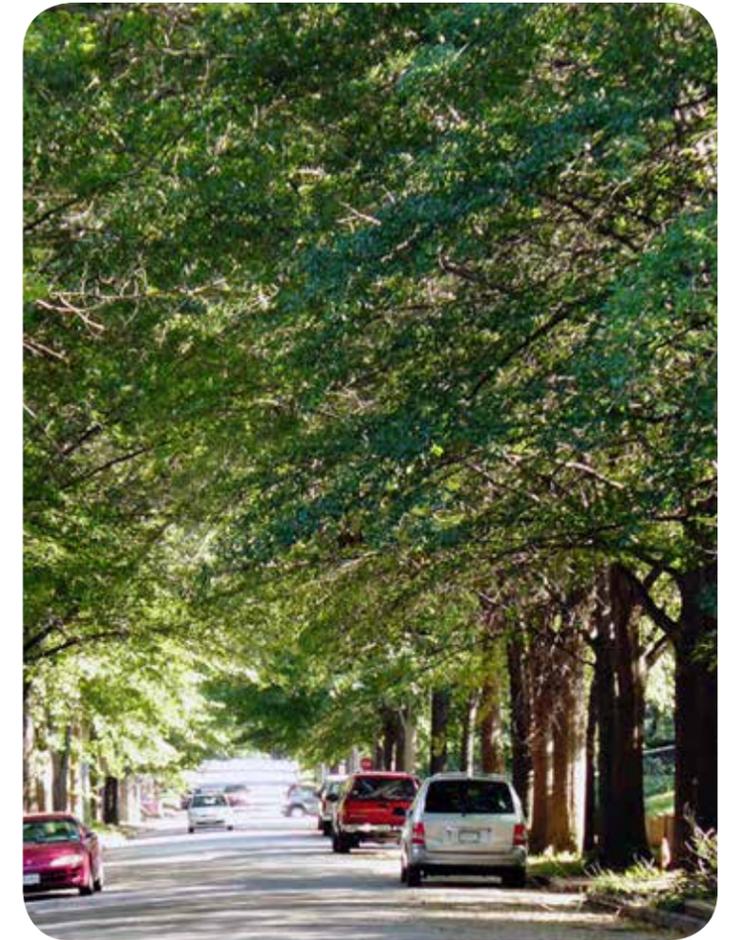
Seattle Office of Arts & Culture – various grants

Trees for Neighborhoods (SeattleLeaf)

Duwamish River Opportunity Fund

Seattle Office of Sustainability – Community Climate Project

Inspirational Imagery



Gateway Park North

GENERAL SITE INFORMATION

Project Type: Park

Site Location: 7698 8th Avenue S.

Area: 11,652 SF

Owner: City of Seattle Department of Parks and Recreation

History: This piece of land includes a historic (inactive) pump station building that was connected to the Georgetown Steam Plant. It was also the site of the former 8th Ave. pedestrian/trolley bridge that linked the Georgetown and South Park neighborhoods until 1937. The steam plant was built on pilings along the shore of a Duwamish River oxbow in 1906, and it used river water for the boiler and condensers. In 1917, the river was straightened and the oxbow was filled in. Water for the steam plant was pumped from this “Gateway North” site, a mile to the northwest on the shore of the straightened Duwamish. This land is a Pro-Parks Acquisition and will become an official park and habitat restoration site through the City of Seattle.

Description: The long approach to the park from E. Marginal Way and down 8th Ave. S. to the end of the street underwent a community design process in 2009 to improve vehicle circulation and pedestrian connectivity to the Duwamish River. However, the shoreline site is still awaiting designation as an official street end and has not gone through a public design process. The site is undeveloped and is used informally as a place for pedestrians to explore and access the Duwamish River. Informal parking is available next to the site.

Key Stakeholders:

- Seattle Department of Transportation (SDOT)
- Seattle Parks and Recreation
- Port of Seattle
- CleanScapes (adjacent property owner – no stance on the project yet)
- Waste Management (adjacent property owner – no stance on the project yet)

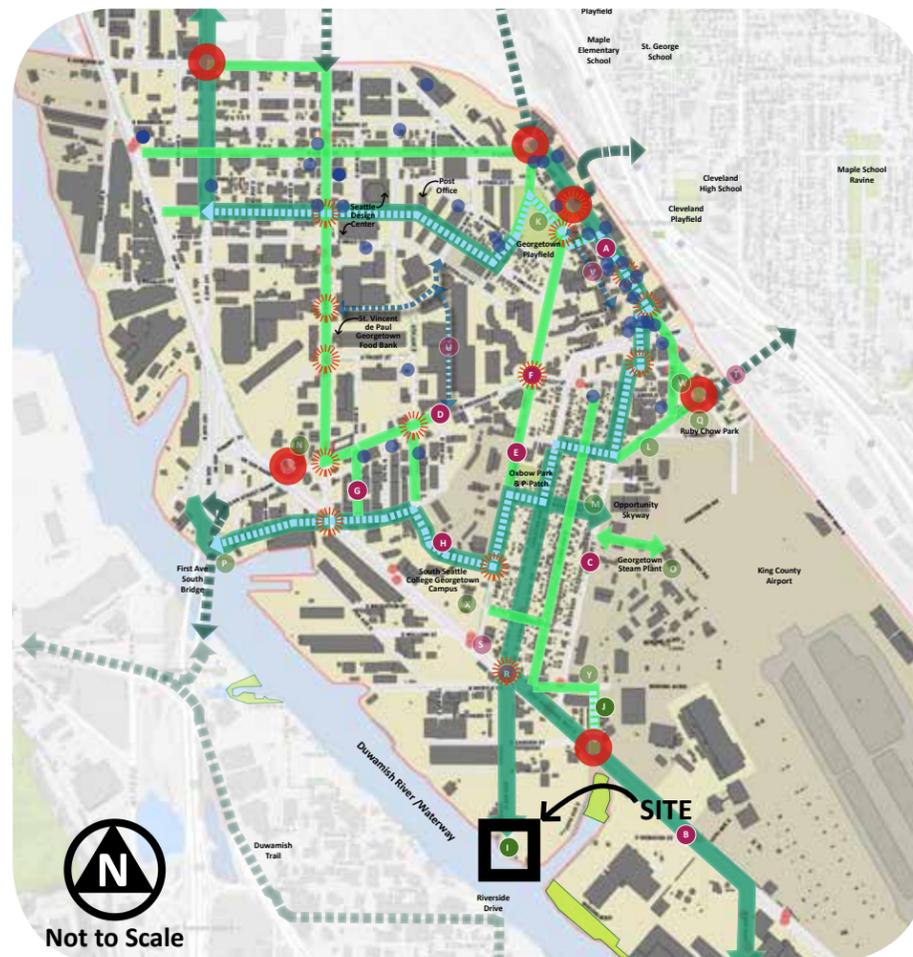
Key Documents:

- 8 Avenue South & East Marginal Way Intersection Design
- “Industrial Strength” Natural Drainage Stormwater Filtration Pilot Project Report
- Seattle Right of Way Improvements Manual

AERIAL PERSPECTIVE



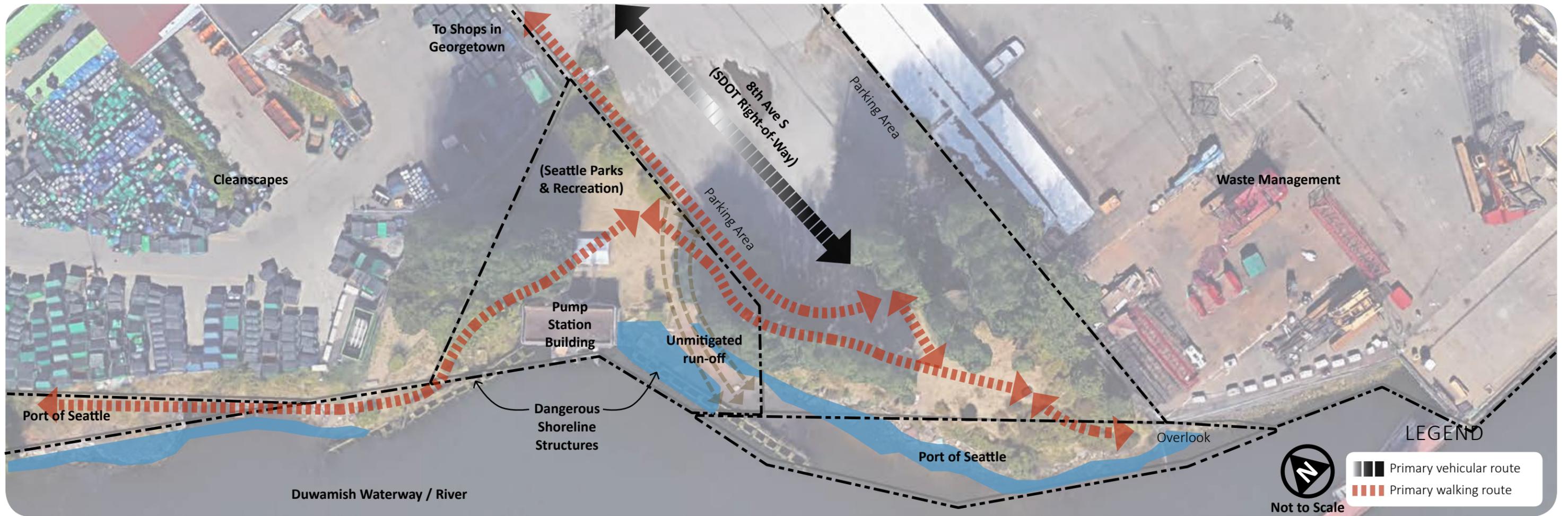
CONTEXT MAP



SITE PHOTOS



Site Analysis / Community Input



COMMUNITY COMMENTS

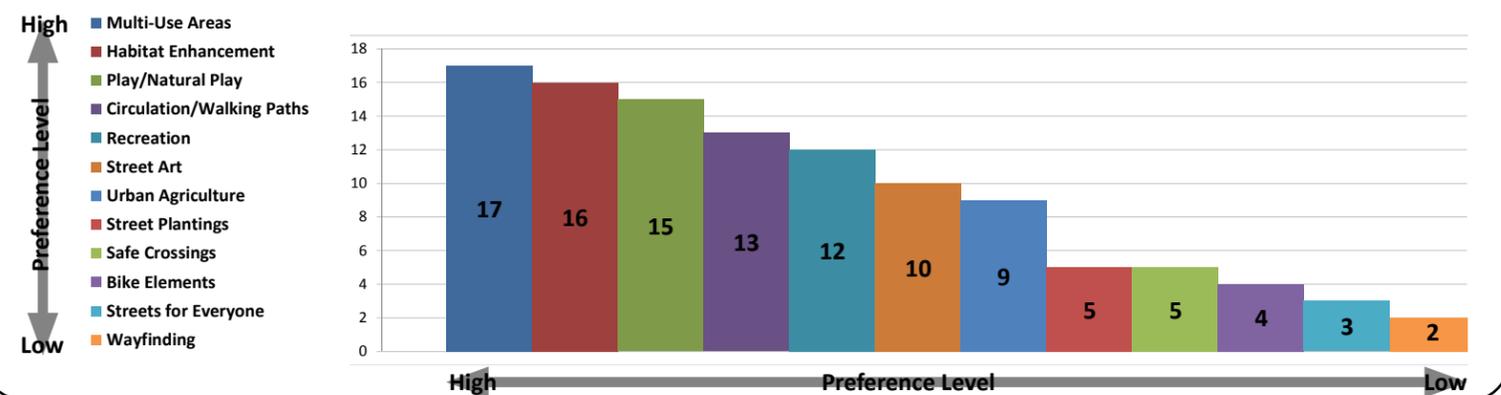
(See Appendix for full list)

- Hand boat launch
- Parking
- Boat house, community kayak (6 pack)
- Improve drainage around gateway park
- Boats, canoe storage
- Where does shoreline trail lead?
- Picnic tables?
- Freight mobility.
- Spot to fish?
- Boat house for Duwamish rowing club.
- Fishing pier
- Needs a community space for meetings, safer roads, more trees, sidewalks, drainage. #1 project, please help make it happen.
- Wonderful plan. Cost is an issue, especially if 8th ave improvements are factored in.
- This is cool. Until we know WM's circulation plan for their fleet, we should consider holding off on any work on this plan.
- I still feel like it's really hard to bike to safely with kids from northern Georgetown.
- Unless Freight is addressed, this will never be ped friendly.

COMMUNITY SUPPORT FOR SITE

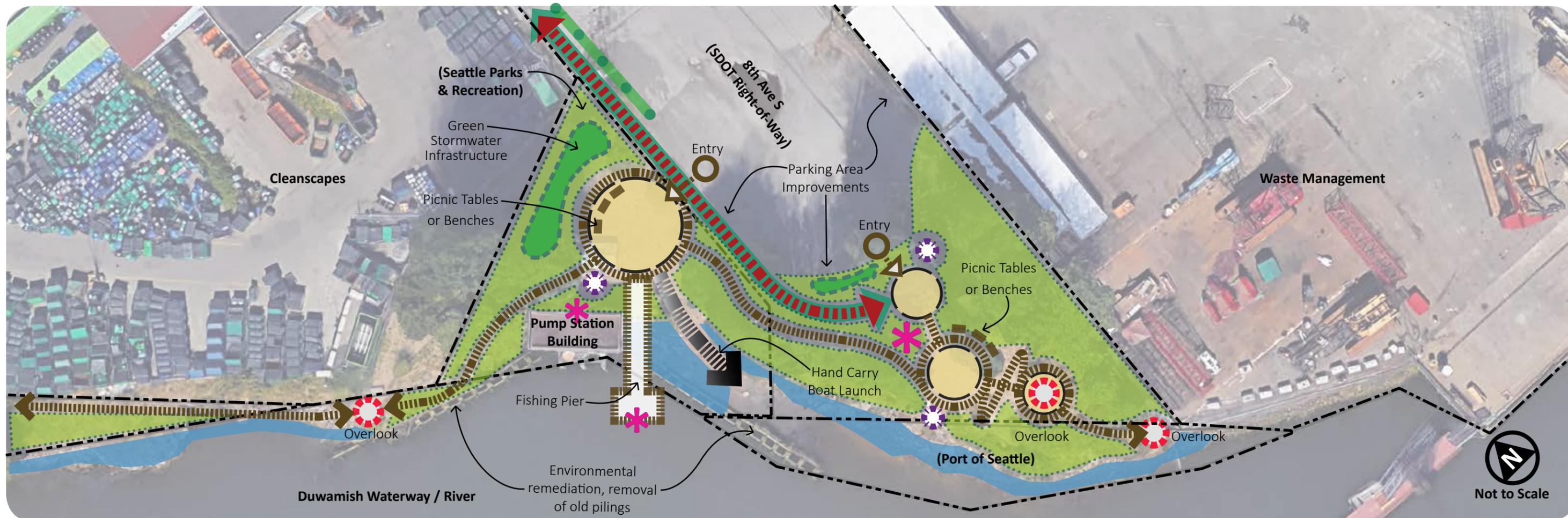


REQUESTED SITE AMENITIES



Preliminary Site Plan

(10% DESIGN)



DESIGN NARRATIVE

- Once it is formally designated as a street end, this site will be ideal for upland river habitat restoration integrated with safe public access. It is a good place to provide “habitat for all.”
- This preliminary design follows many existing usage patterns, which are also supported by “the largest longstanding volunteer improvement effort in all of Georgetown,” as noted by one community member.
- There is currently no public access control at this site, which presents multiple safety hazards. Immediate measures should be taken to rectify this.
- This site provides the best direct views and access to the Duwamish River for residents and all community members. River access is one of the most requested open space amenities.
- The history of the pump station and the former pedestrian/trolley bridge is a strong symbolic link between Seattle’s two riverfront communities.
- The greatest challenge in developing this site is that improvements will be tied to substantial infrastructure upgrades that are needed along the entire length of 8th Ave. S. between E. Marginal Way and the shoreline. This corridor is also subject to a high volume of truck traffic moving material to and from Recology CleanScapes and Waste Management.
- Existing community-led improvements include an information kiosk, art pieces, plantings, a memorial, and an overlook. Future design efforts should be mindful of these elements and their local significance.
- Stormwater runoff/treatment is greatly needed here, and green stormwater infrastructure could become featured “eco-industrial” demonstration elements.
- This is one of two potential locations to add entirely new open space for the neighborhood. The south end of the neighborhood and the residential core lack open space, and developing this site would help fill that gap.

LEGEND

- Multi-use / Gathering Area
- Upland restoration (remove invasive species)
- Shoreline restoration (remove invasive species)
- Green Stormwater Infrastructure
- Gateway Art piece
- Wayfinding / Interpretive Element
- Overlook
- Primary Improved Walking/Bike Route
- Multi-use, Universally Accessible Path
- Universally Accessible Shoreline Trail
- Streetscape Planting Improvements

Design Elements

Partnership Opportunities

Seattle Department of Transportation (SDOT), Seattle Parks and Recreation, and the Port of Seattle are the primary owners of this site and are all important partners for future development. SDOT is working to establish the site as an official street end. The process, if successful, should be complete by fall of 2017.

The Georgetown Community Council and its Georgetown Riverview Restoration Project (GRRP) are longtime supporters of developing this site. GRRP is a coalition of residents and businesses in Georgetown working to improve access and mobility in the area leading to Gateway Park North.

The King County Wastewater Treatment Division's Combined Sewer Overflow program produced a drainage study in 2011 showing overland flow into the Duwamish River. The program recently co-lead an effort with Seattle Parks Foundation to pursue a King County WaterWorks Grant to fund improvements at this site.

Urban Systems Design is currently providing maintenance and training at the site and has a longstanding relationship with the Georgetown community.

Others current potential partners include the Seattle Office of Sustainability and Environment, Markey Machinery, and the Duwamish River Cleanup Coalition, which has organized visioning, planning, and work party efforts at the site.

FUNDING OPPORTUNITIES

Seattle Department of Neighborhoods – Neighborhood Matching Fund

- Small Sparks Fund
- Small and Simple Grants
- Large Project Grants

National Fish and Wildlife Foundation – Five Star and Urban Waters Restoration Grant Program

Seattle Office of Arts & Culture – various grants

Trees for Neighborhoods (SeattleLeaf)

Duwamish River Opportunity Fund

Seattle Office of Sustainability – Community Climate Project

Inspirational Imagery



S. Michigan St.

GENERAL SITE INFORMATION

Project Type: Streetscape

Site Location: Between E. Marginal Way S. and S. Bailey St

Length: 2,575 Linear feet

Owner: City of Seattle

History: Maps predating the construction of I-5 show S. Michigan St. connecting industry on the waterfront with what is now Airport Way. Just north of this intersection was a small bridge over the extensive rail lines separating Georgetown from Beacon Hill.

The construction of the Michigan and Bailey on-ramps to I-5 in the 1960s allowed much of the vehicle traffic in the neighborhood to completely bypass the historic Georgetown downtown corridor. It also made the neighborhood a much more attractive place for large businesses and industries to locate. Along with zoning changes, this contributed to the deterioration of the neighborhood's residential core.

Description: S. Michigan St. continues to play an important role for freight. It is a large street separating the southern core residential area from the northern part of the neighborhood. The size and speed of the vehicles traveling along this road, along with the width of the right-of-way (five lanes), create challenges for pedestrians and bicyclists coming from any direction.

SDOT is embarking on intersection upgrades and repaving in 2017. This work will include new accessible curb ramps, striping, new asphalt, countdown timers for pedestrians, and Intelligent Transportation Systems (ITS) to improve safety and circulation. ITS Systems will allow the city to monitor and respond more quickly to incidents along this corridor to reduce traffic and pollution from idling.

Key Stakeholders:

- Seattle Department of Transportation (SDOT)
- King County Wastewater Treatment Division (future Wet Weather Treatment Station)
- Adjacent businesses and land owners

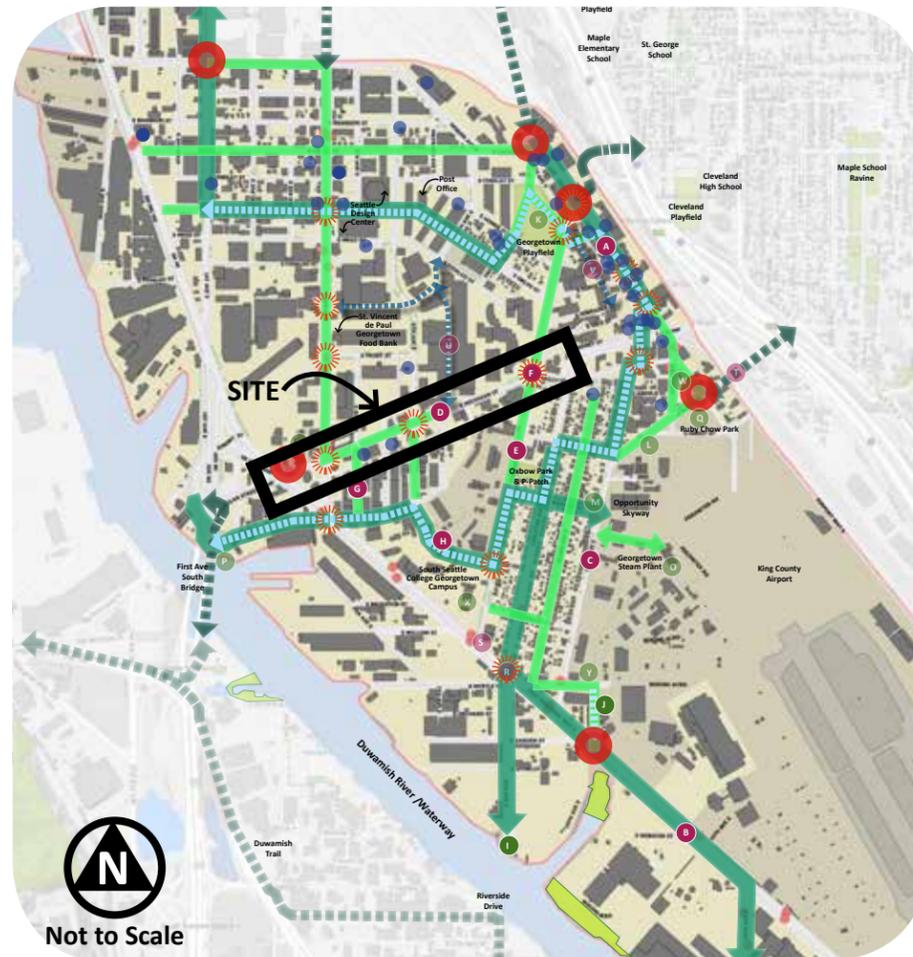
Key Documents:

- Seattle Freight Master Plan
- Seattle Pedestrian Master Plan
- Seattle Right of Way Improvements Manual
- Move Seattle
- Seattle Bike Master Plan

AERIAL PERSPECTIVE



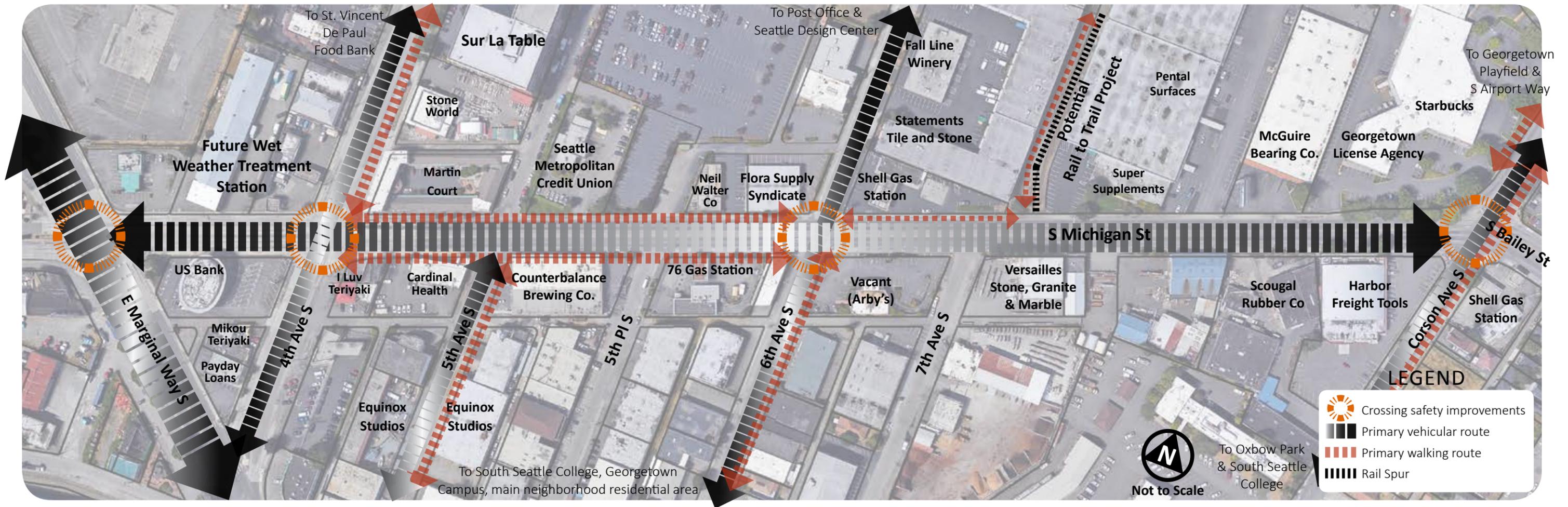
CONTEXT MAP



SITE PHOTOS



Site Analysis / Community Input



COMMUNITY COMMENTS

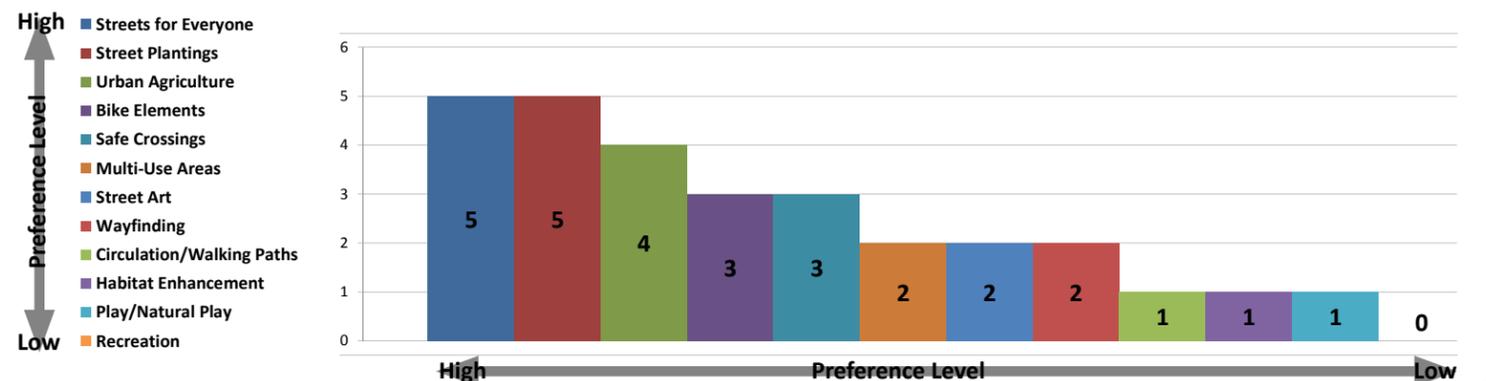
(See Appendix for full list)

- Trash cans
- Improved safety with greater police presence and freeing up parking by limiting RV and semi truck parking
- Any plantings and habitat in Georgetown are a plus.
- Traffic is terrible here, and cars disregard pedestrians. They speed, run lights, don't stop at the crosswalk, block intersections.
- DOG PARK
- Slow down traffic
- 4th and Michigan social justice issue, make it safe to cross.
- This is a worker and social justice issue, we need a path. (potential rail to trail project)
- Greenway Street, either 6th or 7th, 6th is a major freight connector.
- I love that rail to trail project. I would be on this committee when it forms.
- Yes, spruce this place devoid of character and community up!
- Looking forward to any and all improvements that can be made in this heavily used multi use/multi modal area.

COMMUNITY SUPPORT FOR SITE



REQUESTED SITE AMENITIES



Preliminary Site Plan

(10% DESIGN)

To South Seattle College, Georgetown Campus, main neighborhood residential area



DESIGN NARRATIVE

- Streetscape improvements, and especially tree plantings, can help buffer against heavy truck usage along S. Michigan St.
- Landscape improvements along S. Michigan St. can help bring down the scale of this wide corridor and make it feel like less of a barrier for community members who want to use it for east-west movement and to patronize businesses along the street.
- If possible, and if supported by SDOT, median islands could be added to make this corridor greener.
- Opportunities for street trees and shrub plantings are limited by overhead power lines, narrow planters (many of which are currently paved over), and the need to maintain safe sightlines for trucks moving to and from adjoining parking lots and warehouses.
- Plantings should be robust, low maintenance, and drought tolerant.
- SDOT will be implementing various Intelligent Transportation System improvements at all intersections along S. Michigan St and S. Bailey St. from E. Marginal Way S. to Corson Ave. S. This will improve safety, response time to traffic

- incidents, movement of freight traffic through this corridor and reduce pollution impacts to the neighborhood from idling.
- The community should engage SDOT to explore opportunities for additional art and wayfinding before these physical improvements are made.
- New crosswalk striping, accessible curb ramps, countdown timers, and pavement will make it easier to cross S. Michigan St. and travel north-south. This will better connect the neighborhood to its only two public community resource centers / facilities, the South Seattle College Georgetown campus and the St. Vincent De Paul Food Bank.
- When the Wet Weather Treatment Station is completed in eight years, there will be an opportunity for potential open space after the Taco Time is no longer needed for construction staging. This site can be purchased and managed by an entity that will support it as a park space.
- The inactive rail spur that runs north of S. Michigan St. is on private property and offers a potential trail corridor or linear park. The project team was not able to reach the land owner, but two tenants in the Pental Surfaces building support this idea.

LEGEND

- Street Tree & Shrub Buffer Opportunity (tree locations to be determined)
- Shrub Buffer Opportunity
- Street Pole Art Installation Opportunity
- Gateway Art Opportunity
- SDOT Intersection Improvement
- Safe Crossing / Traffic Calming
- Wayfinding Installation Opportunity
- Secondary Improved Walking/Bike Route

Design Elements

PARTNERSHIP OPPORTUNITIES

Equinox Studios has more than 120 tenants and continues to grow. The owner, Sam Farrazaino, and many of the artists who work there are already heavily involved in local community events such as the Carnival and Art Attack. They are an important partner for improvements to the local streetscape along 5th Ave. S. and extending the influence of art as a unifier for the neighborhood.

Counterbalance Brewing, with employees who live and work in Georgetown, is interested in being a partner in an "Ale Trail" stop along the River Walk or a host location for community meetings.

Trupanion is a local pet insurance company that recently relocated from Ballard to Georgetown and has 228 pets authorized to come to its workplace. The company is interested in supporting projects that improve walkability in the neighborhood and make routes safer for dog walkers who take pets out during lunch time.

SDOT will be making improvements along S. Michigan St. in 2017 and should be contacted to explore additional opportunities for streetscape planting, art, wayfinding, and other connectivity improvements.

King County Wastewater Treatment Division supports this vision framework project and is interested in seeing a portion of its site remain a long-term open space resource if a qualified land owner can support this use

FUNDING OPPORTUNITIES

Seattle Department of Neighborhoods – Neighborhood Matching Fund

- Small Sparks Fund
- Small and Simple Grants
- Large Project Grants

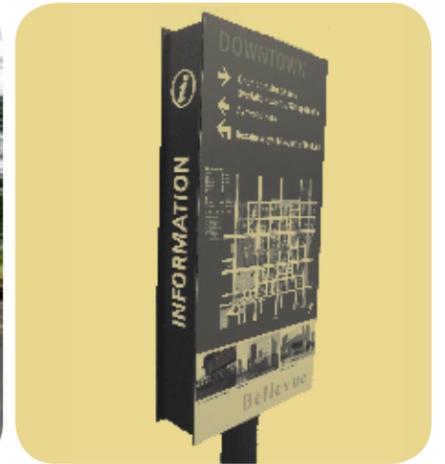
Seattle Office of Arts & Culture – various grants

Trees for Neighborhoods (SeattleLeaf)

Duwamish River Opportunity Fund

Seattle Office of Sustainability – Community Climate Project

INSPIRATIONAL IMAGERY



Intersection of S. Michigan St., Corson Ave. S. and S. Bailey St.

GENERAL SITE INFORMATION

Project Type: Streetscape

Site Location: (Near) 6205 Corson Ave S, Seattle, WA 98108

Area: 12,185 SF

Owner: City of Seattle

History: Maps predating the construction of I-5 show S. Michigan St. connecting industry on the waterfront with what is now Airport Way. Just north of this intersection was a small bridge over the extensive rail lines separating Georgetown from Beacon Hill.

The construction of the Michigan and Bailey on-ramps to I-5 in the 1960s allowed much of the vehicle traffic in the neighborhood to completely bypass the historic Georgetown downtown corridor. It also made the neighborhood a much more attractive place for large businesses and industries to locate. Along with zoning changes, this contributed to the deterioration of the residential core and the walkability of the neighborhood.

Description: S. Michigan St. is a gateway into the neighborhood and continues to play an important role for freight. It supports a high volume of traffic coming in via the Corson Ave S. freeway off-ramp. The northwest corner needs to accommodate the large turning radius of semi-trucks, necessitating a large intersection and a longer crossing distance for pedestrians. This is an unfortunate barrier for residents who need to cross the intersection to walk to schools on Beacon Hill or reach the Georgetown Playfield, the neighborhood's biggest open space destination and two-thirds of all existing open space for the community. This intersection does not currently provide signage or wayfinding to help direct incoming large truck traffic onto S. Michigan and away from Corson Ave. S., where many residents live. Eastbound traffic is also very fast here, as vehicles head toward the I-5 on-ramp off Bailey Ave. S.

Key Stakeholders:

- Seattle Department of Transportation (SDOT)
- Adjacent businesses and land owners

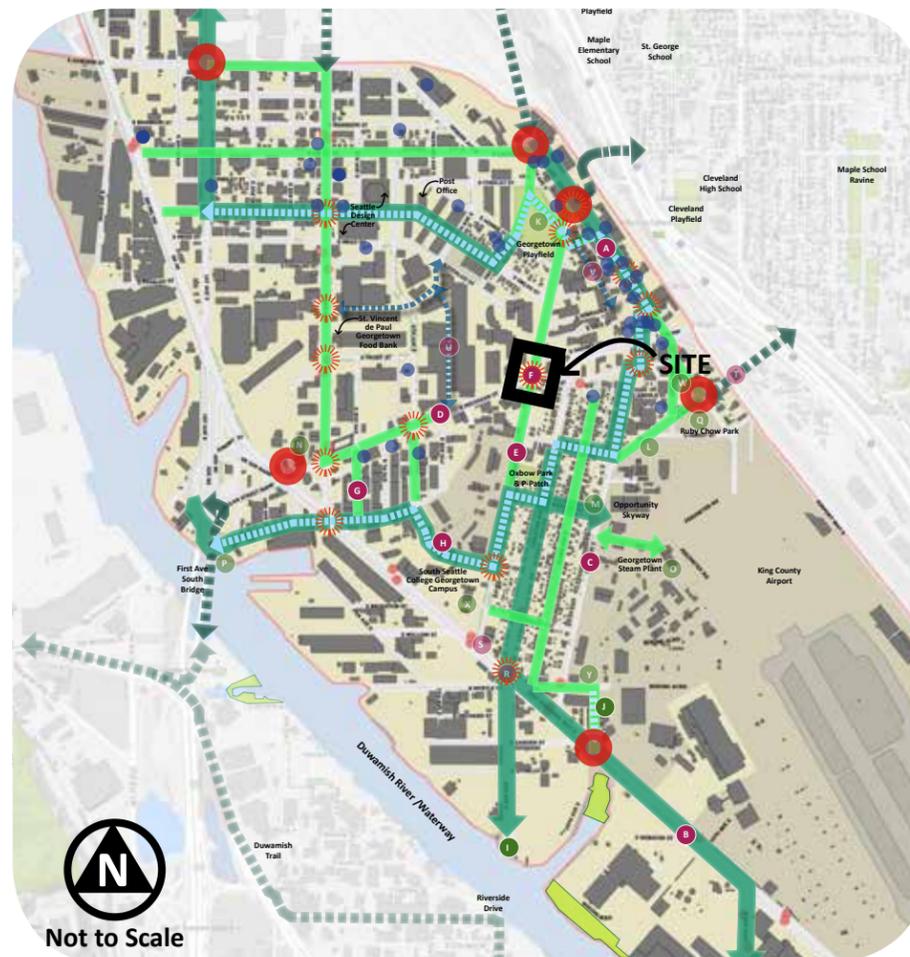
Key Documents:

- Seattle Freight Master Plan
- Seattle Pedestrian Master Plan
- Seattle Right of Way Improvements Manual
- Move Seattle
- Seattle Bike Master Plan

AERIAL PERSPECTIVE



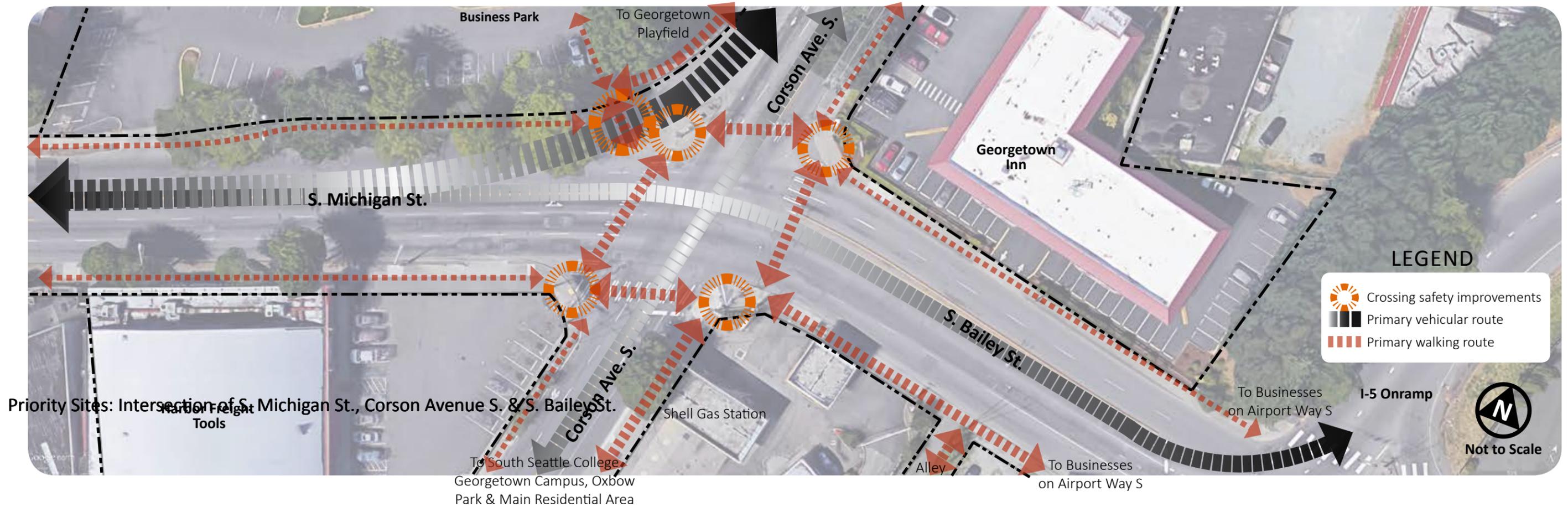
CONTEXT MAP



SITE PHOTOS



Site Analysis / Community Input



COMMUNITY COMMENTS

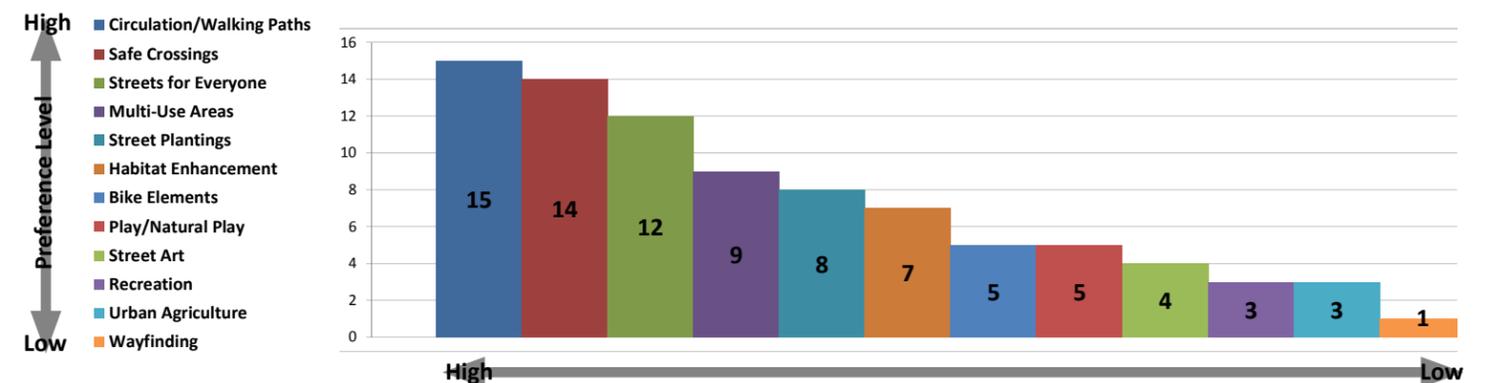
(See Appendix for full list)

- Trash cans
- Improved safety with greater police presence and freeing up parking by limiting RV and semi truck parking
- Any plantings and habitat in Georgetown are a plus.
- Traffic is terrible here, and cars disregard pedestrians. They speed, run lights, don't stop at the crosswalk, block intersections.
- DOG PARK
- Slow down traffic
- More art is great!
- Get rid of the island, less us cross safely, move the signal onto the corner.
- Maintain freight access.
- Improve safety for left turn.
- Lighting.
- Buffer between sidewalks and streets. Yield an issue.

COMMUNITY SUPPORT FOR SITE

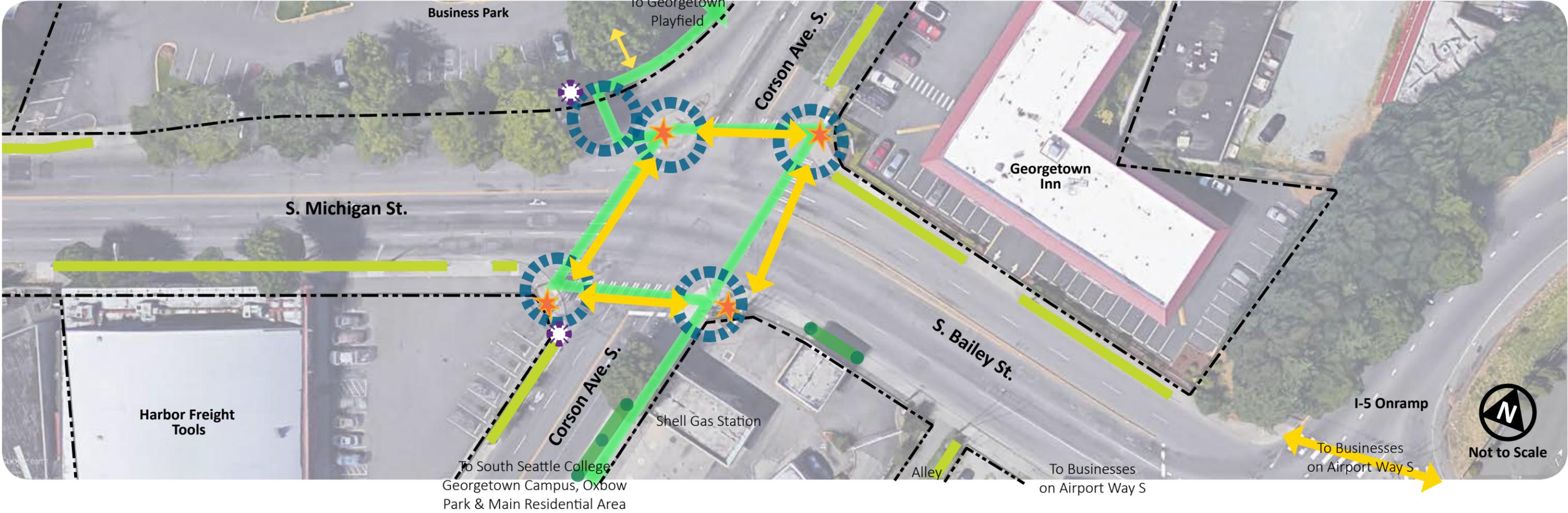


REQUESTED SITE AMENITIES



Preliminary Site Plan

(10% DESIGN)



DESIGN NARRATIVE

- This intersection is close to the I-5 off-ramp and on-ramp and is a natural gateway to the neighborhood. It supports heavy usage by all types of vehicles, including freight trucks.
- Streetscape improvements, and especially tree plantings, can help buffer against exhaust and other impacts from heavy traffic at this intersection.
- Improved wayfinding can help direct trucks onto S. Michigan instead of Corson Ave S.
- SDOT will be implementing various Intelligent Transportation System improvements at all intersections along S. Michigan St. and S. Bailey St. from E. Marginal Way S. to Corson Ave. S. This will improve safety, response time to traffic incidents, and movement of freight traffic through the corridor and the neighborhood. Improvements will include new crosswalk striping, accessible curb ramps, countdown timers, and fresh pavement to improve safety for those crossing the intersection.
- The community should engage SDOT to explore opportunities for additional art and wayfinding opportunities before these physical improvements are made.
- Opportunities for street trees and shrub plantings are limited by narrow planters (many of which are paved over), businesses that want to maintain visibility from the street, and the need to maintain safe sightlines for truck drivers as they turn into the neighborhood.
- Plantings should be robust, low maintenance, and drought tolerant.
- Most of the neighborhood’s residents live south of this intersection. The Georgetown Playfield (two-thirds of the neighborhood’s existing open space) is to the north. Any improvements to the intersection and crosswalk safety will improve residents’ ability to access the playfield.
- Corson Ave. S. between the playfield and Oxbow Park (Georgetown’s top two park destinations) was identified in the first public forum as the most heavily used cross-neighborhood route for residents. It is used to get to and from schools on Beacon Hill (Maple Elementary, St. George School, and Cleveland High School). All three schools currently have the same start time, which leads to traffic jams; it is faster to walk up the hill than to drive.
- This is also an important route for residents to get to the businesses on Airport Way S.
- At peak commuting hours and especially in the morning, pedestrians can get trapped on the traffic island at the northwest corner of this intersection by a constant stream of trucks making a right turn to enter the neighborhood. This is unsafe for young families who use this as a walking route to school.

LEGEND

- Street Tree & Shrub Buffer Opportunity (tree locations to be determined)
- Shrub Buffer Opportunity
- Street Pole Art Installation Opportunity
- SDOT Intersection Improvement
- Safe Crossing / Traffic Calming
- Wayfinding Installation Opportunity
- Secondary Improved Walking/Bike Route

Design Elements

PARTNERSHIP OPPORTUNITIES

The Seattle Department of Transportation will be performing various upgrades at this location in 2017. The community should reach out to SDOT to explore partnership opportunities for plantings, wayfinding, signage, and gateway identity art.

Businesses surrounding this intersection have not yet been engaged, but they may be supportive of community-led beautification efforts, especially if those efforts are sensitive to storefront sightlines and vehicle circulation in and out of parking lots.

INSPIRATIONAL IMAGERY



FUNDING OPPORTUNITIES

Seattle Department of Neighborhoods – Neighborhood Matching Fund

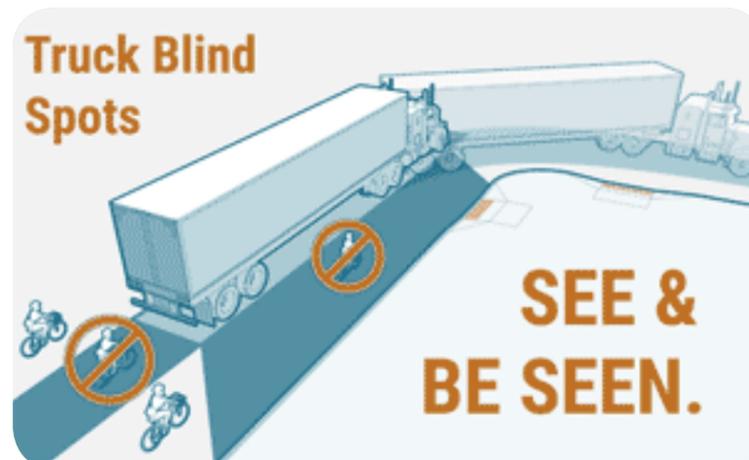
- Small Sparks Fund
- Small and Simple Grants
- Large Project Grants

Seattle Office of Arts & Culture – various grants

Trees for Neighborhoods (SeattlereLeaf)

Duwamish River Opportunity Fund

Seattle Office of Sustainability – Community Climate Project



Pedestrian and Bicycle Connections to S. River St.

GENERAL SITE INFORMATION

Project Type: Streetscape / Trail

Site Location: 6737 Corson Ave. S.

Length: 1,180 linear feet

Owner: South Seattle College

History: This access road runs between the Georgetown campus of South Seattle College and a WSDOT maintenance yard. Maps from the 1930s show the site housing a large building with extensive tracts of open land. This road runs through what would have been the middle of that building. The college is in the original location of the Hat 'n' Boots Texaco gas station. Most of this road dates from after the college was built between 2007 and 2009. The large open green space at the intersection of E. Marginal Way S. and Corson Ave. S. is reserved for future campus building expansion and is not available for development of future open space amenities.

Description: The community's preferred route is the eastern portion of the current access road where it runs along the parcel line/boundary between WSDOT and South Seattle College and exits the campus at 6th Ave. S., behind the Finishing Trades Institute Northwest. There is a strong desire to locate and formalize a safe east-west pedestrian and bike route across the neighborhood to reach the 1st Ave Bridge, businesses, and organizations in the central, northern, and eastern portions of the neighborhood. The current alternatives, S. Michigan St. and E. Marginal Way S. are unsafe.

Key Stakeholders:

- South Seattle Community College (Property Owner)
- Washington State Department of Transportation (WSDOT) (adjacent property owner)
- Seattle Department of Transportation (SDOT)

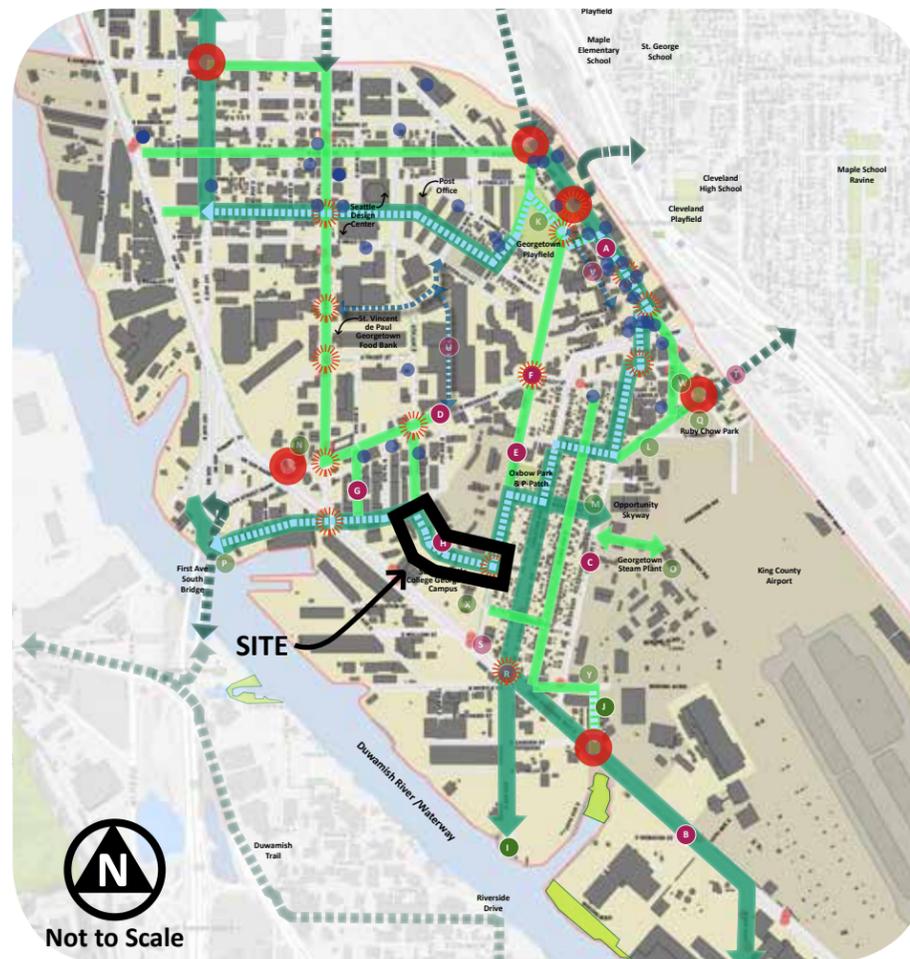
Key Documents:

- South Seattle College, Georgetown Campus Master Plan
- Seattle Bike Master Plan
- Seattle Right of Way Improvements Manual
- Seattle Pedestrian Master Plan

AERIAL PERSPECTIVE



CONTEXT MAP



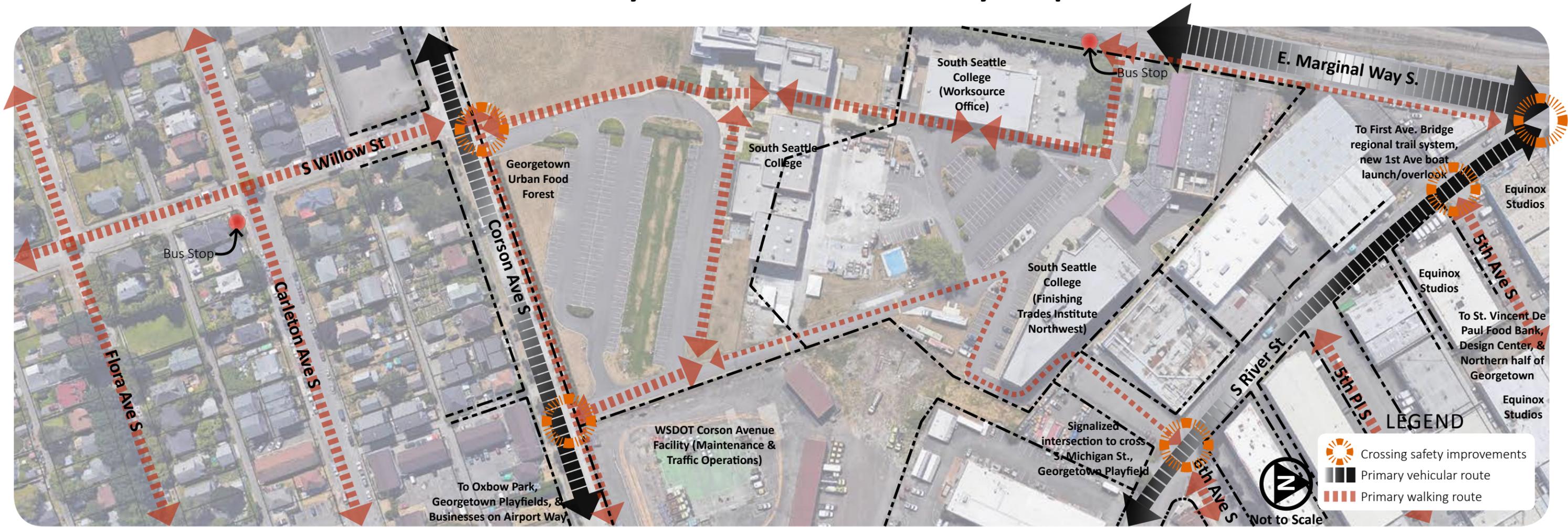
SITE PHOTOS



NOTE:

This parcel is owned by South Seattle College. Any proposed amenities shown in this plan would have to be coordinated, reviewed, and approved by the owner and the district. The College is open to working with the community on this idea as a long-term goal.

Site Analysis / Community Input



COMMUNITY COMMENTS

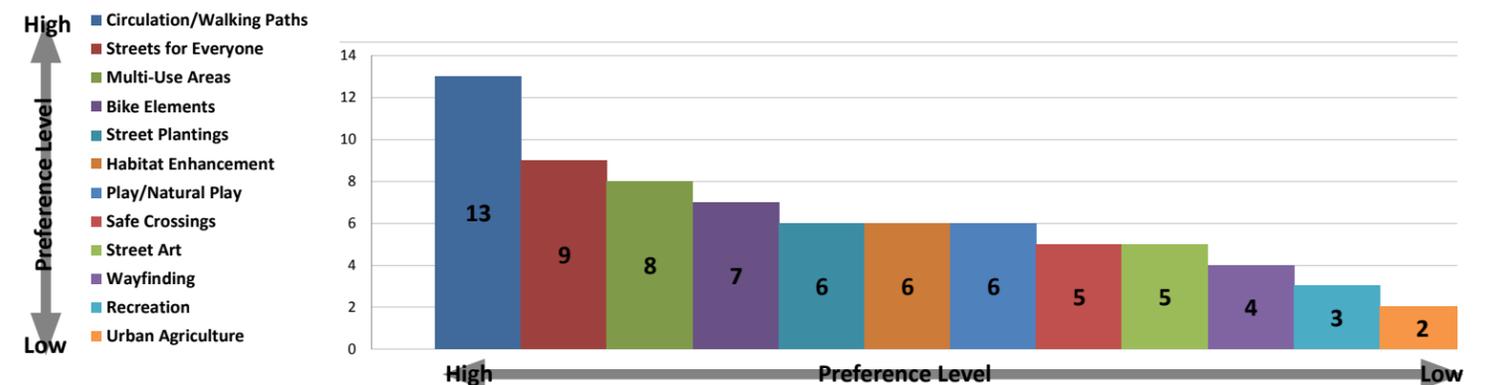
(See Appendix for full list)

- Safe Bike Routes
- Stroller-friendly walk route.
- Work with Equinox to add outdoor wayfinding.
- Lights for safety and 24 hour access needed.
- WSDOT would be a great partner to get on board- currently the edges of their property and sidewalks are covered in trash and debris and overgrown weeds which make it very undesirable for walking over or nearby. Lots of broken glass, beer cans, weeds, etc.
- This is cool.
- Our family doesn't personally use this area often, but maybe others do and could speak for its significance?
- we should have access to that ROW
- See comment on 5th Ave S.
- Lighting and 24 hr access needed. Gateways indicating path's terminus.

COMMUNITY SUPPORT FOR SITE

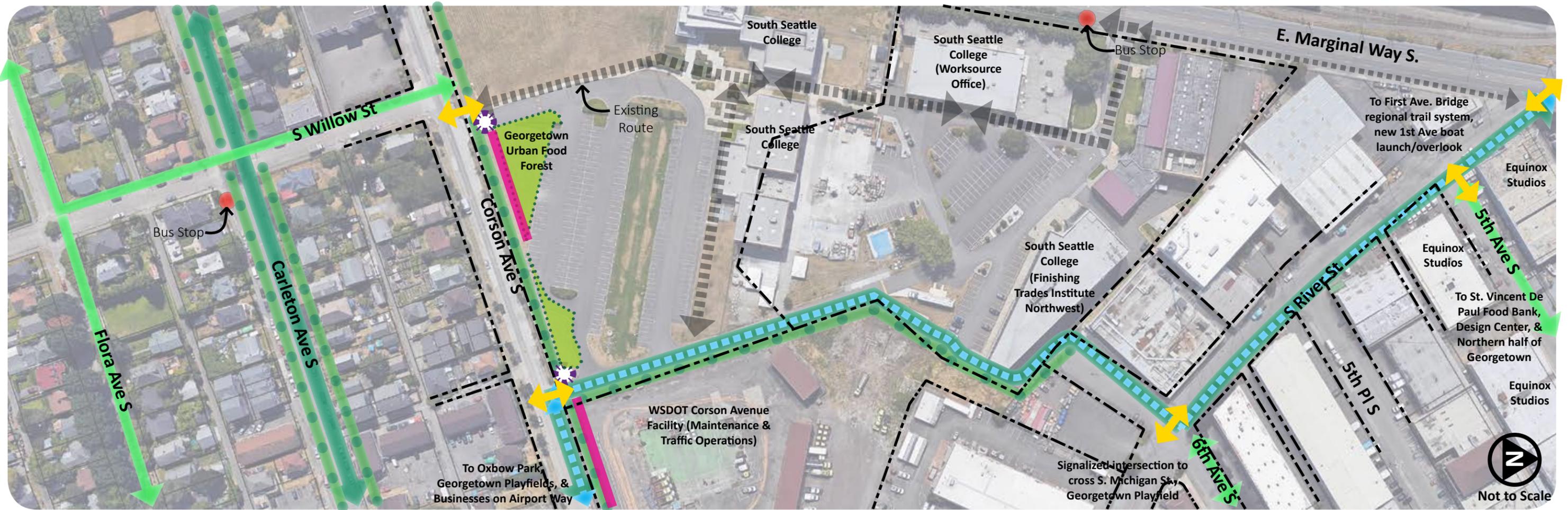


REQUESTED SITE AMENITIES



Preliminary Site Plan

(10% DESIGN)



DESIGN NARRATIVE

- Improving overall connectivity in Georgetown requires better and safer east-west pedestrian/bike routes across the neighborhood. The only potential east-west connection between S. Michigan St. and E. Marginal Way S. is across the Georgetown campus of South Seattle College. The WSDOT Corson Ave. facility is used to deploy and maintain heavy street maintenance vehicles and is off-limits to the public.
- An existing public walkway traverses most of the college campus and is used by students and visitors going to the South Seattle College WorkSource office. It is further south than community members would like to walk, but it is mostly complete and functional. The western half requires crossing a parking lot and ends at E. Marginal Way S., which is not a pedestrian- or bike-friendly route due to narrow sidewalks, no vegetative buffer, heavy truck traffic, and small 3-inch curbs.
- The proposed route is well-supported by community members and was vetted during two bike tours that were part of this project.
- The college considers this an improvement to consider for the long-term because it involves costs for pavement, lighting, and access control, which it does not currently have budget to support.
- The eastern portion of the proposed route runs along the parcel line/boundary between the WSDOT facility and South Seattle College and exits the campus at 6th Ave. S., behind the Finishing Trades Institute Northwest. This is a back entrance that would need to be formalized with

- lighting, signage, and other safety improvements. 6th Ave. S. is used by delivery trucks and will need improvement to help provide safe and separate use for pedestrians/bikes.
- This route will not be accessible after the college closes for the night (10pm).
- In this part of Georgetown, the original street layout was largely determined by the original course of the Duwamish River. Before it was straightened, the river followed the current path of S. River St. Much of the land within the original oxbow channel was filled and turned over to industrial and commercial uses. Currently, these areas are not pedestrian or bike friendly. Although the river was rerouted, many of the residential areas are still in the same locations as they were 100 years ago. The existing open space resources and retail businesses also generally follow the former oxbow path. This original, natural course of the river could be revived as a symbolic, functional, and interpretive pedestrian/bike route known as the River Walk. It would bypass the heavy industrial/commercial areas while better connecting residents to open space, businesses, South Seattle College, and one of the two public shoreline access points in the neighborhood, the 1st Ave Boat Ramp.
- Although it is far removed from Airport Way S., the route would serve many businesses and members of the Georgetown Merchants Association (GMA) because they would be easier to visit on foot and by bike.

LEGEND

- Safe Crossing / Traffic Calming
- Gateway Art Installation Opportunity
- Wayfinding Installation Opportunity
- New & Restored Street Tree Plantings
- Potential Streetscape Art
- Potential Landscape Improvements
- Primary Improved Walking/Bike Route
- Secondary Improved Walking/Bike Route
- Interpretive "River Walk"

Design Elements

PARTNERSHIP OPPORTUNITIES

The project team contacted administrators of the Georgetown campus of South Seattle College to discuss this preliminary concept. They recognize the need for improved connectivity in the neighborhood and are supportive of this idea as a longer-term improvement. The community should reach out to them as a partner in this effort and as an institution that bridges the needs of industry and the community. Perhaps students and teachers at the college could contribute to and/or participate in some of the physical improvements needed, here.

The access points to the proposed route are at Corson Ave. S. and 6th Ave. S. Both are busy streets in the public right-of-way, under SDOT jurisdiction. SDOT will be undertaking a mobility study in early 2017 that may provide a better understanding of how best to meet the overlapping needs of pedestrians, bikes, and trucks in Georgetown. This study will be important to understanding the potential for pedestrian/bike improvements to industrial corridors such as S. River St.

Equinox Studios is one of the primary destinations along this route and has a large community (more than 100 tenants) of skilled builders and artisans. They could help populate the route with art, wayfinding, and creative interpretive and historic elements to help make this area more identifiable as a destination and interesting to explore.

Although it is far removed from Airport Way S., the route would serve many businesses and members of the GMA because they would be easier to visit on foot and by bike.

FUNDING OPPORTUNITIES

Seattle Department of Neighborhoods – Neighborhood Matching Fund

- Small Sparks Fund
- Small and Simple Grants
- Large Project Grants

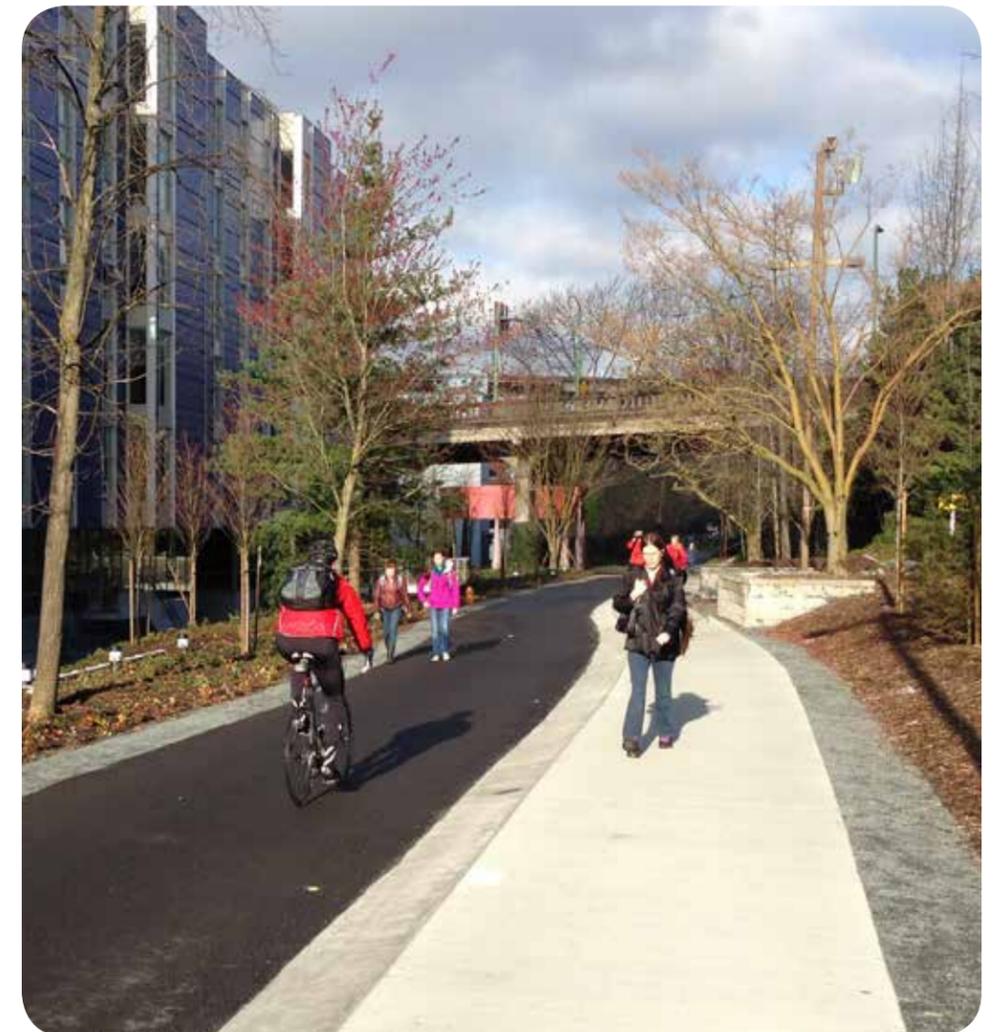
Seattle Office of Arts & Culture – various grants

Trees for Neighborhoods (SeattleLeaf)

Duwamish River Opportunity Fund

Seattle Office of Sustainability – Community Climate Project

INSPIRATIONAL IMAGERY



Corson Ave. S.

GENERAL SITE INFORMATION

Project Type: Streetscape

Site Location: Between E Marginal Way S and S Warsaw St

Length: 2,570 LF

Owner: City of Seattle

History: Corson Ave. S. offers the shortest access route across the neighborhood from South Park and Boeing to Beacon Hill and I-5.

The intersection of Corson and E. Marginal Way S. was the original location of the Hat 'n' Boots gas station, which was built in 1955. For a while, this was the busiest gas station in the state. Four homes on Corson were recommended for the historic register in 1997, when a survey of the neighborhood was conducted.

Description: Today, Corson Ave. S. is the western boundary of the primary residential area of Georgetown. It offers an important opportunity to provide a buffer between community members and surrounding industry. The primary destinations along this street are Oxbow Park and the P-Patch community garden, the Georgetown campus of South Seattle College, the Georgetown Urban Food Forest, the WSDOT Corson Ave. facility, and the Museum of Communications. The college serves as an informal open space destination and an east-west connector. While Corson is used by some large vehicles that are serviced and deployed from the WSDOT yard, most of the heavier use comes from cut-through traffic trying to avoid slowdowns on S. Michigan St. and E. Marginal Way S.

Key Stakeholders:

- South Seattle College
- Georgetown Urban Food Forest (GUFF)
- Washington State Department of Transportation (WSDOT)
- Seattle Department of Transportation (SDOT)
- Seattle Parks and Recreation

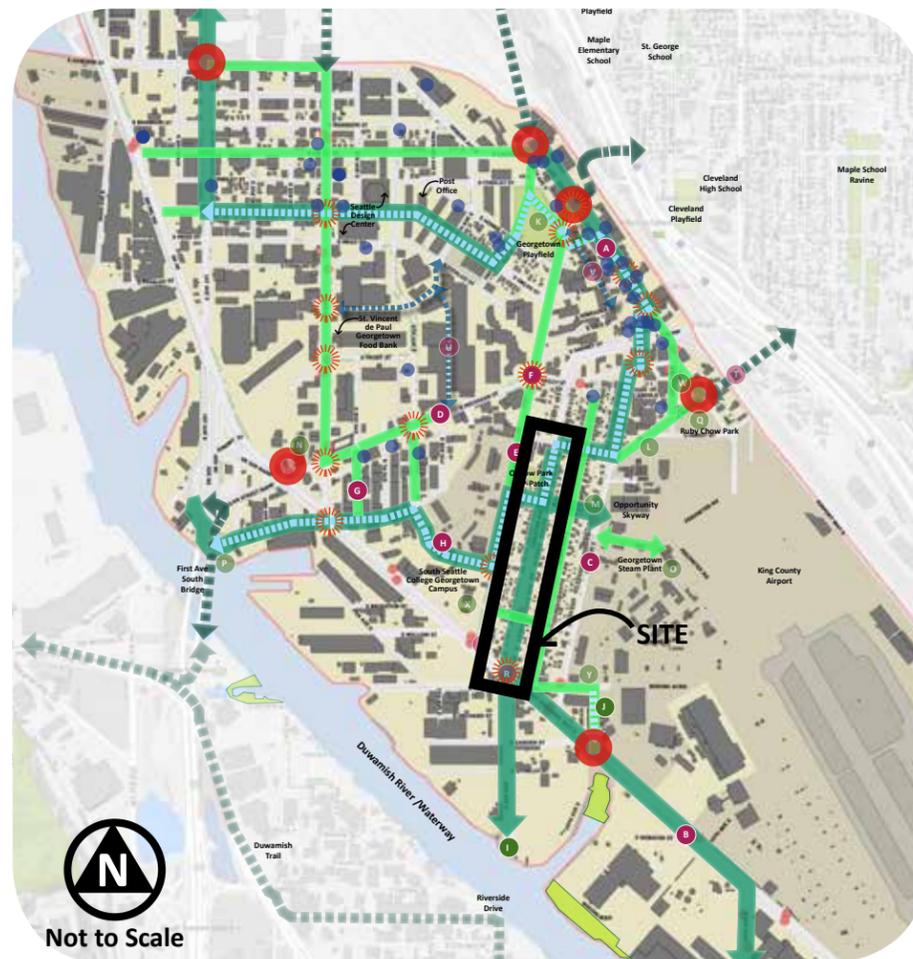
Key Existing Documents:

- Seattle Pedestrian Master Plan
- Seattle Right of Way Improvements Manual
- Move Seattle
- Seattle Bike Master Plan
- Seattle Freight Master Plan

AERIAL PERSPECTIVE



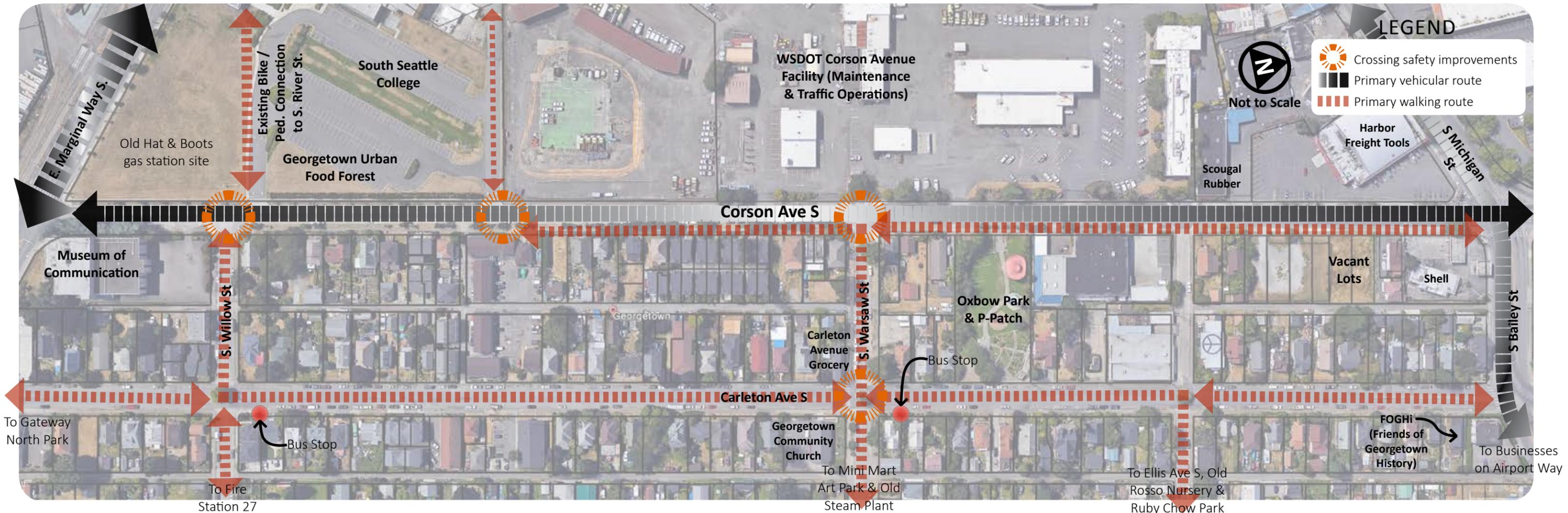
CONTEXT MAP



SITE PHOTOS



Site Analysis / Community Input



COMMUNITY COMMENTS

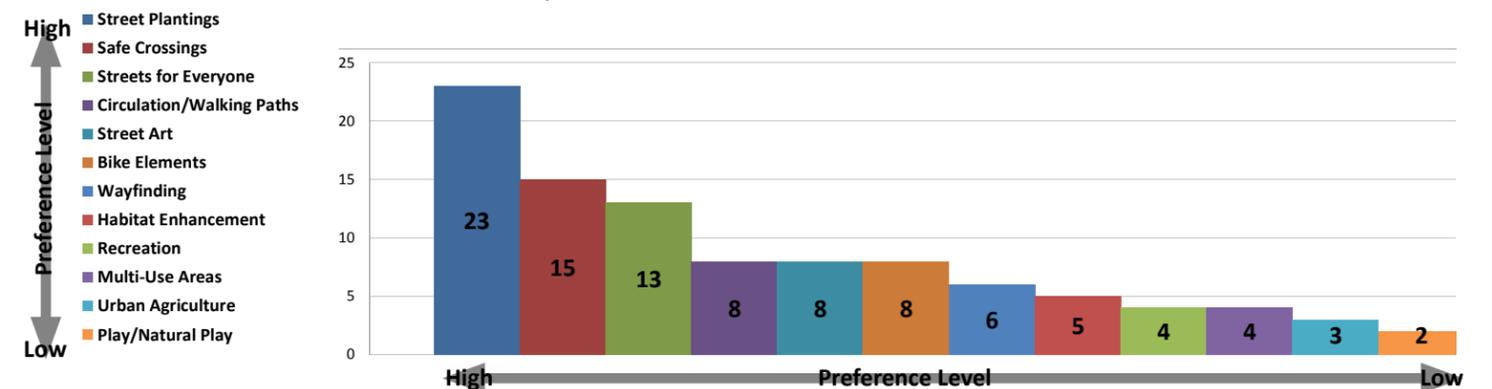
(See Appendix for full list)

- Too many speeding semi trucks
- Slow traffic exiting off of I-5
- Sidewalks and look at street paving, really poor around 3rd and 4th
- Traffic is terrible here, and cars disregard pedestrians. They speed, run lights, don't stop at the crosswalk, block intersections.
- Like the idea of interpretive river walk.
- Artist/low-income housing at vacant lots.
- No room for trees along Carleton unless bus route is removed.
- Would love to see new street tree planting all the way to end of corridor.
- South Seattle College open lawn is used as unofficial dog park.
- I like this plan. Nice work! A radar speed display sign or other means could help reduce speeding.

COMMUNITY SUPPORT FOR SITE



REQUESTED SITE AMENITIES



Preliminary Site Plan

(10% DESIGN)



DESIGN NARRATIVE

- Corson Ave. S has the potential to be a better/safer connector and a more effective green buffer because it runs along the entire western edge of the largest residential area in Georgetown.
- New wayfinding and signage will help make Corson be a more identifiable pedestrian and bike-friendly route.
- Increasing the tree canopy and improving the overall quality of the landscape along Corson will help it read as a residential portion of the neighborhood, while respecting sightlines and existing overhead power lines (mostly along the western side of the street).
- Residents want additional plantings, screening, and art to improve the appearance of the WSDOT yard.
- Plantings along the western edge of Oxbow Park can provide a visual buffer and improve safety (by keeping balls out of the street). Species selection should be responsive to CPTED guidelines (see final recommendations).
- A dense row of shrubs between the two South Seattle College driveways provides a buffer between the street and the Georgetown Urban Food Forest (GUFF), but it also affects the GUFF's visibility, which is important for building awareness, attracting volunteers, activation, natural surveillance).

- Tall, vertical landmarks for the garden, a new formal pedestrian entrance to the GUFF, and lowering the height of the shrubs are options to consider.
- Crosswalk safety is needed at S. Willow St. and S. Warsaw St. to support pedestrian circulation between the residential area and the college. This would also help improve larger east-west bicycle and pedestrian movement across the neighborhood.
- Additional outside support could be enlisted to maintain recent tree plantings along Corson Ave. S.
- Many residents take this route to get to the Georgetown Playfield or to schools on Beacon Hill. Improvements should be made to help it read and function as a safe route to school and to the neighborhood's primary open space destination.
- Speeding vehicles can be a problem on Corson Ave. S., especially when the street is used as a shortcut to bypass slowdowns along S. Michigan St. and elsewhere in the neighborhood. Traffic calming improvements can help reduce speeding.
- Improved landscaping in the right-of way/streetscape and traffic circles throughout the residential area would be helpful. Partnership opportunities are possible for landscape improvements on private property.

LEGEND

- Safe Crossing / Traffic Calming
- Gateway Art Installation Opportunity
- Wayfinding Installation Opportunity
- New & Restored Street Tree Plantings
- Potential Streetscape Art
- Potential Landscape Improvements
- Primary Improved Walking/Bike Route
- Secondary Improved Walking/Bike Route
- Interpretive "River Walk"

Design Elements

PARTNERSHIP OPPORTUNITIES

The Georgetown Urban Food Forest (GUFF), a relatively new open space destination in the neighborhood, has the potential for continued growth and would benefit from additional volunteers. The GUFF offers hands-on learning that empowers community members with skills in urban agriculture, permaculture, and raised-bed gardening. The GUFF has a newly established partnership with Seattle Parks Foundation.

The Oxbow Park P-Patch is a small community garden run by the Department of Neighborhoods P-Patch Program. Gardeners here have expressed interest in adding an interpretive element about the natural history of the neighborhood that would also offer natural play for kids. This could become a small, early action item to help connect with kids in the community and should be coordinated with the P-Patch program and Seattle Parks and Recreation (the property owner).

The South Seattle College Georgetown campus is aware of the community's desire for open space improvements in the neighborhood and are supportive of long-term connectivity improvements across the campus. They are not supportive of any improvements to the large turf area at E. Marginal Way, S. and Corson Ave. S.

SDOT should be contacted for any landscape improvements within the right-of-way.

Streetscape improvements in front of the WSDOT facility need to be responsive to safety/visibility and maintenance requirements.

FUNDING OPPORTUNITIES

Seattle Department of Neighborhoods – Neighborhood Matching Fund

- Small Sparks Fund
- Small and Simple Grants
- Large Project Grants

Seattle Office of Arts & Culture – various grants

Trees for Neighborhoods (SeattleLeaf)

Duwamish River Opportunity Fund

Seattle Office of Sustainability – Community Climate Project

INSPIRATIONAL IMAGERY



Ellis Avenue S.

GENERAL SITE INFORMATION

Project Type: Streetscape

Site Location: E. Marginal Way S. to S. Angelo St.

Length: 3,125 Linear Feet

Owner: City of Seattle

History: Ellis Ave. S. is the eastern boundary of the residential core in Georgetown, running from E. Marginal Way S. to S. Bailey St. The main vehicular route veers south to become S. Albro Pl. before reaching S. Bailey St., however. S. Albro Pl. was one of two historic bridges that crossed over the train tracks to Beacon Hill. Maps from before the construction of I-5 show it as a much larger bridge than the one to the north.

Ellis Ave. S. runs parallel to the Flume—the route that connected the Old Steam Plant to the Duwamish River to draw water for the plant’s operation. The historic site of the Old Steam Plant is south of Ellis Ave. S., as is the site of the Old Rosso Nursery, where three generations of the Rosso family grew plants and sold them to the surrounding community. Along the north side of Ellis Ave. S. are many historic homes dating from the turn of the 20th century.

Ellis Ave. S. also serves as a divider between the residential core of the neighborhood and King County International Airport.

Description: Ellis Ave. S. is the southern boundary of the southern residential core in Georgetown, running from E. Marginal Way S. to S. Bailey St. The main vehicular route veers south to become S. Albro Pl. before reaching S. Bailey St., however. While Ellis Ave S. is a connector route for some freight, it is used less frequently than S. Michigan St. to the north.

Key Stakeholders:

- Seattle Department of Transportation
- Seattle City Light (property owner)
- Boeing (adjacent property owner – no stance on the project yet)
- King County International Airport
- Fire Station 27
- Local residents
- Local businesses

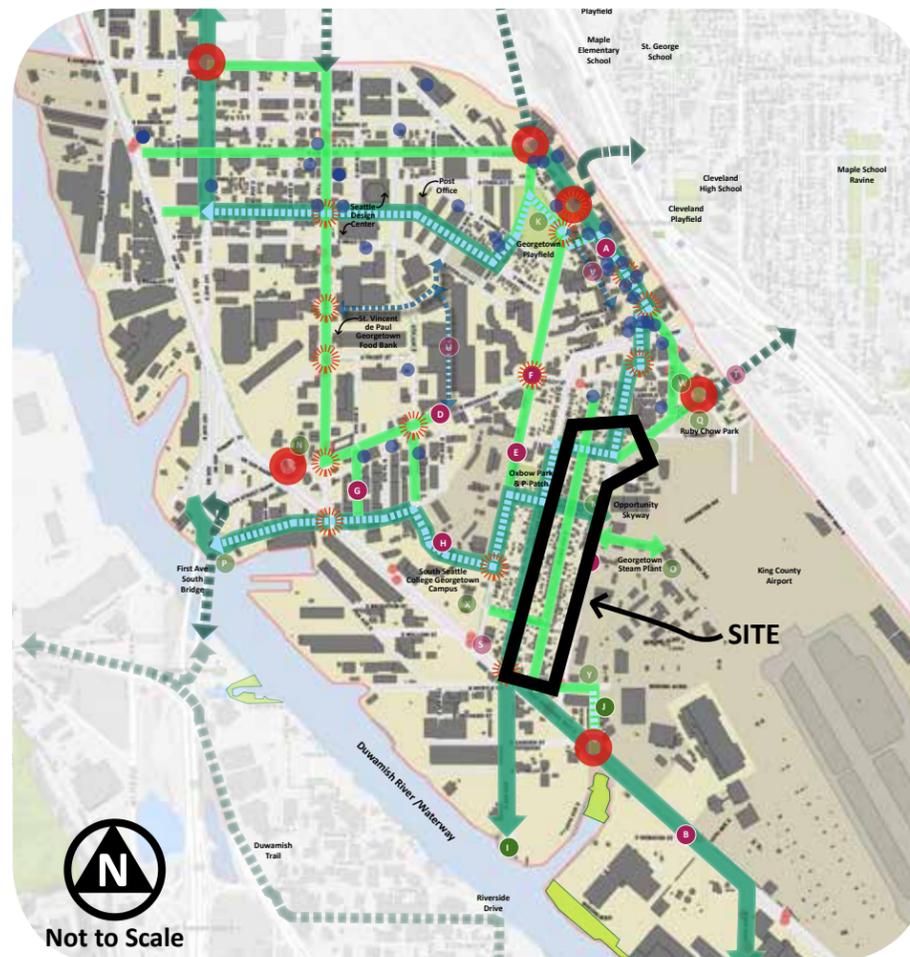
Key Existing Documents:

- Seattle Pedestrian Master Plan
- Seattle Bicycle Master Plan
- Steam Plant Design Development
- Mini Mart Park Design
- Seattle Right-of-Way Improvements Manual

AERIAL PERSPECTIVE



CONTEXT MAP



SITE PHOTOS



Site Analysis / Community Input



COMMUNITY COMMENTS

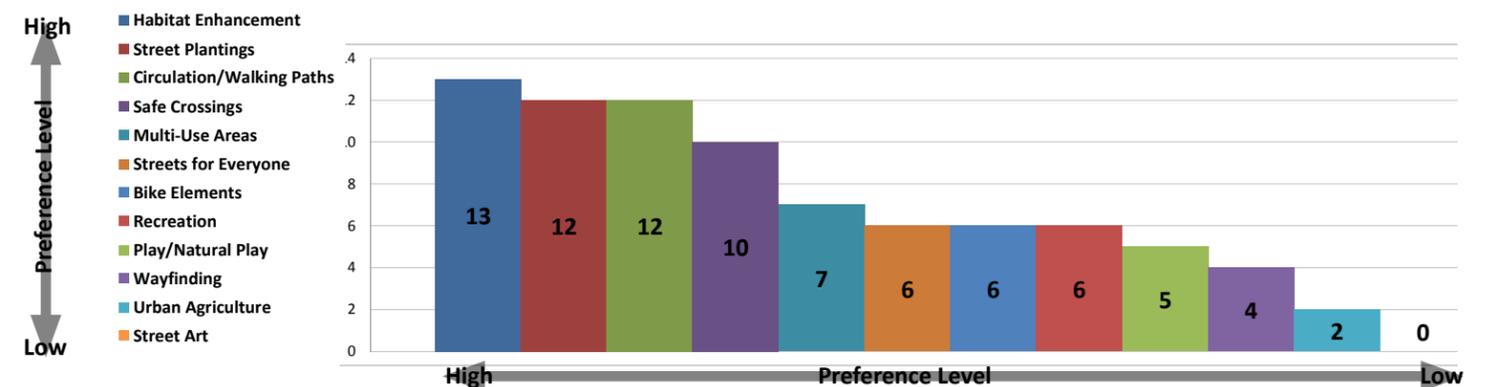
(See Appendix for full list)

- Facilities/resources for homeless please! Lots of trailer poop is dumped here.
- Services in old planet Georgetown, issues needs to be addressed.
- Old Rosso site with lots of trees!
- Nice big area, but some of those crashed UFOs from Roswell here. (Rosso site)
- Trees and trash cans here along northern section of Ellis.
- Buffer with landscaping for noise mitigation along southern section of Ellis.
- Potential park from Myrtle to E Marginal.
- Does not address the glaring need for landscape improvements in front of Boeing property at south end of Ellis- next to Fire Station.
- Love future sculpture garden idea!
- Trees please
- More trees and trash cans on the upper part of Ellis. It is impacted by business growth.
- Depends on how buffer at S Ellis is designed, how it buffers noise.

COMMUNITY SUPPORT FOR SITE



REQUESTED SITE AMENITIES



Preliminary Site Plan

(10% DESIGN)



DESIGN NARRATIVE

- Ellis Ave. S. defines the eastern edge of the residential core and has unrealized potential as a buffer and a connector.
- All homes that front Ellis are directly across the street from King County International Airport and various airport-related functions. Increasing the quantity and quality of streetscape plantings and trees will provide a needed buffer against traffic on Ellis Ave. S. as well as the visual and noise impacts of the airport.
- Although plane noise cannot be blocked by trees, this should not preclude a coordinated effort between SDOT and all adjacent property owners to augment the quality, beauty, functionality, and safety of this corridor. The presence of multiple environmental stressors makes open space improvements critical.
- Proposed landscape plantings along the eastern edge of the right-of-way are constrained by existing fence lines and pavement. Coordination and partnership around any depaving efforts will be needed, and street trees should need to be sized and selected appropriately.
- If fence lines along the eastern edge of Ellis Ave. S. cannot be shifted to create more room for landscape improvements, a decision will need to be made regarding whether plantings or pavement for walkways are more valuable here. Fences might have the potential to be used as canvas for art pieces.
- Any new open space or residential development should augment the quality and quantity of plantings along this corridor.
- Additional opportunities for landscape and street tree improvements are possible beyond those proposed here.
- Other nearby projects which are already being designed (Mini-Mart Art Park, Steam Plant, Old Rosso Nursery site, and others) should maximize open space amenities and destinations should be designed and built to maximize open space and connectivity improvements
- The airport is committed to improving the boundary between the airfield and the Georgetown community. This is part of its Master Plan Update evaluation process, which is currently in the public input phase.
- The airport is working with Seattle City Light to provide a new access driveway from Ellis Ave. S. to the Old Steam Plant.
- The airport is committed to maintaining Ruby Chow Park as a vital part of the community's open space.
- Partner with businesses along S. Albro Pl. to explore tactical urbanism improvements such as parklets, streateries, micro parks, and green walls.
- The traffic circle at the intersection of S. Albro Pl., S. Hardy St., and 13th Ave. S. presents an opportunity to collaborate with the airport for a pavement to parks effort with art.

LEGEND

- Safe Crossing / Traffic Calming
- Gateway Art Installation Opportunity
- Wayfinding Installation Opportunity
- New & Restored Street Tree Plantings
- Potential Streetscape Art
- Potential Open Space Improvements
- Primary Improved Walking/Bike Route
- Secondary Improved Walking/Bike Route
- Interpretive "River Walk"

Design Elements

PARTNERSHIP OPPORTUNITIES

Seattle City Light is working with King County International Airport on plans to renovate the Old Georgetown Steam Plant. They are currently at 30% design and are interested partners.

The airport is updating its master plan, which will include new locations around the perimeter of the airport for public art. Perhaps the airport could contribute gateway sculptures to help celebrate the locations identified for future public art. Other opportunities might be available to improve the quality of open space along this road shared by the airport, residents, and businesses.

Several residents have expressed interest in contributing to open space improvements along Ellis Ave. S.

Opportunity Skyway Air Academy, which provides academic and vocational training at the airport, is interested in participating in open space improvements that will directly benefit its student body (about 40 students, including some who live in Georgetown) or can be coordinated with its mission or programming goals.

The businesses along S. Albro Pl. and the northern end of Ellis Ave. S. that would benefit from improved safety and pedestrian/bike connectivity should be contacted as potential partners.

Boeing has a presence, as well as multiple security gates, along Ellis Ave. S.

Fire Station 27 is a partner (See Dog Park)

FUNDING OPPORTUNITIES

Seattle Department of Neighborhoods – Neighborhood Matching Fund

- Small Sparks Fund
- Small and Simple Grants
- Large Project Grants

National Fish and Wildlife Foundation – Five Star and Urban Waters Restoration Grant Program

Seattle Office of Arts & Culture – various grants

Trees for Neighborhoods (SeattleLeaf)

Duwamish River Opportunity Fund

Seattle Office of Sustainability – Community Climate Project

INSPIRATIONAL IMAGERY



OVERALL GUIDELINES

Many factors support the development of more open space in Georgetown. The climate, topography, proximity to regional connections, history, strength of community, and increasing recognition that improvements are needed all favor movement toward well-coordinated open space efforts. As the oldest settlement in Seattle, Georgetown has deep environmental, cultural, industrial, and historical foundations on which to make meaningful improvements that all members of the community can support.

By capturing a wide range of feedback, this vision framework ensures that future improvements are both sensitive to the community's basic needs and responsive to the unique identity of Georgetown. Efforts that encourage cooperation between residents and industries in Georgetown will reinforce the health of each aspect of the community. In listening to the community, gathering agency input, and synthesizing all feedback into concept designs for various green space destinations and connections, the project team developed the following guidelines for future development, organized into four categories: Safety Improvements, Connectivity Improvements, Green Space Improvements, and Community-Based Recommendations.

1. Safety Improvements:

- Provide an improved sense of security in the neighborhood's green spaces and the walking routes that connect them.
- Maintain and provide clear visibility across all public spaces.
- Increase physical separation between vehicle and pedestrian circulation with clearly designated routes, improved signage, additional traffic calming measures, speed limit enforcement, and more wayfinding elements to direct pedestrian and truck traffic.
- Where vehicular and pedestrian routes must intersect, provide the best means possible for communicating the presence of one user group to the other (e.g., "15 mph Pedestrian Zone," "Truck Crossing").
- Clearly designate truck routes to help trucks move through the neighborhood more efficiently, stay off residential streets, reduce emissions from circuitous routes, and reduce unnecessary idling.
- Provide hand-washing stations at all shoreline access points.
- Provide better lighting along primary walking routes.
- Encourage positive uses and increase physical presence to improve natural surveillance of public spaces by partnering with groups that stand to benefit from better access to open spaces.
- Seek open space improvements that provide benefits to various user groups and therefore offer more partnership opportunities and help keep spaces active with a positive, local presence.
- Provide more spaces geared toward underserved community members (e.g., play spaces for children of all ages, places for seniors to sit at metro stops and outside of community facilities).
- Apply Crime Prevention Through Environmental Design (CPTED)

principles to all future design efforts, and consult with community members and Seattle police officers to help ensure that designs address actual usage patterns.

- Address problem areas that affect community members' safety and sense of safety. These include noise and particulate pollution in residential areas, drugs and prostitution around the south end of the residential core (mostly centered around motels north of E. Marginal Way S.), speeding on residential streets, speeding and a lack of safe crossings on Airport Way S., lack of a safe crossing to the St. Vincent de Paul Food Bank, biking and walking routes that use undeveloped street corridors where trucks kick up dust and gravel, heavy noise where train crossings are not signed and operators have to rely on their horns, train-vehicle collisions at Corson Ave S., difficulty crossing S. Michigan St., a dearth of safe walking routes that traverse the neighborhood and connect to surrounding communities, unsafe access to the Duwamish River at Gateway Park North, and lack of natural surveillance in all park spaces.

2. Connectivity Improvements:

- Improve connections between all open space resources and create a River Walk to unite a neighborhood that is physically divided by freight routes, train lines, and freeway infrastructure.
- Provide additional and safer pedestrian and bicycle routes to all community facilities.
- Improve public access and better visual connectivity to the Duwamish River. Improve awareness of riverfront spaces in the local and regional community.
- Improved signage, signaling, and traffic calming at key crosswalks.
- Improve bike/pedestrian connections to surrounding neighborhoods and to the regional trail system.
- Improve connections to mass transit with higher-quality Metro bus stops and more frequent bus service, especially to public resources not found within the neighborhood (schools, library, community center, large grocery stores).
- Formalize and improve walking and biking routes to schools and other resources (community center, library, parks, riverfront , trails, community garden) on Beacon Hill and in South Park.
- Promote overlapping uses and features of routes: safe routes to school, regional bike trail, River Walk, art walk, history walk, parade route, interpretive destinations, traffic calming elements, free lending libraries, street trees, street murals.
- Provide more intermediate destinations along routes: micro-parks, streetscape plantings, seating, signage, landscape improvements, bike parking, "parklets, streateries and micro parks."
- Coordinate with future efforts to improve green stormwater infrastructure.

- Explore neighborhood circulation themes based on the river, art, industry, and history. Carry these themes throughout the neighborhood and to the uplands and west side of Georgetown to create a sense of unity.
- Create incentives for private development along the River Walk to make the route more inviting and recognizable (e.g., front yards eligible for RainWise rebates, tree planting, and other landscape improvements).
- Create routes with even surfaces to improve mobility.
- Add pavement to unpaved areas to help differentiate vehicle, pedestrian, and bike uses.
- Design new facilities to promote multi-modal (bicycle and pedestrian) transportation for all ages and abilities.
- Capture opportunities to provide better habitat corridors along with connectivity improvements and public space development as well as on private property (e.g., Backyard Wildlife Sanctuary Program).
- Seek opportunities to improve water-based connectivity (hand boat launch, kayak rental) to reach other destinations on the river and connect to other parts of town.
- Improve pedestrian and bike connections to Beacon Hill and South Park so that the community has increased access to the resources available there (community center, schools, library, parks, riverfront , trails, community garden).
- Improve connections to Gateway Park North and increase its status as a regional destination to capture more support for future improvements that will benefit the community.
- Identify opportunities to create neighborhood gateways that celebrate Georgetown and identify it from surrounding highways and major arterials.

3. Green Space Improvements:

- Increase tree canopy wherever possible, especially along greenways and the River Walk.
- Support community involvement in open space projects that are tied to ongoing design efforts (Georgetown Steam Plant, Georgetown Playfield, King County Master Plan – Old Ross Nursery site, Mini Mart City Park, 1st Ave. Boat Launch / Overlook at S. River St., and Wet Weather Treatment Station).
- Advocate for development of a dog park.
- Advocate for development of Gateway Park North / 8th Ave. Street End.
- Continue exploring conversion of inactive rail spurs to public open space.
- Look for opportunities to develop parklets, streateries and micro-parks.
- Create and identify new open space sites and promote facilities that serve a wider range of age groups, such as outdoor exercise areas for seniors and safe outdoor spaces for families and workers to hang out.

- Celebrate local history, culture, and arts in all green space improvements.
- Explore opportunities to partner with King County Wastewater and Seattle Public Utilities on stormwater improvements that could be combined with new open space resources (e.g., demonstration rain gardens, bioswales, detention facilities that could support creation of a new playfield).
- Promote the creation of communal spaces by seeking out community organizations that could use these spaces for their own programming and outreach efforts and thereby activate the space and provide better natural surveillance.
- Encourage the use of more green stormwater infrastructure in the residential and industrial parts of the neighborhood for improved stormwater management and reduced migration of polluted runoff.
- Create, restore, and increase habitat diversity wherever possible in shoreline and upland areas.
- Seek opportunities to soften existing hard shorelines.

4. Community-based Recommendations:

- Add dog-friendly, publicly accessible open space.
- Provide safer street and rail crossings.
- Improve connectivity throughout the neighborhood.
- Create more walking and biking routes for recreation and commuting.
- Improve connectivity to the river.
- Create better and safer connections to surrounding neighborhoods.
- Provide more vegetation, green buffering, street trees, plantings, and planters to mitigate the impacts of noise and particulate pollution and for beautification.
- Reduce speed limits and help reduce traffic that cuts through residential areas.
- Manage large truck parking more effectively.
- Increase healthy habitat.
- Create more places to gather, sit, and have lunch.
- Create more family-friendly open space.
- Build a community center and library.
- Add a supermarket.
- Improve night-time safety and lighting.
- Explore developing the vacant open space behind the Old City Hall.
- Activate Ruby Chow Park.
- Develop a skate park.
- Use the Old Rosso Nursery as new open space.
- Celebrate industry and enlist the support of local businesses that would benefit from open space improvements.
- Develop more spaces for kids.

IMPLEMENTATION AND NEXT STEPS

Achieving this vision for connected public spaces in Georgetown will require perseverance, commitment, and dedication on the part of many partners over many years. Change at this scale and funding for the improvements cannot be achieved by any one person or organization. Rather, this effort will require community groups, government agencies, businesses, civic leaders, and philanthropists to come together with a common purpose.

ROLES & RESPONSIBILITIES

The Georgetown Open Space Vision Framework was developed with support from Seattle Parks Foundation. Neighborhood organizations that participated in and supported this effort include the Georgetown Community Council, Georgetown Merchants Association, South Seattle College, Duwamish Valley Safe Streets, and St. Vincent de Paul. Many public agencies and dozens of residents and workers were consulted during the process. The ongoing participation and leadership of all of these parties and more will be crucial to realizing the recommendations in this framework.

At the same time, central leadership will be essential. A “backbone” organization will be needed to coordinate the larger effort. While Seattle Parks Foundation has provided the resources to complete this planning effort, the real energy, fuel, and commitment will come from the Georgetown community itself. To that end, a new Georgetown Open Space Committee will be created to serve as the central organization coordinating the various partners, projects, and efforts over time.

Seattle Parks Foundation will stay engaged as a supporting organization, providing technical assistance and fundraising support as needed. All individuals and community groups interested in improved public spaces in Georgetown will also be integral to the implementation effort. Many participants will be needed to write grants, identify resources, and build partnerships that will ultimately lead to success.

FUNDING OPPORTUNITIES

Park, trail, and green space improvements are funded in a variety of ways. Almost every public space project relies on a mix of public and private funding, including budget allocations, private foundation grants, and individual donations.

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

City of Seattle

- Department of Neighborhoods
- Small Sparks Fund (up to \$1,000)
- Small and Simple Projects Fund (up to \$25,000)
- Large Project Neighborhood Matching Fund (up to \$100,000)
- Duwamish River Opportunity Fund
- Neighborhood Park and Street Fund (up to \$90,000)
- Seattle Department of Transportation
- Neighborhood Street Fund (up to \$750,000)
- Safe Routes to School Mini Grant Program
- Public Space Management Program
- Pavement to Parks Program
- Trees for Neighborhoods, Seattle ReLeaf
- Seattle Parks and Recreation
- Office of Economic Development
- Office of Sustainability
- Neighborhood Business District Program
- Office of Arts and Culture
- Neighborhood and Community Arts Program
- Seattle Public Utilities
- Green Stormwater Infrastructure Program
- Seattle City Council (city capital budget allocations)

King County

- Youth Sports Facilities Grant
- King Conservation District Grants
- Wastewater Division
- Green Grants
- Grants for Salmon Habitat and Water Quality Projects
- King County Council (county capital budget allocations)
- 4-Culture

Washington State

- Department of Ecology Grants
- Heritage Capital Projects Fund
- Salmon Recovery Funding Board
- Washington State Recreation and Conservation Office
- Washington State Community Trade and Economic Development.
- Washington State Arts Commission Grant

Loans

- State Legislature (state capital budget allocations)

U.S. Government

- Environmental Protection Agency Grants
- National Endowment for the Arts
- National Park Service Grants
- NOAA Coastal Estuarine Land Conservation Program
- USFWS Coastal Program
- U.S. Forest Service Grants- Urban Forestry Grants

Businesses

- CleanScapes Community Project Grant
- Safeco grants
- Starbucks Neighborhood Park Grants
- Home Depot
- Boeing Employees Community Fund
- Lowe’s Home Improvement
- KaBOOM!
- Bank of America Foundation
- Puget Sound Energy Foundation
- Weyerhaeuser

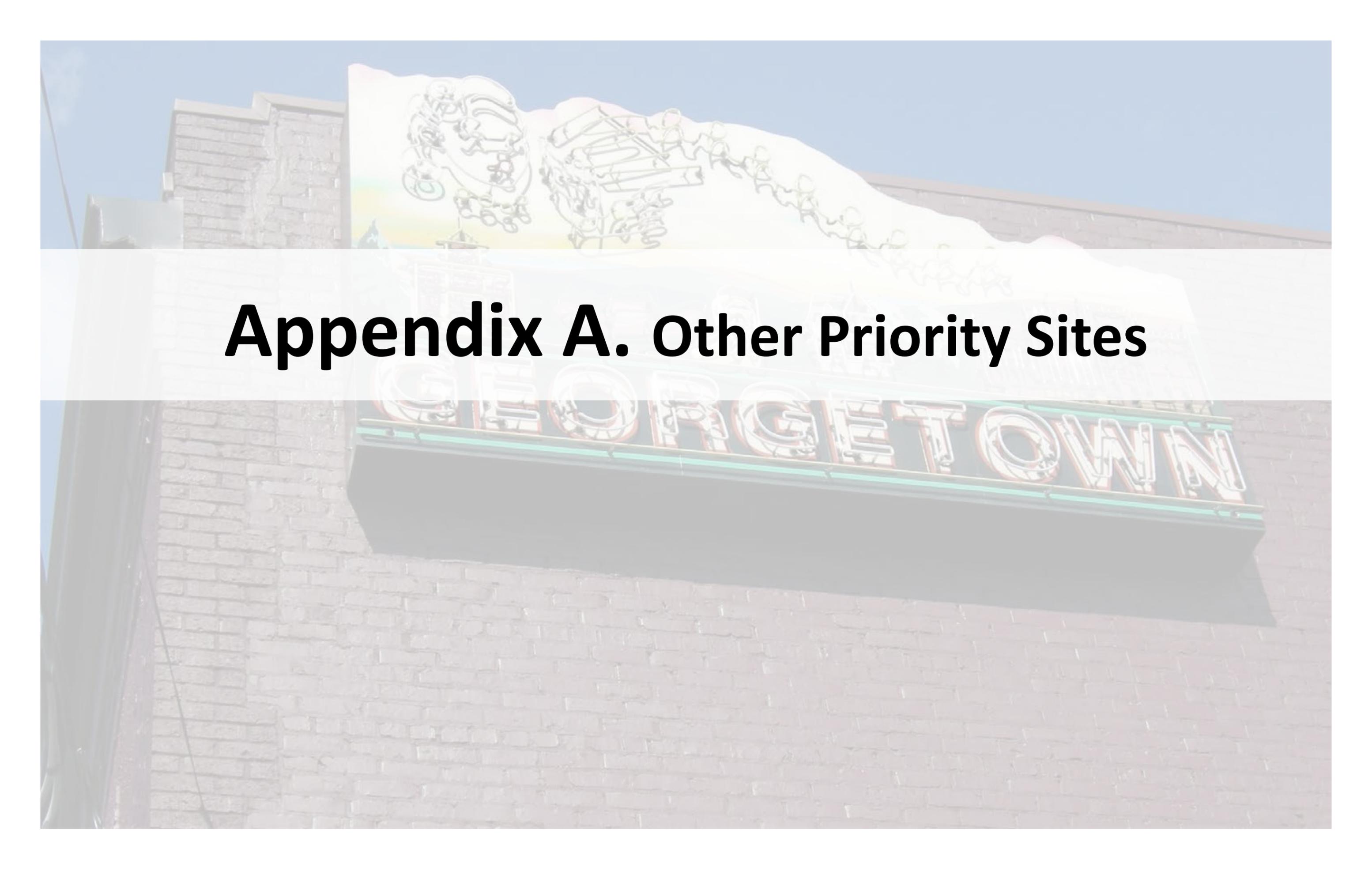
Private Foundations

- Arbor Day Foundation
- Brainerd Foundation
- Bullitt Foundation
- Charlotte Martin Foundation
- Community Building Foundation
- Discuren Charitable Foundation
- D.V. and Ida J. McEachern Charitable Trust

- Grousemount Foundation
- M.J. Murdock Charitable Trust
- National Wildlife Foundation
- Norman Archibald Charitable Foundation
- Peg and Rick Young Foundation
- Pembroke Perlin Fund
- RAVEN Trust
- RealNetworks Foundation
- Russell Family Foundation
- Satterberg Foundation
- Seattle Foundation
- Sierra Club
- Titcomb Foundation
- Washington Women’s Foundation
- Wyman Youth Trust

Private Donors

The community of individuals and businesses who care about and will benefit from these projects are all prospective donors.



Appendix A. Other Priority Sites

Mini Mart City Park

(EXISTING SITE DESIGN)



NOTES:

Community members expressed a high level of interest in this site (see chart below right), but due to other recent design efforts, it did not require a design effort.

The project is in for permits and the team leading this effort, SuttonBeresCuller, was contacted and they are supportive of open space improvements identified in this plan.

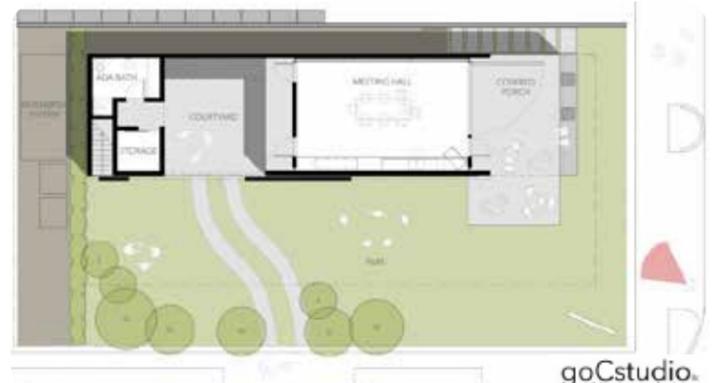
The development of Mini Mart City Park will add an informal gateway into the residential core of the neighborhood, strengthen east-west circulation by adding another destination along S. Warsaw St. and Ellis Ave. S., and provided added open space around a multi-use building for the community.

COMMUNITY COMMENTS

(See Appendix for full list)

- Community gathering space
- Sidewalks
- An ice-cream stand
- Airplane watching tower
- Community center
- Senior center with a little library
- hoping that the "Mini Mart" folks do actually create bump-out curb to slow down dangerous speeding cut-thru traffic (to Corson)

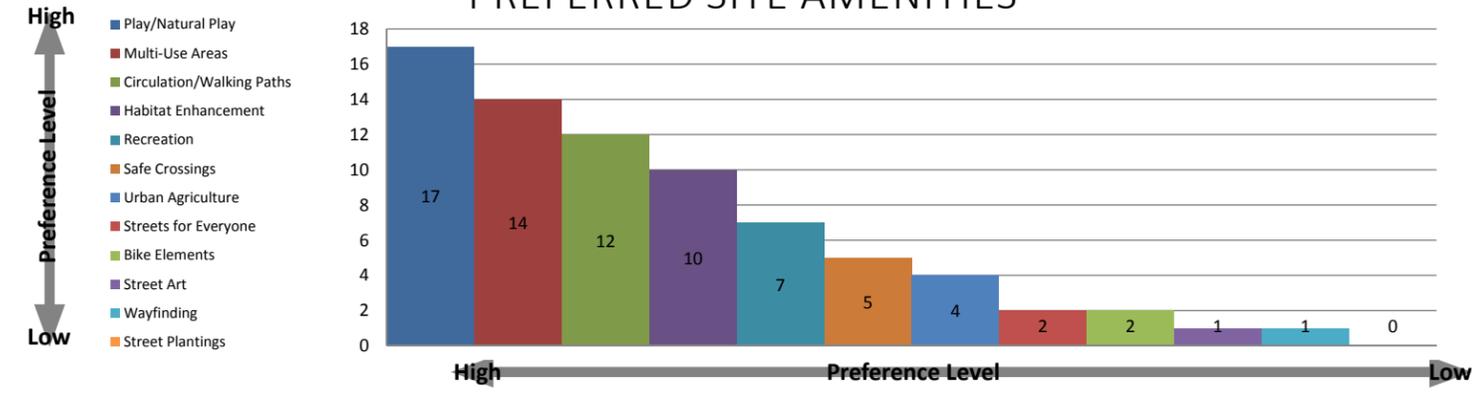
INSPIRATIONAL IMAGERY



Plan-view design of the proposed Min-Mart Art Park



PREFERRED SITE AMENITIES



Ruby Chow Park

(EXISTING SITE AERIAL)



NOTES:
 Ruby Chow Park is owned by King County International Airport and managed by 4Culture. Despite strong community interest in this site, it is a land sculpture and is not available for future development.

Small, triangular parcel is not part of the park/land sculpture and presents an opportunity for the community to collaborate with King County Airport to install a series of sculptures/bollards here. This may also be a good candidate for a pavement to parks project.

COMMUNITY COMMENTS

(See Appendix for full list)

- Dog park at Ruby Chow
- Amphitheater, sitting area, bbq, flowers
- Ruby Chow Park: This is a beautiful space that is only lightly utilized. Finding ways to activate it would be great.
- Improving areas that are sketchy: end of Ellis/ Myrtle, 8th ave by water, Ruby Chow Park
- Expand Ruby Chow Park
- Fence needed at Ruby Chow Park along S. Albro

INSPIRATIONAL IMAGERY

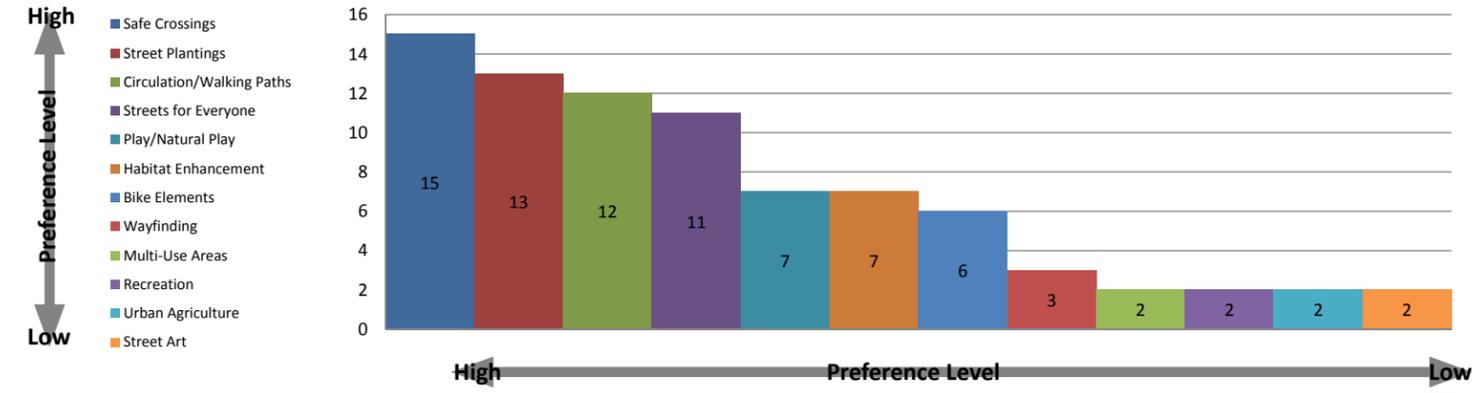


Examples of sculptures in the right-of-way

■ Both Workers & Residents ■ Residents ■ Workers ■ Neither Workers nor Residents ■ No Data



PREFERRED SITE AMENITIES



Old Rosso Nursery Site



NOTES:

This site did not require a design effort, because the King County Airport master plan is currently being updated and has its own public process.

The airport is committed to improving the boundary between the airfield and Georgetown community. This is part of the Master Plan update evaluation process.

The Old Rosso Nursery site is approximately 3.6 acres and would provide the single largest contribution to open space for Georgetown. It would represent a 30% increase to the existing total and would provide a valuable buffer between the airport and the community. If this were to become an open space destination, it would provide a passive recreation, park-like space, close to the core residential area, and much more accessible than the Georgetown Playfield.

The community's top requested improvement for this location is to make it a Dog Park.

The airport is sensitive to habitat improvements here, because of its proximity to the flight path and the concern for bird strike. They recommend non-flowering or nut trees if additional street tree plantings were to be made along Ellis Ave. S. A dog park or dog-friendly space would be compatible with this concern.

COMMUNITY COMMENTS

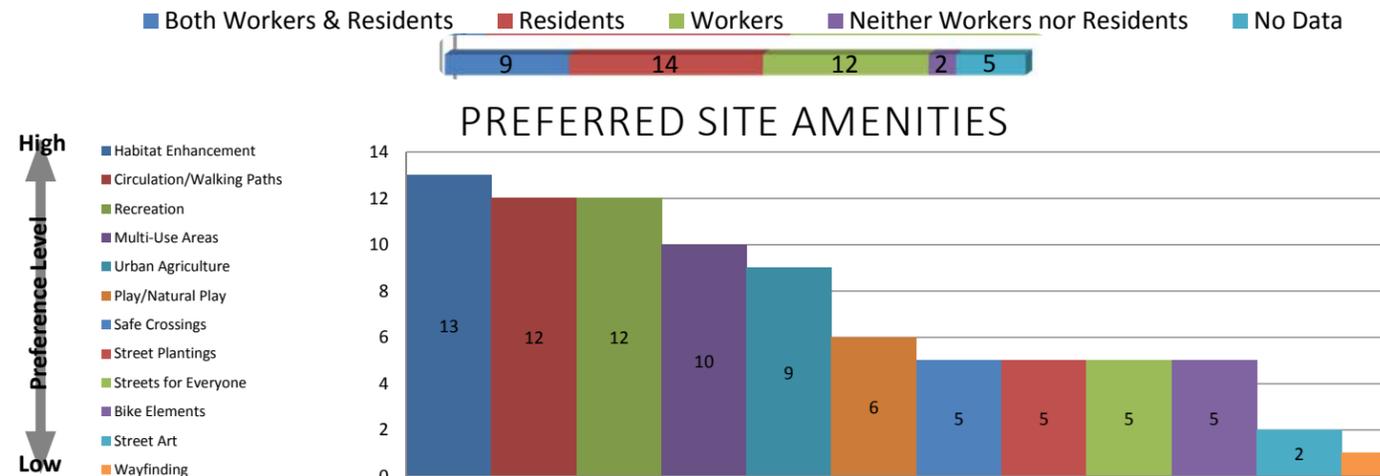
(See Appendix for full list)

- Dog park (requested multiple times at various stages of the project)
- Keep a buffer at Old Rosso
- Create some sort of park that also helps as buffer from Boeing Field; connecting River St to Oxbow Park- tie neighborhood to the river & Equinox Studios in a more pedestrian-friendly way; Jesse Moore's new ideas for a dog park next to Fire Stn. AND improving the current City Light dirt road as a walk/bike path to S Park along E Marginal
- Skate park

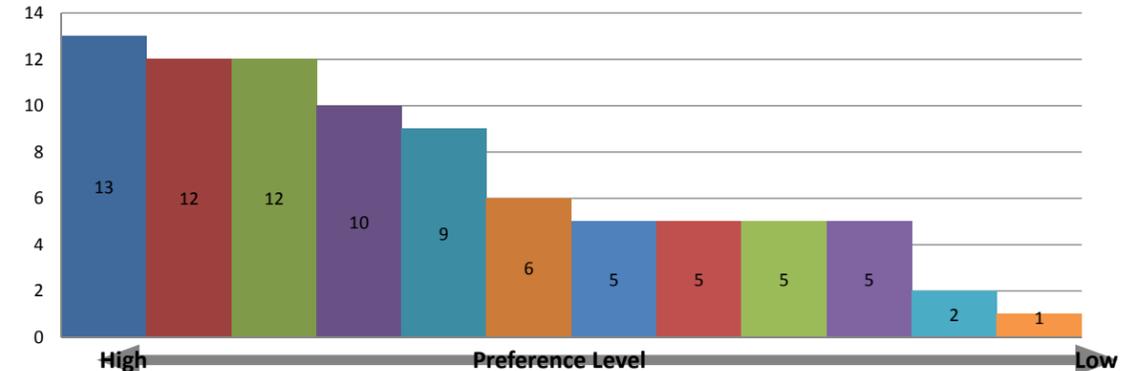
INSPIRATIONAL IMAGERY



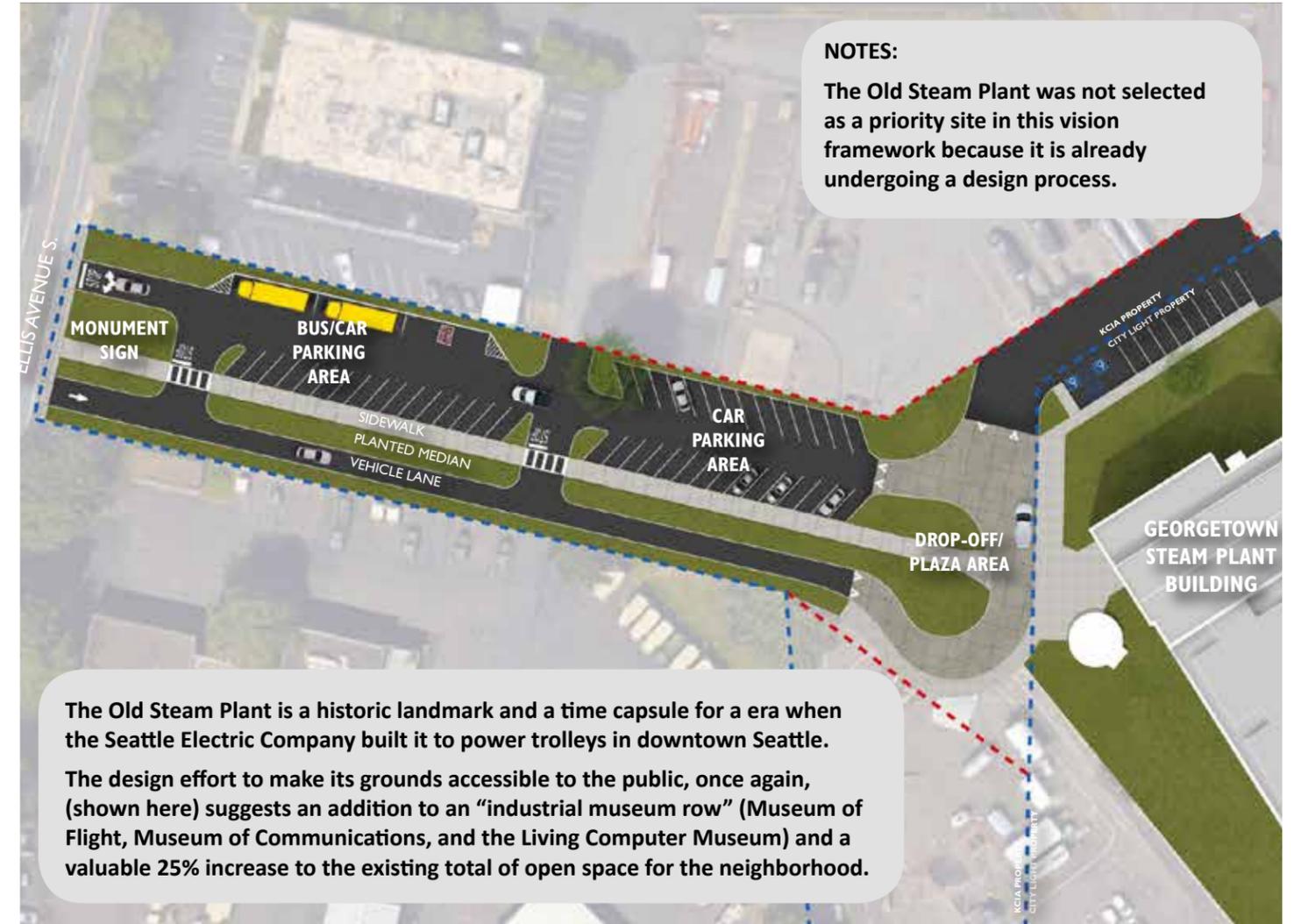
Examples of Sculptures in parks and the right-of-way



PREFERRED SITE AMENITIES



Old Steam Plant



COMMUNITY COMMENTS

(See Appendix for full list)

- Better access to Steam Plant (mentioned multiple times)
- Steam Plant Park
- Ped park [on south leg of property]
- Coffee shop, snack stand for museum visitors, attractions to bring people to steam plant; "Trash cans / garbage pick up"
- Narrative, tours, music events
- Dog Park

INSPIRATIONAL IMAGERY

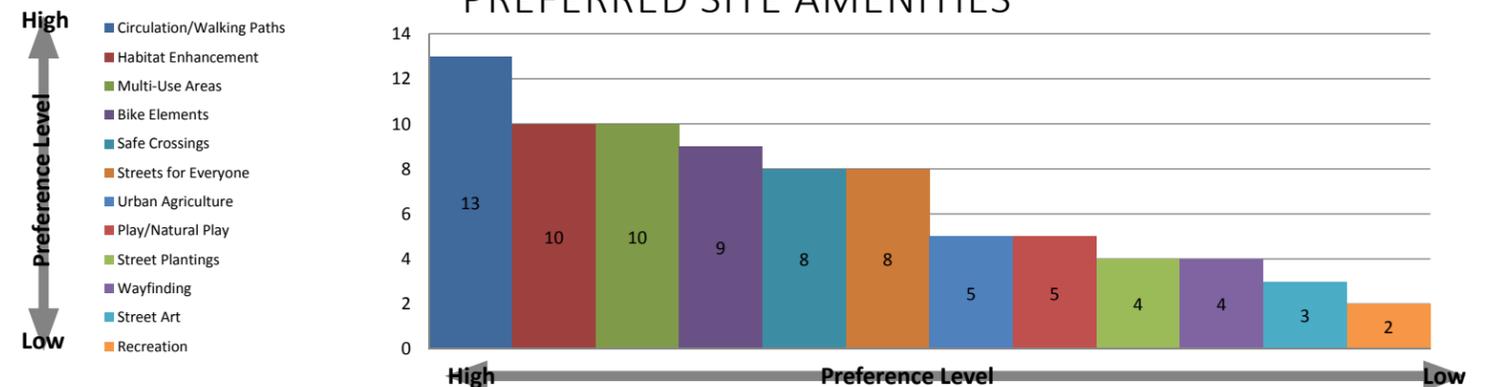


Food-trucks and remediated brownsites

■ Both Workers & Residents ■ Residents ■ Workers ■ Neither Workers nor Residents ■ No Data

3 16 12 02

PREFERRED SITE AMENITIES



Georgetown Playfield

(EXISTING SITE AERIAL AND ANALYSIS)

NOTES:

The playfield has undergone recent public process, design and planning by the Seattle Parks Department for near-term improvements. Because of the extensive work that is going into this site, it was not chosen as a priority site in this vision framework, however, community comments have been shared with the Parks Department.



GEORGETOWN PLAYFIELD PLAY AREA RENOVATION EXISTING SITE PHOTOS & IDEAS

DATE: MAY 14, 2016

- PHOTO 1 (Top Left):** NORTH ENTRY PARKING. Ideas: CONTACT SDOT FOR PAVEMENT IMPROVEMENT AT STREET.
- PHOTO 2 (Top Middle):** PLAY AREA, GRAVEL PATH, LIGHT, SWING. Ideas: ADD MORE SEATING AROUND PLAY AREA; IMPROVE CONNECTION BETWEEN PLAY AREAS WHILE KEEPING PEDESTRIAN & MAINTENANCE VEHICLE ACCESS.
- PHOTO 3 (Top Right):** SHELTER, SPARY PARK, PLAY AREA, LONDON PLANE TREES, C.L. FENCE. Ideas: PLAY AREA STYLES? PLAY ELEMENTS? ADJACENT TO RAIL TRACK, HIGHWAY, UNDER AIR PLANE ROUTE; NEXT TO SPARY PARK; SURROUNDED BY BIG SHADE TREES.
- PHOTO 4 (Middle Left):** SPARY PARK, PICNIC SHELTER, SHADE TREES, PLAY AREA. Ideas: BIGGER YOUNG KIDS PLAY AREA CLOSER TO SPARY PARK; RUBBERIZE PLAY SAFETY SRUFACING?; ADD PICNIC TABLES.
- PHOTO 5 (Middle Right):** SWING, SUNNY, PLAY AREA. Ideas: IMPROVE CONNECTION BETWEEN PLAY AREAS; EXPAND PLAY AREA.
- PHOTO 6 (Bottom):** RESTROOM, ASPH PATH, BASKETBALL, PLAY AREA, SWING, PICNIC SHELTER. Ideas: ADA ACCESS TO RESTROOM (OTHER PROJECTS); IMPROVE BASKETBALL COURT; PROVIDE SEATING BETWEEN PLAY AREA, TENNIS COURT, & BASKETBALL COURT.

COMMUNITY COMMENTS

(See Appendix for full list)

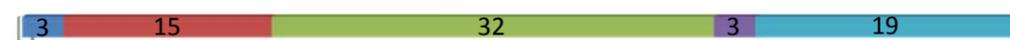
- This place has a lot happening already--focus efforts elsewhere
- No more semi trucks parked every where
- Please prevent RV squatters
- More kid activities
- Community resources
- Wading pool
- Outdoor gym

INSPIRATIONAL IMAGERY

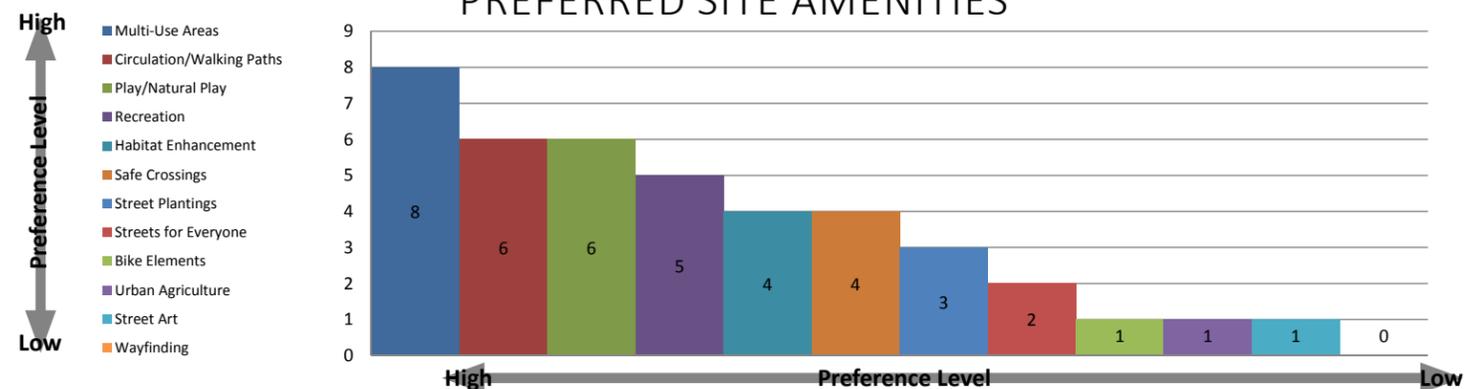


A plan showing existing amenities and site analysis

■ Both Workers & Residents ■ Residents ■ Workers ■ Neither Workers nor Residents ■ No Data

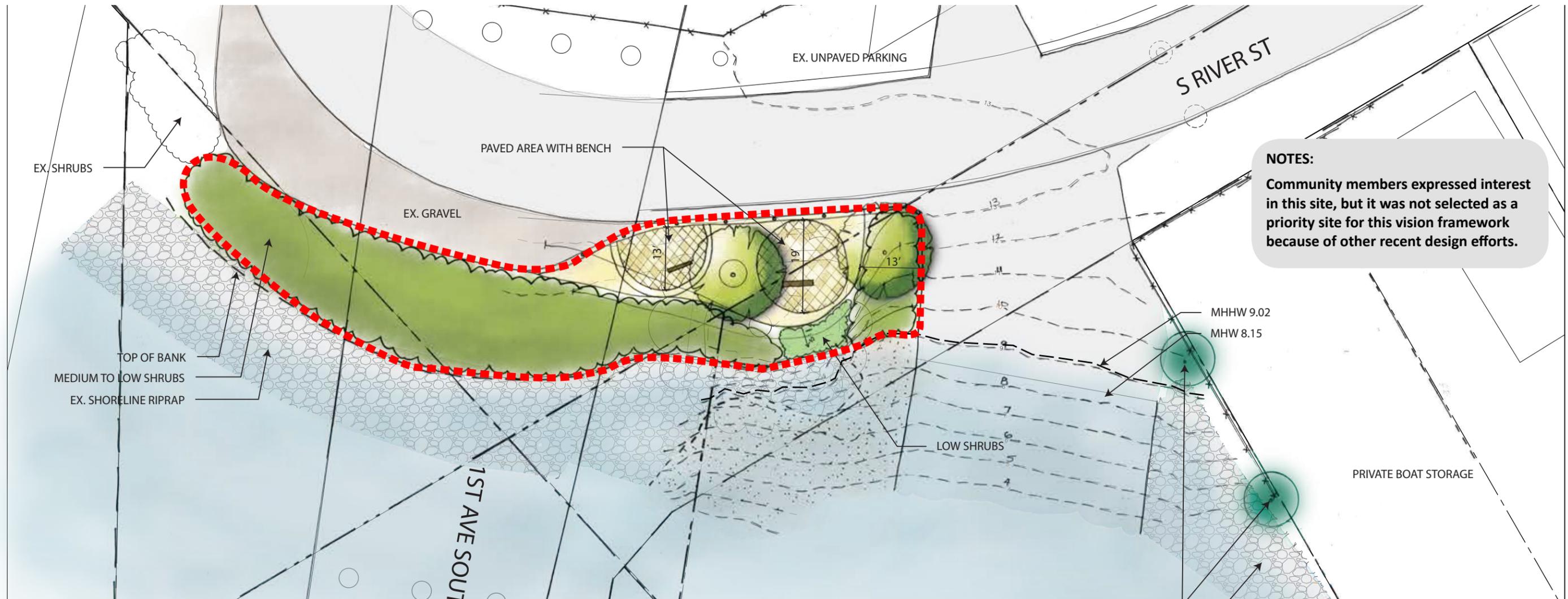


PREFERRED SITE AMENITIES



1st Avenue Boat Ramp and Overlook

(EXISTING SITE DESIGN)



COMMUNITY COMMENTS

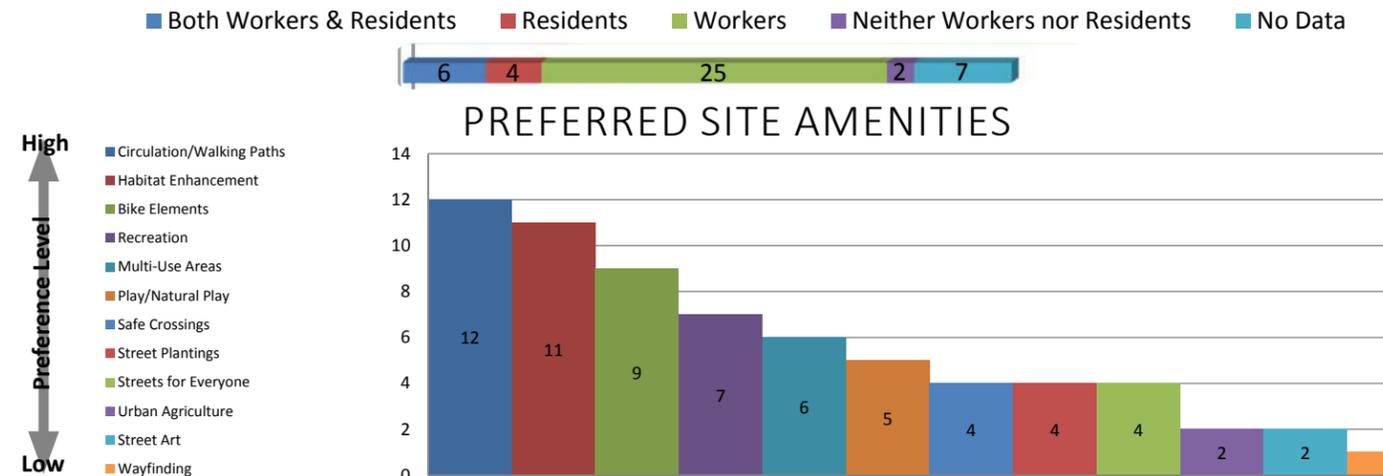
(See Appendix for full list)

- Boat ramp & overlook, no trail needed
- You can get all the way to Alki if you can just get to this [1st Ave] bridge;
- Make it inviting to launch small boats and kayaks
- Safer way to get from 1st Ave. bridge to Georgetown/SODO
- Trash cans / garbage pick up

INSPIRATIONAL IMAGERY



Informal water access



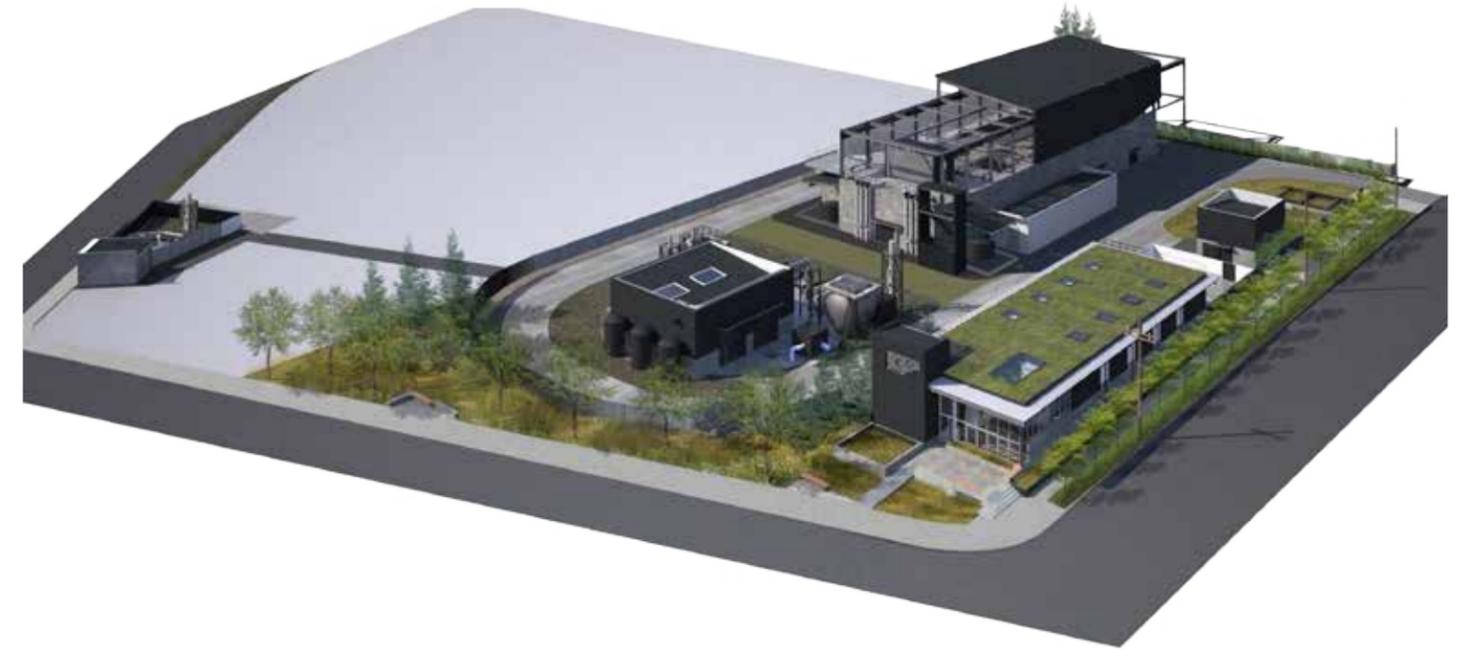
Wet Weather Treatment Station

(EXISTING SITE AERIAL AND SITE PLAN)



NOTES:

Community members expressed interest in this site, but it was not selected as a priority site for this vision framework because of other recent design efforts.



COMMUNITY COMMENTS

(See Appendix for full list)

- Dog park

INSPIRATIONAL IMAGERY

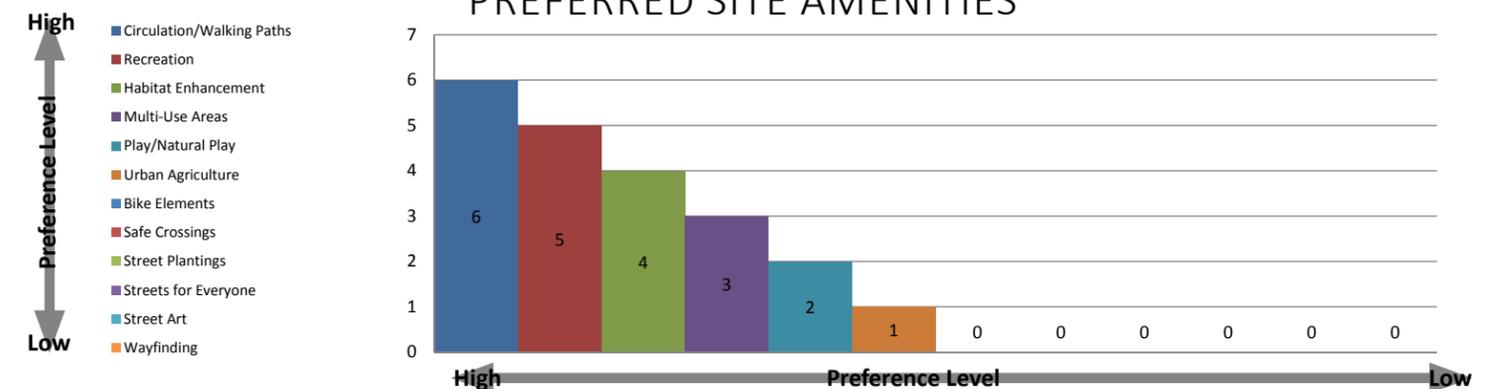


Illustrative depiction of Wet Weather Treatment Station

■ Both Workers & Residents ■ Residents ■ Workers ■ Neither Workers nor Residents ■ No Data

2 3 10 0 7

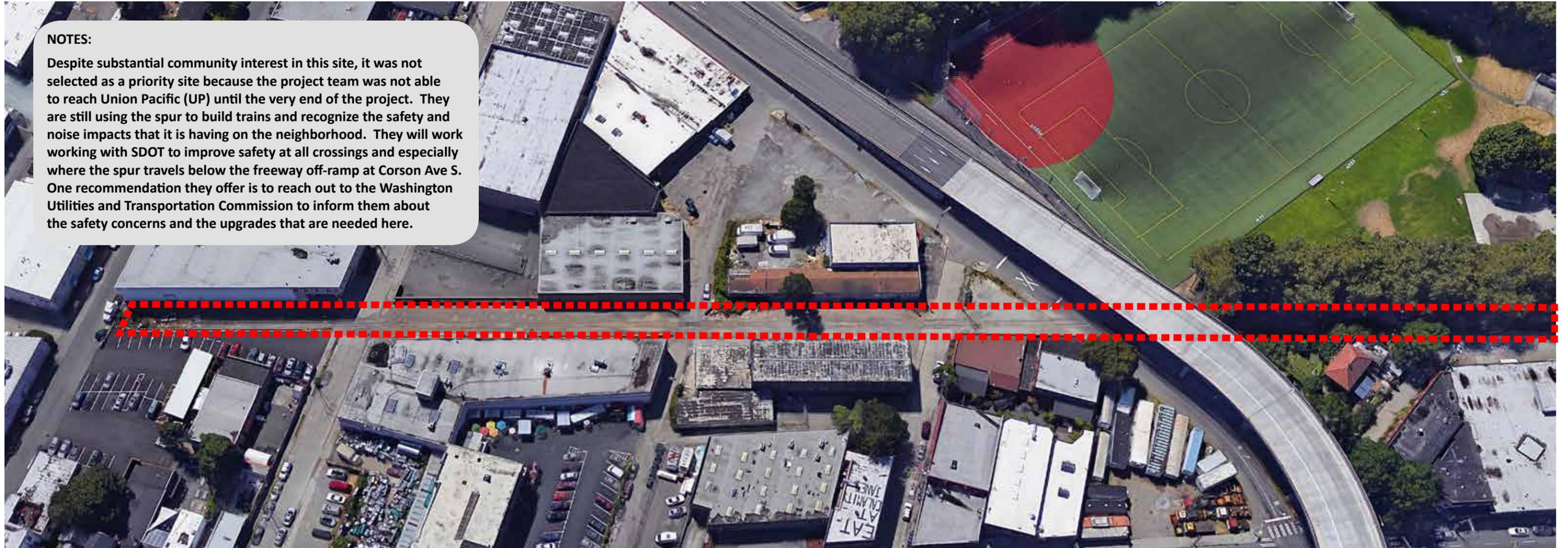
PREFERRED SITE AMENITIES



Railroad Spur Behind Airport Way S. Businesses

NOTES:

Despite substantial community interest in this site, it was not selected as a priority site because the project team was not able to reach Union Pacific (UP) until the very end of the project. They are still using the spur to build trains and recognize the safety and noise impacts that it is having on the neighborhood. They will work working with SDOT to improve safety at all crossings and especially where the spur travels below the freeway off-ramp at Corson Ave S. One recommendation they offer is to reach out to the Washington Utilities and Transportation Commission to inform them about the safety concerns and the upgrades that are needed here.



COMMUNITY COMMENTS

(See Appendix for full list)

- Needs to be improved; they always use cheap option that are unsafe for cars, bikes, and peds
- Natural areas
- Transportation
- ADA railroad crossings
- Airport way is bike death trap, better to use adjacent abandoned rail corridor
- Crossing arms for railroad needed
- Make abandoned rail lines part of walking loop

INSPIRATIONAL IMAGERY

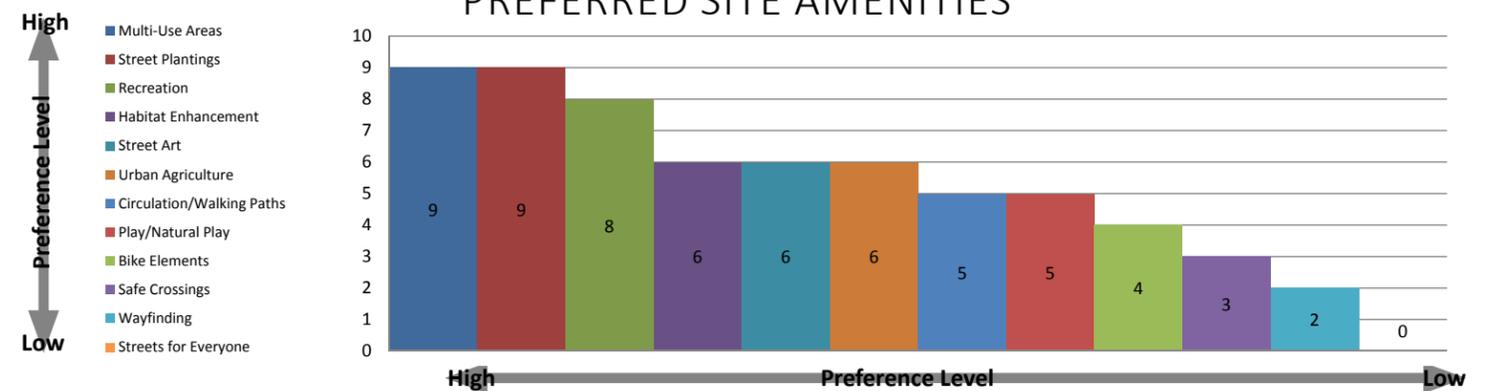


Art and pedestrian opportunities in alleyways

■ Both Workers & Residents ■ Residents ■ Workers ■ Neither Workers nor Residents ■ No Data



PREFERRED SITE AMENITIES



Railroad Spur along S. Michigan St.

NOTES:

Despite community interest in this site, it was not selected as a priority site because the project team was unable to reach the land owner. Pentac Surfaces, which leases most of the building to the east of the site and Thompson Tile & Stone, which leases the north end of the same building are both supportive of this idea. North of S. Michigan St. there are no open spaces other than the Georgetown Playfield and improving this site would also provide separated bike and pedestrian use in a part of the neighborhood where most north-south streets do not have sidewalks.



COMMUNITY COMMENTS

(See Appendix for full list)

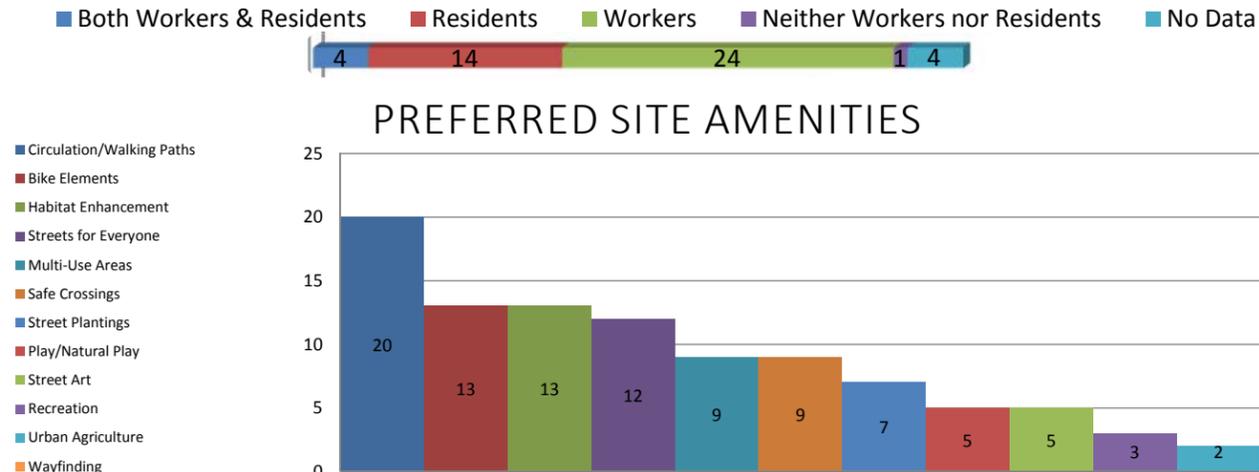
- “Green green green--a place to walk or sit”
- A place to walk and sit.
- I love that rail to trail project. I would be on this committee when it forms.
- There’s a network of abandoned, half-torn up rail lines running through North Georgetown. Could these be converted into a small walking-biking network that could serve as an amenity for both residents and businesses? If it could be hooked into the broader Seattle bike system that’d be even better.

INSPIRATIONAL IMAGERY

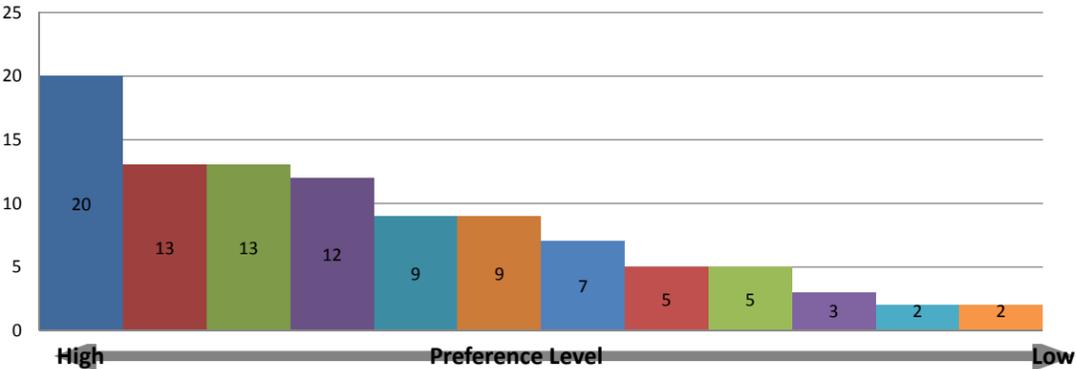


Greenspace and pedestrian opportunities in alleyways

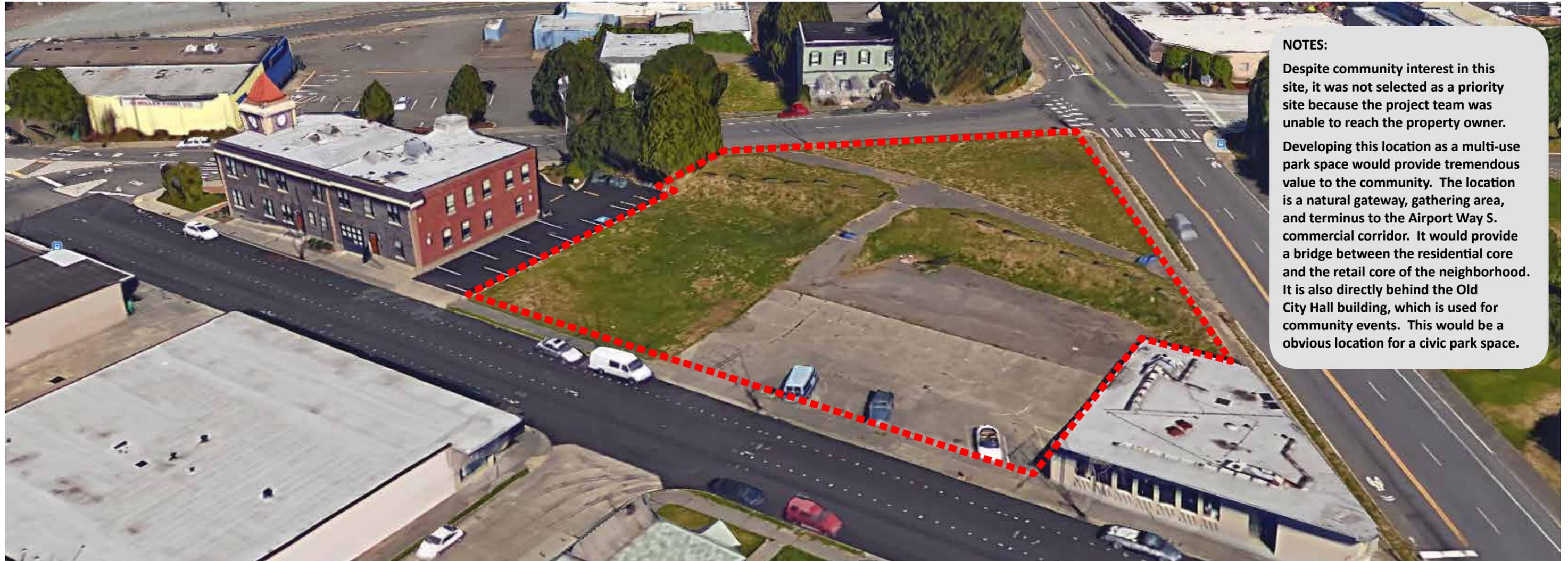
High
Preference Level
Low



PREFERRED SITE AMENITIES



Vacant Property behind Old City Hall



NOTES:
 Despite community interest in this site, it was not selected as a priority site because the project team was unable to reach the property owner.
 Developing this location as a multi-use park space would provide tremendous value to the community. The location is a natural gateway, gathering area, and terminus to the Airport Way S. commercial corridor. It would provide a bridge between the residential core and the retail core of the neighborhood. It is also directly behind the Old City Hall building, which is used for community events. This would be a obvious location for a civic park space.

COMMUNITY COMMENTS

(See Appendix for full list)

- Pam's properties do such a disservice too hard for the neighborhood to improve, when she owns so many buildings around the old city hall and leaves them unoccupied. Since she lives in Ballard, she truly does not care about GT. Wish that she could be forced to sell.
- Lot behind City Hall- connect to Ruby Chow for festivals, adds southern anchor to business strip behind City Hall- Community Center and bicycle camp
- Obviously a good spot for park, art, and trees
- Community Center

INSPIRATIONAL IMAGERY

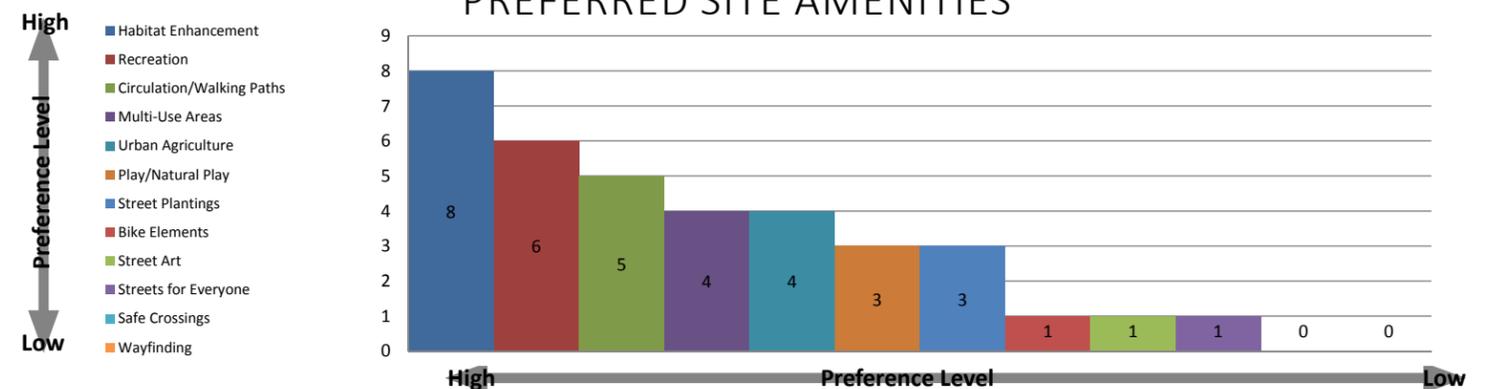


Examples of Sculptures in the right-of-way

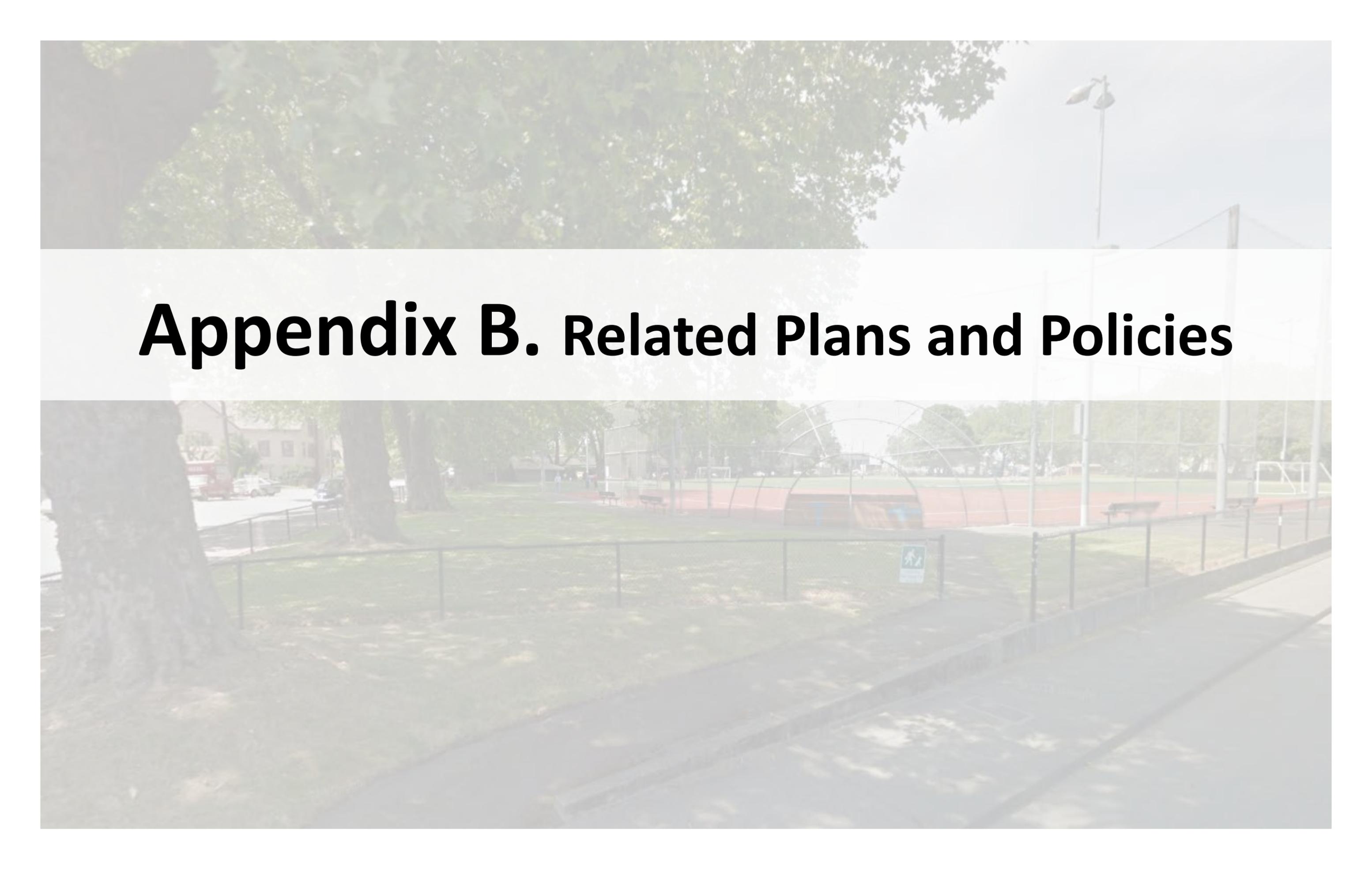
■ Both Workers & Residents ■ Residents ■ Workers ■ Neither Workers nor Residents ■ No Data



PREFERRED SITE AMENITIES



Appendix B. Related Plans and Policies

The background image shows a park setting. In the foreground, there is a paved walkway and a grassy area. A black metal fence runs across the middle ground, separating the walkway from a larger field. Behind the fence, there is a large, open grassy field. In the distance, there is a fenced-in area that appears to be a sports field or track, with a red running track and a green field. There are several trees scattered throughout the park, and a building is visible in the background on the left side. A tall light pole stands on the right side of the field.

Introduction

PLANS, DOCUMENTS & FINDINGS

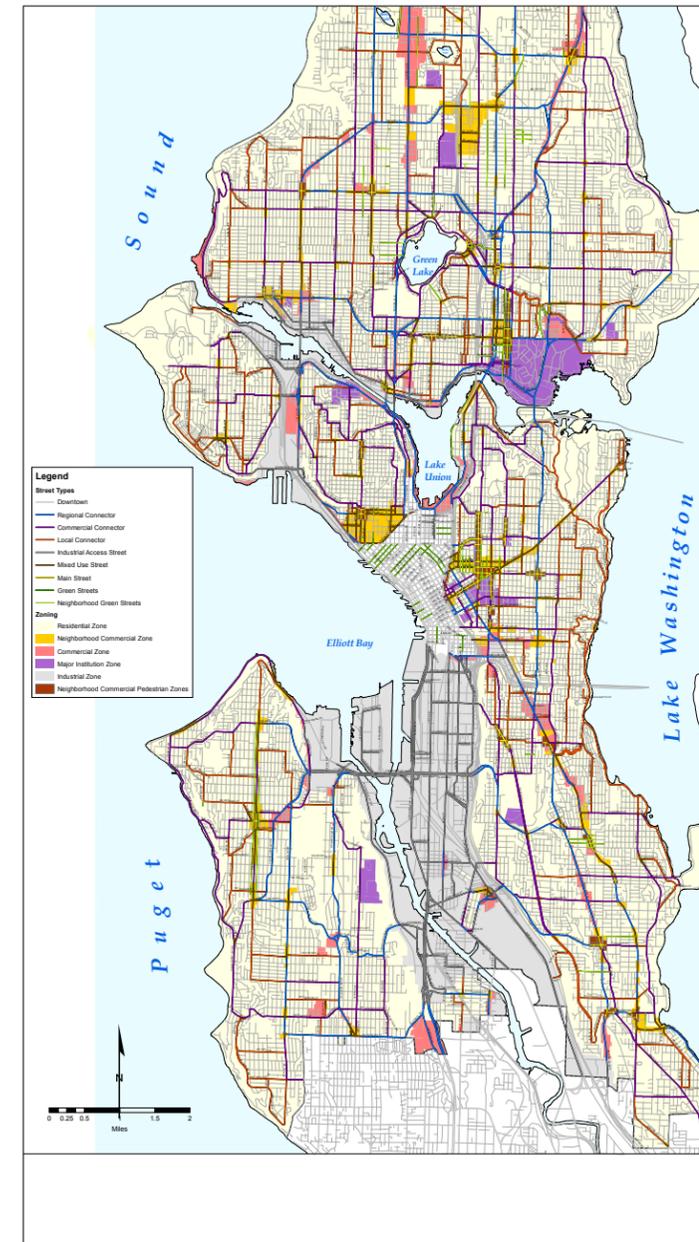
This chapter presents a collation and review of the data and documents that have been produced around green space development and community health for Georgetown over the last two decades. These documents vary in scale from design reports for specific parks to analyses of the entire region. Together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

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

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

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

STREET DEFINITIONS MAP



REPORT DETAILS

Author: Seattle Department of Transportation N/A
Year: 2005
Length: 1 pg.
Where: http://www.seattle.gov/transportation/docs/rowm_TSPStreetTypesSept292005.pdf

OVERVIEW

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

KEY FINDINGS

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

NEIGHBORHOOD SITES MOST IMPACTED

Priority Sites:

- Airport Way S.
- 5th Avenue S.
- Gateway Park North Improvements
- Pedestrian & Bicycle Connections to South Park
- Ellis Avenue S.
- S. Michigan Street
- Corson Avenue S.
- Intersection at S. Michigan Street & Corson Avenue S.
- Pedestrian & Bicycle Connections to S. River Street

Sites in Progress:

- Old Steam Plant Site & Ped/Bike Connections
- S. River St. Street End

Sites of Interest:

- Intersection at E. Marginal Way S. & 8th Avenue S.
- Intersection at E. Marginal Way S. & Corson Avenue S.
- Pedestrian & Bicycle Connections to Beacon Hill

DUWAMISH RIVERFRONT REVIVAL

REPORT DETAILS

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

OVERVIEW

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



KEY FINDINGS

The Duwamish Riverfront Revival highlights the need to be creative when approaching park and open space projects which are predominantly in South Park, and identifies all possible partners, potential funding sources, and collaborative opportunities to maximize the available land. Many of similar and or compatible opportunities exist at the four primary shoreline sites on the Georgetown side of the river; 1st Ave Boat Launch, Gateway Park North, Slip 4 and Plant 2. The project team’s approach was to combine land from private and public ownership into proposed improvements, which would increase the size of the opportunity sites. They also considered the needs of both salmon and people across the improved site so that intertidal and shoreline areas are improved for salmon habitat and upland areas are improved for public access. The Riverfront Revival also highlights the need to weave open spaces together to give people safe access to the neighborhood’s shorelines. The Riverfront Revival serves as an example approach for the Georgetown waterfront sites.

NEIGHBORHOOD SITES MOST IMPACTED

Priority Sites:

- Gateway Park North Improvements

Sites in Progress:

- S. River St. Street End / 1st Ave. Boat Ramp

URBAN TRANSPORTATION ACCESSIBILITY IN SEATTLE: FINAL REPORT

REPORT DETAILS

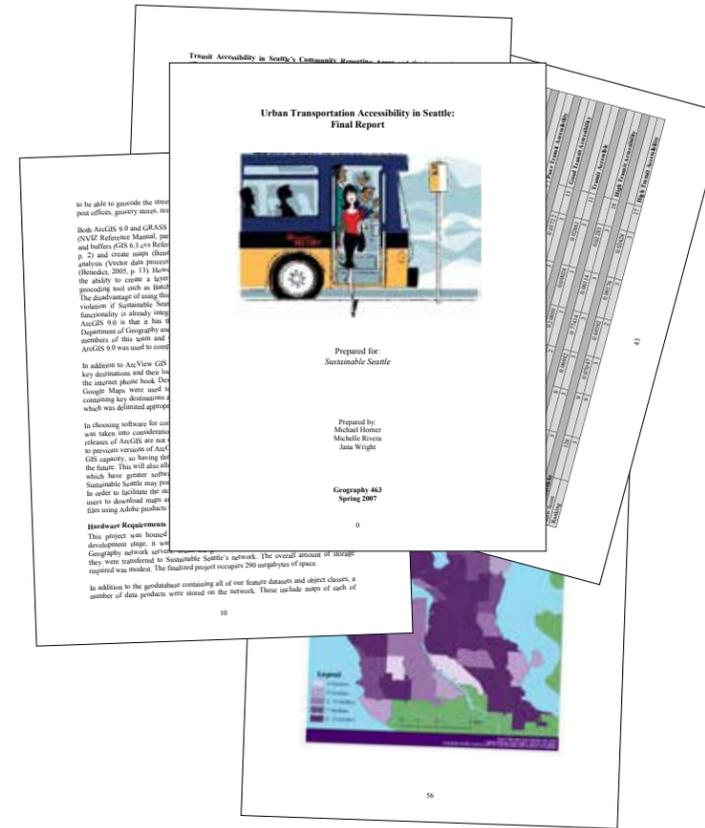
Author: Sustainable Seattle & University of Washington Dept. of Geography
Year: 2007
Length: 65 pg.
Where: <http://staff.washington.edu/mhorner/files/Seattle.doc>

OVERVIEW

“In this collaborative project between Sustainable Seattle and the University of Washington’s Department of Geography, students sought to determine the transportation accessibility of Seattle’s communities. Urban transportation accessibility was evaluated through two salient factors and associated subcategories. These main categories consisted of destinations, both in terms of frequency and variety, and walkability, measured through existence of sidewalks, crosswalks, slopes and bus stops.

In order to meet the project goal, significant analysis was performed on the various factors that influence transit accessibility in the communities of Seattle.”

- From the Introduction, Pg. 1



KEY FINDINGS

The final rating given to the Georgetown neighborhood was “Poor Transit Accessibility”. Seven other neighborhoods had lower rankings than Georgetown. Georgetown received a similar ranking to 5 other neighborhoods such as, Madison Park and Madrona/Leschi. Georgetown is one of the 5 neighborhoods with the least amount of steep slopes, a major factor in pedestrian accessibility. The findings provided by this data analysis indicates a severe circulation problem with good potential for improvement.

NEIGHBORHOOD SITES MOST IMPACTED

Priority Sites:

- Airport Way S.
- 5th Avenue S.
- Gateway Park North Improvements
- Pedestrian & Bicycle Connections to South Park
- Ellis Avenue S.
- S. Michigan Street
- Corson Avenue S.
- Intersection at S. Michigan Street & Corson Avenue S.
- Pedestrian & Bicycle Connections to S. River Street

Sites in Progress:

- Old Steam Plant Site & Ped/Bike Connections
- S. River St. Street End

Sites of Interest:

- Intersection at E. Marginal Way S. & 8th Avenue S.
- Intersection at E. Marginal Way S. & Corson Avenue S.
- Pedestrian & Bicycle Connections to Beacon Hill

LOWER DUWAMISH RIVER HABITAT RESTORATION PLAN

REPORT DETAILS

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

OVERVIEW

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

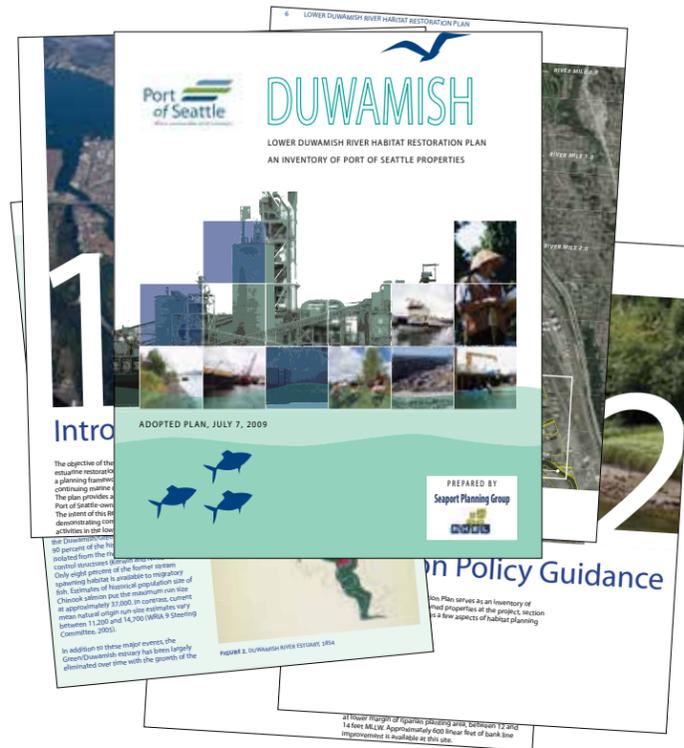
KEY FINDINGS

The Port's Plan is an inventory of existing intertidal and shoreline conditions and potential restorative actions that could be implemented at each of the currently identified restoration sites.

Most of the identified sites have irregular rubble bank lines, substantial exposed intertidal areas, without any riparian or marsh habitat. Potential restoration actions could include regrading the Port-owned bank line and narrow upland strip, removal of rubble and establishing plants and other habitat features.

In Georgetown, the Port's identified sites are:

- Project 5: Northwestern Glass Company, River mile 1.3
- Project 6: British Plaster Board, River mile 1.6
- Project 7: Slip Two, SW Corner, River mile 1.9
- Project 9: First Ave Bridge, East Shoreline, River mile 2.0
- Project 12: Cold Storage Warehouse, River mile 2.3
- Project 16: South Othello to 8th Ave S., River mile 2.7
- Project 17: 8th Avenue South
- Project 18: Slip 4, SW Corner, River mile 3.0
- Project 21: Industrial Structure (Plant 2), River mile 3.2



DUWAMISH VALLEY VISION MAP & REPORT

REPORT DETAILS

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

OVERVIEW

"The Duwamish Valley Vision is a representation of the future of the Lower Duwamish River Valley in South Seattle, as envisioned by its residents, workers, businesses, visitors and river users. The Report and Map depicts the community's hopes and aspirations for the future, in 10, 20, 50 years and beyond, depending on the complexity of the changes envisioned. This Vision Report is a guide to the Map, providing a greater level of detail and explanation than is possible in the graphic form, and also describes the community-based visioning process used to create the Map."

- Pg. 5, From the Introduction



NEIGHBORHOOD SITES MOST IMPACTED

Priority Sites:

- Gateway Park North Improvements

Sites in Progress:

- S. River St. Street End / 1st Ave. Boat Ramp

KEY FINDINGS

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

NEIGHBORHOOD SITES MOST IMPACTED

- All Sites

ADOPTED NEIGHBORHOOD PLANS SEATTLE 2035

REPORT DETAILS

Author: City Department of Planning & Development
Year: 2015
Length: 159 pg.
Where: http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2580892.pdf

OVERVIEW

Over the next twenty years, forecasts predict that Seattle will need to accommodate 70,000 additional housing units, 120,000 more residents, and 115,000 additional jobs. This updated version of the Plan builds on the success of the Urban Village Strategy to encourage that growth in a manner that works for all of the city's people.

This Plan provides policy direction for locating new housing units and encourages a variety of housing types that can help meet the needs of diverse households. By planning for more transportation choices, including bicycles and transit, the Plan helps shape a city attractive to many potential future residents. At the same time, the Plan hopes to make the city attractive to those critical businesses that provide jobs and services for Seattle residents.

NEIGHBORHOOD SITES MOST IMPACTED

- Neighborhood right of ways, especially where industrial zones and residential areas or commercial uses intersect.



Georgetown Open Space Vision Framework

KEY FINDINGS

Georgetown Neighborhood Applicable Goals & Policies

Transportation Policies:

- G-P19 Address traffic safety concerns for both pedestrians and vehicles through improvements to roads and sidewalks.
- G-P20 Promote opportunities for nonmotorized transportation.

Environment Goals:

- G-G8 A community sensitive to environmental quality with respect for the natural ecosystems, such as the Duwamish River.
- G-G9 A community that reduces environmental hazards that threaten the health, safety, and general welfare of residents and employees.

Greater Duwamish Manufacturing/Industrial Center Applicable Goals & Policies

Jobs & Economic Goals:

- GD-G2 Public infrastructure adequate to serve business operations in the area is provided.
- GD-P2 Strive to retain existing businesses and promote their viability and growth, with particular emphasis on small businesses.

Transportation Goals:

- GD-G10 The transportation network makes appropriate connections and minimizes conflicts between different travel modes.
- GD-G14 Well-maintained streets and facilities serve all the properties in the area.

Transportation Policies:

- Encourage the design of bicycle and pedestrian facilities that minimize conflicts between motorized and nonmotorized traffic and promote both flow and safety.
- GD-P31 Strive to facilitate east-west freight movement in the area, particularly through the Royal Brougham, Spokane Street, and Michigan Street corridors.

Public Safety Goals:

- GD-G20 Public investments contribute to a sense of community identity and enhance public safety.

Public Safety Policies:

- GD-P50 Consider techniques such as neighborhood identification and wayfinding signs to increase pride in the community and to facilitate navigation through the area.

GROWTH AND EQUITY PLAN SEATTLE 2035

REPORT DETAILS

Author: City Department of Planning & Development
Year: 2016
Length: 68 pg.
Where: https://www.seattle.gov/DPD/cs/groups/pan/@pan/documents/web_informational/p2427615.pdf

OVERVIEW

As part of the Seattle 2035 Comprehensive Plan the City prepared an Environmental Impact Statement (EIS) to evaluate four alternatives for distributing growth throughout the city. The EIS informs decisions about selecting a preferred growth pattern and identifies methods for addressing undesired impacts. The Growth and Equity Plan is a companion document to the EIS. The Growth and Equity Plan analyzes ways that the growth strategies could affect the city's marginalized populations.

In 2015, the City Council unanimously adopted the Mayor's Resolution 31577 confirming that "the City of Seattle's core value of race and social equity is one of the foundations on which the Comprehensive Plan is built."

-pg 3, From the Introduction

KEY FINDINGS

The Equitable Development Implementation Plan identifies near-term investments in anti-displacement strategies that the City can use to ensure equitable growth in neighborhoods with high displacement risk and low access to opportunity. With sufficient public resources, neighborhoods with the highest risk of displacement could experience significant private-sector housing development without displacement, provided that appropriate public investment in the associated mitigation strategies accompany or, ideally, precede that growth.

In this report Georgetown is considered a Manufacturing and Industrial Center.

- Georgetown is identified, in general, as a site of medium concern for: vulnerability, displacement, and access to opportunities.
- Between 1990 and 2010 Georgetown remained stable in its share of people of color.

NEIGHBORHOOD SITES MOST IMPACTED

- All Sites



DRAFT PEOPLE DOGS & PARKS PLAN

REPORT DETAILS

Author: Seattle Parks and Recreation
Year: 2016
Length: 166 pg.
Where: [https://www.seattle.gov/Documents/Departments/ParksAndRecreation/PoliciesPlanning/Plans/Response_to_SLI_69-1-B-1_\(Dog_Off-Leash_Areas\).pdf](https://www.seattle.gov/Documents/Departments/ParksAndRecreation/PoliciesPlanning/Plans/Response_to_SLI_69-1-B-1_(Dog_Off-Leash_Areas).pdf)

OVERVIEW

“The Draft People, Dog and Parks Plan (Plan) is a long term plan which will guide the operation of existing Off Leash Areas (OLAs), explore alternative service models and create strategies for development of future OLAs. It provides direction for how to spend Park District funding designated for OLAs over the approved six year Park District spending plan (2016-2020).”

Citizens for Off Leash Areas (COLA) prepared a Best Practices Report which is referenced and appended in the Plan.”

-pg 2, From the June 17, 2016 Memo

The Plan is in draft form at this time to allow for a comment period.

KEY FINDINGS

- Seattle Parks and Recreation (SPR) will specifically include OLAs as an element for consideration in the planning process when SPR embarks on the development or redevelopment process for new and existing parks.
- As SPR develops land-banked park sites, SPR will examine their use for new OLAs as part of the park development process.
- SPR will continue to consider adding new OLAs by request of the community, whether through Neighborhood Matching Fund processes or other community processes.
- SPR will support groups such as COLA in developing OLAs on non-park public land suitable for OLAs.
- SPR will encourage groups like COLA to work with private property owners to provide OLAs on unused property.
- SPR will encourage private developers, through the Seattle Department of Construction and Inspection, to include OLAs as part of prospective developments.



NEIGHBORHOOD SITES MOST IMPACTED

- Dog Park

DUWAMISH M/IC POLICY AND LAND USE STUDY DRAFT RECOMMENDATIONS

REPORT DETAILS

Author: City of Seattle Department of Planning and Development
Year: 2013
Length: 41 pg.
Where: https://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p1903847.pdf

KEY FINDINGS

- Seattle’s industrial land is clustered in two distinct locations, the Duwamish Manufacturing/Industrial Center and the Ballard-Interbay Manufacturing Industrial Center
- Transportation is the most common use on industrial land in Seattle, followed by warehousing and then by manufacturing
- 87% of Seattle’s industrial areas are zoned Industrial General 1 (IG1) or Industrial General 2 (IG2)
- 42% of land in Duwamish is publicly owned. There are relatively few large privately-owned parcels in the Duwamish
- Businesses supporting the Port are distributed across the Duwamish M/IC
- There is anecdotal evidence that newer, small entrepreneurial activity like workshops, small-batch food processing and design-related businesses are locating in Seattle’s industrial zones

Recommendations:

1. Adopt specific policies in the Comprehensive Plan that will restrict removal of land from the Duwamish M/IC
2. Consider removing the stadium overlay district from the M/IC and treating it as its own unique geographic designation
3. Rather than adopt a Port Overlay District; treat the entire Duwamish M/IC the same to accommodate port related activity throughout
4. Do not allow any new Industrial Commercial (IC) zoning in the Duwamish M/IC
5. Increase effectiveness of regulations limiting the size of nonindustrial uses in the Duwamish M/IC
6. Explore delineating an ‘Auto Row,’ possibly along Airport Way, to allow this retail sector to continue to locate in the city while limiting impacts to industrial uses

OVERVIEW

“The objectives of this planning effort are to strengthen the long-term viability of the M/IC (Manufacturing/Industrial Center), protect industrial uses and Port operations, such as at Terminal 46, outside of the Stadium Transition Area Overlay District from encroachment and conversion to non-industrial uses, reinforce the M/IC as an industrial sanctuary, and coordinate with the Seattle Industrial Areas Freight Access Project that the Seattle Department of Transportation is conducting.”

- Pg. 3, From the Introduction

NEIGHBORHOOD SITES MOST IMPACTED

- Vacant parcels of land which may seem ideal for new park space. May meet resistance to change in use if zoned industrial.



EQUITABLE DEVELOPMENT IMPLEMENTATION PLAN

REPORT DETAILS

Author: City Department of Planning & Development
Year: 2016
Length: 55 pg.
Where: http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2431185.pdf

OVERVIEW

An Equitable Development Framework integrates people and place to create strong communities and people as well as great places with equitable access. The Framework, with its Equity Drivers and Equity Outcomes functions as an analytical tool to guide implementation to reduce disparities and achieve equitable outcomes for marginalized populations. The Equity Drivers build on the Puget Sound Regional Equity Network's Principles of Equitable Development.

- pg 7, From the Executive Summary

NEIGHBORHOOD SITES MOST IMPACTED

- Georgetown is not mentioned in this report. On the maps, similar to the Growth and Equity Plan, Georgetown is identified as a Manufacturing & Industrial Center. The report serves as a guideline for equitable development.



Georg

KEY FINDINGS

High displacement risk / low access to opportunity (ex. Rainier Beach, Othello)

- Managed growth combined with targeted investments and interventions designed to improve on the specific indicators that drive low access to opportunity and high risk of displacement will improve racial equity and provide the mechanisms communities need to achieve stability and full participation in our region's growth. The key equity drivers will be to prevent displacement, advance economic opportunity for marginalized communities, and build on existing cultural assets. Even without growth, these areas need significant investment to achieve an equitable distribution of access to opportunity.

High displacement risk / high access to opportunity (ex. Chinatown/International District)

- These amenity-rich neighborhoods are often highly desirable because of their relatively lower housing cost. The desirability of these places attracts new development that could displace marginalized populations. An equitable development strategy for these neighborhoods is to stabilize existing marginalized populations while providing opportunities for economic mobility. This approach leads with public and private investment in affordable housing and stabilization of small businesses and cultural anchors to allow market-rate development to occur with minimal displacement.

Low displacement risk / low access to opportunity (ex. Morgan Junction)

- Few urban villages fall in this category. All urban villages could absorb growth with minimal displacement risk, but access to opportunity in these places is also limited. Currently, constrained capacity for growth in these areas limits the possibility for expanded housing supply, new affordable housing, and a greater variety of housing options. Depending on the market, these areas may need public intervention to encourage growth. An equitable development strategy should also make investments to improve access to key determinants of well-being in these areas where there are gaps.

SEATTLE INDUSTRIAL AREAS FREIGHT ACCESS PROJECT

REPORT DETAILS

Author: Seattle Department of Transportation and Port of Seattle
Year: 2015
Length: 258 pg.
Where: http://www.seattle.gov/transportation/freight_industrialareas.htm

OVERVIEW

"The purpose of this project is to develop and carry out a focused and pragmatic technical approach to identifying and evaluating current and future freight bottlenecks and problem locations. The result is a set of cost-effective operational, capital and programmatic improvements. These improvements are aimed at maintaining and improving truck-borne freight access, mobility, and circulation within and between the Greater Duwamish MIC and the Ballard/Interbay Northend MIC (BINMIC)."

This project serves as a building block for the key policy, programmatic, and technical issues to be fully examined in the Seattle Freight Master Plan (FMP)."

-pg 1-2, From Section 1-1



KEY FINDINGS

City's Complete Streets Ordinance (#122386)

- "The Seattle Department of Transportation (SDOT) will implement Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for bicyclists, pedestrians, transit and freight in a manner consistent with, and supportive of, the surrounding community. Freight will be the major priority on streets classified as Major Truck Streets. Complete Street improvements that are consistent with freight mobility but also support other modes may be considered on these streets."
- The City is currently developing a multimodal corridors program as the next generation of complete streets. The Multimodal Corridor Program will focus on transforming a street or combination of streets into safer and healthier public spaces with predictable movement of people and goods with safety being the highest priority.

NEIGHBORHOOD SITES MOST IMPACTED

Priority Sites:

- Airport Way S.
- 5th Avenue S.
- Gateway Park North Improvements
- Pedestrian & Bicycle Connections to South Park
- Ellis Avenue S.
- S. Michigan Street
- Corson Avenue S.
- Intersection at S. Michigan Street & Corson Avenue S.
- Pedestrian & Bicycle Connections to S. River Street

Sites in Progress:

- S. River St. Street End

Sites of Interest:

- Intersection at E. Marginal Way S. & 8th Avenue S.
- Intersection at E. Marginal Way S. & Corson Avenue S.
- Pedestrian & Bicycle Connections to Beacon Hill

DUWAMISH WAY-FINDING AND CTR REPORT

REPORT DETAILS

Author: City of Seattle Department of Planning and Development
Year: 2011
Length: ~43 pg.
Where: <http://www.duwamishtma.org/wp-content/uploads/2012/02/III.-Georgetown.pdf>

OVERVIEW

“Street Smart: Alternatives to Drive-Along Commuting in the Duwamish sets forth recommendations for overcoming these barriers through further implementation of local government master plans for bicycling and walking and other measures. The project emphasizes projects that would improve connections between the Seattle and North Tukwila Manufacturing and Industrial Centers and the local communities that comprise those centers – SODO, Georgetown, South Park, and North Tukwila.”

“Outreach in Georgetown was conducted through one-on-one visits to businesses, plus group meetings with the Georgetown Merchants Association and the new Seattle Design District Association. The Design District Association is focusing on the cluster of wholesale and retail design professionals located within and around the intersection of S Lucile Street and 6th Avenue South.”

-pgs 1 & 21, From the Report

NEIGHBORHOOD SITES MOST IMPACTED

KEY FINDINGS

2009 U.S. Census Bureau data estimated that 1,200 people live in about 575 households in Georgetown, while the area includes job sites for 34,400 workers. Georgetown employment is spread across all sectors of the workforce, with 41% of the jobs in manufacturing, 18% in construction, and just over 11% in some form of retail.

The census also showed that:

- Only 125 people both live and work in Georgetown, but
- 82% of Georgetown residents work within 10 miles of home with commutes far shorter than
- The citywide average for Seattle workers of more than 15 miles one way, and
- 43% of Georgetown workers live 10–24 miles outside the community.

Georgetown Recommendations:

1. Signs beginning at S Hudson St should direct southbound cyclists to alternative routes leading to the S River St entrance to the 1st Ave S Bridge so that they may avoid the S Michigan St intersection.
2. Take advantage of the bike lanes on E Marginal Way S from S Albro St to S Ellis St to South Park Bridge (once bridge construction is complete), to bypass residential and commercial pockets of Georgetown as part of a commute route.
3. Continue planned sharrows and signs along E Marginal Way S from Corson Ave S to the S River St crossing to the west for the 1st Ave S Bridge, or east to 6th Ave S heading to the north and the east-west route on S Lucile St.
4. Paint sharrows along S Lucile St, the east-west link between 1st Ave S and Airport Way S.
5. Enforce sidewalk and parking regulations on the east side of 4th Ave S, north of the railyard bridge to keep parked cars out of the pedestrian path and to reduce sidewalk maintenance and repair costs.
6. Construct a raised platform or repair the drainage systems at the northbound transit stop at 4th Ave S and S Industrial Way to combat the flooding that users regularly experience.
7. Provide signs and kiosks along S Lucile St connecting pedestrians from transit routes on 1st Ave S and 4th Ave S to the Design District and Commercial area along Airport Way S.

STRATEGIC ADVICE FOR URBAN RESILIENCE ON THE LOWER DUWAMISH RIVER

KEY FINDINGS

- Create an Urban Resilience District. Consider modifying some of the restrictions on nonindustrial uses in SoDo, and channel some of the developer investment toward retrofitting parts of Georgetown and South Park.
- Identify impact districts. The ULI team identified 12 areas that have differing “impact characteristics.” Individual areas need varying responses and strategies to address short- and longer-term resilience needs, including both gray and green infrastructure.
- Improve stormwater drainage. Divert some of the existing flow from Beacon Hill around the Georgetown neighborhood, and raise the level of some of the critical intersections to ensure traffic mobility during extreme storm events. Street-side bioswales, enhanced tree grates, and micro-bioretenion facilities are examples of facilities that can be added to the street and small pocket parks to improve the quantity and quality of the stormwater
- Create a coordinating hub focused on Georgetown and South Park. This targeted effort should be overseen by a lead agency or organization with the capacity to facilitate a holistic, collaborative effort.
- ‘Hold an annual State of the Duwamish Summit. Planning an annual community-wide convening at a time and place that is welcoming and sensitive to language, work schedule, accessibility, and child care needs of the area at large should be considered.
- Review and update zoning codes. A review, modernization, and rationalization of zoning codes would lead in time to an increased mix of housing, industrial types, and business uses, thereby allowing the private market to respond to opportunities within the area.
- Increase transportation options. Such options could include additional pedestrian, bike, and vehicular bridges; staircases up the bluffs; enhanced bike paths and sidewalks; water taxis; and more transit stops and frequency to increase connectivity and resilience.

REPORT DETAILS

Author: Urban Land Institute
Year: 2015
Length: 46 pg.
Where: http://uli.org/wp-content/uploads/ULI-Documents/Seattle_PanelReport_Flo.pdf

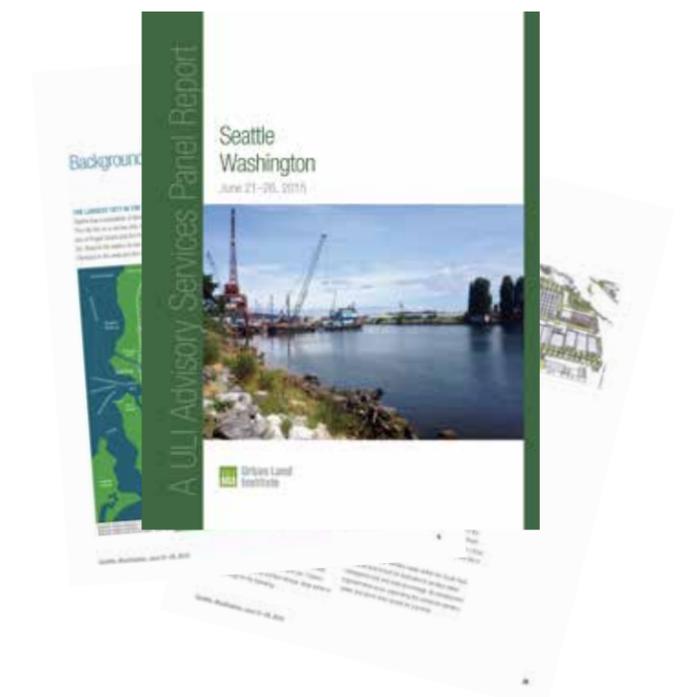
OVERVIEW

“The panel was tasked with finding recommendations for enhancing the resilience of Georgetown and South Park to flooding caused by sea-level rise and changes in precipitation. This assignment was expanded by the panel to include the Port of Seattle and the SoDo neighborhood. This expansion helped produce various strategies to promote the growth of the industrial area for the regional economy and highlight short- and long-term needs of the neighborhood residents..”

- Pg. 11, From the Background & the Panel’s Assignment

NEIGHBORHOOD SITES MOST IMPACTED

- If the recommendations are implemented all of Georgetown would be impacted.



BENEFITS OF TREES & URBAN FORESTS

REPORT DETAILS

Author: Alliance for Community Trees
Year: 2011
Length: 19 pg.
Where: <http://www.casselberry.org/DocumentCenter/Home/View/1756>

OVERVIEW

"This resource list compiled by Alliance for Community Trees (ACTrees) gathers the many scientifically proven benefits of urban forests into a single document for tree advocates to use. These facts come directly from primary research conducted by professional scientists, with all citations noted. Grouped by category, these benefits speak to the enormous monetary, social, and ecological value of urban forests to human society. They argue for the vital role of trees in our communities. ACTrees member organizations nationwide are working to bring these benefits to towns small and large, improving the health and livability of our communities by planting and caring for trees. To learn more, visit www.ACTrees.org"

- pg 1, From the Introduction

NEIGHBORHOOD SITES MOST IMPACTED

All of Georgetown would benefit from increased tree canopy cover, especially residential areas.

KEY FINDINGS

Urban trees contribute to numerous economic, environmental, and health benefits and cost savings. These benefits positively impact green infrastructure, public health, traffic & road maintenance, businesses, property values, climate change & carbon sequestration, energy use, community vitality, and wildlife & biodiversity. The recommended average percent of tree cover in Pacific Northwest cities is 40%; Seattle was documented as having 18% tree cover in 2008. More specifically, 50% cover in residential areas, 25% in urban residential zones, and 15% in central business districts is recommended.

GEORGETOWN "INDUSTRIAL STRENGTH" NATURAL DRAINAGE STORMWATER FILTRATION PILOT PROJECT REPORT

REPORT DETAILS

Author: Georgetown Community Council; Duwamish River Cleanup Coalition
Year: 2009
Length: 8 pg.
Where: <http://duwamishcleanup.org/wp-content/uploads/2012/02/GRRP-PSA-1-Final-Report.pdf>



OVERVIEW

8th Avenue South and its street end at Gateway Park North are historically a primary industrial and transportation corridor. Due to its proximity to industry and lack of infrastructure investments, the street suffers from drainage problems, hazardous intersections, lack of organized parking, and otherwise surfacing in disrepair. Starting in 2005, local community members began the process for envisioning and building improvements in the area.

KEY FINDINGS

In 2005, leadership from the Georgetown Community Council, residents, small business owners, local employees, City and County staff, urban design professionals, and students formed the "Georgetown Riverview Restoration Project" (GRRP) to improve 8th Avenue South for pedestrians, trucks, and the environment. Phase 1 conducted outreach to the community. Once the Working Group began to meet, common needs emerged between the truck drivers, pedestrians, and other employees along the street:

1. Connecting the Georgetown community to the Duwamish River;
2. Organizing ongoing stewardship of the area;
3. Increasing pedestrian and traffic safety for residents and businesses;
4. Improving parking and truck mobility;
5. Implementing stormwater drainage and pollution control.

Phase 2, designed two above-ground planter boxes. Phase 3, examined engineering and street use of the intersection of 8th Ave South and E. Marginal Way South. Phase 4, involved constructing natural drainage cells in front of the Markey Machinery Building.

NEIGHBORHOOD SITES MOST IMPACTED

- 8th Avenue South
- Gateway Park North

CLIMATE PREPAREDNESS: A MAPPING INVENTORY OF CHANGING COASTAL FLOOD RISK

REPORT DETAILS

Author: City of Seattle Office of Sustainability & Environment
Year: 2015
Length: 86 pg.
Where: <http://www.seattle.gov/environment/climate-change/planning-for-climate-impacts>

OVERVIEW

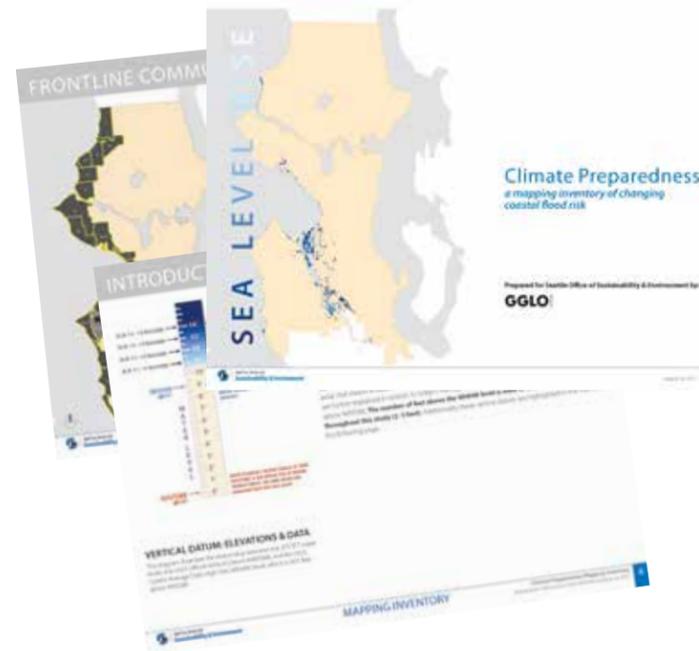
“This study, including the associated GIS layers, provides a screening tool for broadly assessing the impacts of sea level rise on Seattle. The report provides an inventory of specific critical areas, land uses, select transit infrastructure and planned investments, and communities at risk of flooding under future climate conditions. The GIS layers can be used to evaluate additional categories of infrastructure, specific assets, or project sites.”

-pg 1, From the Purpose

The graphics in the report identify several different risk typologies including critical areas, land use, transportation, freight, and front line communities, which are communities with a high Social Vulnerability Index (SVI). The report explores impacts at one, two, three, four, and five feet of sea level rise.

KEY FINDINGS

The Duwamish River valley communities carry the majority of impacts from sea level rise in Seattle. Georgetown is shown to be impacted at 2 ft above MHHW. On the Social Vulnerability Index Georgetown is in an area determined to be a four out of five, with five being impacted the most and one the least.



NEIGHBORHOOD SITES MOST IMPACTED

- Gateway Park North
- 1st Avenue Boat Launch

CITY OF SEATTLE FREIGHT MASTER PLAN

REPORT DETAILS

Author: City of Seattle Department of Transportation
Year: 2016
Length: 114 pg.
Where: http://www.seattle.gov/transportation/freight_fmp.htm



OVERVIEW

Washington is the most trade-dependent state in the nation, with Seattle at its hub. One of four modal master plans, the Freight Master Plan is part of a framework of plans that seeks opportunities to integrate pedestrian, bicycle, transit, and freight into a comprehensive multi-modal system that safely moves people and goods. The Freight Master Plan focuses on urban truck movement; however, railroad, marine, air freight, and pipeline are also critical components in the plan as they relate to truck access to these facilities. The Plan outlines the crucial role that good movement and deliveries play in meeting the City’s goals for race and social equity, economic productivity, sustainability, and livable neighborhoods. The plan intends to make the freight system safer and more reliable while moving good and people more efficiently.

KEY FINDINGS

The FMP complements the Comprehensive Plan by responding to its Urban Village strategy, which targets and focuses areas for development. This predictability allows the FMP to predict future growth and route freight accordingly. Conflict between freight and residential neighborhoods might result in safety concerns, noise, competing access to loading zones, and increased congestion. In addition to meeting local needs, the FMP must also respond to state and national freight plans including, the FAST ACT, National Freight Strategic Plan, and the Washington State Freight Mobility Plan. To accomplish all of these goals, the FMP identifies and designates “Freight Corridors,” which are intended to provide the framework for the overall plan. Built around this framework are limited access facility, major truck street, minor truck street, and first/last mile connector street designations that further direct how and where freight may move about the city. The plan also recommends providing better wayfinding tools and increased maintenance of the freight network, including road maintenance. Finally, the FMP provides a toolbox of strategies that might be used to promote the plan’s overall goals.

NEIGHBORHOOD SITES MOST IMPACTED

Priority Sites:

- Airport Way S.
- 5th Avenue S.
- Gateway Park North Improvements
- Pedestrian & Bicycle Connections to South Park
- Ellis Avenue S.
- S. Michigan Street
- Corson Avenue S.
- Intersection at S. Michigan Street & Corson Avenue S.
- Pedestrian & Bicycle Connections to S. River

Street

Sites in Progress:

- S. River St. Street End / 1st Ave. Boat Ramp

Sites of Interest:

- Intersection at E. Marginal Way S. & 8th Avenue S.
- Intersection at E. Marginal Way S. & Corson Avenue S.
- Pedestrian & Bicycle Connections to Beacon Hill

SEATTLE 2035 COMPREHENSIVE PLAN

REPORT DETAILS

Author: City of Seattle
Year: 2016
Length: 580 pg.
Where: <http://www.seattle.gov/dpd/cityplanning/completeprojectslist/comprehensiveplan/whatwhy/>

OVERVIEW

The City of Seattle produced its Comprehensive Plan outlining its growth intentions for the next 20 years. The city’s core values—race and social equity, economic opportunity and security, environmental stewardship, and community—guide the plan’s policies and vision. Utilizing an “urban village” strategy, the plan responds to desires for sustainable development, Washington’s Growth Management Act, Vision 2040, and other local and regional planning documents. Moreover, the plan addresses a wide field of topics including land use, transportation, housing, open space, community well-being, among others. As one of its three volumes, the plan also includes a section dedicated to neighborhood-specific goals and intentions, including the neighborhood of Georgetown and the Greater Duwamish Manufacturing and Industrial Center.

KEY FINDINGS

The Comprehensive Plan builds upon and reflects the local neighborhood plans that have been developed since the 1990s. The Comprehensive Plan provides the framework for the neighborhood plans to operate, allowing the neighborhood plans to address locally unique challenges and opportunities. Each neighborhood plan is represented with a series of goals and supportive policy recommendations. Georgetown’s goals and policies primarily address issues of equity, job development, and relationships to surrounding industry.



NEIGHBORHOOD SITES MOST IMPACTED

- The plan addresses the neighborhood and river valley as a whole.

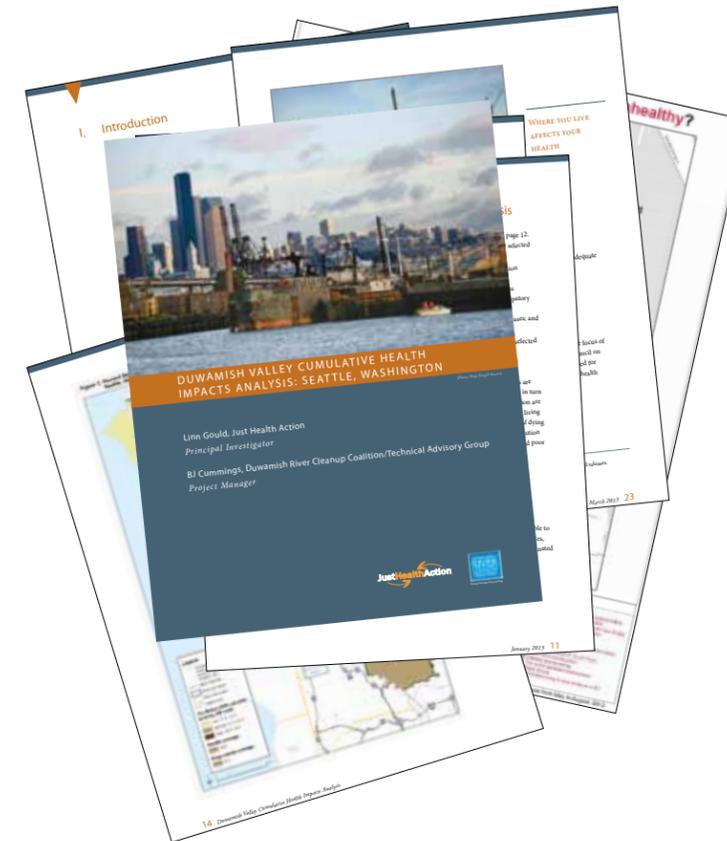
DUWAMISH VALLEY CUMULATIVE HEALTH IMPACTS ANALYSIS

REPORT DETAILS

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

OVERVIEW

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



KEY FINDINGS

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

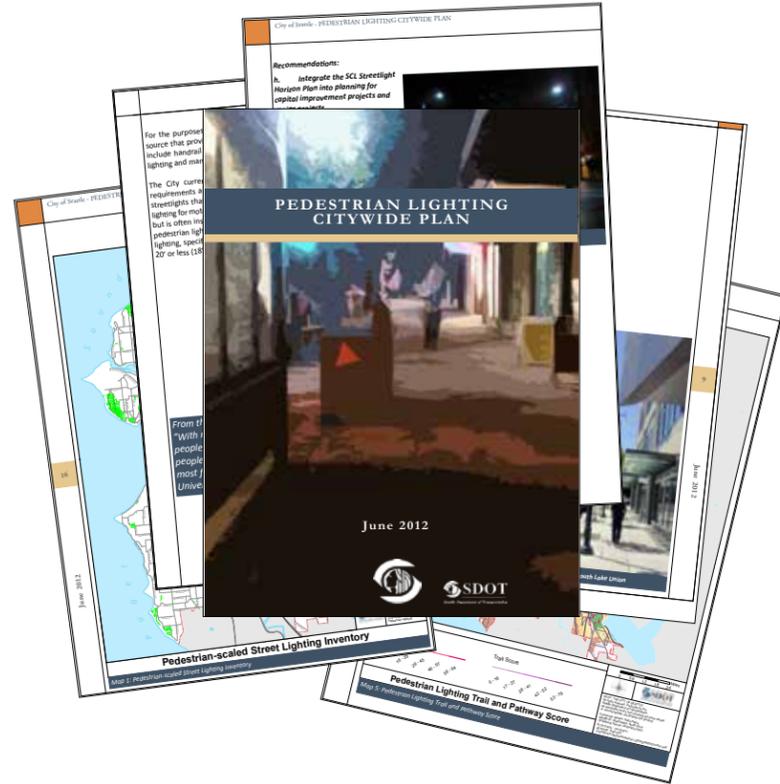
NEIGHBORHOOD SITES MOST IMPACTED

- All Sites

PEDESTRIAN LIGHTING CITYWIDE PLAN

REPORT DETAILS

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



OVERVIEW

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

- From the Introduction

KEY FINDINGS

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

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

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

NEIGHBORHOOD SITES MOST IMPACTED

Priority Sites:

- Airport Way S.
- 5th Avenue S.
- Gateway Park North Improvements
- Pedestrian & Bicycle Connections to South Park
- Ellis Avenue S.
- S. Michigan Street
- Corson Avenue S.
- Intersection at S. Michigan Street & Corson Avenue S.
- Pedestrian & Bicycle Connections to S. River Street

Sites in Progress:

- S. River St. Street End / 1st Ave. Boat Ramp

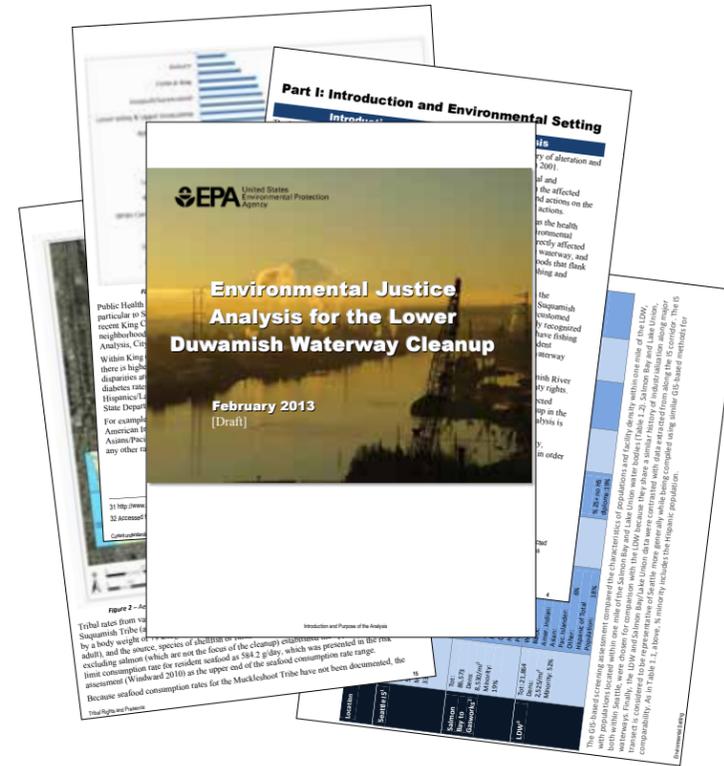
Sites of Interest:

- Intersection at E. Marginal Way S. & 8th Avenue S.
- Intersection at E. Marginal Way S. & Corson Avenue S.
- Pedestrian & Bicycle Connections to Beacon Hill

ENVIRONMENTAL JUSTICE ANALYSIS FOR THE LOWER DUWAMISH WATERWAY CLEANUP

REPORT DETAILS

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



OVERVIEW

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

- Page 4

KEY FINDINGS

As Georgetown is an environmental justice neighborhood the people living and working there are exposed to adverse impacts related to the Lower Duwamish Superfund site. A lot of contaminated material that is being removed from the river is being routed through Georgetown. The associated truck and train traffic has a disproportionately higher impact on Georgetown than it does on any other riverfront community members.

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

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

NEIGHBORHOOD SITES MOST IMPACTED

- All Sites

SEATTLE NEIGHBORHOOD GREENWAYS

REPORT DETAILS

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

OVERVIEW

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



KEY FINDINGS

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

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

NEIGHBORHOOD SITES MOST IMPACTED

Priority Sites:

- Dog Park
- Airport Way S.
- 5th Avenue S.
- Gateway Park North Improvements
- Pedestrian & Bicycle Connections to South Park
- Ellis Avenue S.
- S. Michigan Street
- Corson Avenue S.
- Intersection at S. Michigan Street & Corson Avenue S.
- Pedestrian & Bicycle

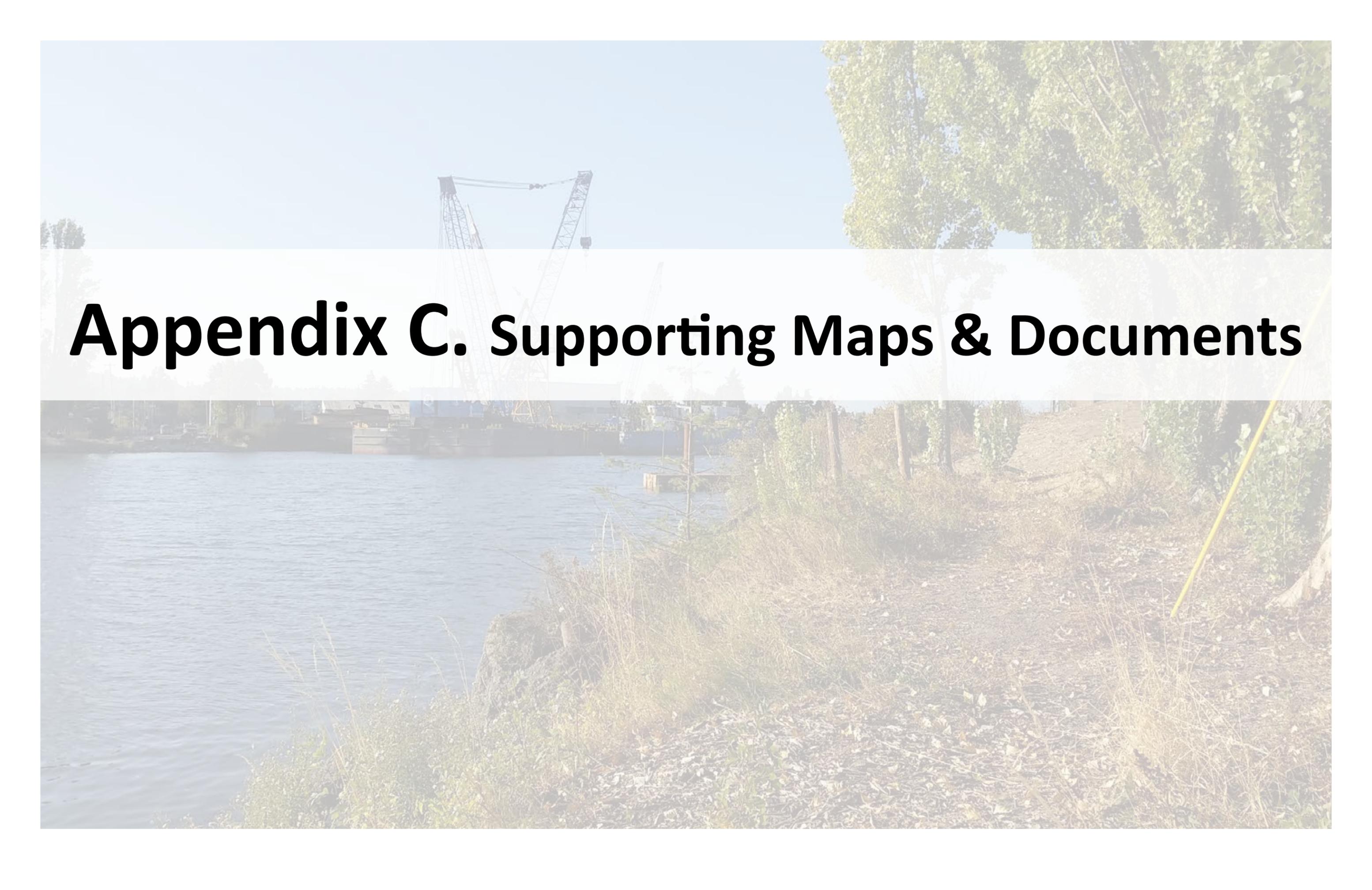
Connections to S. River Street

Sites in Progress:

- S. River St. Street End / 1st Ave. Boat Ramp

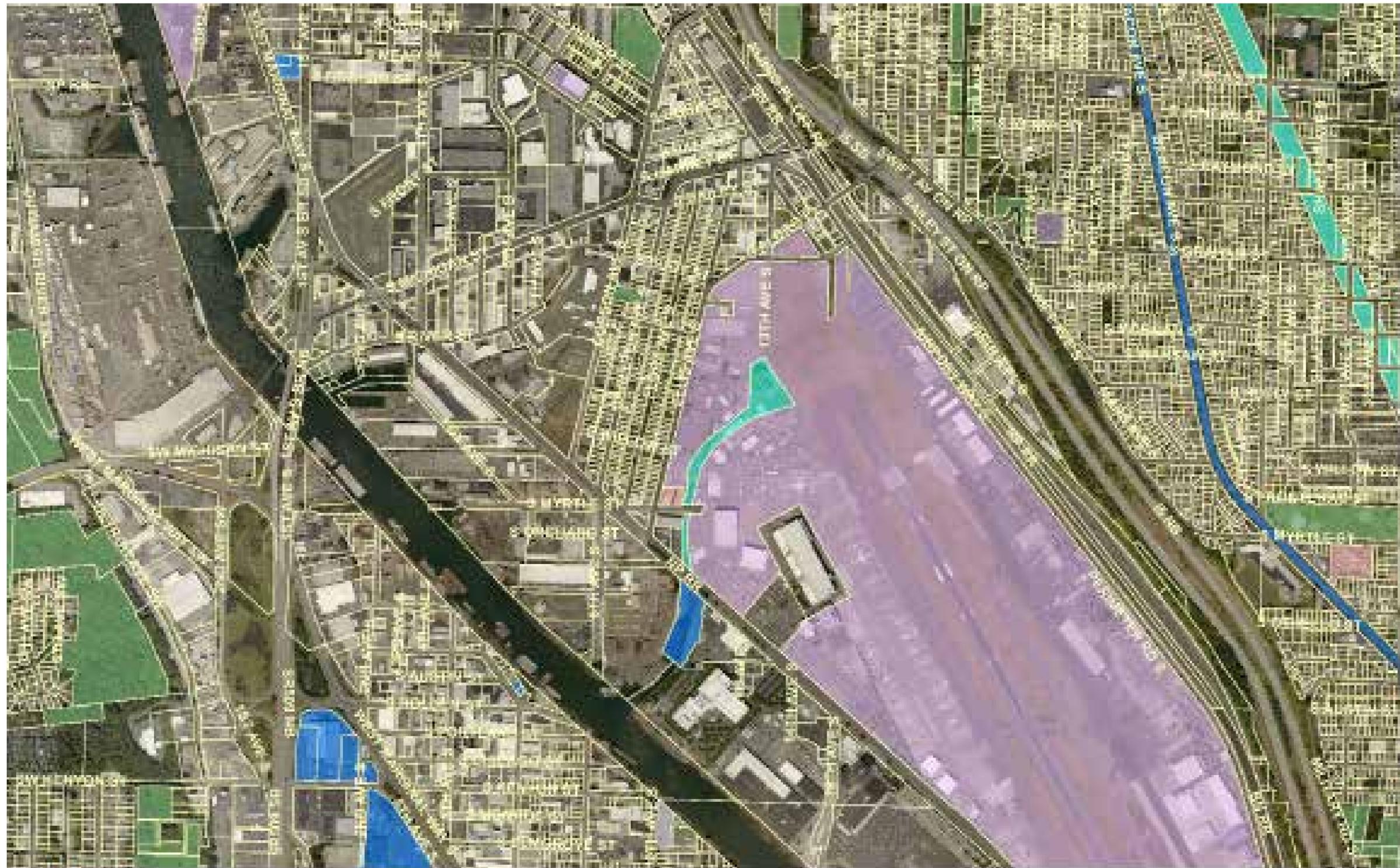
Sites of Interest:

- Intersection at E. Marginal Way S. & 8th Avenue S.
- Intersection at E. Marginal Way S. & Corson Avenue S.
- Pedestrian & Bicycle Connections to Beacon Hill

The background image shows a construction site with several large cranes. In the foreground, there is a body of water and a grassy bank. The text "Appendix C. Supporting Maps & Documents" is overlaid in a white semi-transparent box.

Appendix C. Supporting Maps & Documents

PUBLIC OWNERSHIP MAP



Georgetown: Public Ownership

0 500 1,000 1,500



Feet

1 inch = 1,250 feet

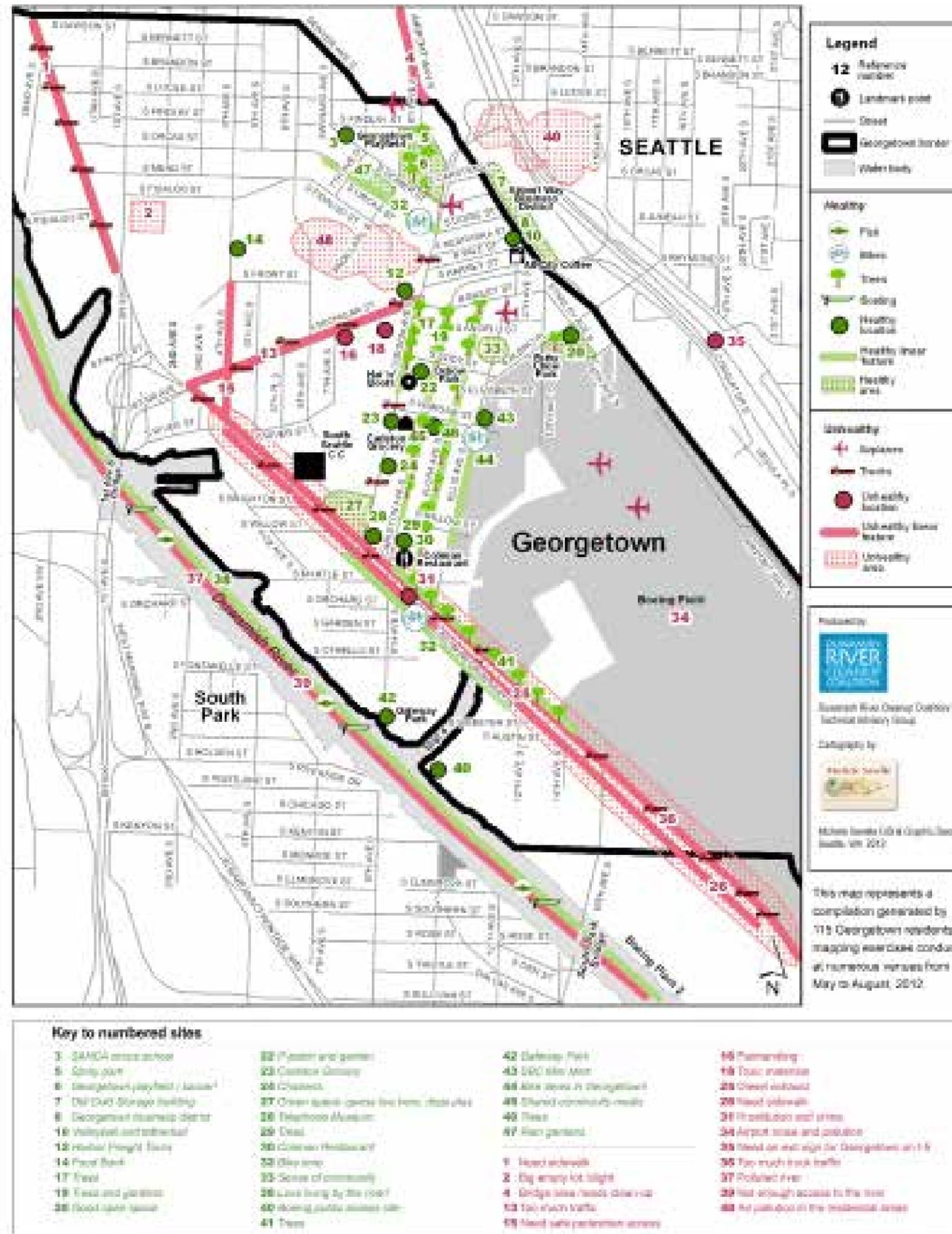


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No warranty of any sort, including
accuracy, fitness or merchantability
accompany this product.

Original Date: 2015
Map Date: September 16, 2016

DRCC HEALTHY COMMUNITIES MAP



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Appendix D. Community Comments

Georgetown Green Space Vision Framework
Community Comments

Event	Date Gathered	Question	Comment
First Community Workshop	14-Jun-16	Design Game Comments	4th ave and Michigan is dangerous intersection
First Community Workshop	14-Jun-16	Design Game Comments	8th and Marginal intersection is horrible
First Community Workshop	14-Jun-16	Design Game Comments	8th Ave st end needs to be cleaned up
First Community Workshop	14-Jun-16	Design Game Comments	ADA railroad crossings
First Community Workshop	14-Jun-16	Design Game Comments	Airport way is bike death trap, better to use adjacent abandoned rail corridor
First Community Workshop	14-Jun-16	Design Game Comments	Archway/Gateway at South Park Bridge, and both ends of Airport Way
First Community Workshop	14-Jun-16	Design Game Comments	Art space in the old pump house
First Community Workshop	14-Jun-16	Design Game Comments	Available open space between townhall building
First Community Workshop	14-Jun-16	Design Game Comments	Bathrooms
First Community Workshop	14-Jun-16	Design Game Comments	Better access to steam plant
First Community Workshop	14-Jun-16	Design Game Comments	Better access to Steam Plant
First Community Workshop	14-Jun-16	Design Game Comments	Better access to Steam Plant
First Community Workshop	14-Jun-16	Design Game Comments	Better gateway park
First Community Workshop	14-Jun-16	Design Game Comments	Better healthcare access
First Community Workshop	14-Jun-16	Design Game Comments	Better routing/controls needed for truck traffic
First Community Workshop	14-Jun-16	Design Game Comments	Bike lanes along Airport Way
First Community Workshop	14-Jun-16	Design Game Comments	Bike lanes on Airport Way
First Community Workshop	14-Jun-16	Design Game Comments	Bike path to River St.
First Community Workshop	14-Jun-16	Design Game Comments	Call Gus Meldna at BNSF
First Community Workshop	14-Jun-16	Design Game Comments	Close Airport way more often for pedestrians
First Community Workshop	14-Jun-16	Design Game Comments	Community Center at abandoned lot behind town hall
First Community Workshop	14-Jun-16	Design Game Comments	Community concrete planters
First Community Workshop	14-Jun-16	Design Game Comments	Community Orchard at Community College
First Community Workshop	14-Jun-16	Design Game Comments	Connect to SODO bike trail
First Community Workshop	14-Jun-16	Design Game Comments	Connection to library
First Community Workshop	14-Jun-16	Design Game Comments	Corson and S Michigan dangerous intersection
First Community Workshop	14-Jun-16	Design Game Comments	Create good walking path to South Park
First Community Workshop	14-Jun-16	Design Game Comments	Create greenway connection form Beacon Hill through Georgetown to South Park Community Center
First Community Workshop	14-Jun-16	Design Game Comments	Create new pocket parks on vacant property in residential core
First Community Workshop	14-Jun-16	Design Game Comments	Create pedestrian access across Industrial block connecting Corson to River St
First Community Workshop	14-Jun-16	Design Game Comments	Create pedestrian bridge across Duwamish at Gateway Parks
First Community Workshop	14-Jun-16	Design Game Comments	Create pedestrian route between Georgetown and South park
First Community Workshop	14-Jun-16	Design Game Comments	Create safe intersection at Airport Way and Corson
First Community Workshop	14-Jun-16	Design Game Comments	Crossing arms for railroad needed
First Community Workshop	14-Jun-16	Design Game Comments	Dog Park at Rosso Site
First Community Workshop	14-Jun-16	Design Game Comments	Dog park at Ruby Chow
First Community Workshop	14-Jun-16	Design Game Comments	Entry marking at Airport Way and Lucille
First Community Workshop	14-Jun-16	Design Game Comments	Event center
First Community Workshop	14-Jun-16	Design Game Comments	Expand Ruby Chow Park
First Community Workshop	14-Jun-16	Design Game Comments	Fence needed at Oxbow Park along Corson

Georgetown Green Space Vision Framework
Community Comments

First Community Workshop	14-Jun-16	Design Game Comments	Fence needed at Ruby Chow Park along Alboro
First Community Workshop	14-Jun-16	Design Game Comments	Festival Street at Equinox
First Community Workshop	14-Jun-16	Design Game Comments	Flashing light crosswalk needed at Corson and Airport way
First Community Workshop	14-Jun-16	Design Game Comments	Garbage cans & pick up
First Community Workshop	14-Jun-16	Design Game Comments	Green buffer along Ellis
First Community Workshop	14-Jun-16	Design Game Comments	Green buffer connection and path between Georgetown and South Park Bridge
First Community Workshop	14-Jun-16	Design Game Comments	Greener intersections along Marginal at residential area
First Community Workshop	14-Jun-16	Design Game Comments	Grocery Store
First Community Workshop	14-Jun-16	Design Game Comments	Gym at community college
First Community Workshop	14-Jun-16	Design Game Comments	I like the art that gets left here, fake wayfinding signs
First Community Workshop	14-Jun-16	Design Game Comments	I will not ride on airport way, I ride on sidewalks
First Community Workshop	14-Jun-16	Design Game Comments	Improve Cleveland High schools running track
First Community Workshop	14-Jun-16	Design Game Comments	Improved bike and ped connection across South Park Bridge
First Community Workshop	14-Jun-16	Design Game Comments	Improved bike route to 8th ave St end
First Community Workshop	14-Jun-16	Design Game Comments	Incorporate river access into CSO
First Community Workshop	14-Jun-16	Design Game Comments	Industry trucks still use Corson when they should use 4th
First Community Workshop	14-Jun-16	Design Game Comments	Interactive sculpture in the roundabouts
First Community Workshop	14-Jun-16	Design Game Comments	Intersection mural on the Corson-Michigan overpass
First Community Workshop	14-Jun-16	Design Game Comments	Issues with drugs and prostitutes at hotels
First Community Workshop	14-Jun-16	Design Game Comments	Keep a buffer at Rosso site
First Community Workshop	14-Jun-16	Design Game Comments	Kid bike training location
First Community Workshop	14-Jun-16	Design Game Comments	Like Georgetown the way it is
First Community Workshop	14-Jun-16	Design Game Comments	Like that Georgetown open spaces are unique with local art/artists
First Community Workshop	14-Jun-16	Design Game Comments	Make 4th, 6th, Orcas, Lucille, Airport Way, Warsaw, Michigan and abandoned rail lines part of walking loop path
First Community Workshop	14-Jun-16	Design Game Comments	Make Michigan a green street
First Community Workshop	14-Jun-16	Design Game Comments	Make pedestrian connection across Industrial block between Corson and River St.
First Community Workshop	14-Jun-16	Design Game Comments	Make S Othello St walkable and plant street trees
First Community Workshop	14-Jun-16	Design Game Comments	Marianne Clarks family has lived in Georgetown for 104 years
First Community Workshop	14-Jun-16	Design Game Comments	Mitigate pollution between homes and water
First Community Workshop	14-Jun-16	Design Game Comments	Mixed-use housing
First Community Workshop	14-Jun-16	Design Game Comments	More bike parking
First Community Workshop	14-Jun-16	Design Game Comments	More classes for computer users at community college
First Community Workshop	14-Jun-16	Design Game Comments	More crosswalks on Bailey and Airport Way
First Community Workshop	14-Jun-16	Design Game Comments	More lighting
First Community Workshop	14-Jun-16	Design Game Comments	More lighting at tennis courts
First Community Workshop	14-Jun-16	Design Game Comments	More parks and trees
First Community Workshop	14-Jun-16	Design Game Comments	More picnic areas
First Community Workshop	14-Jun-16	Design Game Comments	More sidewalks
First Community Workshop	14-Jun-16	Design Game Comments	More social areas
First Community Workshop	14-Jun-16	Design Game Comments	More street trees
First Community Workshop	14-Jun-16	Design Game Comments	More street trees along Corson, Ellis and connection to South Park

Georgetown Green Space Vision Framework Community Comments

First Community Workshop	14-Jun-16	Design Game Comments	More trail control within neighborhood
First Community Workshop	14-Jun-16	Design Game Comments	More trees along Ellis, Corson, E Marginal and S Michigan
First Community Workshop	14-Jun-16	Design Game Comments	Need more sidewalk ramps
First Community Workshop	14-Jun-16	Design Game Comments	Need noise buffer from freeway offramp
First Community Workshop	14-Jun-16	Design Game Comments	Need street tree watering truck
First Community Workshop	14-Jun-16	Design Game Comments	No water pollution
First Community Workshop	14-Jun-16	Design Game Comments	Off leash dog park like Marymoor
First Community Workshop	14-Jun-16	Design Game Comments	Outdoor movies at abandoned railroad spur
First Community Workshop	14-Jun-16	Design Game Comments	Part of neighborhood along river needs to be livable
First Community Workshop	14-Jun-16	Design Game Comments	Pianos in the park
First Community Workshop	14-Jun-16	Design Game Comments	Pig Pong Tables made by Equinox
First Community Workshop	14-Jun-16	Design Game Comments	Place for community festival without shutting down streets
First Community Workshop	14-Jun-16	Design Game Comments	Planting of places to drink, need a walking path
First Community Workshop	14-Jun-16	Design Game Comments	Pocket Park at parking lot at Bailey and 12th
First Community Workshop	14-Jun-16	Design Game Comments	Pretty trash cans
First Community Workshop	14-Jun-16	Design Game Comments	Prevent traffic from going through Warsaw and Flora to cut over to freeway
First Community Workshop	14-Jun-16	Design Game Comments	Property behind town hall is not used
First Community Workshop	14-Jun-16	Design Game Comments	Public art everywhere
First Community Workshop	14-Jun-16	Design Game Comments	Repair sport courts at Georgetown Playfields
First Community Workshop	14-Jun-16	Design Game Comments	Safe and attractions to and within neighborhood
First Community Workshop	14-Jun-16	Design Game Comments	Safe bike route through neighborhood
First Community Workshop	14-Jun-16	Design Game Comments	Safer Intersection at Orcas and 6th
First Community Workshop	14-Jun-16	Design Game Comments	Services for the homeless
First Community Workshop	14-Jun-16	Design Game Comments	Shell to Korean Church is not walkable for elderly
First Community Workshop	14-Jun-16	Design Game Comments	Sidewalk artistic paving in shape of original river
First Community Workshop	14-Jun-16	Design Game Comments	Skybridge over Michigan like Franklin High School
First Community Workshop	14-Jun-16	Design Game Comments	South area of neighborhood needs improvement for pedestrians
First Community Workshop	14-Jun-16	Design Game Comments	Speed Controls along longer block in residential area
First Community Workshop	14-Jun-16	Design Game Comments	Spontaneous places to make art
First Community Workshop	14-Jun-16	Design Game Comments	Steam Plant Park
First Community Workshop	14-Jun-16	Design Game Comments	Tourist attractions
First Community Workshop	14-Jun-16	Design Game Comments	Train Blocks River
First Community Workshop	14-Jun-16	Design Game Comments	Use abandoned railways for bike connection between Airport Way and 1st Ave Bridge
First Community Workshop	14-Jun-16	Design Game Comments	Vision plan DRCC amphitheater, maybe Ruby Chow Park
First Community Workshop	14-Jun-16	Design Game Comments	Walking loop path away from streets
First Community Workshop	14-Jun-16	Design Game Comments	Walking path along river
First Community Workshop	14-Jun-16	Design Game Comments	Walking up to 15th at night feels unsafe
First Community Workshop	14-Jun-16	Design Game Comments	Ways to meet people spontaneously
First Community Workshop	14-Jun-16	Design Game Comments	Welcome signs on sides of buildings
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Add more Parks
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Add spinny things but not the slow carousels. New water features. Improve zipline. Bigger spray park. Ping pong tables. New play struct. Larger slide.

Georgetown Green Space Vision Framework Community Comments

First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Always add more vegetation - I turned my yard into a food bowl - all open areas with vegetation would be food bowls
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Better parks and bathrooms
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Better pedestrian+bike connections between parks, open space+the river, which has also been cleaned up.
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Bike lanes, more murals on walls, street art.
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Car camping populatin at playfield. Easier to get to playfield without busy inersections
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Connectivity - homes to parks to businesses outside and inside the core
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Ease of getting to or from
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Fences to keep kids from traffic, an enclosed dog park, somehow make ruby chow more usable, bike access
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Get bathrooms at oxbow park. Have a dog park in Georgetown.
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	I would want them to put in a BMX park
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Improve access to both sides of Georgetown - overpass over Michigan and Corison.
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Improve connections between the two residential areas in Georgetown
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Improve industrial buffer at west of Corson and east of Ellis
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Improvements at Georgetown Playfields. Basketball court, tennis court (lighting).
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Less industrial traffic
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Lighting and Parking
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Make it less convenient for people to camp out in their trailers for long periods of time on park permits
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	More community gathering spaces
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	More community involvement
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	More interaction/safety/more lights. Dog park with fences
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	More of them
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Nothing as of yet
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Off-leash dog areas
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Plant different trees that don't ruin our car (autos) paint & roofs
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Quiet, natural areas; connections to downtown and other areas that are safe and human scale
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	River Access. Pedestrian and Bicycle crossing of Marginal
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Somethingin empty lot across from Ruby Chow. More seating in Oxbow.
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Tash pickup. More trees.
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Use open spaces for promoting green space; more trees; community center
First Community Workshop	14-Jun-16	If there is one thing you would do to Improve parks and open space in GT what would that be?	Walking loop path. More picnic areas. Sport courts (full basketball court)
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	2 parks, close to downtown, spray parks, play fields.
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	Animals, plants
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	community gathering and play for kids
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	Convenience to place of work, safety & police stations, access to transportation
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	Diverse and unique
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	Family friendly
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	Family friendly and clean
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	Friendly spaces
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	Great places to walk
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	Hat 'n Boots is used by people who live, work and play in Georgetown
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	Having nature in an industrial neighborhood

Georgetown Green Space Vision Framework Community Comments

First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	I like how each park has its individuality/services
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	I like parks the most
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	I like the open spaces
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	Industrial style
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	love the waterpark and playfield
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	mix of industry and nature.
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	Mix of uses. Activities in various parks. Playfields.
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	people watching, soccer field
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	Quirkiness, uniqueness
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	Spaces for kids to play, places to have picnics
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	The feeling of open space, not feeling fenced in - I can see horizon lines.
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	The freedom of being there and seeing open space
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	The Oxbow park is school. Grocery store.
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	The parks, the people
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	The playfields
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	They are accessible and easy to get to; utilized by a variety of community.
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	They are nearby and unique
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	They have lots of character and are very unique
First Community Workshop	14-Jun-16	What do you like the most about outside spaces in GT?	Viewing gardens, plants, trees.
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	A community center
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	Access! More trees to absorb noise and pollution.
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	Better access to the river. Better/safer walking routes to current open spaces. Without a car my family feels trapped in our neighborhood.
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	Better gateway park
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	better lighting, as in street lights, more areas to sit, walking/running paths
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	Better lighting. Nice walkways not menaced by cars.
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	better walkability
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	Better walkable routes, more crosswalks, more street trees
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	bike lanes
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	Community center, dog park, goat park
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	Dog Park, better access to river, bike access out of Georgetown.
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	Dog Park, Connection to South Park via SP Bridge, safe connections from E. Marginal Way S. along 4th to Lucille.
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	I think Georgetown needs more plants
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	Lighting, art, pedestrian and bike areas, attractions
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	More bike lanes to South Park and Industrial way; more open parks
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	More bike lanes, sharrows, speed bumps in neighborhood, A community center, traffic garden, skate park.
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	More greenspace and green infrastructure in general. Plantings. Rain Gardens. Open space.
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	More trees, comm. cntr, mobile library, cycling comm cntr, improve tennis & basketball courts (surfacing, lighting, programming), limit truck traffic
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	Plants that promote clean air
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	River access and enjoyment. Connections.
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	Running/Bike Paths
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	Safe and attractive connections between areas in Georgetown and to surrounding neighborhoods

Georgetown Green Space Vision Framework Community Comments

First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	Sidewalks, pathways, public art, more access to water - Duwamish
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	Spaces for kids
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	The experience I have in Georgetown when I leave my yard is I enter a car whirlwind
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	walking loop path, we dont have any, only sidewalks (some of our streets are very busy).
First Community Workshop	14-Jun-16	What Open Space Improvements does GT need more of?	Want supermarket
First Online Survey	14-Oct-16	Pick your top three priority sites for improving open space in Georgetown:	BIKE PATH TO DOWNTOWN!
First Online Survey	14-Oct-16	Pick your top three priority sites for improving open space in Georgetown:	Fidalgo and the river! needs better access to the river!
First Online Survey	14-Oct-16	Pick your top three priority sites for improving open space in Georgetown:	Fidalgo street end river access site
First Online Survey	14-Oct-16	Pick your top three priority sites for improving open space in Georgetown:	Homeless Shelter #1
First Online Survey	14-Oct-16	Pick your top three priority sites for improving open space in Georgetown:	Missing from this list is the intersection at Michigan and Corson. Also missing is the missing contiguous sidewalk in our other commercial center along 4th Ave S.
First Online Survey	14-Oct-16	Pick your top three priority sites for improving open space in Georgetown:	Most important is safe crosswalks to cross Airport Way S.
First Online Survey	14-Oct-16	Pick your top three priority sites for improving open space in Georgetown:	Pam miller's properties do such a disservice to hard for the neighborhood to improve, when she owns so many buildings around the old city hall and leaves them unoccupied. Since she lives in Ballard, she truly does not care about gt. Wish that she could be forced to sell.
First Online Survey	14-Oct-16	Pick your top three priority sites for improving open space in Georgetown:	potential dog park next to fire station
First Online Survey	14-Oct-16	Pick your top three priority sites for improving open space in Georgetown:	Really all of it sounds great
First Online Survey	14-Oct-16	Pick your top three priority sites for improving open space in Georgetown:	Safer walking, biking, and greenspace area around SANCA extending to the Georgetown playfield and Airport Way.
First Online Survey	14-Oct-16	Pick your top three priority sites for improving open space in Georgetown:	Seeing improvements near All City Coffee is encouraging - yet there needs to be urgent focus for the safety of pedestrians and cyclists at intersection of Lucille and Airport Way.
First Online Survey	14-Oct-16	Pick your top three priority sites for improving open space in Georgetown:	Seeing this I'm just learning about some areas - need better info/signage about what's where.
First Online Survey	14-Oct-16	What are your top destinations in Georgetown?	#1 are the restaurants and businesses not on Airport Way S
First Online Survey	14-Oct-16	What are your top destinations in Georgetown?	1. YogaSmith
First Online Survey	14-Oct-16	What are your top destinations in Georgetown?	All City area but not All City Coffee specifically is #1
First Online Survey	14-Oct-16	What are your top destinations in Georgetown?	corson building :) and the tiny park by the glass factory, on the river.
First Online Survey	14-Oct-16	What are your top destinations in Georgetown?	Counterbalance Brewing Company
First Online Survey	14-Oct-16	What are your top destinations in Georgetown?	Gateway Park
First Online Survey	14-Oct-16	What are your top destinations in Georgetown?	Georgetown Brewing
First Online Survey	14-Oct-16	What are your top destinations in Georgetown?	Jet City Crossfit
First Online Survey	14-Oct-16	What are your top destinations in Georgetown?	Rain City Cigar
First Online Survey	14-Oct-16	What are your top destinations in Georgetown?	Restaurants
First Online Survey	14-Oct-16	What are your top destinations in Georgetown?	ruby chow park and rosso nursery
First Online Survey	14-Oct-16	What are your top destinations in Georgetown?	School of Acrobatics & New Circus Arts
First Online Survey	14-Oct-16	What are your top destinations in Georgetown?	the georgetown arts and cultural center and the georgetown urban farm
First Online Survey	14-Oct-16	What are your top destinations in Georgetown?	The park with the hat and boot is second.
First Online Survey	14-Oct-16	What are your top destinations in Georgetown?	Walking for garden show, trick-or-treating, hanging out
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	a nice place to enjoy lunch with friends and co-workers
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Access to Nature and the waterfront
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	artsy, unique and usable
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	community
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Community gathering areas.
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Community, Opportunity, Cleanliness, Art
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Encourage wildlife along river, fresh air
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	everything, would love more green space in Gtown
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Hat and Boots, Views of Boeing Field
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Having open space in an industrial neighborhood
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	I like that the industrial areas outside of the City have landscape requirements.
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	I like the quirky character and the feeling of being in a working neighborhood.
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	If you blur your eyes and look south on Airport Way from S. Lucille St, you can still see Seattle from 1946
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Lots of trees
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Multi-use, unique, provide space for large gatherings that cannot be done inside a home, meet others in the 'hood.
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Nature

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First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Nice place to eat lunch and take break from work.
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Not that crowded, Seattle folks have nicer parks to go to
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Open space for kids to run and climb and spray park
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Proving that you can have usable and unique spaces in a highly urbanized environment
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Public art
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	relatively clean and good for mixed use
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	respite from the industrial areas, and a place to visit trees and our river
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	small grid
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Spending time outside with my child
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	That they are outside!
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	the community garden
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	The play field has both shade and sun and a water feature, but there's no way finding to other parks. I don't know about some of the other's listed above. I wish I did!
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	The pockets of trees and mix of older buildings
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	The sense of community
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Their unique industrial nature
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	There are places to sit and relax as well as play around
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	They are mostly deserted.
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	they bring the community together; they add trees and green spaces into our industrial neighborhood
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	trees, parks are beautiful community area
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Unique feel: Art, airplanes, spray park, interesting neighbors
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Unique, art aspect, parking, accessibility
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Walk my dog
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Walkability, cleanliness and a safe feeling. Areas are all diverse as well (types of things to see and do as well as people)
First Online Survey	14-Oct-16	What do you like most about outside spaces in Georgetown?	Watching the air show, Wildlife in the Duwamish,
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	a few more pocket parks and local signage/wayfinding
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	A park in/near the business district (airport road)
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	A space for community gatherings/events. A running track
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Activities in parks, safety additions
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	ADA sidewalks, maintained plantings, art installations
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	appropriate trash/recycle disposal and bathrooms
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Better access and maintenance of Gateway park. We need parking enforcement in the neighborhood. We need more police patrols to reduce crime. We need speed limit signs on Corson and Ellis. We need speeding enforcement on Corson and Ellis at peak hours. We need the traffic light at Lucille to have green arrow options on the East and West sides of the street. We need traffic calming on Carleton (the busses and traffic drive WAY to fast).
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Better climbing structures, zip line, improved safety
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	better pedestrian routes, more parks
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Community Center/Neighborhood services
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Dog park
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	easier pedestrian and bike access - cross walks, paths and sidewalks,
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	everything, would love more green space in Gtown
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Exercise equipment, more benches, walking trail
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	fewer vagrants using space as drug enclaves (like at the playfields) and fewer industries polluting the river. It would be great to have real river access.

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First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Get rid of the industrial feel and the trucks!
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Get rid of the Monarch Restaurant Equipment lot, and the Office Trailer lot. Turn those in to local lunchtime parks.
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Green space for enjoying coffee or lunch or just sitting; support keeping the area clean; improved pedestrian (and bike) access into and around the neighborhood.
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	more areas for community gathering and interaction, need off leash dog park to let Gtown puppies get some exercise
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	More gathering spots outside....benches....garden spots with seating tables on side streets and on airport way
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	More green space with trees and native plantings
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	More green spaces, please
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	More hardscape parks, sport courts and pedestrian/bike routes to downtown
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	More tables, areas to work on your computer or spread out a lunch
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	more trees
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	More trees and benches and a small stage for summer music series and bike racks
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	No airplanes, less industry, more trees and green space. Better more walkable bike able routes, no tractor trailer parking.
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Off-leash dog park/spaces
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Safe pedestrian routes, wider buffer zones (greening) between industrial uses and residents.
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Safer routes to access parks and open spaces. I would love to feel safe visiting the water front but I don't.
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Save some of the old stuff and make it a park
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	The river park
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	There's no connection between Georgetown outdoor spaces and to me most parks are greatly under-utilized. I also feel like we can do more to encourage bicyclists in Georgetown. Currently - especially on Airport Way @ Lucille - cars and big trucks are in charge and cyclists are marginalized (really, it's scary - have you ridden on Airport Way and tried to turn left on Lucille?)
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Traffic calming and a dog park.
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	trails
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Trees
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Trees and hyper-accumulators everywhere for pollution. Also what ever equipment teenagers want for after school (we have a lot already for the little ones). Lastly but most importantly, facilities for the homeless.
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Trees and industrial buffers
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Trees, Improved Paths, Security, Signage, Community Programming
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Well maintained and clean open spaces.
First Online Survey	14-Oct-16	What open space improvements does Georgetown need most?	Wildlife habitat
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	4th ave
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	4th Ave South
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	4th Avenue S, Corson Avenue S, E. Marginal Way S
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	509 to 99 to Michigan
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Airport Way !!!
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Airport Way S
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Airport way s
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Airport Way S.
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Airport Way S.
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Airport Way, Corson Ave, S. Bailey
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Airport Way, East Marginal, Carleton Ave
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Airport Way, Lucille
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Airport Way, Lucille

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First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Bailey, Corson, Flora/Ellis Allies
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Brandon st/ airport way/6th 4th ave
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	carleton and michigan
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Carleton Ave. S, Flora Ave S., S Doris St., S Orcas St.
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Carleton Avenue
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Carleton, Corson, Airport Way
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	carleton, corson, airportway
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Carlton ave.s.
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Corson, Flora, Carleton, Bailey, Airport Way
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	East Marginal Way
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Ellis
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Ellis / Albro
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Ellis ave S
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Ellis, Airport Road
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Ellis, Michigan, 6th, corson, albro
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Flora and Carleton and Vale
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Flora to Warsaw, to/through Oxbow to Corson to Playfield
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Flora, Bailey, Carleton, Airport Way, Lucile
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Flora, Carleton, Corson, Orcas
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Flora, Corson and Michigan
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Flora, michigan, airport, eddy, carlton, warsaw
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	I bike and walk all over the neighborhood
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	I don't understand this question.
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	I live near Morgan Junction so I use Cloverdale and South Park Bridge to reach Georgetown
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	I prefer to come south on I-5 but traffic generally prevents that route so I come in on either 99/Marginal Way or Airport Way.
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Lucile, airport way
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Lucile, airport way, Orcas
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Lucille, Orcas, 4th Ave S, 6th Ave S, Airport Way
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Michigan if coming from home and airport way if coming from work.
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Michigan ST.
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Orcas between 2nd and Corson, Airport, Bailey, 4th
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	orcas, lucille; we live in northwest georgetown and walk along orcas a lot, to get to other parts of georgetown
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Orcas; corson; airport way; Michigan ave; doris
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Residential Streets
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	Residential Streets...Carleton, Flora, Ellis, Bailey, Airport Way
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	south albro to 13th ave south to airport way south
First Online Survey	14-Oct-16	What streets/routes do you prefer to use to reach these destinations?	streets in south Georgetown, S Bailey, Airport Way S
Second Community Workshop	26-Aug-16	1st Ave. S. Boat Ramp/Overlook and Bicycle Trail Link	"Boat ramp & overlook, no trail needed;" "You can get all the way to Alki if you can just get to this [1st Ave] brige."
Second Community Workshop	26-Aug-16	Airport Way South (Beautification and Safety)	"Especially safety--crosswalks!"; "Not priority;"
Second Community Workshop	26-Aug-16	Are there any sites, amenities, or neighborhood issues which are important to you and are not represented here?	(see comment about Jesse Moore's ideas in Q1)

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Second Community Workshop	26-Aug-16	Are there any sites, amenities, or neighborhood issues which are important to you and are not represented here?	A small King Co library branch and a drug store would be great
Second Community Workshop	26-Aug-16	Are there any sites, amenities, or neighborhood issues which are important to you and are not represented here?	Airport Way S is not safe to cross.
Second Community Workshop	26-Aug-16	Are there any sites, amenities, or neighborhood issues which are important to you and are not represented here?	I like Jesse's dog park location idea by firehouse & improving path begin am/pm
Second Community Workshop	26-Aug-16	Are there any sites, amenities, or neighborhood issues which are important to you and are not represented here?	I wish there were more option to connect the community to 4th Ave and 1st Ave. Not only is GT not connected to S Park, we are not connected to Sodo, Downtown, ID, and P Squ. We could be!
Second Community Workshop	26-Aug-16	Are there any sites, amenities, or neighborhood issues which are important to you and are not represented here?	I would like to see industrial interest represented. It would be great to see if we can "soften" the interface between industry and residential through landscaping/ecological elements.
Second Community Workshop	26-Aug-16	Are there any sites, amenities, or neighborhood issues which are important to you and are not represented here?	Jesse's plan to create a safe connection to S Park at the S Park Por. 16th and at River St have a HUGE potential to create safe pedestrian/bike/stroller connectivity & humanize the street access
Second Community Workshop	26-Aug-16	Are there any sites, amenities, or neighborhood issues which are important to you and are not represented here?	Litter! Homeless leaving their trash load; training? Overseer?
Second Community Workshop	26-Aug-16	Are there any sites, amenities, or neighborhood issues which are important to you and are not represented here?	Neighborhood roundabouts, add more art to undeveloped core
Second Community Workshop	26-Aug-16	Are there any sites, amenities, or neighborhood issues which are important to you and are not represented here?	No
Second Community Workshop	26-Aug-16	Are there any sites, amenities, or neighborhood issues which are important to you and are not represented here?	No
Second Community Workshop	26-Aug-16	Are there any sites, amenities, or neighborhood issues which are important to you and are not represented here?	Nope- love all of the ideas!
Second Community Workshop	26-Aug-16	Are there any sites, amenities, or neighborhood issues which are important to you and are not represented here?	We need a community center and a library; we're a food desert; we have St. Vinnie's foodbank, but a Georgetown Food Bank & Services?
Second Community Workshop	26-Aug-16	Are there any sites, amenities, or neighborhood issues which are important to you and are not represented here?	Yes- turning GT Urban Farm into a P-Patch - more healthy food and MORE food = more urban farming
Second Community Workshop	26-Aug-16	Are there sites that you see listed which raise concerns for you? If so, please tell us why.	8th Ave river access- we need to have an honest conversation with waste management about the future of that site in terms of freight, transfer station. What are 24 hours operations going to look like for the community?
Second Community Workshop	26-Aug-16	Are there sites that you see listed which raise concerns for you? If so, please tell us why.	Airport Way/volume of traffic
Second Community Workshop	26-Aug-16	Are there sites that you see listed which raise concerns for you? If so, please tell us why.	Gateway Park 8th Ave--> this site has already sucked up years of community effor. Is it worth pouring more in?
Second Community Workshop	26-Aug-16	Are there sites that you see listed which raise concerns for you? If so, please tell us why.	I think moving ped/bike traffic on River St is safer & more logical to walkers than 5th & other ideas; I'm curious who owns the property behind Town Hall?
Second Community Workshop	26-Aug-16	Are there sites that you see listed which raise concerns for you? If so, please tell us why.	Mini Mart Park has some toxic soil issues; Ruby Chow amphitheater is pointless at end of a runway
Second Community Workshop	26-Aug-16	Are there sites that you see listed which raise concerns for you? If so, please tell us why.	No
Second Community Workshop	26-Aug-16	Are there sites that you see listed which raise concerns for you? If so, please tell us why.	No concerns, per se. I found the amphitheater suggestion--I just don't feel like it would be utilized/successful alone to constant air traffic
Second Community Workshop	26-Aug-16	Are there sites that you see listed which raise concerns for you? If so, please tell us why.	Nope
Second Community Workshop	26-Aug-16	Are there sites that you see listed which raise concerns for you? If so, please tell us why.	Not a big fan of dog parks. It is my understanding that they are expensive to maintain, spread disease and only support a narrow user group.
Second Community Workshop	26-Aug-16	Are there sites that you see listed which raise concerns for you? If so, please tell us why.	Not sure how many people walk along S Michigan St to do rail spur work?
Second Community Workshop	26-Aug-16	Are there sites that you see listed which raise concerns for you? If so, please tell us why.	Roadside rain gardens--they look terribly messy & unkept. The ones on Orcas St get me down! Really unpleasant
Second Community Workshop	26-Aug-16	Are there sites that you see listed which raise concerns for you? If so, please tell us why.	Ruby Chow- I believe there are reasons why it cannot be changed (not sure what they are); old rail spur off Michigan- between warehouses
Second Community Workshop	26-Aug-16	Are there sites that you see listed which raise concerns for you? If so, please tell us why.	S GT area - not enough security for pedestrians
Second Community Workshop	26-Aug-16	Are there sites that you see listed which raise concerns for you? If so, please tell us why.	Some sites (Old Rosso Nursery, Ruby Chow Park) are so close to KCIA. Will the airport put kibosh on improvements?
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	Airport Way Rail Spur: walking path; Better connections between GT/Beacon Hill/S Park; Access to steam plant; Airport Way Gate; improved boat ramp
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	at old Mini Mart- Ellis/Warsaw; I'm excited about the potential for Bikeway; also, hoping that the "Mini Mart" folks do actually create bump-out curb to slow down dangerous speeding cut-thru traffic (to Corson); Bikeway connectivity to River St to S Park and GT
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	Bike paths connecting neighborhood w/ 1st Ave bridge

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Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	Gateway North Park - connection to river for community, increase access to and [word] at park; Lot behind City Hall- connect to Ruby Chow for festivals, adds southern anchor to business strip; GT Playfield- Increase use capacity, add skatepark/skate features
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	Gateway North: I have worked on this park for many years. I want to see it cleaned up so people can fish again.
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	Gateway Park- GT is a river neighborhood we have only this connection to the Duwamish. Ther have been efforts in the past to restore and improve the park. It would be nice to amplify those efforts and add connections to the neighborhood. I would be more than willing to provide material and labor support through my business. I would also be willing to communicate with the other businesses on 8th Ave
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	Gateway Park pedestrian access improvement/ dog park behind fire department; old railway spurs should become walking paths with lighting
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	Georgetown playfield interests me because of the playground and I support them by using it.
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	I love the idea of putting in a dog park! I envision neighborhood volunteers to build the fence, and helping to organize neighborhood work parties to clean and maintain the site. I also love the idea of beautifying Airport Way S. I would be happy to elp formulate a plan and volunteer to plant.
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	I would most support the aquirng of rail spurs and walking/biking connections to other communities. I really want ot connect to 1st ave and 4th Ave from the neighborhood.
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	Industrial area - expanding and securing
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	North Georgetown Industrial Area (close to where we live); Georgetown Playfield (it's closest to us; we use it daily); Pedestrian & Bicycle Connection to Beacon Hill (using it to bike safely)
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	Old Rosso Nursery site- create some sort of park that also helps as buffer from Boeing Field; connecting River St to Oxbow Park- tie neighborhood to the river & Equinox Studios in a more pedestrian-friendly way; Jesse Moore's new ideas for a dog park next to Fire Stn. AND improving the current City Light dirt road as a walk/bike path to S Park along E Marginal
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	pathway from S GT residences to 5th St through River St + anything that creates a walkable loop connecting me to playfield & Airport Way (improvements to Corson/Michigan, railroad spurs); improving areas that are sketchy: end of Ellis/Myrtle, 8th Ave by water, Ruby Chow Park
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	Pedestian & bike lane (trail) to River St. More bike lanes along railroad if possible, please
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	Rosso- Dog Park; behind City Hall- Community Center and bicycle camp; space by firestation- dog park; support the Georgetown Urban Farm on SSCC
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	Ruby Chow Park: This is a beautiful space that is only lightly utilized. Fiding ways to activate it would be great.
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	Safety measures on Airport Way--crosswalks, etc.; Love- picnic sights/sidewalk artistic paving/sidewalk planters/bike parking
Second Community Workshop	26-Aug-16	Are there sites that you see listed, which are particularly interesting or exciting to you? If so, please state what interests you about them and how you might support them.	The waterfront park; help keep it clean
Second Community Workshop	26-Aug-16	Bicycle and Pedestrian Connections to South Park Neighborhood	"Safe connection to SP via bridge;"
Second Community Workshop	26-Aug-16	Gateway Park North Improvements & 8th Ave. S. Pedestrian/Bicycle Link	"Waste management going to 24hr operations, increased freight & trains;"
Second Community Workshop	26-Aug-16	Georgetown Mini Mart Art Park	"Development already happening;"
Second Community Workshop	26-Aug-16	Georgetown Playfield	"This place has a lot happening already--focus efforts elsewhere;"
Second Community Workshop	26-Aug-16	Old Steam Plant (Museum?)	"Ped park (on south leg of property);"
Second Community Workshop	26-Aug-16	Other	"Street trees on Myrtle, too;" "Bike (SAFE) connection to downtown (w/o going up to Beacon);" "Potential for a Dog Park adjacent to the Georgetown Fire Station"
Second Community Workshop	26-Aug-16	Vacant property along Corson Avenue S.	"Development already happening;"
Second Online Survey	14-Oct-16	1st Ave. S. Boat Ramp/Overlook and Bicycle Trail Link	"safer way to get from 1st ave bridge;" "Trash cans / garbage pick up"
Second Online Survey	14-Oct-16	5th Avenue S.	"Skatepark"

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Second Online Survey	14-Oct-16	Airport Way South (Beautification and Safety)	"sidewalks and not letting semi's park anywhere they want;" "Unsafe intersection crossing to machine house brewery area;" "Safe bike routes"
Second Online Survey	14-Oct-16	Bicycle & Pedestrian Links to S. River St.	"Safe bike routes;" "Safe bike routes"
Second Online Survey	14-Oct-16	Bicycle and Pedestrian Connections to Beacon Hill	I would like to see sidewalks all over the Seattle Design Center area.
Second Online Survey	14-Oct-16	Bicycle and Pedestrian Connections to South Park Neighborhood	"looking for a good safe connection between the southend neighborhoods, particuarly [sic] the connection between south park, georgetown, beacon hill. Even to tukwilla and west seattle." "improve lighting, signage, pavement"
Second Online Survey	14-Oct-16	Dog Park (Off-Leash Area)	"fenced dog park!" "1st choice is adding a dog area with a safe area for kids to interact with dogs;" "enclosed dog prk with lighting, benches and plantings"
Second Online Survey	14-Oct-16	Gateway Park North Improvements & 8th Ave. S. Pedestrian/Bicycle Link	"hand boat launch;" "Parking;" "Boat house, community kayak (6 pack);" "Boats, canoe storage"
Second Online Survey	14-Oct-16	Georgetown Mini Mart Art Park	"Community gathering space;" "sidewalks;" "community center, senior center with a little library;" "An Ice cream stand, water park, airplane watching tower."
Second Online Survey	14-Oct-16	Georgetown Playfield	"No more semi trucks parked every where [sic];" "please prevent RV squatters;" "More kid activities, community resources, wading pool, outdoor gym;" "skate park"
Second Online Survey	14-Oct-16	Intersection - E Marginal Way S & 8th Ave S	"Too many speeding semi trucks;" "improve drainage around gateway park, flume building, east marginal way crossings"
Second Online Survey	14-Oct-16	Intersection - S Michigan St & Corson Ave S	Traffic is terrible here, and cars disregard pedestrians. They speed, run lights, don't stop at the crosswalk, block intersections.
Second Online Survey	14-Oct-16	North Georgetown Mixed Industrial Zone	"I'm not sure where this is on the map. Any plantings and habitat in Georgetown are a plus."
Second Online Survey	14-Oct-16	Old Rosso Nursery Site	"skate park;" "Dog Park Location;" "Grocery store and pharmacy"
Second Online Survey	14-Oct-16	Old Steam Plant (Museum?)	coffee shop, snack stand for museum visitors, attractions to bring people to steam plant; "Trash cans / garbage pick up"
Second Online Survey	14-Oct-16	Railroad Spur along S. Michigan St.	"Green green green--a place to walk or sit"
Second Online Survey	14-Oct-16	Railroad Spur behind Airport Way S. Businesses	"Needs to be improved, they always use cheap option that is unsafe for cars, bikes, and peds;" "Natural areas." "transportation"
Second Online Survey	14-Oct-16	Ruby Chow Park	"Amphitheater;" "sitting areas, bbqs, flowers"
Second Online Survey	14-Oct-16	S. Corson Avenue	"Too many speeding semi trucks;" "Slow traffic exiting off of I5;" "sidewalks and look at street paving, really poor around 3rd andd [sic] 4th"
Second Online Survey	14-Oct-16	S. Michigan Street	"Trash cans"
Second Online Survey	14-Oct-16	Vacant property along Corson Avenue S.	"Skatepark;" "Natural spaces"
Second Online Survey	14-Oct-16	Wet Weather Treatment Station	"Dog park"
St. Vincent Outreach	22-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Better streets; affordable housing for everyone
St. Vincent Outreach	22-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Bus shelter
St. Vincent Outreach	22-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Bus shelter; urban agriculture near bus stop/route
St. Vincent Outreach	22-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Bus should be improved; public transportation
St. Vincent Outreach	22-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Bus stops; bus stops should be improved
St. Vincent Outreach	22-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Cleanliness; affordable housing; safety; land use to help people; gentrification
St. Vincent Outreach	8-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Food Bank
St. Vincent Outreach	8-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Fruit trees; affordable housing
St. Vincent Outreach	8-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Grocery store; cleaner neighborhood; new sidewalks; city hall
St. Vincent Outreach	22-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Hat & Boots
St. Vincent Outreach	22-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	More direct bus lines; location of urban agriculture needs to be near bus stops/routes
St. Vincent Outreach	22-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Places for people to stand and talk to each other with seating, "like a town;" Home Depot-1st time@ SUDP; Goes to SP on Marginal Way
St. Vincent Outreach	22-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Public bathrooms; affordable housing; garbage/cleanliness; water access; helping homeless population
St. Vincent Outreach	22-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Public restroom
St. Vincent Outreach	22-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Safety; housing; needle boxes
St. Vincent Outreach	22-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Trucks; grocery store; pharmacy; good public transportation ("40 years in GT)
St. Vincent Outreach	22-Sep-16	What kinds of Open Space Improvements would you like to see in Georgetown?	Trucks; SeaTac; Roads; "presink" [sic]
Third Online Survey	25-Oct-16	How well does the 5th Avenue South concept design respond to the needs of the community?	Also want to make sure handicap accessibility is considered/included. Lots of safety features needed where trucks and pedestrians meet. Consider more signage for trucks/traffic who use this area for turn around and parking to redirect to safe areas for these uses.
Third Online Survey	25-Oct-16	How well does the 5th Avenue South concept design respond to the needs of the community?	Art is nice, but more important is the ability to come and see it. We need safer walkways to reach this area of the neighborhood. Like a walkway thru the college and wsdot
Third Online Survey	25-Oct-16	How well does the 5th Avenue South concept design respond to the needs of the community?	Homeless services. They have been a part of the community since before I moved here in 1998. And housing for this community + low income residents who are rapidly being displaced.
Third Online Survey	25-Oct-16	How well does the 5th Avenue South concept design respond to the needs of the community?	How are residents supposed to get to this space safely without driving?

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Third Online Survey	25-Oct-16	How well does the 5th Avenue South concept design respond to the needs of the community?	I am in support of the design concepts in Priority Site #2: 5th Avenue South, and am excited about the economic and cultural growth occurring in this area of Georgetown!
Third Online Survey	25-Oct-16	How well does the 5th Avenue South concept design respond to the needs of the community?	South River street represents a valuable and singular opportunity for completing a potential Neighborhood Greenway Street network in this area of Georgetown that could connect the improved 5th Ave South and surrounding area to pedestrians and cyclists working, shopping, and recreating in Georgetown. Designation, design and improvement of South River Street as a Neighborhood Greenway Street supports the aims described in the summary of Community Comments. Bike facilities should be included in the site plan to accommodate event volume bike parking.
Third Online Survey	25-Oct-16	How well does the 5th Avenue South concept design respond to the needs of the community?	nice to see another part of georgetown being considered.
Third Online Survey	25-Oct-16	How well does the 5th Avenue South concept design respond to the needs of the community?	Not sure how this addresses connectivity issues for residents as it does not reach into residential area.
Third Online Survey	25-Oct-16	How well does the 5th Avenue South concept design respond to the needs of the community?	Should be combined with River st link, they need each other.
Third Online Survey	25-Oct-16	How well does the 5th Avenue South concept design respond to the needs of the community?	Should be paired with the connection through SSCC campus in order to better activate this area of Georgetown.
Third Online Survey	25-Oct-16	How well does the Airport Way South concept design respond to the needs of the community?	I was not able to participate in the early parts of this process but what I see is great. I am worried that this is another phase of gentrification and tools to displace our growing homeless population, and low income community members. They have also been my neighbors for 20 years and it is important that their well being also be considered in this process.
Third Online Survey	25-Oct-16	How well does the Airport Way South concept design respond to the needs of the community?	is not open space but does connect.
Third Online Survey	25-Oct-16	How well does the Airport Way South concept design respond to the needs of the community?	It's a good starting point, but the path dead ending at Nebraska is unfortunate
Third Online Survey	25-Oct-16	How well does the Airport Way South concept design respond to the needs of the community?	Just want to make sure that handicap accessibility has been considered/included in street crossings
Third Online Survey	25-Oct-16	How well does the Airport Way South concept design respond to the needs of the community?	SANCA is located on the blocks bordered by S Homer Street, 7th & 6th Avenues and S Orcas St. With over 1,000 families visiting our facility every week, many walk or bike to Airport Way and the surrounding area to shop or eat before and after class. And parents often go to local restaurants or shops to wait while their kids are in classes. We would really like to see road improvements for walking and biking all along S Homer Street between SANCA and the Georgetown Playfield and connecting to Airport Way. We are very much in favor of safer crossing on the railway spur and especially reclaiming it for use as a community walking and/or biking path loop.
Third Online Survey	25-Oct-16	How well does the Airport Way South concept design respond to the needs of the community?	This is a safe route to school that isn't safe. I can't think of a specific way to address this issue. The entrance to "the jungle" isn't on the map but needs to be addressed for safety/ crime. SPD is aware. If we could come up with a creative way to make it something else, that would be helpful. If All Metal would be apart of the solution, it could be very helpful.
Third Online Survey	25-Oct-16	How well does the Airport Way South concept design respond to the needs of the community?	The other part to this is the train traffic and the duel starting bells for St. George and Maple. This is causing a rise in traffic accidents and making it harder to walk to school. I believe if the train could reduce the use of the track so it wouldn't have to cross Corson, it would solve many problems. In the least, crossing arms need to be installed.
Third Online Survey	25-Oct-16	How well does the Airport Way South concept design respond to the needs of the community?	This plan hits many nails on the head - good work! and... RE: South Bailey Street in Priority Site #1: Airport Way South For many motorists S Bailey is the final path to enter or exit I-5. The block of Bailey between Corson and Carleton is designated as a regional connector SDOT street type. East of the on-ramp, Bailey enters the Neighborhood residential zone and I believe could be seen as a candidate for designation as either a 'Main Street' or 'Local Connector' Sdot Street type through the Neighborhood commercial zone. South Bailey Street passes by an architecture office, an art school, a bank, a church, an auto servicing company, Tacoma Screw, a surveying equipment retailer, a restaurant/bar, a grocery store, a music school, a hotel, a gas station, three single family homes, and two apartment buildings. Represented in the Priority Site #1: Airport Way South plan is the idea of landscape/art improvements along S Bailey for 1 block, south from 13th Av South. The aim of this I suppose is to extend the character of an improved Airport Way, so users still get the feel they are in a neighborhood commercial area. I support this idea of including Bailey as an extension of the character of Airport Way and add that design features typical to a 'Main Street' or 'Local Connector' street along a greater portion of Bailey would help to meet the need of all users better and would be consistent with the overall feedback guiding the Priority Site #1 plan.
Third Online Survey	25-Oct-16	How well does the Airport Way South concept design respond to the needs of the community?	Would be benefit to merchants if parking lot behind Frans was a cheap pay lot.
Third Online Survey	25-Oct-16	How well does the Connections to South Park concept design respond to the needs of the community?	A usable link is important, but I don't think it can ever be pretty or pleasant. Out effort into usability.
Third Online Survey	25-Oct-16	How well does the Connections to South Park concept design respond to the needs of the community?	I appreciate the completion of sidewalks connecting the two neighborhoods, but I think that connecting the 1st Ave S bridge trail to Georgetown offers a better bicycle solution for connecting the two neighborhoods.
Third Online Survey	25-Oct-16	How well does the Connections to South Park concept design respond to the needs of the community?	I think rather than new sidewalk and drainage, we should use existing sidewalk on Boeing side, remove the Jersey barriers and install ped crossing at 16th Ave S.
Third Online Survey	25-Oct-16	How well does the Connections to South Park concept design respond to the needs of the community?	More details of this design would be helpful.

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Third Online Survey	25-Oct-16	How well does the Connections to South Park concept design respond to the needs of the community?	More money.
Third Online Survey	25-Oct-16	How well does the Connections to South Park concept design respond to the needs of the community?	More wayfinding towards South Park (combine with art?), MUCH more traffic calming (especially on Marginal Way S), more art installations/murals (especially near entrance to South Park bridge). Thanks so much for everything you all are doing to make our neighborhoods safer and more welcoming.
Third Online Survey	25-Oct-16	How well does the Connections to South Park concept design respond to the needs of the community?	Need to make Michigan/Corson safer.
Third Online Survey	25-Oct-16	How well does the Connections to South Park concept design respond to the needs of the community?	Needs sidewalks. Priority Site #4: Connections to South Park This plan seems incomplete. The top three preferred site amenities are largely satisfied by the inclusion of the dog park site but seem unconsidered or absent from the route as a whole. While this draft does appear to address completing needed infrastructure for pedestrians on the route, it is unsuccessful at addressing the needs of the wary to average neighborhood bicyclist. Ask even an experienced bicyclists and they will tell you how unsettling it can be to use the bike lanes to reach South Park along East Marginal where high speeds, traffic volumes and large trucks are the norm. The inclusion of a multi-use trail or separated bike track will need to be continuous from the dog park site to the SP bridge in order to meet the needs of riders of all ages and abilities. If the dog park site is not developed the multi-use trail or a fully protected bike track will be needed from Flora Ave and Marginal to the SP bridge in order to make this connection work for people of all ages and abilities. Way finding is needed along the route to help un-hide the public trail that starts at the end of S. Webster St. leading to Duwamish River and habitat restoration view points. There are opportunities for un-paving, plantings, and pocket parks along 16th Ave South.
Third Online Survey	25-Oct-16	How well does the Connections to South Park concept design respond to the needs of the community?	shame that this wasn't provided when the bridge was being constructed. everyone focused on one community and completely dismissed the community needs on the other side.
Third Online Survey	25-Oct-16	How well does the Connections to South Park concept design respond to the needs of the community?	Signage to indicate bike lanes.
Third Online Survey	25-Oct-16	How well does the Connections to South Park concept design respond to the needs of the community?	This would be awesome!
Third Online Survey	25-Oct-16	How well does the Connections to South River Street concept design respond to the needs of the community?	Lighting and 24 hr access needed. Gateways indicating path's terminuses.
Third Online Survey	25-Oct-16	How well does the Connections to South River Street concept design respond to the needs of the community?	Our family doesn't personally use this area often, but maybe others do and could speak for its significance?
Third Online Survey	25-Oct-16	How well does the Connections to South River Street concept design respond to the needs of the community?	See comment on 5th Ave S.
Third Online Survey	25-Oct-16	How well does the Connections to South River Street concept design respond to the needs of the community?	This is cool.
Third Online Survey	25-Oct-16	How well does the Connections to South River Street concept design respond to the needs of the community?	we should have access to that ROW
Third Online Survey	25-Oct-16	How well does the Connections to South River Street concept design respond to the needs of the community?	WS Dot would be a great partner to get on board - currently the edges of their property and sidewalks are covered in trash and debris and overgrown weeds which make it very undesirable for walking over or nearby. Lots of broken glass, beer cans, weeds, etc.
Third Online Survey	25-Oct-16	How well does the Dog Park concept design respond to the needs of the community?	a constant ask for years. might not be what the agencies want but it is what MANY from the community want.
Third Online Survey	25-Oct-16	How well does the Dog Park concept design respond to the needs of the community?	Could be more central
Third Online Survey	25-Oct-16	How well does the Dog Park concept design respond to the needs of the community?	Could we use this as an entrance to Georgetown from South Park. In the future. Speaking w/ SFD, they are interested in a mural/graffiti art on Ellis and Myrtal to frame out a "welcome to Georgetown" "come back soon" kind of trompe l'oeil. The businesses (Boiling Point, various car repair shops) are on board. Contacting the building owners hasn't happened. The owner of Western Ink is located in Oregon. The art in that area could really help with the industrial back drop.
Third Online Survey	25-Oct-16	How well does the Dog Park concept design respond to the needs of the community?	Emphasize good lighting and open path for safe access since this location is a little bit secluded from line of sight from streets.
Third Online Survey	25-Oct-16	How well does the Dog Park concept design respond to the needs of the community?	I question the use of the park based on the sketchiness of those motels at the end of the street. Is this the only dog park location? Although, the playfield was pretty sketchy until the huge park remodel which brought tons of positive use, so maybe it could turn it around?
Third Online Survey	25-Oct-16	How well does the Dog Park concept design respond to the needs of the community?	I'm not a dog owner.
Third Online Survey	25-Oct-16	How well does the Dog Park concept design respond to the needs of the community?	Lighting or some other way to ensure this would remain a pleasant and usable space. It's pretty tucked away and could become a space for camping/dumping.
Third Online Survey	25-Oct-16	How well does the Dog Park concept design respond to the needs of the community?	Love the location, concerned about the cost of land.

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Third Online Survey	25-Oct-16	How well does the Dog Park concept design respond to the needs of the community?	Selfishly, I love this site because it is close to my home. I do wonder if people would feel safe at this location. It might require lighting. I do like the idea of activating the space. Just not sure dog park is the best option.
Third Online Survey	25-Oct-16	How well does the Dog Park concept design respond to the needs of the community?	This site plan is commendable for its potential to satisfy both the community's desire for a dog park, while at the same time providing an off street connector path for pedestrians and bicyclists traveling between South Park and Georgetown via E Marginal Way South. The history of the land and its connection to the Steam Plant Museum merits interpretation along the 'River Walk'. There are native and naturalized, wild populated species of perennial plants at the current site that have achieved a natural balance as to overcome invasive species intrusion in some areas. Their drought tolerance and bloom makes for a dependable sustainable source of food and habitat for pollinating insects. Qualified individuals should help to assess the potential for natural assets worth preserving at this site. In addition to retaining the existing trees (poplar grove?) I would like to see a final plan that includes additional long-lived 'park' trees. If there is an opportunity to expand the park site area a bit by appropriating neighboring private land I am in support of exploring that idea. Room at the site for the inclusion of a low maintenance, secure tool shed to store community landscape work party maintenance tools and supplies is something that Georgetown needs in order to self steward traffic circles and other planted/treed areas not maintained by the city. If co-operative stewardship of this dog park is expected such a facility would really make sense to include at this site.
Third Online Survey	25-Oct-16	How well does the Ellis Avenue South concept design respond to the needs of the community?	Depends on how buffer at S Ellis is designed, how it buffers noise.
Third Online Survey	25-Oct-16	How well does the Ellis Avenue South concept design respond to the needs of the community?	Does not address the glaring need for landscape improvements in front of Boeing property at south end of Ellis - next to Fire Station.
Third Online Survey	25-Oct-16	How well does the Ellis Avenue South concept design respond to the needs of the community?	Love future sculpture garden idea!
Third Online Survey	25-Oct-16	How well does the Ellis Avenue South concept design respond to the needs of the community?	More trees and trash cans on the upper part of Ellis. It is impacted by business growth.
Third Online Survey	25-Oct-16	How well does the Ellis Avenue South concept design respond to the needs of the community?	The intersection at S Eddy St and Ellis is dangerous at present. Motorists traveling south on Ellis toward S Eddy are not required to stop here. Sight lines and a stop sign made invisible by poor placement and vegetation leads to near collisions. This intersection should be made an all-way stop to give all modes of transportation time to see one another.
Third Online Survey	25-Oct-16	How well does the Ellis Avenue South concept design respond to the needs of the community?	Is the "Future Public Sculpture Garden" concept a response to the top preferred site amenity of habitat enhancement?
Third Online Survey	25-Oct-16	How well does the Ellis Avenue South concept design respond to the needs of the community?	Traffic calming measures and crosswalks for safe access to east side features are great.
Third Online Survey	25-Oct-16	How well does the Ellis Avenue South concept design respond to the needs of the community?	trees please
Third Online Survey	25-Oct-16	How well does the Gateway Park North concept design respond to the needs of the community?	Beautiful plan, but I am concerned about cost.
Third Online Survey	25-Oct-16	How well does the Gateway Park North concept design respond to the needs of the community?	Community would benefit greatly from these improvements, however employees of local businesses parking at the park make it often inaccessible to drive/park at the park. Parking needs to be addressed and local businesses and employees should be a part of the plan.
Third Online Survey	25-Oct-16	How well does the Gateway Park North concept design respond to the needs of the community?	Fishing pier.
Third Online Survey	25-Oct-16	How well does the Gateway Park North concept design respond to the needs of the community?	I still feel like it's hard to
Third Online Survey	25-Oct-16	How well does the Gateway Park North concept design respond to the needs of the community?	I still feel like it's really hard to bike to safely with kids from northern Georgetown.
Third Online Survey	25-Oct-16	How well does the Gateway Park North concept design respond to the needs of the community?	Needs a community space for meetings, safer roads, more trees, sidewalks, drainage. #1 project, please help make it happen. The shoreline trail is a fantastic idea, as is the boat launch.
Third Online Survey	25-Oct-16	How well does the Gateway Park North concept design respond to the needs of the community?	8th Ave South hasn't received significant improvement in over 79 years. A safe path for all ages and abilities to reach the river at 8th Ave is imperative to the health and activation of our park. Street improvements are vitally important to support sustainable business use of the street. If the street cannot be improved to safely accommodate pedestrians, bikes and trucks then improving the park further seems a ridiculous use of funds as it will remain what the punks around here all call it, "Anarchy Point". The "8th Avenue South & East Marginal Way Intersection Design" project done by SVR Design in February 2009 is the result of broad community and government input and should be referenced in regards to improvements at that intersection.
Third Online Survey	25-Oct-16	How well does the Gateway Park North concept design respond to the needs of the community?	My wife and I have volunteered in stewarding the SDOT street end, the pump house property, and the "sidewalk" along 8th since 2006. We applied for funds and guided acquisition of the the pump house property by SDP on behalf of the Duwamish River Cleanup Coalition. Seeing the amount of volunteer time, energy, visioning, and planning given to 8th Ave South and the Park by neighbors and business leaders, I can confidently say this is the largest, long-standing volunteer improvement effort in Georgetown. The emotional history of this site is very strong for some residents in both South Park and Georgetown who gave of themselves immensely to precipitate this site being viewed as the opportunity it is today. Tim O'brian, the deceased local river activist who was there at the beginning of the park project has a memorial placed at the top of the hill. There is a native manzanita shrub planted by Governor Christine Gregoire near the volunteer installed park bench. There is a large rock from China's Yangtze River at the park gifted to the park from a former nautical freight business. There are 'hand and fish' sculptures by Georgetown artist Brian Beck installed there. The history and evidence of the volunteerism that has made this public space what it is should be honored in the park's design.
Third Online Survey	25-Oct-16	How well does the Gateway Park North concept design respond to the needs of the community?	Middle school students volunteering at a work party recently asked for clean sand to be spread on the beach so that people could play there. I agree with them, that a clean sandy length of shore is needed.
Third Online Survey	25-Oct-16	How well does the Gateway Park North concept design respond to the needs of the community?	For 77 years Georgetown and South Park were connected by a pedestrian bridge at this site. The man I This is cool. Until we know WM's circulation plan for their fleet, we should consider holding off on any work on this plan.

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Third Online Survey	25-Oct-16	How well does the Gateway Park North concept design respond to the needs of the community?	unless fright is addressed, this will never be ped friendly.
Third Online Survey	25-Oct-16	How well does the Gateway Park North concept design respond to the needs of the community?	Wonderful plan. Cost is an issue, especially if 8th ave improvements are factored in.
Third Online Survey	25-Oct-16	How well does the Georgetown connectivity design respond to the needs of the community?	it's a start
Third Online Survey	25-Oct-16	How well does the Georgetown connectivity design respond to the needs of the community?	not sure how to include, but need improvements in the area by the design center. too many semi trucks parking on sidewalks. maybe landscaping improvements in planting strips through here and along 4th ave s.
Third Online Survey	25-Oct-16	How well does the Georgetown connectivity design respond to the needs of the community?	The path of the "interpretive river walk" follows closely some routes preferred by Duwamish Valley Safe Streets (the local Seattle Neighborhood Greenways group) in their draft greenways network plan. That's neat. I will reprint a portion of my comments from "Priority Site #6: South Michigan Street" here, as they relate to this map too: 6th Ave South is a First/Last Mile Connector street according to the Freight Master Plan. Could this make it unlikely to be eligible for bike improvements called for on the Bicycle Master Plan? If so, 7th Ave S could provide a better alternative connection between River Street, the Rail Trail, and the College campus trail. The Shell gas station at 6th and Michigan has parking lot entrances/exits covering most of the length of the sidewalk leading to the potential rail trailhead and has accident/conflict potential. A crossing at 7th could avoid having to cross the gas station parking lot, though at added expense.
Third Online Survey	25-Oct-16	How well does the Georgetown connectivity design respond to the needs of the community?	This is a really hard map to look at on this web page. Can we have the ability to zoom in? I believe this is a great start. I know our connectivity down here is tough to considering how small the neighborhood is compacted between industry. Nice job!
Third Online Survey	25-Oct-16	How well does the Georgetown connectivity design respond to the needs of the community?	We need light rail and better bus service!
Third Online Survey	25-Oct-16	How well does the Intersection concept design respond to the needs of the community?	A Rectangular Rapid Flash Beacon (RRFB) or similar improvement should be implemented at the un-signalized crossing. A radar speed display sign is needed on Corson after exiting the freeway to help drivers make an aware transition from 70 to 30 mph.
Third Online Survey	25-Oct-16	How well does the Intersection concept design respond to the needs of the community?	Buffer between sidewalks and streets. Yield an issue.
Third Online Survey	25-Oct-16	How well does the Intersection concept design respond to the needs of the community?	Don't repaint crosswalks. Build pedestrian overpasses. This would fix all the problems.
Third Online Survey	25-Oct-16	How well does the Intersection concept design respond to the needs of the community?	Lighting.
Third Online Survey	25-Oct-16	How well does the Intersection concept design respond to the needs of the community?	SDOT needs to evaluate signalization at this intersection. Need to maintain freight access and improve throughput - freight route is Michigan to 4th Ave S to E. Marginal Way. Freight route needs to be signed.
Third Online Survey	25-Oct-16	How well does the Intersection concept design respond to the needs of the community?	Seriously, cars don't understand what to do here.
Third Online Survey	25-Oct-16	How well does the Intersection concept design respond to the needs of the community?	The Michigan Mess. Very intimidating and not friendly for anyone.
Third Online Survey	25-Oct-16	How well does the Intersection concept design respond to the needs of the community?	This "redesign" looks like basic maintenance and improvements to me. I think it would still feel unsafe when walking with children.
Third Online Survey	25-Oct-16	How well does the Intersection concept design respond to the needs of the community?	This intersection is unpleasant, but relatively safe to walk across (as compared to several other intersections). Not sure if this plan does much to improve anything (thought it does appear to be a relatively simple/cheap plan).
Third Online Survey	25-Oct-16	How well does the Intersection concept design respond to the needs of the community?	This is our safe route to school. It is highly unsafe. The island that you need to cross over to before you can cross a small portion of highway off ramp traffic seem very unnecessary. Can we remove the island and move the signal to the actual corner of the intersection? This island at the least needs a crosswalk signal for cars to stop at for pedestrians. Right now, you just have to hope someone is nice enough to stop to let you cross.
Third Online Survey	25-Oct-16	How well does the Intersection concept design respond to the needs of the community?	Without a ton of investment this will always be a difficult intersection for peds and bikes.
Third Online Survey	25-Oct-16	How well does the Intersection concept design respond to the needs of the community?	Would pedestrian flags be helpful here? Lots of pedestrian, bike, large truck, and auto traffic interacting. This is nerve wracking for all parties.
Third Online Survey	25-Oct-16	How well does the South Corson Avenue concept design respond to the needs of the community?	I like this plan. Nice work! A radar speed display sign or other means could help reduce speeding.
Third Online Survey	25-Oct-16	How well does the South Corson Avenue concept design respond to the needs of the community?	WS DOT needs to be a partner in maintaining their property around fence line and sidewalks to improve walkability of the area. Trash, broken glass, beer cans, and overgrown weeds litter the areas around sidewalk of WSDOT property.

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Third Online Survey	25-Oct-16	How well does the South Michigan Street concept design respond to the needs of the community?	<p>At least two in the Summary of Community comments seem to be referring to other areas than South Michigan Street. Are these the correct comments for this section?</p> <p>The proposed types of improvements along Michigan should extend east past the Corson intersection onto Bailey street where it makes sense to do so all the way to 13th Ave South. The Neighborhood Residential zoning on Bailey may help support implementation of those elements.</p> <p>Either 6th or 7th should be shown as a primary improved Walking/Bike Route.</p> <p>6th Ave South is a First/Last Mile Connector street according to the Freight Master Plan. Could this make it unlikely to be eligible for bike improvements called for on the Bicycle Master Plan? If so, could 7th Ave S provide an alternative connection between River Street, the Rail Trail, and the College campus trail? The Shell gas station at 6th and Michigan has parking lot entrances/exits covering most of the length of the sidewalk leading to the potential rail trailhead and has accident/conflict potential. A crossing at 7th could avoid having to cross the gas station parking lot, though at added expense. Way finding or Gateways could be used to help define the preferred path.</p>
Third Online Survey	25-Oct-16	How well does the South Michigan Street concept design respond to the needs of the community?	I love that rail to trail project. I would be on this committee when it forms.
Third Online Survey	25-Oct-16	How well does the South Michigan Street concept design respond to the needs of the community?	I think the rail-to-trail idea is great, but outside of that I think this isn't going to achieve much. I don't think there is anything that could actually make Michigan a pleasant street to walk/bike on. Better to develop ways to move east/west in Georgetown besides walking along Michigan.
Third Online Survey	25-Oct-16	How well does the South Michigan Street concept design respond to the needs of the community?	Looking forward to any and all improvements that can be made in this heavily used multi use/multi modal area.
Third Online Survey	25-Oct-16	How well does the South Michigan Street concept design respond to the needs of the community?	The intersection of corson and michigan needs SDOT improvements. It's important the michigan remain freight friendly so that the freight is prefers this option to residential-lined streets.
Third Online Survey	25-Oct-16	How well does the South Michigan Street concept design respond to the needs of the community?	Yes, spruce this place devoid of character and community up!
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	1st Ave Boat Ramp/Overlook Improvements & Bike Trail Link	What's the possibility of putting in a small dock next to the boat launch? Right now, the launch isn't really usable by the public because there's nowhere to easily board a boat, or to tie up a boat while dealing with a trailer.
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	5th Avenue Street (Parklets & Festivals)	More trees and plants would be great.
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	Abandoned Rail Spur along South Michigan	Great spot for community greenspace
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	Corson Avenue S. (Street Trees & Safe Crossings)	This is the urban farm food forest site.
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	Dog Park (Site location to be determined)	A Georgetown resident floated an interesting idea about locating this on the vacant land behind the fire station on Ellis Ave S.
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	E. Marginal Way to South Park (Sidewalks & Street Trees)	Boeing needs to improve their part of East Marginal way.
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	Gateway North Park Improvements & 8th Ave S. Ped/Bike	Fixing up this location would be great, but I worry about the feasibility. Gateway North and 8th Ave S have been a focus of the neighborhood for years (decades?) with only limited progress. Is a continued focus worthwhile, or just throwing good money after bad?
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	Georgetown Mini Mart Park	SuttonBeresCuller, the folk who own this spot, have plans in the works, check it out: http://minimartcitypark.com
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	North GT Industrial Area Open Space Improvements (Site Location to be determined)	There's a network of abandoned, half-torn up rail lines running through North Georgetown. Could these be converted into a small walking-biking network that could serve as an amenity for both residents and businesses? If it could be hooked into the broader Seattle bike system that'd be even better.
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	Pedestrian & Bike Links to River Street	I am very excited about this possibility!
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	Rail Spur behind Airport Way Businesses	Can we just do away with this whole spur and make it a community greenspace and pedestrian path
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	S. Michigan Street (Sidewalks & Street Trees)	Sidewalks and trees are very needed along this stretch.
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	South Michigan Street & Corson Avenue Intersection (Safety)	Cars drive through this intersection with the same aggression as they drive on I-5.
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	Vacant Property Along Corson	This site is currently under construction.
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	Vacant Property behind Georgetown City Hall Building	Obviously a good spot for park, art, and trees

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Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	Vacant Property next to Fire Station	There is a butterfly Bush <i>Buddleja davidii</i> that grows out into the bike lane. No sidewalk connect very unfriendly walking.
Forum Comments from http://gtopenspace.heyduw.amish.org	2-Feb-17	Vacant Property next to Fire Station	These are separately owned properties and in my opinion are two different opportunities, though their proximity would probably help them to be more active. The vacant lot adjacent to the fire station is owned fully fenced, owned by city of Seattle fire department and looks like a ready made dog park. The 600 ft long skinny property is a portion of property continuous with Seattle City Light's Steam Plant facility. It is vacant and has become an illegal dumping ground. The dirt road through this section of property is a great detour for pedestrians wanting to avoid the traffic and blocked sidewalks on nearby east marginal and makes an easier connection to the better quality sidewalks along the Boeing side of E Marginal as one makes the 13 minute stroll to the south park bridge from here. This open space looks like an opportunity for a park-like mixed use trail with way finding connecting the southern border of the Georgetown neighborhood with the primary connection with South Park via its new bridge.