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

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

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

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

This information is presented using the data available at the time the report was produced. If you have comments or corrections please contact Aly Pennucci, Senior Planner, at: aly.pennucci@seattle.gov or 206.386-9132.
Aerial Image and analysis area*

*With the exception of the census data, the existing conditions review used the boundary as defined in the Georgetown Neighborhood Plan plus the areas zoned C2 and IB on the southern edge of the neighborhood plan boundary.
2010 Census Profile

Race* Composition

- White: 70.2%
- Black or African American: 7.4%
- American Indian and Alaska Native: 1.9%
- Asian: 9.8%
- Native Hawaiian and Other Pacific Islander: 0.3%
- Some Other Race: 6.4%
- Two or More Races: 3.9% *One Race

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

Population per Acre:
by Census Block

Neighborhood Density: 1.1
City Density 11.4

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

For additional information visit: http://www.seattle.gov/dpd/cityplanning/populationdemographics/aboutseattle/neighborhoods/default.htm
Existing Zoning

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

» Single-Family Zoning Summary
» Multifamily Zoning Summary
» Industrial Zoning Summary
» Commercial Zoning Summary

Source: City of Seattle DPD GIS data (accessed November 2014)
Existing Land Use

- **Residential Uses**: 7.43%
  - Single Family: 5.88%
  - Duplex/Triplex: 0.73%
  - Multi-Family: .79%
  - Other Housing: 0.02%

- **Commercial / Entertainment**: 10.33%
  - Retail/Service: 5.88%
  - Mixed-Use: 0.17%
  - Office: 3.88%
  - Entertainment: 0.03%
  - Hotel/Motel: 0.37%

- **Industrial**: 68.53%
  - Industrial: 30.79%
  - Transportation/Utility/Communications: 16.52%
  - Warehouse: 21.23%

- **Public/Institutions**: 2.76%
  - Institutions: 0.21%
  - Schools: 1.08%
  - Open Space: 1.23%
  - Public Facilities: .24%

- **Other**: 10.95%
  - Easement: 0.06%
  - Unavailable or Unknown: 0.31%
  - Vacant: 9.41%
  - Parking: 1.17%

Source: City of Seattle DPD GIS data (accessed November 2014)
Age of Structures

Year Built
- 1900 - 1914
- 1915 - 1929
- 1930 - 1945
- 1946 - 1964
- 1965 - 1974
- Later than 1974
- No data

Source: City of Seattle DPD GIS data (accessed November 2014)
There are approximately 50 residential structures located in the Manufacturing Industrial Center (M/IC) / in an industrial zone or in a commercial zone outside of the M/IC.
Sidewalk Conditions & Marked Crossings

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

Source: City of Seattle SDOT GIS data (accessed November 2014)
Bus routes and stops

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

For information on the City of Seattle’s Transit Master Plan visit:
http://www.seattle.gov/transportation/transitmaster-plan.htm

Source: City of Seattle SDOT GIS data (accessed November 2014)
While many people in Seattle currently ride bicycles, the 2013 Seattle Bicycle Master Plan (BMP) aspires to encourage and accommodate even more people to ride a bike. The BMP provides a blueprint to make it easier to decide to ride.

For more information on the City of Seattle Bike Master Plan visit: http://www.seattle.gov/transportation/bikemaster.htm
A Major Truck Street is a street classification for an arterial street that accommodates significant freight movement through the City, and to and from major freight traffic generators. Some state routes and highways are also designated as Major Truck Streets on the network map. SDOT uses the designation as an important criterion for street design, traffic management decisions, and pavement design and repair. For more information visit: http://www.seattle.gov/transportation/freight.htm#majorTrucks

Source: City of Seattle SDOT GIS data (accessed November 2014)
Street Trees

Street Trees - Ownership

- Seattle Department of Transportation
- Private

Source: City of Seattle SDOT GIS data (accessed November 2014)
Employment

Sectors

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

* Wholesale trade
* Construction
* Manufacturing
* Retail trade

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

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

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

Employment

~10,934 people are employed in the analysis area

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

People who work in the area but live outside:
* 57.8% earn more than $3,333 per month
* 10.5% earn less than 1,250 per month

People who live in the area but work outside:
* 47.8% earn more than $3,333 per month
* 16.5% earn less than 1,250 per month