

# Georgetown Neighborhood Plan Part I

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A Project of the  
Georgetown Planning Committee

Sponsored by  
Seattle Neighborhood Planning Office

Prepared by



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# Georgetown Neighborhood Goals and Policies

## Community Vision Statement

As Georgetown *plans its future*, we *will work to maintain what we always have been: a strong, valuable manufacturing and industrial center that also includes the presence of an affordable, “in-city” residential community.*

We will continue *to maintain our high-wage manufacturing/distribution job base, and strengthen the transportation links that make Georgetown regionally and globally significant. We will also preserve and enhance the qualities and services of our vibrant, long-standing residential community.*

We, the businesses, residents, and *property owners of Georgetown*, will work together and respect each other’s concerns *in order to maintain this unique balance that defines our area.*

As we prepare our plan, we will create opportunities *for existing businesses to grow, while also promoting investment in new, “clean” industries. We will look for opportunities to develop services and facilities that will enhance the quality of life of our residents. To support the needs of our entire community, we will seek ways to attract small business and commercial services that can serve everyone who lives, works, and visits Georgetown.*

## Statements on Seattle Comprehensive Plan **M&I** Center and Neighborhood Anchor Designations

- The Georgetown Neighborhood Plan hereby reaffirms the designation of Georgetown’s industrial-zoned areas as part of the Greater Duwamish Manufacturing & Industrial Center.
- The Georgetown Neighborhood Plan hereby affirms the designation of a Georgetown Neighborhood Anchor to encompass the residential-zoned areas adjacent to the Georgetown Playfield and the 12-block area bounded by Ellis Avenue S to the east, Corson Avenue S to the west, Bailey Street to the north and East Marginal Way S to the south. It also includes the commercial-zoned property north of King County International Airport and west of Airport Way S.
- The Georgetown Neighborhood Plan recognizes the job growth targets of 10,000 net new jobs for the Greater Duwamish M&I Center, some of which will occur in Georgetown. The Neighborhood Plan also recognizes that no specific growth targets are in place for Georgetown’s residential neighborhood anchor. However, we acknowledge the figures (or lack thereof) in the Seattle Comprehensive Plan simply as targets, with market forces ultimately determining the total amount of employment and residential growth that will occur in Georgetown over the next twenty years.

### “Seattle Design District” Plan Cornerstone

- G1: A Seattle *Design District that capitalizes on the regional presence of the Seattle Design/Gift Centers and the related wholesale, retail, design, and manufacturing trades to foster economic development and physical* visibility of these industries.
- Policy 1 Promote the economic vibrancy and physical presence of the Seattle Design/Gift Centers and the associated businesses to develop a design district.
- Policy 2 Promote programs to market design- and gift-related trades.

### “Georgetown Residential Neighborhood Anchor” Plan Cornerstone

- G2: A residential *community that recognizes, preserves, enhances, and validates Georgetown’s residential area as a viable place where people live, raise families, enjoy open spaces, and celebrate its unique historic character* and buildings.
- Policy 3 Retain Georgetown’s residentiallyzoned lands as a means of providing affordable homeownership opportunities. Complement these residential areas with community facilities for a wide mix of people.
- Policy 4 Promote opportunities for the adaptive reuse of historic landmark structures and other significant buildings and seek linkages between historic preservation and economic revitalization.
- Policy 5 Seek opportunities for creating recreational facilities that can serve both the local residential population and area employees.
- Policy 6 Recognize Georgetown’s historic character and buildings (e.g., old Rainier Brewery Buildings, Old City Hall, and the Georgetown Steam Plant) and the presence of the Seattle Design Center when developing amenities and programs so as to reinforce Georgetown’s image as a quality place to live, work, raise a family, and/or own a business.

### “Safer Georgetown” Plan Cornerstone

- G3: A community that *is safe* and is perceived as safe for living, working, and doing business.
- Policy 7 Make crime prevention programs and community policing available to help make Georgetown safe for residents, business owners, and employees.

- Policy 8 Strive to raise public safety awareness in the business community and increase interaction between business people and the Seattle Police Department.
- Policy 9 Seek ways to abate serious nuisance problems, target local crime hotspots, and develop strategies for training landlords to address tenant criminal activity.

### “Promoting Industry and Family Wage Jobs” Plan Cornerstone

- G4: An *economically* strong and vital manufacturing and industrial center that places priority on job *creation*, business growth, and strategic ways for developing, *training*, and networking *the* local workforce with the local Georgetown employment base.
- Policy 10 Retain industrial-zoned land in Georgetown, while seeking out the potential to promote commercial and retail uses in commercial zones.
- Policy 11 Promote the growth, development, and retention of industries and commerce that have the opportunity to flourish in Georgetown.
- Policy 12 Balance the needs of water dependent uses and natural/environmental habitat goals for the Duwamish Waterway.
- Policy 13 Seek ways for developing, training, and connecting the local workforce with Georgetown employers.

### “Code Enforcement and Permit Processing” Plan Cornerstone

- G5: A *community that receives responsible and efficient City* action in the abatement of illegal and *criminal uses*.
- Policy 14 Strive to deliver efficient, timely, and responsive code enforcement and permit processing as a means of promoting economic vibrancy and residential quality of life in Georgetown.

## Economic Development

G6: A community *that* continues to support its businesses, promotes job growth, and receives the *necessary* public investment *in* infrastructure *to continue economic vibrancy*.

Policy 15 Work with the community to explore ways of marketing Georgetown's commercial zones for commercial use, to help preserve industrial zones for industrial use, and to help encourage development of desired shopping resources in the commercial zones.

## Transportation Facilities

G7: An integrated transportation network that addresses *the freight mobility, highway access, and efficiency demands* of constituents; the *non-motorized and pedestrian facilities serving area* residents; and *the basic services of good roads, transit service, and efficient area-wide circulation*.

Policy 16 Strive to minimize traffic congestion of Georgetown such as the area around the 1st Avenue South Bridge, the Michigan/Bailey Streets corridor, the Lucile Street Corridor, and Corson Avenue S.

Policy 17 Work with other jurisdictions, such as King County and the City of Tukwila, to promote regional freight mobility for Georgetown and the Greater Duwamish.

Policy 18 Address traffic safety concerns for both pedestrians and vehicles in Georgetown through means that could include improvements to road and sidewalk conditions.

Policy 19 Promote opportunities for non-motorized facilities in Georgetown.

Policy 20 With Sound Transit, King County Metro Transit, and the residential/business community, explore ways to provide convenient and efficient transit mobility throughout Georgetown.

## The Environment

G8: A *community aware of and sensitive to environmental quality with a recognition and respect for the vital natural environment and ecosystems, such as the Duwamish River, that survive in Georgetown in the presence of commerce and industry; and reduces environmental hazards that threaten the health, safety, and general welfare of Georgetown's residents and employees.*

- Policy 21 Strive to raise overall awareness of environmental quality issues such as air, soil, and groundwater pollution among Georgetown residents, employees, business owners, and property owners.
- Policy 22 Work with other jurisdictions to protect the environmental quality of the Duwamish Watershed.
- Policy 23 Seek ways to monitor and integrate King County International Airport in the Georgetown community, both economically and environmentally, and find opportunities to mitigate the impacts of the airport.



# Chapter 1 .0

## Plan Introduction & Background

### Planning Context

The 1990 Washington State Growth Management Act, the Countywide Planning Policies of King County, and the City of Seattle Comprehensive Plan require local governments to pursue land use strategies that make greater use of existing urban areas to accommodate growth and reduce sprawl. These plans also place high priorities upon the efficient use of transportation infrastructure for people and goods, and promote affordable housing, economic development and opportunity, environmental stewardship, preservation of historic/cultural resources, citizen participation, and the protection of property rights.

The Countywide Planning Policies adopted for King County include Georgetown in the larger Duwamish Manufacturing/Industrial Center (M&I), one of four such centers in the county targeted for regional investment strategies to maintain and expand industrial employment. The City of Seattle Comprehensive Plan also recognizes Georgetown (excluding its residential-zoned enclaves) as an essential component of the Duwamish M&I Center. Both the regional and city plans require governments to use affirmative actions, such as new permitting processes, to facilitate redevelopment in existing urban areas and industrial centers.

The Seattle Comprehensive Plan also designates the Georgetown community as one of 25 neighborhood anchors that should serve as a focal point for community services and amenities, including connections to the regional public transit system. It should be noted that

there are no growth targets specific to any designated area in the Comprehensive Plan. The Plan requires that the designation must be reconsidered and evaluated as part of the neighborhood planning process. Through the course of neighborhood planning, the majority of Planning Committee members and the community-at-large through the Committee's outreach process, concluded that the neighborhood anchor designation should be permanent.

The adopted policies cited above apply to Georgetown in many different ways. It is an existing industrial employment center served by significant investment in public infrastructure. It provides ready access to multiple modes of transportation routes and facilities, including Interstate 5, Interstate 90, State Route 99, State Route 509, SeaTac International Airport, King County International Airport, and the Duwamish River. It stands out as a growing center for wholesale/distribution and design trade related employment. And it is in close proximity (just north) to the corporate headquarters, research, and manufacturing facilities of the Boeing Company.

With all of these factors going on around it, Georgetown also still remains home to an old, established residential community that has many dwellings predating the industrial development of the region. Residential uses are typically found in the designated neighborhood anchor area, but also in pockets in the industrial zones, principally near the Seattle Design Center. The residential areas of Georgetown provide the City of Seattle with affordable, in-city single-family housing, as well as other forms of affordable

living quarters, including live/work units in old historic warehouse lofts. The neighborhood has an active community council and a strong sense of identity. It is a positive example of many of the city's residential goals, such as encouraging cultural and economic diversity within a neighborhood, providing housing close to sources of employment, and honoring the inherent sense of place of one of Seattle's oldest and most unusual neighborhoods, where you find third and fourth generation residents, living next door to new immigrants.

Georgetown's historical character also has relevance to the adopted policy basis, especially as it relates to the City's new Cultural Resources element. Georgetown is the site of the first American non-native settlement in King County and is home to many historic buildings which function today in a wide variety of industrial, live/work, social service, and commercial uses. In addition, the Duwamish River remains a source of a major run of native salmon.

These and other community characteristics make the Georgetown neighborhood both an interesting challenge and ideal proving ground for the policies and goals set forth in the City of Seattle Comprehensive Plan.

## Community Outreach Efforts

In order to plan for the future, the Georgetown Planning Committee recognized that successful community involvement strategies and their implementation would be of paramount importance. Through the two phases of the neighborhood planning process, the Planning Committee, and its predecessor, the Georgetown Organizing Committee, engaged and informed the community about Georgetown neighborhood planning in many ways:

### Phase I

- Conducted a series of eleven focus groups with various community constituents, including small business and commercial services, commercial transportation industries, property and business owners, Seattle Design and Gift Center trades, manufacturing, assembly, and light industries, small industries, commercial retail services, maritime industries, Georgetown property owners, residential homeowners, and the residential renter community. In total more than 120 people participated in this outreach effort.
- Held two neighborhood planning workshops to gather input on priorities for the future. The two events attracted approximately 60 people for Georgetown's residential, commercial, and industrial sectors.
- Made presentations to various groups, including the Seattle Industrial Rotary Club, SODO Business Association, South Park Redevelopment Action Committee, and several local business owners.
- Mailed out a series of information brochures. Each time, the mailers were sent to over 1,700 households and business addresses, and 300 absentee property owners. The mailers included an introduction to neighborhood planning and a final findings report and validation mail-back piece to get endorsement on the vision and work plan. More than 100 people responded.

### Phase II

- Formed five subcommittees to deal with scope of work. In addition to the 13-member Planning Committee, approximately 10 to 15 other community members participated at the subcommittee level.

- Conducted outreach to the Seattle Design and Gift Center. The Planning Committee participated in two meetings sponsored by the Center to introduce neighborhood planning to trade members. About 25 to 30 people attended the meetings.
- Conducted economic development case study interviews with several local businesses to find out constraints to development, future plans, and issues/concerns. Twelve interviews were held with a range of representatives from commerce and industry, including Rainier Cold Storage, Hardie Gypsum, Swedish Home and Health Hospice (in Seattle Design Center), Colorado Steel Sash Company, Georgetown Pharmacy, Bartell Drugs Distribution Center, Kelly Moore/Preservative Paints, Art Forms Unlimited/Aaby's Gallery, Spieker Properties, Alki Restaurant Group, Pacific Rim Importers/Exporters, and Seattle Market Center.
- Participated in a Public Safety outreach effort to businesses sponsored by the Seattle Police Department. More than 50 people attended the meeting. In addition, Public Safety subcommittee members conducted a survey on crime prevention. Approximately 50 people completed the survey.
- As part of plan validation, held a series of three public forums to present plan recommendations. More than 80 people participated in the series.
- Mailed out a series of information brochures. Each time, the mailers were sent to over 1,700 households and business addresses, and 300 absentee property owners. The mailers were newsletters (The Georgetowner) designed to inform and gain input. The last mailer asked for community input on all 124 plan actions and recommendations formulated by the subcommittees. Approximately 170 opinion surveys were returned.

In addition to the outreach officially conducted by the Georgetown Planning Committee, some committee members outside of the planning process made other outreach efforts. This includes an April 1997 survey (135 respondents) and a December 1995 survey (191 respondents) published and sponsored by the Concerned Business & Property Owners of Georgetown. Appendix I provide more detail of these surveys.

## Vision Statement

To guide the Phase II neighborhood planning process, the Georgetown Planning Committee adopted the following vision statement as the principle from which recommendations would be developed, and residents and business interests would work together:

As Georgetown *plans* its future, we will work to maintain what we always *have* been: a strong, valuable manufacturing and *industrial* center that also includes the presence of an affordable, "in-city" residential community.

We will continue to maintain our *high-wage* manufacturing/distribution job base, and strengthen the transportation links *that* make Georgetown regionally and globally significant. We will also *preserve* and enhance the qualities and services of our *vibrant*, long-standing residential community.

We, the businesses, residents, and property owners of Georgetown, *will* work together and respect each other's concerns *in* order to maintain this *unique balance that defines our area*.

**As we *prepare* our plan, we *will* create opportunities for existing businesses to grow, while also promoting investment *in new, "clean"* industries. We will *look* for opportunities to develop services and facilities that will enhance the quality of life of our residents. To support the needs of our entire community, we will seek ways to **attract** small business and commercial *services* that can *serve* everyone who *lives*, works, and *visits* Georgetown.**

# Chapter 2.0

## Georgetown Neighborhood Plan Cornerstones

### Introduction and Background

Located approximately three miles south of Downtown Seattle in the Duwamish Valley corridor, Georgetown generates both economic and social benefits that extend far beyond its neighborhood boundaries. These benefits represent important City assets in meeting the goals and objectives of the Seattle Comprehensive Plan, particularly the plan's commitment to maintaining the distinct characteristics of Seattle neighborhoods, the industrial job base for family wage employment, and preservation of affordable single-family housing.

In Summer of 1995, the Georgetown community was selected as one of three pilot planning projects for launching the Seattle Neighborhood Planning program. Between 1995 and early 1998, the Georgetown Planning Committee worked hard to reach out to all sectors of the community, identify needs, and develop committee-based recommendations to address local industrial, commercial, and residential issues and concerns.

**Key Integrated Plan Strategies.** Through the course of developing several other plans, the Seattle Neighborhood Planning Office developed a means for helping community groups package key ideas and important strategies. This methodology, known as "Key Integrated Plan Strategies," has been utilized to structure the Georgetown Neighborhood Plan in a way to reflect shared community priorities, while still reflecting the different needs of the area's manufacturing/ industrial and residential populations. The following discussion presents these key strategies as the Cornerstones of the

Georgetown Neighborhood Plan. These cornerstone elements represent the basic and main part, or the foundation, of the plan, helping set the priorities of the neighborhood's shared interests, as well as the different areas of emphasis for the manufacturing/ industrial and residential communities. They are:

#### **GC-1** Seattle Design District

Establishes a focal point for economic development, transportation, and community amenities, while promoting the wholesale design/gift trades.

#### **GC-2** Georgetown Residential Neighborhood **Anchor**

Creates a framework for setting priorities that principally affects Georgetown's residential enclave. Elements include land use designations, community amenities, open space, and the environment.

#### **GC-3** Safer Georgetown

Strengthens the emphasis on public safety as a shared interest of Georgetown's businesses and residents.

#### **CC-4** Promoting Industry and Family Wage Jobs

Provides a framework for setting priorities for Georgetown's manufacturing and industrial areas, with specific emphasis on job growth, technology, and preservation of industrial lands for industrial uses.

### GC-5 Code Enforcement and Permit Processing

Establishes priorities for specific land use concerns that stand out as a shared interest of Georgetown's residential and business communities.

In addition to these cornerstone components, the Georgetown Neighborhood Plan also contains three elements discussed in Chapter 3.0:

- Economic Development
- Transportation Facilities
- The Environment

### **GC-1 Seattle Design District**

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

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

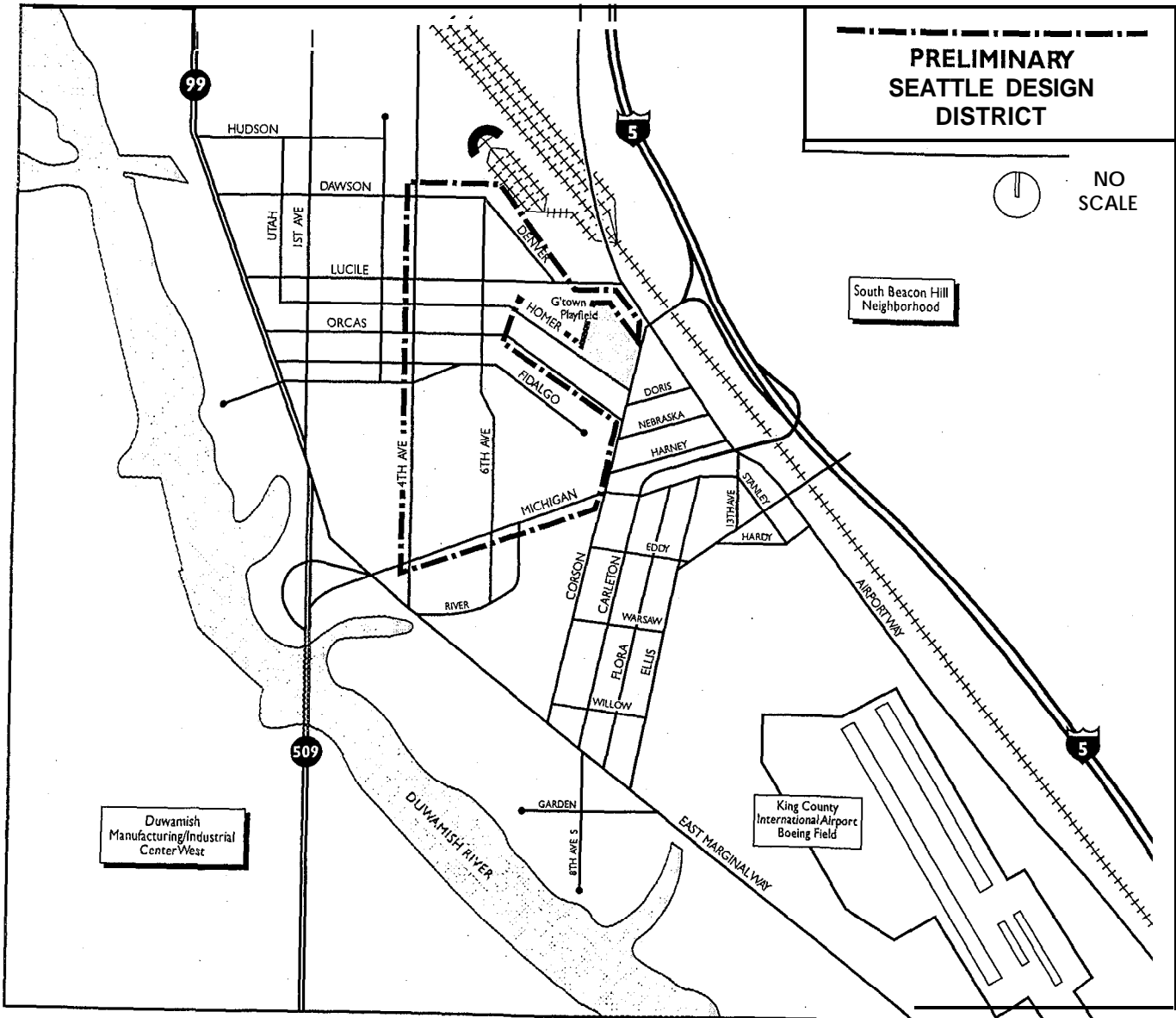
**Overriding Goal.** A Seattle Design District that capitalizes on the regional presence of the Seattle Design/Gift Centers and the ancillary uses in the wholesale, retail, and design-manufacturing related trades to foster economic development and physical visibility of these industries.

### Recommendations

**GC-1.1 Definition of Boundaries.** For purposes of defining the extent of the Seattle Design District, Figure 1 on the following page generally outlines the areas of Georgetown to be included. It reaches from the hub of the Seattle Design/Gift Center buildings to the north and west, to Corson Avenue S on the east, and to Michigan Street to the south.

**CC-1.2 Physical Improvements.** Part of defining the district is identifying it physically through signage and gateway entries. Among the physical improvements sought for the Seattle Design District include the following:

- Highway Signs from I-5 and SR-99 marking exits as Seattle Design District- Georgetown.
- Directional signs on local streets identifying the Seattle Design District.
- Pedestrian Kiosks with District maps and Vehicle signs with District maps.
- Gateway markers with special plantings, signage, and other physical improvements. Possible locations include 4th Avenue S at Dawson, 4th & Michigan, Airport Way S at Lucile Street, Corson Avenue S, and Airport Way near Hardy Street.



**PROPOSED SEATTLE DESIGN DISTRICT**

The above map illustrates the proposed boundaries of the Seattle Design District. The district's hub focuses on the area near the Seattle Design and Gift Center, but tries to also capture the parts of Georgetown that include wholesale, showroom, assembly, manufacturing, and other design-related trades. An effort has also been made to connect to ancillary commercial retail areas to promote use of local facilities and services. Note that the residential area near the Georgetown Playfield is not included in the district's proposed boundaries.

- Repair and resurface streets and arterials, rebuild shoulders and parking strips to improve vehicular flow in the areas around the Seattle Design District, and provide better on street parking for events held periodically throughout the year, and assure greater pedestrian safety.

**GC-1.3 Marketing Design- and Gift-Related Trades.**

The model for the Seattle Design District can be found in other cities with design and gift marts, including San Francisco and West Hollywood, CA. Learning from these other districts, the following recommendations are made to support the future vitality and economic strength of the design- and gift-related trades in Georgetown:

- Develop a single, resource directory that includes businesses both inside the Seattle Design Center as well as those located within the district boundaries, and others as qualified.
- Establish a yearly special event. Find public/private funding partnership support for the event. This could be the development of a trade event program that encourages interaction in and out of the Design Center building and spills out into the Design District. It could also include historic tours of the area, open houses of various businesses, and tied into Seattle “Design Awareness Month.”
- Marketing of the wholesale, manufacturing, and showroom-related design trades should be undertaken by the Georgetown Business Association. The mission will be to market the District as the Pacific Northwest’s hub for the design trade industry.

**GC-1.4 Design Trade Advisory Committee.** The Seattle Design Center working with the Georgetown Business Association should form a Design Trade Advisory Committee. The purpose of that group will be to market design in Georgetown, establish a database of existing design- and gift-related trades, and educate the general public on the importance of design.

## **GC-2 Georgetown Residential Neighborhood Anchor**

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

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

## A. Land Use

**Overriding Goal.** To ensure recognition, preservation, enhancement, and validation of Georgetown's residential area as a viable place where people live and raise families.

**GC-2A.1 Neighborhood Anchor Designation.** Approve the designation to encompass the non-contiguous residential-zoned lands, park lands, and old commercial core in Georgetown, as depicted in Figure 2. The designation simply recognizes Georgetown as a place where people live, shop, and work. It would recognize the community, in the same way the City recognizes places like Madison Park, Montlake, Madrona, and even the commercial district in the Ballard-Interbay-Northend Manufacturing/Industrial Center. Proponents of the designation believe it would protect existing residential and commercial zoning, while also potentially serving as a positive influence for attracting future public and private investment. Georgetown has been a Seattle neighborhood for more than 100 years, and the neighborhood anchor would help validate and endorse its continued existence.

**GC-2A.2 Preserve Residential-Zoned lands.** Support City policy to preserve and maintain single-family and multifamily residential areas and affordable housing. In Georgetown, this applies to all its residential-zoned areas, including the multifamily zone adjacent to the Georgetown Playfield and the entire 12-block area bounded by Bailey Street to the north, East Marginal Way S to the south, Corson Avenue S to the west, and Ellis Avenue S/Albro Place to the east.

**GC-2A.2 Industrial Buffers.** Maintain and enforce all requirements of the industrial buffer zone. These areas all abut residentially zoned land, and all new development should be consistent with code and land use requirements. Provide incentives for development that exceeds the buffering requirements outlined in the code, i.e., density bonuses, design departures, or transfer of development rights, in exchange for more sensitive treatment of buffer areas.

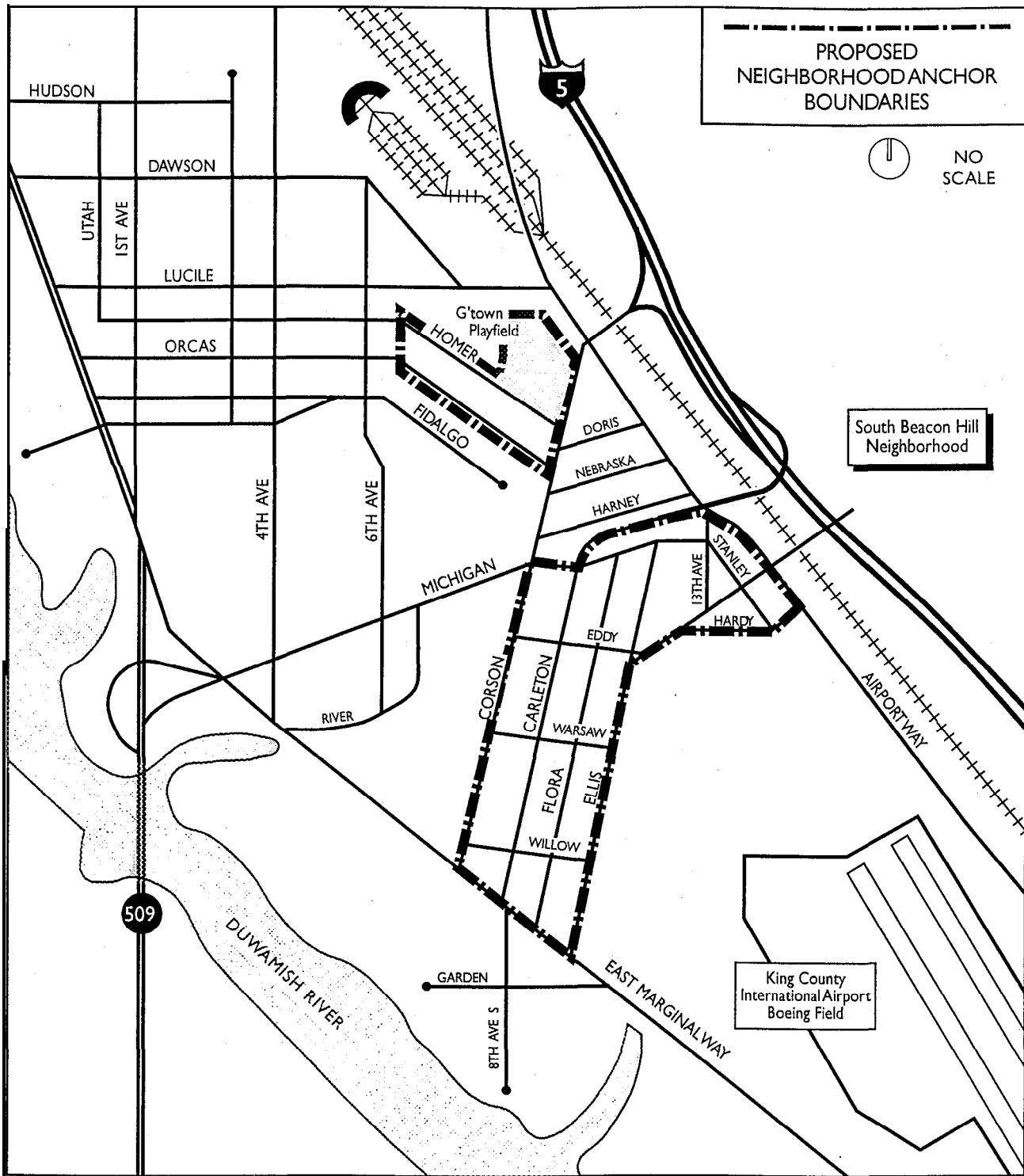
Also, remove the IB zoning designation from the Georgetown Playfield and recognize it as a dedicated public open space. Because the City does not have a specific zoning classification to recognize parks, we recommend the City should rezone the Playfield as a residential zone similar to how other Seattle parks are zoned.

## B. Residential Quality of Life

**Overriding Goal.** A residential community that retains its affordable housing, its diverse housing stock, and provides complementary community facilities that meet the needs of Georgetown's wide mix of people, including seniors, youth, young families, ethnic populations, and longtime residents.

**GC-2B.1 Connecting to Georgetown Playfield.** Develop safe connections (i.e., sidewalk/crosswalk improvements, signaling, signage, landscape treatments, and/or designation of pedestrian corridors) to link Georgetown's residential area south of Bailey Street with the Georgetown Playfield and adjacent residential area





## PROPOSED NEIGHBORHOOD ANCHOR BOUNDARY FOR GEORGETOWN

The Phase II outreach process, through the Neighborhood Community Ballot, determined that Georgetown's Neighborhood Anchor designation should be approved for the area's outlined above. It includes all residentially-zoned land in the planning area, as well as the commercial uses south of Interstate 5 between Airport Way S and Corson Avenue S.

GC-2B.2 Community Facilities. Provide community facilities and programs that will enhance quality of life and business climate in Georgetown. Recommendations which should be implemented, as funding becomes available, include:

- A Community Center, or multi-use facility for community/business use: job training, computer lab, English as a Second Language (ESL) classes and art classes.
- Mini-City Hall in Old City Hall: employment center, bulletin board, meeting rooms, etc.
- Strategy and funding mechanism for saving the Hat & Boots structures in Georgetown.
- Support and endorsement of a museum in the Steam Plant Building.
- Priority for local community use of the Georgetown Playfield, including improvement to ensure local use: grass field, baseball screen, etc.
- Develop a mini-branch library.

GC-2B.3 Neighborhood Action Items. Promote and develop neighborhood-based beautification projects, including those listed below. Seek funding through appropriate City resources such as Department of Neighborhoods, Public Utilities, Arts Commission, City Light.

- tree plantings,
- community entry signs,
- neighborhood clean-ups,
- public art by local artists,
- community festivals or fairs, and
- anti-graffiti campaigns.

## C. Open Space/Recreation

**Overriding Goal.** A community that maintains an open space/recreation network serving both area residents and employees.

**GC-2C.1 Open Space Opportunities.** Develop an open space network to enhance existing spaces, acquire new spaces, and create linkages between parks, recreational, and “green” spaces. Consider ecological and habitat restoration, tree plantings, and other reasonable open space projects:

- Identify pedestrian and bicycle paths/connections with South Park and South Beacon Hill. Connect Georgetown to the Seattle Urban Trail System.
- Expand and enhance existing parks and green spaces, including Gateway North Park on 8th Avenue S at the Duwamish Waterway, 1<sup>st</sup> Avenue Boat Ramp and other street ends, Ruby Chow Park, and the Playfield.
- Secure from the City of Seattle official designation of Gateway North Park as a city park and include the facility on the City’s regular maintenance schedule. Also, maintain the existing sidewalk on 8th Avenue S to allow pedestrians to walk safely to the park and avoid conflicts with vehicles.

**GC-2C.2 Acquiring Open Space in the Residential Core.** Work with the City of Seattle to acquire the Washington State Department of Transportation site located on the 6400 block between Corson and Carleton Avenue S.

Other projects of interest to the residential community which should

receive consideration, as funding becomes available, include:

- Pedestrian and bicycle connections to the Georgetown Steam Plant (work with County).
- Development of a P-Patch or other type of community garden.
- Working with King County International Airport to develop open spaces with public access, plantings, and pathways at the northern end of the airfield's greenbelt.

### C. Community Identity/Historic Preservation

**Overriding Goal.** A community that capitalizes on its unique characteristics, such as its historic character and buildings (e.g., old Rainier Brewery Buildings, Old City Hall, and the Georgetown Steam Plant), and the presence of the Seattle Design Center, to develop amenities and programs that will reinforce Georgetown's image as a quality place to live, work, raise a family, and/or own a business.

**GC-2D.1 Capitalizing on Community Identity.** Capitalize on several features in Georgetown to give the community a sense of identity. Improving the community's image will help relieve perception of crime, strengthen Georgetown's identity, and serve as a marketing tool for promoting economic development in certain markets. Elements of the community which could be capitalized upon include Georgetown's history, the presence of the Seattle Design and Gift Centers, the Duwamish River, and the area's mix of residential, commercial, and industrial activity. Implement community identity components as part of:

- Economic Marketing Programs
- Installation of Community Gateways
- Installation of Public Utilities such as street lighting

**GC-2D.2 Elements of Historic Preservation.** Recognize, preserve, and protect historic elements of the community. The Department of Neighborhoods Office of Conservation should help and encourage property owners of possibly historic buildings to adaptively reuse buildings. Identification of strategies for linking preservation with economic development should be undertaken, with particular emphasis placed on explanation of the benefits (tax credits and national "Main Street" revitalization programs) and impacts (property restrictions and guidelines) of historic preservation.

**GC-2D.3 Support for Complementary Streetscape Improvements.** Promote Georgetown's historic identity through the development of appropriate streetscape improvements in the old commercial area. In conjunction with economic development and public safety recommendations, seek from the City of Seattle the siting and installation of historic street lighting, seating, hanging baskets, traffic and pedestrian improvements, and decorative brick/concrete paving for crosswalks. This should be accomplished by informing local property owners, and funding strategies should be targeted toward public investments with no financial impacts on property owners. Also, work to implement these improvements potentially through relevant mitigation funds to improve local business conditions, quality of life, etc.

CC-2D.4 RTA Commuter Rail Connection to Old Commercial Area. Promote development of a Sounder Commuter Rail station and ensure that its introduction to the community will minimize impacts and result in benefits to economic development, public transportation, and community amenities. Should the station be developed, ensure that the City of Seattle, in concert with Sound Transit, develops pedestrian connections to the old commercial area and capitalizes on Georgetown's historic character as part of station site design.

### **GC-3 Safer Georgetown**

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

Overriding Goal. To become a community that overcomes the perception of an unsafe neighborhood, while promoting the reality that existing crime prevention programs, in conjunction with proposed public safety improvements, will make the community a safe place to live, work, and do business.

### **Recommendations**

GC-3.1 **Community Policing.** Invest in community policing for Georgetown. This could be a small storefront presence (developed in partnership with Seattle Police) to handle routine complaints alleviating pressure from 9 11 emergency services, promote existing programs like block watches and graffiti removal, and facilitate things such as safety inspections.

CC-3.2 **West Seattle Precinct.** Support the development of a West Seattle precinct. Because there is no precinct in this part of the City, the South Seattle precinct service area is spread widely. A West Seattle precinct would improve patrols and response times in Georgetown by limiting the coverage area of the South Seattle precinct. We strongly support the retention of Georgetown in the South Seattle precinct.

GC-3.3 **Capital Public Safety Improvements.** Act upon the following capital improvements, as funding becomes available:

- Work with Seattle City Light to improve alley lighting. Recognize that such an improvement will likely come first through small City Light grants, then through the formation of a local improvement district. City Light should continue to work with the community to determine these potential costs.

- Work with Seattle City Light to improve the maintenance of existing lights and install new ones in local hotspots that include most residential streets, 13th Avenue S and the old commercial core, areas near the Seattle Design Center, areas near the Georgetown Hayfield, and several others that can be identified in concert with City Light.
  - Work with the City to determine funding and other opportunities for community clean-ups, anti-graffiti programs, tree plantings, and regular maintenance of City streets.
- GC-3.4 **Community/Pedestrian Safety.** Implement the following capital improvements, as funding becomes available. Because many of these also have transportation-related recommendations, they should be balanced against recommendations made in the Transportation, as well as the overall Duwamish Manufacturing/Industrial Center Plan.
- Work with the City to address pedestrian and children safety in residential alleys. Signage is needed for reducing speeds and indicating children are at play.
  - Work with the SeaTran to examine vehicular movements in the commercial area around East Marginal Way S between Flora and Carleton Avenues S. Currently, traffic flow allows for illegal activities and difficulty for police action.
  - Address the need for creating a safe pedestrian path between the residential core south of Bailey Street to the Georgetown Playfield. Opportunities could include (1) designating a route on the east side of Corson Avenue and making improvements under the freeway overpass; (2) improving the crosswalk at the traffic island on the northwest corner with better painted crosswalks and signage; (3) adding a crossing guard; (4) developing an overpass crosswalk; or any other opportunities identified by the City.
- Request that the City work with Union Pacific railroad to address pedestrian and vehicular safety where the rail spur crosses Lucile Street. The City should request that the railroad add safety gates with bells, or work out other solutions for improving vehicular and pedestrian safety at these at-grade crossings.
  - The City should add crosswalks along Airport Way S to facilitate pedestrian crossing to reach bus stops.
- GC-3.5 **Abatement of Nuisance Problems.** Current abatement rules allow for continued abuse of the system, particularly by local motels and multifamily complexes . The City should give serious consideration to requiring on-site building management, and allowing the City Attorney to strengthen the recourse for neighborhoods to address poor management and to abate a facility with chronic criminal activity.
- GC-3.6 **landlord Training.** To complement the effort to abate nuisance problems, the City of Seattle Police Department is encouraged to sponsor a training/educating seminar for landlords, utilizing the Seattle Neighborhood Group’s Landlord Training Manual for Seattle-King County as the model. This type of program

would help reduce the number of mismanaged properties. Also, once the training has been completed, the Police Department or its assigned agent should follow through with a monitoring program from which a landlord could eventually “graduate” and be deemed self-sufficient to deal with on-site illegal activity.

The landlord training program should be established as an on-going effort and could be taken up as an action item and public service provided by the Georgetown Business Association.

## **GC-4 Promoting Industry And Family Wage Jobs**

***Community validation event discussion and ballot returns indicate this section does not have broad community support. Respondents felt it promoted industrial interests at the expense of quality of life and environmental health. Also, the community's commitment to habitat restoration on the Duwamish waterway conflicts with recommendations for increasing industrial uses of the waterway.***

Issues/Discussion. The Georgetown area currently accommodates approximately 12,000 employees, excluding the Boeing Company. The City of Seattle has established a growth target of 10,000 net new jobs in the Duwamish Manufacturing/Industrial Center as their portion of King County's estimate for job growth, as per the State Growth Management Act of 1990. Georgetown's industrial areas can be expected to accommodate a certain amount of that growth, but no specific targets have been estimated for the community. The Georgetown Community set land use and economic

development priorities to govern how this growth should and can occur in Georgetown. The following goals and recommendations depict how the area's manufacturing and industrial stakeholders wish to promote industry and family wage job growth.

**Overriding Goal.** An economically strong and vital manufacturing and industrial center that places priority on job creation, business growth, and strategic ways for developing, training, and networking the local workforce with the local Georgetown employment base.

### **A. Land Use**

#### **GC-4A.1 Manufacturing/Industrial Center Plan Policies.**

For Georgetown, the following should be considered:

- If the city is dedicated to ensuring the 10,000 new jobs in industrial areas, it would be prudent to adopt a policy rather than a goal of no net loss of industrial zoning;
- Because of Georgetown's mix of industrial, commercial, and residential uses, the policies relating to limiting commercial or residential uses in industrial/manufacturing areas should be enforced. Also, continue to permit legally established non-conforming uses to exist (those “grandfathered” in) and allow their limited expansion within their property boundaries as described in the Comprehensive Plan and City Land Use Code.

**GC-4A.2 Maintain Industrial-Zoned Lands.** Support the City Comprehensive Plan goal of maintaining industrial-zoned lands as a means of accommodating family-wage job opportunities. Currently, within the Georgetown planning area, this includes all lands zoned IG1, IG2, and IB. (excluding the Georgetown Hayfield).

## B. Economic Development

**GC-4B.1 City Investment Programs.** As outlined in the City's Comprehensive Plan, the City of Seattle should carefully consider any intervention programs designed to enhance entrepreneurial opportunities in Georgetown, taking into consideration that they are both desirable and achievable. Similarly, the City should make efforts to assist Georgetown businesses capital needs through issuance of Industrial Development Bonds and other City, State, and Federal sponsored business programs, with specific emphasis on small business financing programs geared toward assembly, manufacturing, high-technology, distribution, and wholesaling trades.

**GC-4B.2 Public Infrastructure Investments.** To ensure the area continues to thrive as a center of commerce and industry, invest in public infrastructure such as improved roads, storm and sanitation sewers, and public utilities that will promote the expected family-wage job growth desired by the City in its designated manufacturing and industrial areas. This is needed throughout Georgetown.

**GC-4B.3 Water-Dependent Uses.** Because Georgetown is home to industries dependent upon immediate access to the Duwamish Waterway, City implementation of the Seattle Shoreline Master Program should give appropriate emphasis to preserving the shoreline of the Duwamish for existing and future water-based industrial use. This recommendation should be coordinated with other environmental and natural habitat proposals sponsored by other local and regional public agencies.

**GC-4B.4 Marketing Plan for Georgetown.** To help promote both existing trades and target industries that fit into Georgetown's "niche" markets such as the design- and gift-related trades, water-based industries, aviation industries, and wholesale distribution, a Marketing Plan should be created for Georgetown. The Plan should consist of but not be limited to the following and be implemented by the Georgetown Business Association and Georgetown Crime Prevention and Community Council with assistance from the Neighborhood Business Council and City Office of Economic Development.

- Mission Statement.
- Description of existing economic conditions in Georgetown.
- Description of Georgetown's industrial "niche" markets.
- Benefits of being located in Georgetown: access, proximity to Downtown, affordability.
- Why businesses should come to Georgetown?

**GC-4B.5 Programs for the Workforce.** A City demonstration program should be created that matches local resources in Georgetown to enhance the skills and quality of the local workforce. Because of the many existing resources, opportunities abound. These include but may not be limited to establishing curriculum for different industry-based internships or apprenticeships at Cleveland High School; matching skills and class curriculum at the Seattle Duwamish Industrial Center with those of different Georgetown businesses; and coordinating and possibly subsidizing local businesses in a wide variety of trades to take on apprentices or

vocational school students. Also cross-reference to the Seattle Jobs Initiative discussion in ED-2.

**GC-4B.6 Developing a Georgetown Network linking Jobs and People.** A local multi-purpose facility should be created to house a job training program, English as a Second Language (ESL) classes, bulletin boards, and other job networking opportunities. This type of facility could be developed in conjunction with local efforts to identify a community center and meeting/conference room. This facility should be promoted as a meeting place and hub of activity where both employers and employees can identify opportunities for jobs and workforce. Also cross-reference to the Seattle Jobs Initiative discussion in ED-2.

## **GC-5 Code Enforcement and Permit Processing**

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

**Overriding Goal.** In the future, responsible and efficient City action, especially non-compliance and abatement of illegal and criminal uses, as well as streamlined permit processing.

### **Recommendations**

**GC-5.1 Permit Processing.** The City's permit processing system is cumbersome, random, and inefficient. Interviews and personal experiences of businesses trying to expand, builders and real estate property managers have all shared concerns related to the interpretation of building and fire codes, as well as implementation of shoreline master program permitting. To improve permit processing, the City should enforce a true 120-day permit processing requirement (to grant or issue a permit), train its staff to ensure a consistent message and interpretation of the processes, and invest in more customer service support.

**CC-5.2 Ombudsman: Handling of Complaints.** The City should have a complaint department which takes complaints, logs them, and provides the reporting citizen with a tracking number for ensuring follow-up actions. The department should send the numbered complaint to all relevant department heads for immediate action. The key consideration will be responsiveness to the reporting citizen to ensure that the complaint has been adequately attended. If no solution can be found, the department should institute an ombudsman to resolve conflicts and ensure department accountability.



CC-5.3 Code Enforcement. In large part, the issue is not the content but rather the efficient and timely enforcement of codes on non-compliant uses. The City should ensure the consistent enforcement of its codes in Georgetown, providing adequate service in the community comparable to that experienced in all other parts of the City. To ensure these basic services, the City should establish code enforcement as a staffing budget priority, with particular attention given to land use, zoning, building safety, and public health codes.

buildings, and covenants for allowing industry to operate without complaint.

GC-5.4 Recommendations Regarding Existing Codes. Consider the following specific items:

- As a place of industry, Georgetown is home to some businesses that deal with hazardous materials. Because of the close proximity of residential areas, playfields, and schools to industry, the City should consider redefining its land use code to address “high-impact” uses, with the intent of enforcing existing requirements and creating specific standards for “high-impact” uses relative to its proximity to residential areas. These uses should include those that deal in the storage, mixture, and transport of highly toxic materials that put the general public at risk.
- Continue to allow artist lofts as a viable use in industrial zones. This type of use is appropriate to Georgetown’s older buildings, providing a new life for some of the historic structures. Their presence allows for an economic reuse of historic structures and/or properties with environmental considerations. Artist lofts also allow for a diversity of people, preservation of significant

# Chapter 3.0

## Georgetown Neighborhood Plan Elements

### Introduction and Background

Originally, the Georgetown Neighborhood Plan was structured around five subcommittees working on specific topics. These five were:

- Economic Development
- Land Use and Zoning
- Public Safety
- Transportation
- Community Amenities & The Environment

To more clearly structure plan priorities and geographically group goals and recommendations, the Plan Cornerstones (detailed in Chapter 2.0) were developed. To deal with the remaining plan recommendations, this chapter presents those components which can best be represented to and commented upon by City officials as a topical plan element. These are:

- Economic Development
- Transportation Facilities
- The Environment

### **ECONOMIC DEVELOPMENT**

***Community validation event discussion and ballot returns indicate this section does not have broad community support. Many respondents do not support recommendations all wing increased King County International Airport activity, This is also apparent in questionnaire results favoring reduction of freight dependence on Airport Way S, and***

***opposition for the 800-foot extension to the Airport runway.***

**Issues/Discussion.** Discovery work through Georgetown’s neighborhood planning process reveals that economic growth and development are not major problem issues. However, the retention of some existing businesses may be difficult due to the changing face of commerce and industry in Georgetown. In general, the community appears to be experiencing a shift from its historical industrial and heavy manufacturing base to a stronger emphasis on wholesale and distribution trades. Anecdotal interviews and empirical economic data for Georgetown also suggests that local business health will generally be good and can be expected to remain so over the next decade. Local employers anticipate the need for additional employees to meet business growth. As such, the goal in Georgetown for future economic development will be to help existing business thrive in the area, promote “growing” and “niche” markets, and develop a structure for marketing Georgetown as a strong economic center.

**Overriding Goal.** A community that continues to support its businesses, promotes job growth, and receives the necessary public investment in infrastructure to continue economic vibrancy.

### Recommendations

- ED-1 City Future-Thinking investments. The City of Seattle should encourage its licensed telecommunications vendors to invest in high-technology infrastructure. This would seem especially worthwhile as on-

line communications become more common among the business community. This cost could pay for itself through business growth resulting from the advanced capacity, plus the potential to pay for the service through a utility-style fee similar to water and wastewater systems.

ED-2 **City Jobs Initiative.** The City of Seattle should invest in a partnership with local employers for listing family-wage jobs available in Georgetown, while also developing a roster of skilled potential applicants through direct advertising and coordination with local labor groups. In addition, some linkage should be created between the new local business council and City representatives regarding the City’s jobs initiative program. Also refer to the discussion in Cornerstone GC4, recommendations GC4B.5 and -4B.6

ED-3 **Marketing Commercial Uses.** As part of preparing an overall economic marketing plan for Georgetown, there should be an element for marketing Georgetown’s commercial zones with commercial uses. We suggest that the City join in partnership with the Georgetown Business Association and interested property owners by finding ways to encourage siting new or existing commercial retail services in the old downtown core.

ED-4 **Education and Information for Property Owners and Real Estate Managers.** The City, in concert with the Neighborhood Business Council, should consider sponsoring a local “Georgetown Commercial Development Summit” to provide background data, empirical figures, and presentations from residential and business community members about the potential for commercial development.

At the same time, the program should give participants concrete information about anticipated benefits, community support, and viability of the investment.

ED-5 **Working with Ring County International Airport.** As the gateway to the Pacific and a significant resource to the economic welfare of Georgetown business and industry, City investment in improving freight mobility in and around the Airport is essential. Coordinate with the County and the State Department of Transportation to assign reasonable priorities to maintain and reconstruct freight routes serving the airport facility.

Please also refer to the Environment section, in Chapter 3.0, for other recommendations for working with King County International Airport.

**TRANSPORTATION FACILITIES**

*Community validation event discussion and ballot returns indicate this section does not have broad community support. Many respondents did not support recommendations emphasizing freight mobility because of concern for quality of life issues, and specifically opposed improvements to non-arterial streets to accommodate truck traffic. Some business owners believe east-west freight mobility is inadequately addressed. Many respondents support siting a commuter rail station on Airport Way S, and adding pedestrian improvements to the right-of-way. Most residents support completing the Corgiat Mitigation Project on Corson Avenue S, to restrict its use as a freight mobility route.*

Issue/Discussion Originally, the Georgetown Neighborhood Plan Transportation Element had several recommendations to address industrial/

manufacturing and residential interests. Since that original work, the Greater Duwamish Planning Committee, charged with developing the Duwamish Manufacturing & Industrial Center Plan, has carried forward some of the transportation components of the Georgetown Plan. The following transportation recommendations are those from the original element that were specific to Georgetown’s residential neighborhood anchor and parts of its industrial area, as well as those that were omitted by the broader M&I Center Plan.

The core categories and priority issues of the Georgetown transportation element remain the same, and efforts to develop each one should be undertaken as funding becomes available. The key transportation categories are:

- Regional Circulation Improvements
- Improving Freight & Goods Mobility
- Road Operations & Maintenance
- Safety
- Non-Motorized Improvements
- Transit Service
- Pedestrian Street Improvements
- Advanced Technologies

**Overriding Goal.** An integrated transportation network that addresses the freight mobility, highway access, and efficiency demands of manufacturing/industrial constituents; the non-motorized and pedestrian improvements sought by area residents; and the basic services of good roads, transit service, and overall circulation desired by all Georgetown interests.

**Recommendations**

Regional Circulation improvements

T-1 **Michigan Street/Bailey Street Traffic Flow Enhancement.** Re-channelize S. Bailey Street east of Corson to provide adequate turning radii onto the freeway ramp. Interconnect

signals to the east with progression in the vicinity of the 1st Avenue S Bridge. Improve signage and lane assignments approaching the I-5 on-ramp.

T-2 **S. Lucile Street Traffic Flow Enhancement.** Reorganize parking, improve traffic control, signage and lane assignments to improve circulation between 4th Avenue S and Airport Way S.

T-3 **Airport Way S Proposals**

**Alternative A:** Enhance arterial capacity of Airport Way through elimination of on-street parking and reconfiguration of the ‘bottleneck’ in the vicinity of the neighborhood commercial district. Interconnect signals at Lucile/Corson along Airport Way.

**Alternative B:** Improve customer access with parking along Airport Way S. Install crosswalks on Airport Way S in support of integrating the Seattle Design Center and supporting businesses.

T-4 **Neighborhood Truck Circulation**

**Alternative A:** Make turning radii improvements at S Michigan/S Bailey and E Marginal Way along Corson Avenue for trucks through channelization improvements and minor ROW acquisitions.

**Alternative B:** Use road improvements, signage, and priority maintenance to enhance the existing designated truck route (East Marginal Way S to 4th Avenue S to So. Michigan Street) to be efficient for truck use. Route truck traffic around the residential core according to the Corgiat Mitigation Agreement between the City of Seattle and Georgetown Community. Complete the remaining work to be done

according to the agreement, installing traffic calming improvements and landscaping along the residential side of Corson Avenue S.

**Improve Freight and Goods Mobility**

T-5 **Small User Rail and Duwamish Waterway local Spurs Preservation.** Support the Duwamish Coalition findings and the need to maintain adequate local rail access to industrial land in Georgetown and along the Duwamish waterway.

T-6 **Airport Way Truck Movement Improvements.** Rebuild pavement structure and drainage to accommodate heavy vehicles and general-purpose traffic for 2.5 miles.

**Transportation Access.** Because of inadequate road conditions and impacts associated with heavy freight traffic, the City of Seattle should coordinate with King County and the State of Washington to improve the load carry capacity, drainage, and right-of-way width of Airport Way S along the perimeter of the Airport. This would promote improved access for freight mobility in and out of the facility.

In addition, the City should coordinate with King County to widen and improve several access points to Perimeter Road S, particularly at the entry to the Terminal building to allow for more efficient truck and other vehicular entry and egress.

**Safety**

T-7 **4th Avenue S/S Orcas Street Improvements.** Review illegal parking, speeding and signage issues in the immediate vicinity of this intersection. Work with the Seattle Police and Parking Enforcement Division to monitor and control parking and traffic

speeds in the vicinity. Review the proposed signalization of the 4th Avenue S/S. Fidalgo Street intersection as an option to improve safety in the vicinity.

T-8 **4<sup>th</sup> Avenue S, S. Fidalgo Street/S Lucile Street Parking and Safety Study.** Conduct a detailed review along 4th Avenue S and evaluate access management, parking management and organization, channelization and other safety issues to address safety, access to/from 4th Avenue S and parking.

T-9 **S. Ortas between 1<sup>st</sup> Avenue S and 4<sup>th</sup> Avenue S Safety Issue Review.** Review collision history, existing geometric configuration, and traffic control. Recommend traffic control improvements to improve safety concerns at uncontrolled intersections, traffic diversion, and speeds along S Orcas Street and other east-west roadways in the vicinity.

T-10 **Parking and Pedestrian Safety along 6<sup>th</sup> Avenue S.** Narrow lanes, limited sight distance, poor shoulder conditions, on-street parking configuration, and lack of a pedestrian facility along 6th Avenue S create circulation and safety conflicts. Address the interaction between moving vehicles, parked vehicles, and pedestrian in the general vicinity.

T-11 **Traffic Calming on Residential Streets.** Use traffic calming methods to protect residential streets and alleys from diversion of traffic off arterials, and from excessive speeds.

**Non-Motorized Improvements**

T-12 **Airport Way S Parallel Rail Spur Evaluation of Potential as Non-Motorized Corridor.** Work with SeaTran in the non-motorized element of the Comprehensive Planning

Process to evaluate and prioritize this potential non-motorized facility. Compare with other improvement as an alternative option.

T-I 3 Evaluate Potential for S. Bailey Street Overhead Pedestrian Bridge and Corson Sidewalk Improvements. Work with SeaTran in the non-motorized element of the comprehensive planning process to evaluate and prioritize this potential non-motorized facility. Also refer to GC-2B. 1.

T-I 4 Commuter Rail, Pedestrian links and Transit Facilities Coordination. Contingent on the development of a commuter rail station in Georgetown, enhance pedestrian access and circulation in the vicinity of the station to promote use and attractiveness of the alternative mode.

T-I 5 1st Avenue S Bridge/Beacon Hill Regional Trail System Opportunities. Identify key linkages between Georgetown and other regional trail and non-motorized facilities.

Transit Service

T-16 Regional Transit Connections Improvements. King County Metro should develop policies and appoint business and community leaders from Georgetown to coordinate with Metro and the Implementation of the 6-year transit improvement program.

T-17 local Transit Circulation and Access to Future Regional Rail System Enhancements. Develop policies and appoint business and community leaders from Georgetown to coordinate with Metro and the Implementation of the 6-year transit improvement program.

T-18 Boeing Access Station/Georgetown Employment Centers/Residential Area Shuttle Feasibility. Work closely with King County-Metro and

the Sound Transit to provide local shuttle bus transfer points between Georgetown and the planned inter-modal rail-bus station in the vicinity of the Boeing Access Road, adding service as feasible to the King County International Airport Terminal area along Perimeter Road.

T-I 9 Georgetown Commuter Rail Station Support. Support and lobby the Seattle City Council, King County-Metro, and the Sound Transit to construct a commuter rail station in Georgetown to reduce employee work trips to the area and provide alternative travel modes within Georgetown.

Advanced Technologies

T-20 Provide Real-Time Traveler Information for Major Through-Corridor in Georgetown. Install and link with the WSDOT VMS current systems to provide traveler information on alternative routes and possible delays to between the Alaska Way Viaduct and I-5 alternative freeway corridors. Provide real-time traveler information.

**THE ENVIRONMENT**

Issue/Discussion. Public awareness of Georgetown environmental issues are not well known or publicized. The purpose of planning for the environment is intensify citizen; public agency, and elected official appreciation for the fragility and quality of the environment in Georgetown and South Seattle.

There is grave need for awareness and sensitivity of potential impacts to the natural environment, air quality, groundwater, and human life associated with growth not just locally in

Georgetown, but from the cumulative effect of the region's growth. Specific issues raised relate to land use development, groundwater issues, and preservation and promotion of the natural environment and its ecosystems.

**Overriding Goal.** An improved existing environment. A community aware of and sensitive to environmental quality. In the future, there will be recognition and respect for the vital natural environment and ecosystems, such as the Duwamish River, that survive in Georgetown in the presence of commerce and industry. There also will be solutions to curb environmental hazards that threaten the health, safety, and general welfare of Georgetown's residents and employees.

## Recommendations

**E-1 Airport Master Planning Participation.** Because the operations of King County International Airport affect the quality of life of local residents, as well as the commerce of the Georgetown area, the City of Seattle should work with King County to assure community representatives are included in the future planning endeavors of the Airport. Through this process, the Airport should address the neighborhood's desire to examine future plan alternatives focusing on aviation-related, less intensive uses that channel away from Ellis Avenue S. Key considerations include:

**Environmental Analysis.** King County International Airport will be conducting air and noise impact analysis related to Airport operations. Because air quality and noise are of particular interest to residents and employees throughout the Greater Duwamish Valley, the City of Seattle, in partnership with other affected jurisdictions, should participate in funding

and evaluating these analyses, and assist the County in adopting appropriate mitigation measures, as necessary.

**Environmental Quality.** Appendix II provides detailed information on neighborhood environmental quality concerns. The presence of the Airport can result in environmental effects to residents and employees in close proximity of the facility. As the Airport proceeds with its master planning, a significant effort should be made to reduce Airport-related emissions on residential areas, enact nighttime noise restrictions, and address other broad-ranging environmental issues. It should be noted that there are specific concerns from Georgetown's residential community. Residential concerns include the following:

- work to limit noise impacts from facility operation;
- instituting restrictions as per State law on aircraft testing and maintenance;
- enactment of nighttime noise restrictions;
- reduction of air pollution; and
- provision for adequate buffering where the Airport abuts residential areas.

**E-2 Duwamish Habitat Watershed Plan.** Seattle Public Utilities should support and expand upon the Duwamish Habitat Watershed Plan, specifically addressing those sections of the Duwamish relevant to Georgetown and South Park. This should include issues of public access to the River and opportunities for improving shoreline street ends.

**E-3 Green Georgetown.** Throughout Georgetown, there should be opportunities to promote more parks, enact industrial streets landscaping plans as called for by code, and implement

recommendations for the co-existence of a natural habitat and working waterfront for the Duwamish River as per the Lower Duwamish Habitat Restoration Plan by the Duwamish Coalition (1996), Lower Duwamish Community Plan by the Green-Duwamish Watershed Alliance (1998), and the King County Water Quality Project.

Additionally, ensure that existing trees that are protected by landmark status, designated as historic landscapes, or have been inventoried and have protection through city code will be preserved. The City, particularly DCLU, Parks & Recreation, City Light, and the DON Office of Conservation, can help meet this goal by corresponding with the business and community councils when new development projects propose potential tree removals.

- E-4 Relationship to Regional Air, Soil, and Groundwater Quality. Locally, there is concern over contamination of soil, groundwater, and poor air quality. To address these issues, Seattle Public Utilities should develop a strategy for working with other jurisdictions to deal with air, soil, and groundwater pollution in the industrial corridor. Air, soil, and groundwater pollution impacts local trees and plant life. It affects the whole city and the region. Specific items which should be taken into consideration include City, State, and Federal standards for air and groundwater. The City of Seattle, in support of its core value of environmental justice, should take a regional leadership on these issues because local neighborhood planning provides too narrow a scope and too small a budget to address these regional concerns.