GEORGETOWN LIVE-WORK DISTRICT

STREET CONCEPT PLAN

November 2023

Acknowledgments

Prepared by:

MxM Landscape Architecture

Watershed Community Development

with Signal Architecture + Research

and special input from Studio Pacifica

CONTENTS

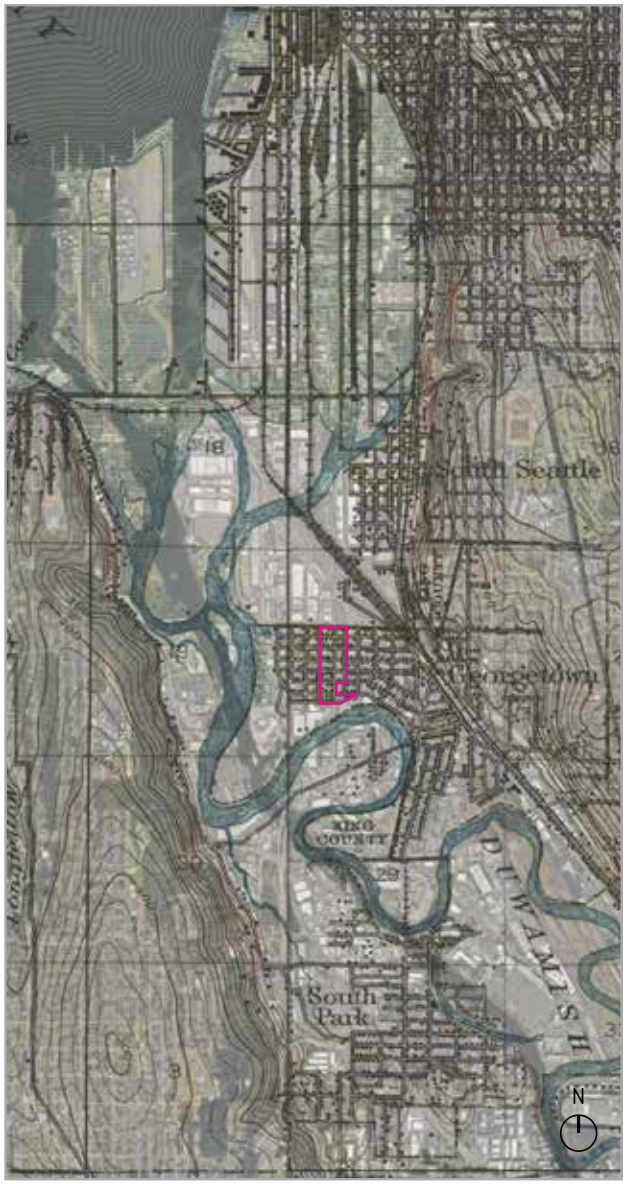
INTRODUCTION

BACKGROUND & PROCESS

The Neighborhood

Seattle's Georgetown neighborhood is a dynamic confluence of the city's past, present, and future. For many centuries, Coast Salish people lived in the area and collected the water's bounty along the shores of the Duwamish River. White settlers displaced Native Americans; at the river's oxbow, they platted the new town of Georgetown in 1851 – making it the oldest platted settlement in the Seattle area. The oldest streets are aligned to the original Duwamish River meander, with some buildings and trees dating back to this era. Due to its riverfront proximity, the area became a hub of industry. As the Duwamish estuary was filled and straightened, industry expanded between Georgetown and Seattle, creating a landscape of pavement and industrial production mixed with modest residential housing stock.

Today, remnants of the old live-work neighborhood and large-scale industrial buildings are juxtaposed in Georgetown. The abundance of industrial buildings, some of which offer flexible spaces with affordable rents, has provided niches for a vibrant community of artists and artisans who have been economically displaced from other parts of Seattle. Creative energy has taken root in the neighborhood: all manner of makers – acrobats, popsicle makers, blacksmiths, muralists – now pursue their crafts in Georgetown warehouses. The area has become an amalgam of manufacturing, sales outlets, quiet residential streets, bustling nightlife, impactful restoration projects and unbounded creativity, each of which contributes to a dynamic, sometimes cacophonous but always interesting scene. Rather than displace these diverse assets and dissipate their energy, the Georgetown Live-Work District Street Concept Plan seeks to elevate and honor them, while making space for complementary activities to take root within the street rights of way and adjoining buildings.



The Georgetown Live-Work District (highlighted in pink) sits within the oldest platted settlement in the Duwamish River Valley.

The Duwamish Basin, with the Georgetown Live-Work District highlighted in pink.

Existing conditions in the Georgetown Live-Work District.

Community Development

The interventions proposed by the Street Concept Plan emerge from work led by Watershed Community Development (WCD), a nonprofit development agency which seeks to add affordable housing for the local workforce, support local artists and artisans, and fill gaps in neighborhood services for Georgetown's residents, workers, and businesses.

WCD's framework plan for this area proposes more than 1,000 critically needed affordable housing units, all of which will be affordable to people earning less than 80% of Area Median Income, during the next decade along 4th Ave S and 5th Ave S. This will bring necessary rebalancing to the neighborhood's mismatch of jobs (28,000) and housing units (1,800), while ensuring the new housing is affordable to the local workforce. At street level, WCD plans to provide long sought-after neighborhood amenities like a daycare, community gathering spaces, businesses incubators, and places to buy healthy food. The plan will unfold within the small C1-75 Zone, which is the only concentrated area of Georgetown that allows dense midrise housing to exist adjacent to light manufacturing.

While WCD serves as steward of this vision, the organization is partnering in its realization with affordable housing developers and the community. This Street Concept Plan will help guide the developers' implementation.

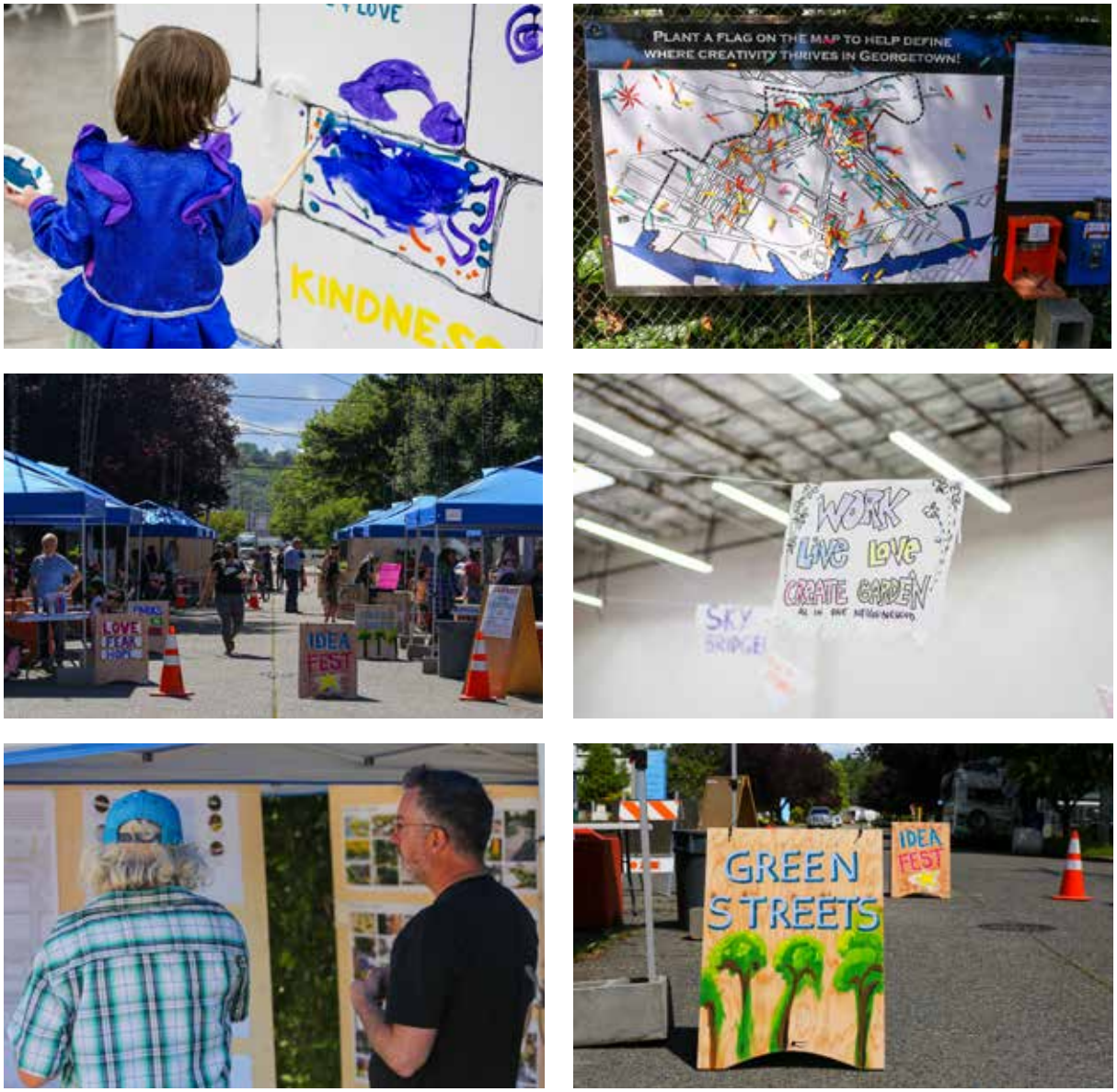
Community Engagement

Beginning in 2019, WCD has led a community process for co-creation of a resilient community that foregrounds both placemaking and placekeeping in the Duwamish Valley. In 2022, WCD hosted quarterly neighborhood "IdeaFests," which gathered feedback from local residents, workers, and other stakeholders. Community members gave input on streets, buildings, art, ecological stewardship and more, and the ideas contained in this document directly reflect these shared thoughts and contributions.

In embarking on this process, WCD has set out the following core tenets, which align with the City's Duwamish Valley Action Plan:

- Acknowledge that these are ancestral lands of Duwamish and Coast Salish people
- Create more opportunities to both live and work within the Duwamish Valley
- Remain permanently affordable
- Reserve space for arts & imagination
- Cause no loss of industry or commercial space

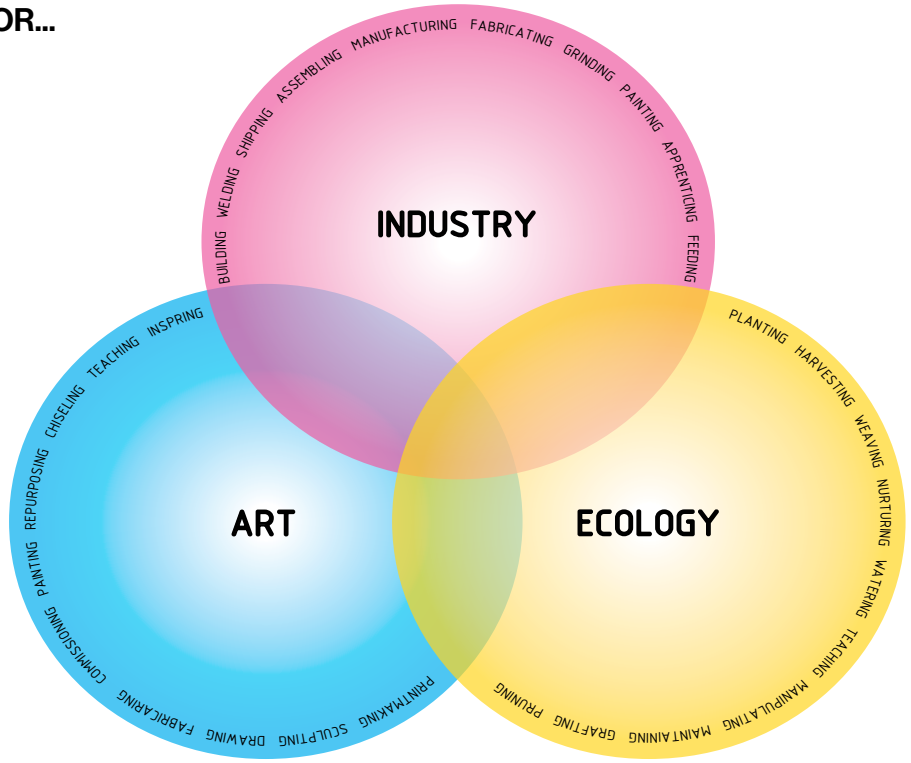
The Street Concept Plan respects the primacy of freight traffic on 4th Ave S while layering in a human-scaled streetscape on 5th Ave S and underused side streets. These will become the community's living room and playground. The proposal thus honors three key neighborhood informants – industry, art, and ecology.



Since 2019, through a series of public input IdeaFests, the community has provided deep input into the contours of the development and the shape of the streets.

PROJECT TIMELINE

GEORGETOWN'S STREETS ARE FOR...



EXISTING CONDITIONS

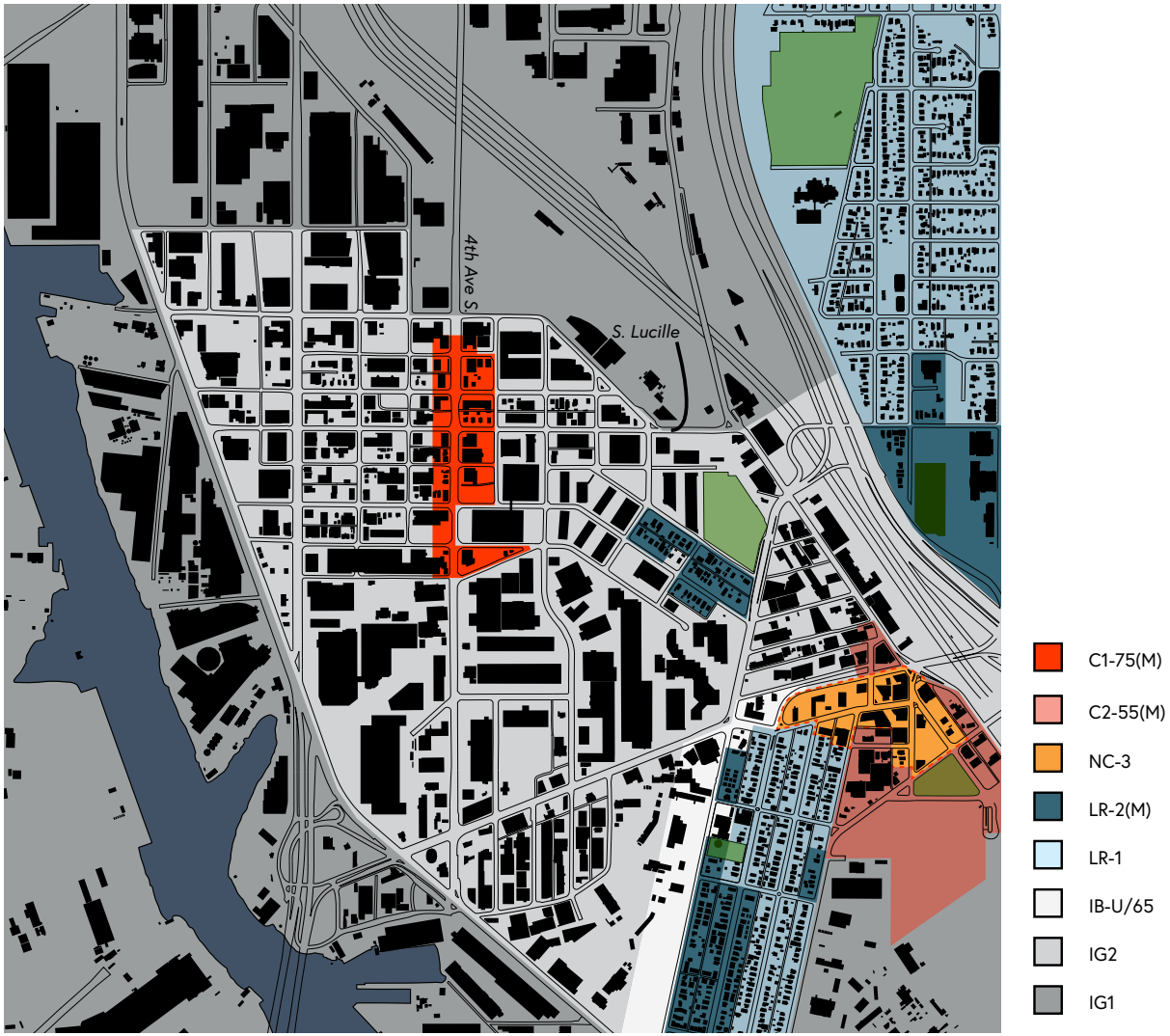

WITHOUT SHELTER
PEOPLE DIE

CONTEXT

Zoning

The Georgetown Live-Work District is an outlier within the Georgetown and SoDo neighborhoods: an island of commercial zoning within a sea of industrial zoning. This designation allows the possibility for more workers to live proximate to good-paying blue collar jobs in buildings that reach up to 75 feet in height.

The larger vision for the neighborhood's buildings imagines a 20' podium of active artist/maker spaces, plus commercial and service anchors with five stories of affordable housing above, creating not just live-work units, but a live-work neighborhood of industry plus housing plus services plus art plus ecology.

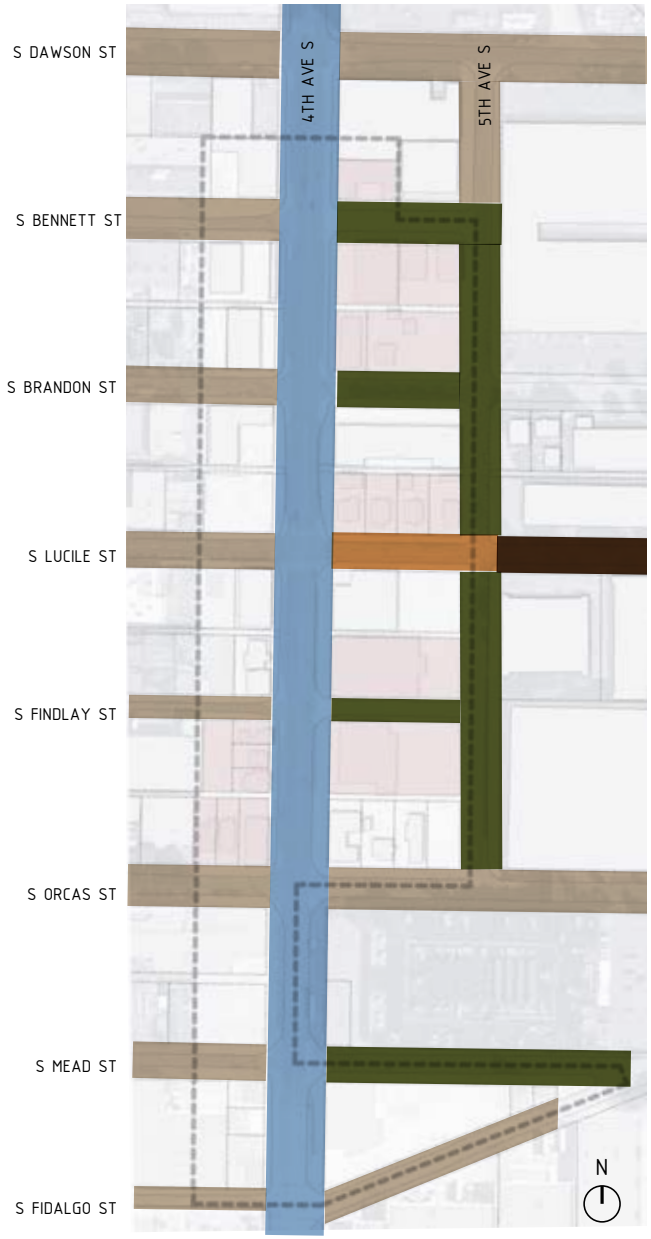


Zoning map of the Georgetown Live-Work District neighborhood; the project area is highlighted in red, indicating C!-75(M) zoning.

CONTEXT

Street Typologies

The Seattle Department of Transportation (SDOT) assigns various street types to corridors within the City. These street typologies are determined by the operational characteristics for how a street should act within the transportation network and defines what a streetscape might look like following the city's standards. The neighborhood's street types as assigned are shown at right.



URBAN CENTER CONNECTOR

FREQUENT TRANSIT NETWORK: YES
FREIGHT MASTER PLAN: MAJOR FREIGHT NETWORK
PEDESTRIAN MASTER PLAN: PRIORITY INVESTMENT NETWORK
SIDEWALKS: 8-12' ON FREQUENT TRANSIT NETWORK
MINIMUM LANE WIDTH: 11'

PROPOSED FREIGHT VEHICLE ACCOMODATION: WB-67 (TRACTOR TRAILER)
MINIMUM RIGHT OF WAY WIDTH: 68'
CURRENT RIGHT OF WAY WIDTH: +/- 100'
CURB RADIUS: 30'

MINOR ARTERIAL - NEIGHBORHOOD CORRIDOR

TRANIST CORRIDOR: NO
FREIGHT MASTER PLAN: FIRST/LAST MILE CONNECTOR
PEDESTRIAN MASTER PLAN: PRIORITY INVESTMENT NETWORK
SIDEWALKS: 6'
MINIMUM LANE WIDTH: 10-11'

PROPOSED FREIGHT VEHICLE ACCOMODATION: WB-67 (TRACTOR TRAILER)
MINIMUM RIGHT OF WAY WIDTH: 60'
CURRENT RIGHT OF WAY WIDTH: 60'
CURB RADIUS: 20'

MINOR ARTERIAL - INDUSTRIAL ACCESS

FREIGHT MASTER PLAN: FIRST/LAST MILE CONNECTOR
PEDESTRIAN MASTER PLAN: PRIORITY INVESTMENT NETWORK
SIDEWALKS: 6'
MINIMUM LANE WIDTH: 11'

PROPOSED FREIGHT VEHICLE ACCOMODATION: WB-50, WB-67 (TRACTOR TRAILER)
MINIMUM RIGHT OF WAY WIDTH: 60'
CURRENT RIGHT OF WAY WIDTH: 60'
CURB RADIUS: 30'

MINOR INDUSTRIAL ACCESS STREET

FREIGHT MASTER PLAN: N/A
PEDESTRIAN MASTER PLAN: N/A
SIDEWALKS: 6'
TWO WAY MAXIMUM LANE WIDTH: 22'

PROPOSED FREIGHT VEHICLE ACCOMODATION: SU-30
MINIMUM RIGHT OF WAY WIDTH: 60'
CURB RADIUS: 20'

NEIGHBORHOOD YIELD STREET

FREIGHT MASTER PLAN: N/A
PEDESTRIAN MASTER PLAN: PRIORITY INVESTMENT NETWORK
SIDEWALKS: 6'
LANE WIDTH: 10'-11'

PROPOSED FREIGHT VEHICLE ACCOMODATION: SU-30
MINIMUM RIGHT OF WAY WIDTH: 40'
CURB RADIUS: 10'

CONTEXT

Key Freight Routes

4th Ave S is a Major Truck Street and S Lucile St is a First/Last Mile Connector.

Maintaining freight routes and access to loading docks is critically important for the neighborhood and the region. Preserving access preserves local manufacturing and jobs which are incalculable assets for the whole Georgetown neighborhood.

The map at left shows potential routes for local freight docks that will remain after the WCD-owned parcels are redeveloped, as well as the routes local freight will use to access both S Lucile St (minor arterial) and 4th Ave S (principal arterial) from loading docks near and adjacent to the project area.

MAJOR TRUCK STREET

FIRST/LAST MILE CONNECTOR

ROUTES TO EXISTING BUSINESSES

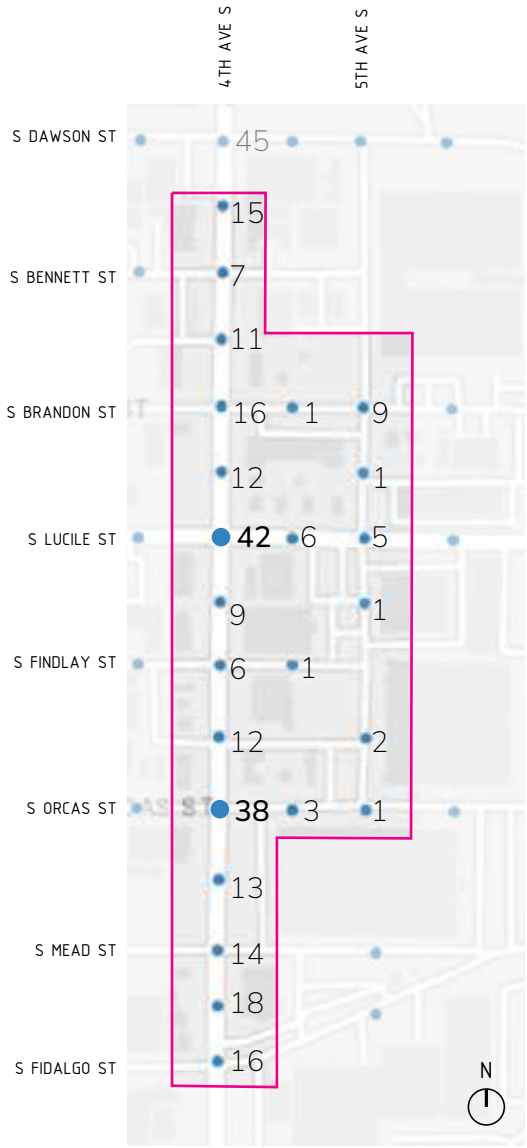
CONTEXT

Safety

Given the wide streets and relatively high speeds, the Live-Work District sees a high number of collisions, resulting in damage and injury to motor vehicles, pedestrians, pedicabs, bicyclists, and property. Both arterials — 4th Ave S and S Lucile St — see numerous incidents every year, at every intersection and mid-block location within the study area. The graphic at the right indicates the number of collisions at locations within the study area between 2003 and 2022.

The Street Concept Plan gives particular consideration to the district's most seriously collision-prone intersections. 4th Ave S and S Lucile St saw 42 collisions between 2003 and 2022, including two incidents of a motor vehicle hitting a pedestrian (2008, 2014). Meanwhile, 4th Ave S and S Orcas St saw 38 collisions in that time, including two incidents of a motor vehicle hitting a pedestrian (both in 2013). On 4th Ave S between S Dawson St and S Fidalgo St, there were nearly 300 collisions. This stretch is little more than a quarter of a mile long.

Only S Bennett St between 4th Ave S and 5th Ave S has avoided any collisions in this 20-year time period.



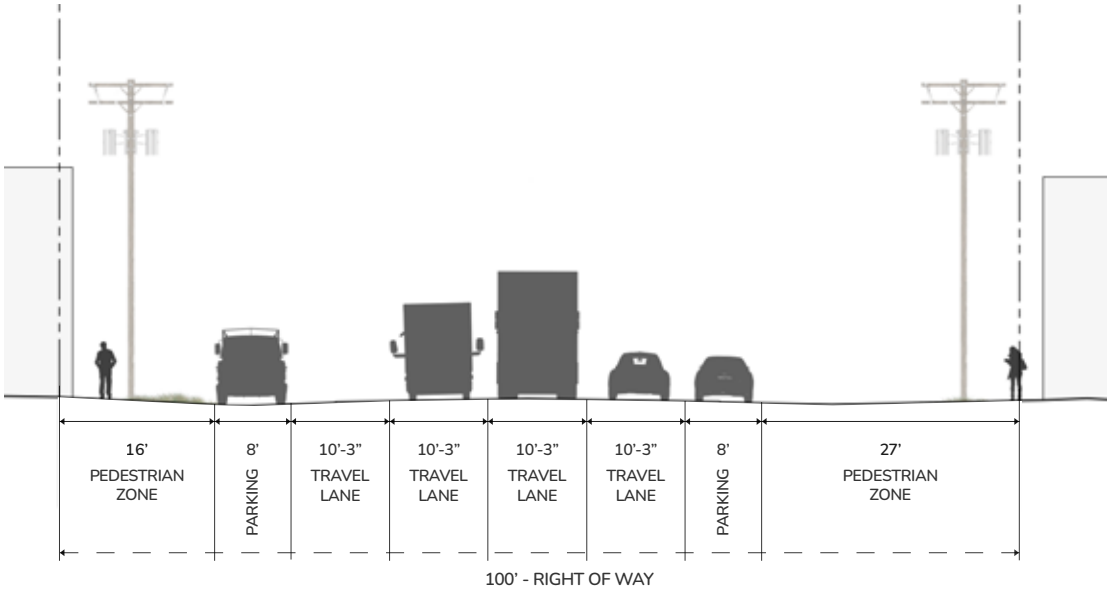
Screen capture with number of collisions from SDOT's online Open Data Collisions dashboard.

CONTEXT | 4th Ave S

4th Ave S is a Principal Arterial within a 100’ wide right-of-way. Approximately 40’ of the right-of-way is dedicated to paved travel lanes, with the remaining right-of-way allocated toward sidewalks, gravel parking, and limited vegetation. Sidewalks are intermittent along the corridor and are often 6 feet wide or less. The street type is a Urban Center Connector. 4th Ave S is identified as part of the City’s Frequent Transit Network and as a Major Truck Street. There are two lanes of traffic in each direction with a turn pocket at S Lucile St. Within the project area, there are traffic signals at S Fidalgo St, S Lucile St, and S Dawson St.

Power lines a stretch above both sides of the street. Sidewalks are intermittent along the corridor, often only 6’ wide.

The speed limit is signed at 30 MPH.

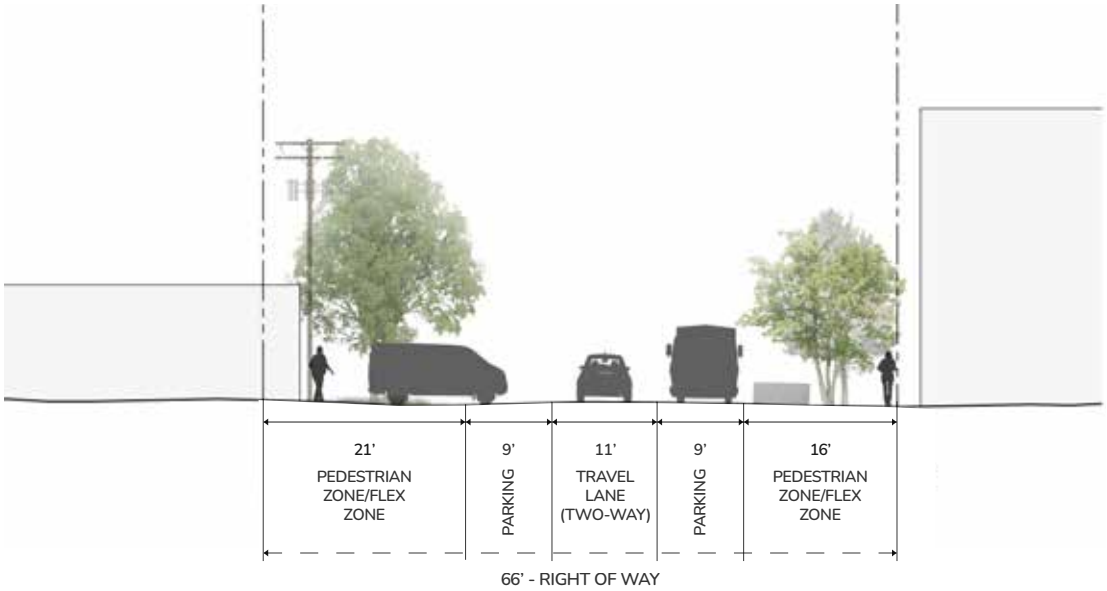


Existing 4th Ave S section look north.

Google streetview image of 4th Ave S looking north from a vantage point just south of the S Orcas St intersection.

CONTEXT | 5th Ave S

5th Ave S is a Neighborhood Yield Street with a 66' right-of-way. There is a consistent paved asphalt roadway surface that is roughly 30' wide. The edges of the street are highly variable, with no sidewalks and few street trees. On many blocks there is parking perpendicular. There are overhead power lines on the west side of the street. There are currently numerous eco-blocks throughout the area to discourage RVs from parking in the area.



Existing 5th Ave S section looking north.

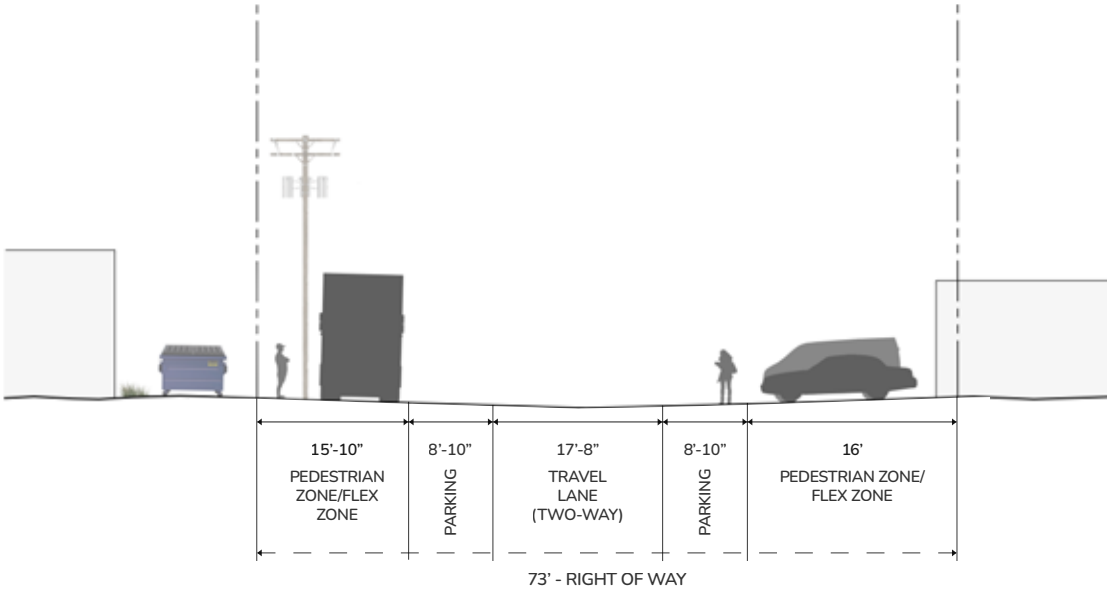
Google streetview image of 5th Ave S looking north from a vantage point just north of S Findlay St.

Google streetview image of 5th Ave S looking south from a vantage point just north of S Lucile St.

CONTEXT | S Bennett St

S Bennett St right-of-way is approximately 73’ wide and the street dead ends at 5th Ave S. It is classified as a Neighborhood Yield Street east of 4th Ave S and as a Minor Industrial Access Street west of 4th Ave S.

The street is paved from building face to building face, with the asphalt showing significant deterioration. While there is a 15” reinforced concrete pipe under the street, there is only one inlet at the far west end of the street near 5th Ave S. During storm events, a large puddle forms between 4th Ave S and 5th Ave S which local residents call “Star Lake.” There are overhead power lines on the north side of the street.



Existing S Bennett St section looking east.

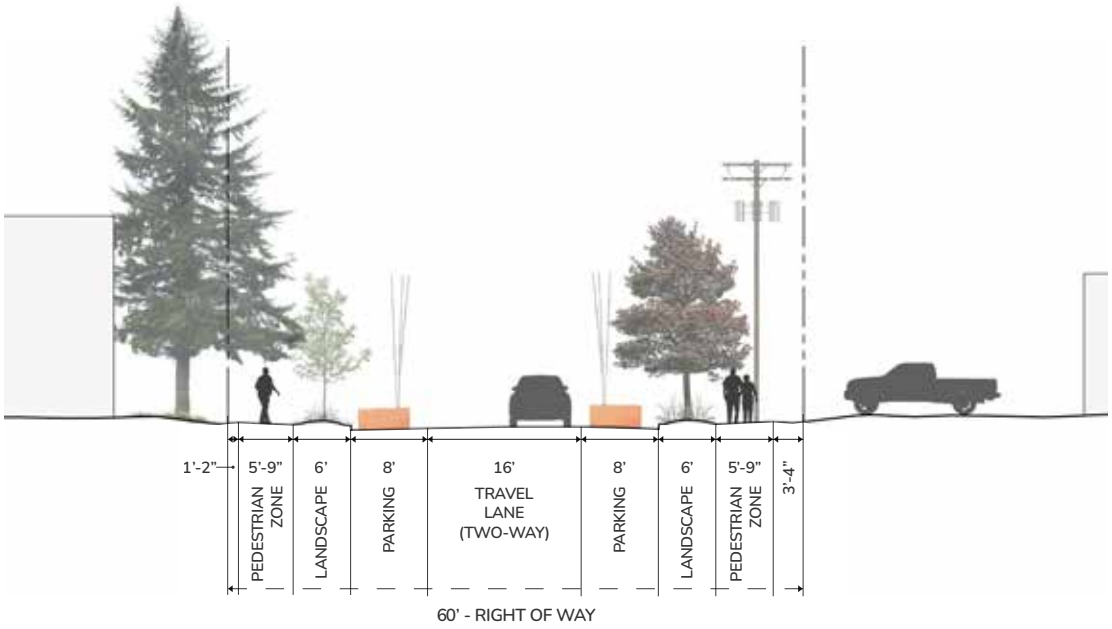
Google streetview image of S Bennett St looking west from a vantage point just west of 5th Ave S.

CONTEXT | S Brandon St

S Brandon St is classified as a Neighborhood Yield street between 4th Ave S and 5th Ave S. To the west of 4th Ave S, it is a Minor Industrial Access street. S Brandon St continues east of 5th Ave S to Denver Ave S, approximately three blocks.

The street is 60’ wide and is paved with curb gutters and sidewalks. Sidewalks are approximately 6’ wide with 6’ planter strips. Not all corners have curb ramps, nor are these curb ramps typically up to current code.

There are overhead power lines on the south side of the street.

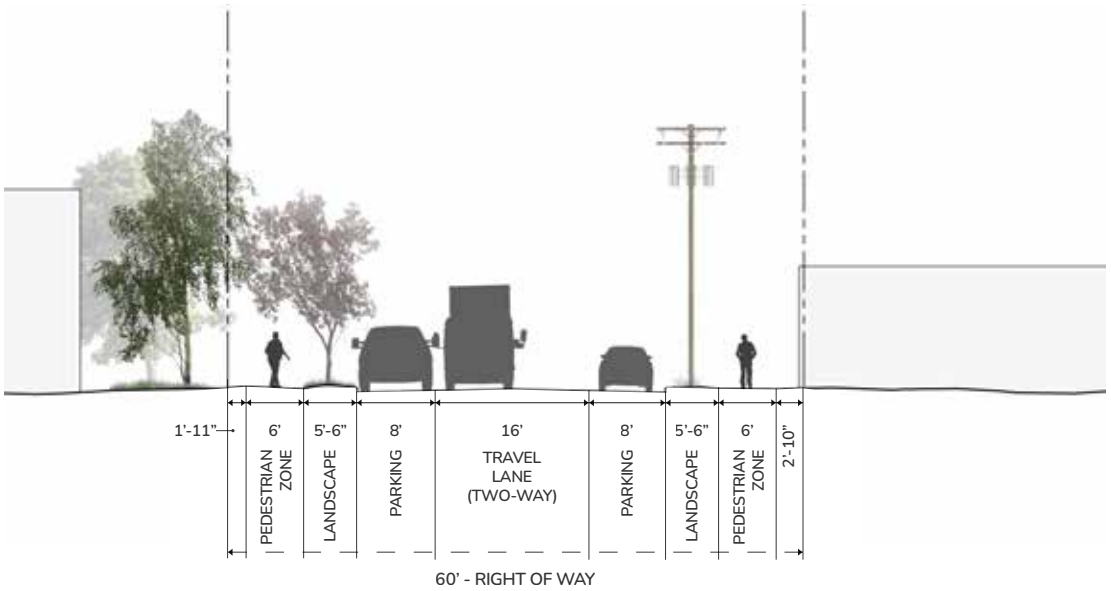


Existing S Brandon St section looking east.

Google streetview image of S Brandon St looking east from a vantage point between 4th Ave S and 5th Ave S.

CONTEXT | S Lucile St

S Lucile St is a minor arterial with a 60’ wide right-of-way. Approximately 32’ is paved for travel lanes and the remainder is dedicated to sidewalks and landscaping. The sidewalks are 6’ wide with a 5’6” planting strip along the north side of the street and a paved planter strip along the south side. The street is classified as a Neighborhood Corridor Street between 4th Ave S and 5th Ave S, and as a Minor Industrial Access Street east of 4th Ave S and west of 5th Ave S. The street generally has curb, gutter and sidewalks in this area.



Existing S Lucile St section looking east.

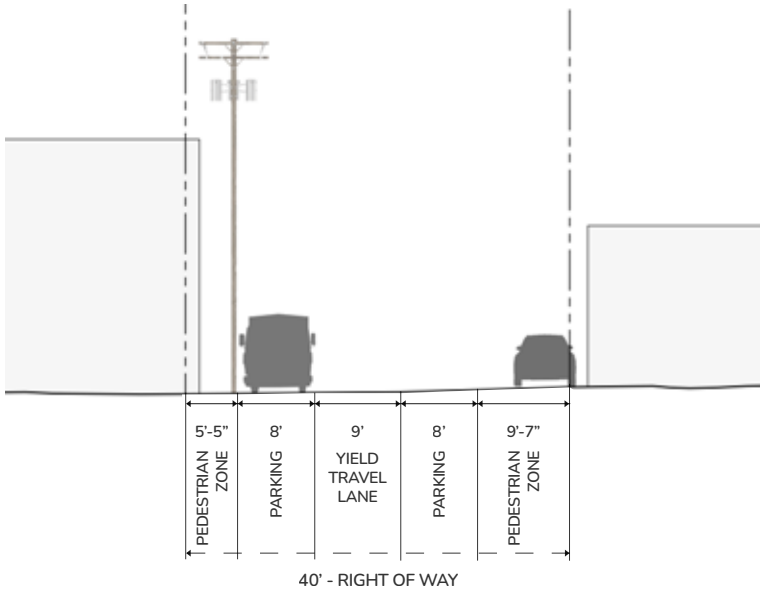
Google streetview image of S Lucile St looking east from intersection at 4th Ave S.

Google streetview image of S Lucile St looking east from just west of 4th Ave S.

CONTEXT | S Findlay St

S Findlay St is classified as a Neighborhood Yield street between 4th Ave S and 5th Ave S, and dead ends at 5th Ave S. To the east of 4th Ave S, it is a Minor Industrial Access street. The S Findlay St right-of-way is approximately 40’ wide. S Findlay St has the smallest right-of-way of any of the streets considered in this Street Concept Plan.

There is an approximately 20-foot-wide, continuous paved surface in the center of the right-of-way. On either side between 4th Ave S and 5th Ave S, edge conditions vary: areas of pavement are irregularly interspersed with gravel and plantings. There are overhead power lines on the north side of the street.



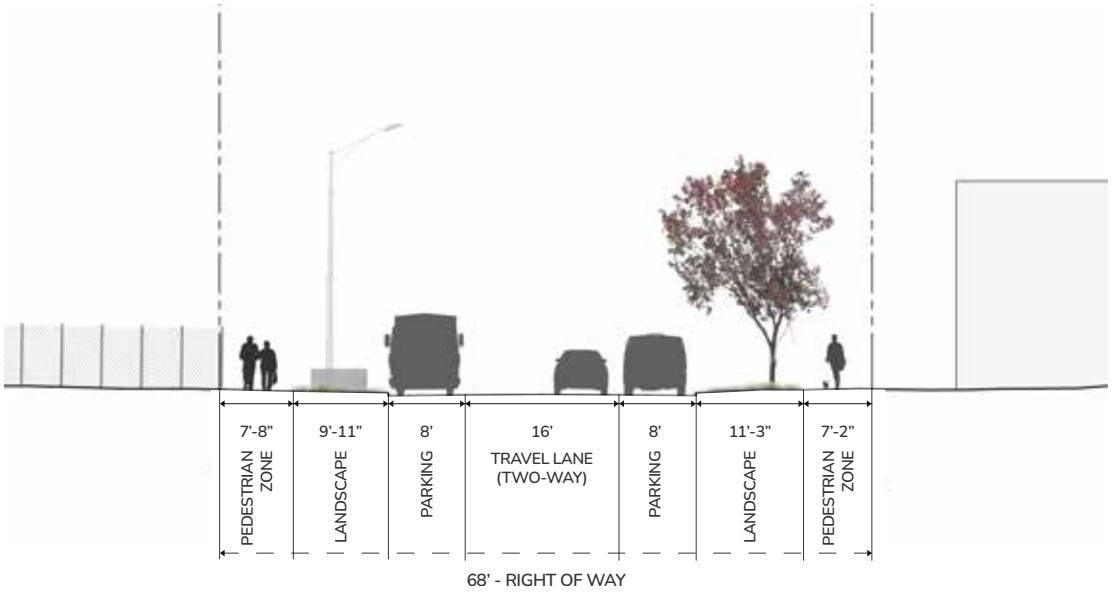
Existing S Findlay St section looking east.

Google streetview image of S Findlay St looking west from midway between 4th Ave S and 5th Ave S.

CONTEXT | S Orcas St

S Orcas St is a Minor Industrial Access street. It has 32’ of pavement between curb, gutter and sidewalks east of 4th Ave S, which connect all the way to 6th Ave S. The intersection of S Orcas St and 4th Ave S is universally agreed amongst neighbors to be one of the most dangerous intersections in the district. Collision data show this intersection has had 38 separate collisions since 2004.

There are no overhead power lines along S Orcas St. Along the south side of the street, there are mature purple plum street trees, several of which will soon be removed due to identified tree health issues, as well as several newly planted copper beech trees.



Existing S Orcas St section looking east.

Google streetview image of S Orcas St looking east from midway between 4th Ave S and 5th Ave S.

CONCEPT DESIGN

CONCEPT PLAN VISION

The Georgetown Live-Work District Street Concept Plan balances the competing uses of the Georgetown Live-Work District to propose a streetscape vision that:

1. Respects and preserves industry and industrial business' ability to thrive, especially along 4th Ave S, S Dawson St, S Lucile St, and S Orcas St.

2. Creates a more pedestrian friendly streetscape that create a more livable, walkable experience.

3. Centers 5th Ave S as a community-focused street for living, working, and playing that has slow speeds, spaces for gatherings, rich site furnishings, and green stormwater infrastructure elements.

4. Closes S Findlay St to vehicles between 4th Ave S and 5th Ave S, allowing community members to access an additional traffic-protected area where they can live, work, gather and travel.

5. Pedestrianizes much of S Bennett St to support local businesses and create people space at the north end of the Live-Work District.

6. Incorporates elements that reinforce the essential elements of the neighborhood: industry, ecology, and art.

Artist's rendering of what the street may look like in the future. Image by Signal Architecture + Research.

STREET CONCEPT PLAN

DESIGN ELEMENTS

1. raised intersections/crosswalks
2. transit stops
3. shipping container shelters/streateries
4. corner eddies with seating
5. new street trees
6. pedestrianized right-of-way
7. industrial stormwater trellis
8. planned ped/bike overpass
9. reclaimed railroad rail bollards
10. repurposed concrete pipe seating nooks
11. rain gardens with sculpture plinths
12. gateway sculptures
13. rain garden cells
14. rain garden pedestrian bridges

SECTIONS

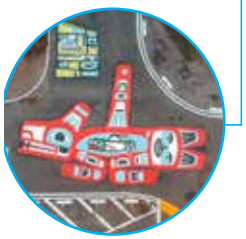
- A S Bennett St - pg. 38
- B 5th Ave S - pg. 33
- C S Brandon St - pg. 43
- D 5th Ave S Corner Eddy - pg. 36
- E S Lucile St - pg. 37
- F 4th Ave S - Four-Lane Configuration - pg. 28
- G S Findlay St - pg. 40
- H 4th Ave S - Four-Lane Configuration with Turn Lane - pg. 31
- I S Orcas St - pg. 46

CONCEPT | District Character

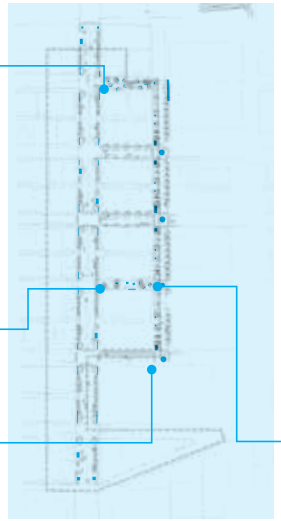
ART + GATHERING

PAINTED, INTERACTIVE SUPERGRAPHIC PATTERNS

SCULPTURE WITHIN GREEN "ISLANDS"



"INTERSECTION REPAIR" STREET MURALS



Georgetown has more creativity per square foot than most neighborhoods withall forms of art found, created, and distributed here. The Street Concept Plan integrates opportunities for art throughout these public corridors in a variety of ways, big and small.

REPURPOSED SHIPPING CONTAINER SHELTERS/STREATERIES

RECLAIMED RAILROAD TRACKS AS DECKING/ ACCENT PAVING AT CORNERS

ARTIST DESIGNED CROSSWALK MARKINGS

ELEVATED WALKWAY WITH INDUSTRIAL GRATING

INDUSTRY + MATERIALITY

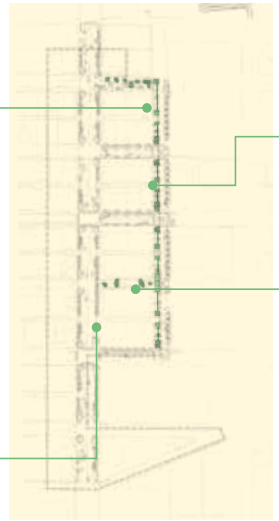
Industrial materials honor the durability of Georgetown's thriving industrial sector. Streets are designed to accommodate heavy freight and, even at the smallest scale, industrial materials are repurposed to become valued accents within the neighborhood.

INDUSTRIAL CHIC GREEN INFRASTRUCTURE TRELLISES

REPURPOSED CONCRETE PIPE SEATING NOOKS

REPURPOSED SHIPPING CONTAINER RETAINING WALLS

ECOLOGY + GSI



Industry and ecology co-exist through targeted and strategic green infrastructure interventions that absorb pollutants, manage stormwater and cool the neighborhood.

STORMWATER TREATMENT UNDER OVERHEAD TRELLISES

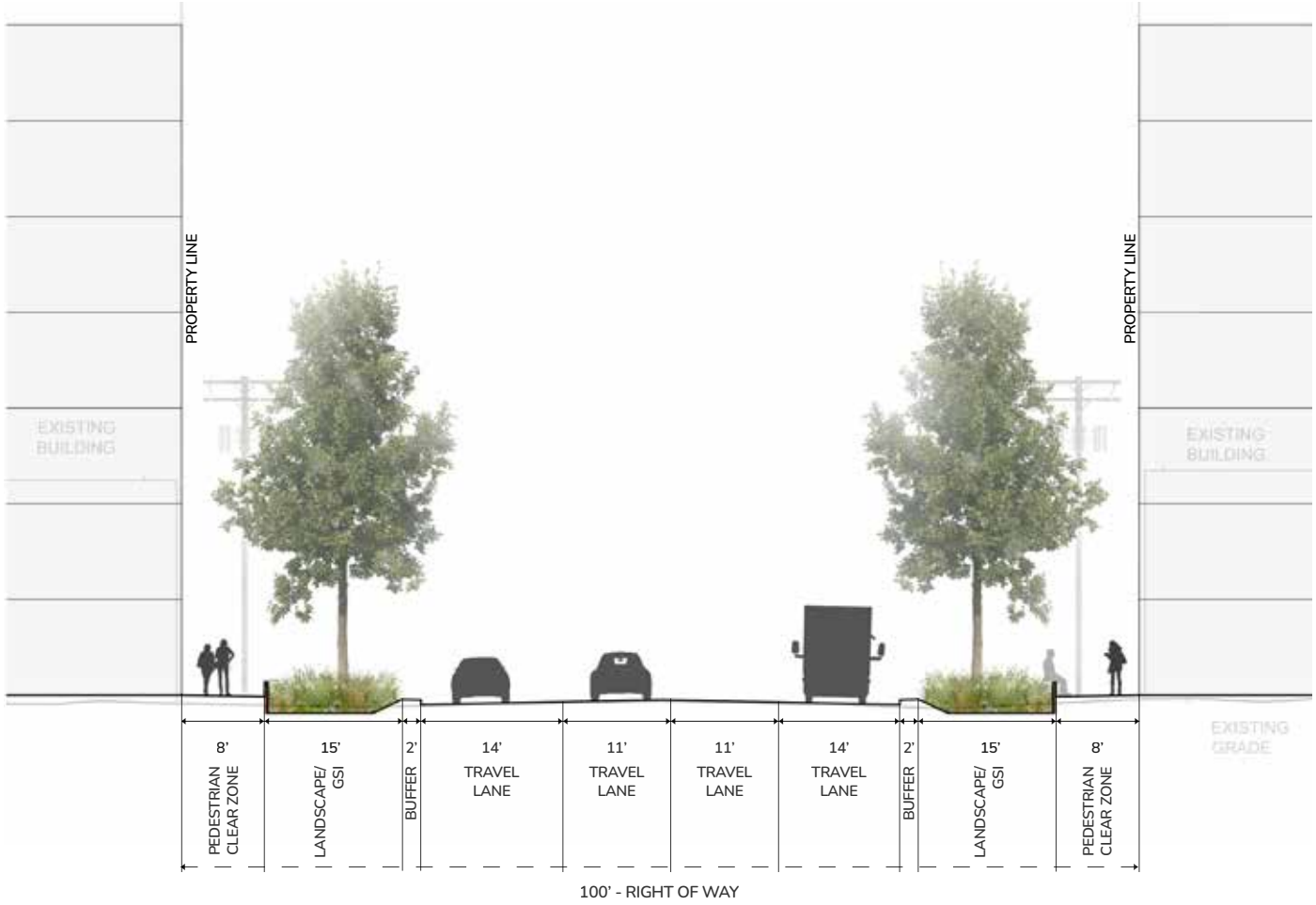
PLATFORMS FLOATING OVER STORMWATER PLANTERS

Georgetown's three essential characteristics are integrated into the Street Concept Plan, reinforcing their critical role in the neighborhood:

- **Art**, to celebrate and reveal the neighborhood's creative spirit
- **Industry**, to ground the streetscape in Georgetown's historical character through material choices and configurations of site furnishings
- **Ecology**, so that people can see, smell, and touch the neighborhood's natural heritage, which has been more and more obscured over the last two centuries

CONCEPT | 4th Ave S

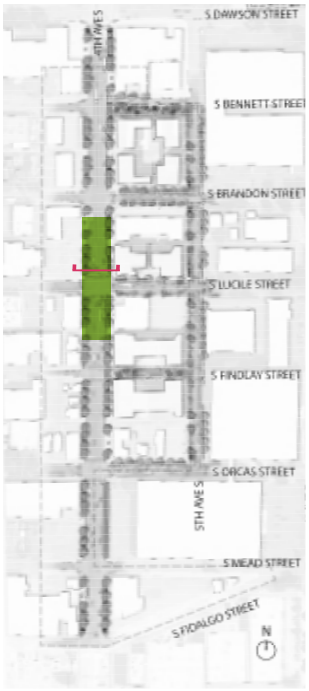
As both a frequent transit network and a primary arterial for the freight network, 4th Ave S prioritizes larger vehicles. The design sets the curbs at 25' from the roadway centerline, thereby creating a 50' curb-to-curb distance along most of the corridor. No parking is considered along the curb lane, which expands from 11' to 14', allowing turning trucks and transit plenty of room to maneuver. For much of the corridor, large planting areas offer the opportunity to move large street trees away from both powerlines and freight traffic, creating a buffered, human-scaled experience.



Proposed 4th Ave S section in the four-lane configuration looking north.

CONCEPT | 4th Ave S, continued

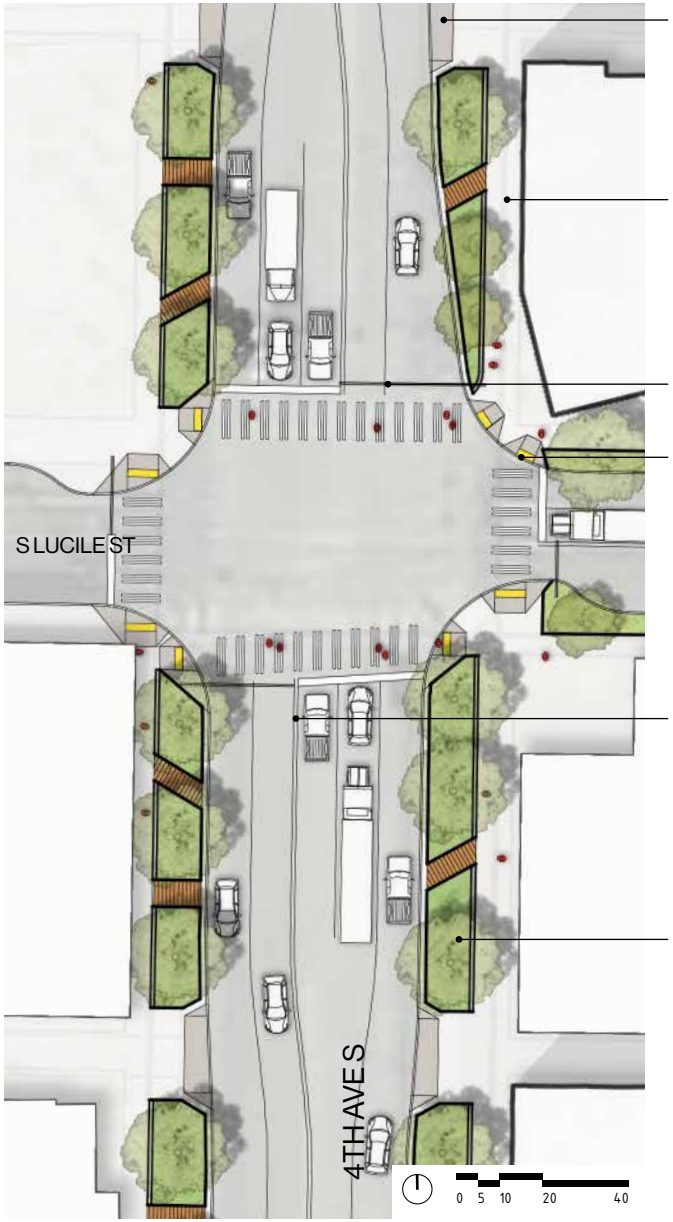
Where there are conflicts with powerlines, smaller street trees are proposed. Rain gardens, seating, and a wider sidewalk complete the design. The turn lane is retained at S Lucile St, and a new traffic signal is proposed at S Orcas St to improve the neighborhood greenway crossing. New signals shall have APS to make them accessible to all users. The Street Concept Plan assumes a four-lane configuration, however, SDOT may explore a future rechannelization along the length of 4th Ave S with additional traffic analysis. The concept design is compatibly with revisions



Proposed 4th Ave S section looking north at S Lucile St.

CONCEPT | 4th Ave S, continued

4TH AVE S AT S LUCILE ST



alley entries

overhead power lines, typ

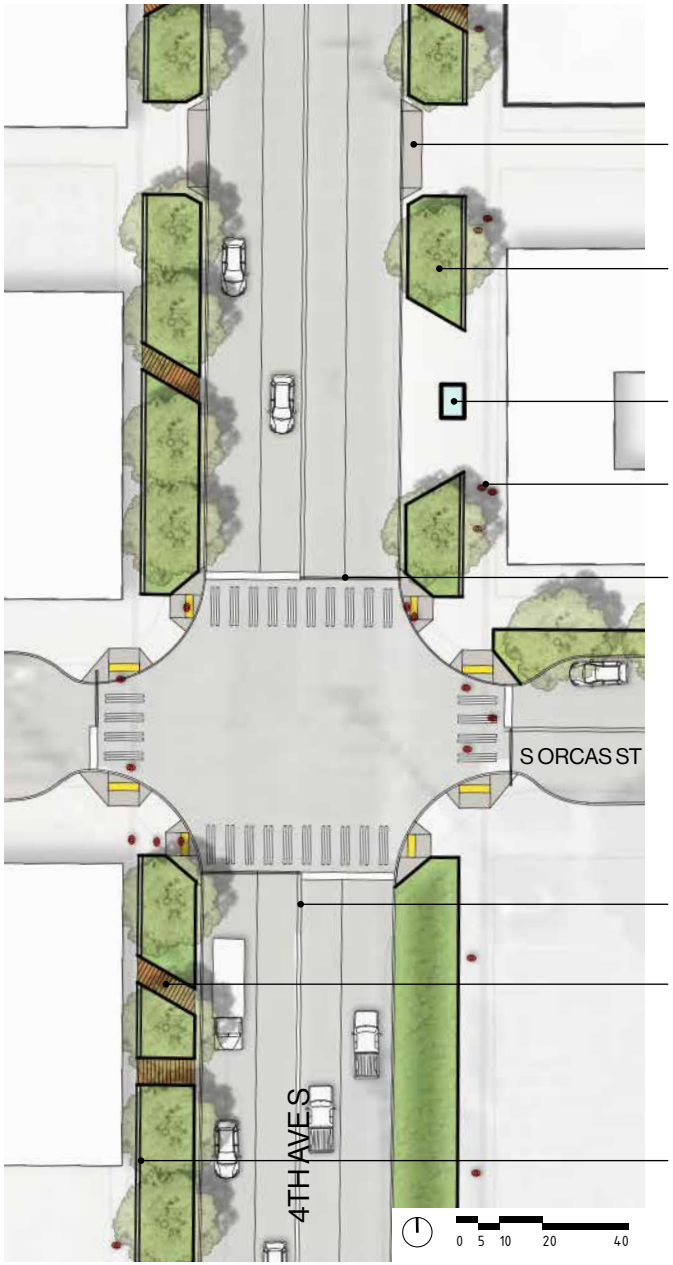
upgraded traffic signals with APS

wide-radius corner to facilitate right turns by freight onto 4th Ave S

five-lane cross section to facilitate left turns onto S Lucile St

planting strips to buffer traffic impacts to pedestrians

4TH AVE S AT S ORCAS ST INTERSECTION



alley entries

rain garden, typ

transit stops with shelters

overhead power lines, typ

new traffic signal with APS , typ

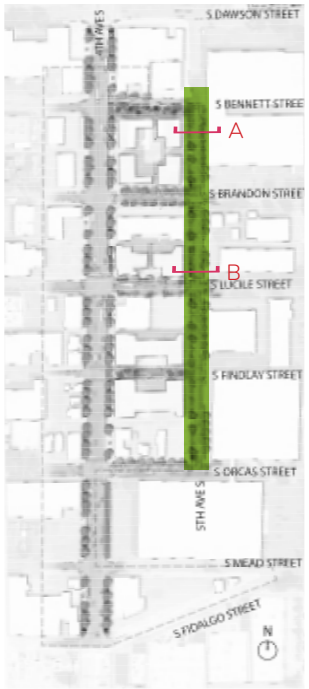
four-lane cross section to reduce crossing distances

rain garden pedestrian bridge, typ

sheet pile or reclaimed shipping container retaining wall

CONCEPT | 5th Ave S Festival St

Between S Bennett St and S Orcas St, 5th Ave S will act as the key street for new community members, where creative making, slower traffic, and neighborly encounters create the opportunity for true community building. With new housing units only able to be built to the west of 5th Ave S, the 66’ wide street maintains a wider pedestrian zone along this frontage. These new buildings will also incubate small businesses, maker spaces, and restaurants, which is why a curbless design with bollards and angled back-in parking was preferred by the community, as is proposed here. This treatment facilitates people of all abilities and the artisans and makers who frequently use hand trucks and dollies to traverse the space. The curbless condition along the west side also increases the efficiency of parking along the “curb space.”



Proposed 5th Ave S section (A) looking north at angled back-in parking.

CONCEPT | 5th Ave S, continued

At corners, “eddies” create gathering spots where community members can come together and meet their neighbors. In these spaces, the paving in pedestrian zones changes. Rather than prescribe a particular material, the community expressed a preference for sturdy materials reclaimed from the buildings or surrounding neighborhood and integrated into the pedestrian experience. These materials could include railroad rails or precast concrete curbs, presuming these meet the requisite ADA and slippage requirements.

Proposed 5th Ave S section (B) looking north at a corner eddy.

Reclaimed railroad rails, or other reclaimed materials, can become deck paving at the corner eddies.

Along the west side of the street, inline bioretention cells help retain and absorb rainwater, an important piece of ecological performance for a neighborhood so proximate to the Duwamish River. Above the perpendicular parking, a green-roofed trellis captures stormwater from the adjacent buildings, masks the overhead communications and power lines, humanizes the scale, and serves as an armature for lighting and public art, if allowed. Permitting and maintaining such elements in the right-of-way will likely require an MOU with appropriate city agencies and the property owner.

The condition along the east side of the street is a standard cross section with curb gutter and sidewalk.

CONCEPT | 5th Ave S, continued

Turning from the intervening east-west cross streets, vehicles do not use traditional radial curbs but instead have raised, driveway- or alley-style curb cuts with raised east-west sidewalks, similar to the entries to Bell Street Park from the intersecting avenues.

Community based street murals add a creative placemaking opportunity and offer a chance for community members to come together and co-create their own identity.

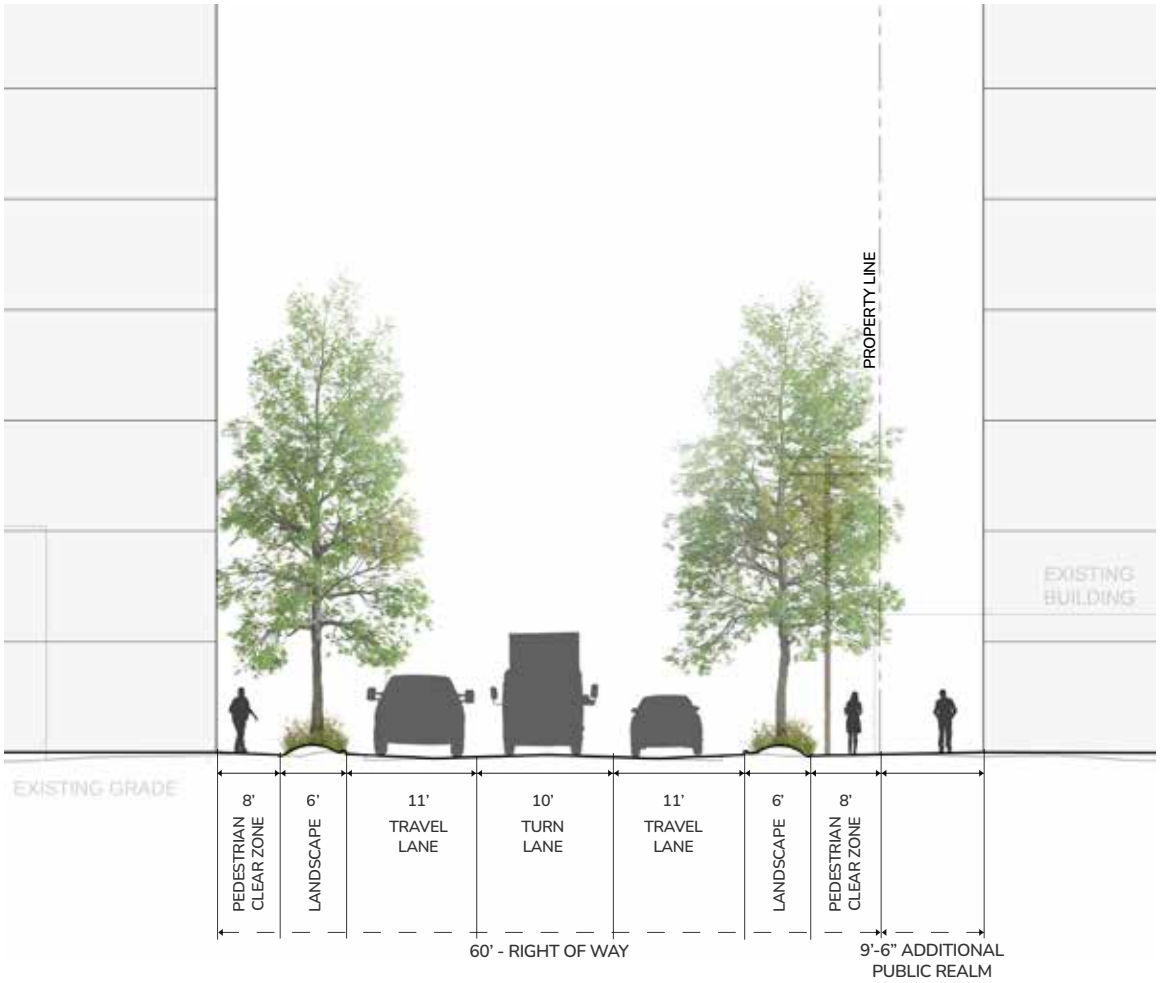
5th AVE S BETWEEN S BRANDON ST AND S LUCILE ST

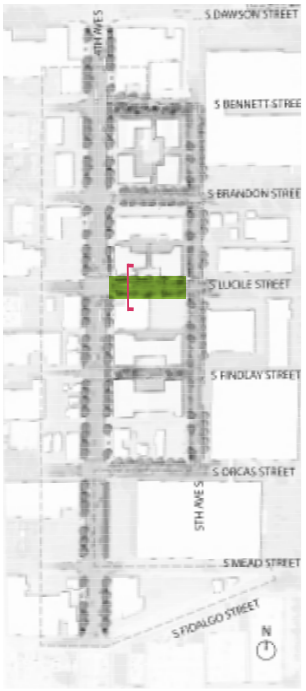
- driveway-style entry with fully raised (6") east-west crosswalk
- curb, gutter sidewalk with parallel parking
- rain garden, typ
- alley entrances
- bollards separating the sidewalk and perpendicular parking
- industrial trellis
- corner eddy with decking and seating made from locally-reclaimed wood
- partially raised (3") intersection at S Lucile St

CONCEPT | S Lucile St

As a Minor Arterial and an important east-west corridor between Airport Way, 4th Ave S, and 1st Ave S, S Lucile St balances its role as a hardworking freight corridor with the imperative to provide a safe crossing for people moving north to south along 5th Ave S.

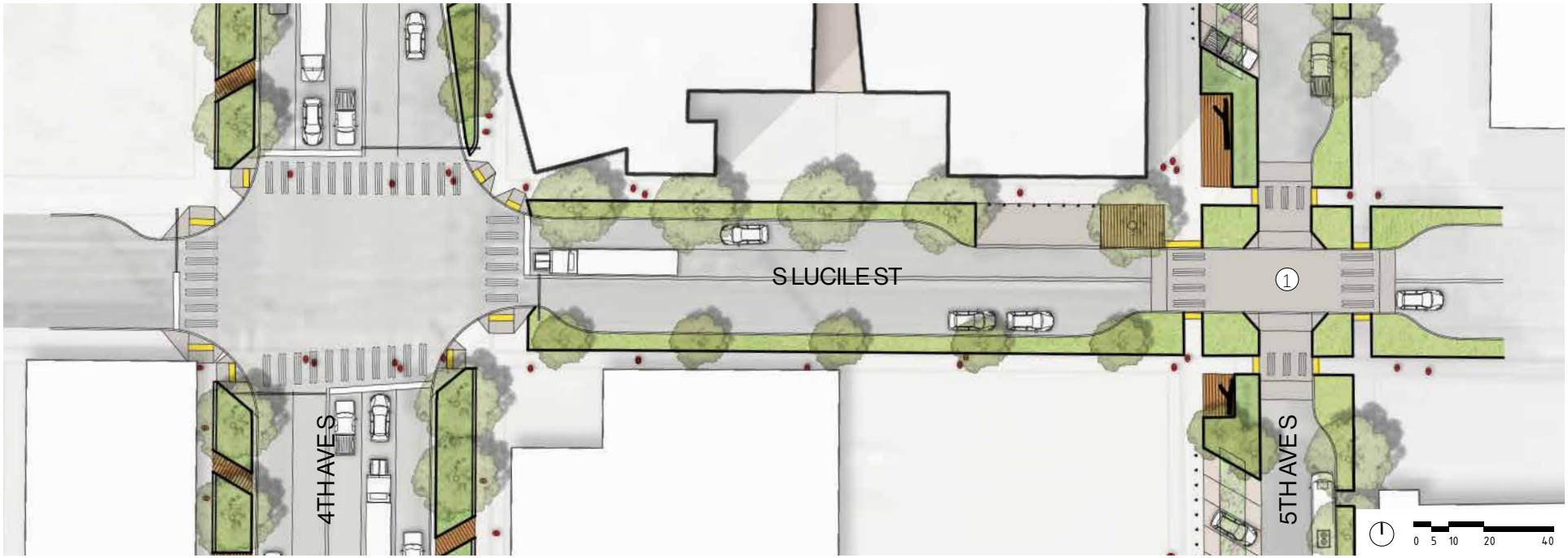
The typical cross section has two travel lanes with a flex zone. It includes a left-turn lane at 4th Ave S (as shown in the cross-section).





Proposed S Lucile St section looking east.

CONCEPT | S Lucile St, continued



At 5th Ave S and S Lucile St, the crossing distance is narrowed with curb bulbs to reduce pedestrian crossing distance north and south and the intersection is partially raised.

Street trees along the street are placed accordingly due to overhead power and communications lines.

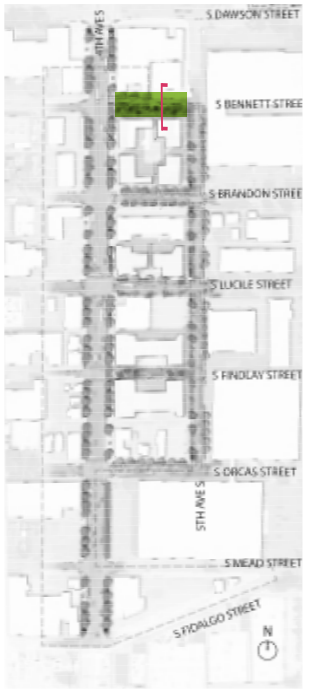
(1) partially raised (3") intersection and crosswalks

CONCEPT | S Bennett St Plaza

S Bennett St creates a plaza on the south side of the street that connects 4th Ave S and 5th Ave S. A single lane of one-way traffic provides access to new and existing buildings. A driveway condition at 4th Ave S and at 5th Ave S strengthens the pedestrian priority of this street. In the streetscape itself, stormwater cells treat runoff from the adjacent pavement. These stormwater cells showcase native plants that have ethnographic resonance with the Coast Salish people that have inhabited this area since time immemorial.

Proposed S Bennett St section looking east.

Re-purposed shipping containers will be used as shelter while queuing for transit, for dining, and gathering.



CONCEPT | S Bennett St, continued

1. shipping container transit stops/streateries
2. rain gardens with sculpture plinths
3. repurposed concrete pipe seating nooks

0 5 10 20 40

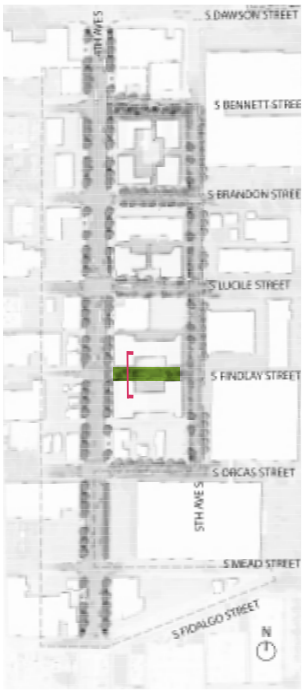
Creativity also flourishes here. The stormwater cells host pedestals for art created by artists from the Duwamish Valley, and the paving, while simple asphalt or concrete, is enhanced by murals designed and created by local artists.

A portion of the right-of-way is also activated by the adjacent building, which is anticipated to become a food hub and restaurant incubator space, offering high-quality, low-cost foods in an area of the city that is a notorious food desert. Overhead, reclaimed shipping containers create protected dining pavilions and weather protected transit stops for the transit stop on 4th Ave S. Against the blank wall at 5th Ave S, round concrete pipe will be used to create seating areas, which can be used as conversation nooks, art “vitrines,” or can become places for people to dine.

Re-purposed concrete pipe can become placemaking opportunities.

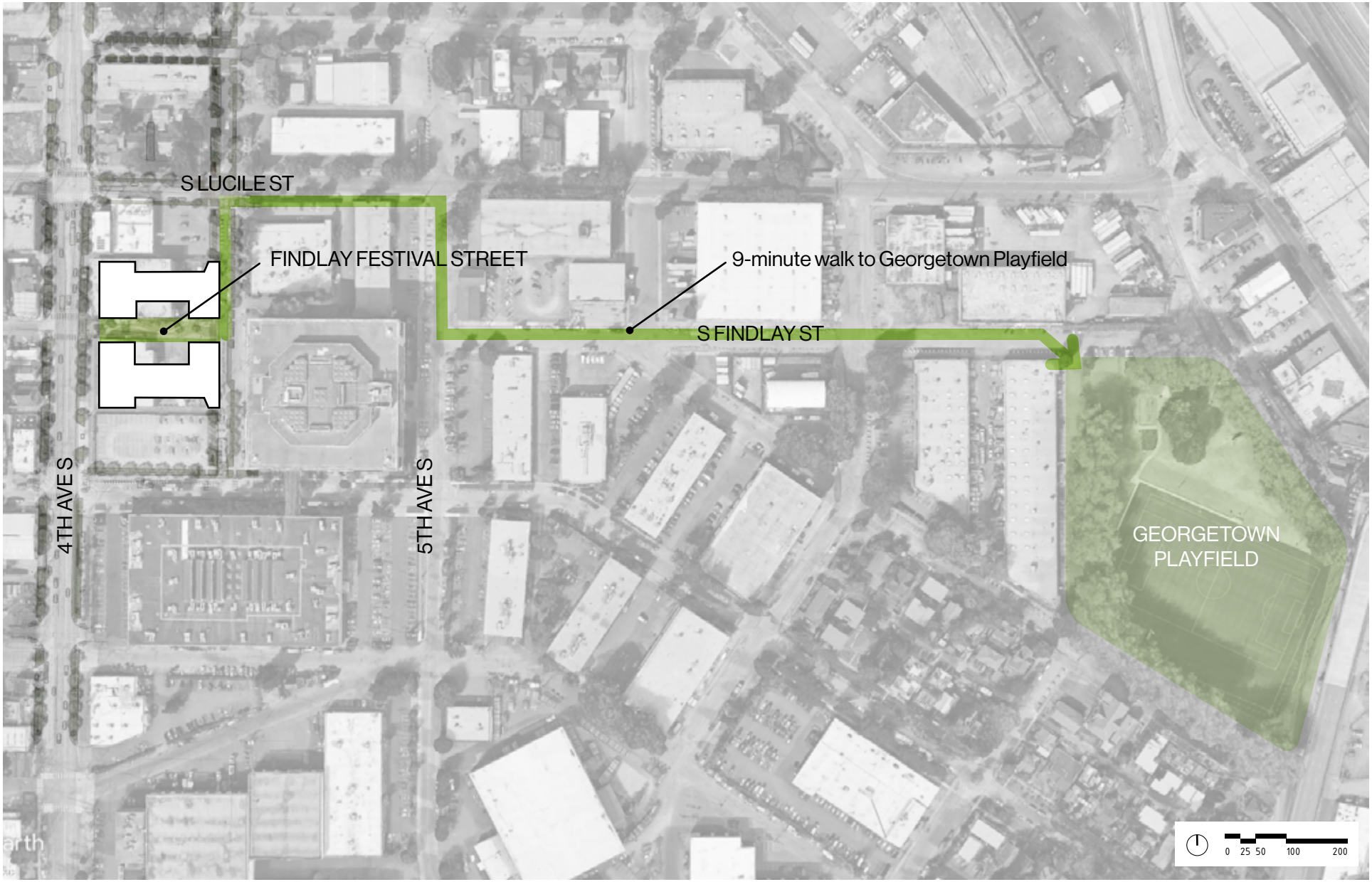
CONCEPT | S Findlay St Festival Street

The community has imagined the narrower S Findlay St right-of-way as a space for people, with a rolled curb and removable bollards at 5th Ave S allowing emergency vehicle and maintenance access as needed. The additional green space creates a welcoming gathering space for local residents, buffers noise and air pollution coming from 4th Ave S, and forms one end of a walkable connection with nearby Georgetown Playfield (see graphic on following page). Loading and parking for the new buildings will occur off of existing alleys. In the streetscape itself, stormwater cells treat runoff from adjacent paving. These stormwater cells are filled with native plants, as if allowing this landscape, which has been wet since time immemorial, to return to its natural state.



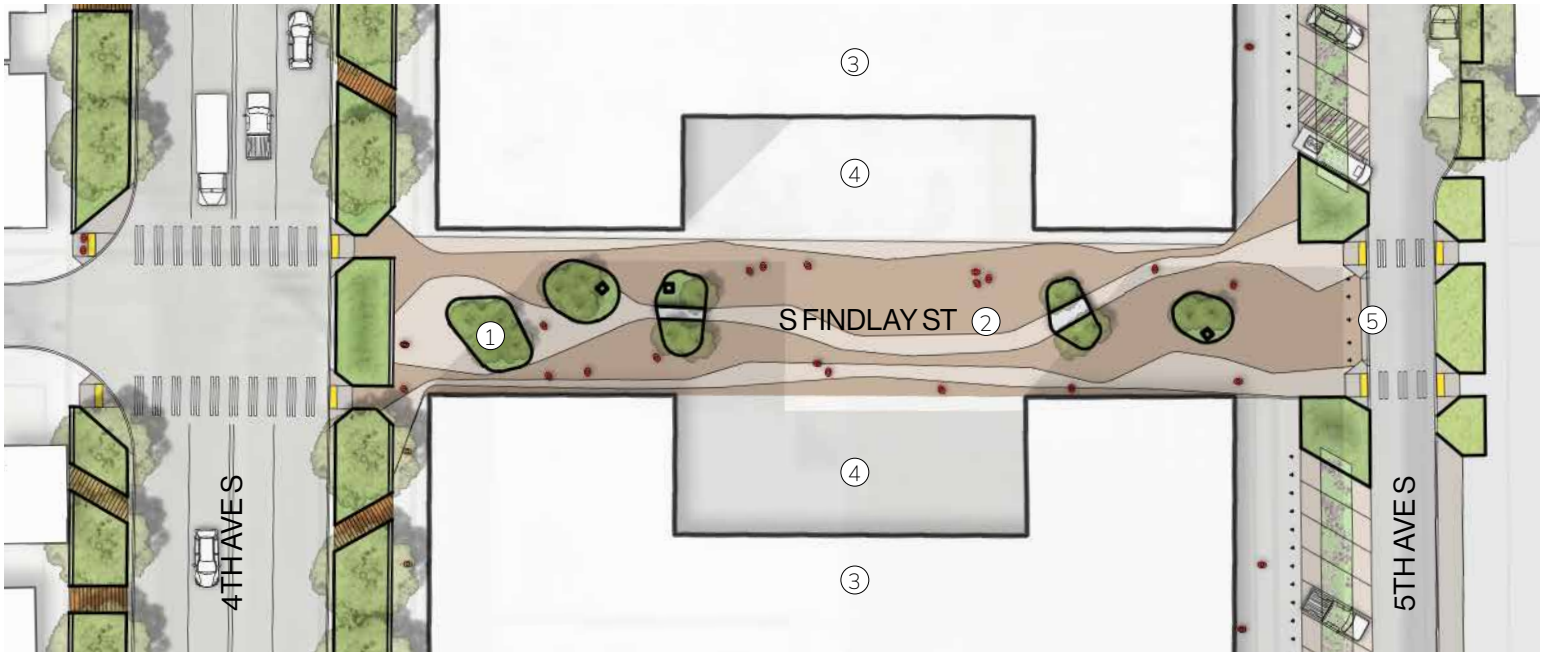
Proposed S Findlay St section looking east.

CONCEPT | S Findlay St, continued



Residents and visitors will find that the pedestrianized S Findlay St serves as a human-scaled complement to the open space at the Georgetown Playfield, just a short, 9-minute walk away.

CONCEPT | S Findlay St, continued



1. rain gardens with sculpture plinths
2. pedestrianized right-of-way
3. conceptual building footprint
4. conceptual building courtyard
5. rolled curb with removable bollards

0 5 10 20 40

The stormwater cells host pedestals for art made by local creatives. The larger stormwater cells toward the middle of the block also have metal footbridges providing an up-close and personal connection to plant communities.

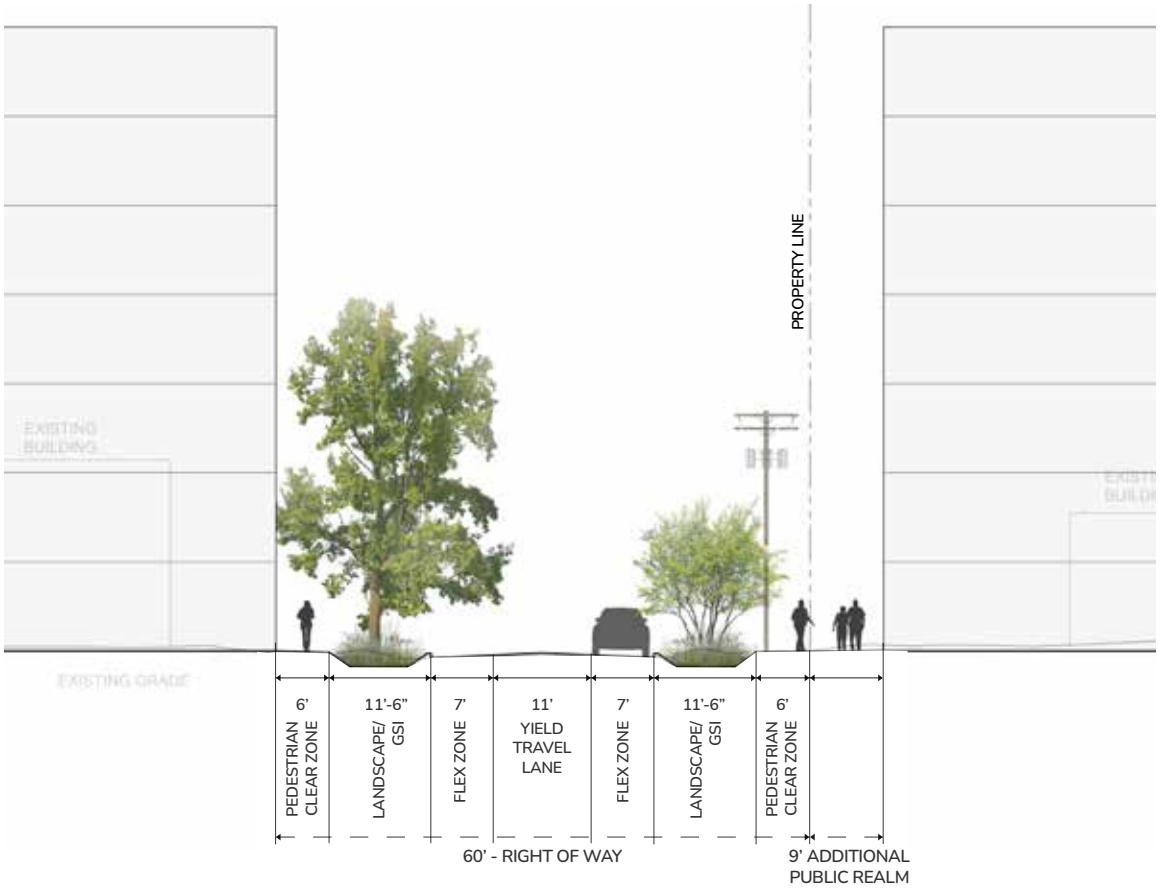
While the paved surface is imagined as concrete, it is brought to life with streetscape murals crafted by Georgetown-based artists. At 5th Ave S, a street mural and plantings narrow the travel lane and highlight this intersection as a people-oriented space.

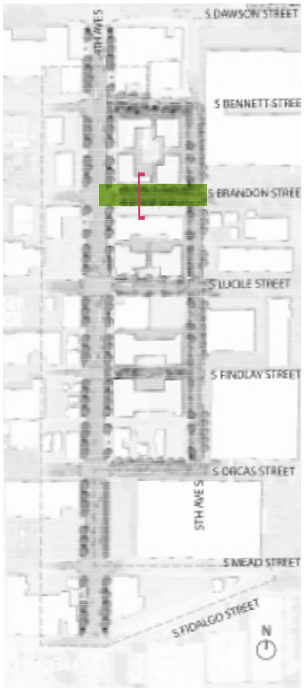
An elevated walkway over the planters provides an intriguing moment and compelling discovery for people exploring the neighborhood.

CONCEPT | S Brandon St

S Brandon St includes curbs, gutters, sidewalks, and bioretention cells/rain gardens on both sides of the street. Between street trees, these cells have pedestrian crossings allowing access to the building frontages.

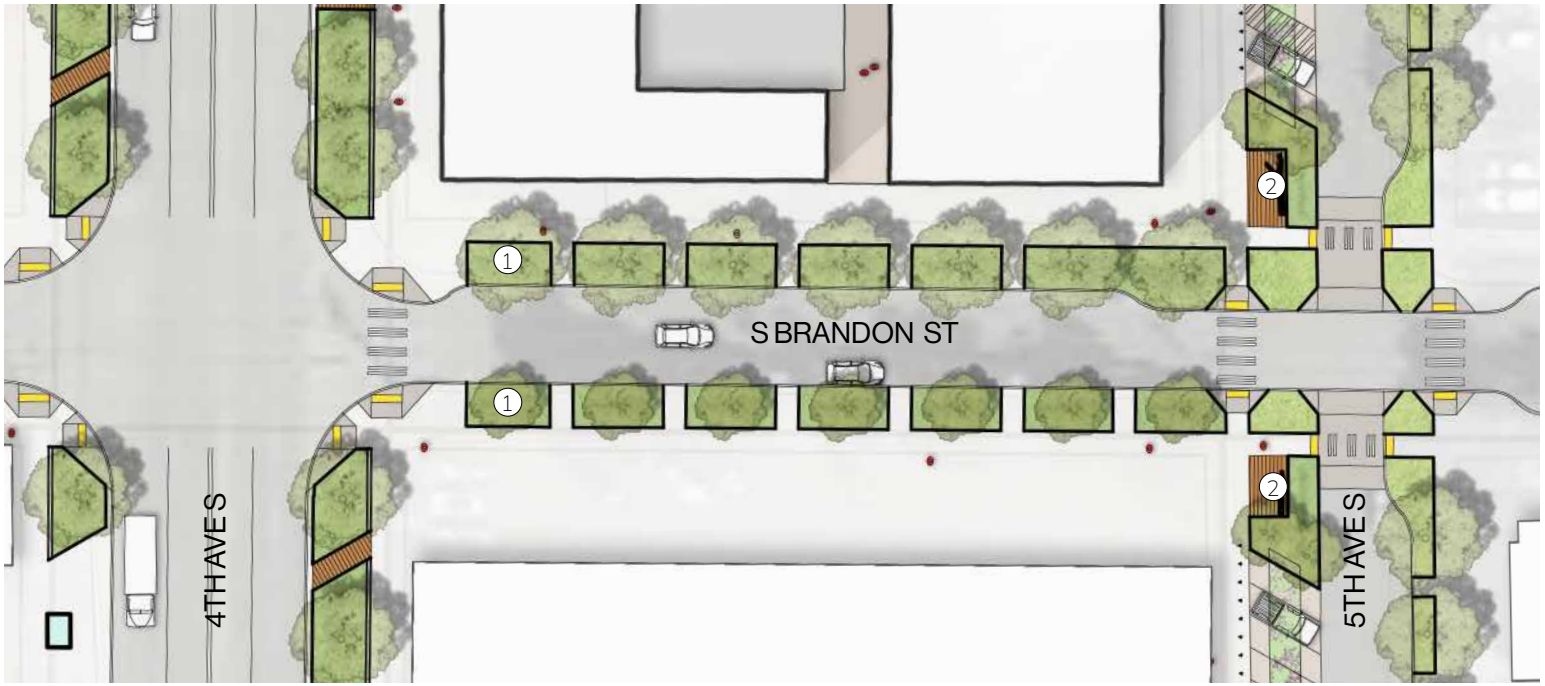
Since S Brandon St is designated as a Neighborhood Yield Street, the corridor has a modest, bi-directional travel lane with parking on both sides of the street. At 4th Ave S, the curb bulbs from the north side of the intersection to shorten crossing distances while still allowing right turning, north-bound vehicles to enter S Brandon St.





Proposed S Brandon St section looking east.

CONCEPT | S Brandon St, continued



1 rain garden cells

2 corner eddies with seating

0 5 10 20 40

In plan, as shown above, the raised crosswalks at 5th Ave S allow people to travel east-west along S Brandon St and also slow vehicles. To facilitate safe, north-south movement, community-generated street intersection murals are proposed at the 5th Ave S and S Brandon St intersection.

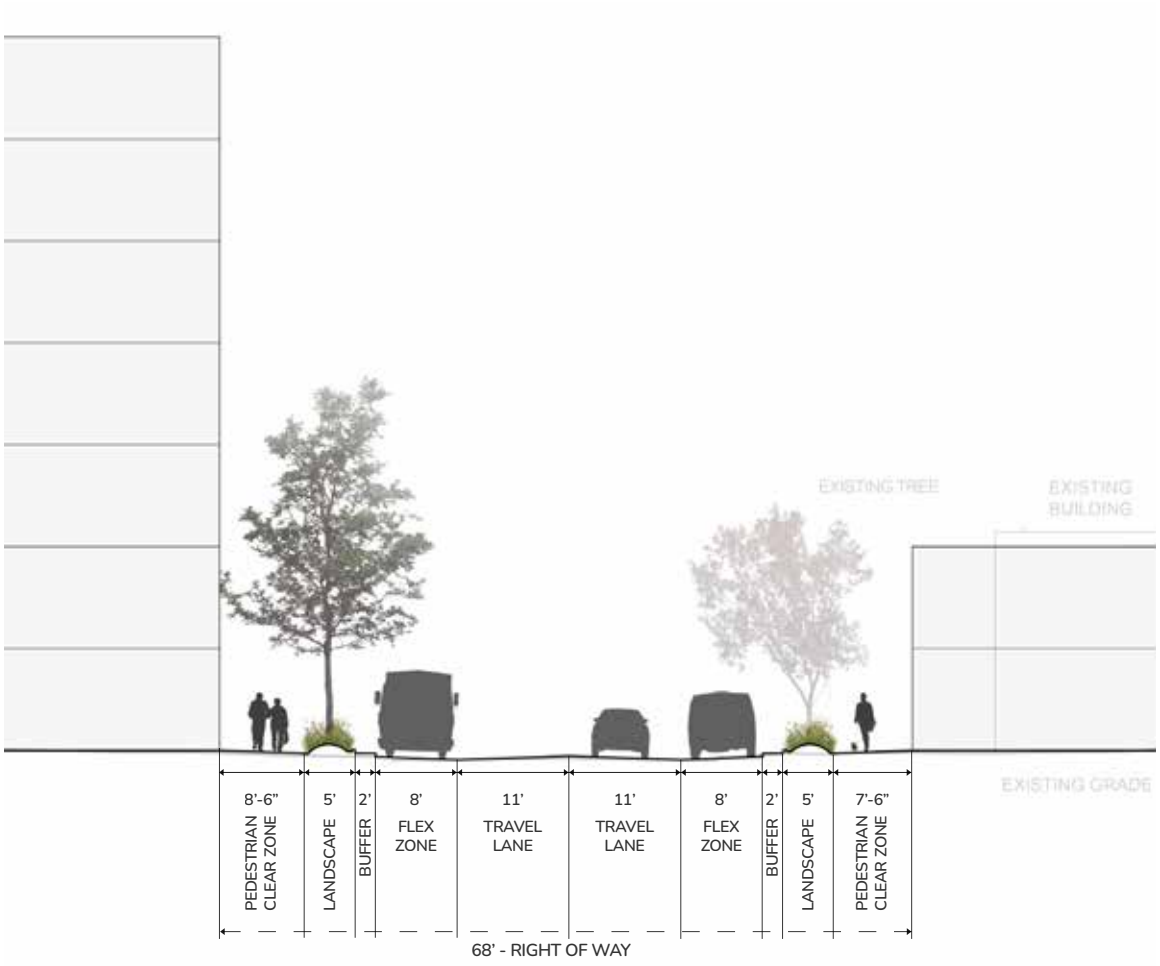
Depending on the final programming of the adjacent buildings and the activation of the building facade the final treatment of the frontage and amenity zones may include more paving and less ground vegetation to accommodate sidewalk activation similar to the conditions shown in the image to the right.

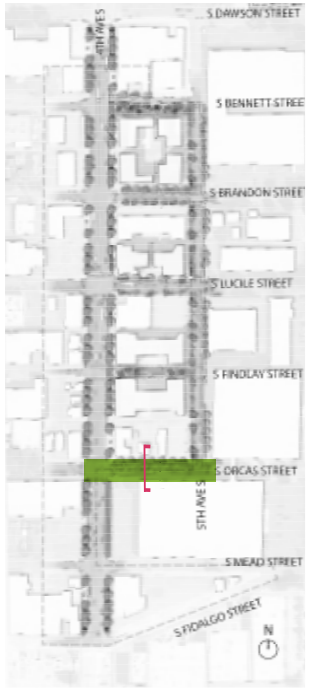
Depending on the final configuration of the S Brandon St building facade, portions of the sidewalk may be configured more like the scene above to activate the building edge.

CONCEPT | S Orcas St

S Orcas St is a designated neighborhood greenway. The north side of S Orcas St will include an enhanced curb, gutter and sidewalk, as well as new street trees to complement beech trees recently installed adjacent to the Seattle Design Center.

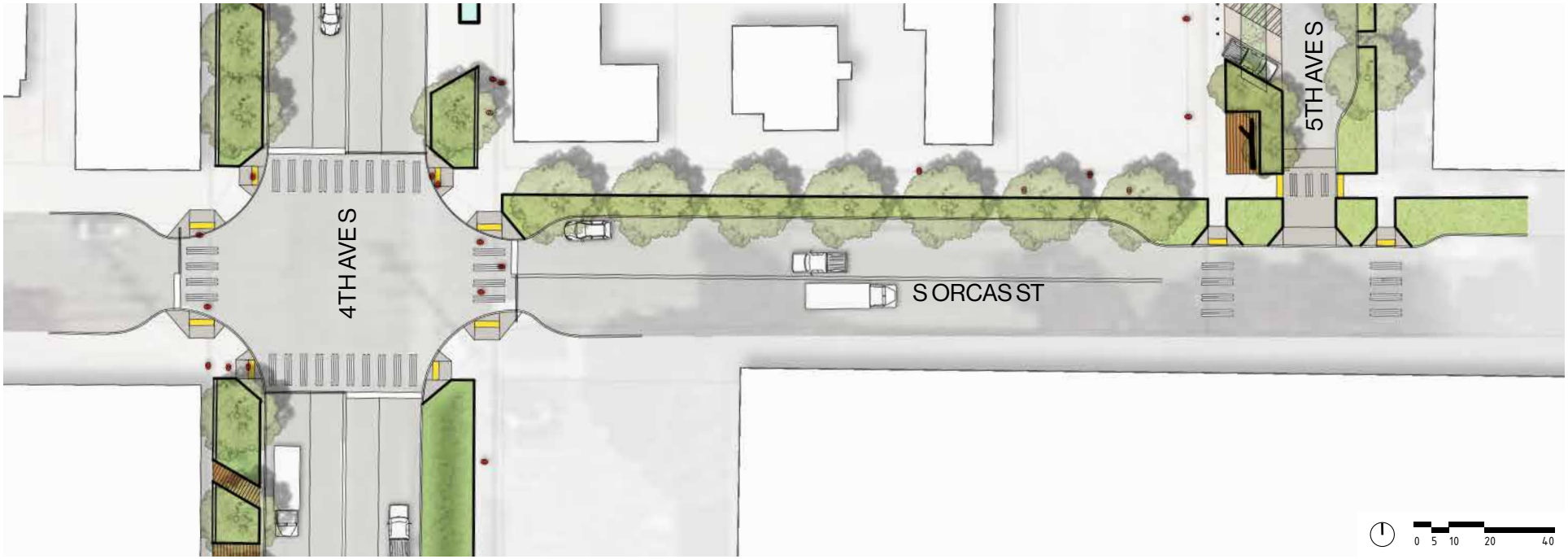
The Street Concept Plan proposes a signalized intersection at 4th Ave S and S Orcas St in response to collision data and community input, pending analysis that would support installation.





Proposed S Orcas St section looking east.

CONCEPT | S Orcas St, continued



Along the street itself, S Orcas St has a typical minor industrial access street cross section that includes curb, gutter, landscape zone and sidewalks.

TRAFFIC OPERATIONS EVALUATION

The Street Concept Plan proposes improvements to parking management, intersection crossings, and transit stops, and includes a one-block pedestrianized street. These improvements have minimal impact on overall traffic operations in the area.

Parking

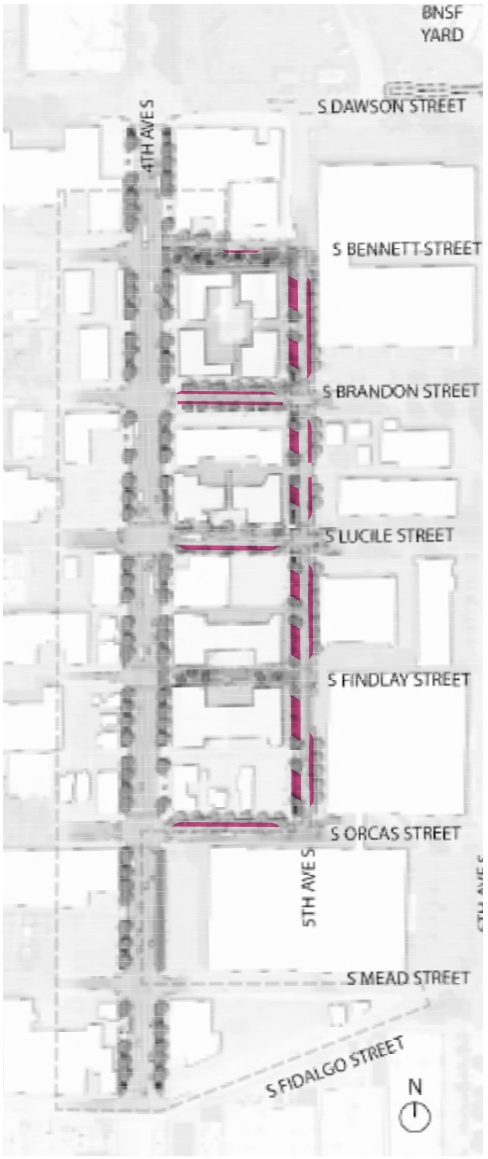
Existing flex zone parking within the study area is inconsistent and opportunistic. These areas are often non-paved gravel shoulders and many contain concrete ecology blocks that limit parking opportunities. The Street Concept Plan proposes a consistent, organized approach to parking that includes parallel parking and back-in angle parking along 5th Ave S. These changes will provide better predictability and mobility for drivers, pedestrians, and bicyclists in the area.

4th Ave S Crossings

Given the number of collisions along 4th Ave S, and in the SoDo neighborhood generally, the Street Concept Plan strives to respect the enduring industrial and freight character of the contemporary Duwamish River Valley. At the same time, it recognizes that with the addition of nearly 1,000 housing units, area residents and families will be at greater risk from large vehicles and vehicles traveling at higher speeds. To mitigate these risks, the Street Concept Plan proposes curb bulbs to shorten crossing distances across 4th Ave S and a new signal at 4th Ave S and S Orcas St.

This change address another essential need in the study area: improved accessibility both for pedestrians using mobility assistance devices and for those who are low- or no-vision. Crossing times on 4th Ave S are too short and present a significant danger to such users. Even pedestrians in motorized wheelchairs are often still in the process of crossing travel lanes by the time traffic signals change. Longer crossing times and audible signals with directional indication have been specifically requested by disability advocates given the long crossing distances and loud noises coming from street traffic and from overhead airplane traffic landing at nearby Boeing Field.

The 4th Ave S and S Orcas St intersection has had 38 reported collisions over the last 20 years, and neighborhood residents feel like there are many more unreported collisions. The intersection also represents a crossing of a neighborhood greenway and both the Priority Freight Network and the Frequent Transit Network. For these reasons, the community has requested a new traffic light at this location. These changes will slow traffic moving through the neighborhood from the speeding traffic that occurs, despite the recent speed reduction, to a speed that is aligned with the posted speeds.



New street parking made available in the Georgetown Live-Work district. under the 4th Ave S four-lane configuration

CONCEPT | Traffic Operations Evaluation, continued

Transit Stops

There are King County Metro stops along 4th Ave S, roughly every two blocks. These transit stops are currently in far from the travel lanes requiring Metro bus drivers to pull into gravel areas to allow riders to load. The Street Concept Plan places transit riders closer to the travel lanes, installs transit stops after intersections, and positions buses in the travel lanes to make pulling away from the curb easier. This may impact general purpose travel to some extent, but the prioritized transit operations offer a compelling trade off.

Pedestrianized Street

This Street Concept Plan proposes transforming S Findlay St into a pedestrianized street. This transformation gives priority to people walking and rolling, and restricts vehicle access primarily to emergency and maintenance vehicles. Given that S Findlay St is designated as a Neighborhood Yield Street and that it does not continue east of 5th Ave S, the community has expressed little concern about losing vehicular access to this street and are excited about having the green space to buffer traffic impacts from 4th Ave S, as well as a safe space to gather.

People using mobility assistance devices find the current built environment of the streetscape is discriminatory with a lack of curb cuts and privately-placed ecology-blocks obstructing passage around to the sidewalks.

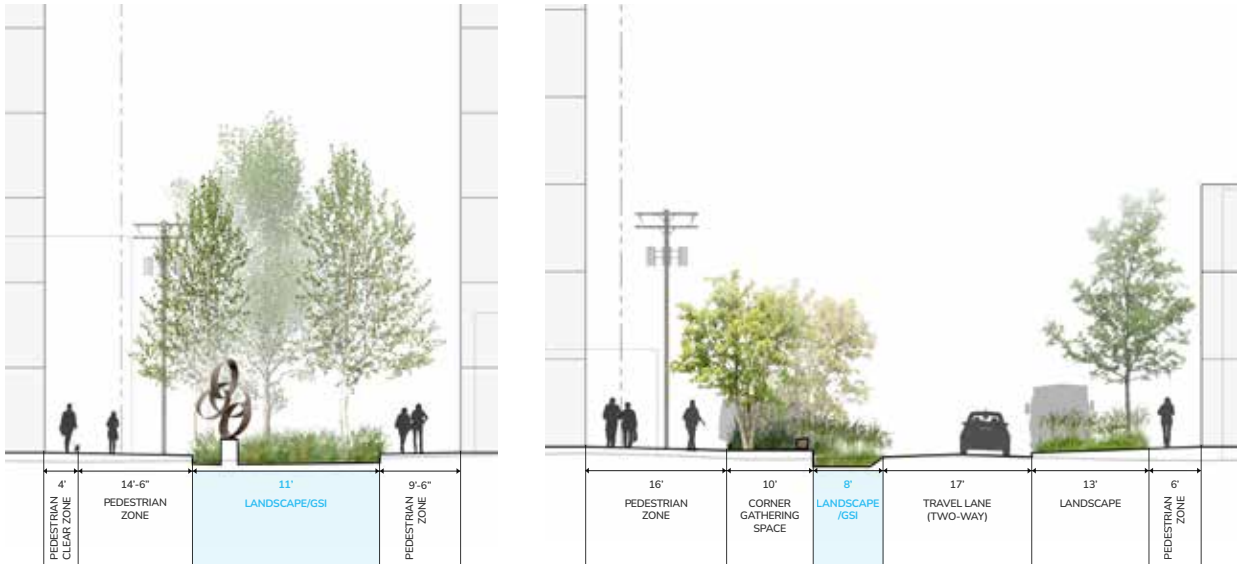
The existing north-bound 4th Ave S transit stop, just north of S Lucile St, requires bus drivers to pull onto broken paving or riders to traverse gravel to access buses.

DESIGN ELEMENTS

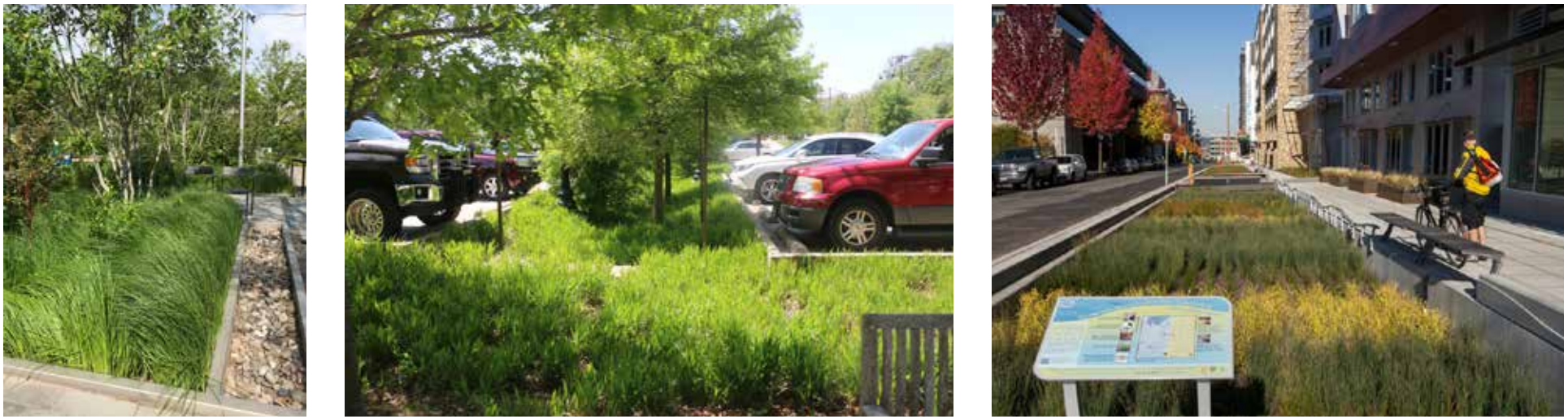
DESIGN ELEMENTS | Green Stormwater Infrastructure

In a neighborhood so proximate to the Duwamish River and where localized flooding leads to recurring, named puddles, no one should be surprised that green stormwater infrastructure (GSI) is an important priority for the community. Throughout the Street Concept Plan, the community encouraged the design team to incorporate green space and maximize the co-benefits for the community that GSI provides: access to nature, stormwater attenuation, cleaner water, cleaner air, and biological habitat.

Along 5th Ave S, S Findlay St, S Bennett St, and S Brandon St, planting areas double as stormwater planting opportunities, helping to solve some of the neighborhood's longstanding infrastructure challenges.



GSI elements proposed along S Findlay St (left) and 5th Ave S (right).

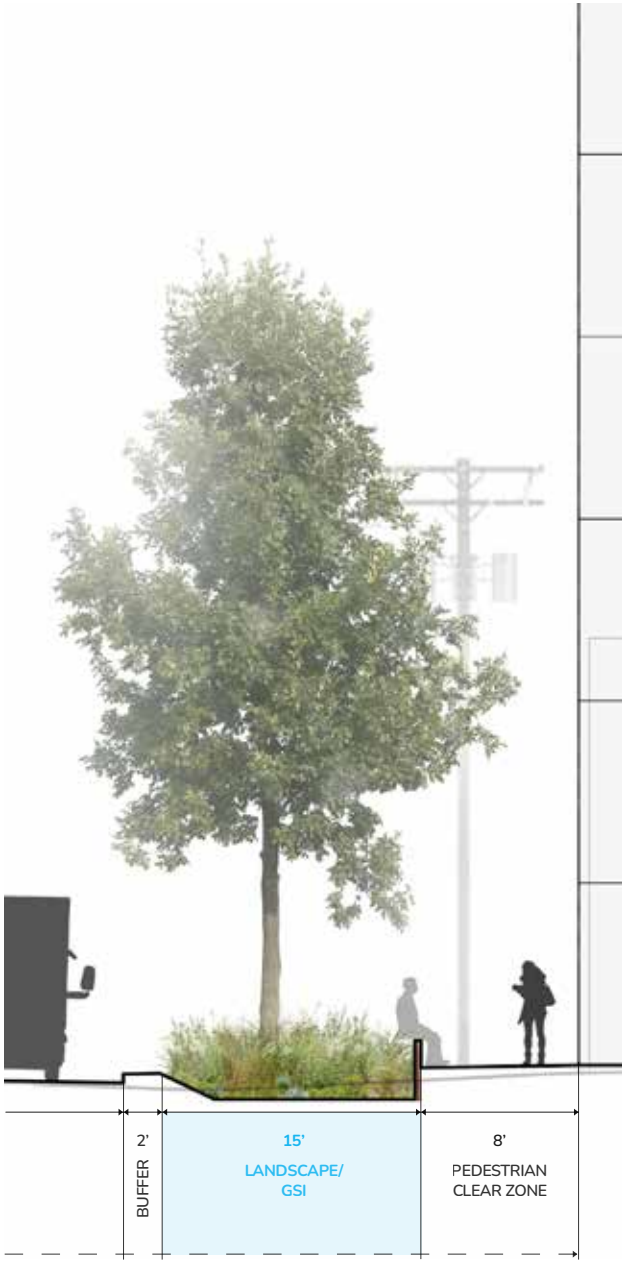


Green stormwater infrastructure elements with simple, lush understories. From left to right first to images by MxM. Image on the right of the Swale on Yale by Roy Street Group.

DESIGN ELEMENTS | 4th Avenue S Bioretention Cells

In reviewing the collision data along 4th Ave S, several collisions referred to vehicles running off the roadway and impacting property. To mitigate this safety concern, improve the physical and psychological health of residents, and enhance the ecological performance of the corridor, the Street Concept Plan proposes bioretention cells along 4th Ave S that can clean and attenuate runoff from the roadway and offer a planted, nature-rich experience for residents and visitors.

On the building side of the bioretention cell, short retaining walls--perhaps with intermittent seating “pullouts” at key locations--are constructed from reclaimed shipping containers or raw sheet piles that speak to the industrial character of the district. Periodic breaks in the berm have “bridge” elements that will provide pedestrian crossings.



Left: proposed 4th Ave S section looking north, showing bioretention cells.

Above: reclaimed shipping containers, above, at Equinox Studios in Georgetown; and sheet pile retaining walls at The Steel Yard, in Providence, RI by KlopferMartin Design Group.

DESIGN ELEMENTS | Paving

Georgetown's unique mix of industry, ecology, and art is at the heart of what makes the neighborhood so compelling. The Street Concept Plan's approach to paving reflects the balance of these defining characteristics with a palette of resilient, ecologically functional, and aesthetic materials. In the map to the right, color-coded areas indicate extents of different paving materials. For each area, "base" and "premium" material options are described in the table below. In areas not highlighted, existing paving material will remain.

	BASE MATERIAL	PREMIUM MATERIAL
	SDOT Roadway Concrete	SDOT Roadway Concrete
	SDOT Sidewalk Concrete	Pervious Concrete
	Specialty Concrete or Asphalt	Pervious Concrete/Porous Asphalt
	SDOT Asphalt Paving	Permeable Pavers

DESIGN ELEMENTS | Bollards

A reclaimed railroad rail at the former New Seasons Market in Ballard. In the case of the Georgetown Live-Work District, bollards such as this shall be set into yellow tactile warning strips whenever pedestrians might enter travel lanes. Image by Mark Ostrow.

In several places throughout the district, bollards may be used to separate traffic from pedestrian spaces in curbless environments. In consulting with the community, bollards were selected for their industrial character and are primarily located along the west side of 5th Ave S.

The bollards are imagined to be reclaimed railroad rails, buffed smooth and re-purposed for use in the right-of-way. The use of the rails recognizes and calls to the extensive Union Pacific Argo Yards that lie just beyond the northern edge of the Live-Work district. Art may be layered onto the rails via painting or additional signage.

If used, they should align with accessibility delineation of pedestrian and vehicular space.

DESIGN ELEMENTS | Plant Palette – 4th Ave S

The plant palette on 4th Ave S mixes deciduous and coniferous plants. In larger curb bulbs that can accommodate trees, Italian oaks help bring down the oversized scale of the road while giant dogwoods filter air and noise throughout the year in mid-block locations. The understory is predominantly grasses, whose leaves collect particulates and which can be trimmed and discarded in the early spring with pops of perennials including Jerusalem and Russian sage, coneflowers, and yarrow.

TREES

Italian oak
Quercus frainetto

Giant dogwood
Cornus controversa “June Snow”

UNDERSTORY PERENNIALS

Jerusalem sage
Phlomis fruticosa

Purple coneflower
Echinacea purpurea

Yarrow
Achillea millefolium var.

Russian sage
Perovskia atriplicifolia

UNDERSTORY GRASSES

Tufted hairgrass
Deschampsia cespitosa

Blue fescue
Festuca amethystina

Blue oat grass
Helictotrichon sempervirens

Red tussock grass
Chionocloa rubra

DESIGN ELEMENTS | Plant Palette – 5th Ave S

Simple and restrained, the plant palette for 5th Ave S relies on planting density and the constrained frames of the planters along the west side of the street to create an impactful, repetitive design that frames the creative activities and gathering spaces along the street. These canopy plants are supported by an understory of grasses, sedges, camas, and stonecrop.

Along the east side of the street, gingkos create a strong, memorable identity for the street especially in the fall when bold, gold colors transform the street.

TREES

Vine maple
Acer circinatum

Cascara
Frangula purshiana

Princeton Sentry Gingko
GIngko biloba “Princeton Sentry”

UNDERSTORY

Tufted hairgrass
Deschampsia cespitosa

Chamisso Sedge
Carex pachystachya

Stonecrop
Sedum var.

Camas lily
Camassia quamash

DESIGN ELEMENTS | Plant Palette – S Bennett St & S Findlay St

Within the closed to vehicles corridors of both S Bennett St and S Findlay St, the stormwater planters frame views into the native ecologies that once occupied the entire Duwamish River basin. Some of these species also have cultural resonance for the region's Indigenous peoples.

TREES

Himalayan birch
Betula jacquemontii

Himalayan birch - bark detail

UNDERSTORY

Oceanspray
Holodiscus discolor

Devil's club
Oplopanax horridus

Skunk cabbage
Symplocarpus foetidus

Stinging nettle
Urtica dioica

Fringecup
Tellima grandiflora

False solomon's seal
Maianthemum racemosum

Bracken fern
Pteridium aquilinum

Wood sorrel
Oxalis oregana

DESIGN ELEMENTS | Plant Palette – S Brandon St, S Lucile St, & S Orcas St

Along the remaining east west streets a more mixed and varied overstory combines with the understory plantings along 4th Ave S. At S Orcas St, the copper beeches compliment the recently planted beeches on the south. When not under power lines, Oregon ashes give a strong canopy while, under power lines, Japanese snowbells provide an appropriate and pleasant street tree.

TREES

Copper beech
Fagus sylvatica purpurea

Oregon ash
Fraxinus latifolia

Japanese snowbell
Styrax japonica

UNDERSTORY PERENNIALS

Jerusalem sage
Phlomis fruticosa

Purple coneflower
Echinacea purpurea

Yarrow
Achillea millefolium var.

Russian sage
Perovskia atriplicifolia

UNDERSTORY GRASSES

Tufted hairgrass
Deschampsia cespitosa

Blue fescue
Festuca amethystina

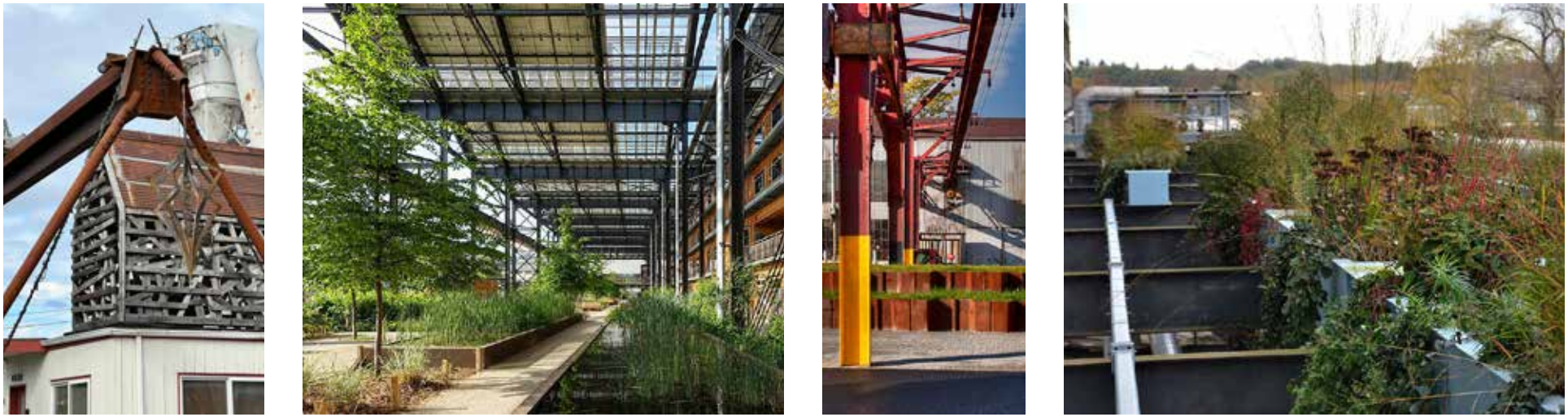
Blue oat grass
Helictotrichon semper-virens

Red tussock grass
Chionocloa rubra

DESIGN ELEMENTS | Stormwater and Art Trellises

If any Seattle neighborhood knows that there is beauty in function, it is Georgetown. So there was no surprise that community members responded enthusiastically to showcasing stormwater runoff from the adjacent buildings in an overhead trellis that would float about the perpendicular parking along 5th Ave S.

Constructed, whenever possible, from discarded and overlooked industrial materials, these trellises will be covered by a green roof that, after water has moved through the soil profile, will discharge into the streetside rain gardens. The trellises are also opportunities to provide power for electric vehicle charging, outlets to support programming on the festival street, and integrated art installations.



Overhead elements including (from left to right): Equinox Studios (Seattle), Jardins Rosa-Luxemborg (Paris), The Steel Yard (Providence, RI) , Strijp S (Rotterdam).

DESIGN ELEMENTS | Public Art

The Live-Work District has a goal of implementing 1,000 pieces of public art over the first 10 years of its existence. From small zines to light installations, poetry to facade murals, sculpture to music, art will infuse the built and experiential character of the neighborhood. Several specific interventions are proposed in this Street Concept Plan, including sculptural plinths on S Bennett St and S Findlay St, as well as signature sculptures at the north and south ends of 4th Ave S which will serve as gateways to the Live-Work District.

Public art may include installations like (clockwise from top): UV thread art by Jeongmoon Choi, sculpture integrated with stormwater planters (Portland, artist unknown), or street murals, like this one by Romel Belleza.

MxM LANDSCAPE ARCHITECTURE