

GCDA District Master Plan

2021.10.07



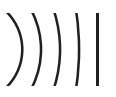
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GCDA Vision Statement:

1. Georgetown, Seattle, Washington is on Duwamish Land
2. GCDA is Permanently Affordable
3. Live and Work within the Duwamish Valley
4. No loss of industry or commercial space
5. Preserving space for arts & imagination

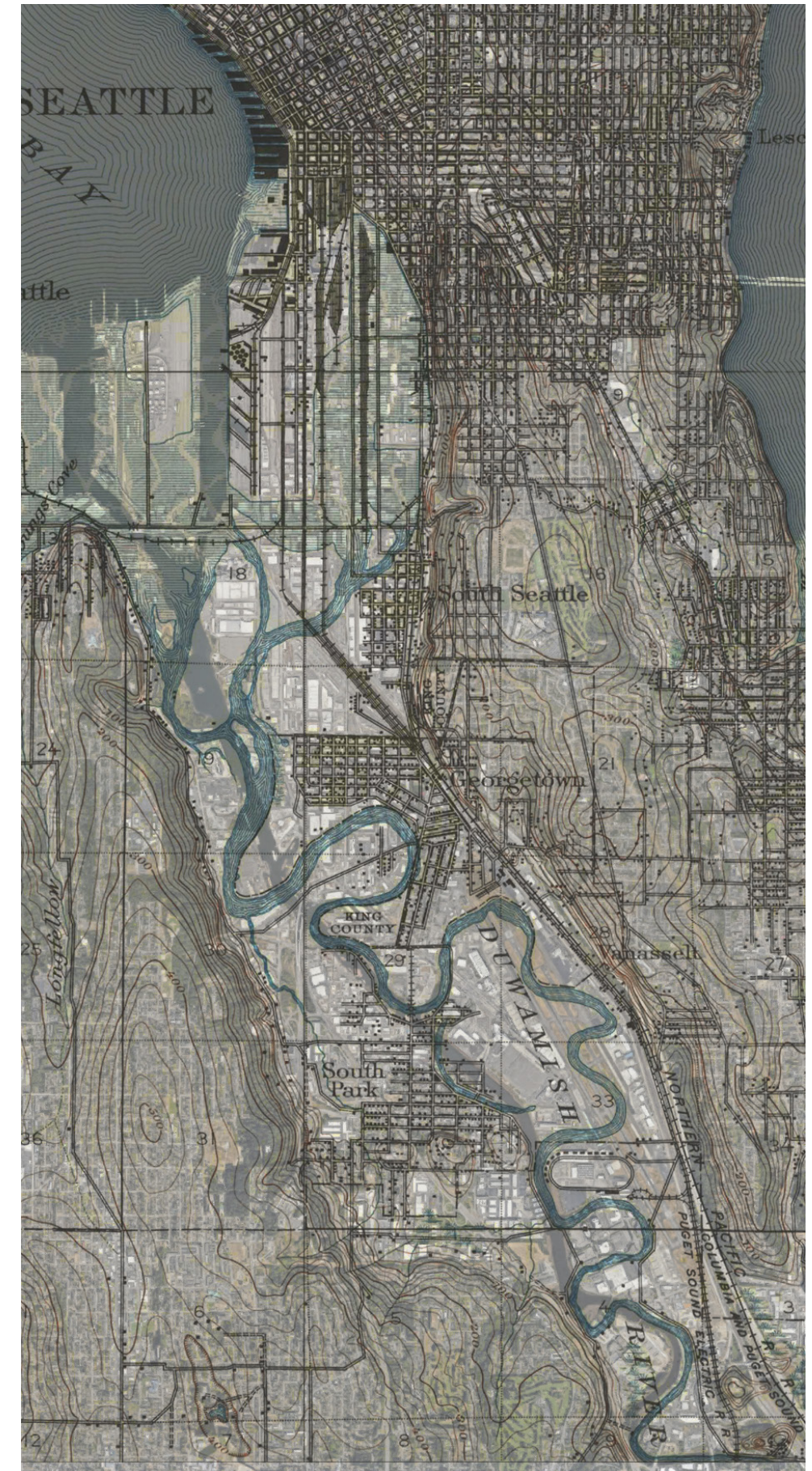
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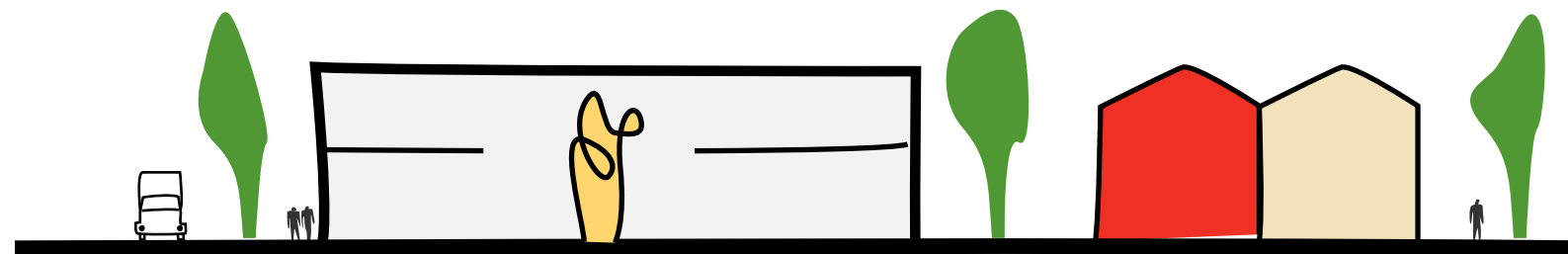
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1. Georgetown Context

What's what, and where is it?





Georgetown is a Neighborhood of Creativity and Possibility

Low industrial buildings allow for flexible uses. Affordable rents create niches for creative exploration and new businesses.

Duwamish Valley - Witness to History

I. Georgetown Context



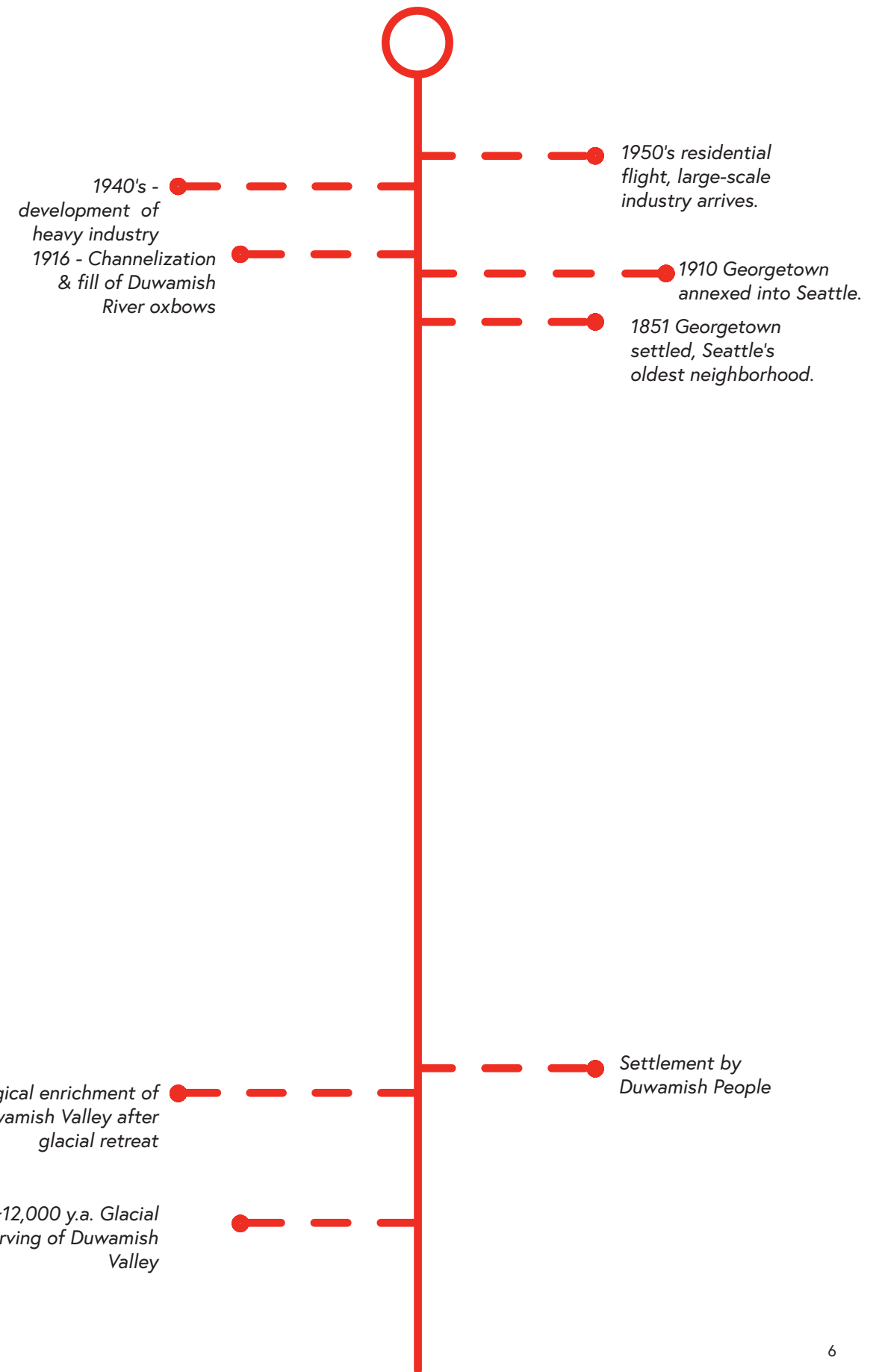
Seattle's Oldest Neighborhood

Georgetown is located on Duwamish lands, who lived in the rich valley for thousands of years as the glaciers retreated from the region. Georgetown is the oldest settlement in the Seattle area, founded in 1851. The oldest streets are lined to the historical Duwamish River Channel, with some buildings and trees dating back to this era. Due to its

Image Credit: USGS, 1894 Map of Seattle

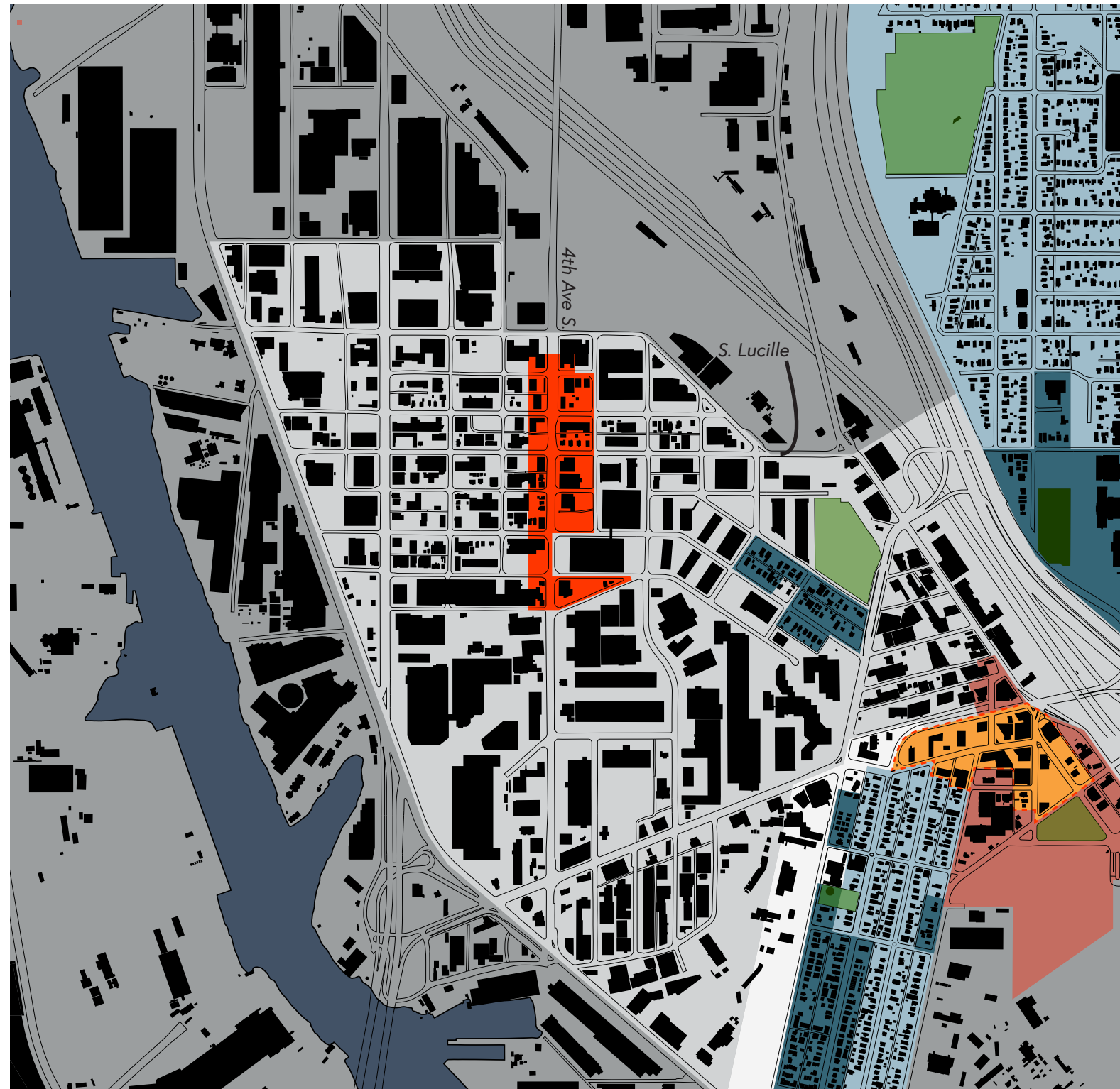
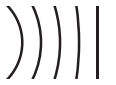
riverfront proximity, the area became a hub of industry, which eventually displaced the residential uses as Seattle's appetite for industry grew through WWII.

Fast-forward to today, the neighborhood is a juxtaposition between remnants of the old Georgetown neighborhood (a true live-work neighborhood) and large-scale industrial buildings. This abundance of industrial buildings, flexible spaces with affordable rents, has provided niches for a vibrant artists community.



Zoning Overview

I. Georgetown Context



-  C1-75(M)
-  C2-55(M)
-  NC-3
-  LR-2(M)
-  LR-1
-  IB-U/65
-  IG2
-  IG1

Commercial Island

The C1-75(M) zoning is an island of commercial zoning surrounded by industrial uses. Far from new, this area has been zoned as commercial since 1973, but has not been developed.

Residential areas adjacent to the Georgetown Commercial district have recently been up-zoned to LR-2, allowing townhouse & multifamily construction in these zones.

C1-75(M)

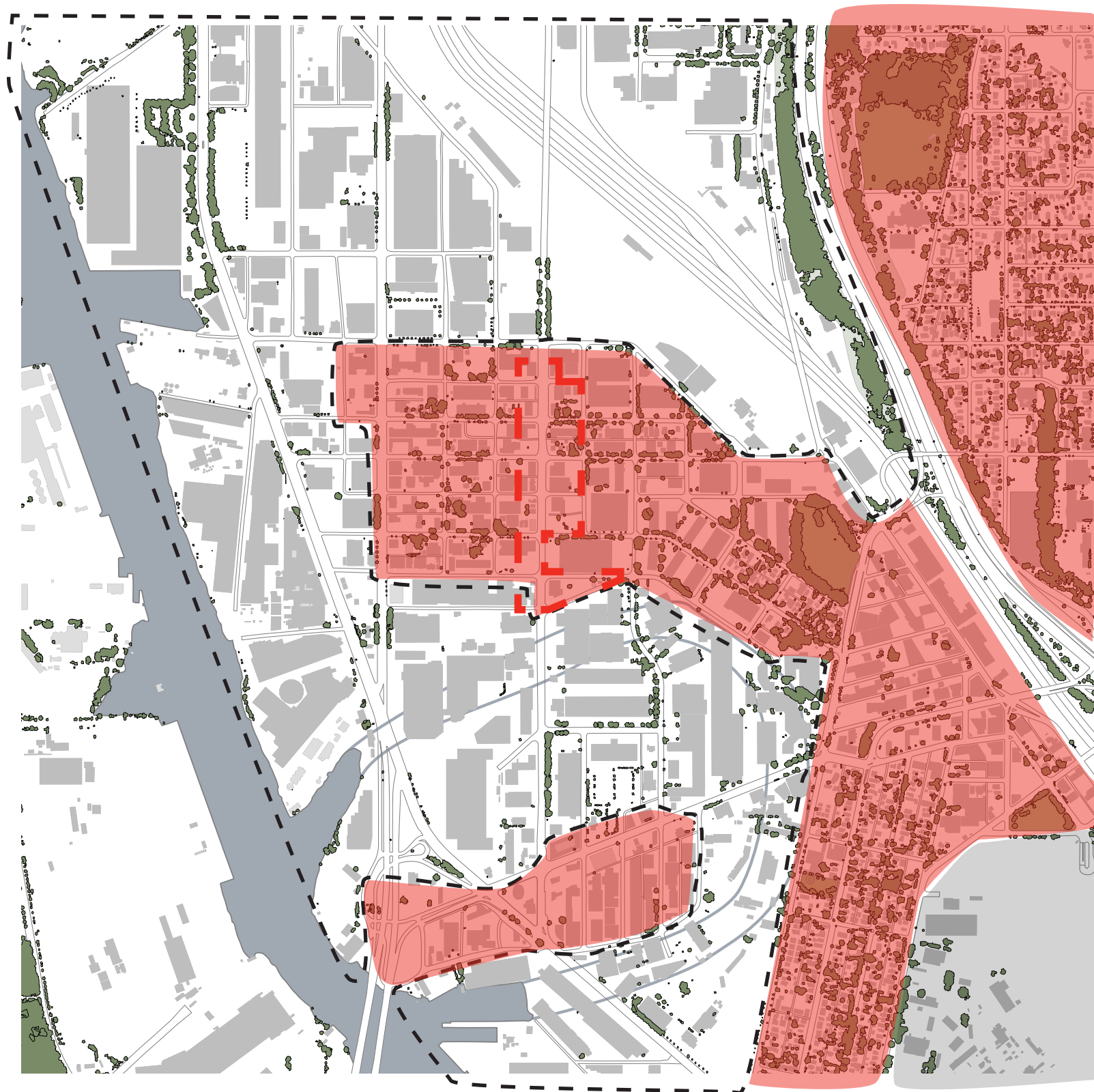
Commercial district, zoning allows for housing above a commercial base up to 75'

This C1-75(M) zoning is the area GCDA is investigating.

Neighborhood Fabric + Scale



I. Georgetown Context



Industry: large-scale industrial buildings built predominantly on lands reclaimed after Duwamish channelization in the post WWII era

Pedestrian: 19th century neighborhood fabric, scaled to pedestrian experience (smaller parcels and buildings)

Juxtaposition of Scales

19th century blocks and pedestrian residential zone trace the historic Duwamish River oxbow along South River Street. This area is comprised of 200' x 200' block creating a walkable and pedestrian oriented scale. Portland's Pearl District has 200' x 200' block.

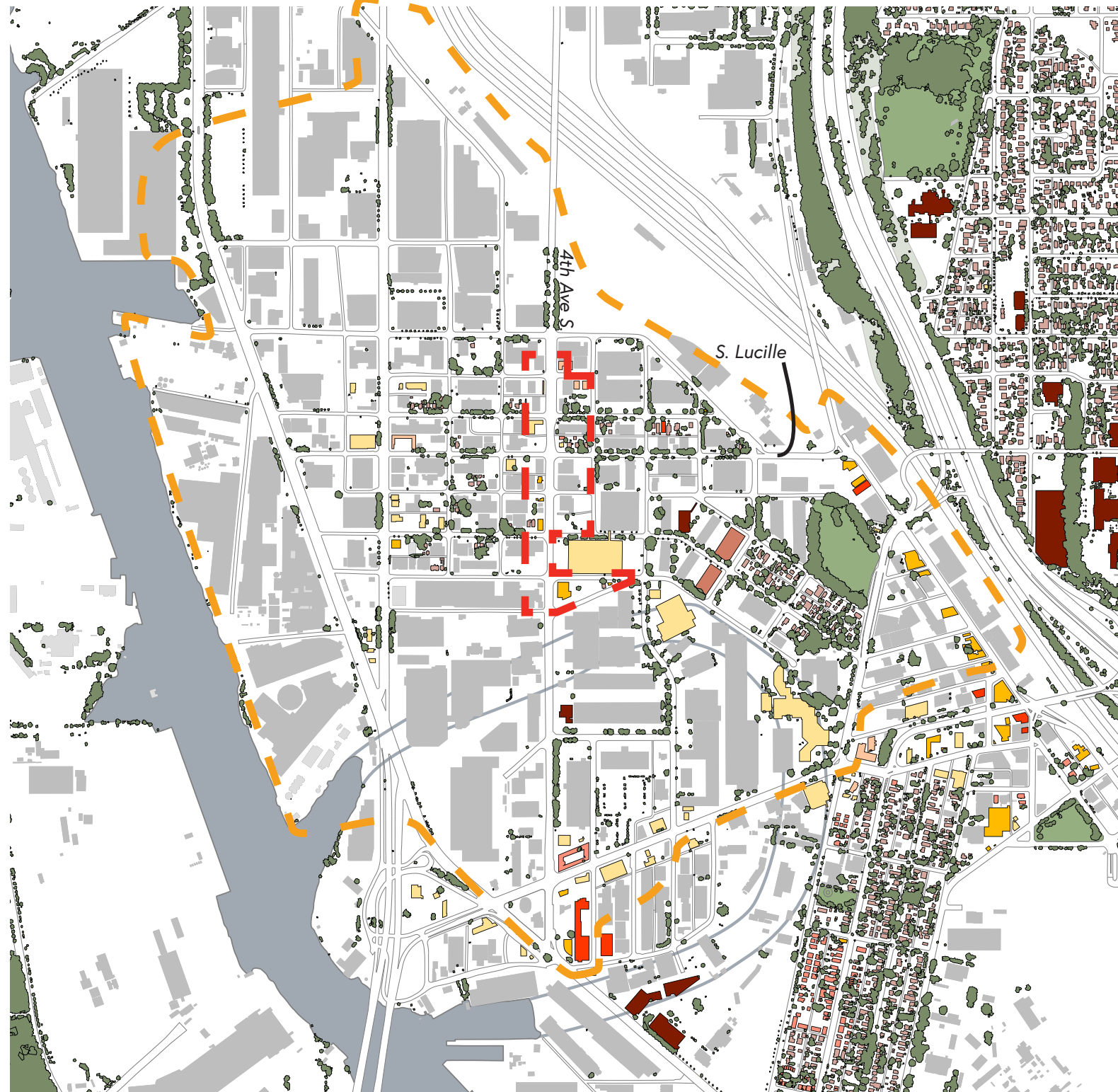
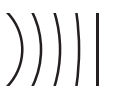
Industrial buildings built on infilled river channel post 1916 are scaled to industry, large sprawling warehouses with blank facades. These larger buildings are abutted by smaller with smaller-scale industrial buildings.

Follow the In-Filled River

Greenery, walking routes, and neighborhood fabric trace the old river channel, following the old Georgetown city blocks and distinguishing old Georgetown fabric from newer industrial-scale construction.

Civic & Social Amenities

I. Georgetown Context



- 15-Minute Walking Radius from 4th & Lucille
- Sales / Service
- Restaurant / Shops
- Gallery / Art Studio
- Gym / Rec. (Indoor)
- School / Civic / Religious
- Single-Family Housing
- Multi-Family Housing

15-Minute District

To provide a functional live-work district with amenities for restaurants, the 15-minute walking radius identifies conveniently located amenities, or lack thereof. The existing Georgetown commercial core hosts numerous restaurants and shops and is an attraction for nightlife. Amenities that are notably missing include: *food, childcare, health services, and financial services*. To create a true live-work district and provide community amenities, these areas provide opportunities.

Amenities Through the Years

1903 - Georgetown had 5 grocery stores, 7 saloons, 4 churches
2021 Georgetown has 2 grocery stores, 25+ bars and breweries, 2 wineries, 6 liquor stores, 1 church

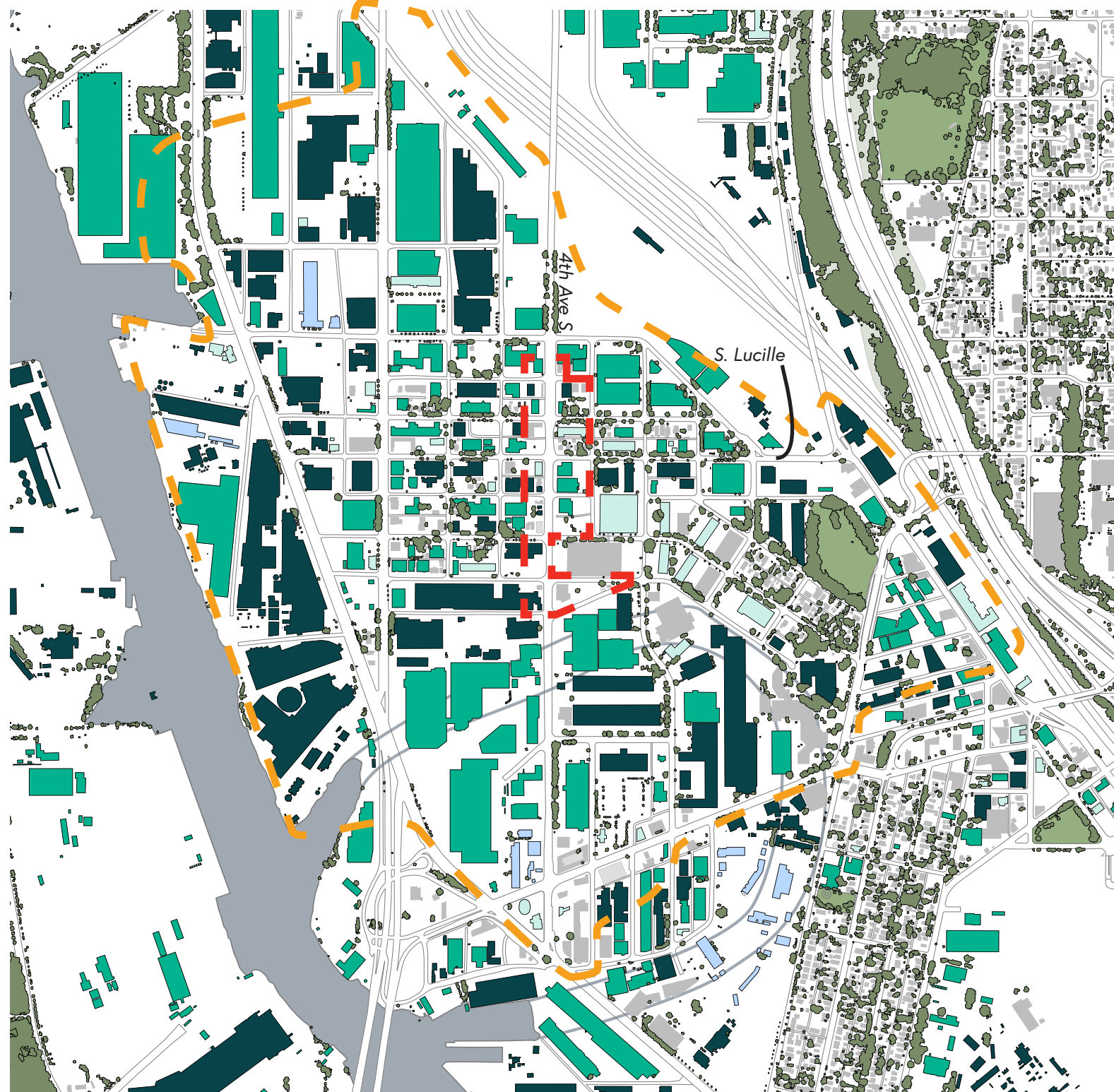
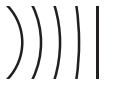
What's Missing

Small-scale commercial spaces, amenities for daily-life (*grocery, childcare, health services, and financial services*), community-serving spaces.

¹ Duwamish M/IC Policy and Land Use Study, SDOT, November 2013

Industrial Zone

I. Georgetown Context



— 15-Minute Walking Radius from 4th & Lucille

Office

Warehouse

Industrial

Transit / Communication / Utility

Seattle's Industrial Center

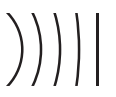
Duwamish Industrial Zone home to 57,000 jobs - predominantly in manufacturing, wholesale/trade, and services¹. There is limited affordable housing within the Duwamish Valley - workers commute affordable areas of the Seattle Metro Area. Building affordable housing in close proximity to these jobs allows residents to enjoy shorter commutes.

The Duwamish Valley criss-crossed by freight routes. These routes are vital to the movement of goods from manufacturing and distribution to businesses throughout the Seattle area.

Work / Life Balance

Duwamish Valley currently provides a significant number of jobs. However, opportunities for affordable housing are sparse. Bringing permanently affordable housing to the Duwamish Valley without displacing industry brings people closer to work, meaning shorter commute, less traffic, and a smaller carbon footprint.

¹ Duwamish M/IC Policy and Land Use Study, SDOT, November 2013



Pedestrian, Bike, & Freight Route Overlay

I. Georgetown Context



- Pedestrian routes
- Existing bike route (incl. sharrows)
- Bicycle master plan route (non-funded)
- Area being studied (for future bike infrastructure)
- Freight Master Plan Route
- Freight Master Plan 'Last Mile' Route
- New Connection Opportunities

Pedestrian + bike loop connecting GCDA to Georgetown and Equinox. Aligns with aspects of Georgetown Mobility Study / Bike Master Plan.

E / W pedestrian & bike connection along Lucille from 4th Ave S. to S. Airport Way - direct route under freeway off-ramp towards Georgetown businesses

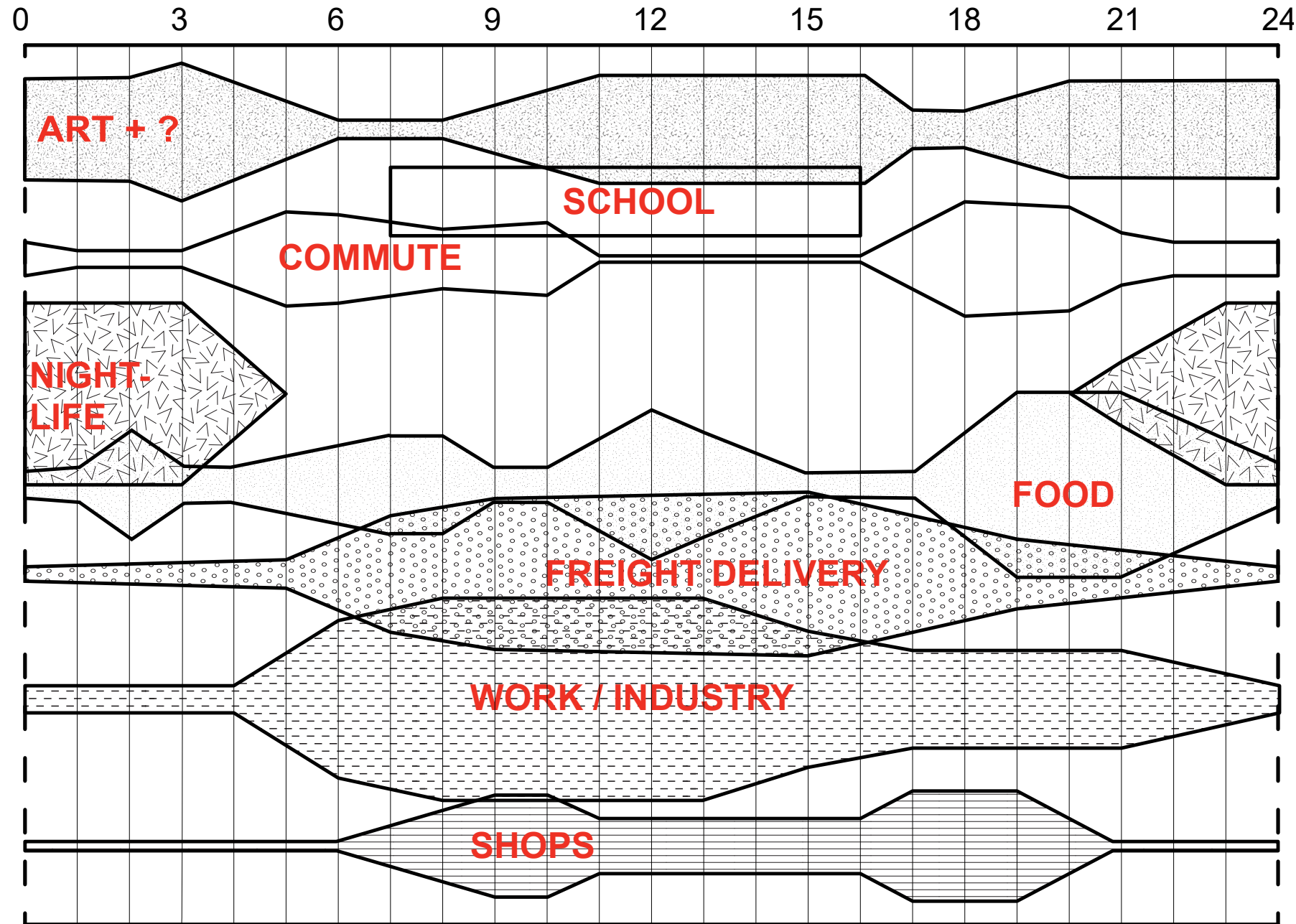
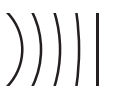
N / S pedestrian & bike connection along 6th / remove designation as last mile route, push truck to 1st/4th/Airport that connect N/S

Accommodating Mixed Traffic
4th Ave traffic calming & separation of pedestrian / bike from traffic

Accessible Life
Safe and convenient routing for access to daily amenities / stores / schools / work

24-Hour District

I. Georgetown Context



24-Hour Zone

Unique combination of uses and time schedules brings vibrancy to Georgetown, embrace the different user groups and neighborhood activation brought by each

Active District

What overlaps in time are where? Identifying opportunities to bring activity and users through the district at various times throughout the day.

Freight + Residential - in live + work district the crush of freight traffic during the day coincides with working hours. Dedicated overnight parking zones along 4th and transition to dedicated truck lanes during the day. Spaces activated at different times - opportunity for new commercial and workspaces activate the district throughout the 24-hour cycle.

A Celebration of Culture

Night life, bars, breweries, restaurants, and late-night food

25 bars, breweries, 6 liquor stores, 2 wineries in Georgetown

Civic Cycle

Influx of affordable housing and 2/3 bedroom units brings families with children and a daily school routine into the area. This is a new user-group with another schedule of activities overlaid on a vibrant area.

The Oxbow of Amenities



I. Georgetown Context



— 15-Minute Walking Radius from 4th & Lucille

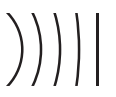
Tracing the Oxbow

Active neighborhood centers provide concentrations of amenities throughout the greater Georgetown area. New commercial spaces in the GCDA area provide amenities that are symbiotic to those existing in the Georgetown commercial core centered on Airport Way S.

This path between neighborhood centers traces the historical oxbow and connects through the smaller-scale urban grid from the 19th century. With a roughly 200' x 200' block size, these blocks are pedestrian-friendly in scale. Beyond this - the vegetation throughout these blocks is mature, providing an added pedestrian experience.

Symbiotic Amenities

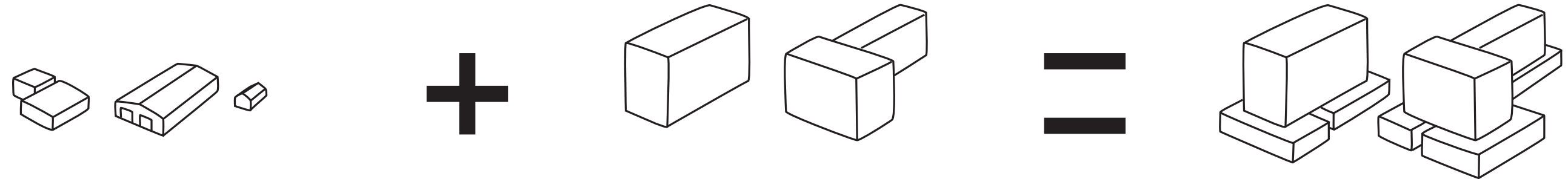
Walkable scale - new amenities in GCDA complement existing amenities in Georgetown. Opportunity to connect to and benefit from existing amenities while enhancing the livability of Georgetown



2. District Vision

Components of the live + work district.





Georgetown 2-Story Fabric

Workshop, warehouse, commercial spaces, and ground-floor residences in C1 zoning.

Refined Affordable Housing

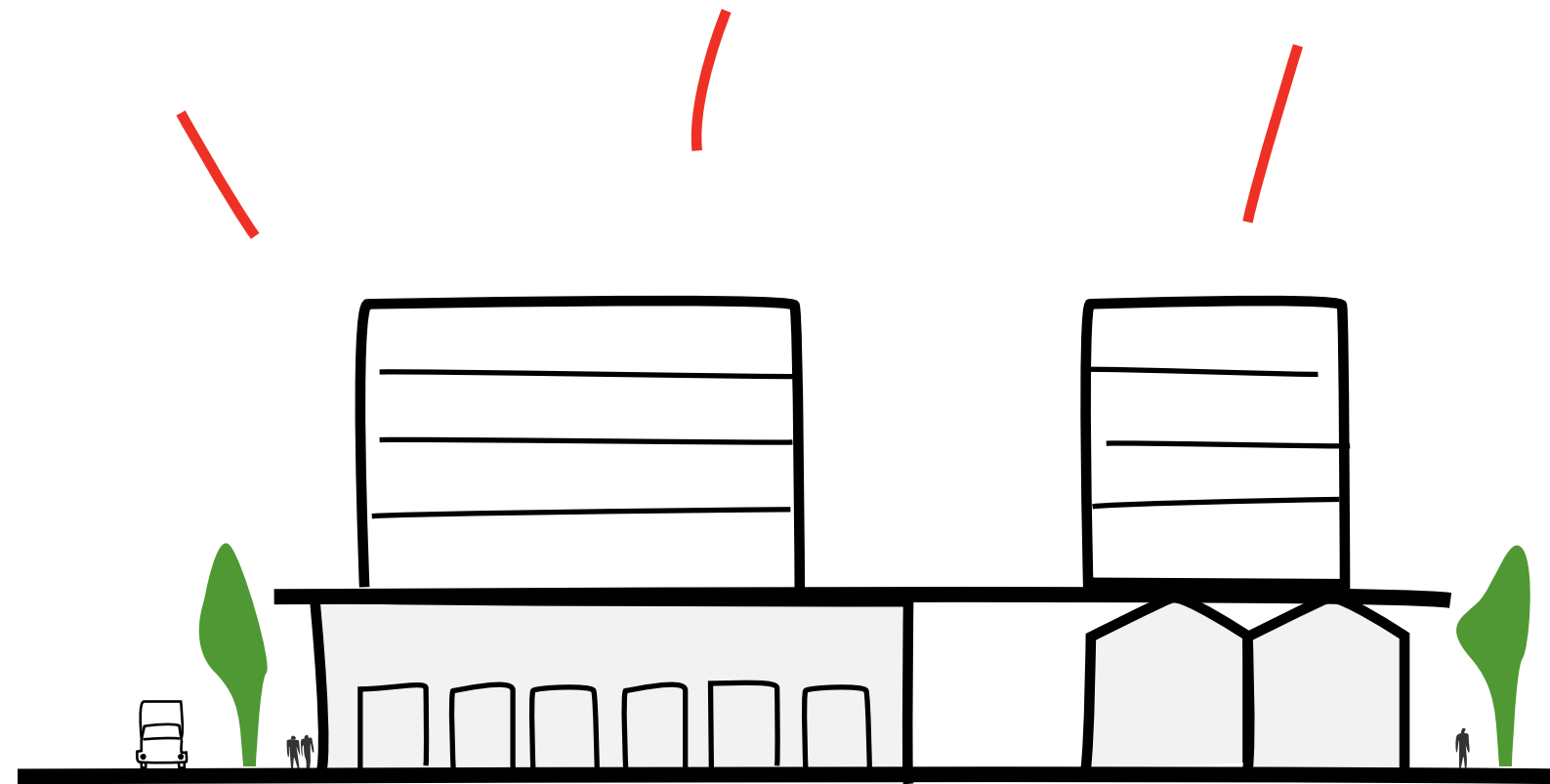
Simple massing and material finishes that prioritize resident experience, quality, and durability.

Affordable housing doesn't have to 'feel cheap'.

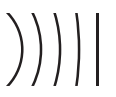
Live + Work + Arts District

High-bay ground-floor retains and expands workshop, manufacturing, and community spaces.

Affordable housing created in existing zoning airspace close to thousands of jobs.



Using the Airspace
Existing businesses and ground-floor uses maintained.
Housing added in the unused zoning envelope.



Creating a Live + Work + Arts District

The GCDA Distric Plan focuses on creating a live + work mixed-use district.

The ground-floor activates the streetscape and houses commercial, workshop, and live + work functions. Commercial spaces provide daily life amenities that are currently missing from the Duwamish River Valley; grocery, community-supporting financial, healthcare, and childcare.

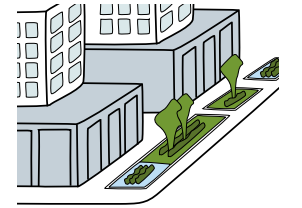
This district plan does not displace existing industry - new workshop spaces are created and commercial frontage is increased at the ground-level. Workshop spaces and live + work units make up the remainder of the plinth spaces.

Pedetrian laneways carve through the ground-floor, creating unique opportunities for small-scale workshop and live + work units and enriching the pedestrian realm. The arts master plan defines and incorporates art throughout the district, creating opportunities for exhibition and community representation.

Acknowledging the lack of greenery in the Duwamish Valley, the distric plan creates a 'green edge' along the residential edge of 5th Ave S. This amenity contains GSI, recreation opprtunities, and planters with native trees.

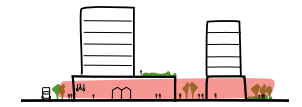


The Big Moves



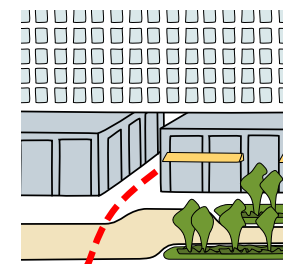
Green 5th

Wide area of planters and bioswales along Western edge of 5th Ave S.



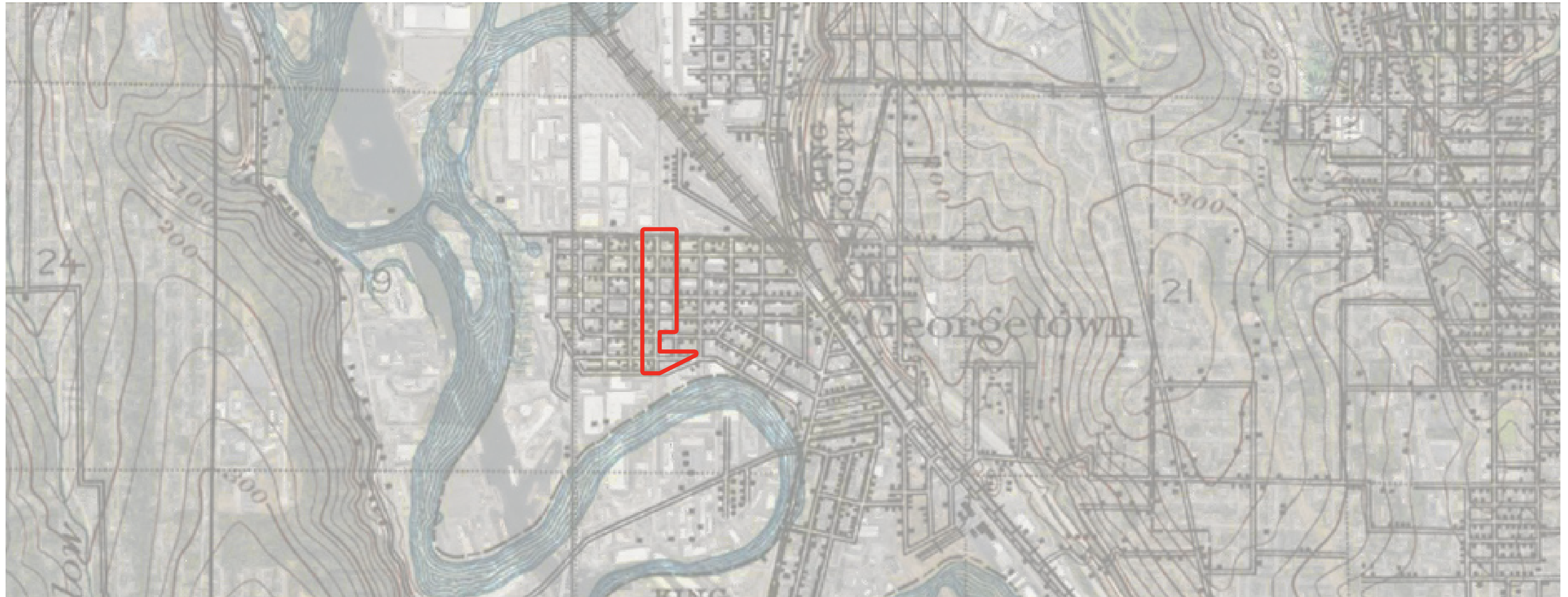
Unified Plinth

20' plinth continuing scale of Georgetown industrial buildings through site. Mixed-use spaces are vibrant and activated with arts master plan.



Pedestrian Mews

Permeable blocks with continuous pedestrian passage accessing work and commercial spaces of plinth.



This is Georgetown.

This is not Ballard, this is not Capitol Hill.

Design strategies and tools tailored to industrial & multi-use context.

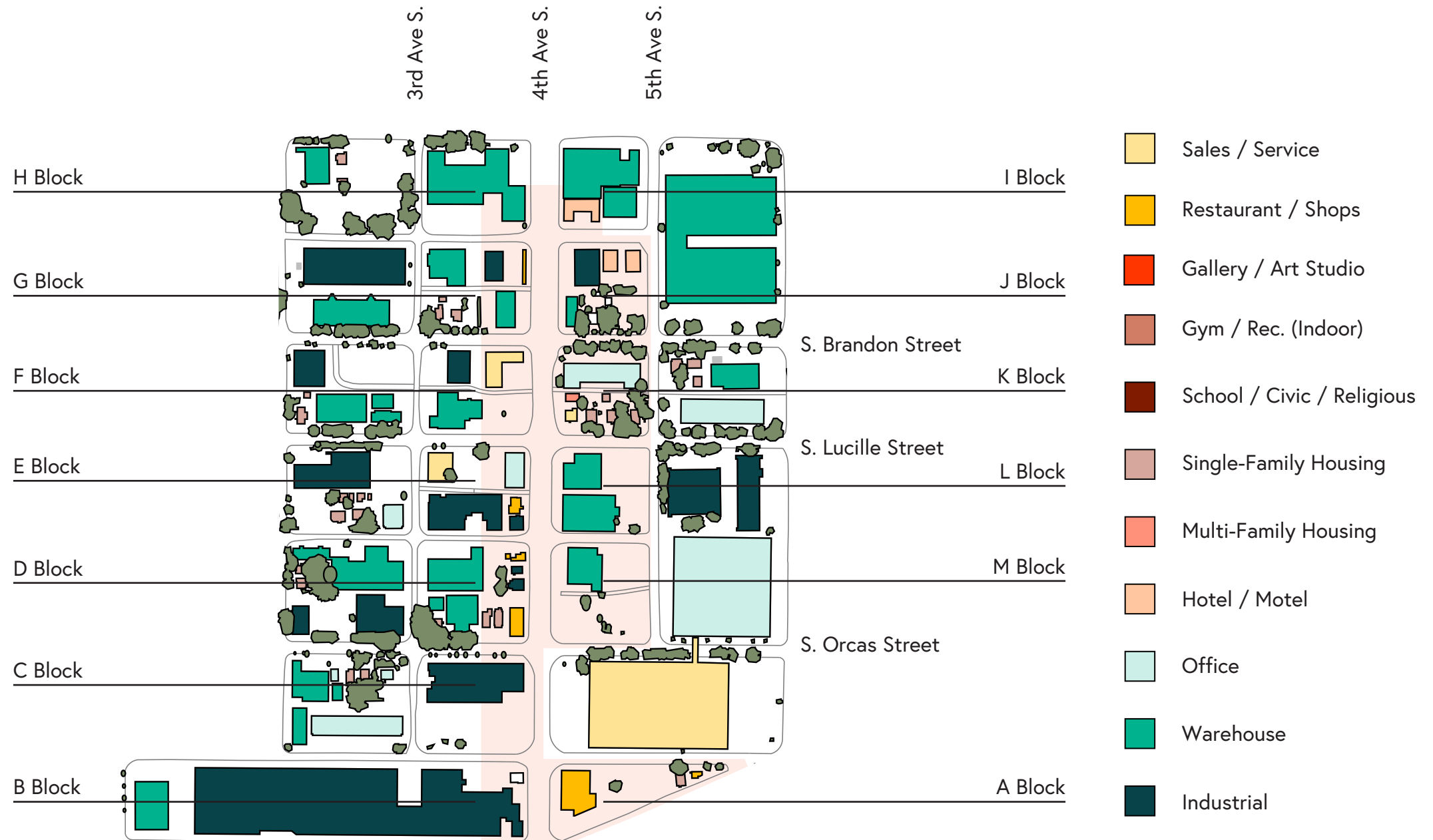
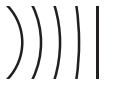
19th-Century 200'x200' pedestrian-scaled blocks

720 + 1,200 + 29,000

Create housing in close proximity to manufacturing jobs.

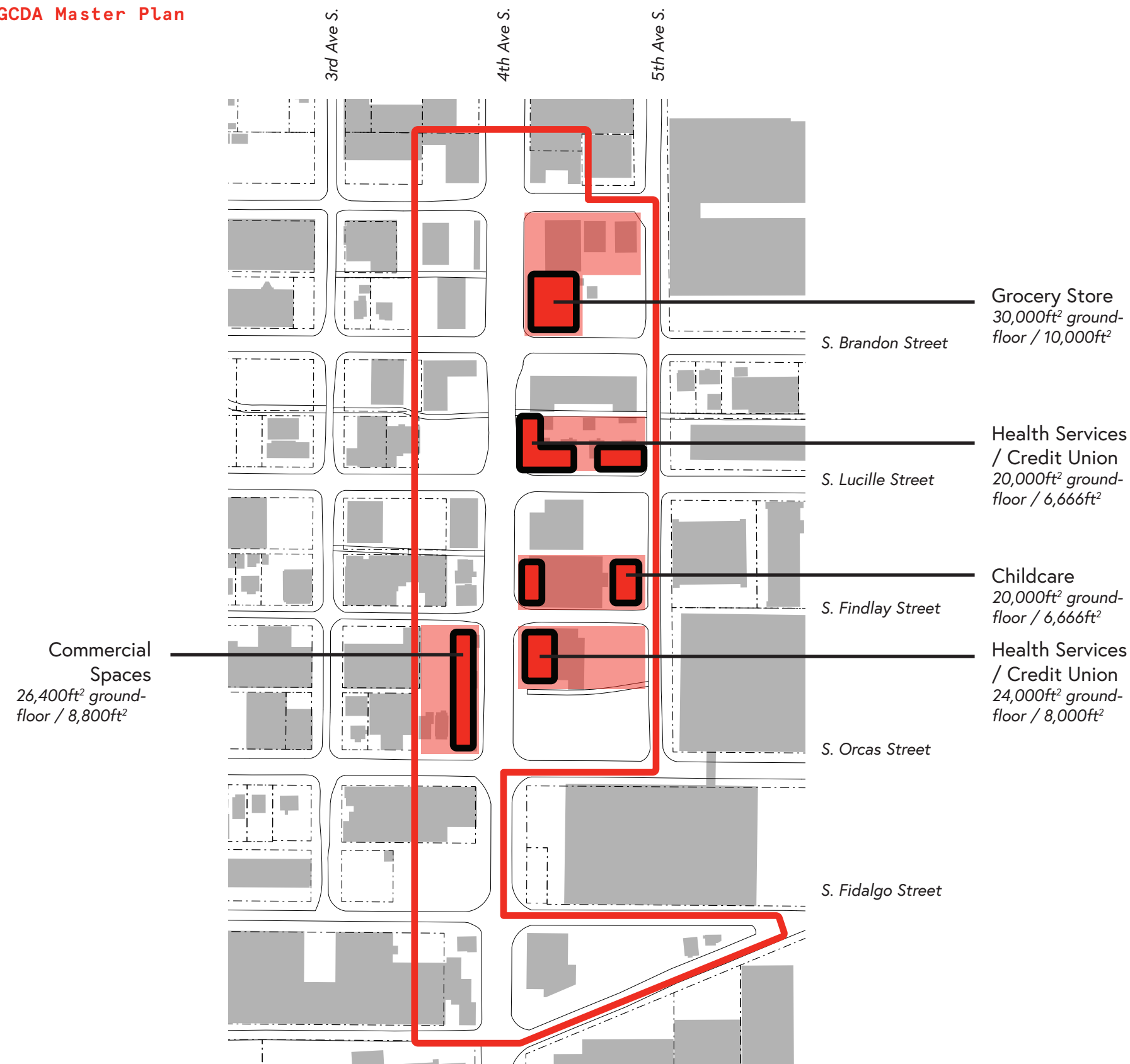
GCDA Block Overview

GCDA Master Plan



Plinth Commercial Space Anchors

GCDMA Master Plan

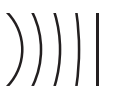


Community Serving Commercial Spaces

Assumed to occupy ~1/3 of plinth footprint (based on rough area takeoffs from existing feasibility studies by TWG + SRM/Urbal).

The northernmost development by SRM + Urbal (J-Block) is the ideal location for a grocery store based on development size. A space of up to 10,000ft² can be allocated within this plinth zone to support this business.

The other main space allocation is for childcare / El Centro de la Raza in one of the 3 parcels for Phase 1 / 1.5. This location brings the childcare space away from the traffic on S. Lucille street while still allowing it to be readily accessible for all modes of transit.



District Vision Map

GCDA Master Plan



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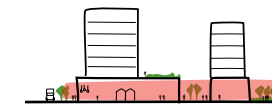
GCDA Live + Work District

Ground-floor spaces in this district provide missing amenities for daily life (financial, food, childcare, and health services) and small-scale commercial spaces for retail and workshop use. Permanently affordable housing is placed above this ground-floor plinth.

This district-based approach is applied at the parcel level,

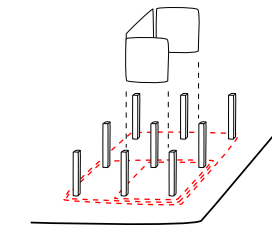
with developer/designer teams interpreting the design guidelines for each plot.

In 1903 Georgetown had 5 grocery stores, 7 saloons, 4 churches. In 2021 Georgetown has 2 grocery stores, 25+ bars and breweries, 2 wineries, 6 liquor stores, 1 church. What will the future look like?



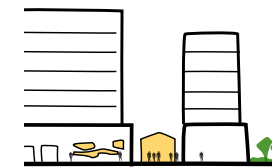
1. Unified Plinth

20' plinth housing commercial and workshop spaces creates unified datum across all parcels, continuing scale of Georgetown industrial buildings through site



2. Active Ground Floor

'Anchor' commercial spaces for missing amenities. Ground-floor spaces used for retail, commercial, and workshops.



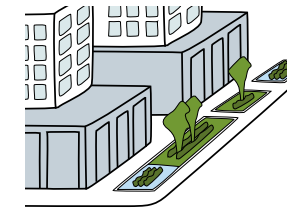
3. Neighborhood Magic

Art integrated throughout district. Niches for three types of art: curatorial, integral, and ephemeral.



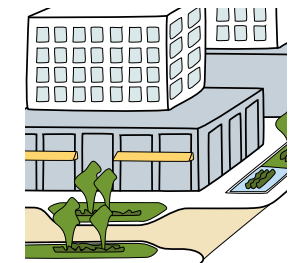
4. Off-Site Parking

Off-site parking combines parking and active ground-floor use, extending GCDA district activity.



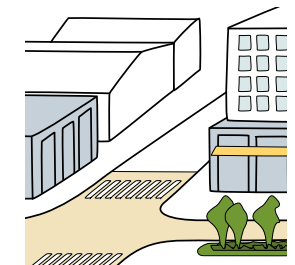
5. Green 5th

Wide area of planters and bioswales along Western edge of 5th Ave S.



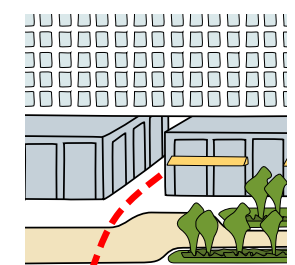
6. Woonerfs

Pedestrian priority streets with planters connect E/W across district



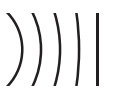
7. Cross 4th

Improved crossing at 4th Ave S. & Lucille.



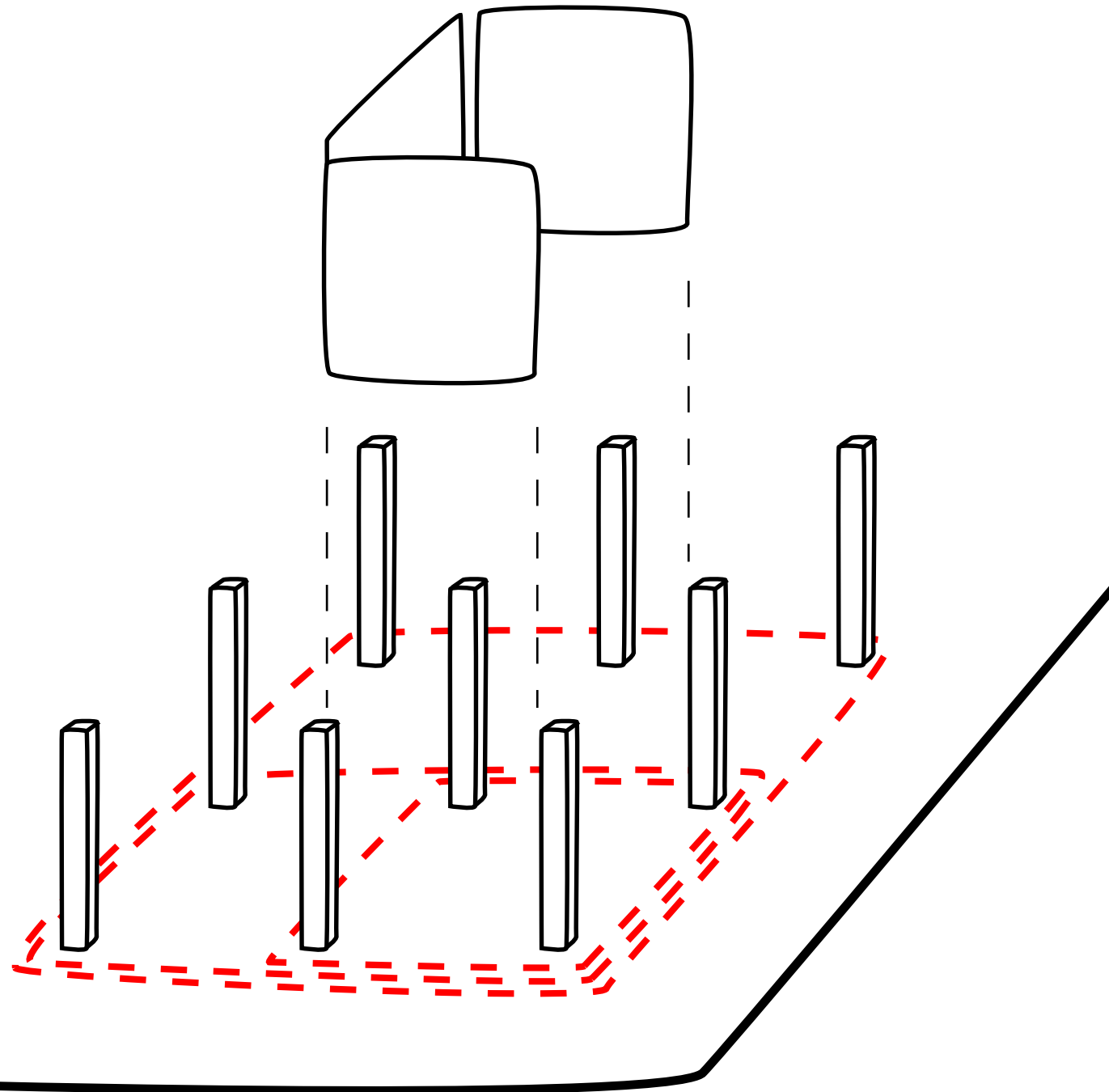
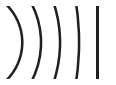
8. Pedestrian Mews

Permeable blocks with continuous pedestrian passage accessing work and commercial spaces of plinth.



Active Ground Floor

GCDA Master Plan



Commercial + Creative Zone

Ground-floor spaces used for commercial, retail, workshop, and arts uses. Residential units in apartment volumes above the ground floor. .

Ground Floor Design Guidelines

Edge zone activation, setbacks, and design for flexible use. Activation has many forms - cafe seating, outdoor work-yard, planting & bioswales, etc. Live / work units must be designed in a considerate way so that the spaces are active - no blank facades and shades drawn.

Anchor Tenants / Amenities for Daily Life

Missing amenities that have logistical / difficult business cases are planned into ground-floor spaces. These fall into four categories: health, money, grocery, and childcare.

Going Beyond Code Requirements

C1-75(M) requirements are the baseline - district will provide greater pedestrian and ground floor amenity than code minimum.

Strategy: Community Engagement

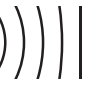
Engage local residents and workers to identify priorities for commercial spaces at ground-level

Strategy: Anchors

Partner with health, money, food, and childcare organizations to ensure these services are 'Day 0' tenants that serve the community. These missing elements activate the district immediately, allowing it to provide needed amenities.

Unified Plinth

GCD A Master Plan



Continuing the Fabric of Georgetown

Building plinth allows for flexible uses - tall enough to accommodate workshop spaces for oversized materials. Plinth facade materiality is robust and durable.

Re-Using Existing Buildings

Identify potential buildings suitable for re-use or incorporation into the building plinth.

Space for All Uses

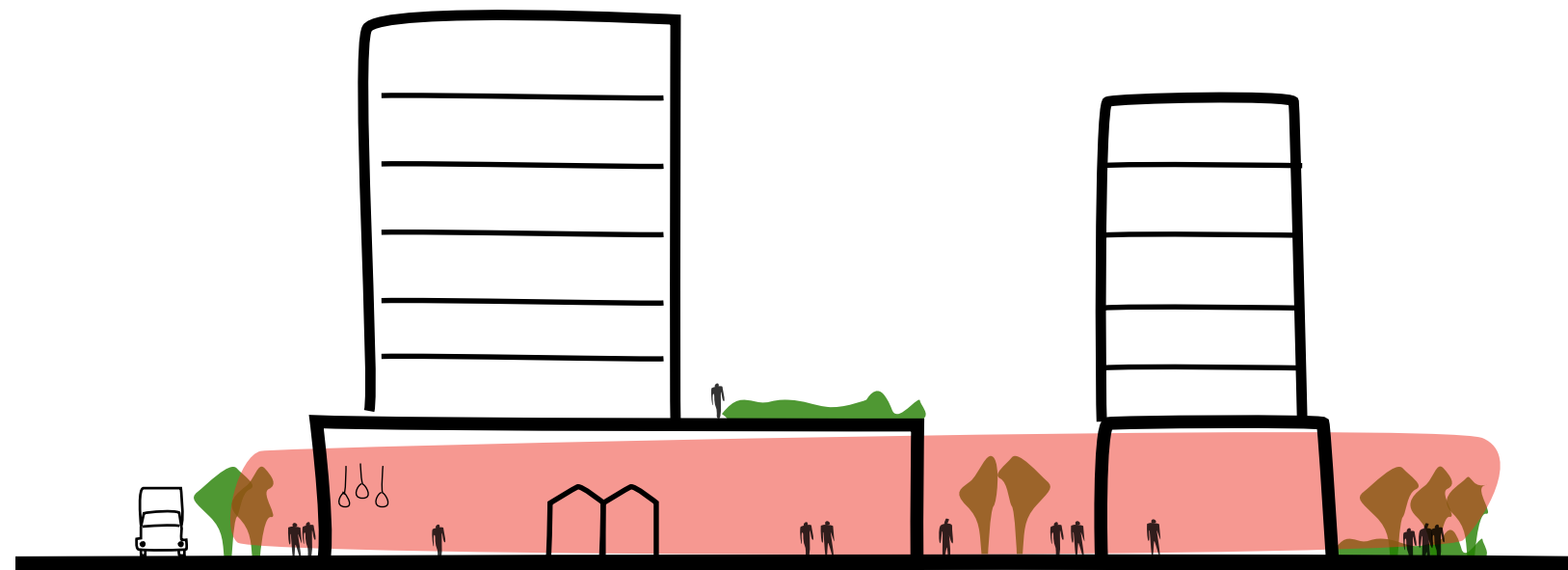
20' plinth height accommodates all uses: commercial uses with mezzanines, live work units, two-stories of office space, or high-ceiling studios occupy the ground floor in the GCD A district

Georgetown Specific

Plinth uses and expression respond to the working/commercial nature of the plinth. Materials that are robust and appropriate to the creative, light industrial, and commercial uses that enliven Georgetown.

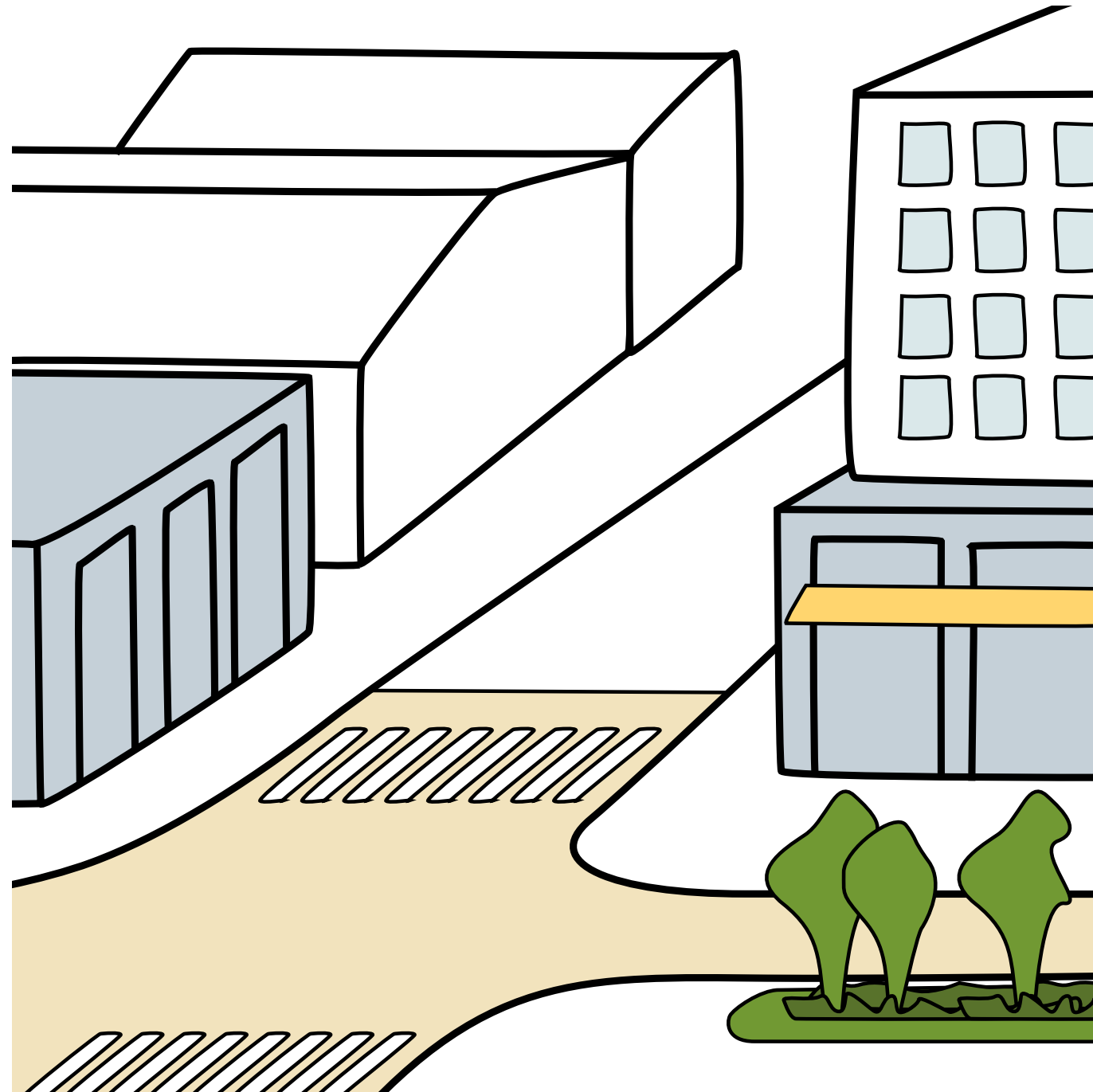
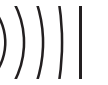
Design Guidelines

Plinth proportions, 'edge zones' & uses, materiality, opportunity for art, etc.



Crossing 4th Ave S.

GCDA Master Plan



Accommodating all Traffic

Safety and efficiency improvements for all users. Well-signed pedestrian crossings with speed tables. Lane priority for heavy freight routing.

Partnering with Freight Community & Local Industry

Partner with freight community to identify improvements to 4th Ave S. on day one. Improvements can serve both freight routing by improving movement along 4th Ave S. and pedestrian/bicycle traffic.

Central Node

Crossings of 4th Ave at S. Lucille Street. This is an existing lighted crossing that stands to benefit from safety improvements. Concentrating activity at this crossing provides opportunities for retail / community services on this active corner.

Design Guidelines

Traffic calming strategy and conceptual street-scape, identification of stakeholders for engagement. Design guidelines to identify specialists to consult specific aspects.

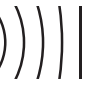
Strategy: Partner to Improve

Partnership with freight community & local industries to identify solutions, de-confliction, and opportunities

Street design to be led by a group with relevant experience (Studio Gehl and their Market Street project, for example)

Neighborhood Magic

GCDA Master Plan



Art Types

- Curatorial Arts: art in buildings / for residents
- Integral Arts: art in the built fabric (materials, courtyards) / for visitors and residents
- Ephemeral Arts: temporal dependent (performance, events) / attractor for GCDA

Sustaining for the Future

This cannot be a superficial 'nod to art' (think about the painted crosswalks on Capitol Hill vs. the bulldozing of the artist community there)

Engagement on several levels to promote and engage the local art community in defining opportunities and experiences

Community Engagement

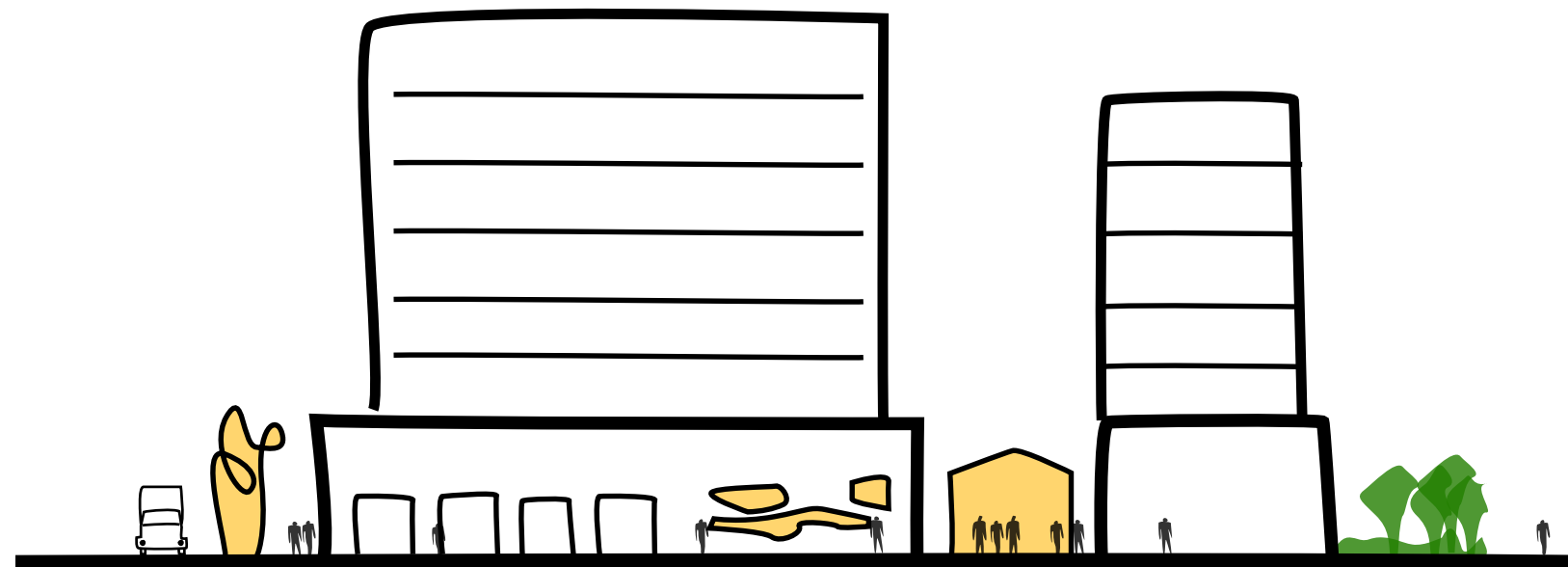
Engage community to guide priorities and strategies for art engagement within GCDA

Partner with representative who can assist in writing arts master plan to engage community and implement these goals

GCDA monthly art fund - \$1,000 / \$10,000 / \$100,000. Opportunity to employ curator and engage Georgetown artist community

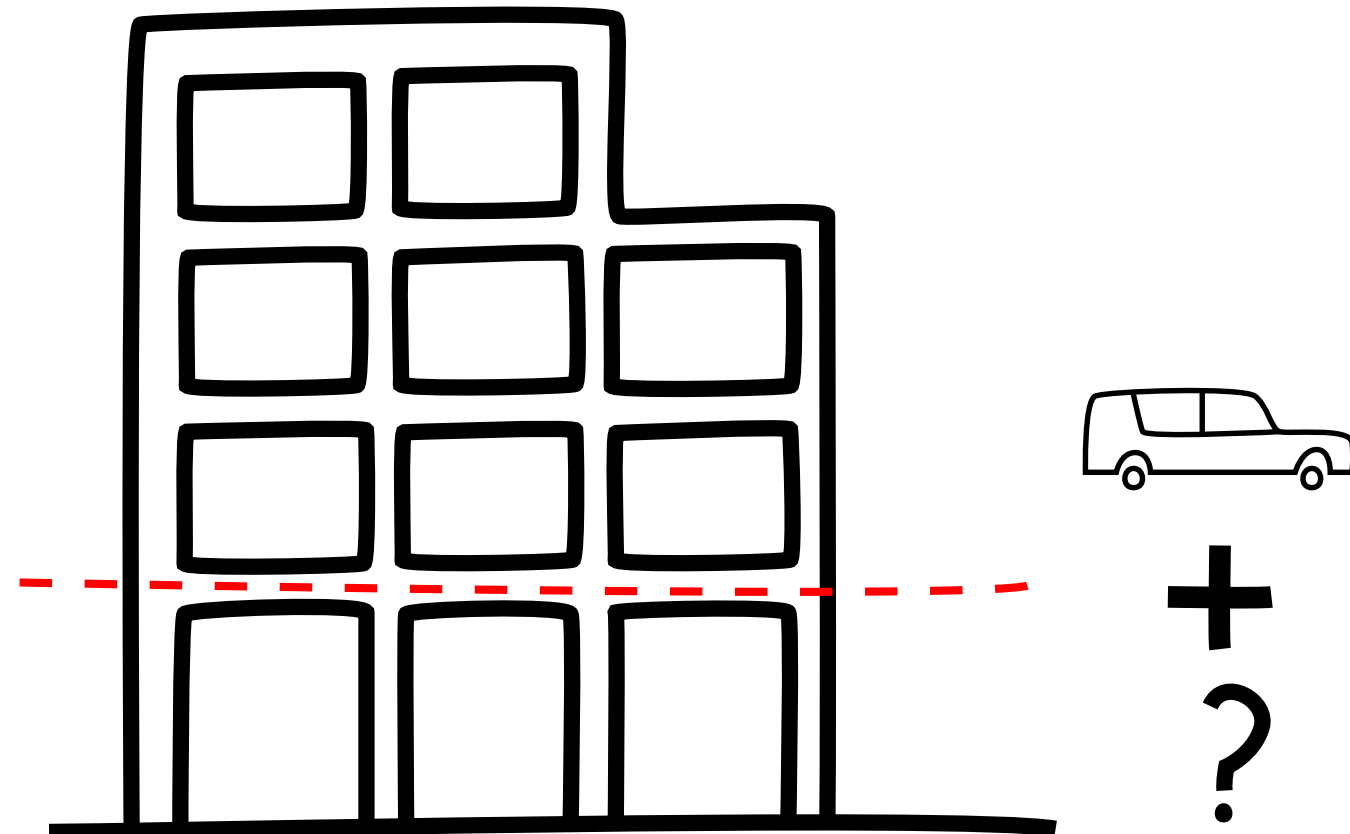
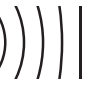
Strategy: Arts District Plan

Engage with an Artist / Arts Group to lead an Arts District Plan / Arts Master Plan. This team will handle artist outreach and engagement in support of the District Plan



Off-Site Parking

GCD A Master Plan



Parking + X

District parking as opportunity to activate IG2 zoning area

Parking in mixed-use structure above workspaces - workshop + parking + recreation (rooftop park). Structure could be built with structural bays to allow for adaptive re-use.

Civil Engineer to study traffic flows and parking requirements and propose strategies.

District Amenity

'Public Benefit' for negotiating with city on other GCD A asks & potential to partner with city in long-term lease for itinerant housing in parking structure - assume parking will provide some basic community-focused amenities

Freeing the Ground Floor

Off-site parking strategies eliminate parking need in C1-75(M) zoning, allowing more of the ground-floor to be dedicated to commercial / workshop / community spaces drawing more users and allowing the GCD A district to provide more community benefit.

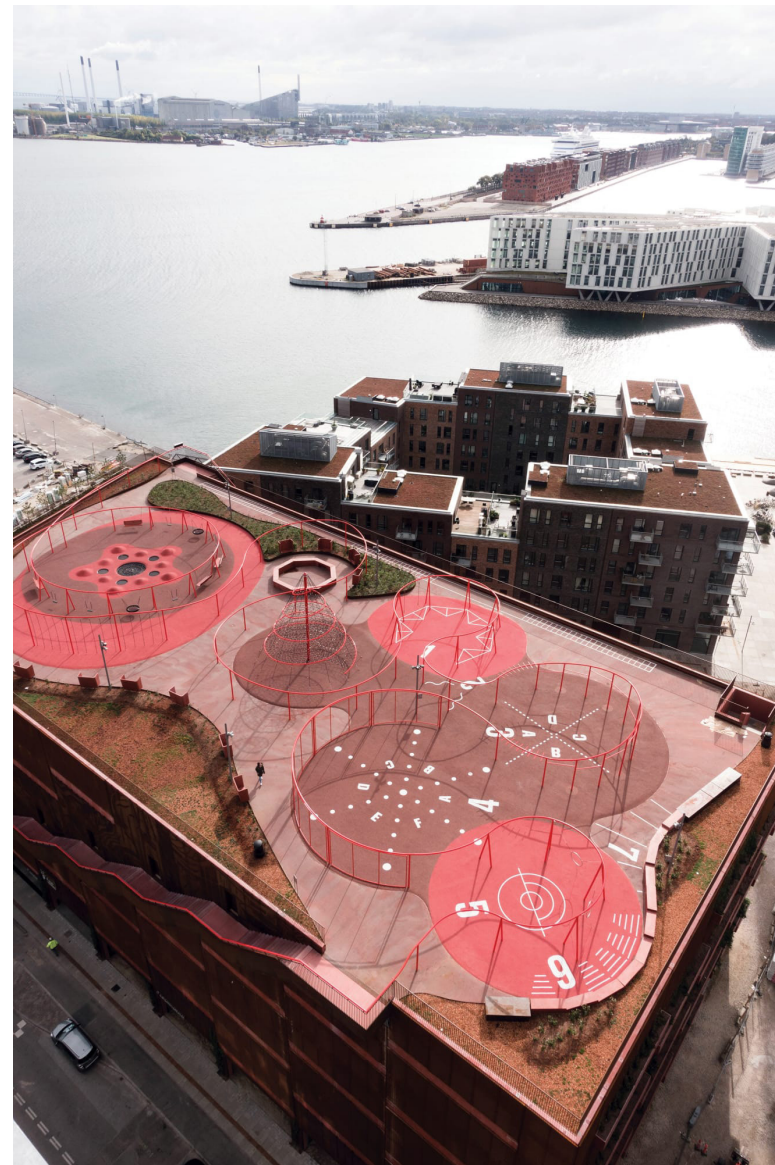
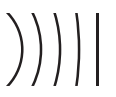
Strategy: City Engagement

'Public benefit' by including public serving amenities and parking within Georgetown

Partner with city to determine feasibility and investigate code to determine how residential parking requirements can be met

Off-Site Parking

GCDA Master Plan



JaJa, Park-n-Play, Copenhagen

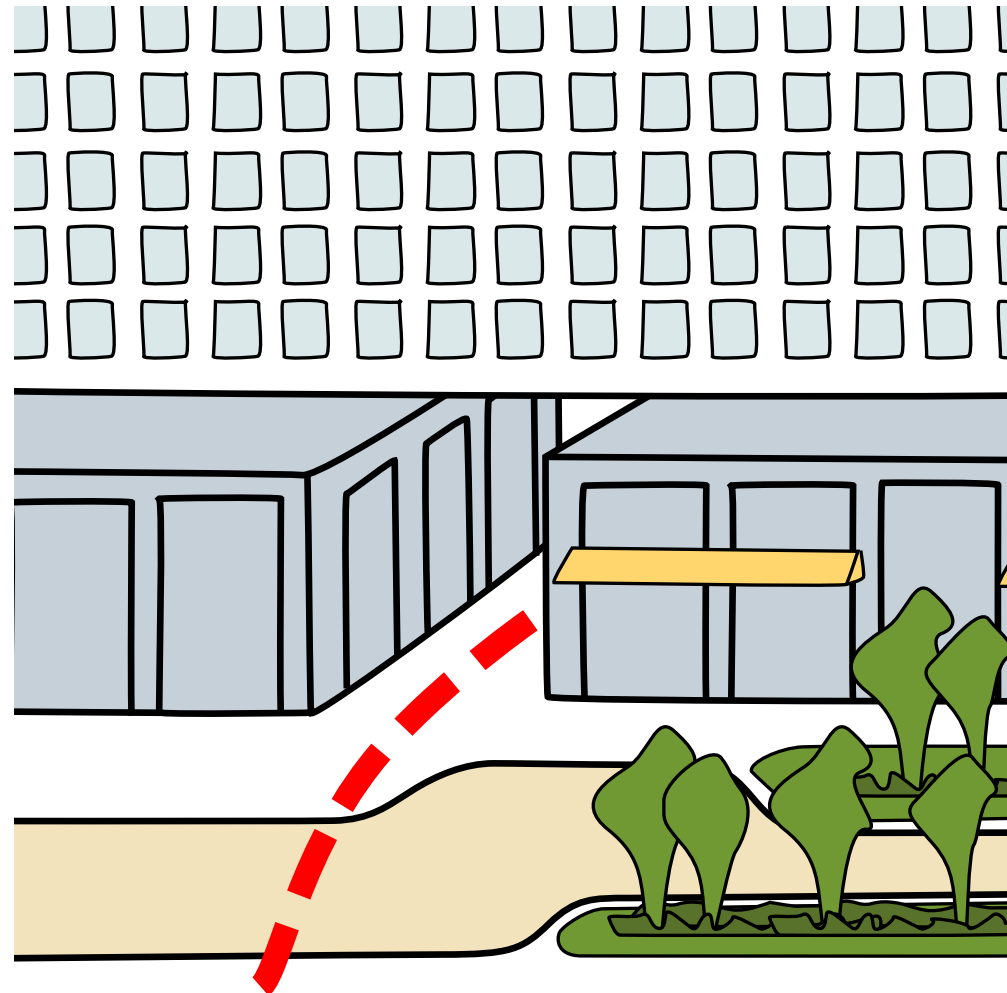
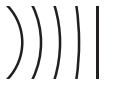
Spaces at ground floor used for grocery store, neighborhood swap-shop, boat storage for local kayak club, and recycling center.

Exterior stairs used by runners/personal trainers

Rooftop playspace used by families and as harbor overlook

Pedestrian Mews

GCDA Master Plan



Georgetown Mews

Pedestrian passage connecting the 7 blocks between 4th & 5th Ave S. at ground level. The eddies and niches created by this passage allow for pedestrian-scaled spaces, shared work yards, green spaces, and greater light & air to reach ground-floor commercial spaces and workshops.

Intimate Spaces

Creation of pedestrian-only passageway through GCDA area, creating a pedestrian market / center for exchange in a car-dominated neighborhood

Zone of Exchange

Mixed-use pedestrian mews provide spaces for residents to have workshops and businesses. Adjacent tenants share amenities and form social networks, establishing and reinforcing social networks.

Design Guidelines

Cohesive design guidelines to create spaces that can be activated by adjacent workshops, businesses, and community. Design guidelines provide parameters for architectural teams to work within to ensure a cohesive district approach.

Strategy: Identify the Ask

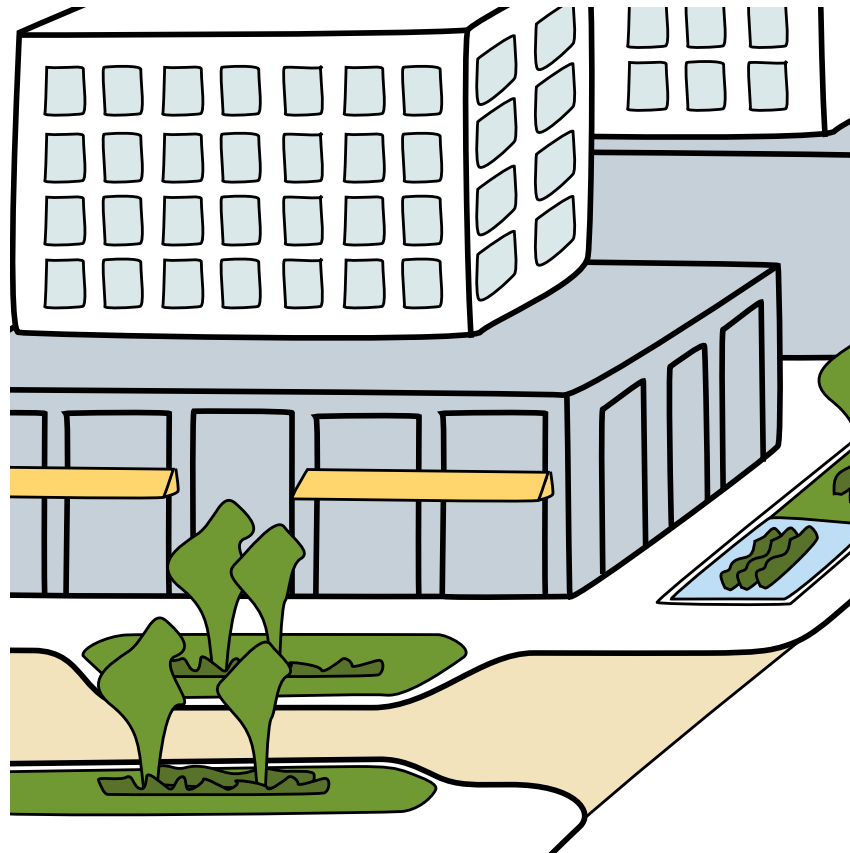
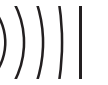
Identify items or aspects that have large impacts to pro-forma when engaging with developers to determine how best to proceed with realizing the passage. GCDA is funding the plinth, creating opportunities to re-balance pro-forma.

Strategy: Community Input

Community consultation on what types of spaces to provide, engaging with Equinox community to vet ideas and determine how these spaces function.

Woonerfs

GCD A Master Plan



From Dead-End to Amenity

E/W discontinuous streets re-allocated / vacated to become pedestrian priority streets. Converting these streets to Woonerfs lessens SDOT's responsibility while increasing opportunities for greenery and pedestrian-priority spaces

Pedestrian Priority

Provide safe and inviting areas for residents and visitors to relax. Parklets, benches in greenery, and small community-sponsored installations.

Connecting to Georgetown

Woonerfs & green streets reconnect with Georgetown commercial center, creating safe and inviting pedestrian routes that tie into existing parks and neighborhoods.

Environmental Justice

Additional greenery on GCD A sites is a net addition to neighborhood greenery - providing health and environmental benefits

Design Guidelines

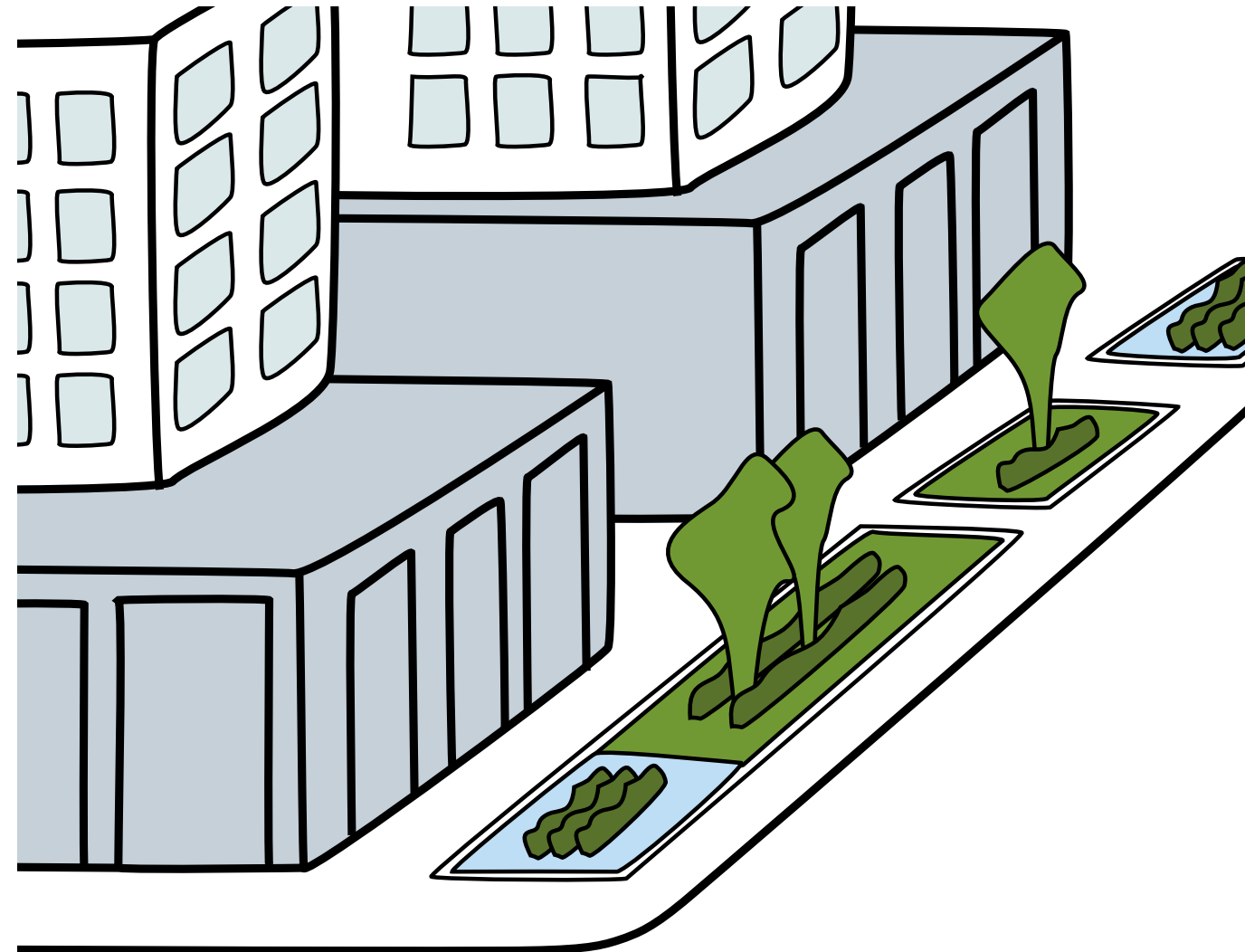
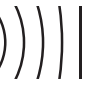
Guidelines explore woonerf conceptual sections, greenery insertions, and opportunities for community-defined interventions or amenities.

Strategy: City Champions

Partner with City / SDOT on re-allocation or vacation of Woonerf Streets.

Green 5th

GCDA Master Plan



Edges That Work

4th Ave S. will always be main street. 5th Ave S. will become the green street. Bioswales and greenery provide soft edge for GCDA district while filtering runoff, enhancing the ecology, and providing a narrow 4-block park along E. edge of district.

Connection to Georgetown

Pedestrian and greenery network provides links GCDA district to adjacent green and less-traffic streets, providing inviting walking routes to Georgetown commercial district.

Environmental Justice

Additional greenery on GCDA sites is a net addition to neighborhood greenery - providing health and environmental benefits.

Design Guidelines

Guidelines design language and scale. Define 'kit of parts' that can be arranged to form this strip (parklets, water infiltration, tree planters, seating areas, fixed exercise equipment, etc.)

Realizing District-Level Change



Partner With City Agencies

Function of broader Georgetown as a livable / walkable neighborhood cannot be addressed with 3 buildings

Engage 'champions' at city level to realize broader goals to allow GCDA to function as keystone in making Georgetown livable

Bridge between planning and architecture

Engage city agencies - OPCD, OED, SDCI, SDOT

Engaging Commissions

Design, planning, and arts commissions, 4Culture

Incentivized Development

Build a resilient development footprint that incentivizes GCDA community-led priorities

Champions and backers at city level, feedback and resources of these agencies and commitment in support of GCDA

Separate Track & Timeline

Partnering early with City and commissions sets GCDA for success, so the 'business as usual' isn't the default - conversations have been started to make this a precedent-setting district

Define and understand code variances and asks so development partners are protected

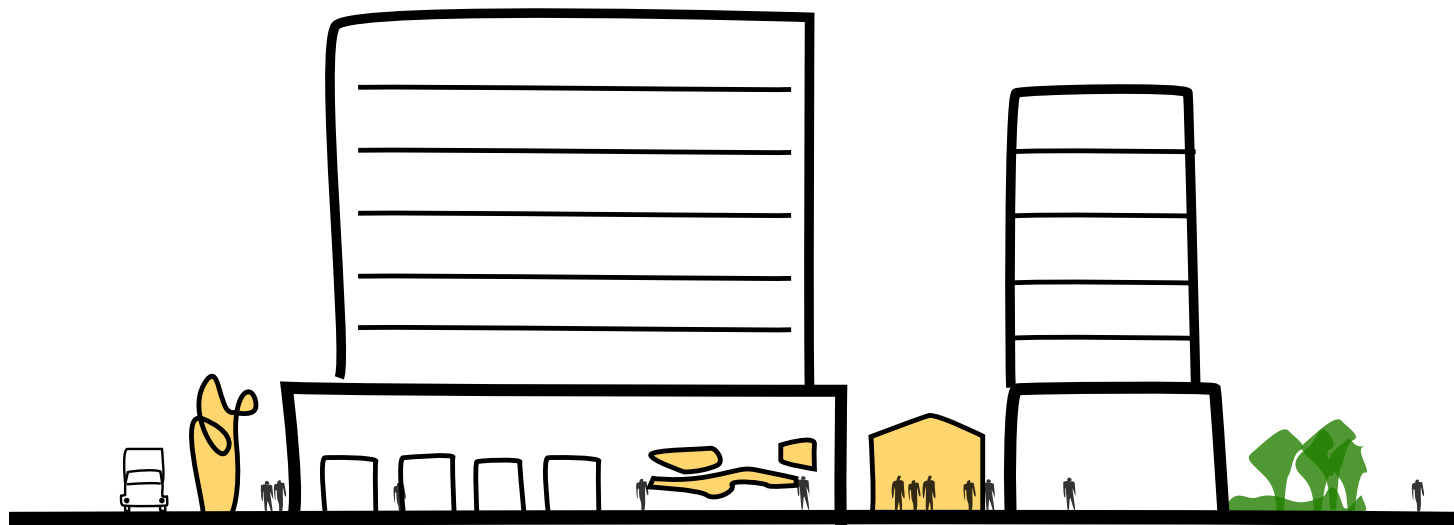
Partner with developer who champions the ideas and values in this GCDA Vision Document

3. Design Guidelines

How it comes together.



Conceptual collage: simplified housing massing above a plinth containing a diversity of uses and activities.



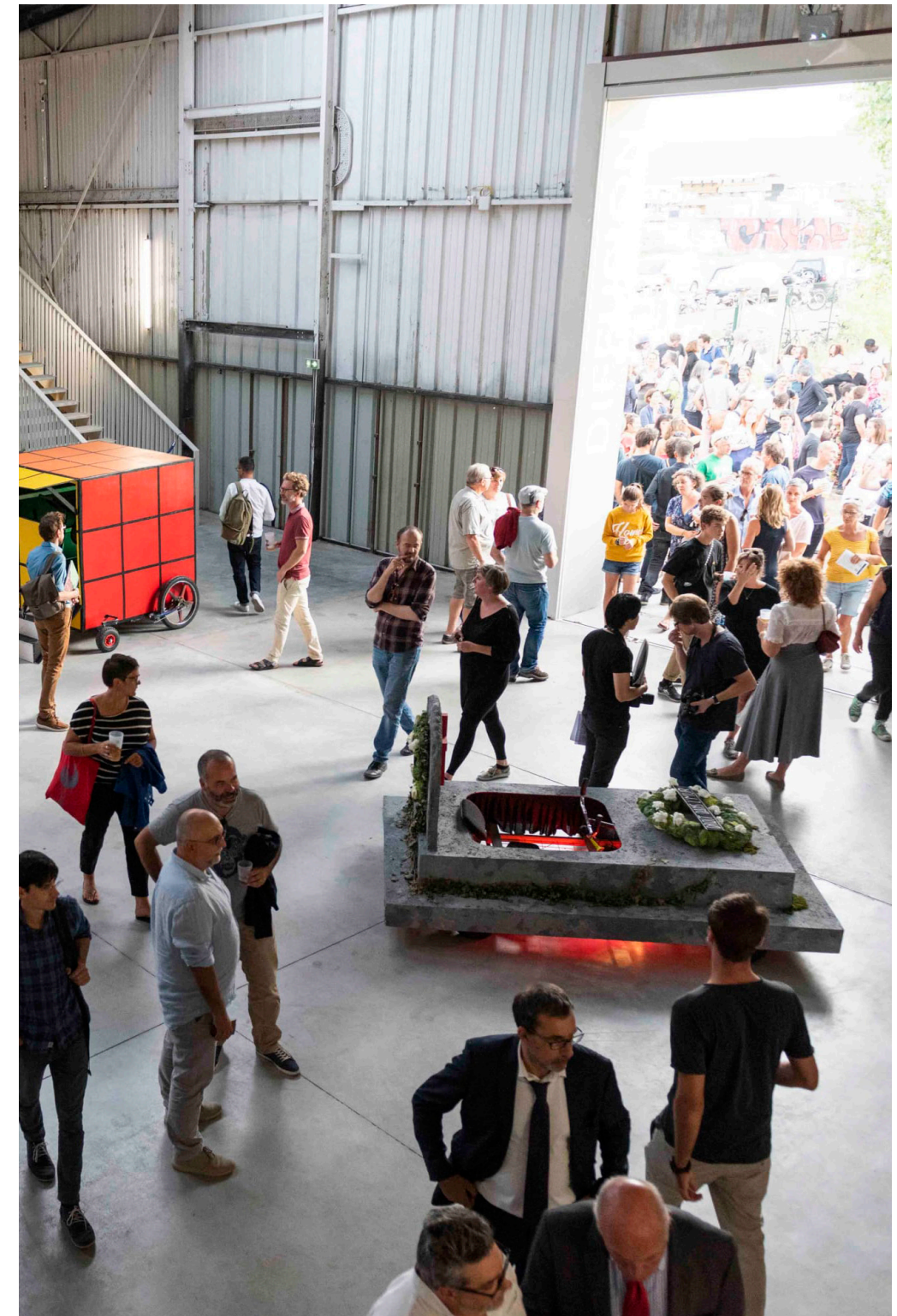
Unifying the District

These design guidelines set-up the approaches for the public realm, community-serving commercial spaces, workshop, pedestrian mews, and plinth spaces of the project. Outlined within this document are guidelines and priorities to guide the design of the ground plane & public realm.

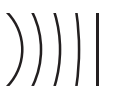
The plinth spaces and ground-floor experience, creating a vibrant zone of exchange and activity, are central to this district. Existing uses are maintained while maximizing the footprint of usable area within the plinth to create additional commercial and workshop. This results in a net-gain of ground-floor area shared between

workshops, commercial, and community-focused groups.

Housing is stacked atop the plinth within the airspace of the existing C1-75(M) zoning. The GCDA district character is achieved through this stack. 2-story plinth bases define street edges and create pedestrian spaces with materiality and expression that relates to the industrial and mixed-use fabric of Georgetown. Simple housing volumes are stacked above this with a separate expression, optimized to create high-quality well daylit affordable housing.



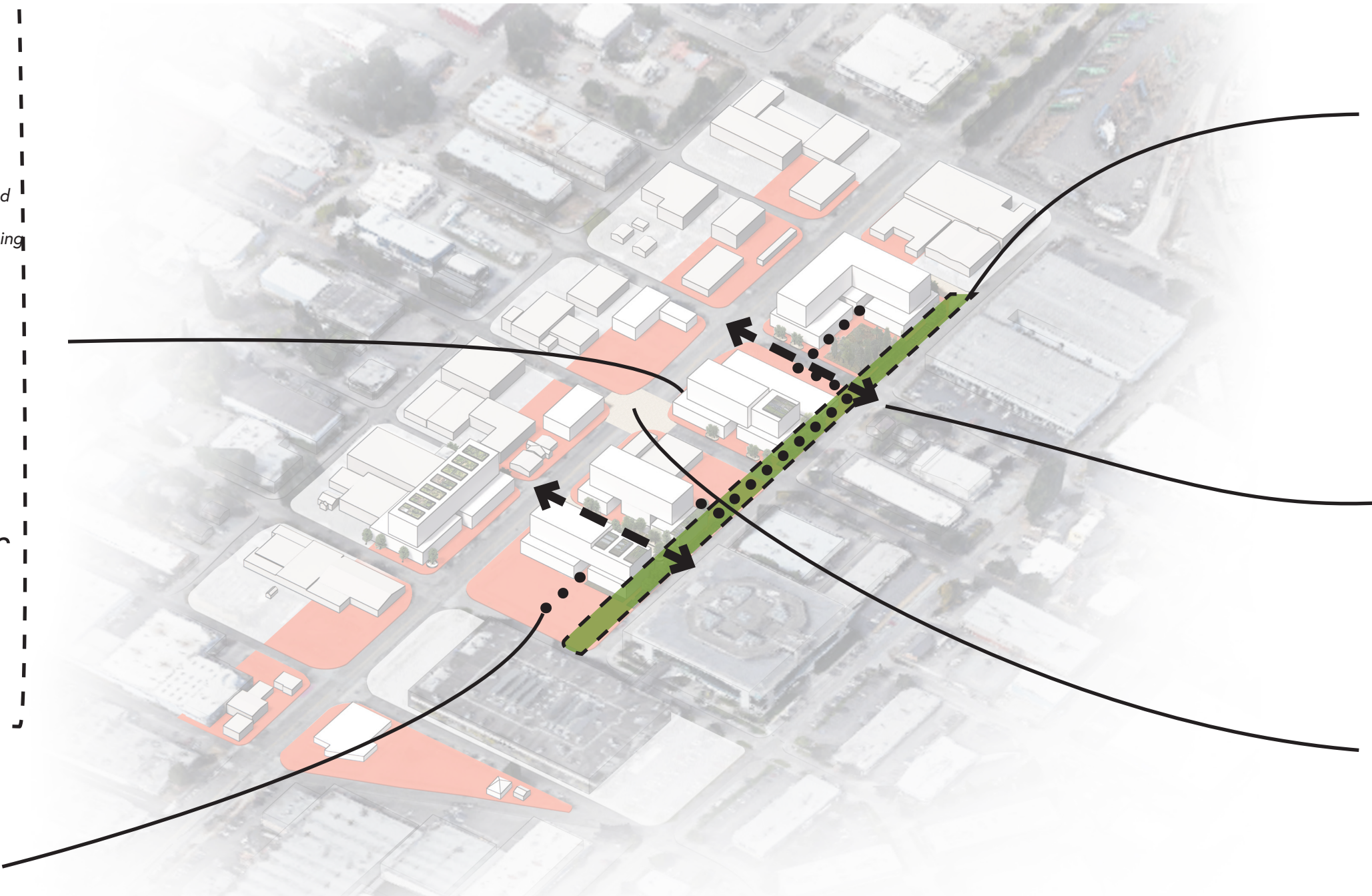
Design Guidelines Overview



Unified Plinth
20' plinth housing commercial and workshop spaces creates unified datum across all parcels, continuing scale of Georgetown industrial buildings through site

Active Ground Floor
Commercial and flexible-use studio spaces activate the plinth and continue neighborhood character at street level.

Related guidelines combined into design guidelines chapter



Green 5th
Wide area of planters and bioswales along Western edge of 5th Ave S.

Woonerfs
Pedestrian priority streets with planters connect E/W across district

Cross 4th
Improved crossing at 4th Ave S. & Lucille.

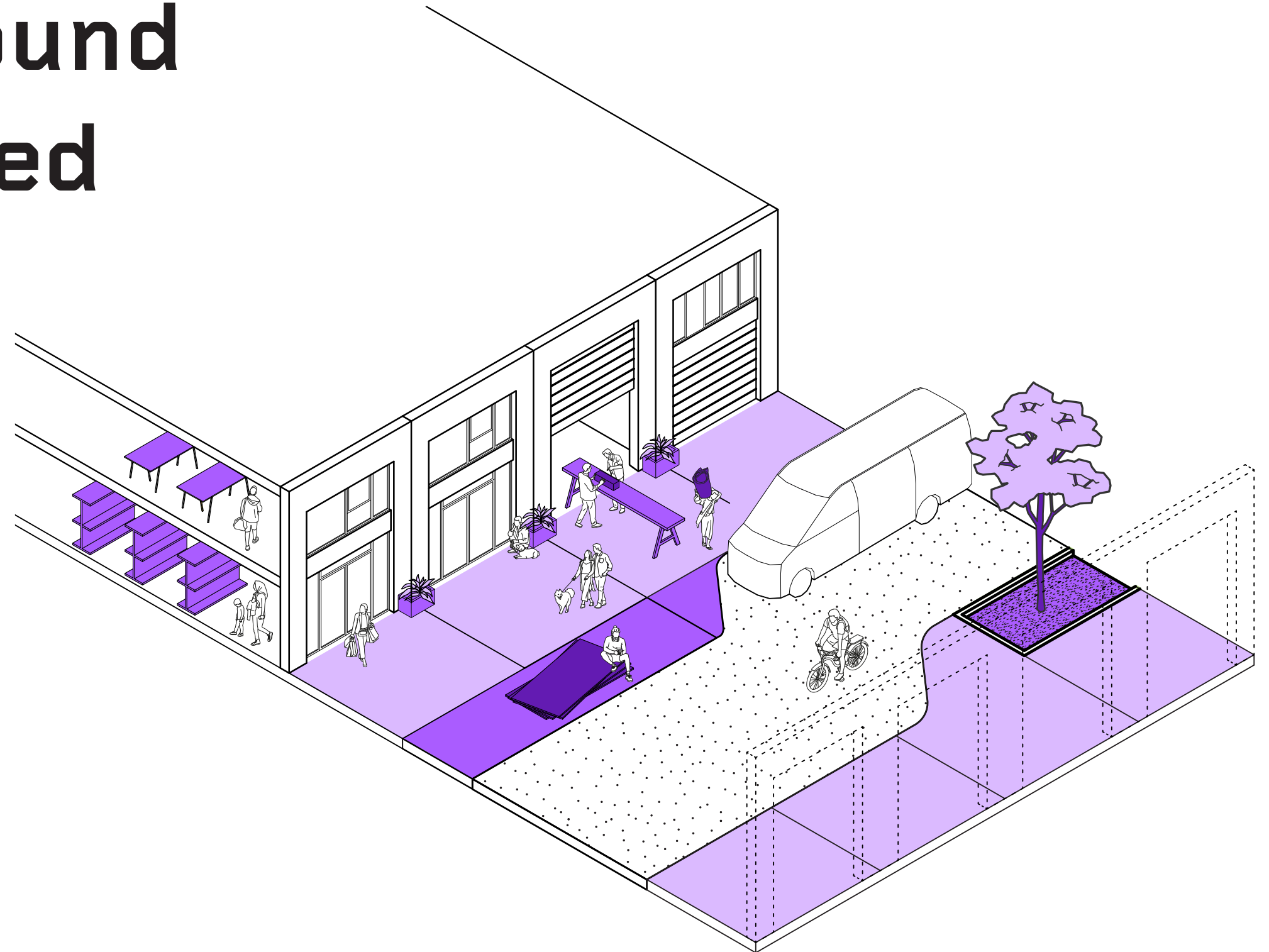
Related guidelines combined into design guidelines chapter

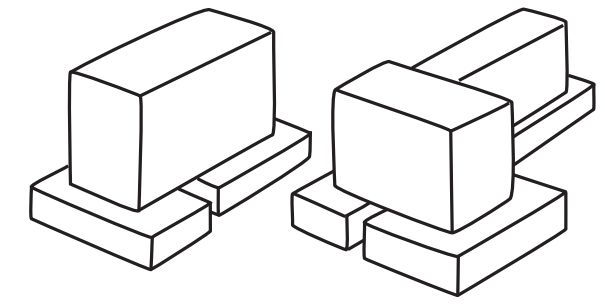
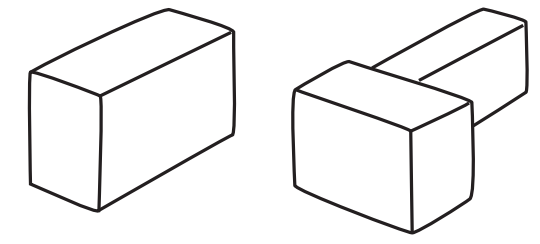
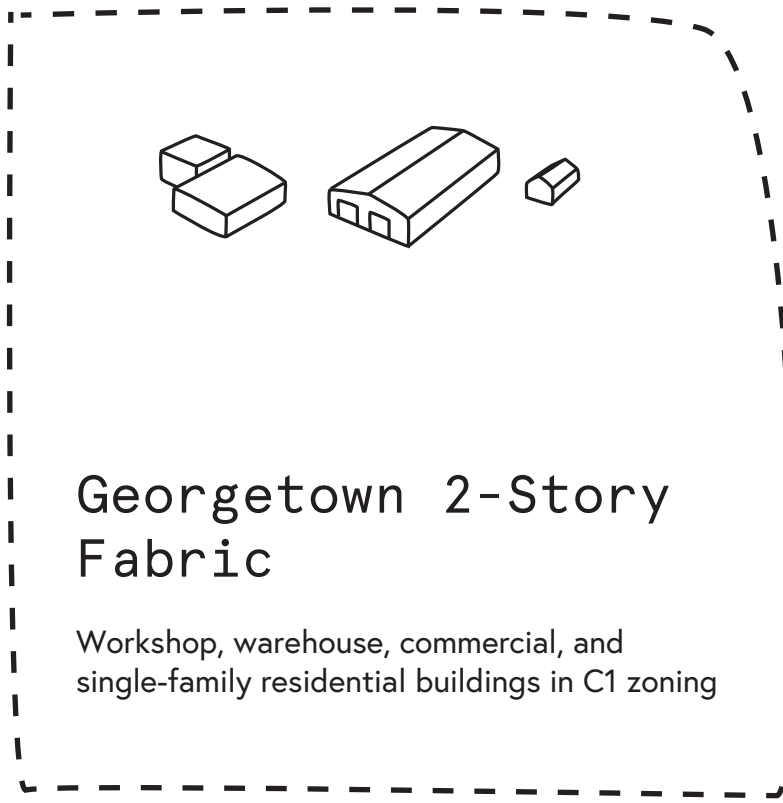
District-Based Approach

Design guidelines set up parameters for GCDA to function as a cohesive district that complements the vibrancy of Georgetown.

Pedestrian Mews
Permeable blocks with continuous pedestrian passage accessing work and commercial spaces of plinth.

a. Active Ground Floor + Unified Plinth

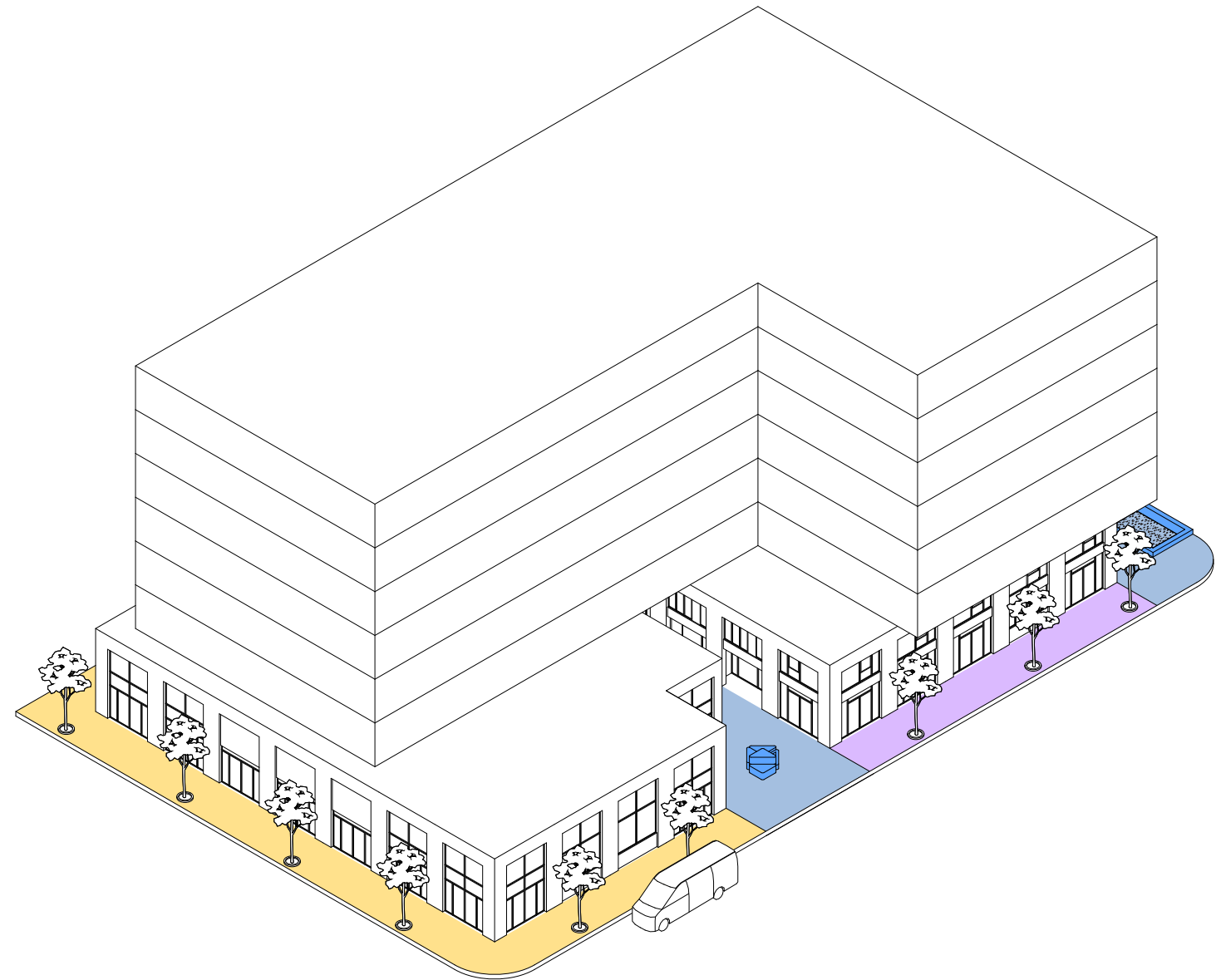




The Plinth.
Contains community, commercial, workshop, and amenity spaces.
Defines a continuous datum across all parcels defining the ground-floor and public realm.

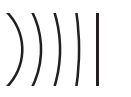
Plinth Design Guidelines

1. 20' height of plinth creates a unified datum across all blocks
2. Express the uses. 10'-14' facade bays (the width of one live + work unit)
3. Blurring public/private. Edge zones & courtyards adjacent to public space invite community activation.
4. Min 5' setback or overhang of upper/apartment massing
5. Plinth massing defines block edges and streetscape.
6. Plinth set back along 5th Ave S & at entry for pedestrian mews.
7. Low-maintenance and robust plinth materiality references Georgetown precast / tilt-up concrete & metal facades.



8. Community serving commercial spaces compliment existing Georgetown commercial uses.
9. Clear sight lines improve visibility and safety throughout ground plane.

Ground-Floor Uses



Integrating Into Georgetown



Complementing Georgetown

The community-serving commercial spaces (CS2) contained in the GCDA district complement the existing commercial uses and businesses of Georgetown.

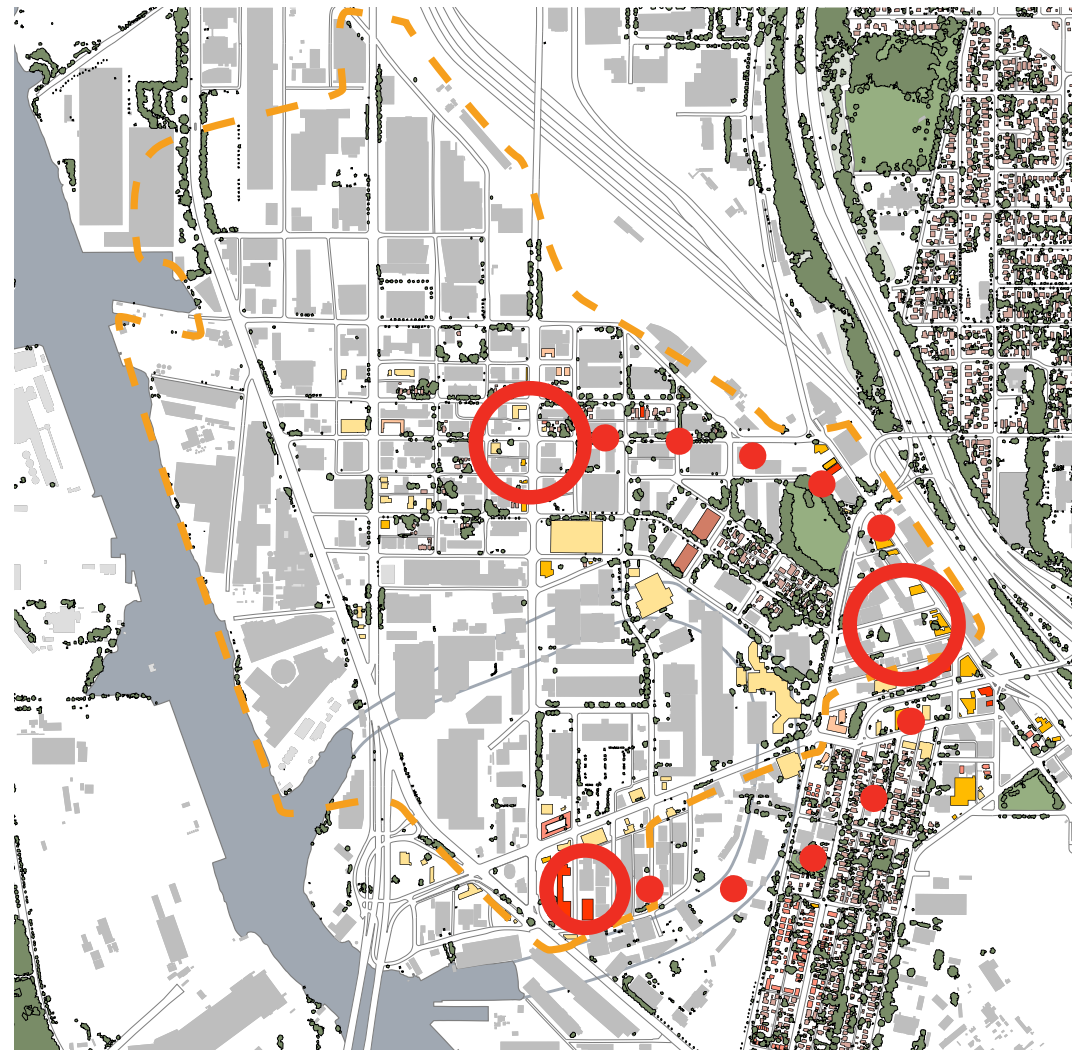
The district approach adds additional commercial square footage in the existing commercial zone. This new commercial area provides opportunities for existing and new businesses to establish offices and workshops in this mixed-use district.

One tenet of this new live + work district is no net loss of manufacturing space. The plinth level creates new workshop spaces to house artisans and artists and continue the tradition of fabrication in Georgetown.

Missing Amenities

Space is created for missing daily life amenities (grocery, credit union, childcare, and health services). In addition to these neighborhood amenities space the commercial spaces invite cultural, community, and non-profit groups to Georgetown.

These amenities have unique demands, so partners are engaged early to ensure viability of these spaces.



Community-Serving Commercial Spaces (CS2)

Main Street

Large-Scale Commercial spaces respond to the busiest areas of GCDA along 4th Ave S. and wrapping onto S. Lucille Street, the primary East/West connection through the district.

Businesses & amenities that require more floor space such as the health clinic, financial services, and grocery store are located along 4th Ave S., providing multi-modal access and visibility.

The streetscape along commercial edges is lined with 2hour parking spaces, providing immediate access off of 4th Ave S. for shoppers, clients, and anyone else visiting these businesses.

Spatial requirements of these larger commercial spaces occupies several facade bays. The infill of the facade bays relates to the scale and use. The commercial uses are expressed at the facade. Large areas of glazing and pedestrian-scaled entries provide visual connection to these spaces and clear pedestrian way-finding.

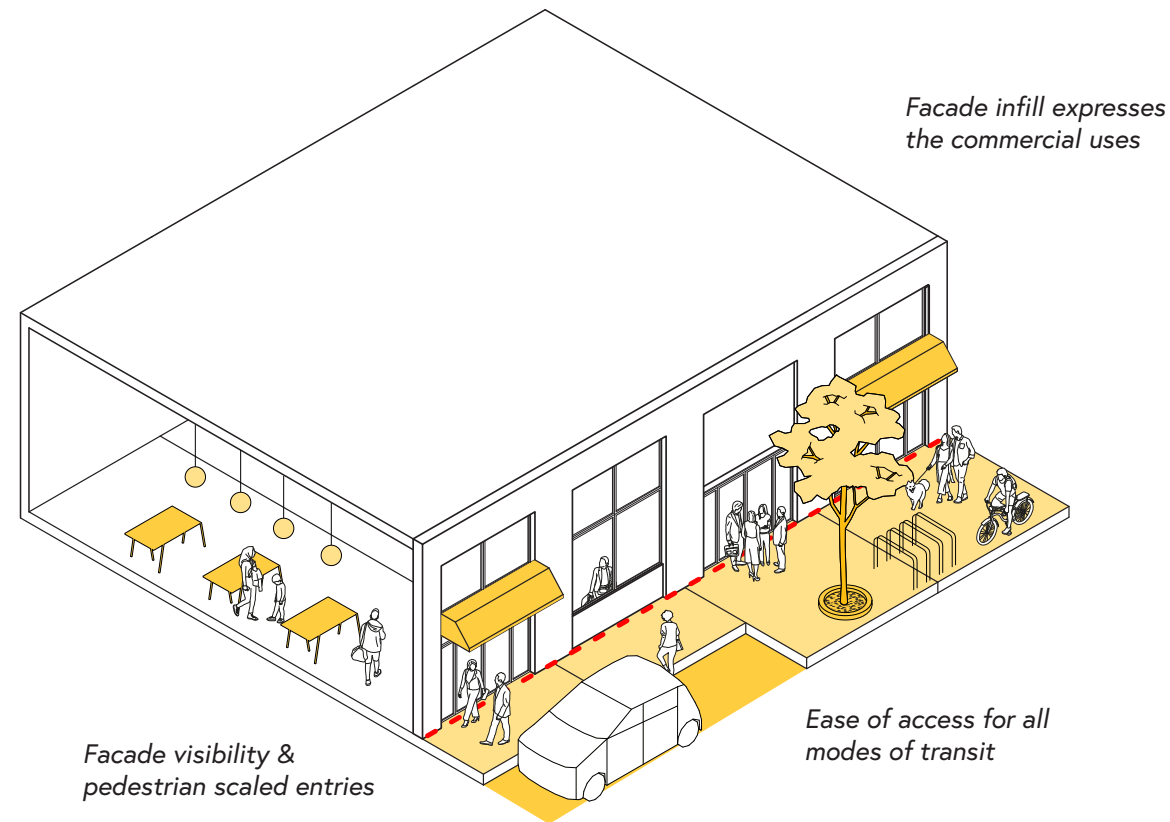
Facade Expression

Large openings and glazing correspond to the commercial uses of these spaces, allowing them to be clearly identified as such. Full-height glass and clearly defined entries provide visual connectivity and clearly indicate entries.

Large windows respond both to a code requirement¹ and a desire to improve visual connection between activated commercial spaces and the public realm. Visual connectivity improves safety and enhances the public realm by connecting users visually.

Edge Zones

No edge zone (activatable land between the facade and property line) within the CS2 areas - plinth facade holds the block edge at the property line.

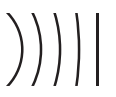


Day-care as an example of community-serving commercial space use



Grocery / co-op as an example of community-serving commercial use.

1 - WAC 23.47A.008



Workshops & Small Commercial

Slower Pace, Smaller Scale

Small-scale commercial spaces and workshops line the pedestrian-priority East-West streets (S. Brandon & S. Findlay). These spaces accommodate range of uses from workshop to small offices.

The density and variety of these spaces corresponds to the slower travel speeds on these streets. Passing pedestrians and visitors can take in the range and diversity of activity within these spaces. These spaces are supported by a flexible street-edge that combines street trees, space for loading/unloading materials and goods, as well as pedestrian amenities that invite interaction.

Flexible (re)Use

Centralized utilities allow for build-outs tailored to the use. Open structural bays allow for the spaces to be partitioned and recombined as needs require.

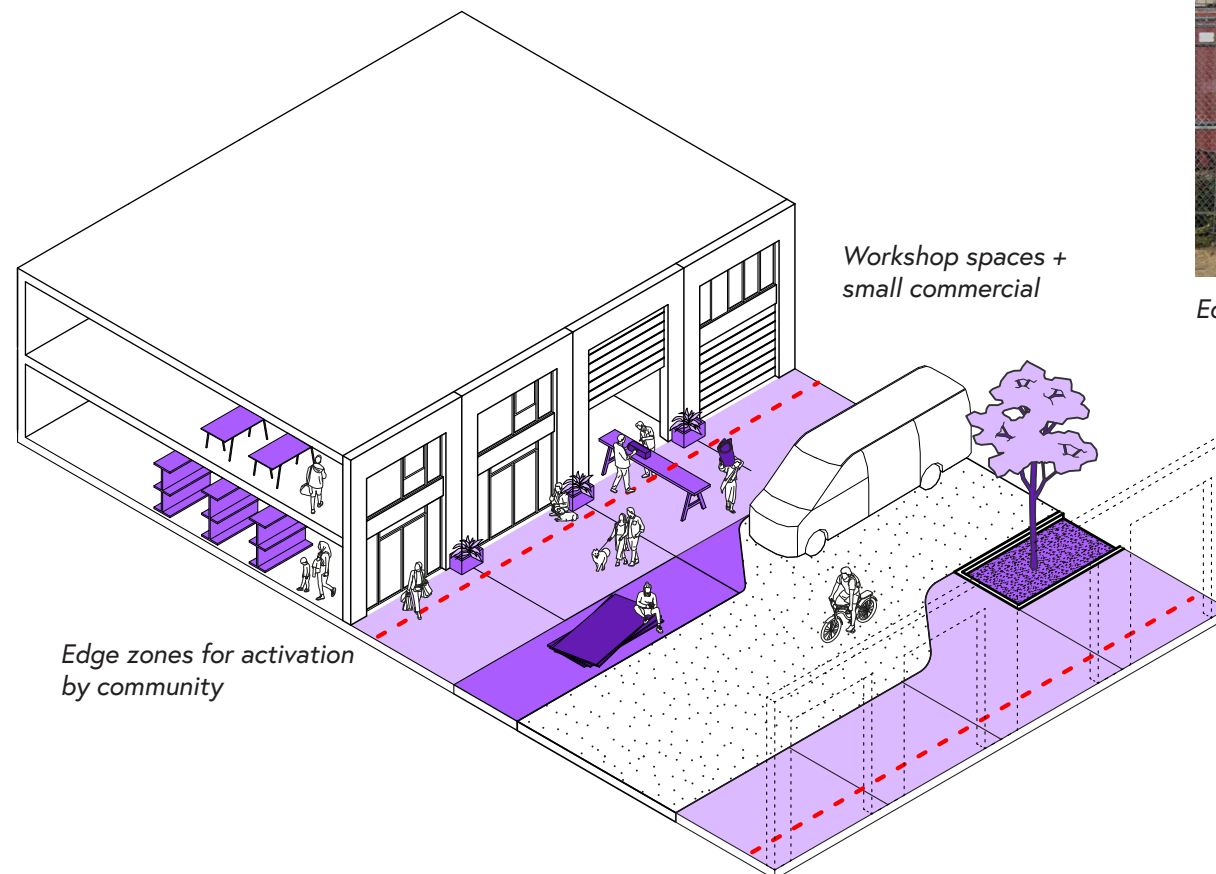
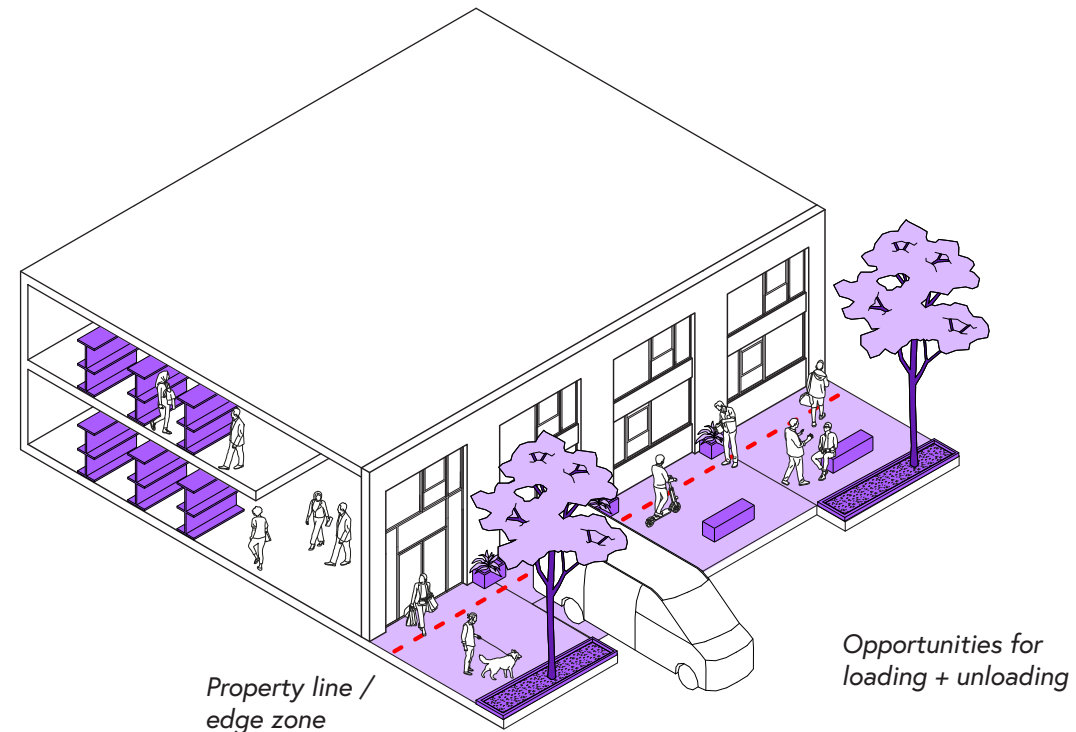
Facade Expression

Use of these spaces and are expressed on the facades. Workshop spaces with high ceilings are expressed with large facade openings and roll-up doors. Similarly, spaces for commercial / office use with two levels are expressed as such on the facade.

Edge Zones

Edge zones (spaces between the facade and property line) and plazas line these workshop spaces and provide space for a range of uses. These spaces provide flexible work-yards and opportunities for businesses to expand outdoors within the property line unhindered by city sidewalk ordinances.

Edge zones adjacent to these uses are 3'+ wide.

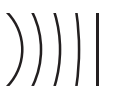


Equinox metal fabrication shop



Equinox shared yard with studios

Live + Work(shop)



Live + Work Scale

Live + Work units combine opportunities for living and working at the ground-floor. Flexible layout and open ground-floor allow for a range of uses, from small businesses to workshops to flexible living spaces.

Working Mews

Yards and mews spaces house shared amenities that live + work units share at pedestrian mews. Ground-floor garage doors open onto flexible ground-floor work spaces. Edge zones create space for a 'front porch' that encourages activation of the public realm.

Whether utilized as workshops or as small office spaces, these live + work units create niches where residents can live and work as part of a community. Co-locating work with living encourages greater community connection and creation of social networks.

Privacy Upstairs

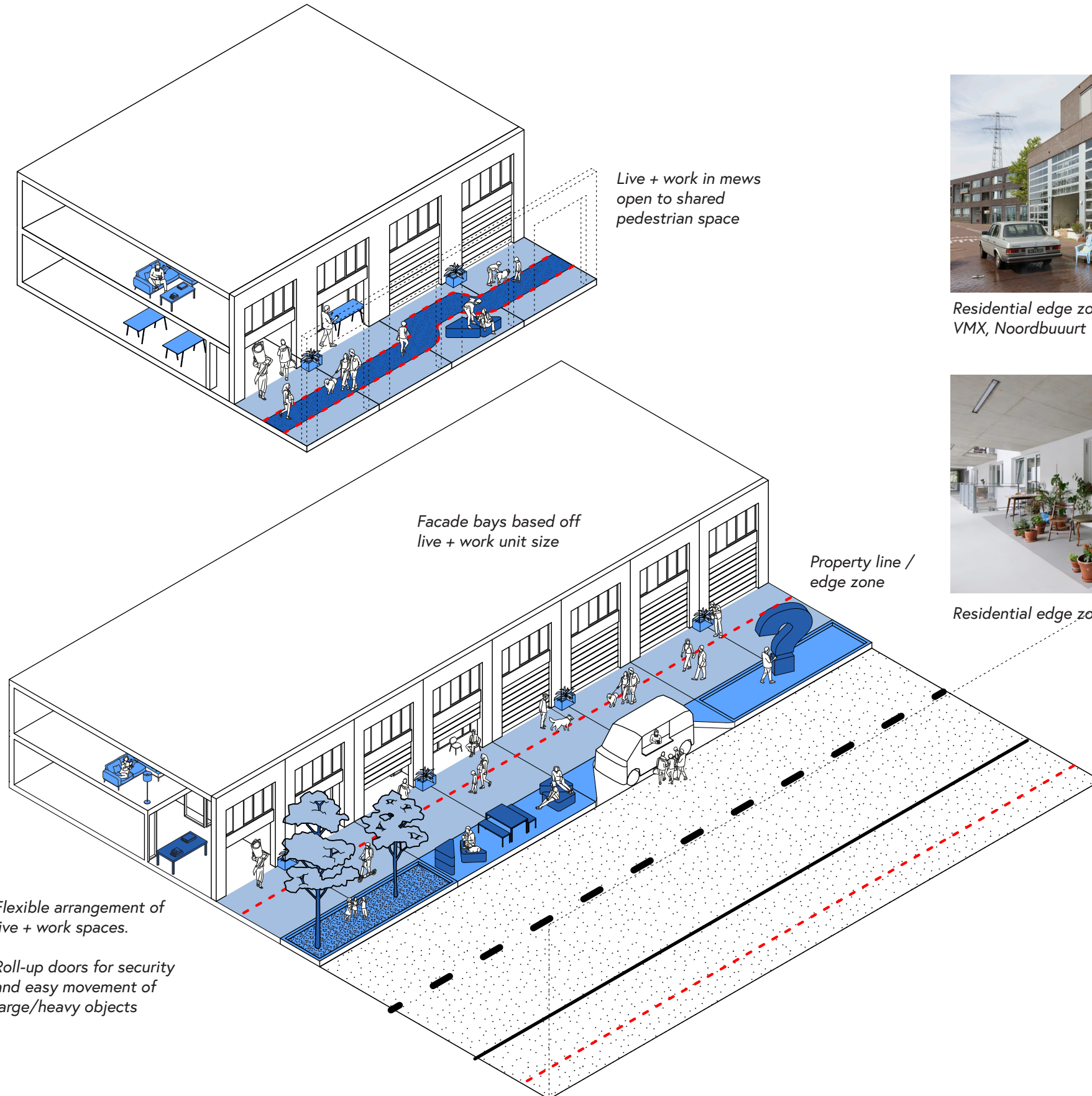
Placing residential spaces on the second floor separates private spaces from the pedestrian realm of the ground floor. Returning to the typology of shopkeeper living above the shop. Private spaces on the second floor allow residents to keep their shades open, 'eyes on the street' during morning and evening hours.

Facade Expression

The live + work units clearly express both of these aspects on the facade. Roll-up doors that enable odd-sized objects to be moved easily express the work while above windows indicate the residential component.

Edge Zones

Edge zones adjacent to Live+Work units are 5'+, providing space for work, gardens, and outdoor residential activation.

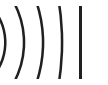


Residential edge zones with roll-up doors. VMX, Noordbuurt



Residential edge zones, EM2N Briesestrasse

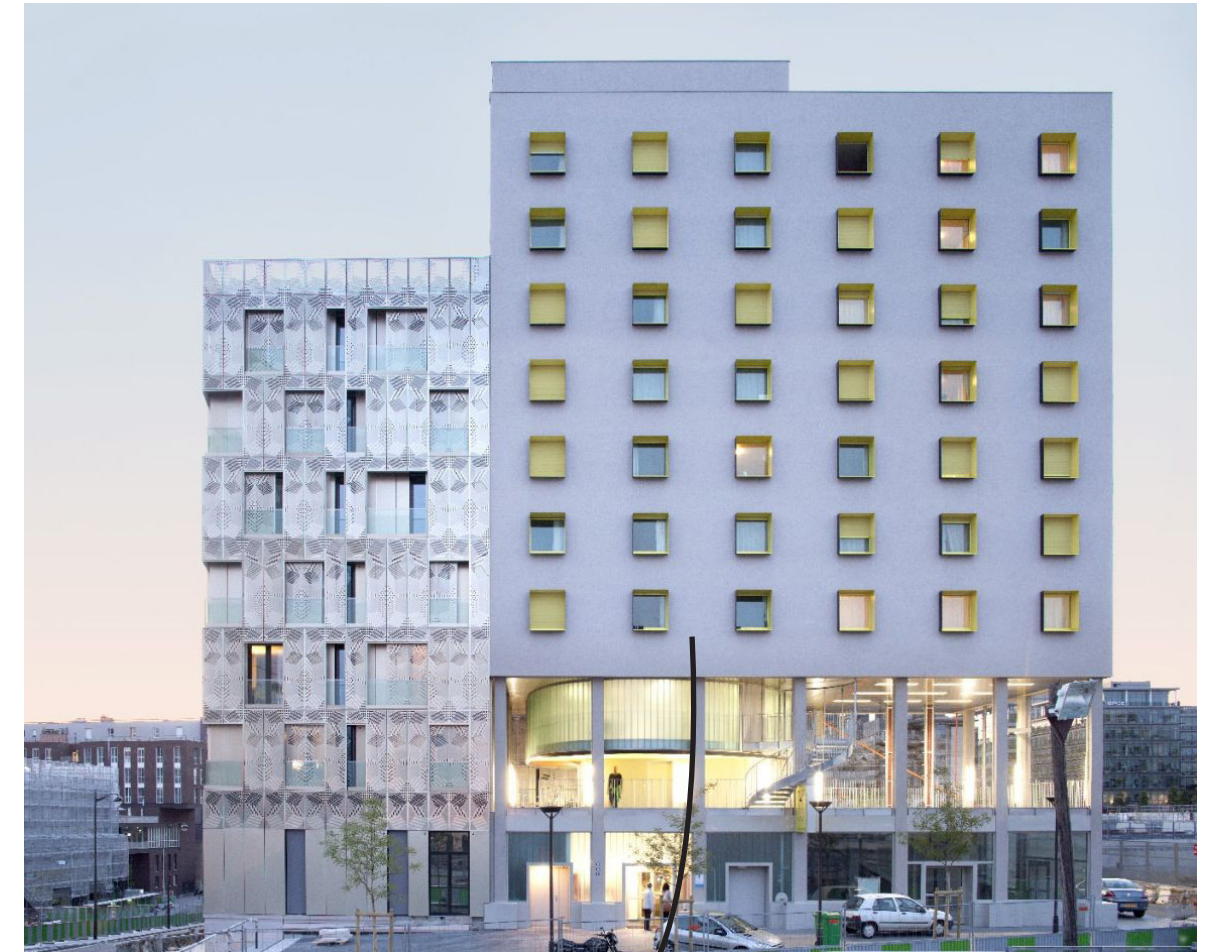
Ground Plane + Plinth Precedents



Massing overhangs plinth, street-level uses defined in unique material finishes

Huxley, Seattle, WA | Mithun

Mixed-use residential with clearly defined housing massing. This upper volume overhangs the mixed-use ground-floor (townhouse units in this view).

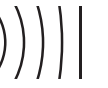


Housing massed as simple volume above concrete plinth with commercial + communal spaces

Pink Flamingo, Paris FR | Stephane Maupin

Student housing above commercial spaces and shared amenities.

Ground Plane + Plinth Precedents



Commercial spaces at first two levels that define plinth throughout this district

Pantin District, Paris, FR

Grey-field site rebuilt as mixed-use district. All sites have a 6m unified plinth that creates a permeable and pervasive pedestrian realm with amenities.

Ground Plane + Plinth Precedents



'The Plinth' - solid block that holds street edge. Open-air cracks that let light & air into the interior

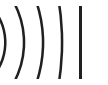
La Friche, Marseille, FR

Artist spaces and gallery space in old tobacco factory. The concrete factory houses studios and other artists spaces. Portions of the structure were cut away to bring light and air into the building.

A new gallery volume was placed atop this existing factory, overhanging a public courtyard.



Ground Plane + Plinth Precedents



Unified plinth with simple expression defines ground-realm

La Chapelle Internationale, Paris, FR | Mousaffir Architectes, Nicholas Hugoo Architecture

Residential blocks with unique expressions stacked onto a common plinth. The plinth contains townhouse-type units and commercial spaces.



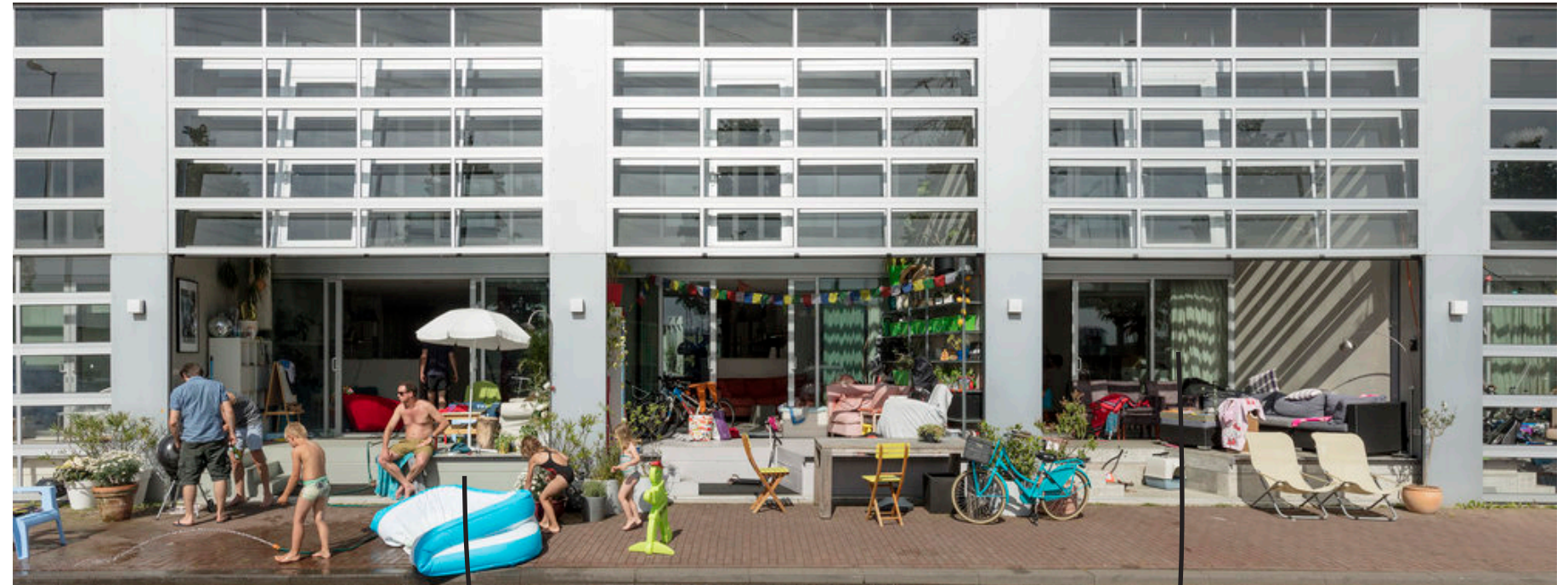
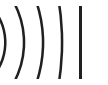
Clearly defined housing volume overhangs sidewalk / public realm



72 Foster, Portland, OR | Holst

101 affordable housing units focusing on multi-generational families. Massing of building creates street-wall sheltering resident courtyard. Ground floor contains amenity and commercial spaces

Ground Plane + Plinth Precedents



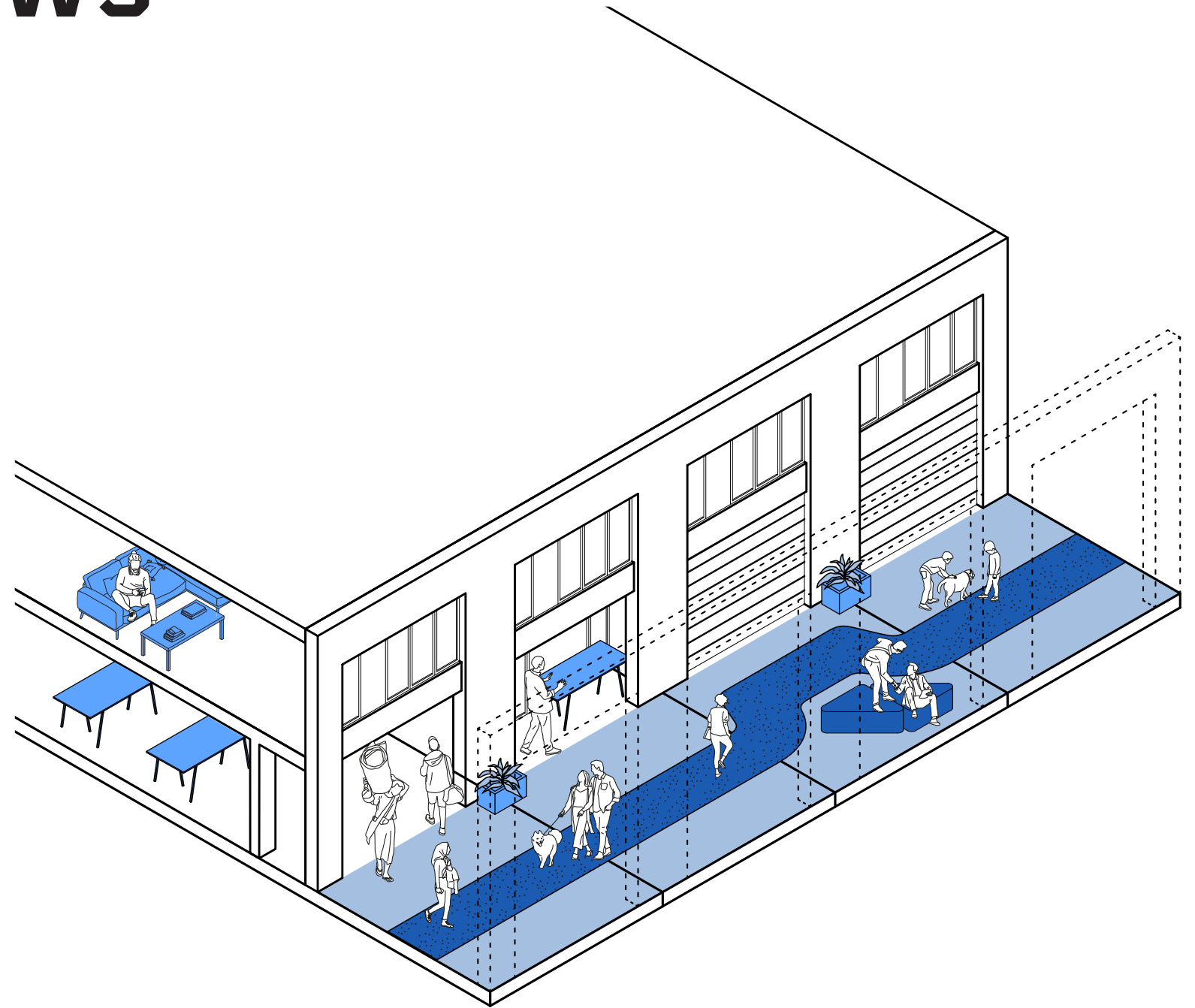
Noordbuurt, Amsterdam, NL | VMC Architects

Town-homes with 'edge zones' and securable outdoor space. Residents invited to express themselves against the simple material backdrop of the building.

Live/Work double facade with securable outdoor space.

Simple materiality of the building highlights resident's touches and how the spaces are 'lived in'

b. Pedestrian Mews





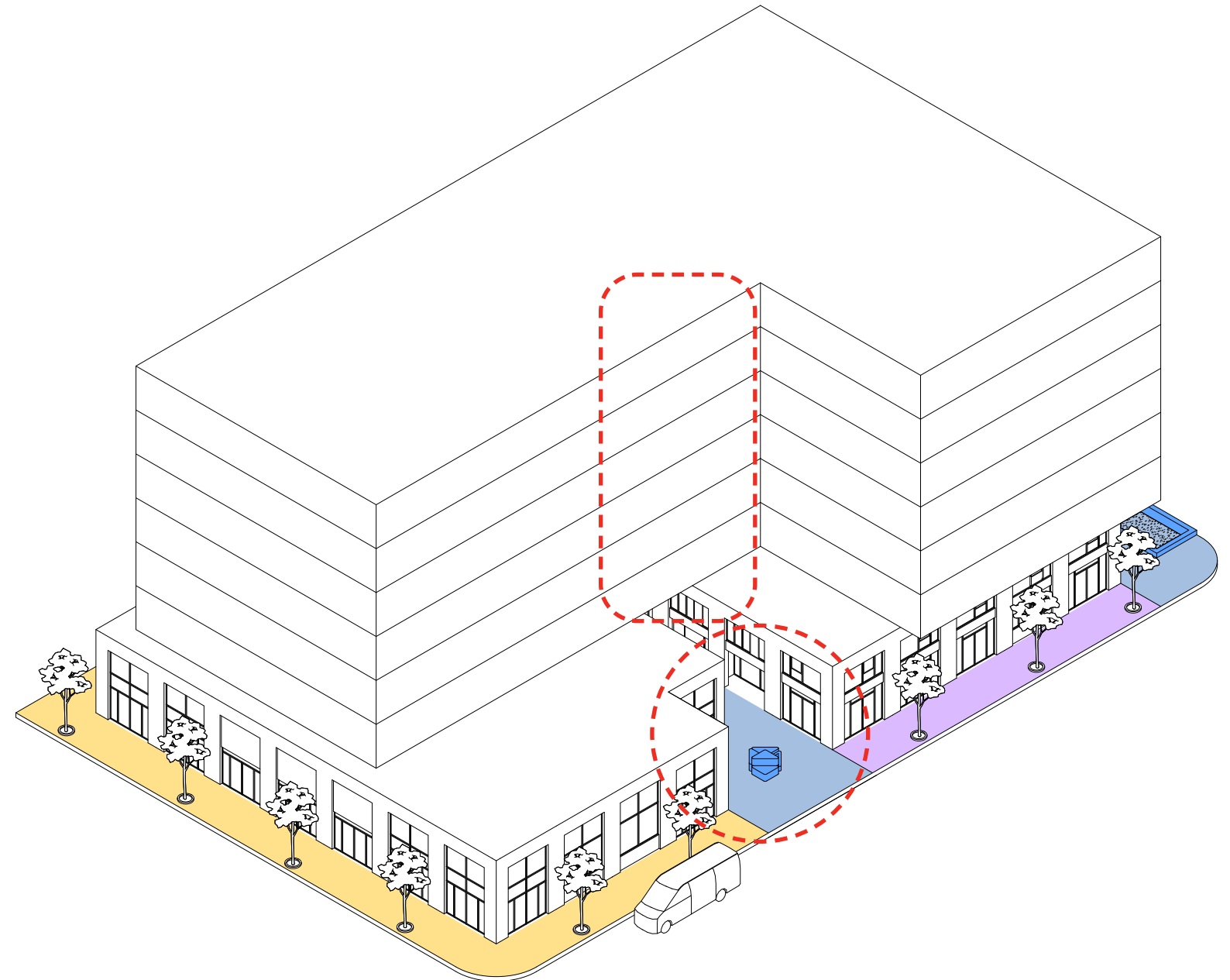
Pedestrian Passages
Connecting District

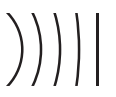
Intimate Spaces

Manufacturing and
Art Workshops




Mews Design Guidelines

1. Massing. Pedestrian mews cut through the plinth. Mews passage is not expressed on housing volume, which is discrete and 'stacked' on the plinth.
2. Family of Materials. Materiality of the mews is robust and related to the plinth in color, texture, and/or character. I.e. two textures of precast concrete or brick textures.
3. Defined entryways. Indentations and courtyards provide visual cues to Mews entry
4. Pedestrian-Scale. Intimate, pedestrian-only scale (10'-14' width)
5. Meandering Mews. Pedestrian mews can shift East/West between blocks.





Pedestrian Mews

-  Community-Serving Commercial
-  Workshops & Small Commercial
-  Live/Work

A Meandering Mews

The pedestrian mews meanders through the GCDA sites. Between blocks the mews can shift a maximum of 42' East/West (3 facade bays). Mews shifts create distinct zones of the mews wand optimize plinth spaces.

Defined Entry

Entry to mews clearly defined with facade setbacks. Small plaza provides clear way-finding and provides usable space for commercial / work activities. Modulation occurs with clean steps of facade bays.

The 3 Stops

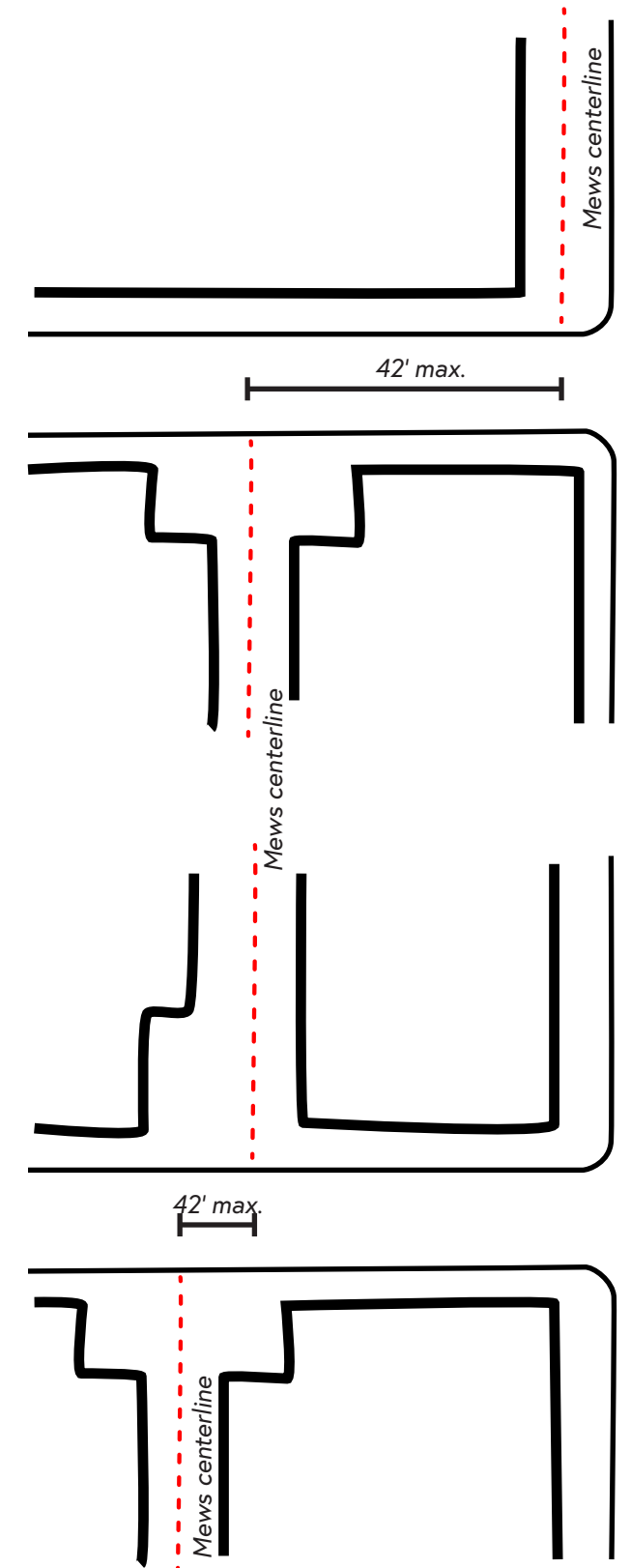
- The location of the mews is defined at three locations.
- 1) alongside the park at Oasis, where the mews is located mid block between the plinth and Oasis park
 - 2) 5th Ave S. between S. Brandon & S. Lucille
 - 3) Design Center Western facade

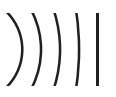
Side Channels

Side channels peel off the mews, giving pedestrians a choice to cut through buildings or continue traveling along 5th Ave S.

Invitation to the Future

GCDA district vision can include adjacent properties. Partnering with owners is an invitation to define the future of the neighborhood.





Pedestrian Mews vs. Alley

Working Alleys

Back-of-house and utility service. Activation with entries and fenestration where possible.

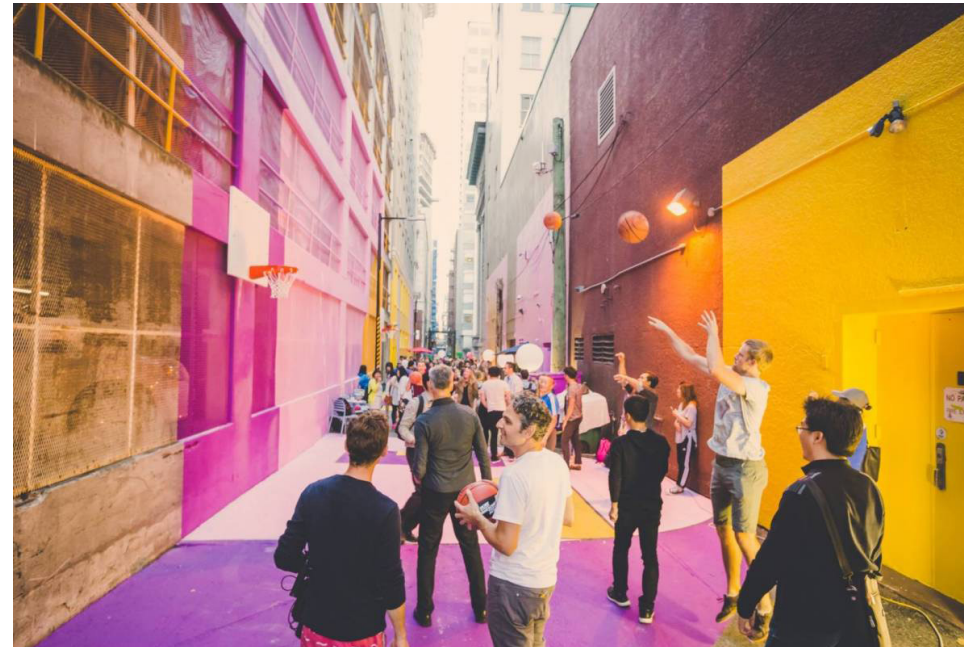
Pedestrian Mews

Pedestrian laneways smaller in scale than alleyways cut through the plinth. The mews provide additional commercial frontage and live/work spaces. Beyond this, the semi-secured spaces enrich community by co-locating creative, living, and commercial activities.

Takeaway:

Mews currently contain utilities and 'back-of-house services'. The Pedestrian Mews is on private property and has greater opportunity for art implementation and mixed-use of the pedestrian mews.

Pedestrian activation of both mews and alleys. Alleys maintain city functions & services, extensive activation requires partnership w/SDOT & city approval. The mews occurs on private priority and is easier to activate & allow community & semi-permanent activate.



Alley Oop, Vancouver, BC



Canton Alley, Seattle, WA

Alley Code Review:

SMC 23.53.030

16' Alleyway width for an improved alley

20' Alleyway width for an existing alley

This chapter of the code is concerned with clearances and widths, not uses of alleys

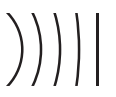
SMC 23.54.035

One loading berth for trucks for 'low demand' activities between 40,000ft² - 60,000ft²

One loading berth for trucks for 'medium demand' activities between 10,000ft² - 60,000ft²

Personal & Household Retail & Shopping is a 'medium demand'

If these retail functions remain under 10,000ft² per building then no need for loading berths accessed from Alleyway



5th Ave South Mews

Combining Activities

Between S. Brandon and S. Lucille streets the pedestrian mews follows 5th Ave S., combining the activity of the mews and 'green edge' of the district into a wide pedestrian zone and plaza. Colonnades and overhangs of the apartment massing above create year-round sheltered outdoor space.

Directing the mews to the 5th Ave S. encourages pedestrian crossing of Lucille at 5th instead of mid-block adjacent to the busy 4th Ave S. and S. Lucille intersection.

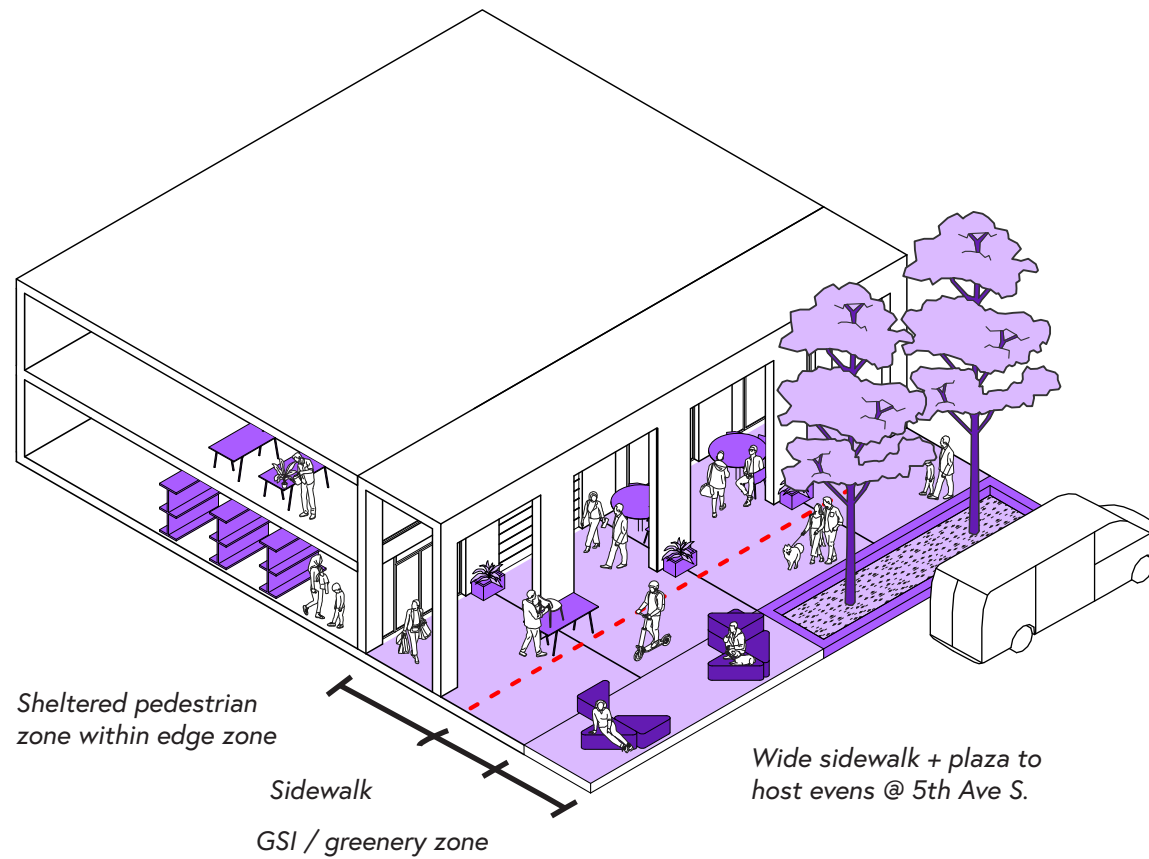
Edge Zones

The pedestrian mews combines with the 5th Ave S. greenery. In this zone the plinth steps back from the property line along 5th Ave S., creating a wide edge zone (space within the property line & adjacent to public land) for use by adjacent workshops and commercial spaces.

Workshop & small commercial spaces line the plaza, bringing opportunities for a variety of uses to 5th Ave S. The edge zones are ~5' wide along 5th Ave S.

Art in the Mews

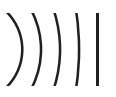
Opportunity for pedestrian-oriented 'neighborhood magic' at plaza / neighborhood level. This could occur within the edge zone or integrated into the GSI strip along 5th Ave S.



Edge zones adjacent to apartments, EM2N



Covered outdoor space, La Friche, Marseille



Mid-Block Mews

Twice the Uses

The mid-block mews is activated from both sides by live + work/shop) units and community-serving commercial spaces. With an intimate scale (10'-12' width), the mews has two distinct zones; edge zones and circulation/egress space.

Edge Zones

Edge zones in the mews allow residents and workshops to activate the shared space. Whether this is in the form of an outdoor shared work yard, a place for patio furniture and a plant. The type of use is not important. What matters is that the use is contained and doesn't encroach into the egress circulation/zone.

Art in the Mews

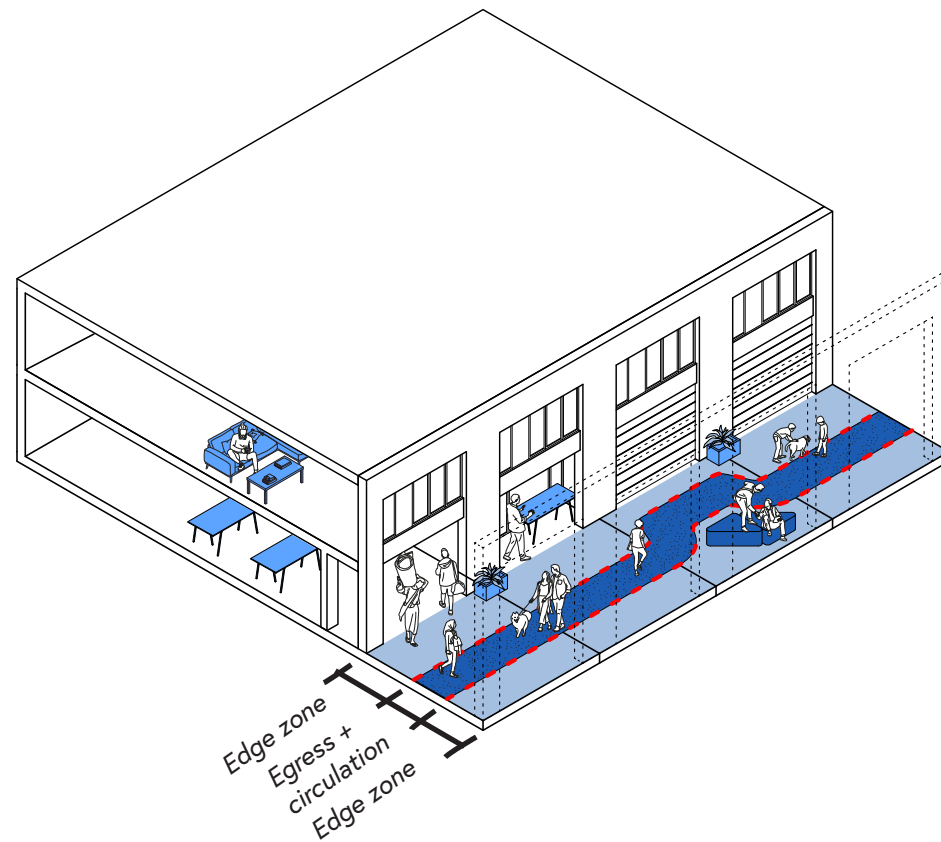
Opportunity for 'neighborhood magic' and art activation of mews at pedestrian-scale. This could be on or integrated with the buildings. This will be defined through the arts master plan.

Through-Block Passages

The pedestrian mews cut through the blocks creating pedestrian-only passages and courtyards. Live + work and small-scale workshops define the character of the mews. Activation of the edge zones by adjacent workshop, activities, and residents will give each mews a unique character driven by community activation.

Mews Materiality

Materiality of the interior of the pedestrian mews relates to the materiality of the plinth. For example, both facades are tilt-up/precast concrete with a rough plinth finish and a smooth finish at the pedestrian mews.



Orrizontale, laneway art activation



Melbourne laneways

Pedestrian Mews Precedents



Union Way, Portland, OR | Lever Architecture

Commercial passage in old Portland warehouse. Passage gives opportunities for small-scale retail spaces.

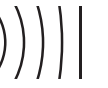
Plinth with distinct expression and function, defines a ground-plane that the housing mass is set atop



6AM, Los Angeles, CA | Herzog & de Meuron

Mixed-use district in Los Angeles. Plinth contains retail, office, parking, and other functions. Housing blocks are stacked atop this plinth.

Pedestrian Mews Precedents

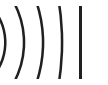


Mews opens to pedestrian only courtyard space. Can be work yard / cafe / etc.

Chophouse Row, Seattle, WA | SKL & Graham Baba

New development with through-block passage in Capitol Hill. Inner courtyard partially defined by structural remains of old building.

Pedestrian Mews Precedents



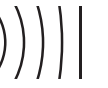
Casa do Quarteirao, Azores | Orizzontale

Installation that activates and defines entryway to small laneway. The elements share a kit of parts and are combined in different ways to provide pedestrian amenities and encourage interaction with the alleyway.

GCDA mews activation / arts component could be community-defined in a similar way, inviting makers and neighbors to define and create experiences.

Design festival / invite makers to create pavilions to activate streetscape?

Pedestrian Mews Precedents

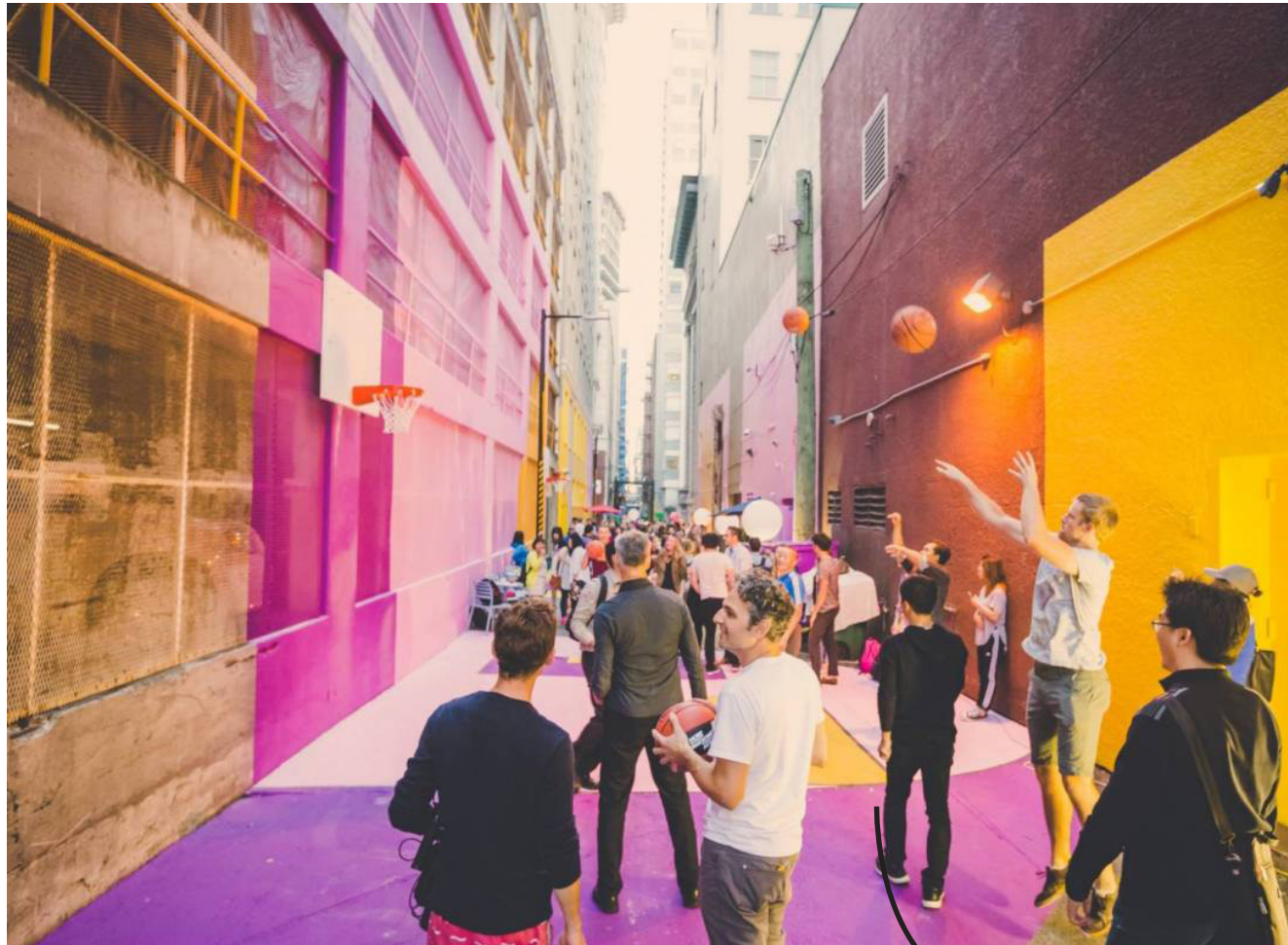
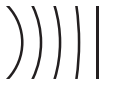


Melbourne Laneways

Small side-streets that host small-scale restaurants and shops. The laneways are served by a central city-owned right-of-way. Businesses can utilize the public realm to the curb but must keep this access-way clear.

Minimum space needed for egress, additional space can be used by adjacent tenants

Pedestrian Mews Precedents



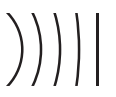
AlleyOop, Vancouver, BC | HCMA

Alleyway activated with surface treatments in downtown Vancouver. Public-Private partner initiative to activate alleyways.

Surface treatments or opportunities for art installations at pedestrian mews

2k540, Tokyo, JP

Design and arts stores underneath a rail viaduct. The structure creates a sheltered arcade with small-scale retail spaces.



Pedestrian Mews Precedents

Variety of workspace types and functions placed in a 'grid' of flexible spaces. The building is the backdrop, enabling the multitude of uses and highlighting activity.



Sectie C, Eindhoven NL

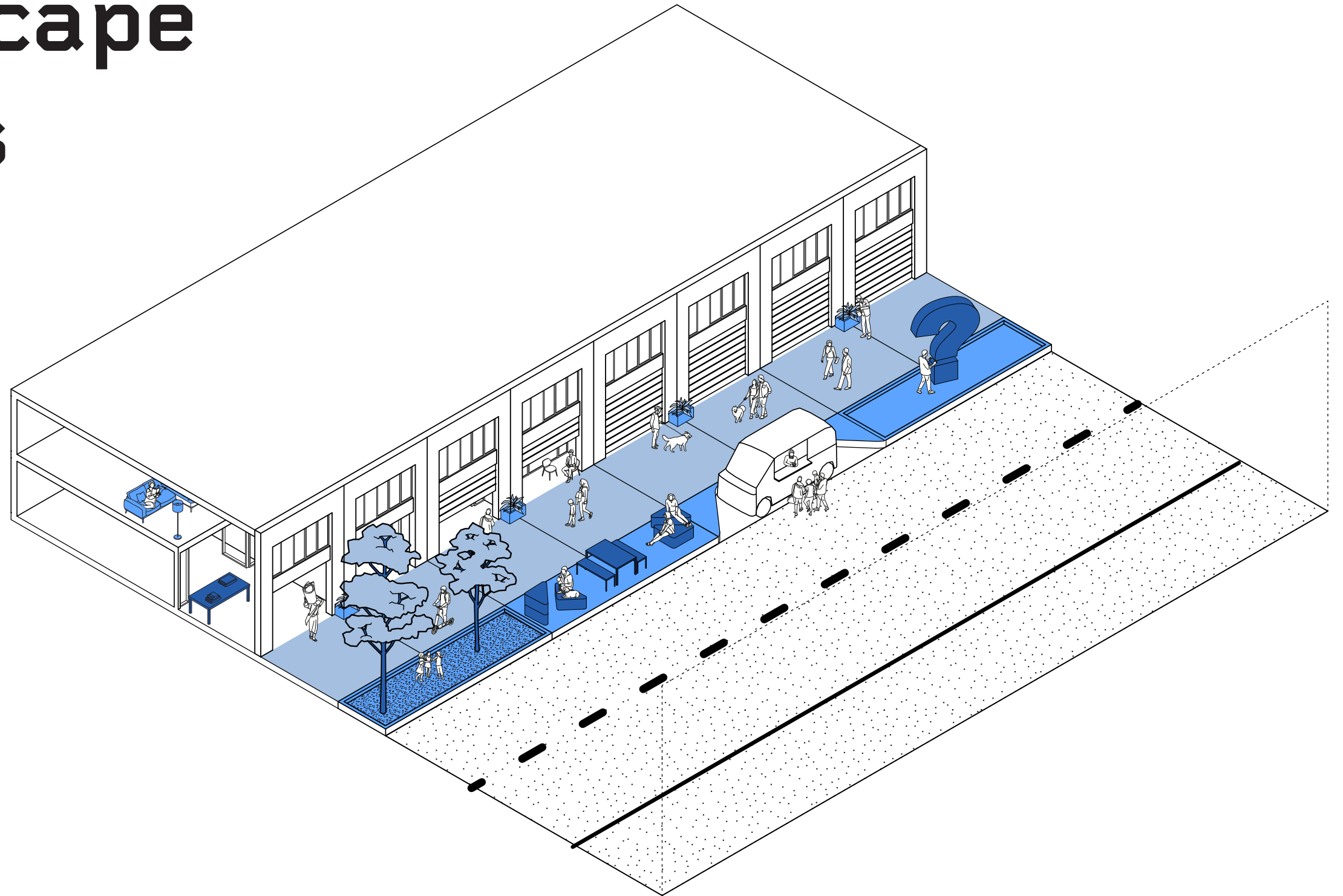
Arts district housed in old warehouse district. Ample space for making, arts, and small experimentation spaces.



La Friche Les Belle de Mai, Marseille, FR | ARM Architectures

Old tobacco factory housing artist collective, skate-park, and gallery spaces. Parts of original concrete structure cut away to bring light & air into the building.

c. Streetscape Guidelines



Overview



Activating the Public Realm

The streetscape of GCDA supports ground-floor uses and is scaled to the activity of the spaces. Moving from 4th Ave S. to 5th Ave S., there is a drop in traffic noise and intensity that corresponds with plinth uses.

Along 4th Ave S., the streetscape supports community-serving commercial spaces, with 1-2 hour parking and occasional plantings that introduce greenery into the streetscape. Streetscape along the East / West pedestrian streets caters to the workshop and small-scale commercial spaces. Loading and unloading zones and a one-lane street that steps up to pedestrian level allow create easy access for goods.

5th Ave S. is the 'green edge' of GCDA. A stripe of GSI and plantings along the Western edge of 5th Ave S. combines greenery, recreation, and art. Leaving these elements undefined creates a niche for community ownership, with these elements defined or built out through direct community involvement.

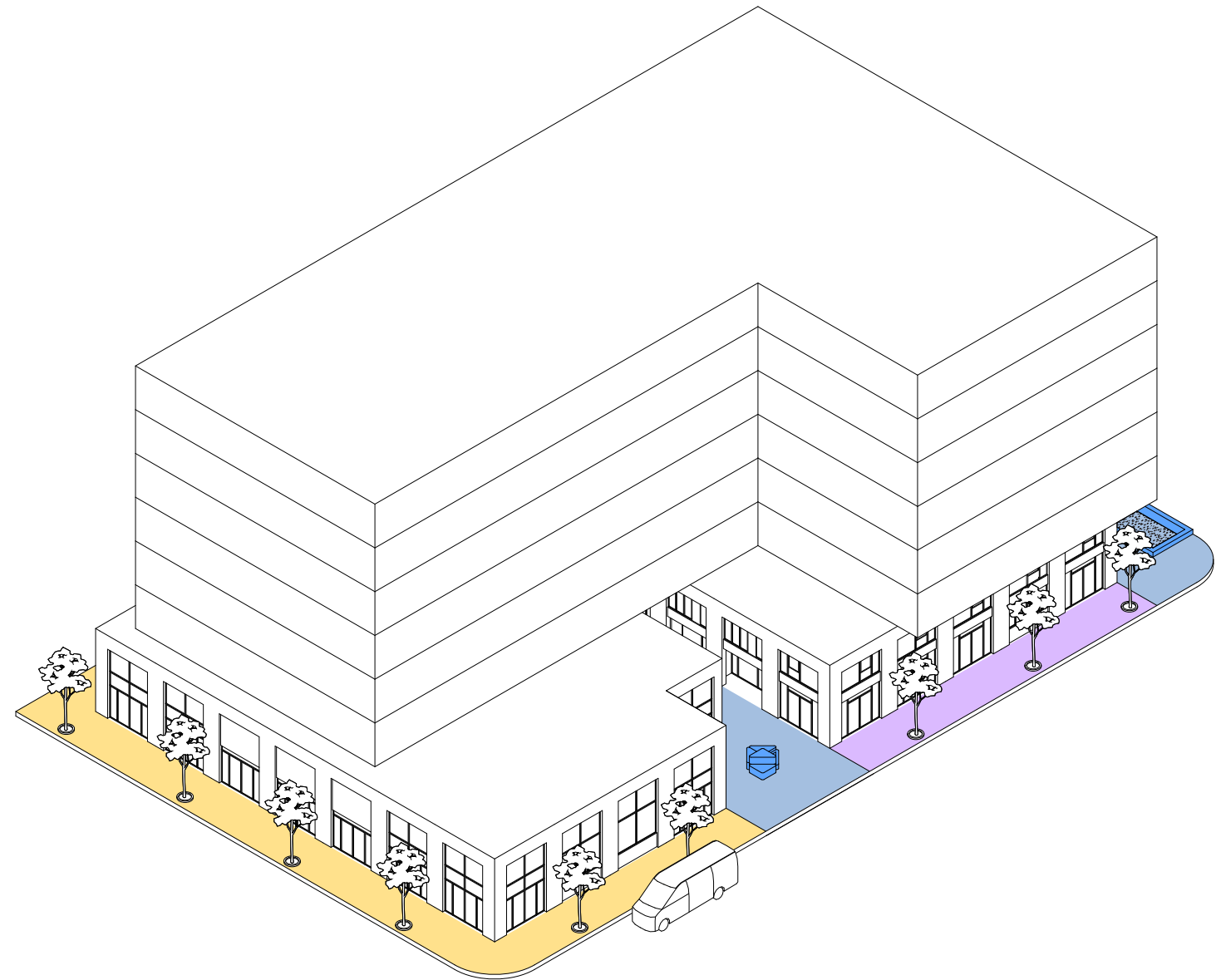
Streetscape amenities work as a 'kit of parts' based around a common footprint size. With this common size, the elements can be interchanged to create zones or specific types of activation responding to ground-floor uses and community supported uses.

The streetscape is distinct from the edge zones. Edge zones are zones adjacent to the plinth facade that can be freely activated by the adjacent commercial / residential spaces. The streetscape is beyond the edge zone - improvements to the public realm.



Streetscape Guidelines

1. Scale and amenities relate to activity of adjacent street & ground-floor uses
2. 'Kit of Parts' introduces common design elements to unify streetscape
3. Green 5th with GSI and planters - adding additional greenery to Georgetown
4. 5th Ave S. is the green edge of the district, combining GSI, vegetation, and recreation to improve access to greenery in Georgetown.
5. S. Brandon and S. Findlay Streets are pedestrian-priority streets that serve commercial / workshop spaces.
6. 4th Ave S. & S. Lucille Street is the central node of the district, intersection improved for all users.



'Kit of Parts'

Flexibility and Community Opportunity

GCDAs streetscape design and amenities support the ground-floor functions. Reinforcing the district-based approach, a 'kit of parts' with various functions are placed to create streetscape functions. These parts share a common footprint size and design language that contributes to place-making and district identity.

Community workshops and partnerships determine the placement of these components. Within certain elements are opportunities for community-directed installations and activations of the streetscape.

Unique Street Character

Along 4th Ave S., the streetscape serves the community serving commercial spaces, providing 1-2hr parking and new plantings that soften the streetscape. Transitioning along the East/West woonerfs, parking opportunities are replaced with load/unload and flexible use zones with built-in infrastructure allow for activation of these streets.

The Western edge of 5th Ave S. is the 'green edge' of GCDAs. The streetscape contains GSI, tree planters, park-lets, opportunities for art, and spaces for community activation.

Load & UnLoad + Flexibility

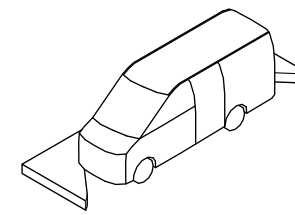
Space for loading, unloading, and staging of materials in support of workshop spaces. These spaces function as small shared-yards. Power and water are routed to these spaces, providing utilities to support events and functions in the street, one example could be a farmers market / night market.

Greenery & GSI

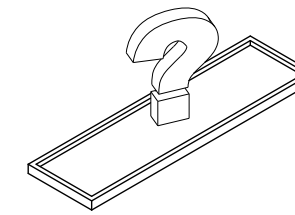
GSI elements that filter and infiltrate surface runoff and introduce greenery to the streetscape. Other elements provide soil depth appropriate for mature trees. Combined, these parts introduce greenery into the district, softening the residential and pedestrian experience.

Parklet + Community-Defined

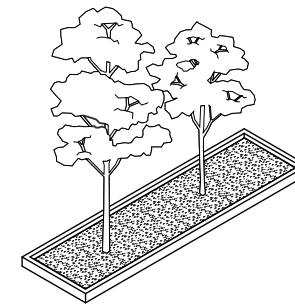
These elements provide opportunities for recreation and community activation. Park-let elements provide spaces for relaxation and recreation. The community-defined spaces are niches to be defined through community partnership and include opportunities for art and other street activation.



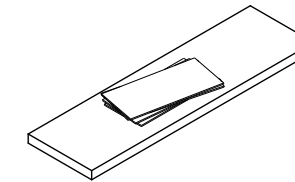
Parking



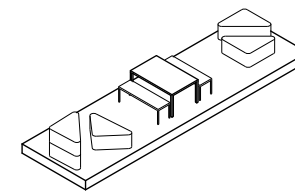
Art Integration



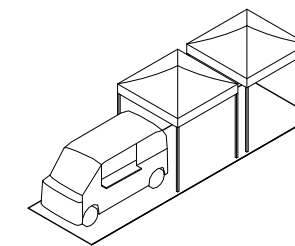
GSI + Vegetation



Flex / Load & Unload



Parklet



Flex / Event

Green 5th, Woonerfs, & Crossing 4th Ave S.



Gradient of Activity

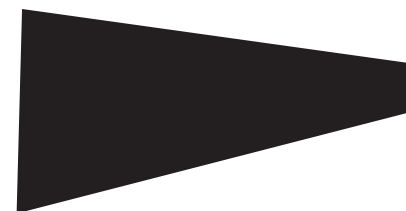
Throughout GCDA there are three distinct street characters: 4th Ave S., E/W Woonerf, and 5th Ave S.

4th Ave S. is the main street through the district, a highly trafficked street combining freight routes, bus lines, and connecting the district with downtown. This activation brings many visitors to & through the site. The streetscape accommodates quick visits and allows the businesses to be seen from passing vehicles.

East / West streets slow down the speed and pace of 4th Ave S. The streetscape supports the smaller-scale spaces of the ground-floor tenants with amenities pedestrians, and deliveries. If 4th Ave S. is the main channel of a river the East / West streets are side-channels that branch off, slowing the flow into smaller streams.

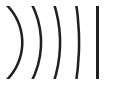
5th Ave S. is the estuary, the place of mixing, diversity, and slowing down. The green edge of GCDA softens the residential edge of the district, inviting pause and community activation.

High-Speed
& Loud



Slow &
Relaxed

Community-Supported Commercial Space Streetscape



Engaging 4th Ave S.

Along 4th Ave S. and onto S. Lucille Street, the streetscape responds to the high traffic and speeds to engage drivers while providing opportunities to stop and access the commercial and amenities of the plinth.

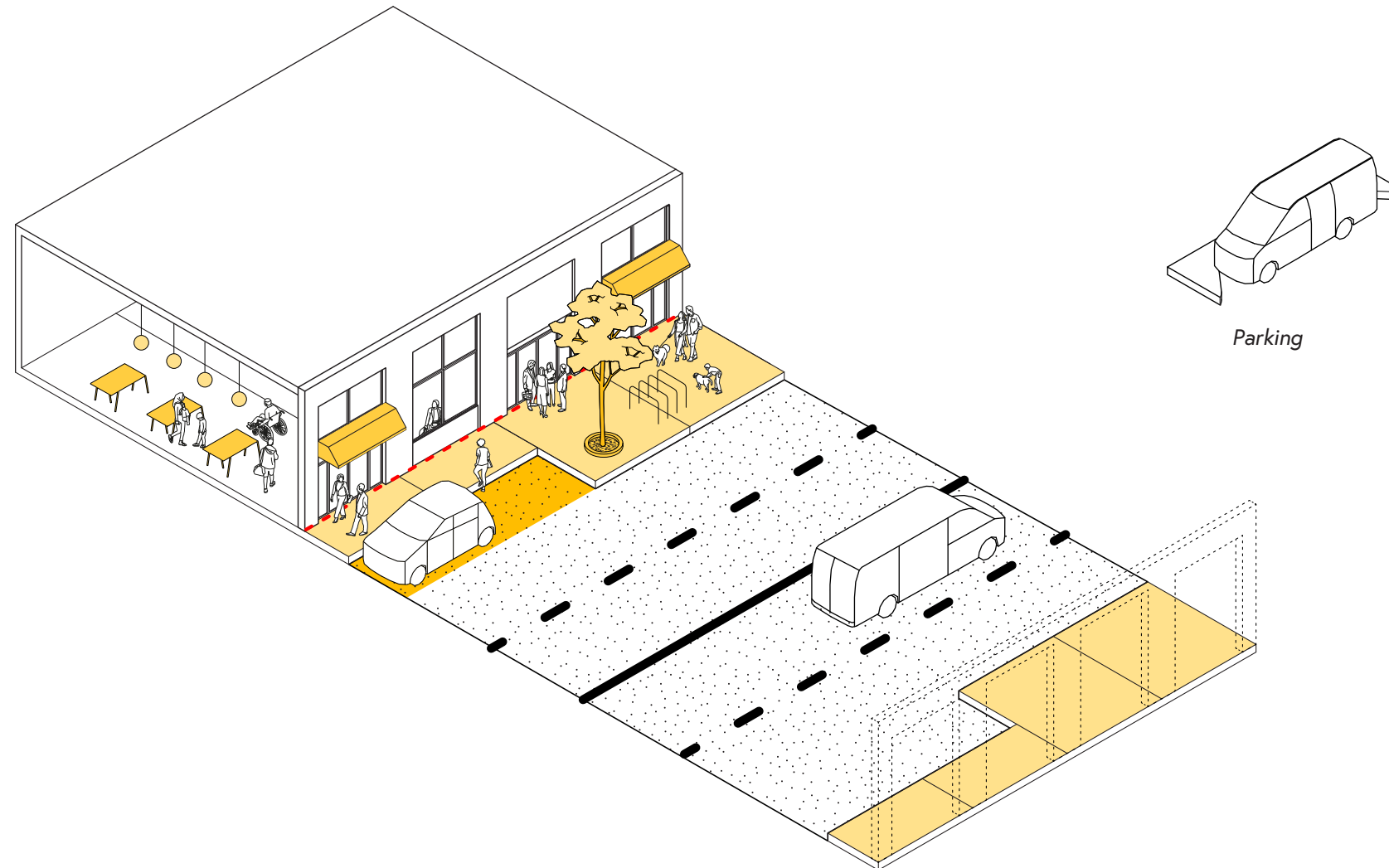
The streetscape in these zones provides parking and occasional small-scale planters that begin to introduce greenery to the district.

1-2hour parking spaces invite drivers, allowing people to drop in for a quick meeting, appointment, or errand.

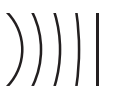
Bike parking is provided near entries to encourage cycling. Similarly, pedestrian-scaled signage and improvements provide way-finding and comfort for pedestrians.

Street-Section

4th Ave S. is a wide street with 4-5 lanes of traffic. With the addition of parking and sidewalk the street section approaches 80' between building facades.



East / West Woonerfs



Community & Resident Focused Streetscape

Streetscape along East / West pedestrian streets (Brandon & Findlay) support community and pedestrian uses. Streetscape amenities serve workshops and commercial spaces and provide load & unload zones, materials handling zones, and opportunities for events to expand to capture the public realm.

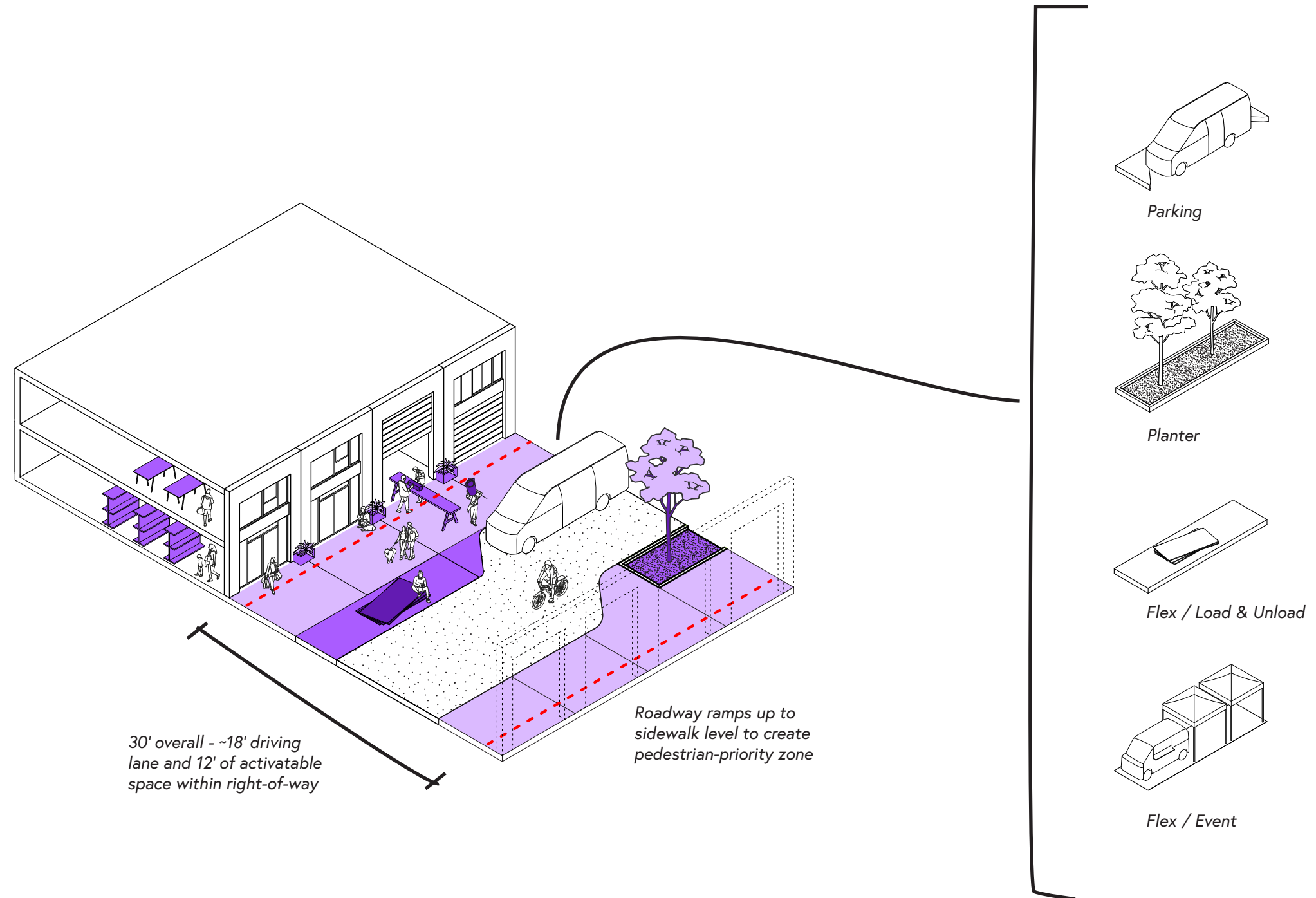
Planter elements add greenery to this zone, softening the streetscape and spreading the green character off of 5th Ave S. to the West. Elements of the streetscape are in addition to edge zones adjacent to the facade.

Flexible use zones with utilities (power + water) encourage event activation of the Woonerfs for farmers markets, night markets, and any type of street activation.

These zones double as material load and unload zones for workshops, allowing large goods to be dropped, staged, or broken down before moving into workshops.

Street Section

The East-West pedestrian priority streets are 30' wide with one dedicated laneway wide enough to accommodate emergency vehicle access. Zone for planters, loading, parking, and event space occur outside of the laneway.



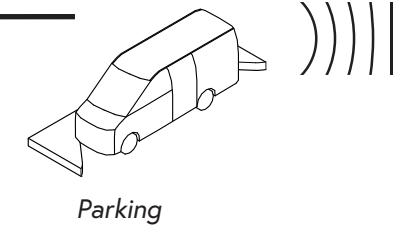
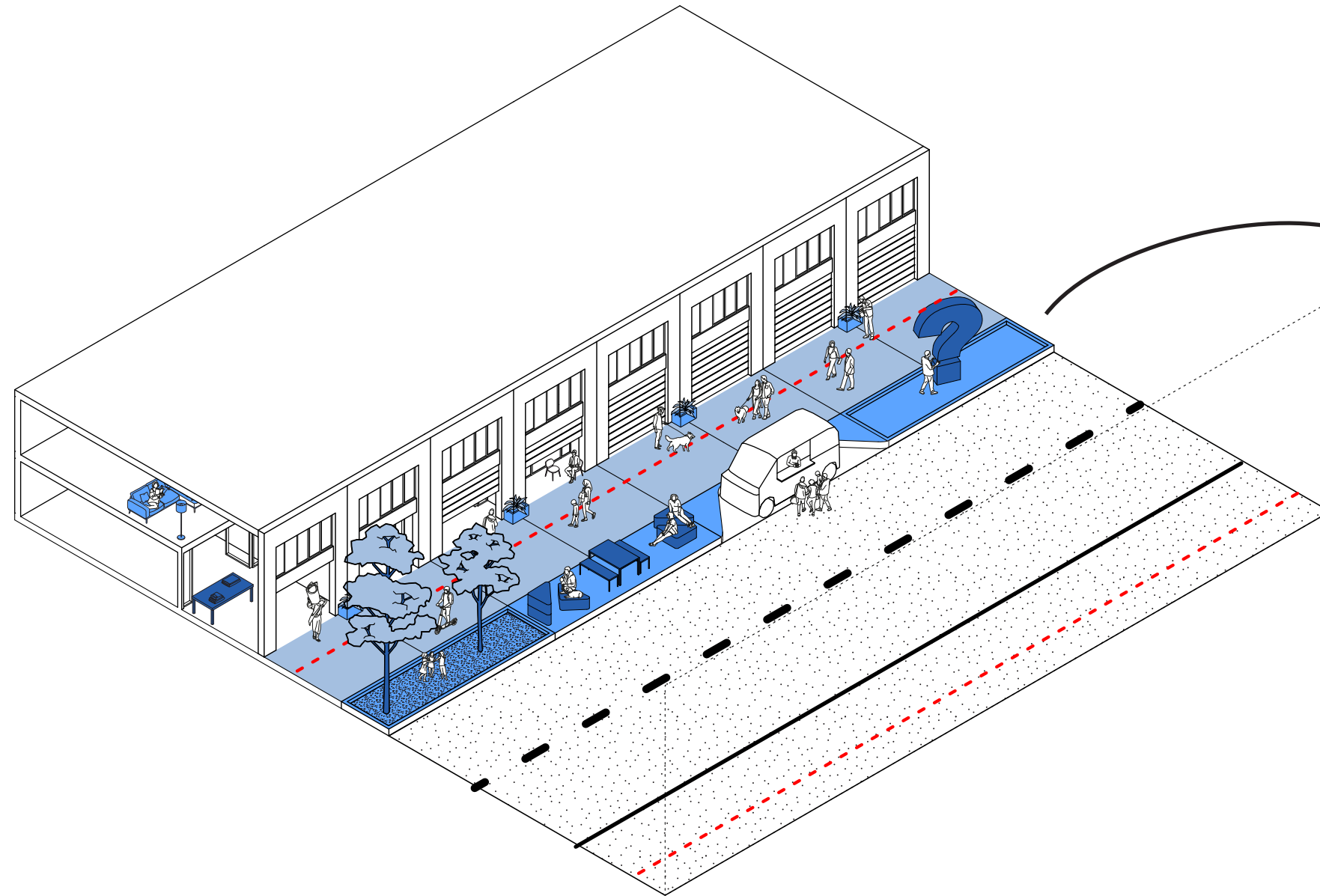
5th Ave S.

The Green Edge

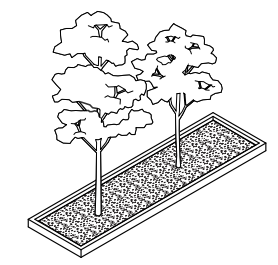
Recognizing the lack of green space in Georgetown, GCDA in partnership with city agencies improve environmental inequality by creating a stripe of green infrastructure, planters, and spaces that enhance the public realm. Combined, these elements provide a verdant edge that softens the residential experience and provides a new amenity for the neighborhood.

The 'kit of parts' composition changes to focus on GSI, vegetation, community-defined elements. The latter provides space for community-ownership and activation. Whether this is a gathering of picnic tables, grass, or space for art installations.

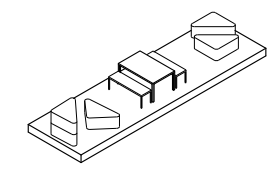
Community partnership defines the streetscape elements and is an invitation for community ownership and activation of the public realm, allowing residents and community to have a hand in creating their neighborhood.



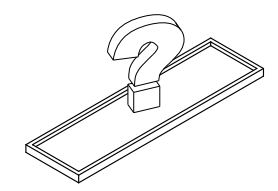
Parking



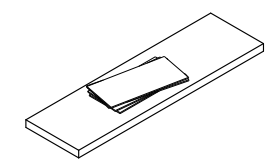
Planter



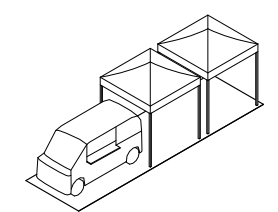
Parklet



Art Integration

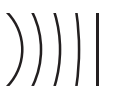


Flex / Load & Unload



Flex / Event

4th Ave S. Crossing



Improving Safety

The crossing of 4th Ave. S at Lucille relies on multiple strategies to improve the intersection. Pedestrian crossing distance is minimized by bringing the curb out to the lane edge. Currently the sidewalk (no curb) is outside of the parking lane, adding 20'+ to pedestrian travel distance. To improve driver awareness, a speed table, appropriately designed for vehicles traveling the speed limit, provides a physical marker for vehicles.

Neighborhood Magic

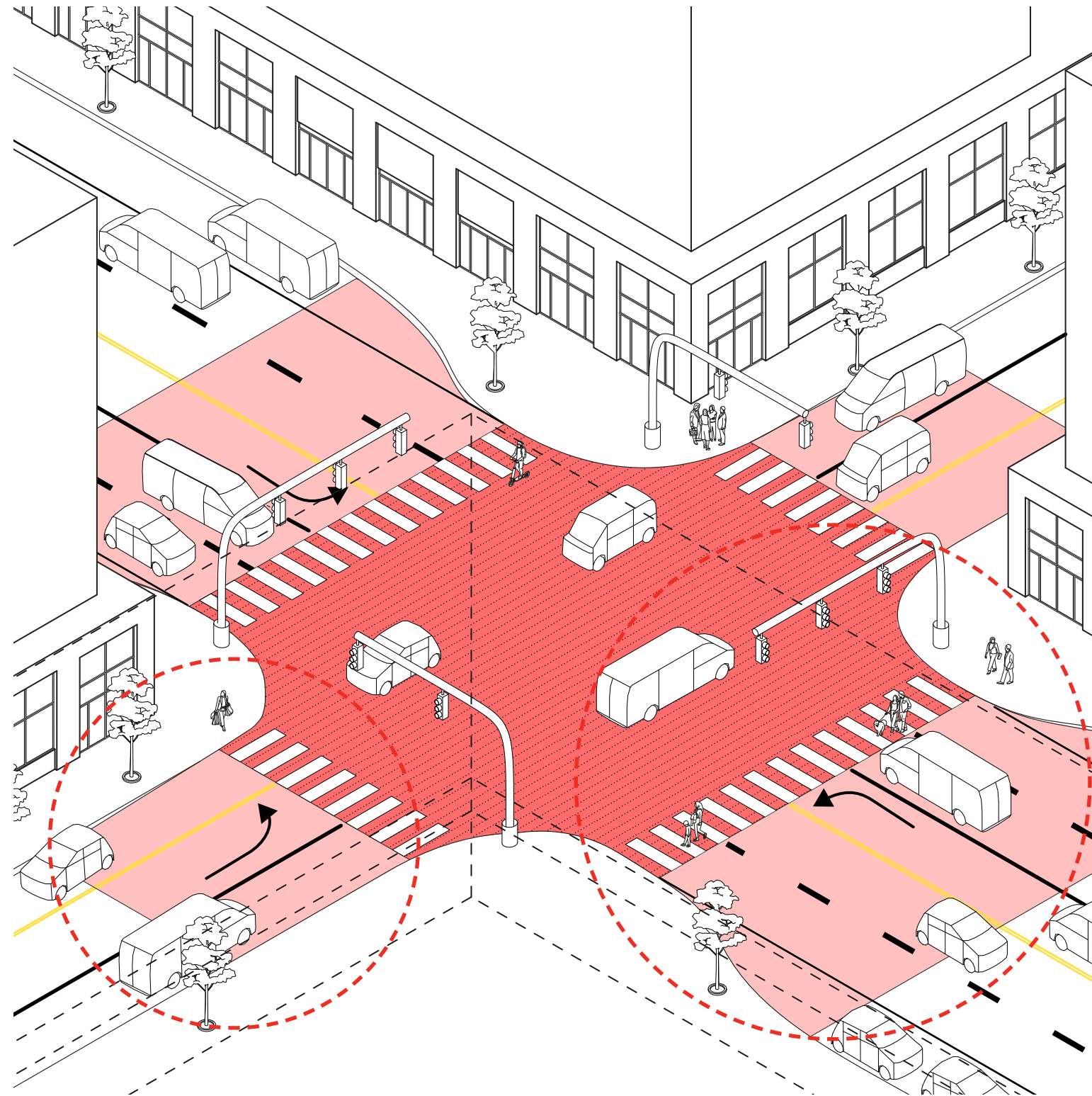
As the central node of the district, the 4th Ave S. & S. Lucille Street, provide an opportunity to engage with the arts master plan in defining the vision for the intersection.

District Gateways

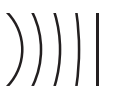
Unique treatments and improvements from the 4th Ave S. & S. Lucille intersection can be brought North & South to the intersections of 4th Ave S. & S. Dawson / S. Orcas Street respectively. Unique treatments and improvements of these intersections creates district gateways, providing visual and physical transitions into the GCDA district.

Realization

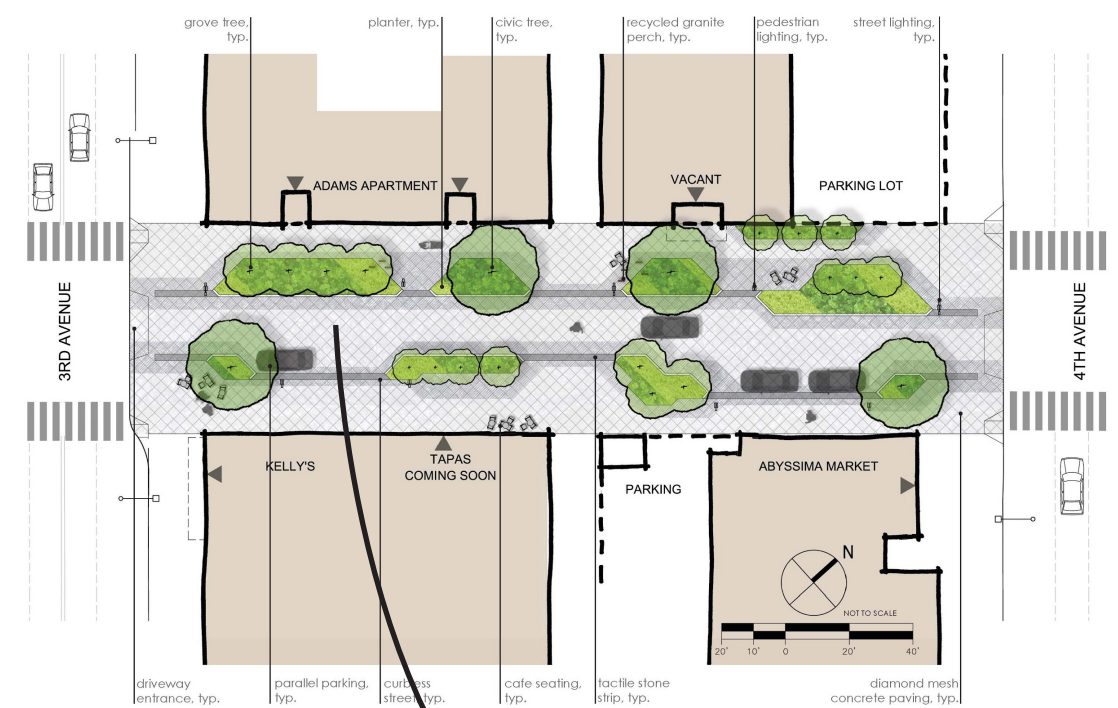
Partner with SDOT, city agencies, civil engineer, and freight community to develop traffic calming and multi-modal safety improvement strategies.



Woonerf Precedent



One driving lane with parking and planters on both sides



Center lane (shared by auto, bike, and bus) is 10' wide with 4' dark gray flex zones on either side to allow passage of larger / emergency vehicles

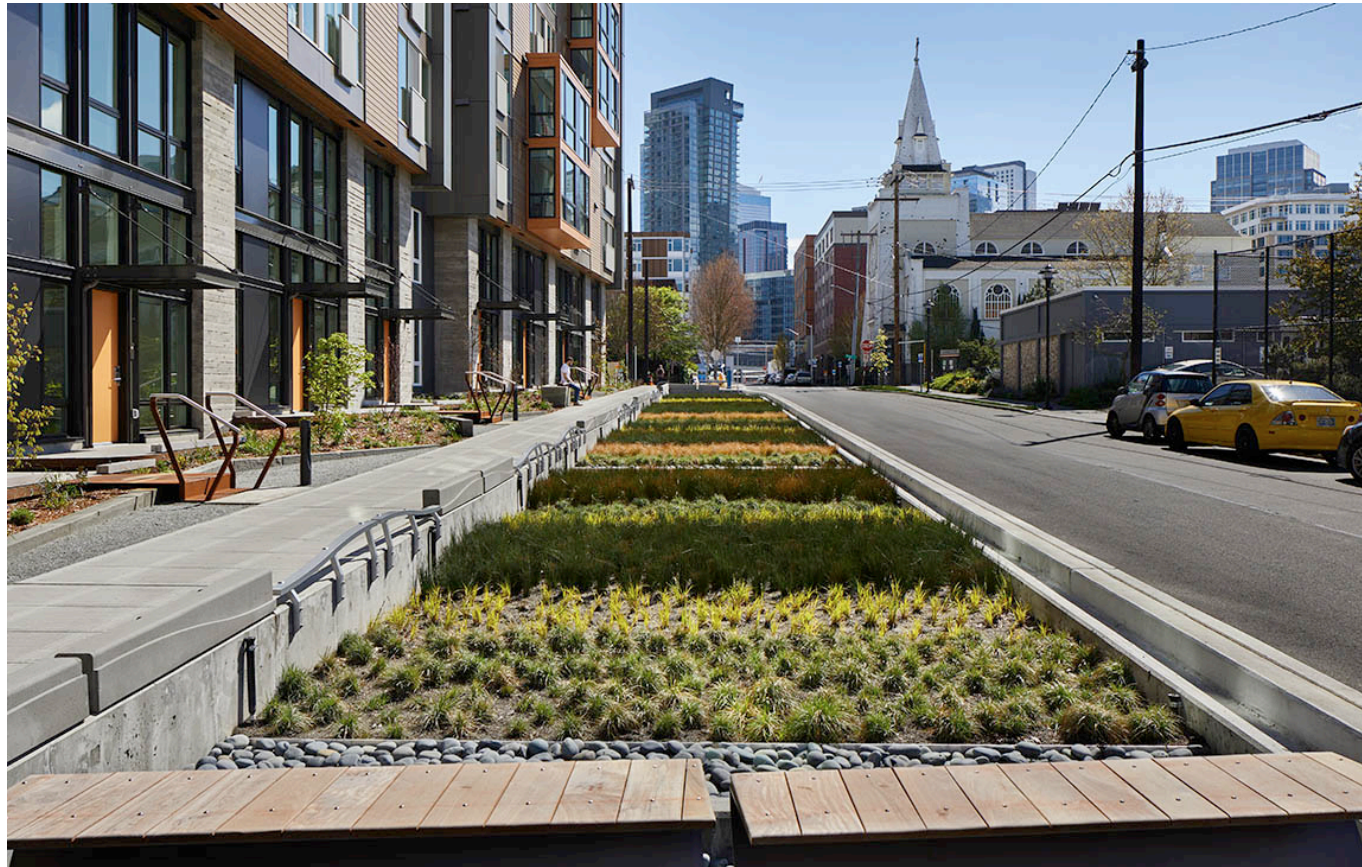
Bell Street Park | SvR

Budget - \$5.9 million - \$4.1million for planning & design, 1.8million for construction (adjusted from 2013 dollars)

High land values in Belltown precluded purchasing a parcel for a new park - city instead improved right-of-way to reinforced SLU / Waterfront connection and create new linear park / pedestrian street

<https://nacto.org/case-study/bell-street-park-seattle/>

5th Ave Green Edge Precedent



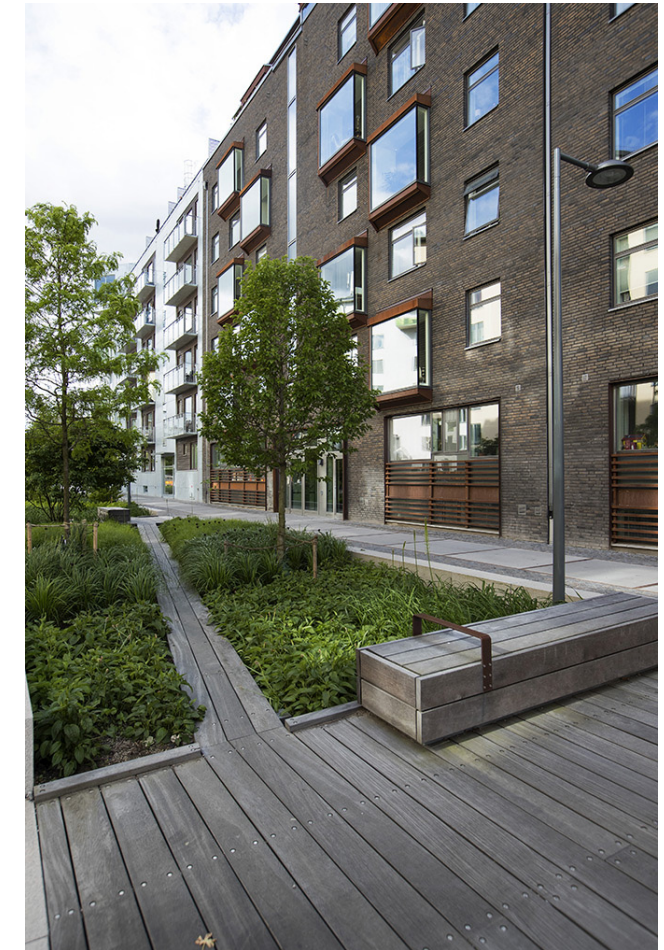
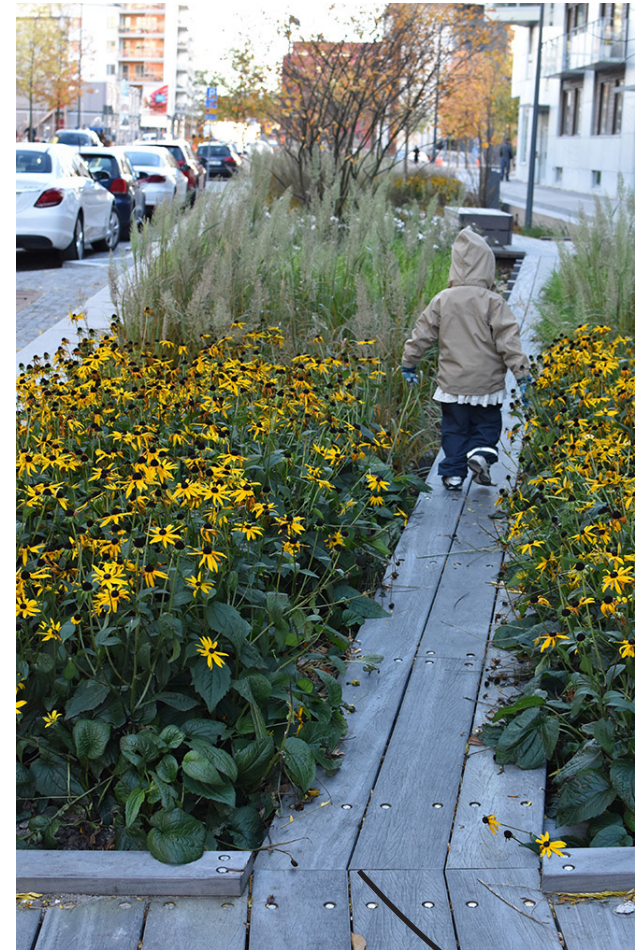
GSI ranges in width from 10'-17' - green stripe between facade and street

Swale on Yale, Seattle, WA | KPG

2-block strip of GSI / bioswales adjacent to Cascade Park and Runberg's stack house. This bioswale filters surface runoff from 430 acres of Capitol hill, filtering oils, metals, and other pollutants out of surface runoff before it enters Lake Union.

GSI bioswales ranges from 10' - 17' wide.

5th Ave Green Edge Precedent

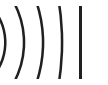


Jaktgatan, Stockholm, SE | Andersson Jonsson Landskaparkitekter

Green street / ecological corridors interspersed throughout brown-field development site. Plantings enhance pedestrian and resident experience while encouraging interaction and meandering through the planted areas.

Sidewalk greenery with native plantings - pathways invite pedestrians to step inside and explore the plantings in a more intimate way

5th Ave Green Edge Precedent



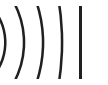
Toni Areal Rooftop Gardens, Zurich, SWE | Studio Vulkan

Landscaping atop an old milk factory. Soil depth was a challenge - so the landscape team went low-tech. Plants were grown in wooden boxes off-site before being transported to the rooftop and arranged. As the wooden crates decompose the root structure of the plants expands and holds the mounds together.

Low-tech approach to creating soil-depth to support mature trees. Plants grown off-site in wooden crates. Crates brought to site and stacked/arranged. As wood decomposes the root structure of the plants holds together the mound of dirt & supports these garden mounds.

Is there a similar strategy that invites community participation in the plant-scape of GCDA?

5th Ave Green Edge Precedent



Designing Places That Invite New Food Choices, Copenhagen, DK | Studio Gehl

Activations of sidewalk + streetscape to encourage residents to explore new food options - specifically food trucks with curated offerings that are healthy and affordable.

The streetscape activations invite pause and interaction at these nodes, encouraging interaction by providing a space to pause, eat, and connect.

What activations of streetscape in GCDA to direct activity and encourage community connection / ownership.

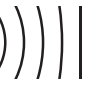
Are these elements community-defined and community created? Simple elements that are durable and designed by landscape architects / architects?

4. Additional Precedents

a. District Precedents

Cobe, Papiroen, Copenhagen, DK

Precedent Studies

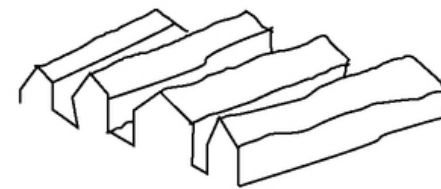


Mixed Use

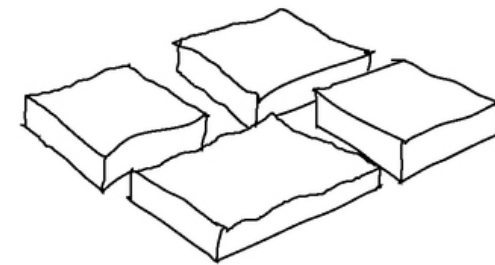
Post-Industrial development.

Halls recreate scale and flexibility of warehouses, previously housing a food market, exhibit and art spaces, offices, and showrooms, that existed on the site.

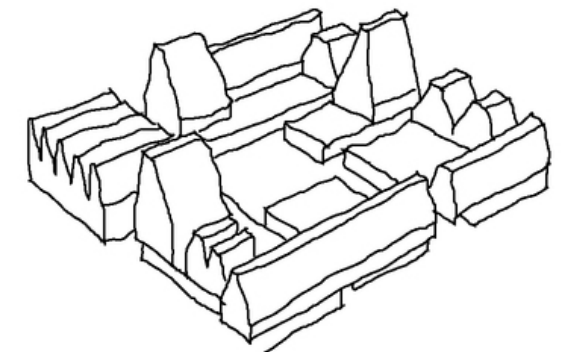
The airspace above is converted to new housing stock.



THE WAREHOUSES OF HOLMEN AND CHRISTIANSHAVN

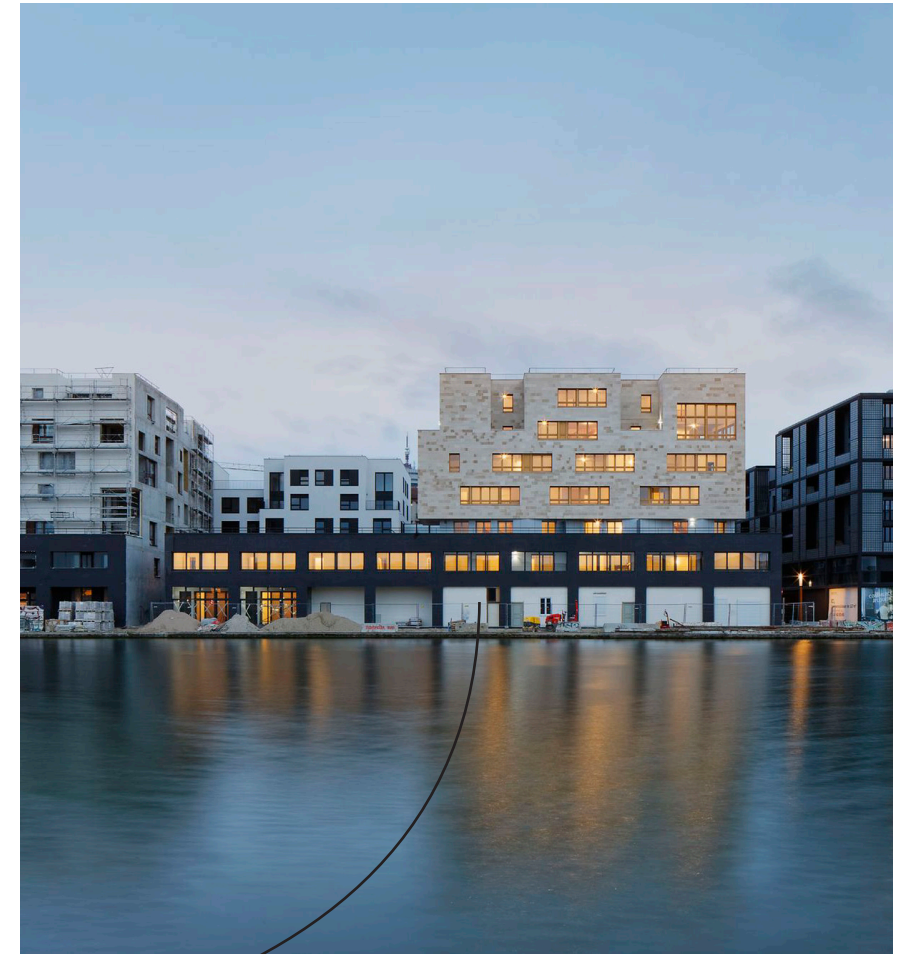
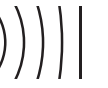


THE HALL OF THE PAPER ISLAND



THE PAPER ISLAND - THE CULTURAL CROWN JUVEL OF COPENHAGEN

ZAC Port du Pantin, Paris, FR



6m plinth expressed in different ways

Mixed-Use District

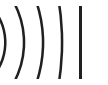
Apartment blocks rising out of a post-industrial context.

The 6-block development has a unifying 6-meter-high plinth shared on all sites. Architects and builders could interpret this datum in any way.

The ground-floor is occupied by commercial and mixed-use spaces throughout the 6-block development, encouraging pedestrian flow through the district.

Blocks of apartment housing rise above this plinth, providing housing above a mixed-use commercial ground plane in close proximity to existing transit infrastructure.

Herzog & De Meuron, 6AM, Los Angeles

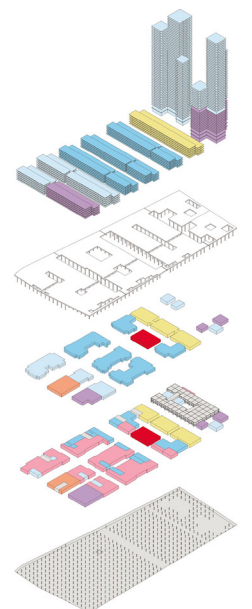


Mixed-Use District

Market-rate housing above market halls and parking garage.

Unified plinth level houses commercial, educational, community space, office, and art & gallery spaces. The masses above contain condo, apartment, and hotel spaces. These disparate programmatic elements are housed in a unified concrete 'plinth' providing a cohesive architectural expression with structural flexibility for changing uses.

Amenities: array of mixed-use spaces on lower levels.



b. Massing & Plinth Precedents

B+C Architectes, Cours de la Republique, Tremblay-en-France, FR



Precedent Studies

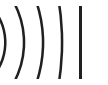


Social Housing

Housing over clearly-defined commercial plinth. Steps in the massing allow for roof decks and gardens to be created

Amenities: Resident roof terraces, ground-level commercial spaces

Alleswirdgut Architektur, Tschinkersten Was, Vienna, AT



Precedent Studies



Mixed-Use Multifamily Housing

Family housing over clearly-defined plinth that expresses itself simply and responds to street uses. Compact massing and simple use of materials. The massing provide pedestrian passages into / through the block

Amenities: Central courtyard with resident recreation amenities, ground-level commercial spaces that respond to neighborhood needs

Alleswirgudt Architektur + Feld 72, Kapellenhof Residential Complex, Vienna, AT



Precedent Studies



Social Housing

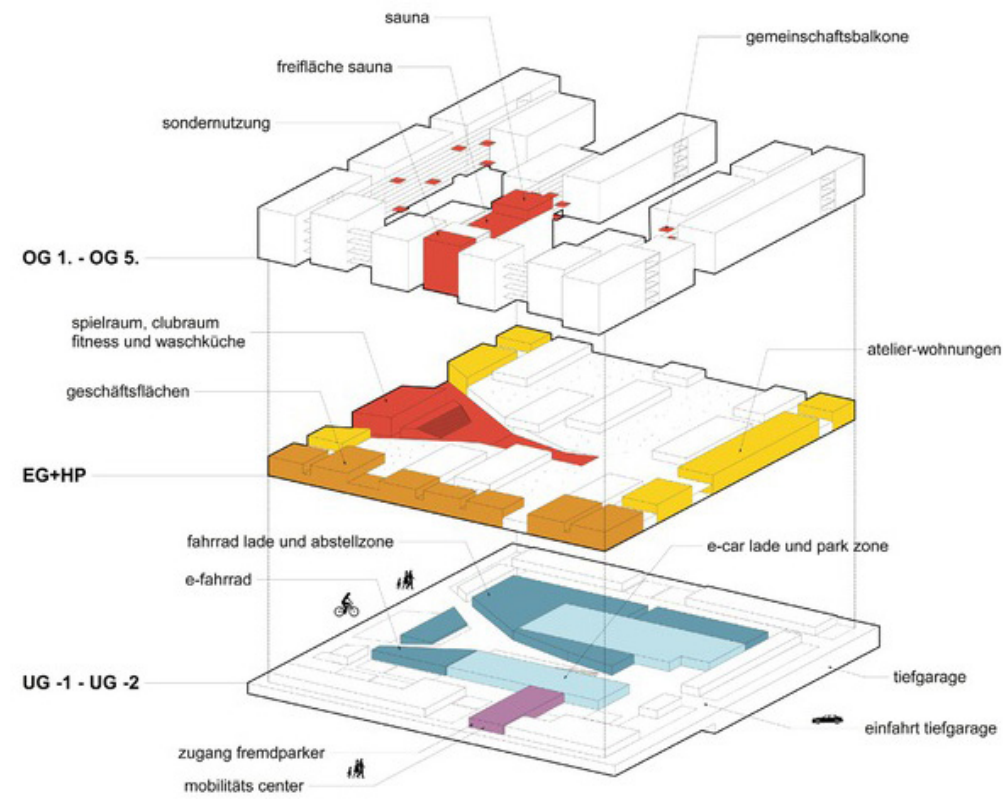
Social housing over clearly-defined plinth that expresses itself simply and responds to street uses. Upper massing is simple and refined.

Amenities: Central courtyard, ground-level commercial spaces and residential spaces

Berger + Parkkinen Architekten / Querkraft Architekten, Timber Housing Seestadt Aspern, Vienna, AT



Precedent Studies



Mixed-Use Multifamily Social Housing

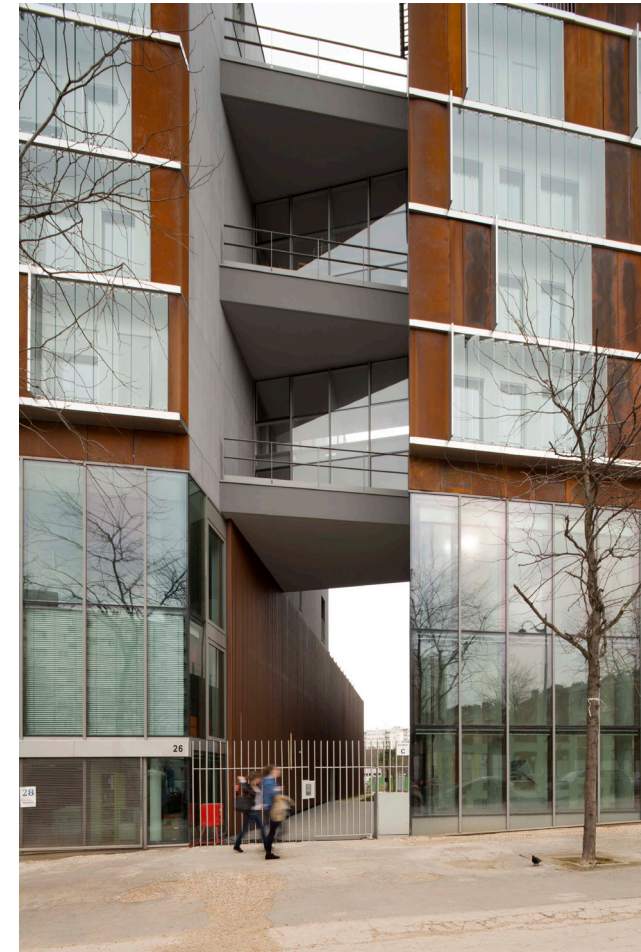
This 213-unit development stacks family-sized apartments over a two-story plinth with commercial spaces. The expression of the plinth forms a clear datum that is distinct from the housing, identifying the unique use of each. Breaks in the massing provide visual relief without over-complicating the scheme.

Amenities: commercial spaces, courtyards for residents.

Babin + Renaud, Port de Montmartre Mixed Use, Paris, FR



Precedent Studies



Mixed-Use Multifamily Social Housing

84 Units, social center, childcare / day nursery, public library, community-center

This project anchors a suburb of Paris, Montmartre, providing a new community hub and landmark. The two-story public serving plinth provides ample space for services while distinguishing itself from the building above. The building massing is simple with cracks and passages.

Amenities: social center, childcare, library, community center with recreation facilities

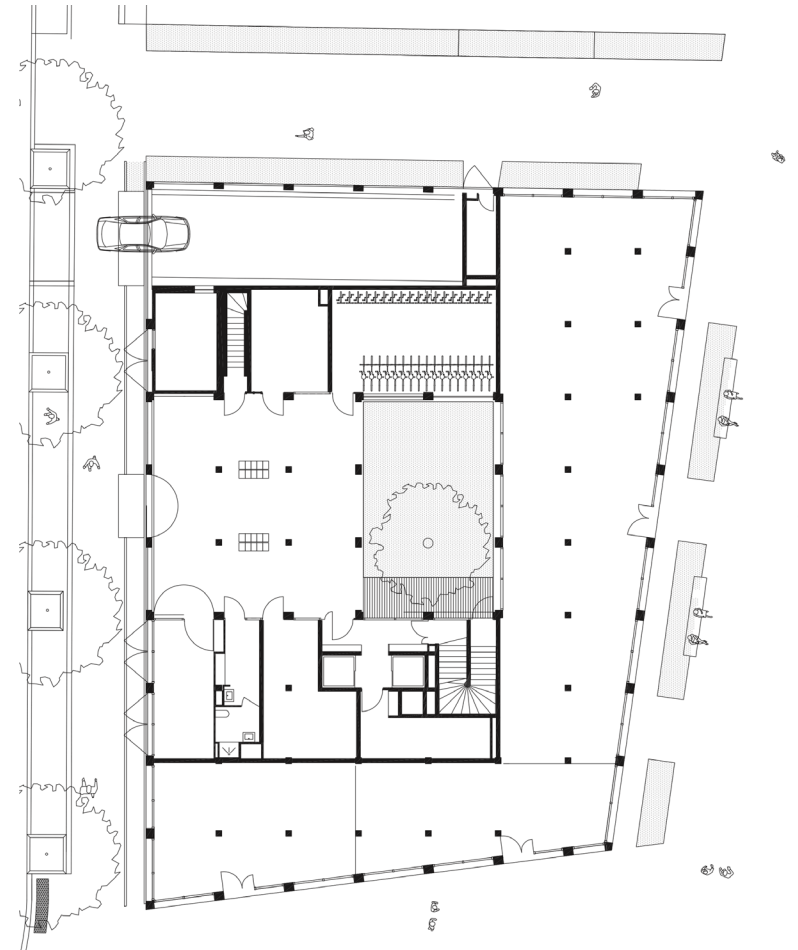
CAB Architectes & Aldo Amoretti, ZAC Social Housing, Paris, FR



Precedent Studies



6m plinth continuous through
ZAC Pantin district



This is construction protection for glazing.
Ground-floor to be all-glass



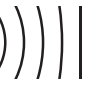
Social Housing

Apartment housing with range of unit sizes from studio and 1-bed to family-size apartments. Smaller apartments are located in proximity to shared amenity and garden spaces. Ground-floor retail spaces provide a public-facing anchor for the ground-floor.

Amenities: commercial spaces, courtyards for residents.

Stephane Maupin, Pink Flamingo, Paris, FR

Precedent Studies



Student Housing

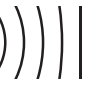
Student housing above a mixed-use plinth.

Simplified massing above a commercial plinth with use of color to add character to this simple project. The open L2 space provides an outdoor amenity for residents and contains a floating channel-glass common room.

Amenities: commercial spaces, outdoor courtyards space residents.

Additional Massing Precedents

Precedent Studies



NUNC Architectes, 108 Apartments, Paris, FR

Apartments above commercial and daycare. Simple materiality and massing for housing.



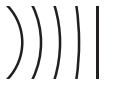
COSA & Colbac Sachet Architectures, Danube Mixed-use Building, Strasbourg, FR

Apartments above mixed-use plinth.

Simple massing and material palette prioritizing resident experience

Additional Massing Precedents

Precedent Studies



LAN, Saint Urbain, Strasbourg, FR

Simple massing with defined volumes to reduce the scale of the buildings.



Muoto Architectes, 34 Dwellings Nursery and Emergency Shelter, Paris, FR

Apartments above mixed-use plinth. Simple facade materiality with exterior shading for resident privacy and thermal control



Estudio Herreros & MIM Arquitectos, Jose Evia Caracol Building, Sant Boi de Llobregat, SP

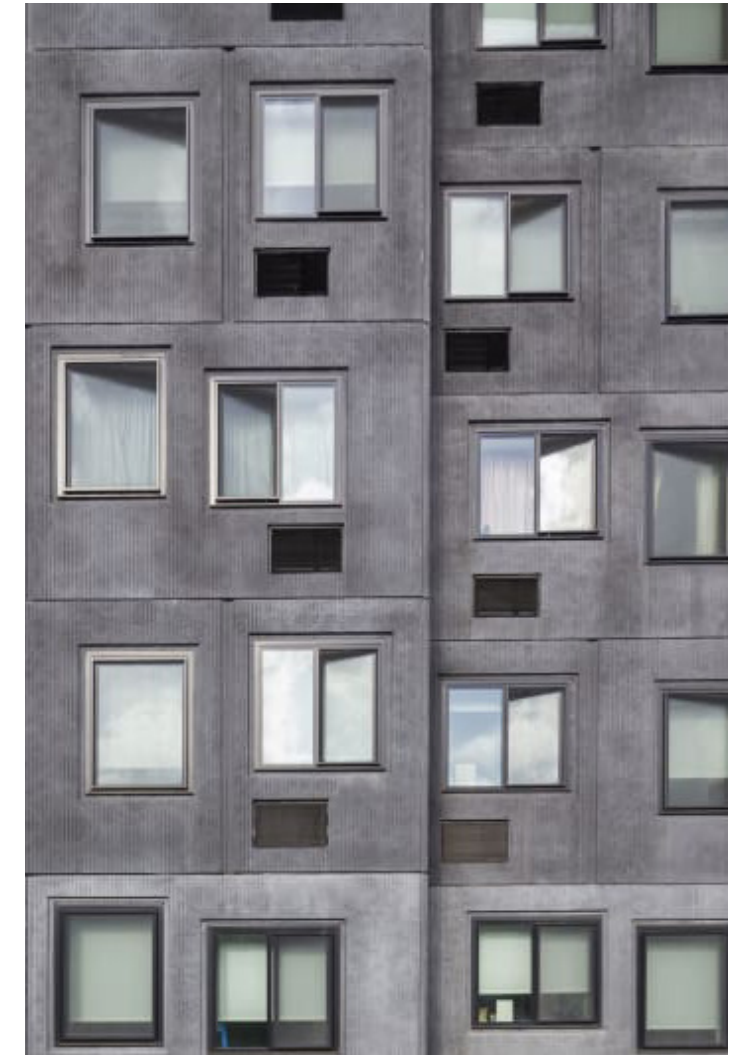
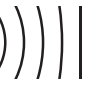
Social housing apartments above commercial / amenity base.

Simple massing and material palette prioritizing resident experience

c. Affordable Housing Precedents

David Adjaye, Sugar Hill, New York

Precedent Studies



Low-Income/Supportive Housing

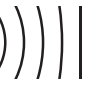
Developer: Broadway Housing Communities Development (non-profit organization)

Public amenities: early childhood center & children's museum

Units: 124

Lever, Louisa Flowers, Portland

Precedent Studies



Affordable Housing

Developer: Home Forward

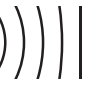
Low-income housing (largest in past 50 years in PDX) - developed by Home Forward

Units: 240 - 88 studio / 109 one-bedroom / 43 two-bedroom. Units reserved for 60/50/30 AMI

Public amenities: 6,500ft² commercial at ground-level, interior courtyard

LOHA, MLK1101, Los Angeles

III. Precedent Studies



Supportive Housing

Developer: Clifford Beers Housing

Transitional housing for veterans and their families experiencing homelessness

Units: 26 with 4,000ft² park in courtyard

Public amenities: street-facing commercial for local social organization

Koning Eizenberg, The Arroyo, Santa Monica, CA



III. Precedent Studies



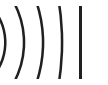
Affordable Housing

Developer: Community Corporation of Santa Monica (Nonprofit)

Units: 54 - 17 3 bed / 18 2 bed / 29 1 bed

Amenities: Resident courtyard, shared street-level space with continuing education classes and skills classes to support community

Michael Maltzan, Star Apartments, Los Angeles, CA



III. Precedent Studies



Affordable Housing

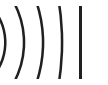
Developer: Skid Row Housing Trust

Units: 102

Amenities: resident terrace atop 15,000ft² medical services at ground-level and market-rate retail spaces

What's What: Build over existing retail building, the project places prefabricated apartments on a new concrete structure to maximize what is achieved with a limited budget

Michael Maltzan, One Santa Fe, Los Angeles, CA



III. Precedent Studies



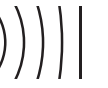
Mixed-Use Housing

Developer: Skid Row Housing Trust

Units: 438

Amenities: public plaza with 25 retail spaces, shared amenities for residents

Michael Maltzan, Crest Apartments. Van Nuys, CA



III. Precedent Studies



Supportive / Affordable Housing

Developer: Skid Row Housing Trust

Units: 54 - 17 3 bed / 18 2 bed / 29 1 bed

Amenities: Resident courtyard, shared living room with continuing education classes

Holst, 72 Foster, Portland, OR



III. Precedent Studies



Affordable Housing

Developer: REACH Community Housing

Units: 101 - ranging from studio to 3 bed with the intention of multi-generational living

Amenities: Corner commercial spaces, community rooms opening to terrace, pedestrian passage connecting to adjacent Portland Mercado

d. Seattle Housing Precedents

Mithun, The Huxely. Seattle, WA



III. Precedent Studies



Upper housing volume simply massed and has a clear material palette.

Mixed Use / Housing

Developer: Holland Partner Group

Units: 110 mixed between studio / 1 bed / 2 bed

Amenities: Underground parking, ground-floor retail

Johnston Architects, Stencil. Seattle, WA



III. Precedent Studies



Mixed Use / Housing

Developer: Holland Partner Group

Units: 110 mixed between studio / 1 bed / 2 bed

Amenities: Underground parking, ground-floor retail

Johnston Architects, Stencil. Seattle, WA



III. Precedent Studies



Indented panels solve ventilation needs while simultaneously giving facade 'depth' and shadow. This simple move has significant effect on the perception of the massing.

Mixed Use / Housing

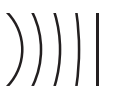
Developer: Holland Partner Group

Units: 110 mixed between studio / 1 bed / 2 bed

Amenities: Underground parking, ground-floor retail

Upper volume clearly defined and simple with a simple color palette. Commercial level clearly defined in language that differs from housing volumes & provides pedestrian amenities.

SKB, Rainier & Genessee, Seattle, WA



III. Precedent Studies

Housing volume is distinct and simple in character. The identifying feature of this project is a massing move - a gently radiused corner and not reliant on material finishes.



RAINIER & GENESEE | NE



GENESEE & 36TH AVE S | NW

Plinth has a distinct and robust materiality - this project is on Rainier Ave, a high-traffic avenue. The simple materiality provides ample opportunity to incorporate artwork.

Affordable Housing + Commercial

Developer: Mt Baker Housing & Lake Union Partners

Status: Mt Baker House & Lake Union Partners undergoing entitlement

Units: 226 units of both affordable and market-rate housing.

Amenities: Commercial two-story plinth with retail and offices.

Weinstein A+U, Midtown Commons, Seattle, WA



III. Precedent Studies



Upper volumes simple massing and materiality

Scale and materiality of plinth different from upper volumes. Plinth volumes use family of materials and design language, creating identity while reading as common elements.

Affordable + Market-Rate Mixed Use

Developer: Lake Union Partners

Status: Nearing completion, corner of 23rd & Union in Central District

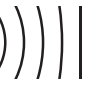
Units: 220+, approximately half affordable

Amenities: Commercial plinth, pedestrian mews, public courtyard

Arts component, project team had to outline documentation of artist outreach / plan with design review submissions. If GCDA leads the charge on arts master plan, it is a bonus to all development teams.

Public 47, Shea Apartments, Seattle, WA

III. Precedent Studies



Refined expression through simple material palette and massing.

Ground-floor materiality relates to context and enriches pedestrian experience

Market-Rate Mixed Use

Developer: Epic Property Management

Units: 33

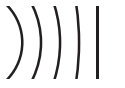
Amenities: Commercial restaurant in plinth, roof terrace and amenities for residents.

5. Appendices

Zoning Overview and Additional Information.

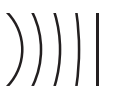
C1-75 (M) Zoning Overlay

I. Site Zoning + Parcels



- C1-75 (M)
Zoning Overlay
- C1-75 (M) Parcels
- IG2 U/85 Parcels

Zoning Overview - Street Level



I. Site Zoning + Parcels



- C1-75 (M)
- IG2 U/85

C1-75 (M)

C1 - Commercial
 75 - 75' Height Limit
 (M) - Mandatory Housing Affordability

23.47A.005 Street Level Uses

- No max street-facade percentage for residential uses
- See D for pedestrian-zones - GCDA is not one, but this could guide the ground-floor experience

23.47A.008 Street Level Development Standards

- Applies to buildings that contain a residential use in C zones
- Blank street-facing facade segments may not exceed 20' in width
- Total of all blank facade segments may not exceed 40% of width of facade along street
- Street-level, street-facing facades shall be located w/in 10' of street lot line
- Unless wider sidewalks, plazas, or other open landscape space are provided
- 60% of street-facing facade shall be transparent (no permanent signage, tinting, shelving, equipment, stored items can block windows)
- Non-residential uses >600ft² have average depth of 30' / minimum depth of 15' from street level, street-facing facade
- Non-residential uses at street level shall have min 13' f2f
- One street-facing facade contains a visually prominent pedestrian/residential entry

Takeaways

- C-1 Zoning = Flexibility
- Residential uses permitted (without restrictions)
- Commercial uses permitted (and not restricted in size) - grocery stores allowed
- Facade porosity encouraged / buildings desired close to property line at sidewalks

Zoning Overview - Height and Setback

I. Site Zoning + Parcels



- C1-75 (M)
- IG2 U/85

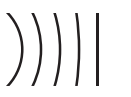
C1-75 (M)

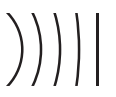
C1 - Commercial
 75 - 75' Height Limit
 (M) - Mandatory Housing Affordability

- 23.47A.012 Structure Height
- The height of a pitched roof (not shed or butterfly) may extend 5' above height zoning
 - Rooftop features can exceed height limit (solar panels - 7' allowed, railings, skylights, clerestories, parapets - 4' allowed, rooftop decks - 2' allowed & railings associated with these decks must meet code, not 4' above)
 - Mechanical equipment - 15' (20% roof area, or 25% incl. stairs, m.ph.)
- 23.47A.014 Floor Area Ratio
- Maximum 5.5
 - Minimum 2
 - Underground areas/stories do not count
 - All portions of story no more than 4' above existing or finished grade (whichever is lower)
- 23.47A.014 Setback Requirements
- Side setback required along rear or side lot line that abuts a lot that is residential and commercial if: the commercial zoned portion is less than 50% of the width or depth of the lot
 - Upper-level setback from street facing lot line - average of 8' above 65'
 - Portions of facade set back more than 15' count as 15' for calculation
 - Max 20% of structure can have setback less than 5'
 - Balconies, decks, etc. may extend into setbacks
 - Uncovered/unenclosed pedestrian access bridges <5' wide allowed permitted in setbacks
 - Green storm-water infrastructure allowed in setbacks
 - Loading adjacent to alley required to set back 12' from alley centerline

Takeaways

75' max height by zoning, total 90' with mechanical penthouse
 Set back average 8' above 65'





Zoning Overview - Landscape and Amenity

I. Site Zoning + Parcels



- C1-75 (M)**
- IG2 U/85**

C1-75 (M)

C1 - Commercial

75 - 75' Height Limit

(M) - Mandatory Housing Affordability

23.47A.016 Landscaping and screening standards

- Green Factor Score >0.3 for developments with:

- 4+ units / >4000ft² non-residential uses

- Street trees required

- Screening required (trees + fence) for outdoor storage space / pet daycare center

23.47A.017 Mandatory Housing Affordability in C and NC Zones

- Per 23.58B and 23.58C

23.47A.018 Noise Standards

- Noise-making activities not required to be done inside - this is a loud/live zone

23.47A.020 Odor Standards

- Vent 10' above finished sidewalk grade / directed away from uses within 50' of vent

23.47A.024 Amenity Area

- 5% total residential gfa required (excl. mechanical and accessory parking)

- All residents access one common or private amenity area

- Unenclosed

- Parking/vehicle easements/driveways don't count, except woonerf to 50% area by design review

- Min 10' dimension / 250ft² area

- Private balconies decks have min 6' dimension / 60ft² area

Takeaways

Street trees required

Amenity space equal to 5% of total resi g.f.a. & woonerfs can count for 50% of this area

Zoning Overview - Parking

I. Site Zoning + Parcels



- C1-75 (M)
- IG2 U/85

C1-75 (M)

C1 - Commercial

75 - 75' Height Limit

(M) - Mandatory Housing Affordability

23.54.015 Parking

- Vehicle

- Commercial ranges from 1 per 250ft² to 2000ft² (Table A)
 - restaurants / 1 space per 250ft²
 - office / 1 space per 1000ft²
 - manufacturing / 1 space per 2000ft²

- Residential (Table B)

- 1 space for each dwelling or 1 space for every 2 small efficiency dwelling units

- No space requirement for income-restricted units at/below 80% median income

-Bicycle Parking (Table D)

- Commercial

- Ranges from 1 per 4000ft² to 1 per 10,000ft² for long-term

- Ranges from 1 per 1000ft² to 1 per 10,000ft² for short-term

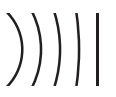
- Residential

- 1 per dwelling unit for long-term

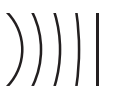
- 1 per 20 dwelling units for short-term

Takeaway

Parking required, district-approach may be most efficient to accommodate needs



Zoning Overview - Bonus Floor Area



I. Site Zoning + Parcels



C1-75 (M)

C1 - Commercial

75 - 75' Height Limit

(M) - Mandatory Housing Affordability

23.58A.014 Bonus Residential Floor Area for Affordable Housing

- 85' max height, can only use performance option

- Provide affordable housing with a gfa of at least:

- 14% gross bonus residential floor area

- 300ft² net residential area

- any minimum floor area specified in the provisions of the zone

Takeaway: 14% gross bonus residential floor area can be achieved, must be Affordable Housing

23.58C.040 Affordable Housing - Payment Option

- \$7ft² of required affordable housing units

23.58C.050 Affordable Housing - Performance Option

- 5% of total units set aside as affordable housing units

Takeaways

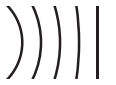
Extra floor area possible, further investigation required to determine amount permissible under code

■ C1-75 (M)

■ IG2 U/85

Zoning Overview

I. Site Zoning + Parcels



IG2 U/85

IG2 - Industrial General 2

U/85 - 85' Height Limit

23.50.012 (Table A) Permitted Uses

- Residential uses permitted as caretaker's quarters or as artist's studio / residency

23.50.012.D Rooftop Recreational Space in IG1 and IG2 zones

- Recreational space can be located on the rooftop as accessory to offices of min. 1,000ft² size

23.50.022 General Industrial 1 and 2 - Structure Height

- 85' except sports facilities, food processing, and craft work uses

No setbacks listed for IG2 zoning

23.50.027 Maximum size of nonindustrial use

- IG2 column, size limits for drinking establishments, entertainment, lodging, medical services, office, restaurant, retail sales, auto sales and services, general sales and service

23.50.028 Floor Area

- F.A.R. 2.5 for IG2

23.50.044 All Industrial Zones - Venting Standards

- Venting of odors, vapors, smoke, gas, dust, etc. 10' above grade and directed away from residential uses within 50' (not currently an issue, but adding residential to the area could complicate future options)

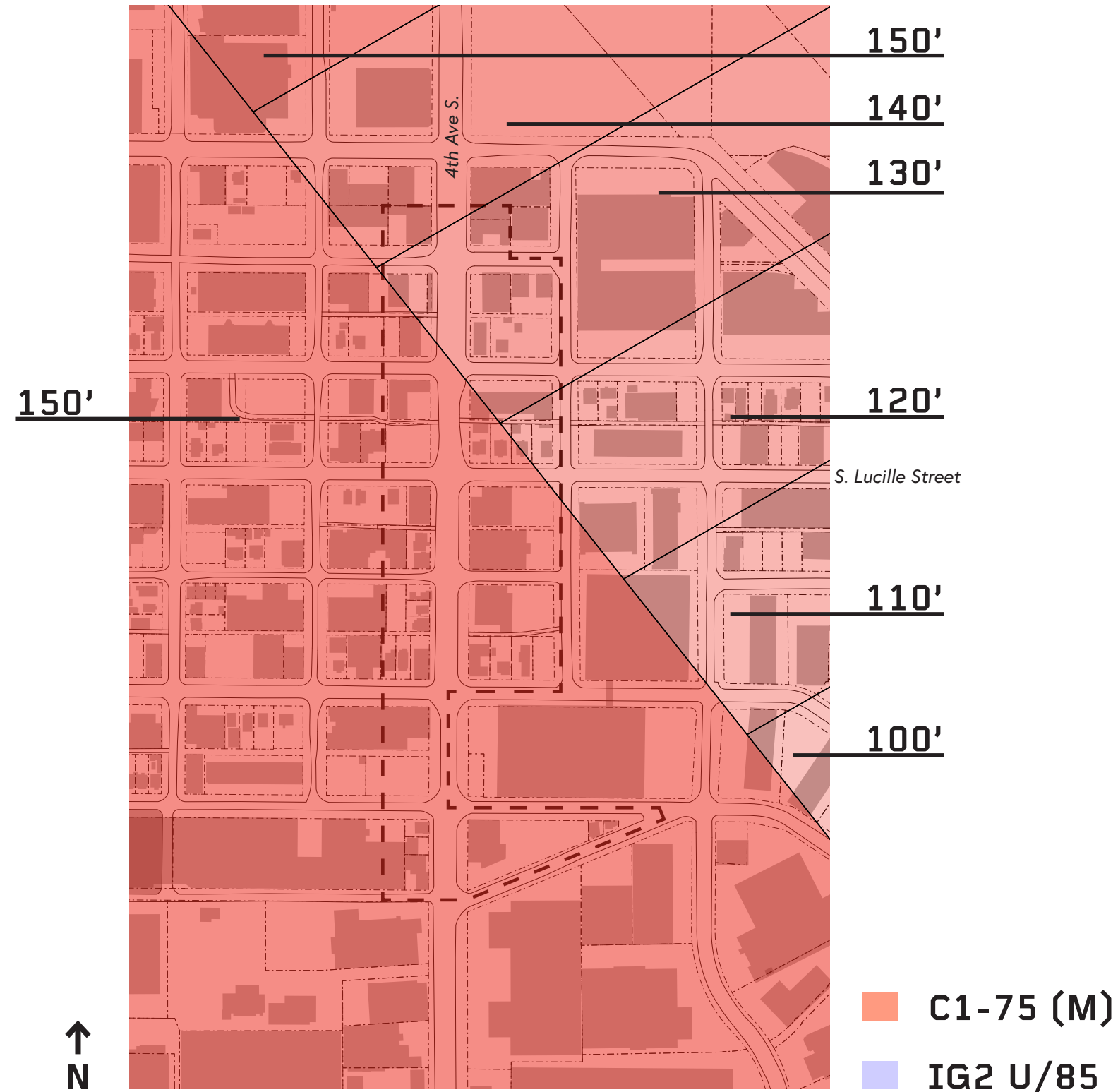
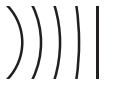
Takeaways

Commercial possibilities, primarily industrial (conducive to maintaining the diversity of industry the area currently hosts and contributes to the atmosphere of Georgetown)

Multi-use zone for essentially anything except residential uses

BFI Airport Height Overlay

I. Site Zoning + Parcels



Airport Height Overlay

23.64 Airport Height Overlay District
- Extents defined in this section, overlaid on GCDA neighborhood
- All heights are relative to the runway height at BFI (18')

Takeaway: C1 - 75(M) has a max height of 90' with mechanical enclosures, none of the c1 - 75(M) parcels are affected by the AHO

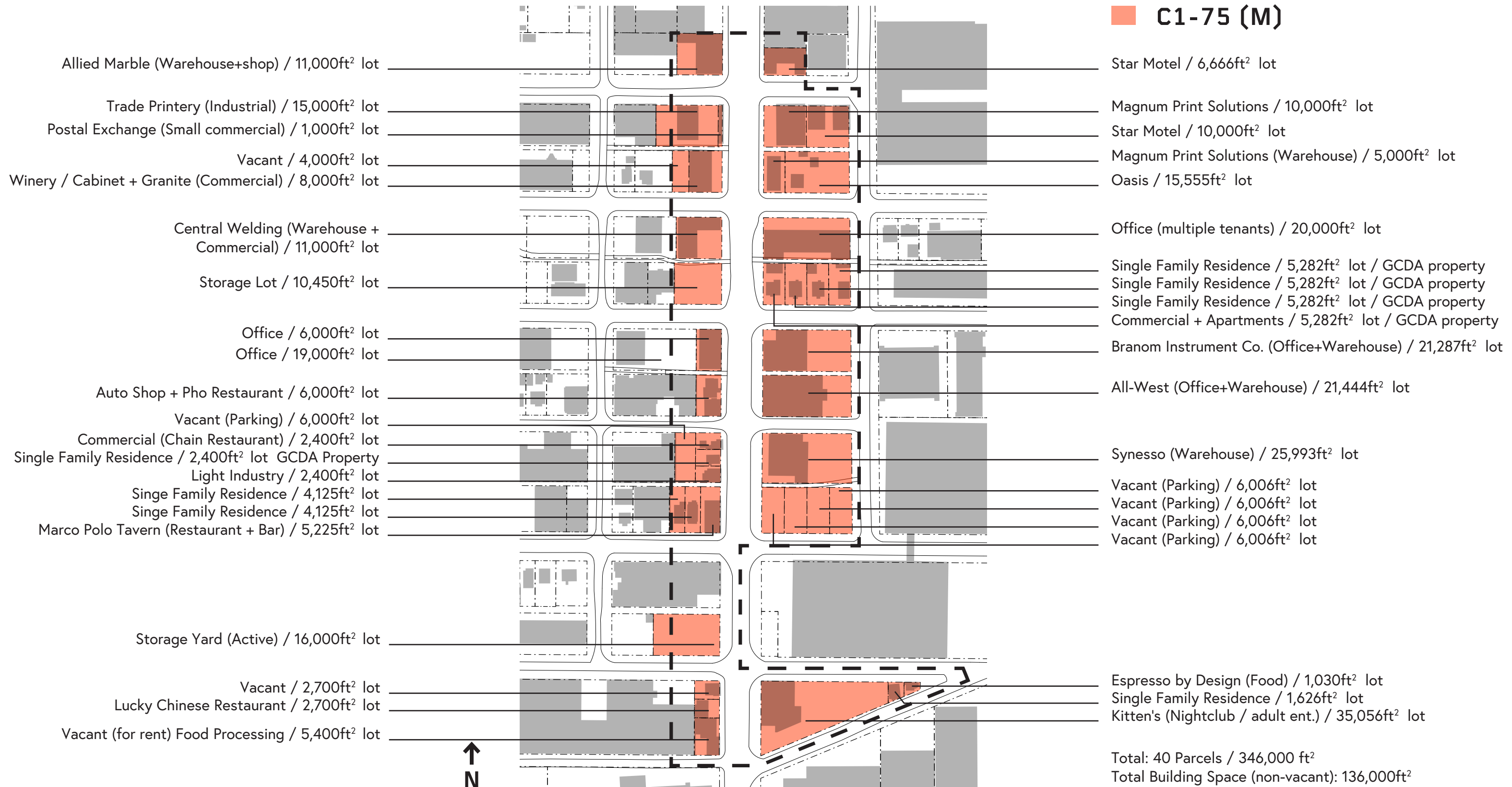
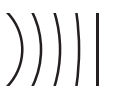
*this is not a survey, but prepared from City of Seattle / King County publicly available GIS data

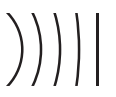
Takeaways

Airport height overlays higher than max allowable building height in C1-75(M) zoning, no conflict here

Parcel Information - Use & Area

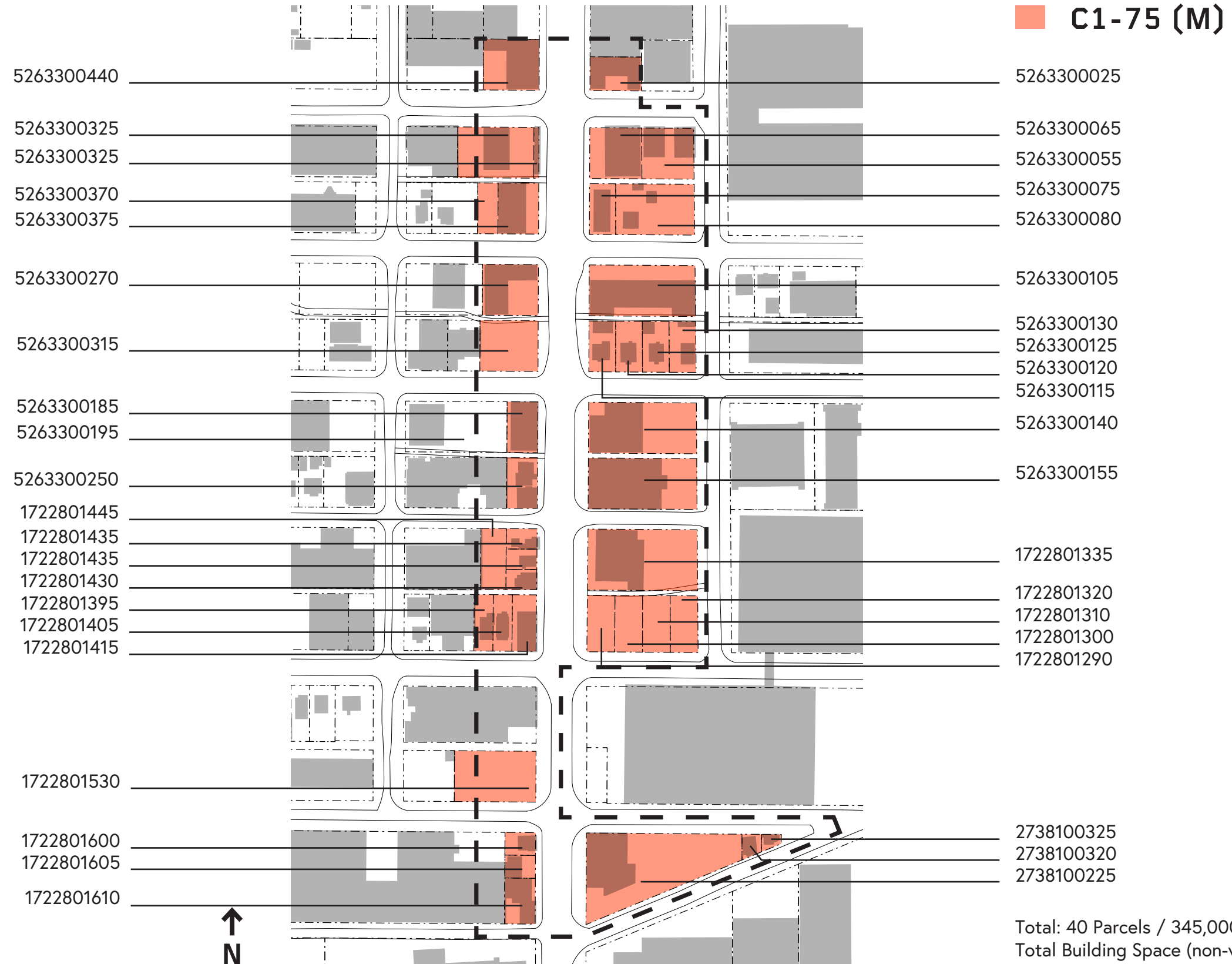
I. Site Zoning + Parcels



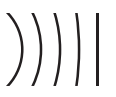


Parcel Information - Parcel Number

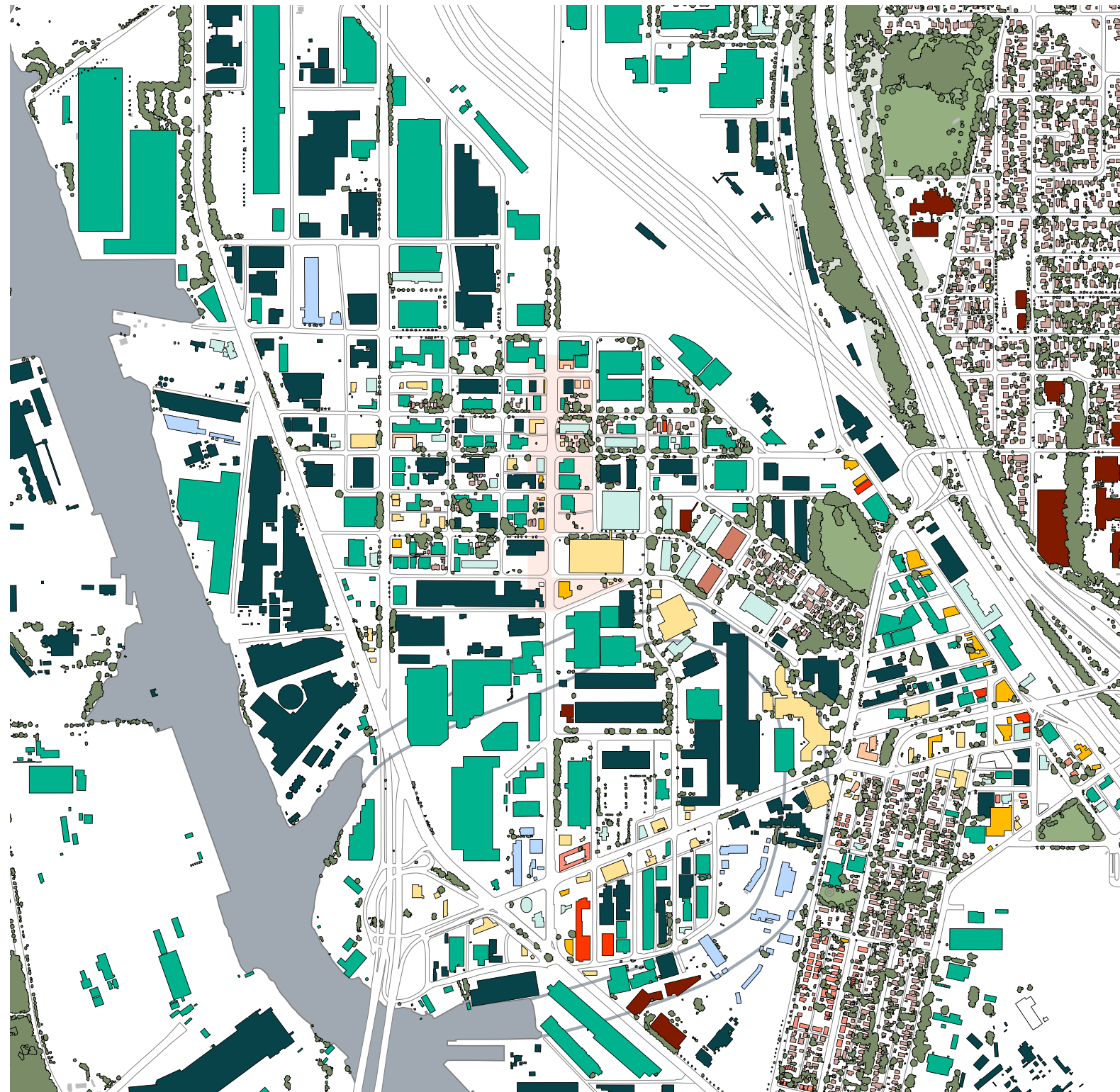
I. Site Zoning + Parcels
















Neighborhood Use and Amenities



II. Site Mapping + Context



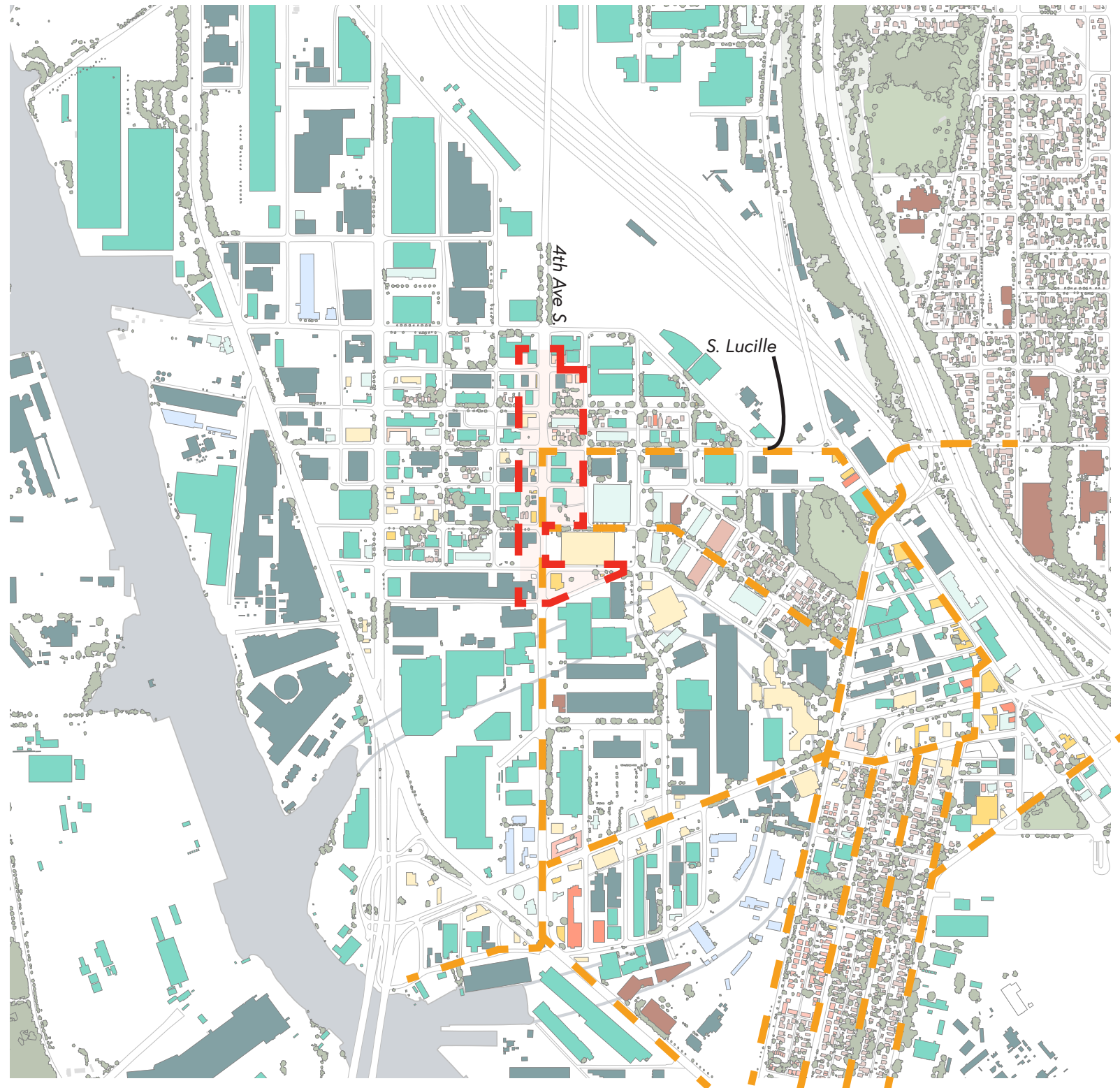
-  Sales / Service
-  Restaurant / Shops
-  Gallery / Art Studio
-  Gym / Rec. (Indoor)
-  School / Civic / Religious
-  Single-Family Housing
-  Multi-Family Housing
-  Hotel / Motel
-  Office
-  Warehouse
-  Industrial
-  Transit / Communication / Utility
-  Parks / Tree Cover

Overview

- GCDA surrounded by industry (large-scale N/S, small-scale E/W)
- Schools across I-5
- Restaurants and bars in Georgetown

Walking Routes

I. Georgetown Context



— Pedestrian Routes

Pedestrian Preference

Pedestrian routes avoid high vehicle streets, tend to connect through small-scale neighborhoods and areas activated with street uses (Georgetown/Airport Way S.)¹

Quality of streets is generally poor, bike network relies on sharrows, significantly more hazardous than dedicated bike infrastructure¹

Direct connection on 4th Ave S. linking Equinox to GCDA / 4th & Lucille

Neighborhood Links

Protected streets of Van Asselt and S. Orcas Street to Corson Ave S. heavily trafficked

High-Traffic Barriers

'Neighborhood edges' of high/heavy traffic routes direct pedestrian routes.

S. Corson Street does not allow direct connection between Georgetown and GCDA due to freeway off-ramp. I-5 / rail lines impediment or discouragement to pedestrian connection to Beacon Hill. S. Albro bridge has narrow sidewalks and fast downhill traffic.

¹ Georgetown Mobility Study: A Health Impact Assessment. University of Washington College of Built Environments & School of Public Health. June 2017

Bike Routes

I. Georgetown Context



— Existing bike route (incl. sharrows)

• • • Bicycle master plan route (non-funded)

Area being studied for future bike infrastructure

Fragmented Network

Georgetown has been identified as needing improvements in bike infrastructure but continually passed-over for other neighborhoods

Quality of streets is generally poor (similar impediment to pedestrian networks)

Bike network relies on sharrows, significantly more hazardous than dedicated bike infrastructure¹

Missing Links

No dedicated East / West connection from 4th & Lucille to Georgetown commercial district

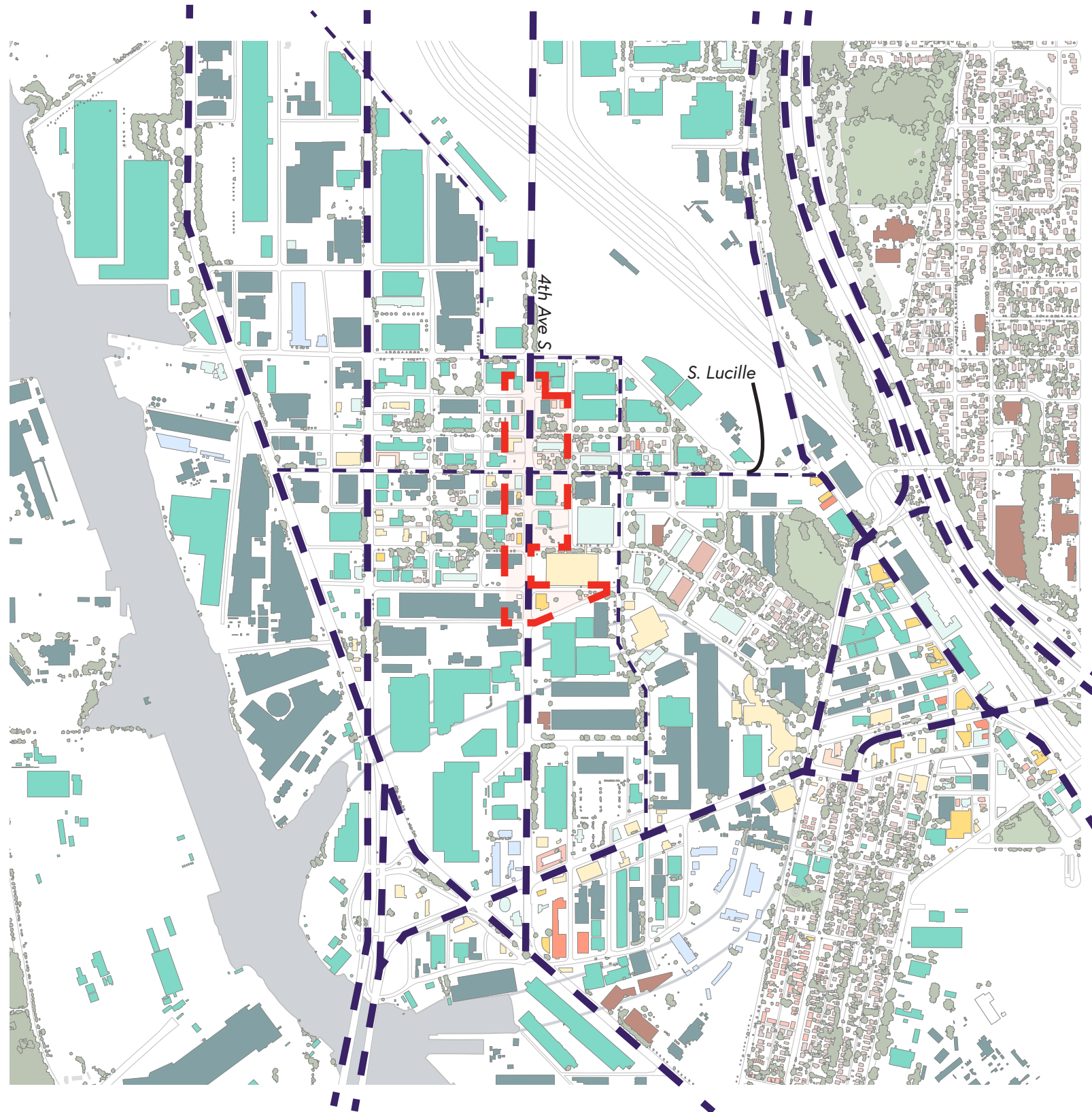
Opportunity to tie-in with other street improvements for multiple benefits (street trees to aid in air pollution reduction)

Multi-modal flow improvement between freight, pedestrian, and cyclists incorporating street trees, plantings, and bioswales

¹ Georgetown Mobility Study: A Health Impact Assessment. University of Washington College of Built Environments & School of Public Health. June 2017

Freight Routes

I. Georgetown Context



— — — Freight Master Plan Route

- - - Freight Master Plan 'Last Mile' Route

From Warehouse to Shops

High-traffic zone for goods moving into / out of Seattle.

North-South connections through Georgetown to Port of Seattle and Downtown Seattle

East-West connections through Georgetown to I-5 and Easy Marginal Way³

4th Ave South is a heavily traffic street - specific approach with city partners for this street (separation of freight traffic and pedestrian / bicycle traffic)

Vital Routes

Freight network and routes through Georgetown are critical for supporting Seattle businesses and the 57,000 jobs in the Duwamish Valley.

Opportunities

4th Ave S. Bridge at end-of-life, needs replacement within 20 years. Current bridge requires \$249million in seismic retrofits (SDOT estimate)^{3,4}.

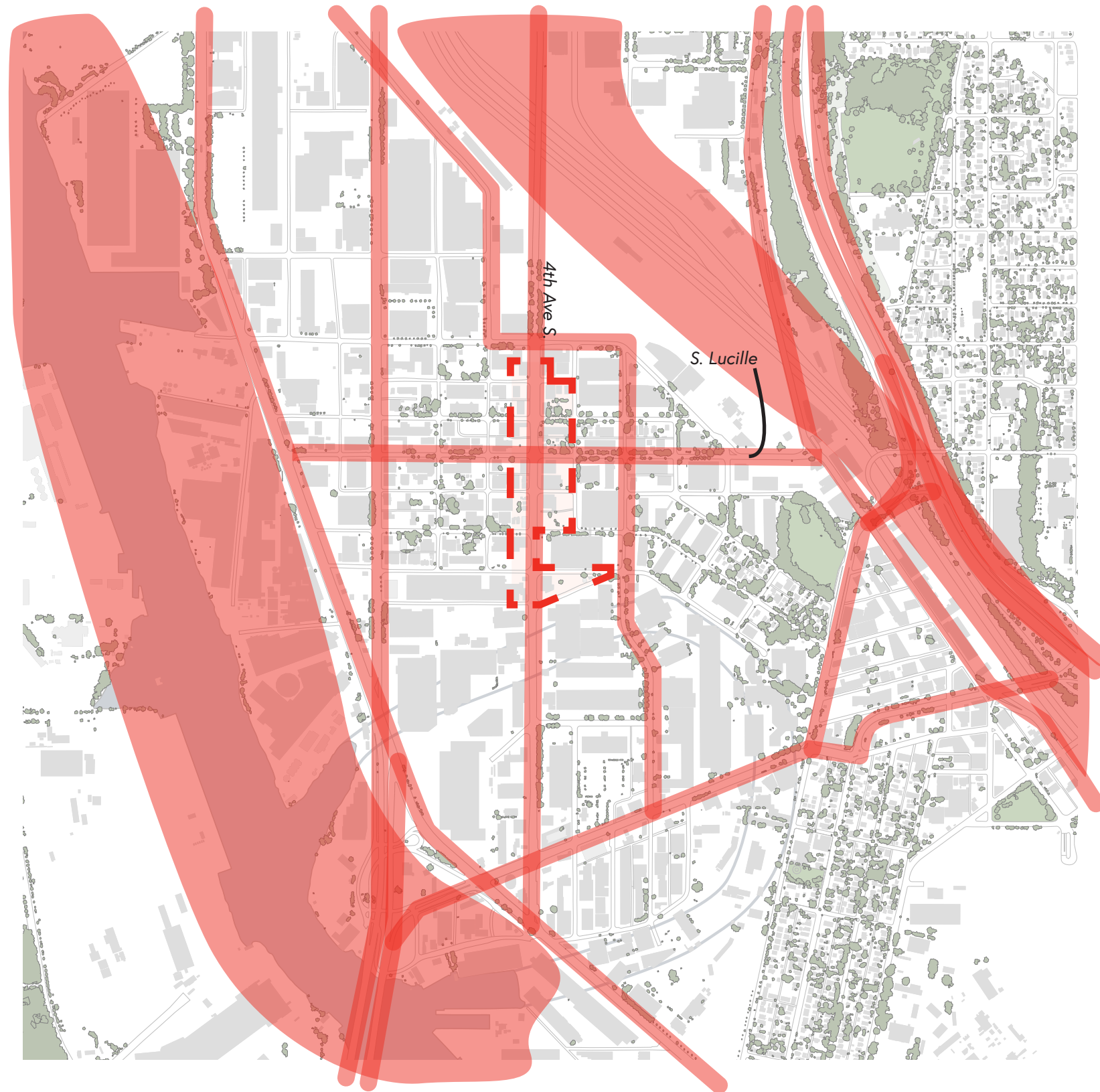
Truck traffic currently limited to one lane in each direction on viaduct⁴.

³ City of Seattle Freight Master Plan, SDOT, 2016

⁴ Seattle Scales back Earthquake Work on City Bridges as Costs Soar, Heidi Groover, seattletimes.com, 12/21/2020

Health and Nature

I. Georgetown Context



Air Pollution

Proximities to major transit corridors increases exposure to airborne pollutants - to be remedied throughout GCDA with additional greenery for filtration

Ground/Water Pollution

From century of industry the Duwamish River is a Superfund cleanup site - Duwamish Valley groundwater is polluted by many point sources

Gray-field

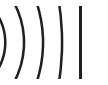
Georgetown / Eastern Duwamish Valley area has minimal greenery - largely on private land E. of 4th Ave S.

Tree cover follows 19th century street grid and residential neighborhood

Environmental Justice

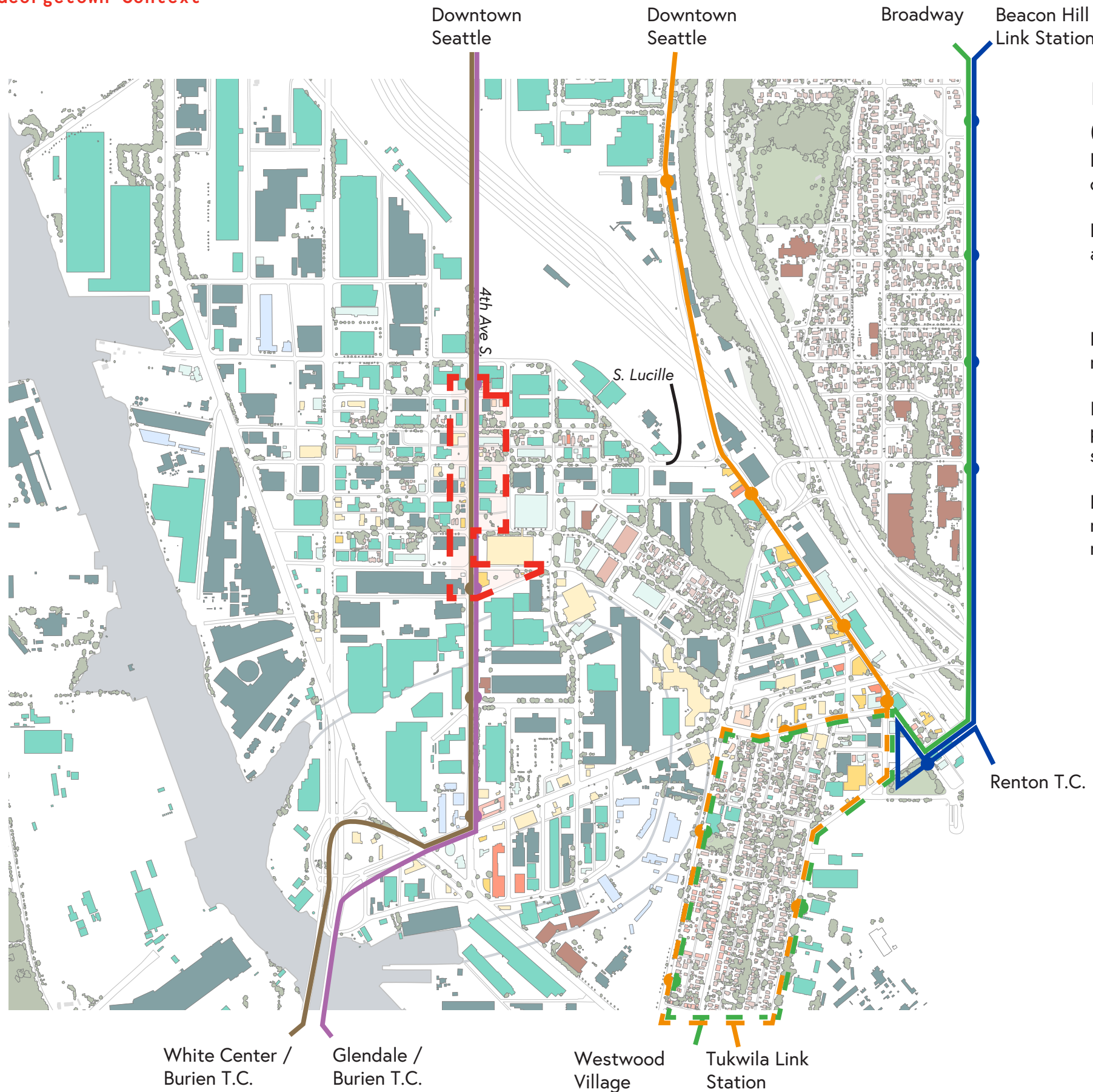
Displacement of Duwamish & destruction of Duwamish ecosystem

Highly Disadvantaged Area for environmental justice (Seattle Census Bureau) - low income / low access to green spaces



Transit Routes

I. Georgetown Context



Existing North + South Connections

N/S bus connection to downtown and Burien via White Center or Glendale strong

Existing routing does not connect conveniently to existing amenities in adjacent neighborhoods

Inefficient Routing

No dedicated transit lanes - travel times dependent on surface road traffic, which can be significant in Georgetown

Inconvenient routing for daily errands / connection to South park ~20minutes one way, adding nearly 3/4hour to a grocery store errands

E/W transit connections poor (i.e. to Rainier Valley / Othello may require 2-3 transfers and take 45+ minutes to travel 2 miles)

