



GEORGETOWN LIVE- WORK DISTRICT

STREET CONCEPT PLAN

October 2022

Acknowledgments

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for Georgetown Community Development Authority

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Cover image by Signal Architecture + Research

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Introduction

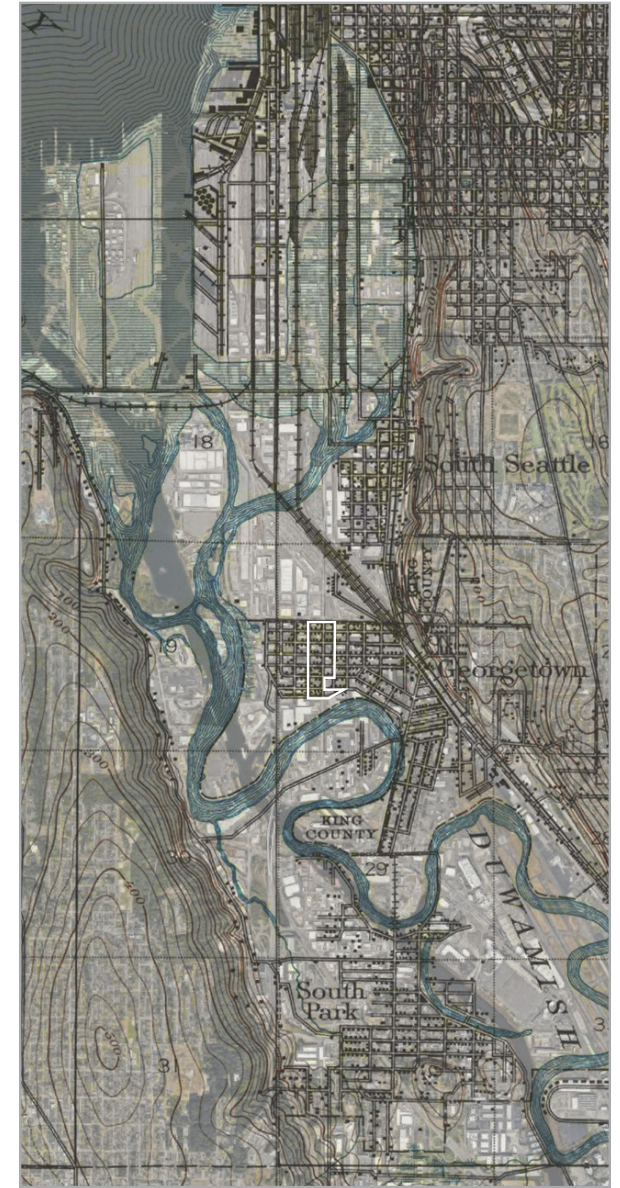
INTRODUCTION

Background and Process

NEIGHBORHOOD

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

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



The Georgetown Live-Work District sits in Georgetown, one of the oldest white settlements in the Duwamish River Valley.

EXISTING CONDITIONS



STREET CONCEPT PLAN



COMMUNITY DEVELOPMENT

The street concepts emerge from work led by Georgetown Community Development Authority (GCDA). GCDA is a nonprofit development agency which seeks to add affordable housing for the local workforce, support local artists and artisans, and fill gaps in neighborhood services for Georgetown's residents, workers, and businesses.

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

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



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

COMMUNITY ENGAGEMENT

Beginning in 2019, GCDA has led a community process for co-creation of a resilient community that foregrounds both placemaking and placekeeping in the Duwamish Valley. This year GCDA has hosted quarterly neighborhood “Ideafests”, pictured above, which inform and seek input from local residents, workers, and other stakeholders. Community members give input on streets, buildings, art, ecological stewardship and more, and the ideas contained in this document directly reflect these shared thoughts and contributions. In addition to these public facing events,

the design team has conducted a thorough exploration of the neighborhood’s history, zoning, transportation system, and ecological assets to inform this street concept planning effort. Moreover, in embarking on this process, GCDA has set out the following core tenets, which align with the City’s Duwamish Valley Action Plan:

- Acknowledge that these are ancestral lands of Duwamish and Coast Salish people
- Create more opportunities to both live and work within the Duwamish Valley

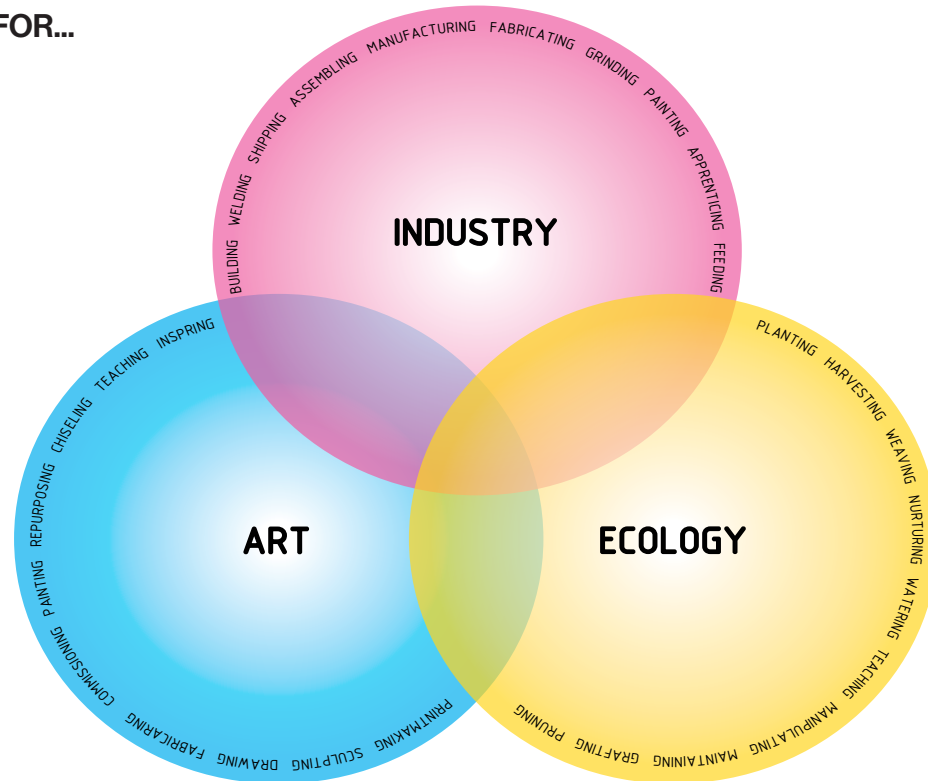
- Remain permanently affordable
- Reserve space for arts & imagination
- Cause no loss of industry or commercial space

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

PROJECT TIMELINE

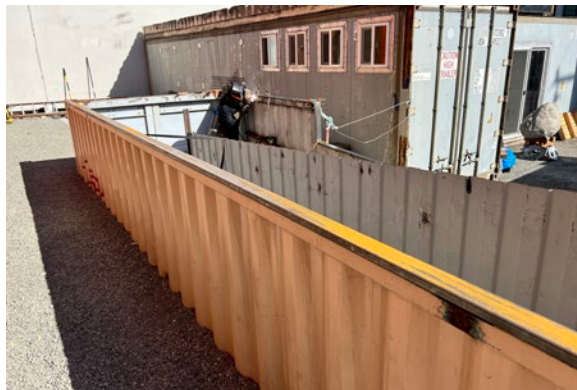


GEORGETOWN'S STREETS ARE FOR...





EXISTING CONDITIONS

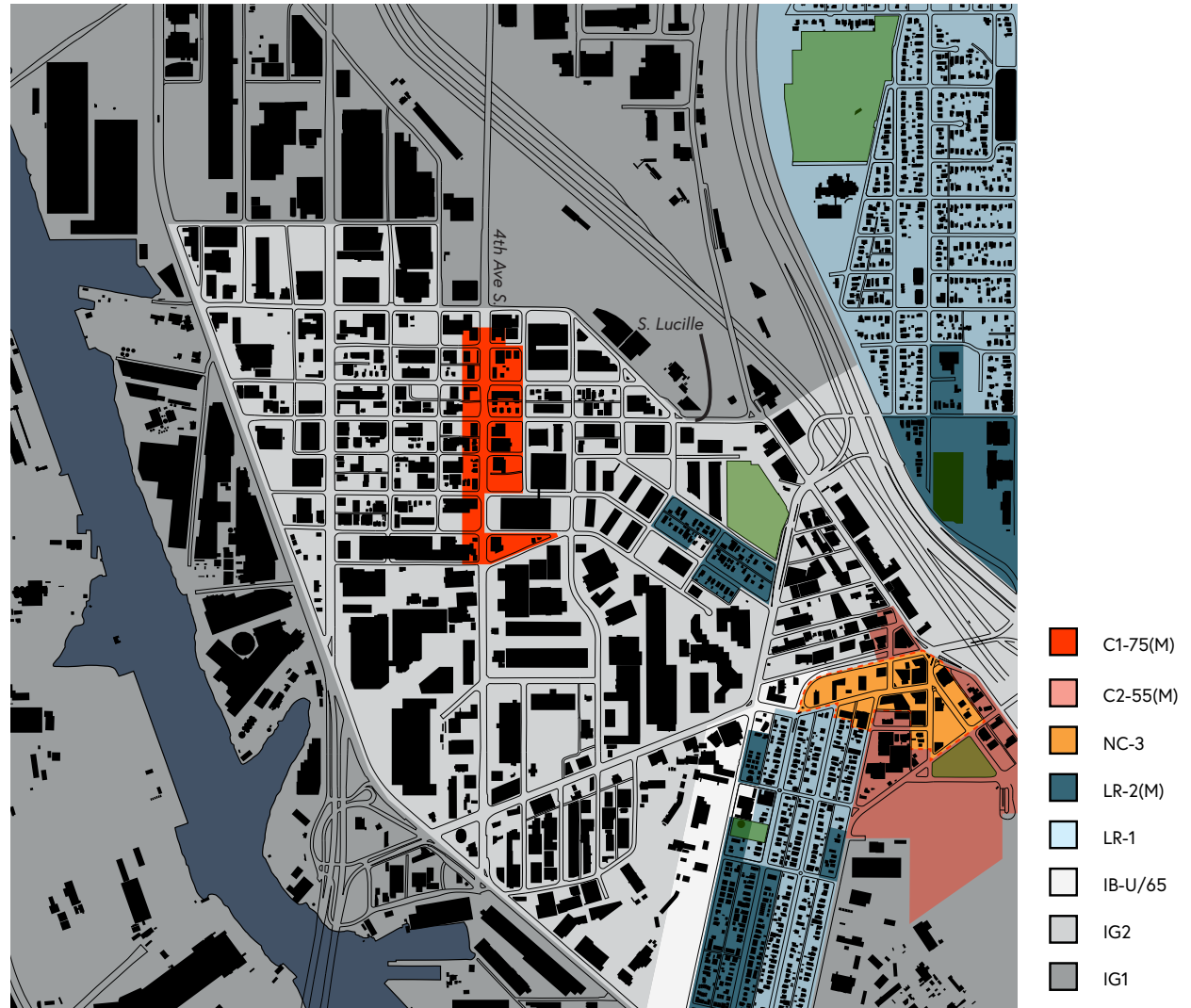


CONTEXT

Zoning

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

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

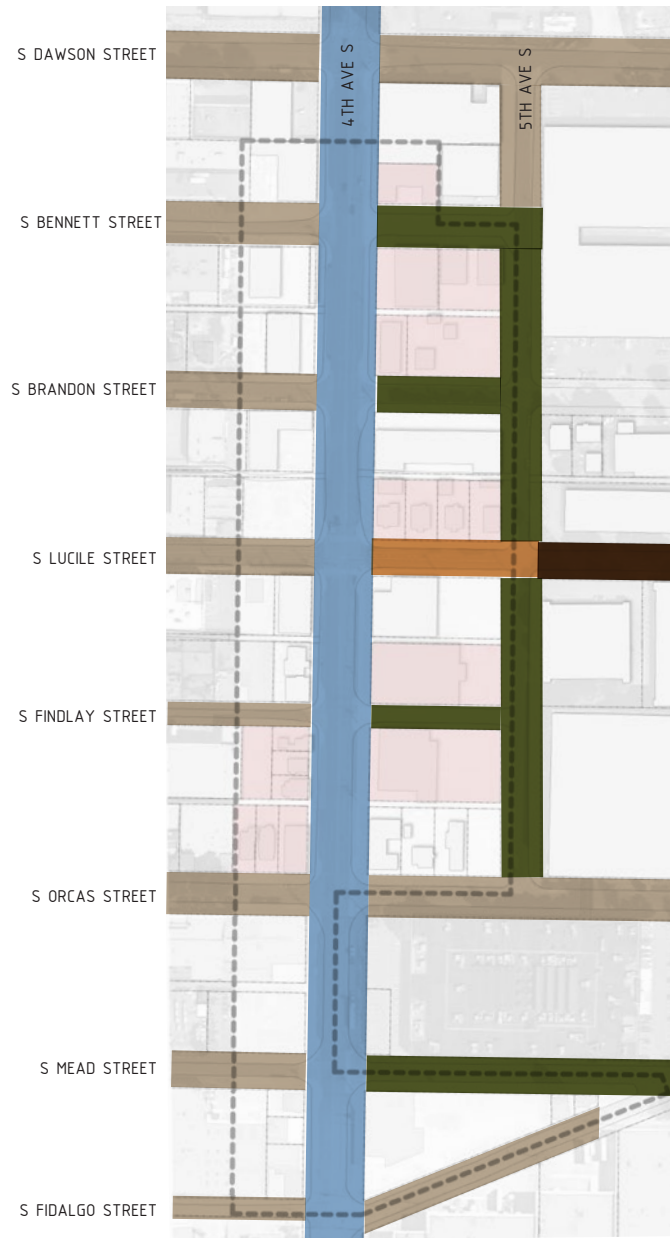


Zoning map of the Georgetown Live-Work District neighborhood with the project area, roughly, highlighted in red.

CONTEXT

SDOT Street Typologies

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



	<p>URBAN CENTER CONNECTOR</p> <p>FREQUENT TRANSIT NETWORK: YES FREIGHT MASTER PLAN: MAJOR FREIGHT NETWORK PEDESTRIAN MASTER PLAN: PRIORITY INVESTMENT NETWORK SIDEWALKS: 8-12' ON FREQUENT TRANSIT NETWORK MINIMUM LANE WIDTH: 11'</p> <p>PROPOSED FREIGHT VEHICLE ACCOMMODATION: WB-67 (TRACTOR TRAILER) MINIMUM RIGHT OF WAY WIDTH: 68' CURRENT RIGHT OF WAY WIDTH: +/- 100' CURB RADIUS: 30'</p>
	<p>MINOR ARTERIAL NEIGHBORHOOD CORRIDOR</p> <p>TRANSIT CORRIDOR: NO FREIGHT MASTER PLAN: FIRST/LAST MILE CONNECTOR PEDESTRIAN MASTER PLAN: PRIORITY INVESTMENT NETWORK SIDEWALKS: 6' MINIMUM LANE WIDTH: 10-11'</p> <p>PROPOSED FREIGHT VEHICLE ACCOMMODATION: WB-67 (TRACTOR TRAILER) MINIMUM RIGHT OF WAY WIDTH: 60' CURRENT RIGHT OF WAY WIDTH: 60' CURB RADIUS: N/A</p>
	<p>MINOR ARTERIAL INDUSTRIAL ACCESS</p> <p>FREIGHT MASTER PLAN: FIRST/LAST MILE CONNECTOR PEDESTRIAN MASTER PLAN: PRIORITY INVESTMENT NETWORK SIDEWALKS: 6' MINIMUM LANE WIDTH: 10-11'</p> <p>PROPOSED FREIGHT VEHICLE ACCOMMODATION: WB-50, WB-67 (TRACTOR TRAILER) MINIMUM RIGHT OF WAY WIDTH: 60' CURRENT RIGHT OF WAY WIDTH: 60' CURB RADIUS: 30'</p>
	<p>MINOR INDUSTRIAL ACCESS STREET</p> <p>FREIGHT MASTER PLAN: N/A PEDESTRIAN MASTER PLAN: N/A SIDEWALKS: 6' TWO WAY MAXIMUM LANE WIDTH: 22'</p> <p>PROPOSED FREIGHT VEHICLE ACCOMMODATION: SU-30 MINIMUM RIGHT OF WAY WIDTH: 60' CURB RADIUS: 20'</p>
	<p>NEIGHBORHOOD YIELD STREET</p> <p>FREIGHT MASTER PLAN: N/A PEDESTRIAN MASTER PLAN: PRIORITY INVESTMENT NETWORK SIDEWALKS: 6' LANE WIDTH: 10'-11'</p> <p>PROPOSED FREIGHT VEHICLE ACCOMMODATION: SU-30 MINIMUM RIGHT OF WAY WIDTH: 40' CURB RADIUS: 10'</p>

CONTEXT



Key Freight Routes

4th Avenue South is a Major Freight Route and S Lucile Street is a First/Last Mile Connector.

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

The map at left shows potential routes for local freight docks that will remain after the GCDA owned parcels are redeveloped as well as the routes they will use to access both S Lucile Street (minor arterial) and 4th Avenue S (urban center connector) from loading docks near and adjacent to the project area.

CONTEXT

Collisions

Given the wide streets and relatively high speeds, it is not surprising that this area has had numerous collisions over the years including motor vehicles, pedestrians, pedicabs, property.

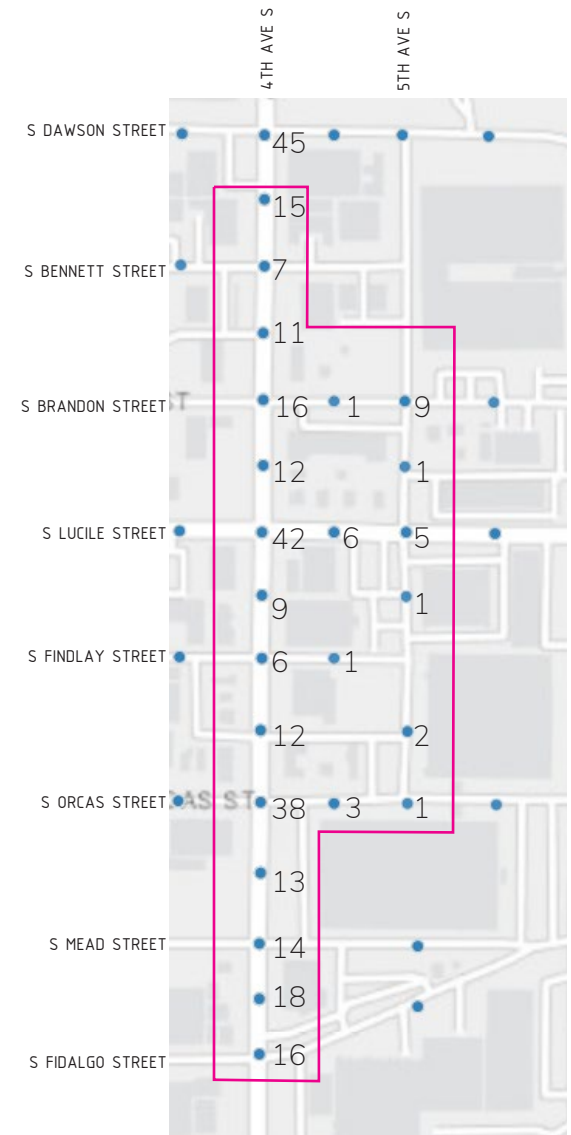
Both arterials—4th Avenue South and S Lucile S—have numerous incidents, at every intersection and mid-block location within the study area, roughly outlined in pink in the adjacent map. We have added the number of collisions at each location to the collision data map screen shot at right.

On 4th Avenue South, between S Dawson and S Fidalgo, there have been nearly 300 collisions. This stretch is little more than a quarter of a mile long.

The local streets are not significantly better with only South Bennett Street between 4th and 5th avoiding any collisions.

Among these incidents some of the more serious hot spots that have informed our design thinking include:

- 38 collisions at 4th Avenue S and S Orcas Street, including two incidents of a motor vehicle hitting a pedestrian (2013)
- 42 collisions at 4th Avenue S and S Lucile Street, including two incidents of a motor vehicle hitting a pedestrian (2008, 2014)



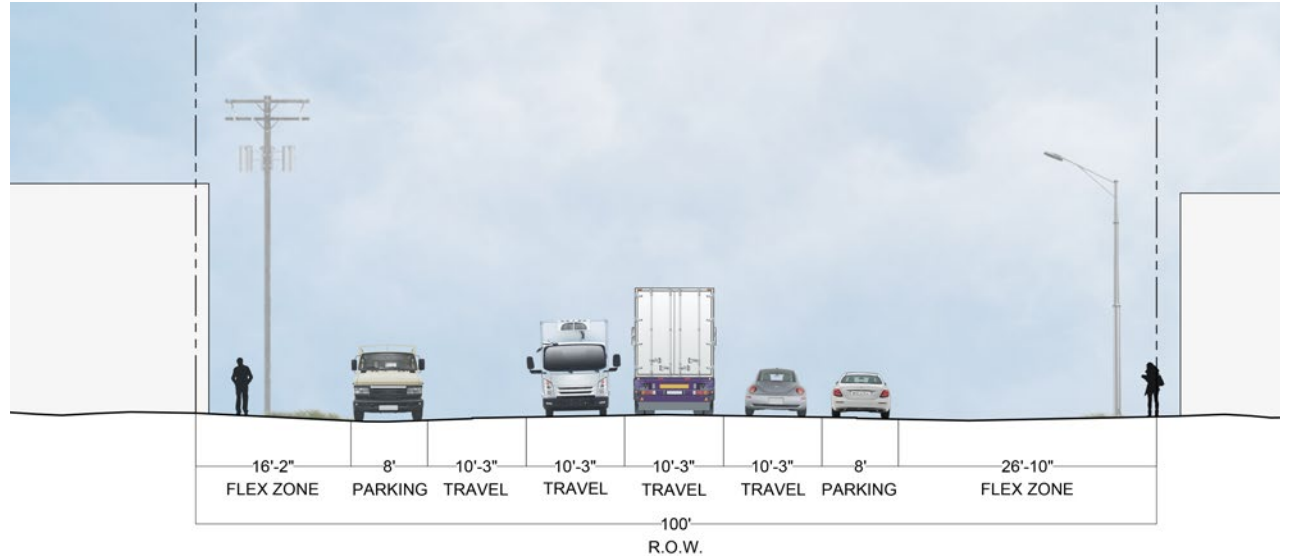
Screen capture with number of collisions from SDOT's online Open Data Collisions dashboard.

CONTEXT | 4th Avenue S

4th Avenue South is a Principal Arterial within a 100' wide right of way. Within the right-of-way there is approximately 40' of paved roadway. The street type is a Urban Center Connector. The street is identified as part of the City's Frequent transit network and is a Major Freight corridor. There are two lanes of traffic in each direction with a turn pocket at S Lucile. Within the project area, there are traffic signals at S Fidalgo Street, S Lucile Street, and S Dawson Street.

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

The speed limit was recently lowered to 30 miles per hour.



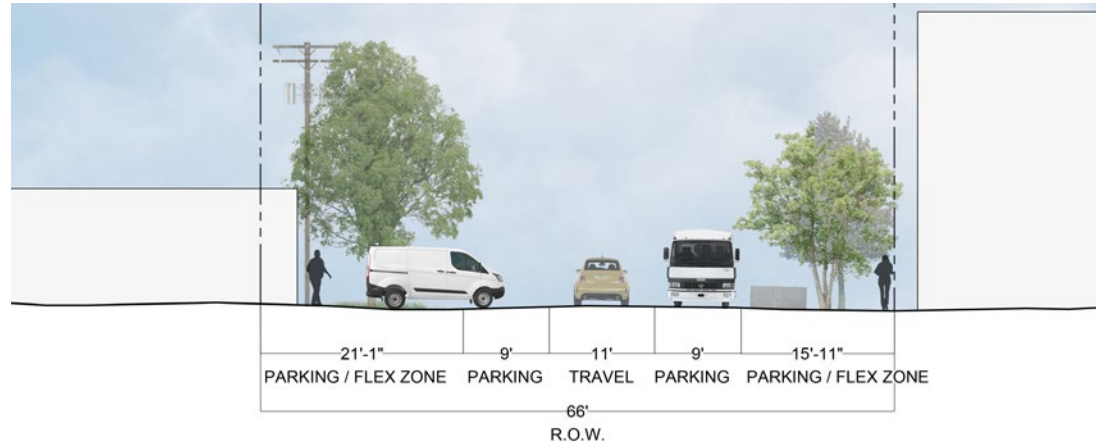
Existing 4th Avenue S Street Section



Google streetview image of 4th Avenue S looking north from a vantage point just south of the South Orcas Street intersection.

CONTEXT | 5th Avenue S

5th Avenue South is a Neighborhood Yield Street with a 66' right of way. There is a consistent paved asphalt roadway surface that is about 30' wide. The edges of the street are highly variable, with few sidewalks or street trees. On many blocks, there are perpendicular parking to the right of way. There are overhead power lines on the west side of the street. There are currently numerous eco-blocks throughout the area to discourage RVs from parking in the area.



Existing 5th Avenue S Street Section



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

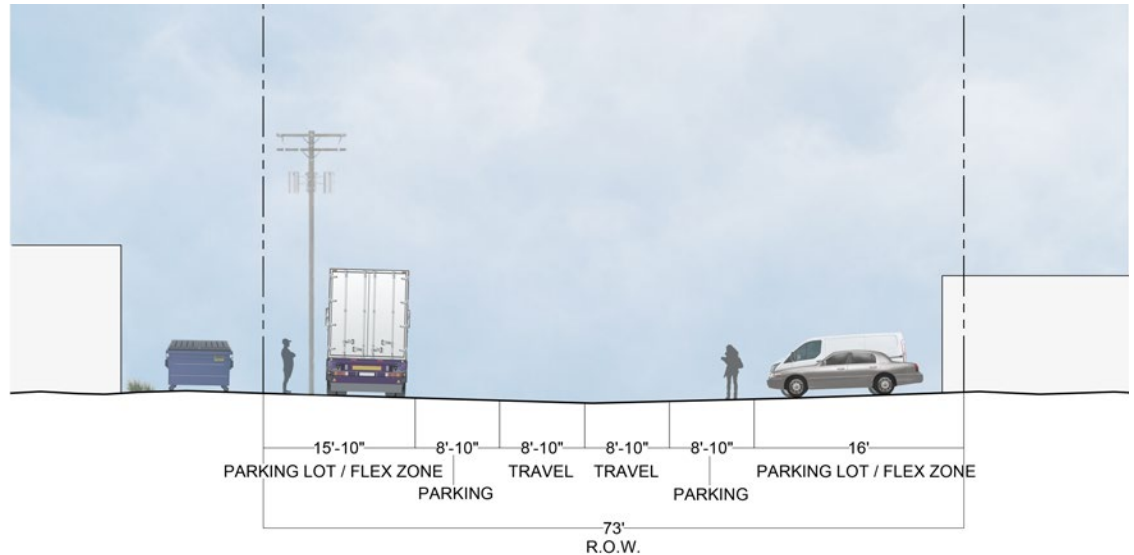


Google streetview image of 5th Avenue S looking south from a vantage point just north of S Lucille Street.

CONTEXT | S Bennett Street

South Bennett Street is classified as a Neighborhood Yield street between 4th and 5th, which dead ends at 5th Avenue S. To the east of 4th, it is a Minor Industrial Access street. The S Bennett Street ROW is approximately 73' wide.

The street is paved essentially from building face to building face, with the asphalt in the travel lanes showing significant deterioration. There is very little stormwater or pedestrian infrastructure along the street. Between 4th and 5th, local residents call the large puddle that forms "Star Lake." There are overhead power lines on the north side of the street.



Existing S Bennett Street Section



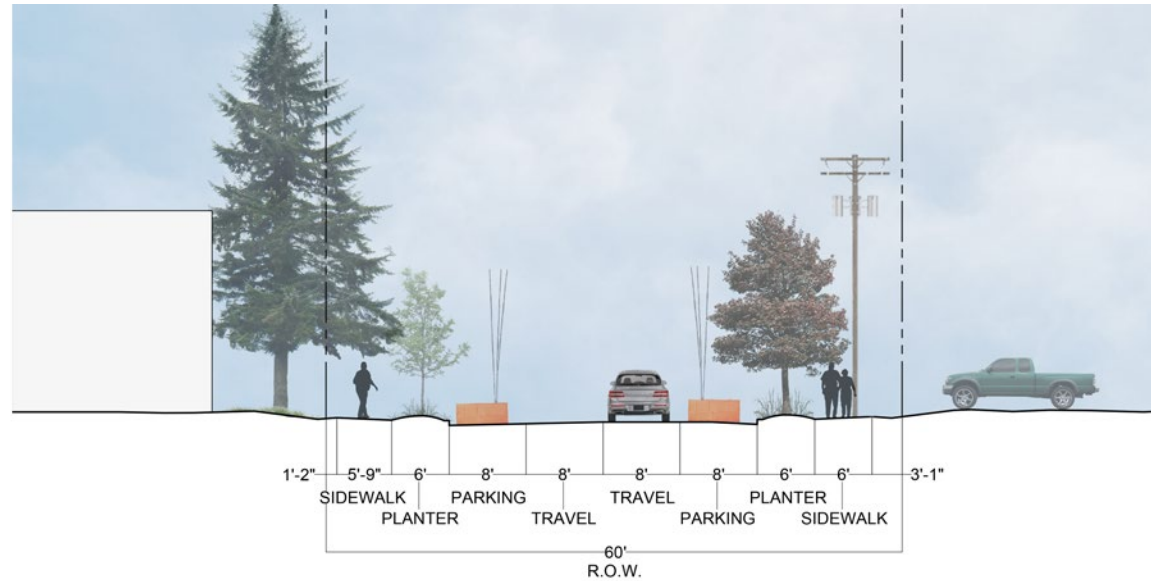
Google streetview image of S Bennett Street looking west from a vantage point just west of Fifth Avenue S.

CONTEXT | S Brandon Street

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

The street is 60' wide and is paved with curb gutters and sidewalks. Not all corners have curb ramps, nor are these curb ramps typically up to current code.

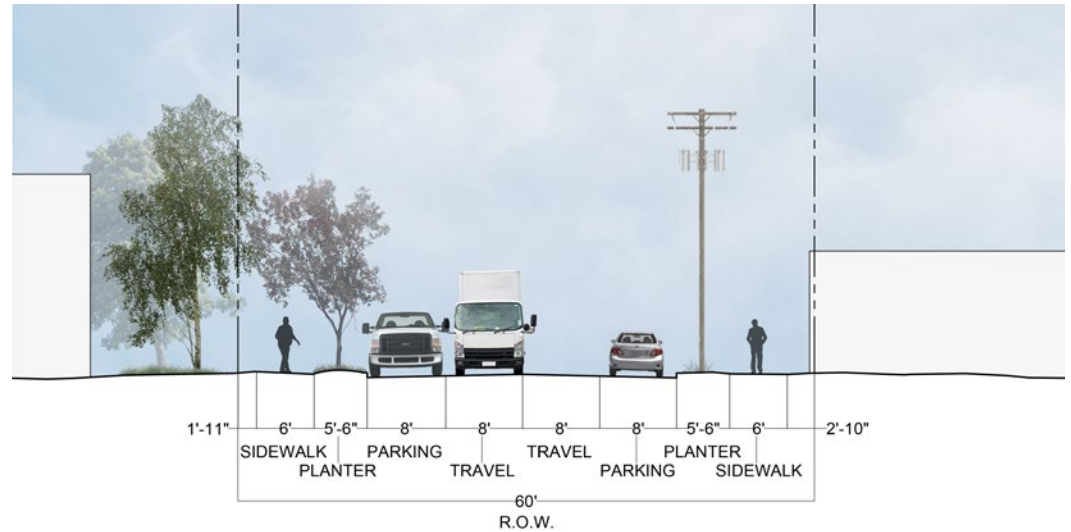
There are overhead power lines on the south side of the street.



Google streetview image of S Brandon Street looking east from a vantage point between Fourth and Fifth Avenue South.

CONTEXT | S Lucile Street

S Lucile Street is a minor arterial with approximately 32' (+/-) of pavement. Between 4th and 5th it is classified as a Neighborhood Corridor street. East of 5th and west of 4th it is a Minor Industrial Access Street. The corridor is 60' wide. The street generally has curb, gutter and sidewalks in this area.



Existing S Lucile Street Section



Google streetview image of S Lucile Street looking east from intersection at Fourth Avenue South.



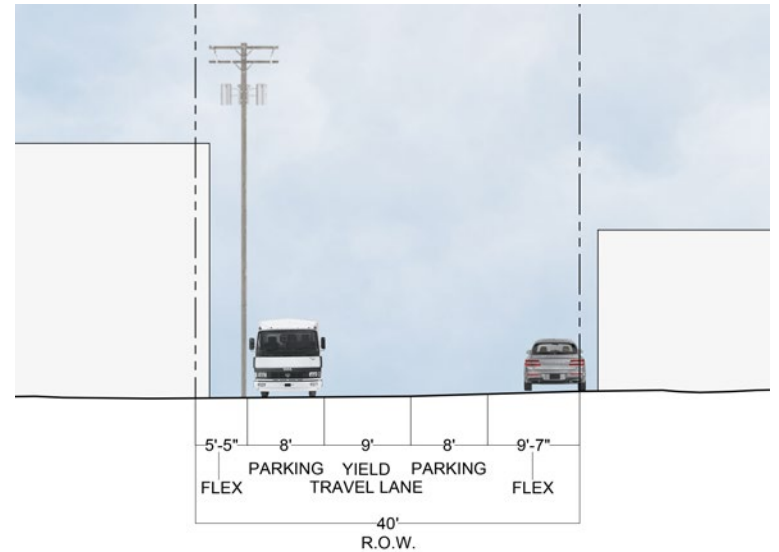
Google streetview image of S Lucile Street looking east from just west of Fourth Avenue South.

CONTEXT | S Findlay Street

South Findlay Street is classified as a Neighborhood Yield street between 4th and 5th. To the east of 4th, it is a Minor Industrial Access street. South Findlay street has the smallest right of way of any of the streets considered in this Street Concept Plan at approximately 40'.

Currently there is about 20 feet of continuous paved surface in the center of the street with variable edge conditions: paving, gravel, plantings between 4th and 5th Avenues. There are overhead power lines on the north side of Findlay.

Findlay dead ends at 5th Avenue.



Existing S Findlay Street Section

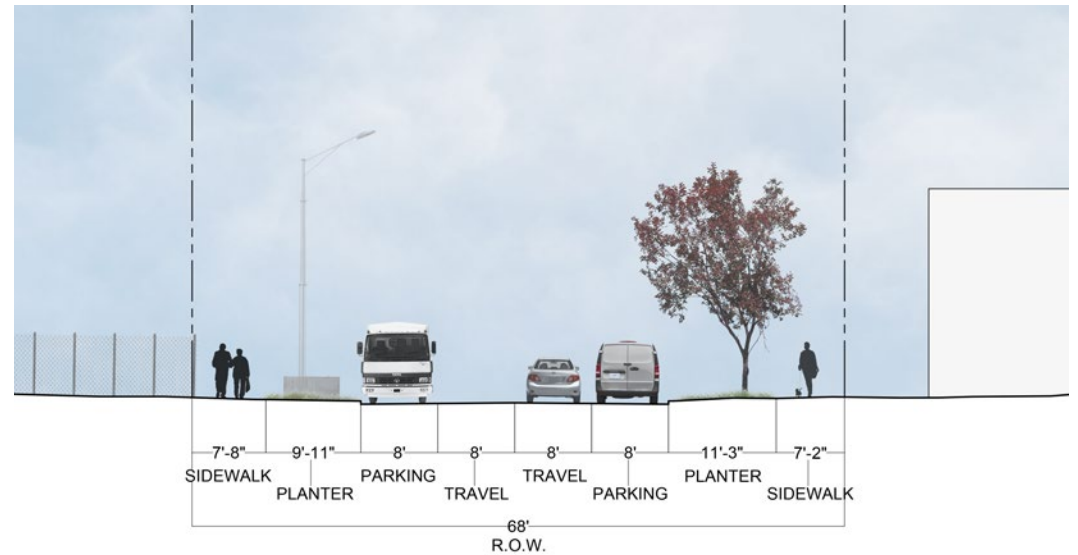


Google streetview image of S Findlay Street looking west from midway between Fourth and Fifth Avenue South.

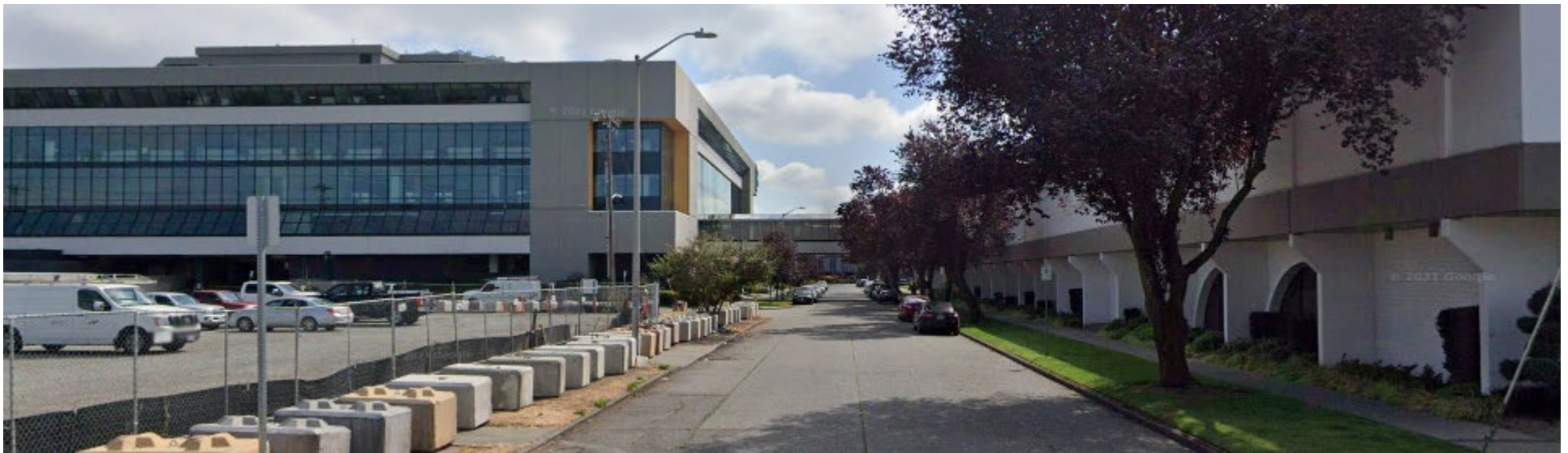
CONTEXT | S Orcas Street

South Orcas Street is a Minor Industrial Access street. It has 32' of pavement between curb, gutter and sidewalks east of 4th Avenue S, which connect all the way to 6th Avenue S.

There are no overhead power lines along South Orcas Street. Along the south side of the street, there are mature purple plum street trees, several of which will soon be removed, and several newly planted copper beech trees.



Existing S Orcas Street Section



Google streetview image of S Orcas Street looking east from midway between Fourth and Fifth Avenue S.

s Community PL

Seattle's Acknowledgement
of Duwamish Tribe
(over 170 years too late already)
?????

Daycare 2025

Beginning to See and Own
Our Responsibility to the Past
& Each Other 2020

Affordable Housing 2024

Need for Social Services 1851

Grocery Store 2024

Envisioning a Sustainable Model for:
Businesses, Residences, Industry,
Community, & OUR FUTURE
NOW

CONCEPT PROPOSAL

PROPOSAL

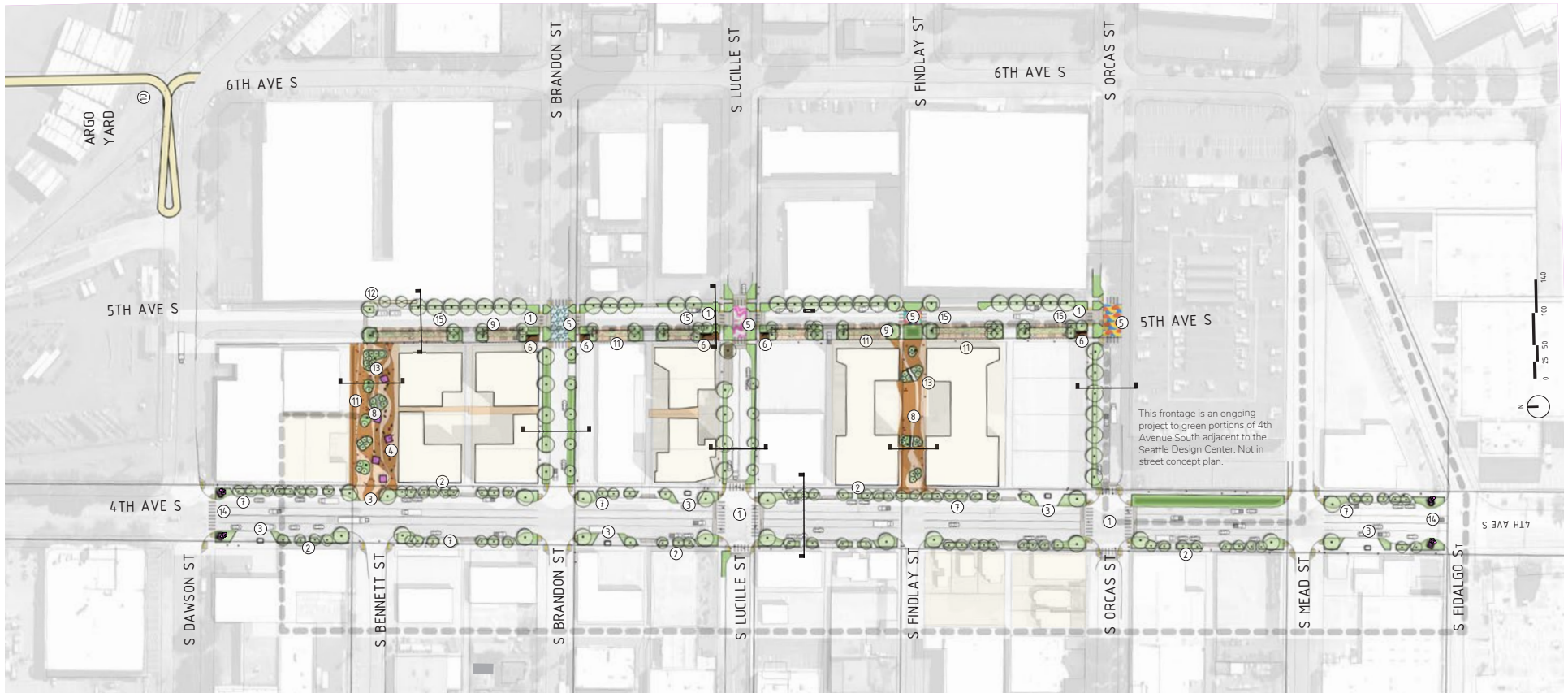
The Georgetown Live-Work District Street Concept Plan balances the competing uses of the Georgetown Live-Work District to propose a set of streetscape visions that:

1. respects and preserves industry and industrial business' ability to thrive, especially along 4th Avenue South, S Dawson Street, S Lucile Street, and S Orcas Street
2. creates a more pedestrian friendly streetscape that create a more livable, walkable experience
3. centers 5th Avenue South as a community-centered street for living, working, and playing that has slow speeds, spaces for gatherings, rich site furnishings, and green stormwater infrastructure elements
4. closes substantial portions of both South Findlay and South Bennett streets to vehicles between 4th Avenue South and 5th Avenue South to allow community members access to additional areas where they can be protected from traffic and can live, work, gather and travel
5. incorporates elements that reinforce the essential elements of the neighborhood: industry, ecology, and art.



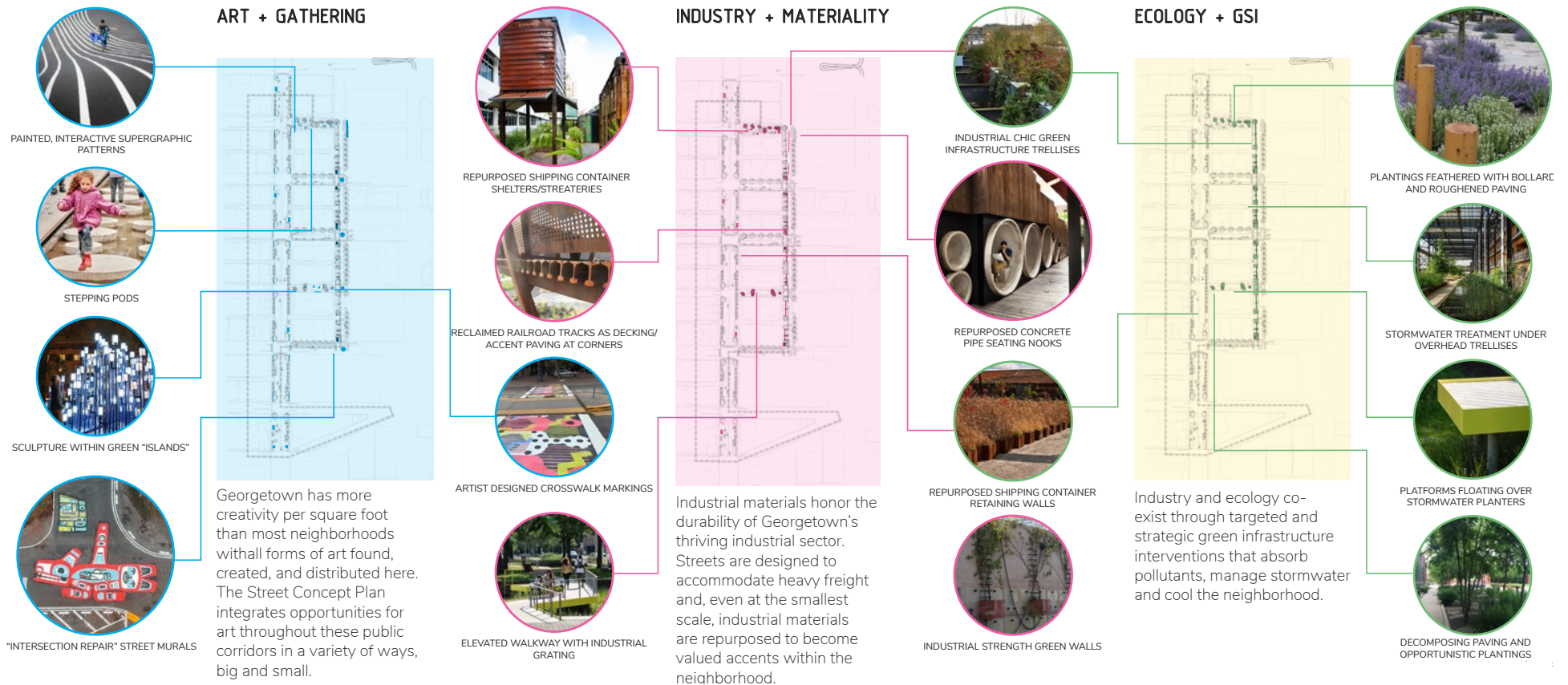
Artist's rendering of what the street may look like in the future. Image by Signal Architecture + Research.

STREET CONCEPT PLAN



- | | | |
|--|---|--|
| ① raised intersections/crosswalks | ⑥ corner eddies with seating | ⑪ reclaimed railroad rail bollards |
| ② berms with seating/retaining walls | ⑦ new street trees | ⑫ repurposed concrete pipe seating nooks |
| ③ transit stops | ⑧ pedestrianized rights of way | ⑬ raingardens with sculpture plinths |
| ④ shipping container transit stops/streateries | ⑨ industrial stormwater trellis | ⑭ gateway sculptures |
| ⑤ intersection repair street murals | ⑩ planned "georgetown crossing" ped/bike overpass | ⑮ rain garden cells |

PROPOSAL | District Character



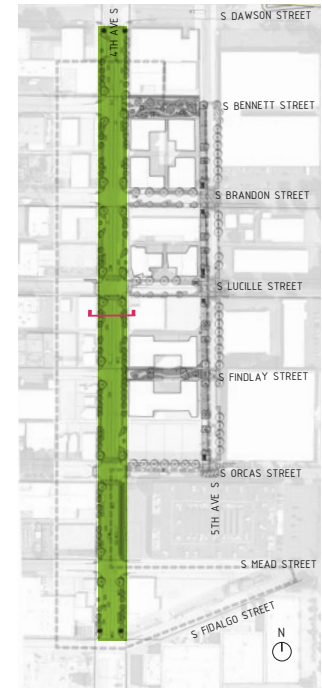
Throughout the district, the three essential characteristics for the Georgetown neighborhood are integrated into the streetscape plans to reinforce their critical role in the neighborhood. Art to celebrate and reveal the creative enterprises in the neighborhood. Industry through materials, spaces and configurations of site furnishings, and ecology where people can touch, smell, and see nature, which was once so present on this land, but that has been obscured during much of the 20th and 21st centuries.

PROPOSAL | 4th Avenue S

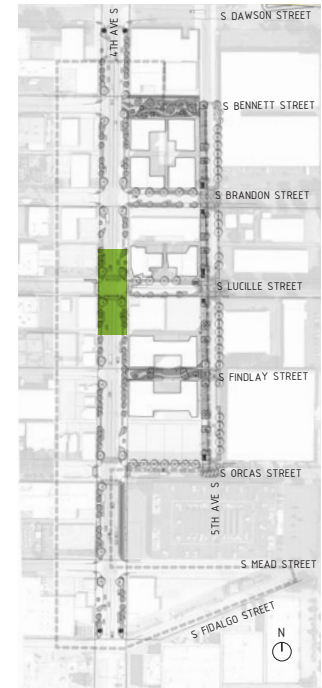
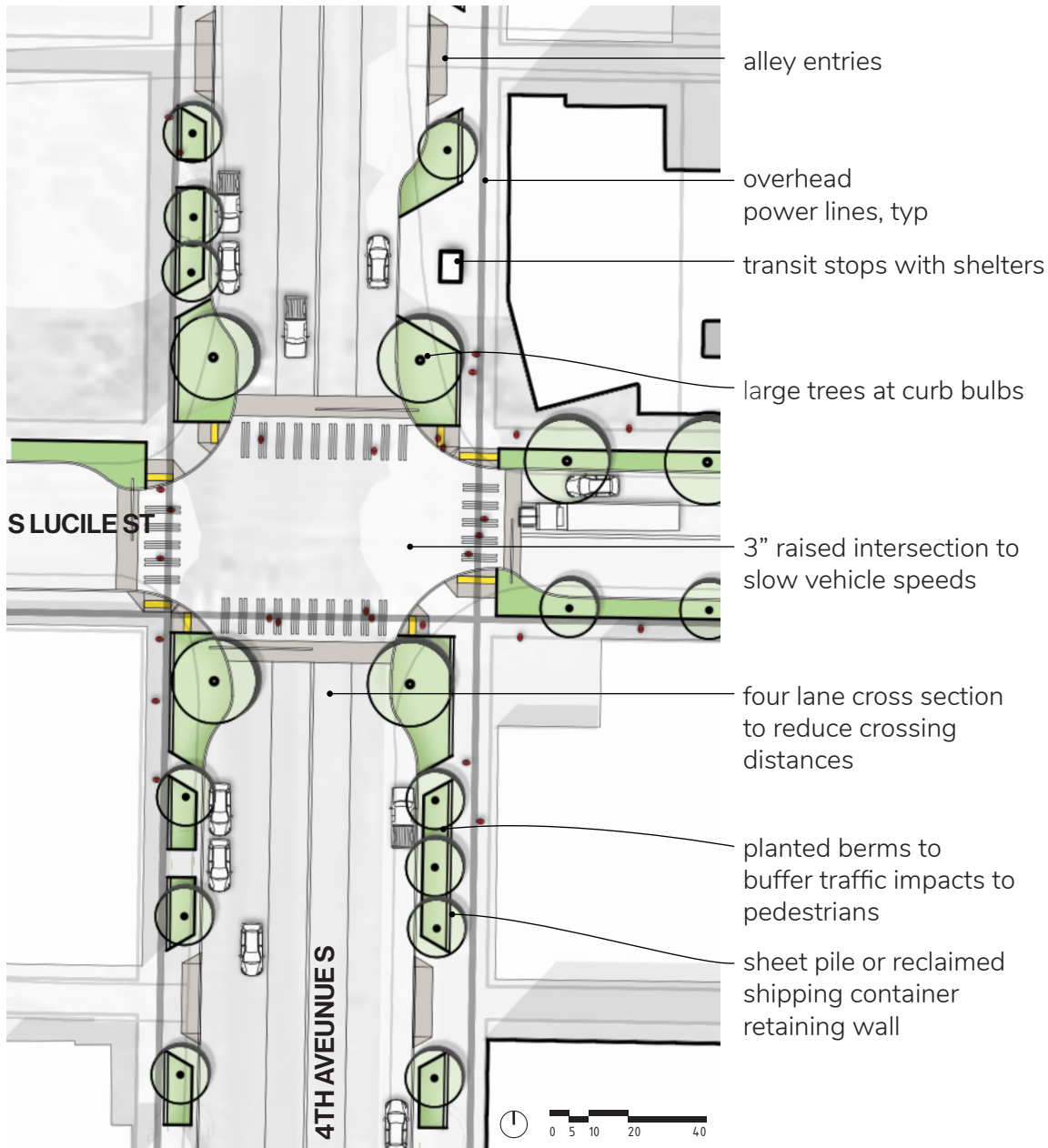
As both a frequent transit network and a primary arterial for the freight network, 4th Avenue S prioritizes larger vehicles with eleven foot wide travel lanes. With a 100 foot right of way, this still allows ample space to have parallel parking and generous sidewalks. Pedestrians are both physically and psychologically buffered from traffic by planted berms between the parking and sidewalk, with sheet pile or re-purposed shipping containers acting as retaining walls against the sidewalks. Smaller street trees under the power lines extend along the street while at curb bulbs, where the landscape steps away from the power lines., larger trees help to humanize the scale of the street. Only four lanes are proposed to reduce crossing distances which are a challenge for children, the elderly and people using mobility assistance devices.

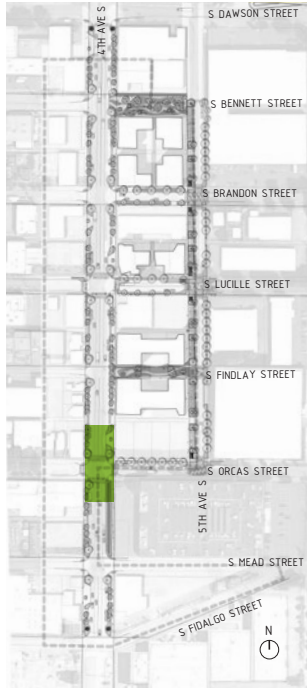


Proposed 4th Avenue S section looking north



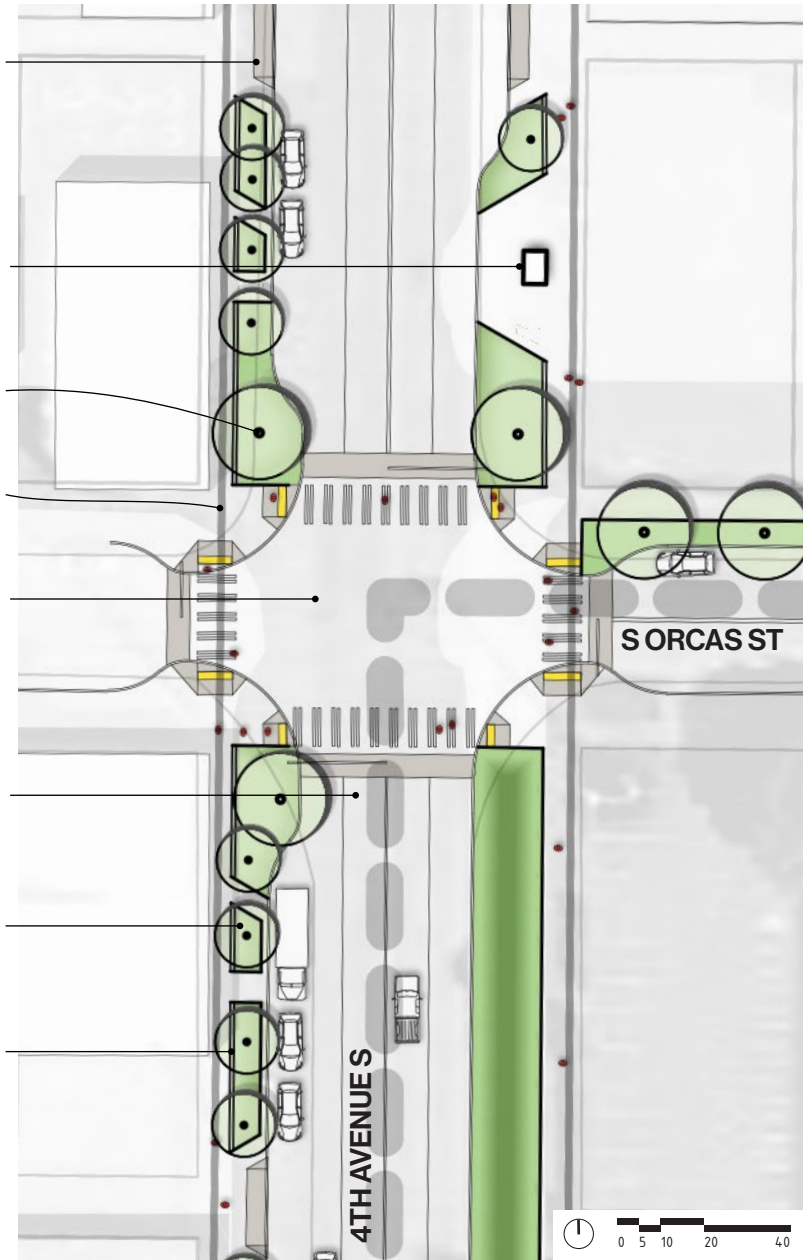
4th AVE S & S LUCILE ST INTERSECTION





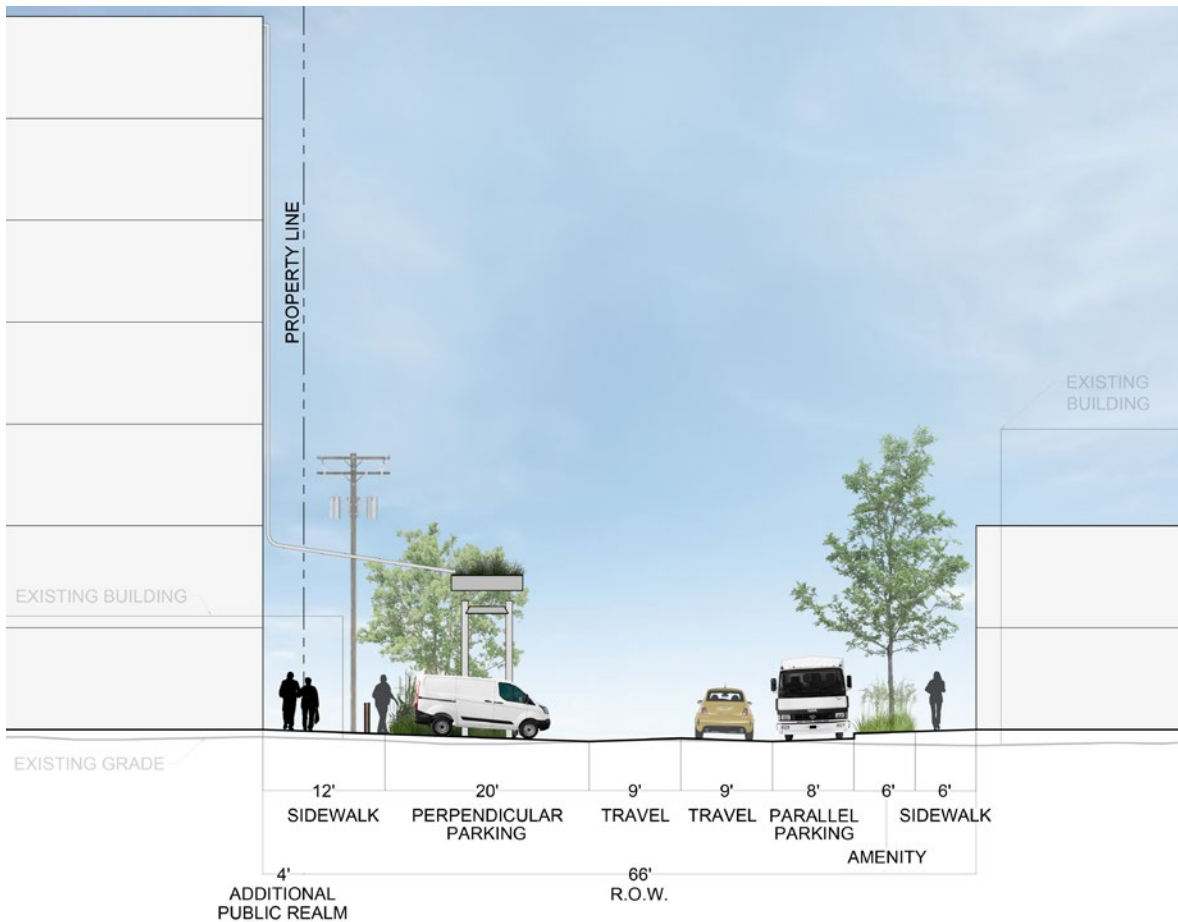
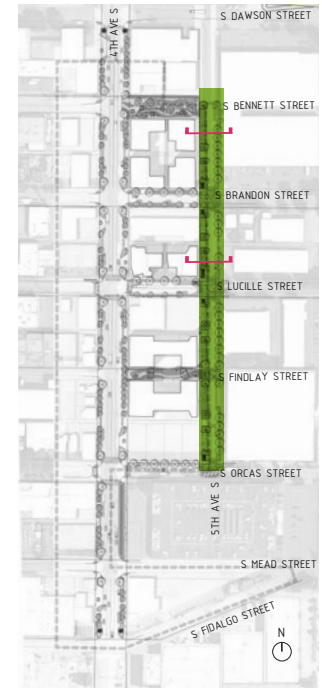
4th AVE S & S ORCAS ST INTERSECTION

- alley entries
- transit stops with shelters
- large trees at curb bulbs
- overhead power lines, typ
- 3" raised intersection to slow vehicle speeds
- four lane cross section to reduce crossing distances
- planted berms to buffer traffic impacts to pedestrians
- sheet pile or reclaimed shipping container retaining wall



PROPOSAL | 5th Avenue S Festival Street

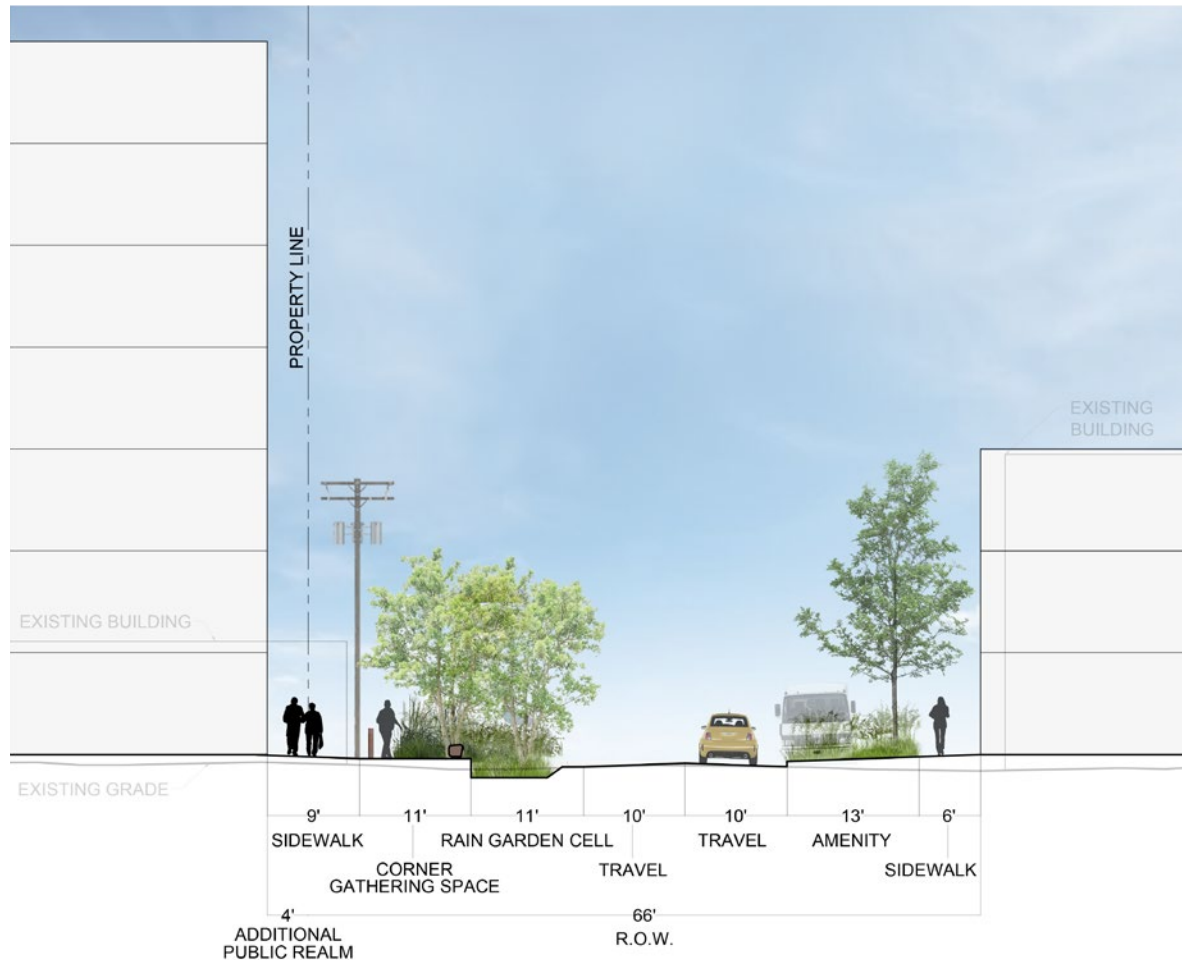
Between S Bennett Street and S Orcas Street, 5th Avenue will act as the key street for new community members, where creative making, slower traffic, and neighborly encounters create the opportunity for true community building. With new housing units only able to be built to the west of 5th Avenue S,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



Proposed 5th Avenue S section looking north at perpendicular parking.

PROPOSAL | 5th Avenue S, continued

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



Proposed 5th Avenue S section looking north at a corner eddy.



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

Along the west side of the street, inline bioretention cells help retain and absorb rainwater, an important piece of ecological performance for a neighborhood so proximate to the Duwamish River. Above the perpendicular parking, a green-roofed trellis attenuates stormwater from the adjacent buildings, masks the overhead communications and power lines, humanizes the scale, and serves as an armature for lighting and public art.

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

PROPOSAL | 5th Avenue S, continued

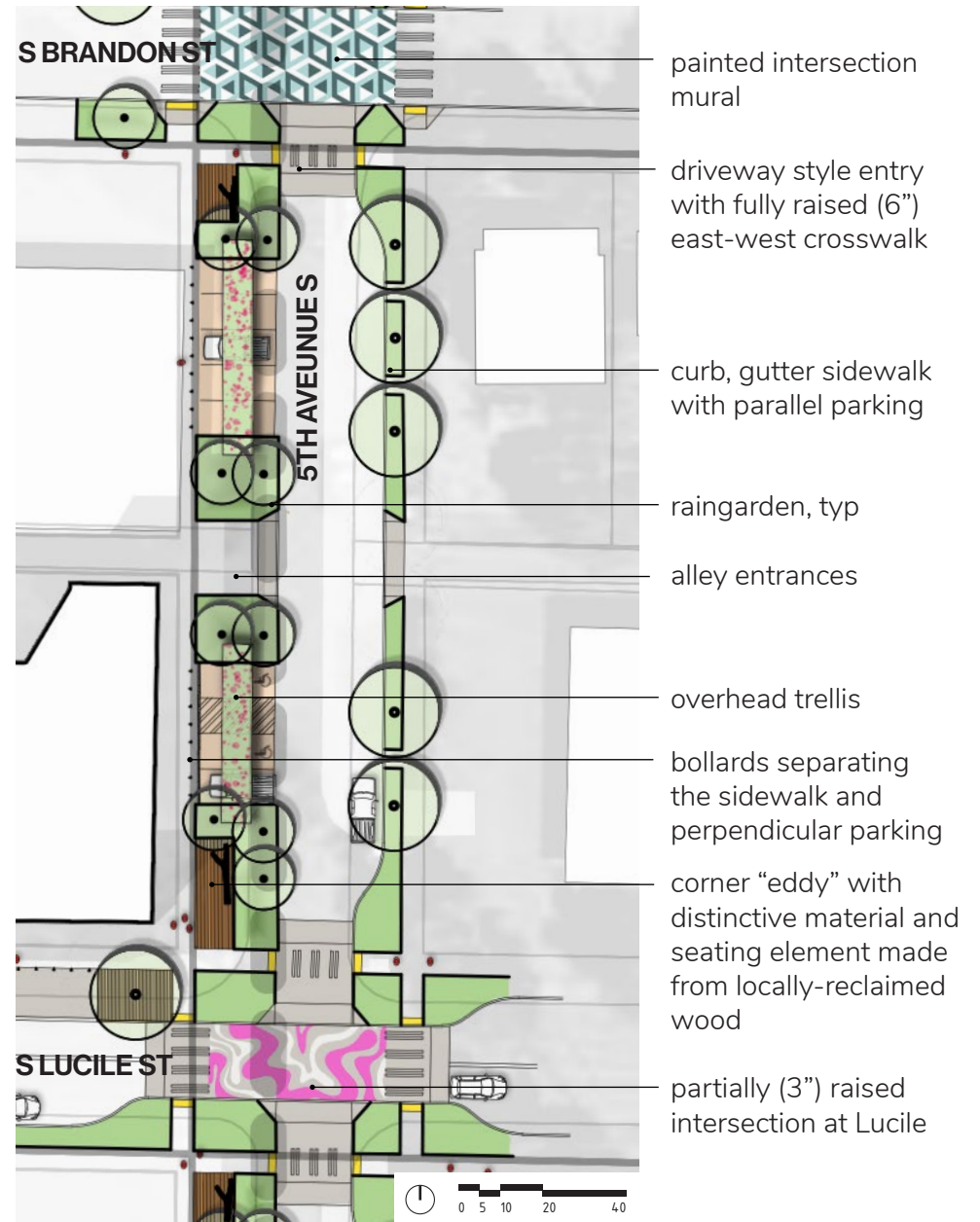
Turning from the intervening east-west cross streets, vehicles do not use traditional radial curbs but instead have raised, driveway- or alley-style curb cuts with raised east-west sidewalks, similar to the entries to Bell Street Park from the intersecting avenues. These intersections each have a painted mural as part of the district's vision for 1,000 artworks over 10 years.

At Lucile, which is a minor arterial, the intersection is partially raised, similar to the proposed intersection treatments along 4th Avenue.



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

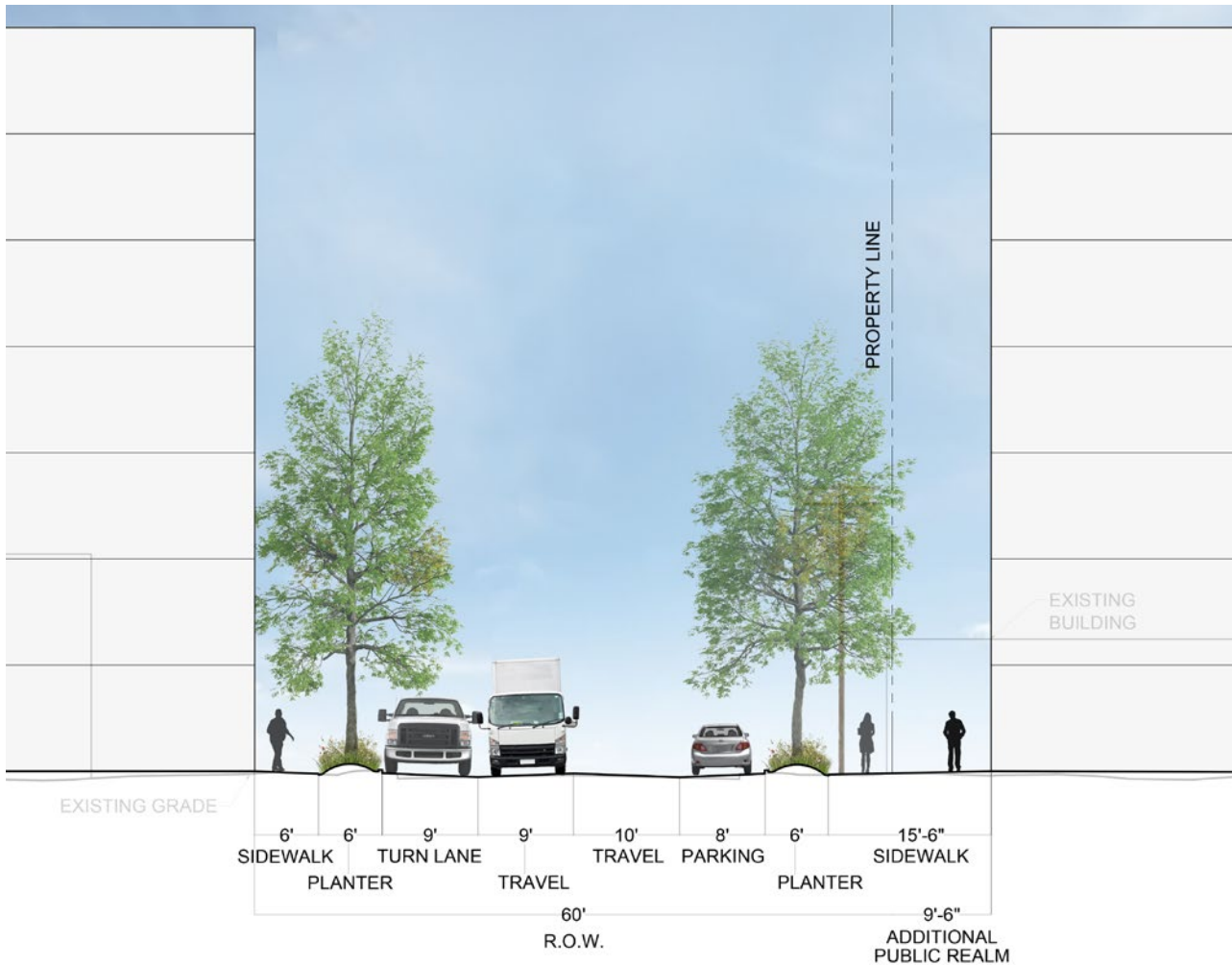
5th AVE S BETWEEN S BRANDON AND S LUCILE STREETS



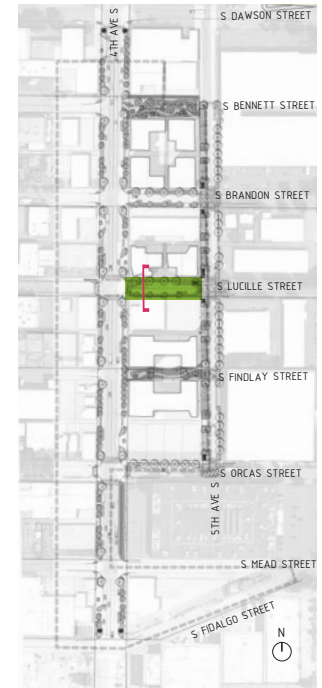
PROPOSAL | S Lucile Street

As a minor arterial and an important east-west corridor between Airport Way, 4th Avenue South, and 1st Avenue South, South Lucile Street balances its role as a hardworking freight corridor with the imperative to provide a safe crossing for people moving north to south along 5th Avenue.

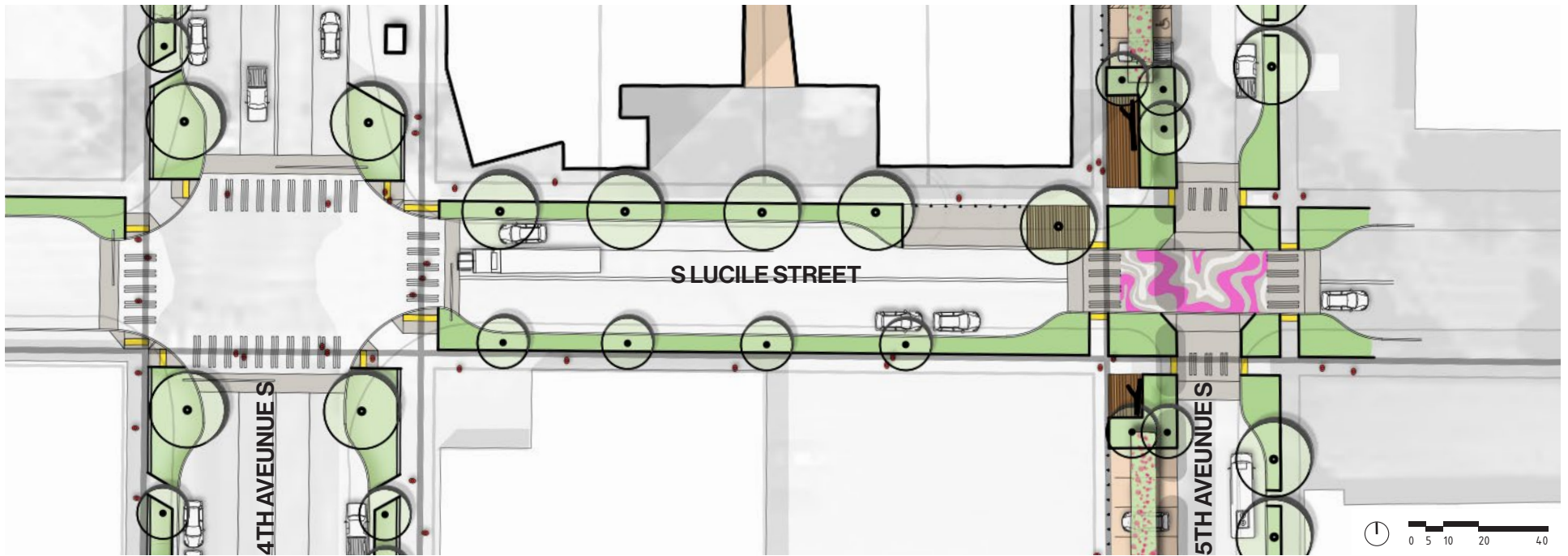
The typical cross section has two lanes of traffic with parking at the edges. Approaching the 4th and Lucille intersection from the east, the two travel lanes become three to allow southbound left turns onto 4th Avenue South.



Proposed S Lucile Street section looking east



PROPOSAL | S Lucile Street, continued



At 5th and Lucile, the lanes remain narrowed to allow pedestrian travel north and south in as safe as manner as possible in a partially raised, painted intersection.

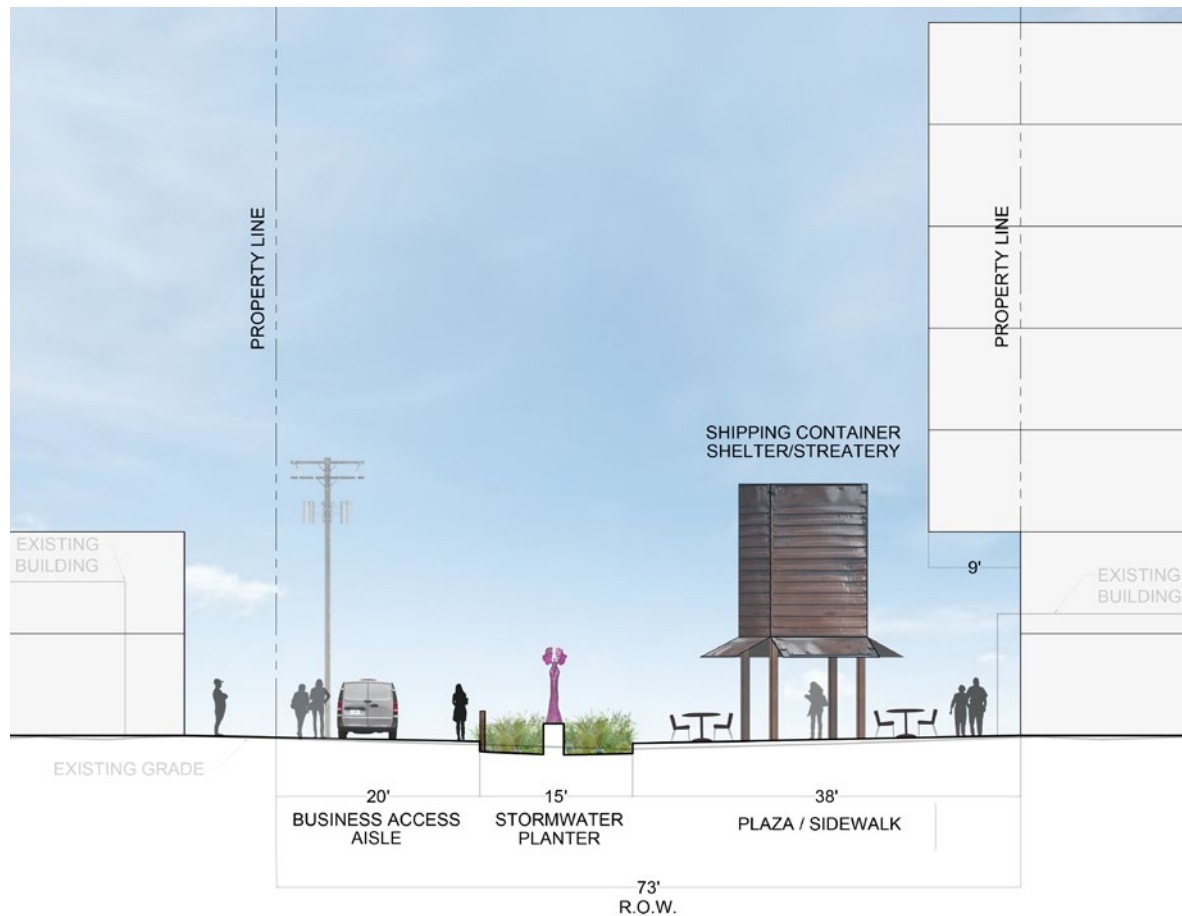
To the west of the 5th and Lucile intersection, a rolled curb allows delivery vehicles to find a safe, dedicated space to pull out of traffic along the arterial.

Street trees along the street are calibrated to their position relative to overhead power and communications lines.

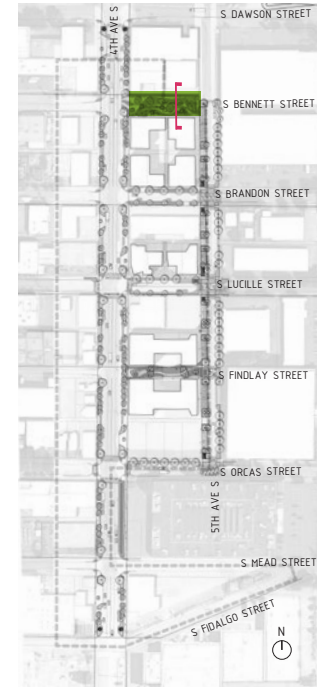
PROPOSAL | S Bennett Street Festival Street

South Bennett Street is envisioned as a street predominantly closed to cars, allowing for a safe space for people using other mobility devices to travel between 4th and 5th avenues or to wait for buses. Access to an existing business at 5th and Bennett is accommodated by strategic the placement of planters and bollards.

In the streetscape itself, stormwater cells treat runoff from both the adjacent paving and from the adjacent buildings. To showcase and call back to the indigenous ecologies and plant technologies these stormwater cells are filled with native plants that have ethnographic resonance with the Coast Salish tribes that used this area in the past.

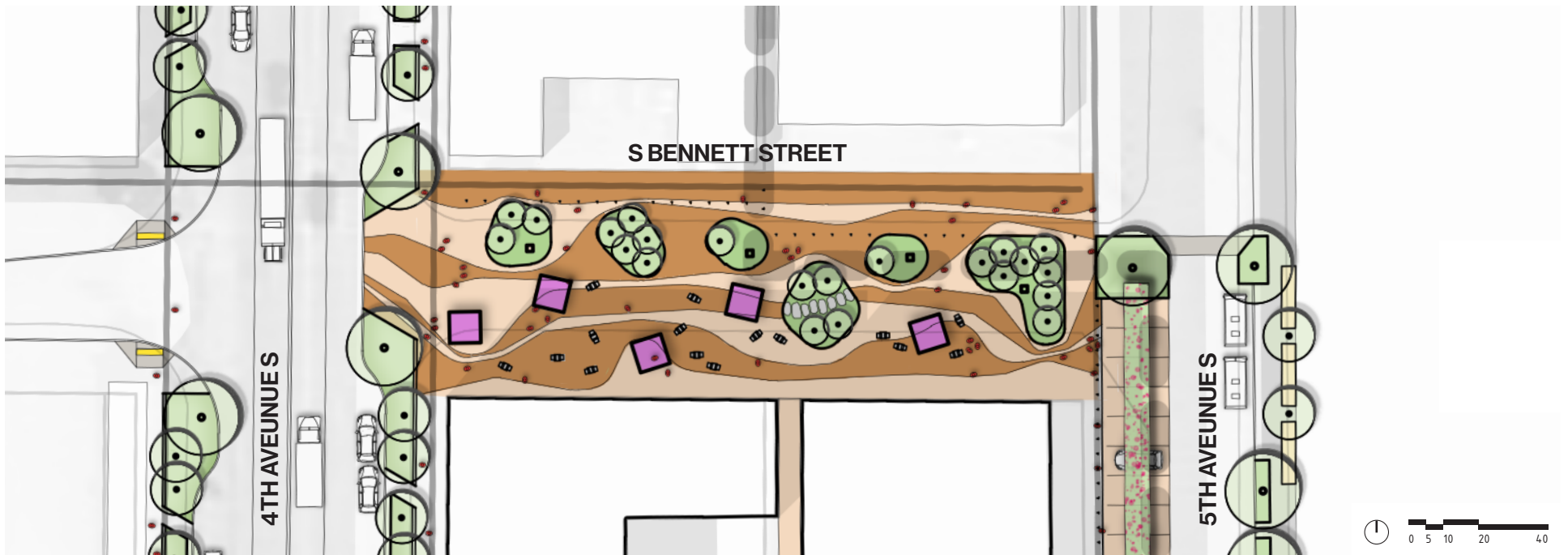


Proposed S Bennett Street section looking east



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

PROPOSAL | S Bennett Street, continued



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

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

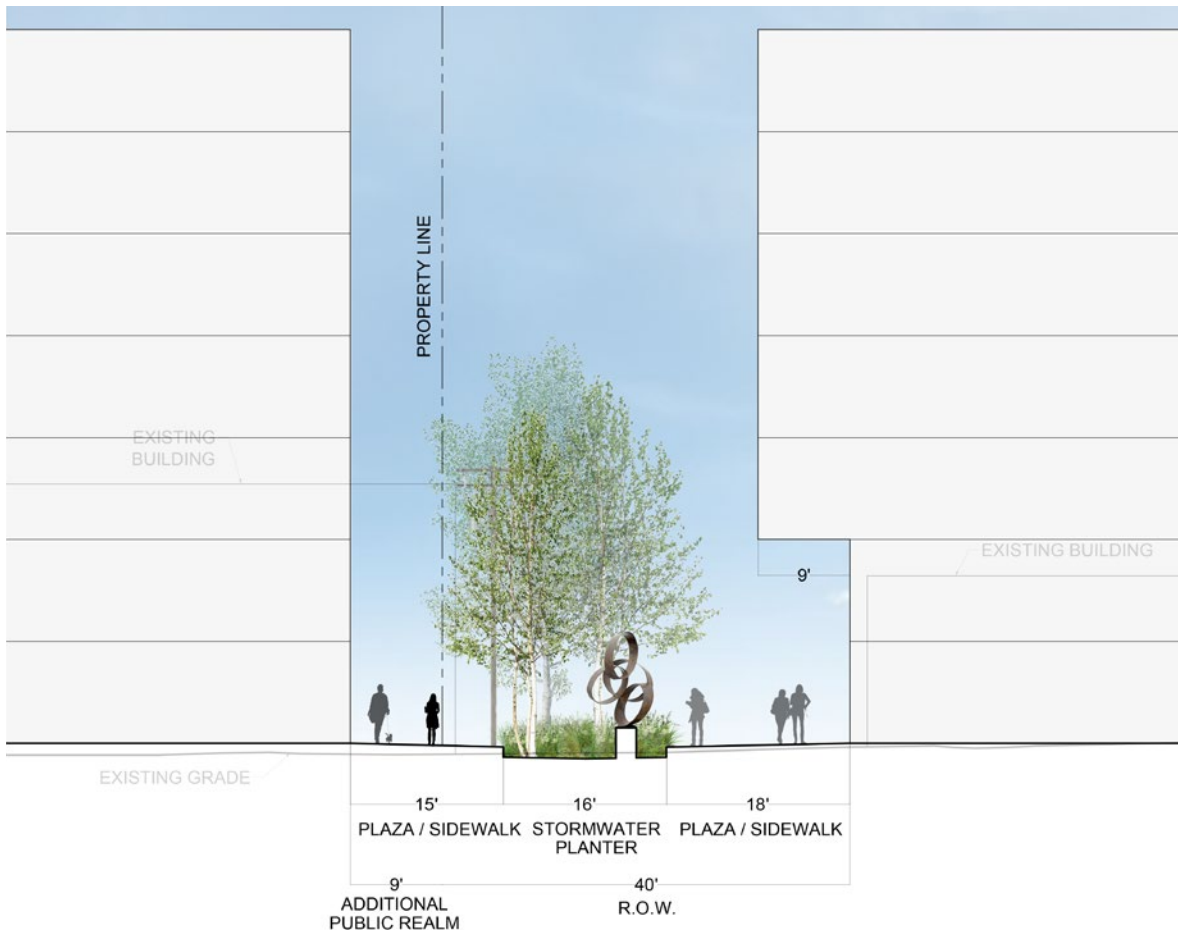


Re-purposed concrete pipe can become placemaking opportunities.

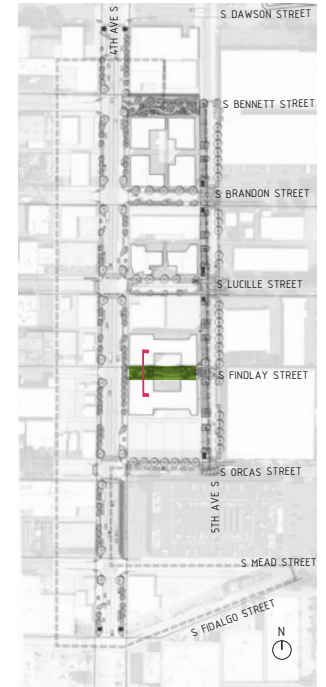
PROPOSAL | S Findlay Street Festival Street

Similar to South Bennett Street between 4th and 5th, the community has also imagined the narrower South Findlay as a space predominantly closed to cars. The additional space is used to buffer the noise and air pollution coming from 4th Avenue and create a safe gathering and travel for the district between Orcas and Lucile.

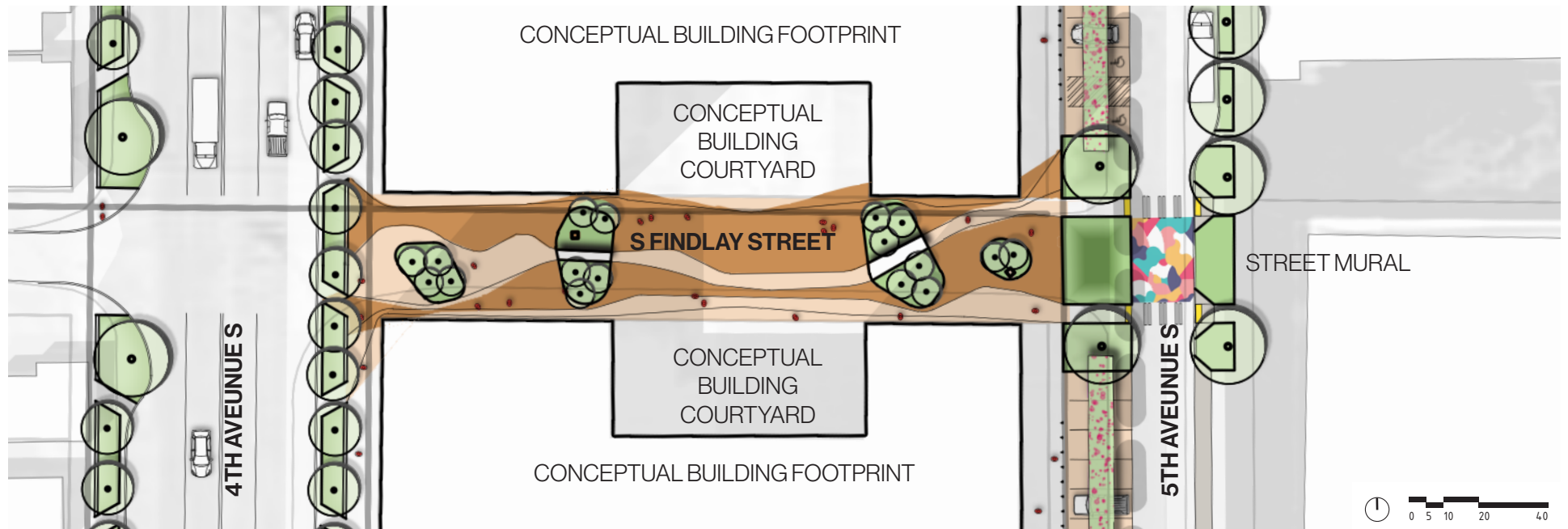
In the streetscape itself, stormwater cells treat runoff from both the adjacent paving and from the adjacent buildings. These stormwater cells are filled with native plants as if allowing this landscape, which has been wet since time immemorial, to return to its natural state.



Proposed S Findlay Street section looking east



PROPOSAL | S Findlay Street, continued



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

While the paved surface is simple asphalt, it is brought to life and made reflective of the community with streetscape murals crafted by Georgetown-based artists. At 5th Avenue South, a street mural and plantings narrow highlight this intersection as a people-oriented space.

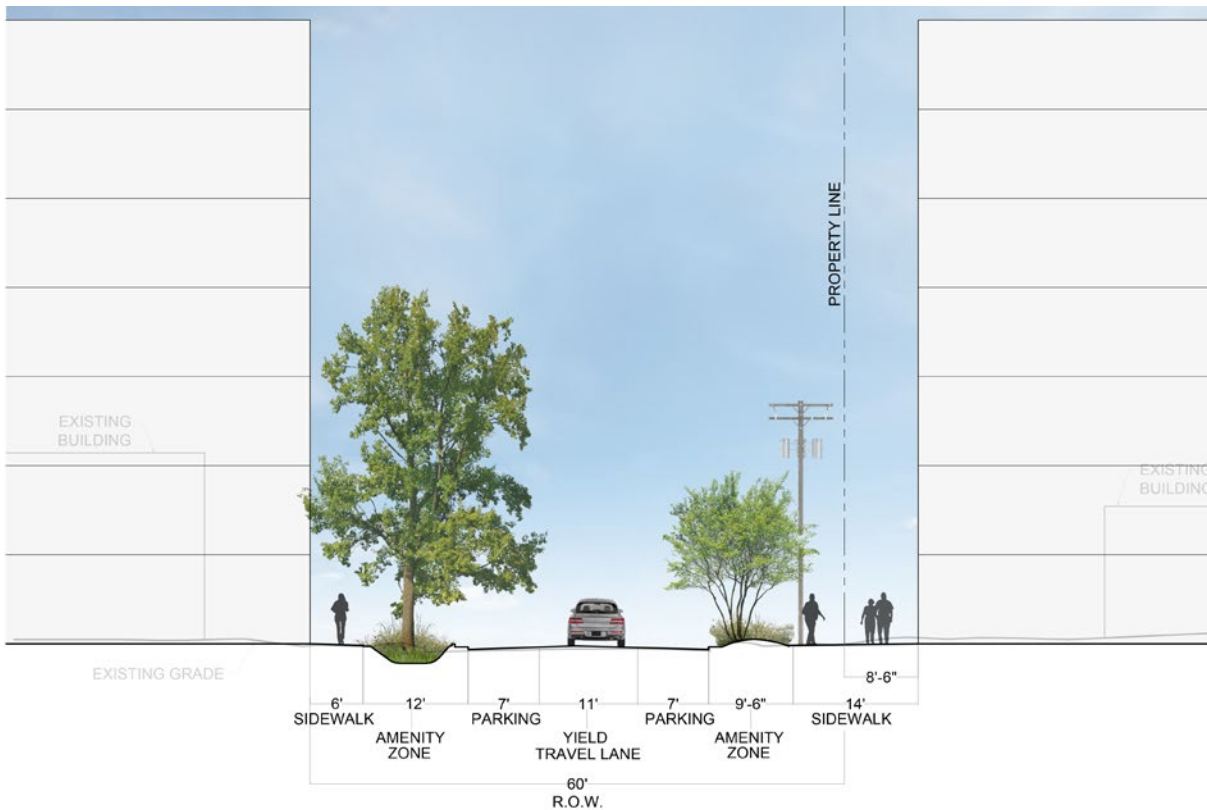


An elevated walkway over the planters provides an intriguing moment and compelling discovery for people exploring the neighborhood.

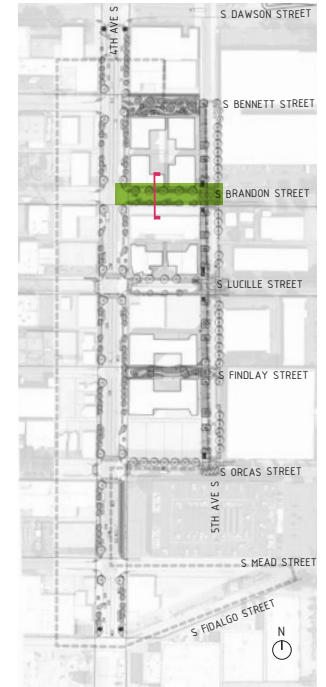
PROPOSAL | S Brandon Street

South Brandon Street will have curb, gutter and sidewalk on both sides of the street with bioswales/raingardens along the south side of the street.

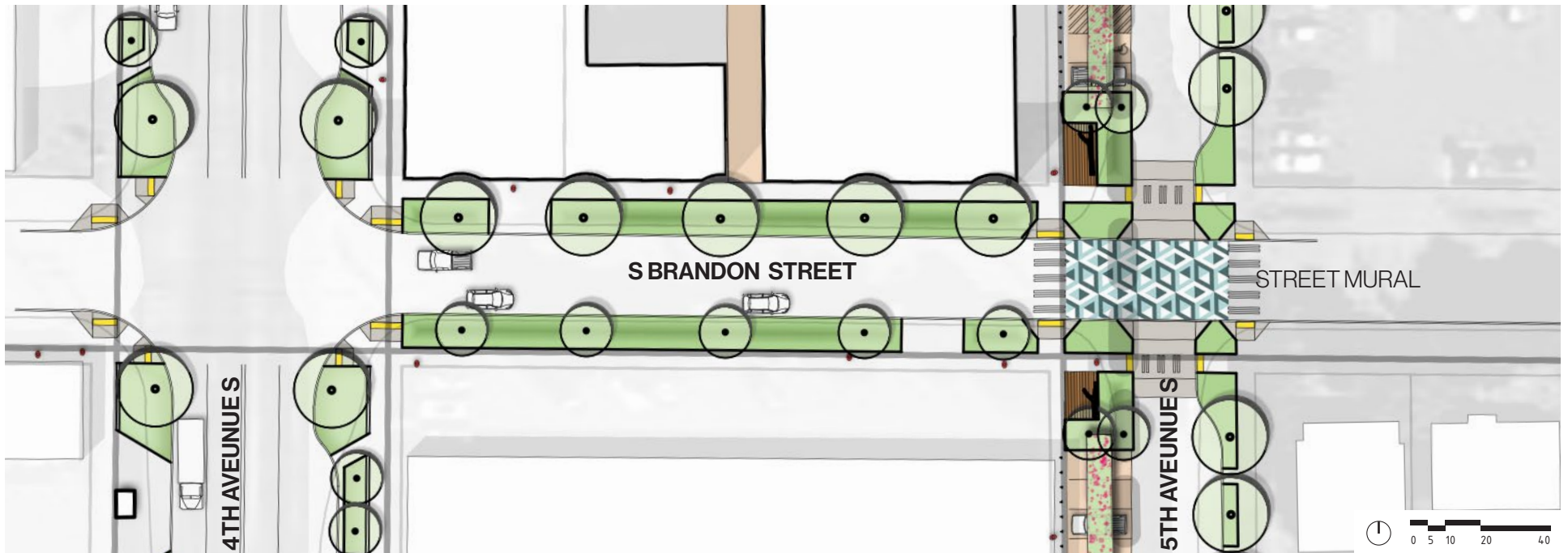
Since it is designated as a neighborhood yield street, the corridor has a modest, bi-directional travel lane with parking on both sides of the street. The swales stop short of the corners to allow for people in wheelchairs, strollers, etc to egress from their vehicles.



Proposed S Brandon Street section looking east



PROPOSAL | S Brandon Street, continued



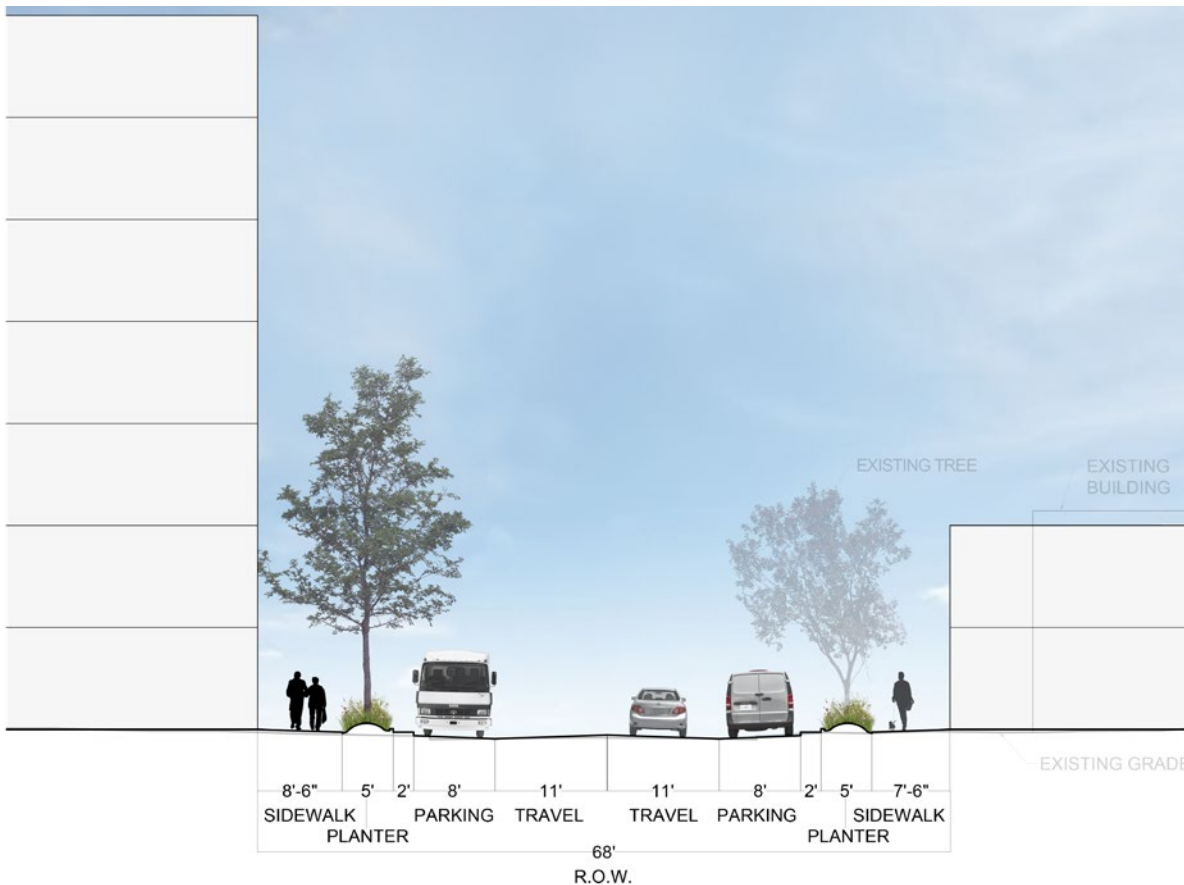
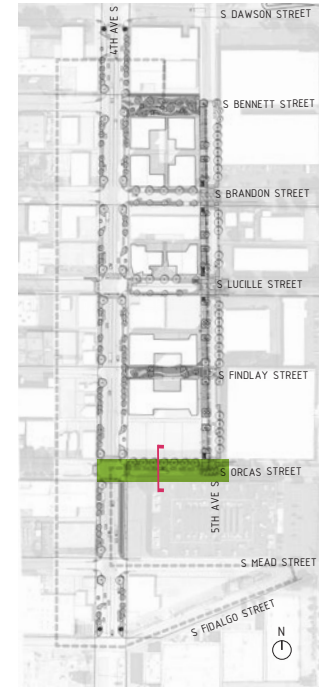
In plan, as shown above, the raised crosswalks at 5th Avenue South allow people to travel east-west along S Brandon Street and also slow vehicles. To facilitate safe, north-south movement, community generated street intersection murals are proposed at the 5th and Brandon intersection.

PROPOSAL | S Orcas Street

At the south end of the district, the north side of South Orcas Street will enhance it's curb, gutter and sidewalk, along with planting new street trees to compliment the newly planted beech trees recently planted adjacent to the Seattle Design Center.

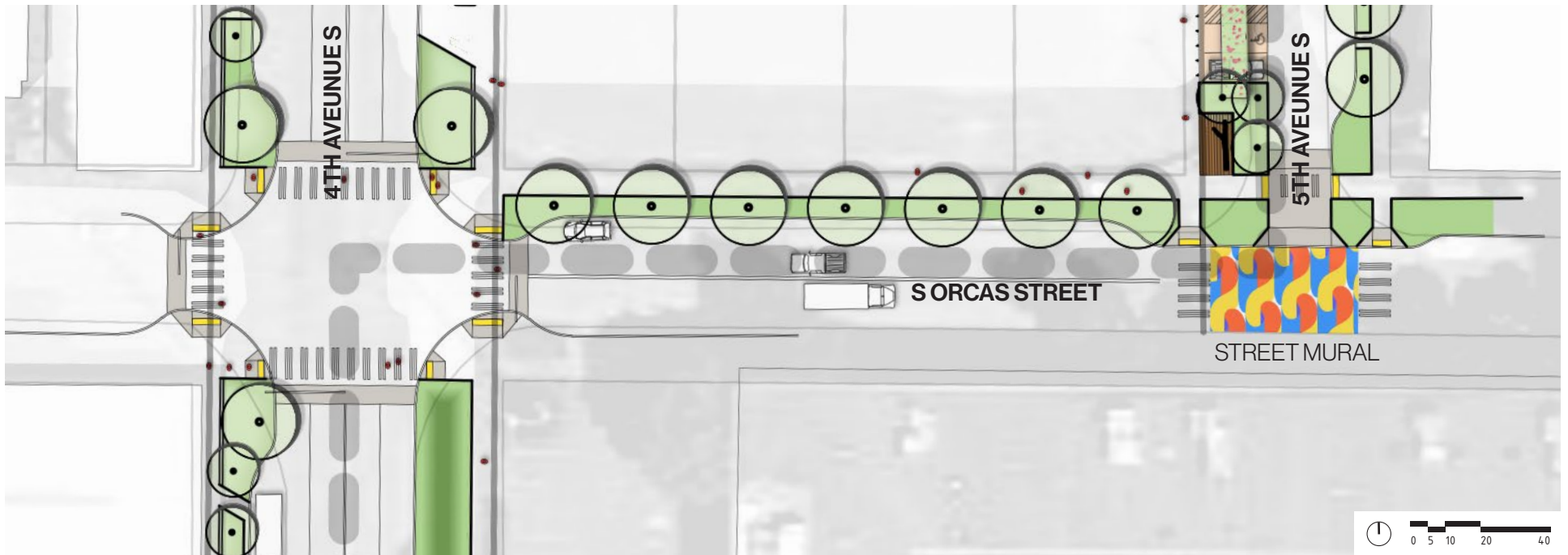
South Orcas Street is a designated neighborhood greenway and, at 4th Avenue South, is universally agreed to be one of the most dangerous intersections in the district.

Collision data show this intersection has had 38 separate collisions since 2004. The street concept plan therefore proposes a street light at 4th Avenue and South Orcas.



Proposed S Orcas Street section looking east

PROPOSAL | S Orcas Street, continued



Along the street itself, it has a straightforward minor industrial access street cross section of curb, gutter, plantings and sidewalks.

The 4th Avenue intersection is proposed to be signalized. At 5th and Orcas, a new street mural will be installed by local artists, perhaps in collaboration with the adjacent Seattle Design Center.

PROPOSAL | Traffic Operations Evaluation

Traffic Operations

From a traffic operations perspective there are several proposed changes to: parking, 4th Avenue turn lanes and crossing distances, traffic signals, transit stops, and street closures.

Parking

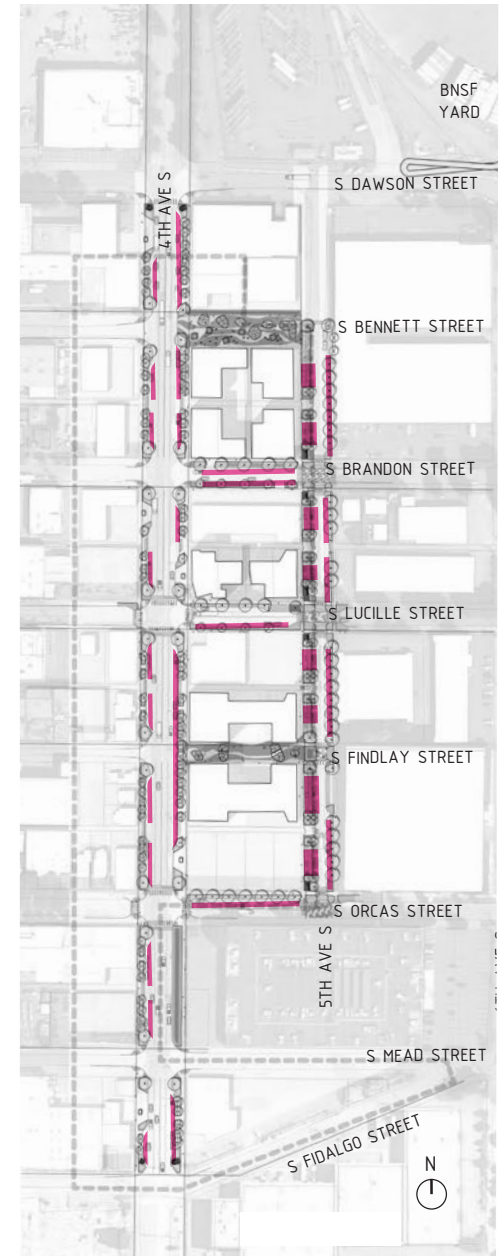
With its gravel shoulders, inconsistent sidewalks and extensively deployed ecology blocks, parking, the current parking within the study area is inconsistent, opportunistic, and improvisatory. These street concept plans propose to make parking more consistent with a mix of parallel and perpendicular parking, along with the parking that new private development may bring. The extents of new, signed and controlled parking areas are shown in the adjacent map.

4th Avenue Turn Pockets and Traffic Signals

Given the number of collisions along 4th Avenue, and in the SoDo neighborhood generally, these plans strive to respect the enduring industrial and freight character of the contemporary Duwamish River Valley while recognizing that with nearly 1,000 more housing units, there will be a greater exposure to the risks of heavy vehicles traveling at a high rate of speed for residents and families in the area.

To mitigate those risks, the Street Concept Plans propose removing the dedicated left turn pockets at 4th and Lucille, which will make crossing the street to access businesses or transit stops less risky. Similarly, the community has advocated for increasing walk signal timing for crossing 4th Avenue. Observed crossings by users in motorized, let alone hand-powered, wheelchairs left users barely off the curb before the light started blinking and still in the far travel lane when the pedestrian signal turned red.

This underscores another essential need for the area: accessibility both for people using mobility assistance devices and for people who are low or no vision users. Audible signals with directional indication were specifically requested by disability advocates given the long crossing distances and loud noises coming from both the streets and the overhead airplane traffic landing at Boeing Field.



PROPOSAL | Traffic Operations Evaluation, continued

At 4th Avenue and S Orcas Street, the community requests a new traffic light. This intersection has had 38 collisions over the past 20 years and is a designated intersection between a Priority Freight Network and Frequent Transit Network (4th Avenue) and a neighborhood greenway.

These changes will slow traffic moving through the neighborhood from the speeding traffic that occurs, despite the recent speed reduction, to a speed that is more in line with the posted speeds.

Transit Stops

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

Street Closures

These street concept plans propose closing both South Findlay and South Bennett Streets to vehicular traffic, giving priority to people traveling by walking and rolling. Given that these two streets are both designated as neighborhood yield streets and that they do not continue east of 5th Avenue, the community expressed little concern about losing vehicular access to these streets and were excited about having the green space to buffer traffic impacts from 4th Avenue along with a safe space to gather away from traffic.



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



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



DESIGN ELEMENTS

DESIGN ELEMENTS | 4th Avenue S Berms



Within the collisions along 4th Avenue, several referred to vehicles running off the road and impacting property. To mitigate this safety concern, the physical health impacts of air and noise pollution, and the psychological stresses of walking along busy street, the street concept plans envision an 8' wide bermed planter strip filled with grasses and other leafy plants that are not only beautiful, but which help capture and filter airborne particulates.

On the building side of this berm, retaining walls constructed of re-purposed shipping containers or sheet piles speak to the industrial character of the district.



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

DESIGN ELEMENTS | Bollards + Tactile Warning Strips



In several places throughout the district, bollards are used to separate traffic from pedestrian spaces. In consulting with the community, bollards were selected for their industrial character, familiarity, and the functional benefit of not having to navigate a curb when loading or unloading box trucks or other vehicles. These are primarily found on 5th Avenue South, but are also present on S Bennett Street and S Lucile Street.

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

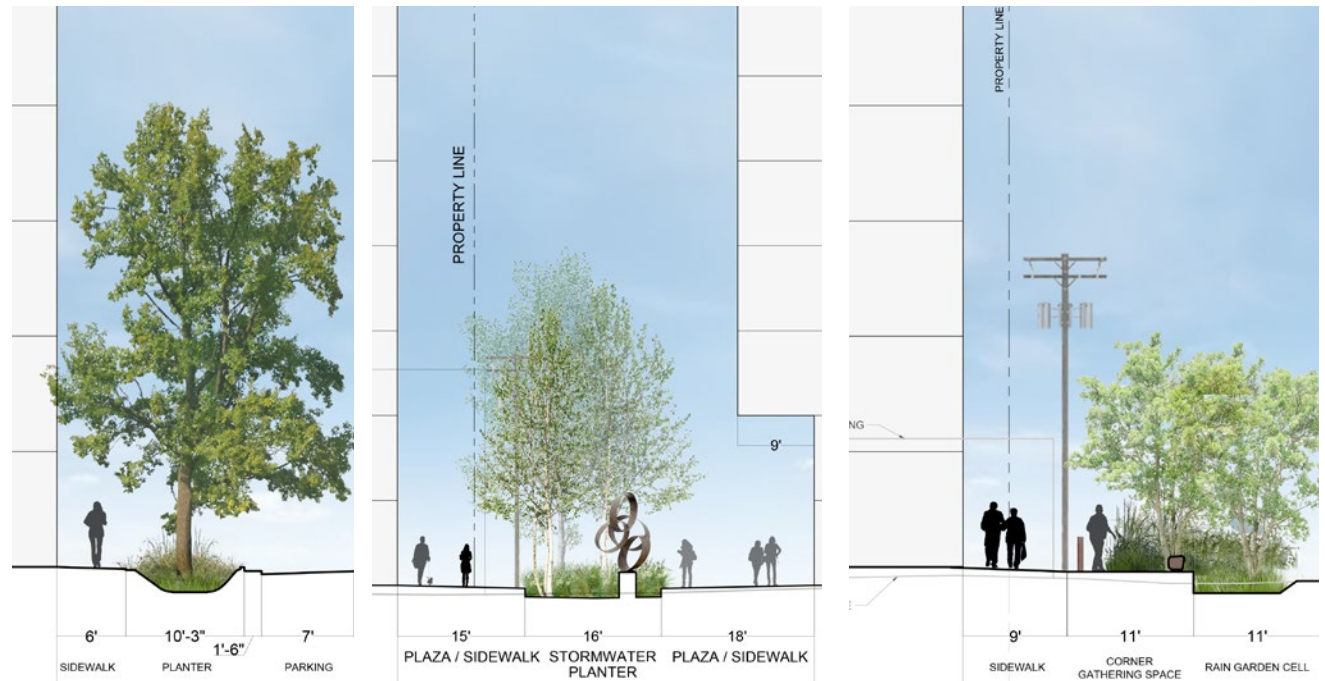
Rather than yellow tactile warning strips, the cast iron tactile warning strips are preferred given the industrial character of the neighborhood.

A reclaimed railroad rail at the former New Seasons Market in Ballard. Image by Mark Ostrow.

DESIGN ELEMENTS | Green Stormwater Infrastructure

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

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



Green stormwater infrastructure elements proposed along, from left to right, S Brandon Street, S Findlay Street and Fifth Ave S.

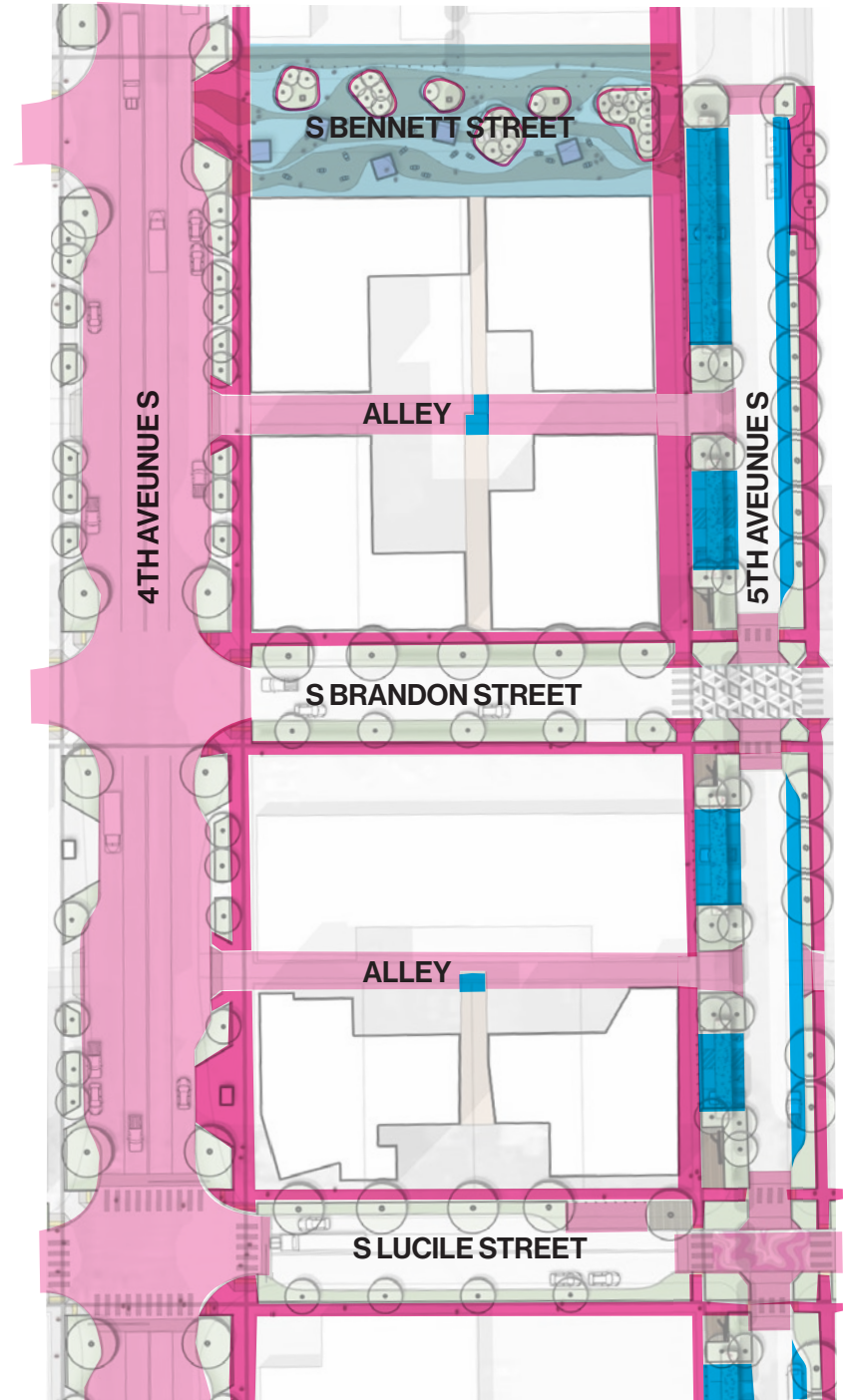


Green stormwater infrastructure elements with simple, lush understories. From left to right first to images by MxM. Image on the right of the Swale on Yale by Roy Street Group.

DESIGN ELEMENTS | Paving

The paving approach to the neighborhood balances its defining characteristics: industry, ecology and art that makes it so compelling and unique. In the map to the right, color coded areas describe the various paving materials that are explained as both “base” and “premium” materials below. Where there are no colors, the existing paving material is intended to remain.

BASE MATERIAL		PREMIUM MATERIAL	
	SDOT Roadway Concrete		SDOT Roadway Concrete
	SDOT Sidewalk Concrete		Pervious Concrete
	Asphalt with Painted Mural		Porous Asphalt with Painted Mural
	SDOT Asphalt Paving		Permeable Pavers



DESIGN ELEMENTS | Plant Palette – 4th Avenue S

The plant palette on 4th Avenue mixes deciduous and coniferous plants. At curb bulbs, large tulip trees help bring down the oversized scale of the road while, between the bulb outs, shore pines filter air and noise throughout the year. The understory is predominantly grasses, whose leaves collect particulates and which can be trimmed and discarded in the early spring with pops of perennials including Jerusalem and Russian sage, coneflowers, and yarrow.

TREES



Tulip tree
Liriodendron tulipifera



Shore pine
Pinus contorta var. *contorta*

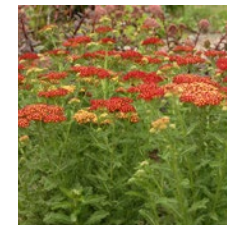
UNDERSTORY PERENNIALS



Jerusalem sage
Phlomis fruticosa



Purple coneflower
Echinacea purpurea



Yarrow
Achillea millefolium var.



Russian sage
Perovskia atriplicifolia

UNDERSTORY GRASSES



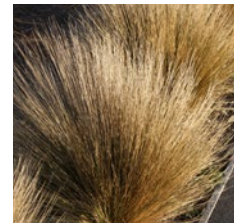
Tufted hairgrass
Deschampsia cespitosa



Blue fescue
Festuca amethystina



Blue oat grass
Helictotrichon sempervirens



Red tussock grass
Chionocloa rubra

DESIGN ELEMENTS | Plant Palette – 5th Avenue S

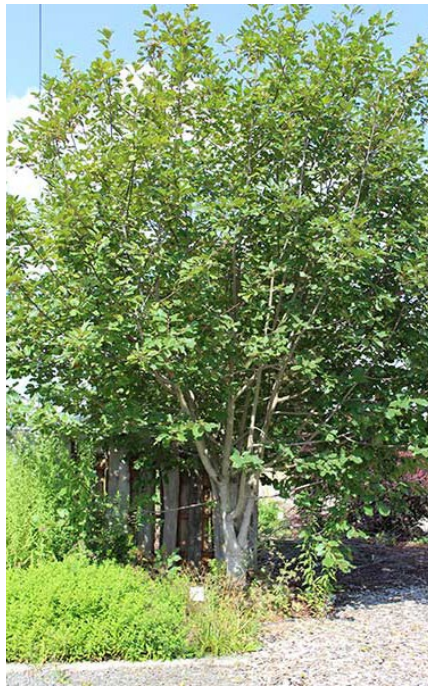
Simple and restrained, the plant palette for 5th Avenue relies on planting density and the constrained frames of the planters along the west side of the street to create an impactful, repetitive design that frames the creative activities and gathering spaces along the street. These canopy plants are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

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

TREES



Vine maple
Acer circinatum



Cascara
Frangula purshiana



Autumn Gold Ginkgo
Gingko biloba "Autumn Gold"

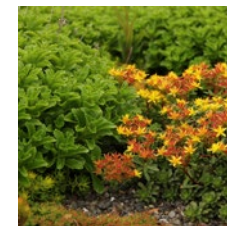
UNDERSTORY



Tufted hairgrass
Deschampsia cespitosa



Chamisso Sedge
Carex pachystachya



Stonecrop
Sedum var.



Camas lily
Camassia quamash

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

Within the closed to vehicles corridors of both S Bennett St and S Findlay Street, the stormwater planters frame views into the native ecologies that once occupied the entire Duwamish River basin. These species, often, also have ethnobotanical resonance for the Native American tribes that called these lands home.

TREES



Himalayan birch
Betula jacquemontii



Himalayan birch - bark detail

UNDERSTORY



Oceanspray
Holodiscus discolor



Devil's club
Oplopanax horridum



Skunk cabbage
Symplocarpus foetidus



Stinging nettle
Urtica dioica



Fringecup
Tellima grandiflora



False solomon's seal
Maianthemum racemosum



Bracken fern
Pteridium aquilinum



Wood sorrel
Oxalis oregana

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

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

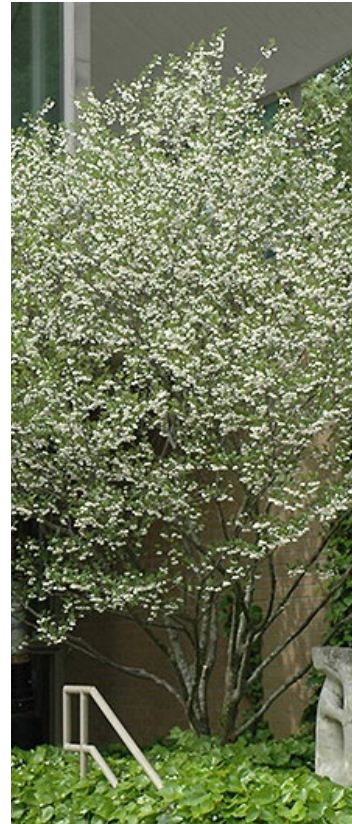
TREES



Copper beech
Fagus sylvatica purpurea



Oregon ash
Fraxinus latifolia



Japanese snowbell
Styrax japonica

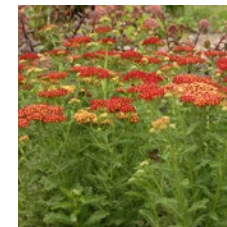
UNDERSTORY PERENNIALS



Jerusalem sage
Phlomis fruticosa



Purple coneflower
Echinacea purpurea



Yarrow
Achillea millefolium var.



Russian sage
Perovskia atriplicifolia

UNDERSTORY GRASSES



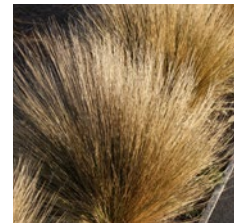
Tufted hairgrass
Deschampsia cespitosa



Blue fescue
Festuca amethystina



Blue oat grass
Helictotrichon sempervirens

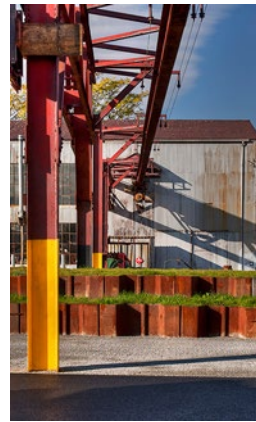
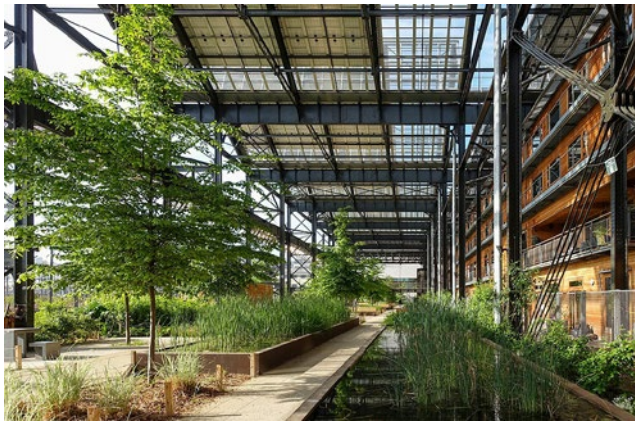
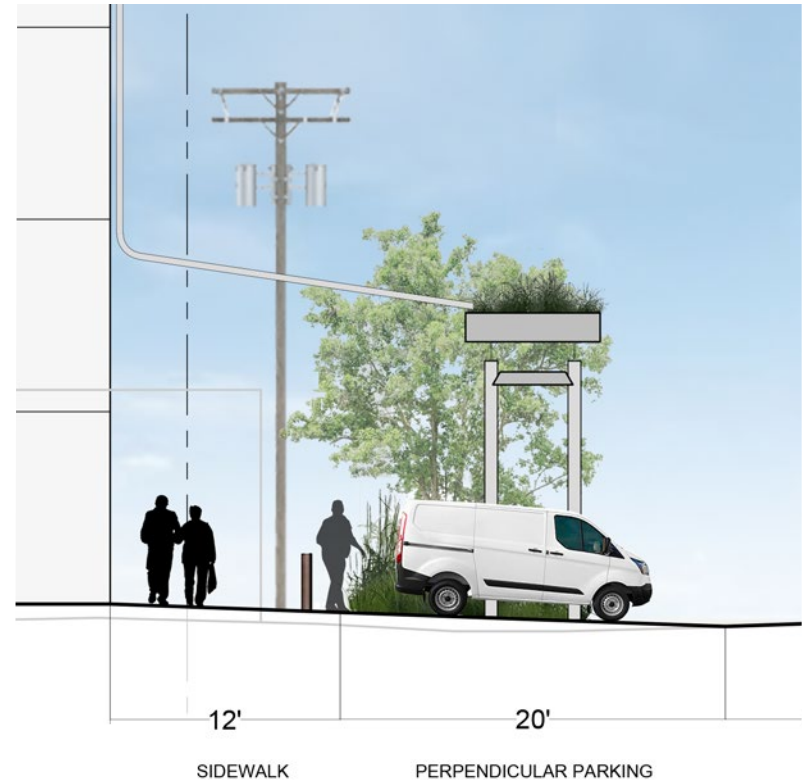


Red tussock grass
Chionocloa rubra

DESIGN ELEMENTS | Stormwater and Art Trellises

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

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



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

DESIGN ELEMENTS | Public Art



The Live-Work District has a goal of implementing 1,000 pieces of public art over the first 10 years of its existence. From small zines to light installations, to poetry to facade murals, sculpture to music, art will infuse the built and experiential character of the neighborhood. The in the right of way, several specific interventions are proposed in these street concept plans including painted murals along 5th Avenue, sculptural plinths on Bennett and Findlay, and signature sculptures at the north and south ends of 4th Avenue, which will serve as gateways to the Live-Work District.



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

