

LEARNING ABOUT YOU AND GEORGETOWN

Put a dot on the statement that best describes your connection to Georgetown.

1. I live in Georgetown.

2. I work in Georgetown.

3. I live and work in Georgetown.

4. I own a business in Georgetown.

5. I live, work and play in Georgetown.

6. I regularly visit the neighborhood.

7. I sometimes visit the neighborhood.

8. Other

For how many years have you been connected to the Georgetown neighborhood?

(Put a dot on it.)

0-1

2-5

6-10

11-20

20 or more

My whole life

If you live in Georgetown, do you own or rent?

(Put a dot on it.)

Rent

Own

I live outside Georgetown

Did previous generations of your family have a connection with Georgetown?

(Put a dot on it.)

Yes

No

Put dots on your TOP THREE reasons for living, working or visiting Georgetown.

Jobs

Affordability

Restaurants, shopping, atmosphere and character

Family History

Creative energy, cultural activities, live entertainment

Diverse Community

Safety

Other (write in your reasons):

Put dots on your TOP THREE PRIORITIES for IMPROVING Georgetown.

Protecting Georgetown's industry while balancing the needs commercial and residential areas.

Retain the existing residential neighborhood

Strengthening the economic vibrancy of Georgetown's business district.

Improve connectivity within and to Georgetown

More variety and number of jobs.

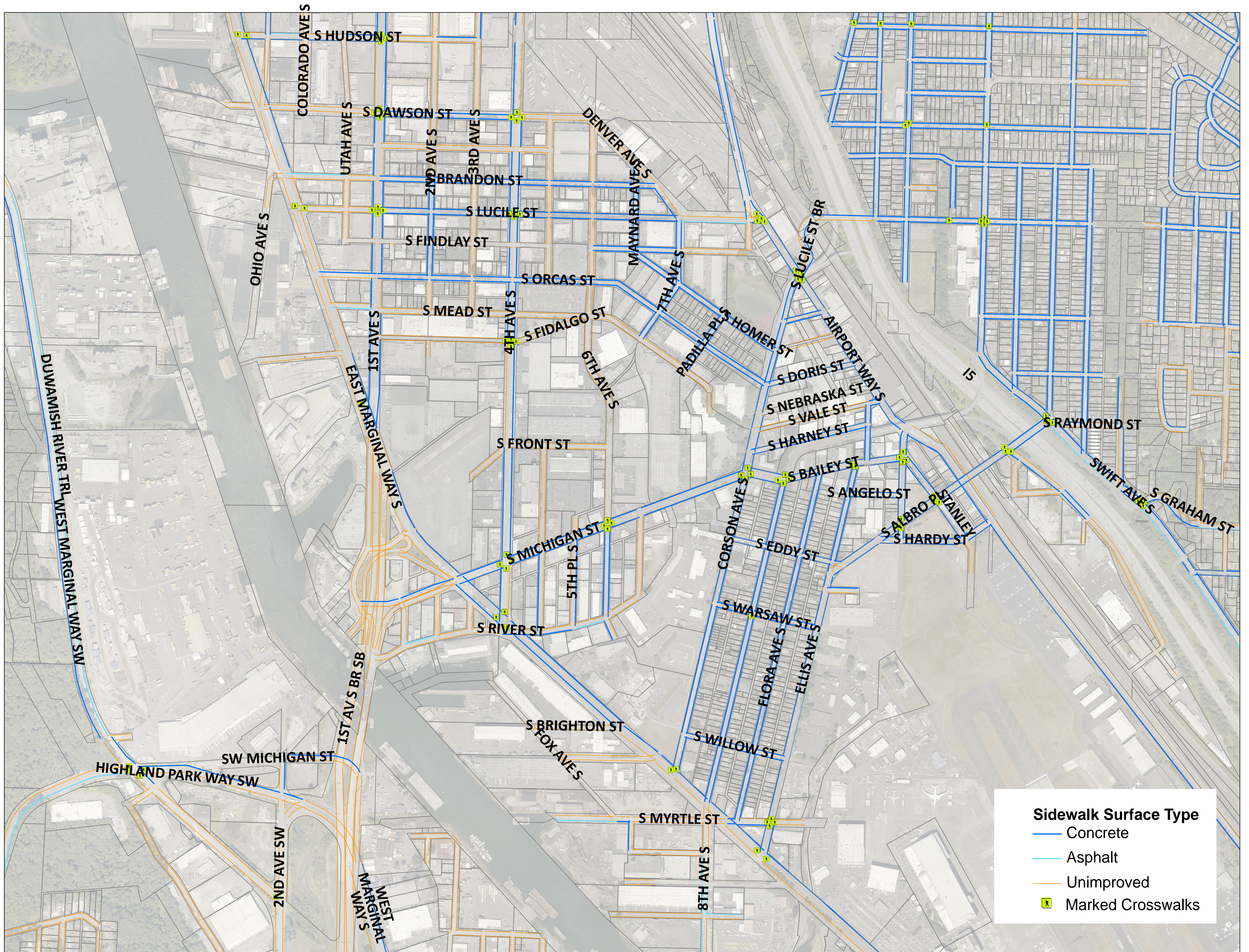
Supporting housing affordability.

Preserving the historic character.

Other (write in your priorities):

STREETS: SAFETY AND COMFORT

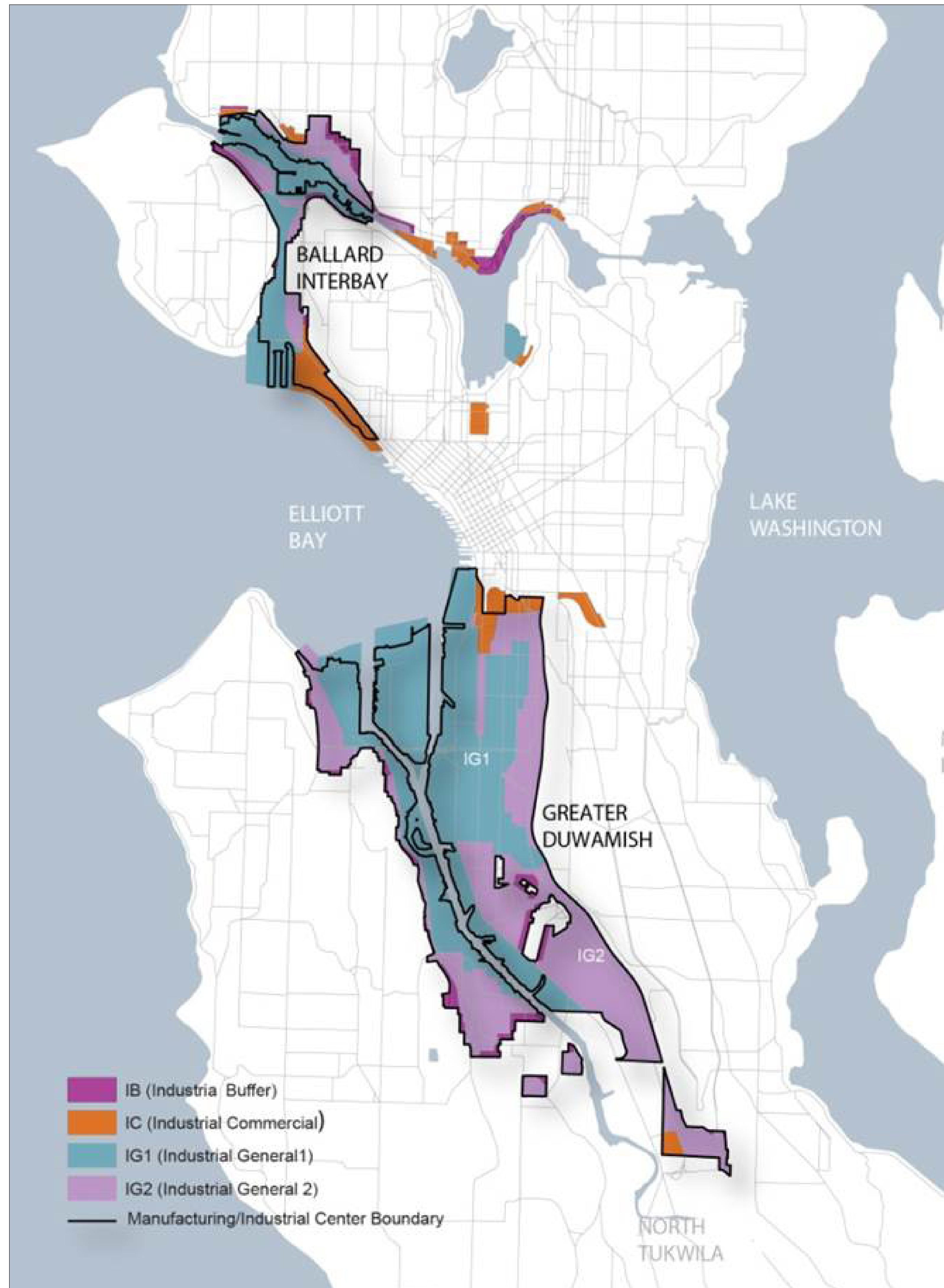
Put dots on the map where changes will help improve the safety and comfort of Georgetown's streets and sidewalks (this may include sidewalk or street improvements, difficult crossings, street trees, street parking, etc.).



(Use a Post-it to add comments)

INDUSTRIAL LANDS - DRAFT COMPREHENSIVE PLAN AMENDMENTS

In December 2013 we released a study of the Greater Duwamish Manufacturing and Industrial Center (M/IC) that reevaluates our policies regarding future uses in the M/IC. Our recommendations focus on changes to the City's Comprehensive Plan and Land Use Code to limit activities that could interfere with industry and port operations in the M/IC.



Concern: industrial land may erode or transition to non-industrial use

Recommendation:

Adopt specific policies in the Comprehensive Plan that will restrict removal of land from the Duwamish M/IC.

- Do not remove land from a designated Manufacturing/Industrial Center unless:
 - » the proposed use for the land is identified
 - » there is insufficient appropriately zoned land elsewhere in the city for the proposed use;
 - » the proposed use would not displace an existing industrial use; and
 - » the proposed use would not adversely affect nearby industrial operations.

This policy would provide clear criteria for making future decisions about reducing the amount of land in the M/ICs. This policy reinforces the Comp Plan's urban village strategy of concentrating office, retail and residential growth in walkable urban neighborhoods. It also recognizes the existing significant zoning capacity in the City's designated urban centers and urban villages.

Concern: Over the past years, Industrial Commercial (IC) zoning has mainly produced large, single-use office buildings, due to its generous allowances for office and retail uses.

Recommendation:

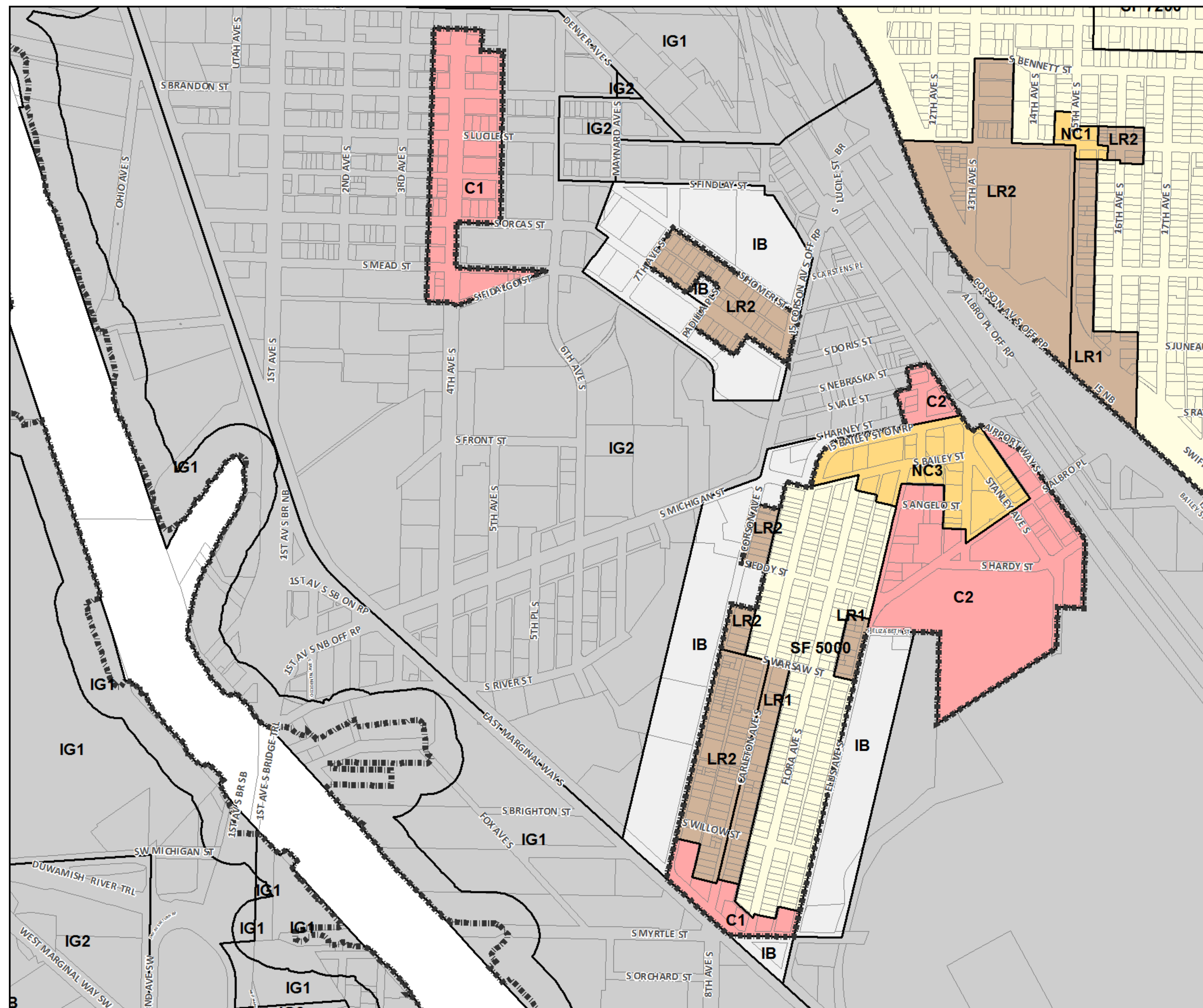
Do not allow any new IC zoning in the Duwamish M/IC.

Because the M/ICs are the industrial areas where the City wants to direct and maintain the most intensive industrial uses, this policy would prevent use of this zone in those areas that helps achieve that objective, while still allowing the IC zone to be applied in other locations outside of the M/IC.

Why City Policies Protect Industrial Land

- Protect and promote family wage jobs
- Economic resilience
- Support for international trade
- Industrial lands generate:
 - » 1/3 of City's sales tax revenue
 - » 1/3 of City's B&O tax revenue

INDUSTRIAL LANDS: POLICY BACKGROUND AND ZONING



Seattle has four industrial zoning classifications: General Industrial 1 (IG1), General Industrial 2 (IG2), Industrial Buffer (IB) and Industrial Commercial (IC)

- IG1 allows the most intensive industrial uses.
- IG1 and IG2 combine to cover about 90% of industrial land
- Size of use limits restrict the amount of office and retail uses that can be built on lots in IG1, IG2 and IB zones
- IC allows larger non-industrial activities, such as office and retail uses

- ▬ Manufacturing / Industrial Center
- Commercial (C1, C2)
- Neighborhood Commercial (NC1, NC2, NC3)
- Single Family
- Low-Rise Multi-Family (LR1, LR2, LR3)
- Industrial (IB, IC)
- Industrial (IG1, IG2)

BACKGROUND

King County County-wide Planning Policies

DP-35: Adopt in city comprehensive plans a map and employment growth targets for each Manufacturing/ Industrial Center and adopt policies and regulations for the Center to . . . (s)trictly limit residential uses and discourage land uses that are not compatible with manufacturing and industrial uses, such as by imposing low maximum size limits on offices and retail uses that are not accessory to an industrial use;

Seattle's Comprehensive Plan

UV-21 Promote manufacturing and industrial employment growth, including manufacturing uses, advanced technology industries, and a wide range of industrial-related commercial functions, such as warehouse and distribution activities, in manufacturing/ industrial centers.

UV-24 Limit in manufacturing/industrial areas those commercial or residential uses that are unrelated to the industrial function, that occur at intensities posing short-and long-term conflicts for industrial uses, or that threaten to convert significant amounts of industrial land to non-industrial uses.

Georgetown Neighborhood Plan - adopted neighborhood plan goals

G-G1 A healthy Georgetown area economy that capitalizes on the presence of the regionally significant design and gift centers and the related wholesale, retail, design, and manufacturing trades to foster economic development and physical visibility of these industries.

G-G2 A residential community that recognizes, preserves and enhances Georgetown's residential area as a viable place where people live, raise families, enjoy open spaces, and celebrate its unique historic character and buildings.

G-G3 A community that is safe and is perceived as safe for living, working, and doing business.

G-G4 An economically strong and vital manufacturing and industrial center that places priority on job creation, business growth, and ways for linking Georgetown residents to local jobs.

G-G5 A community that receives responsible and efficient City action in the abatement of illegal and criminal uses.

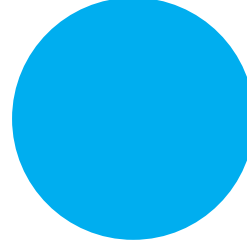
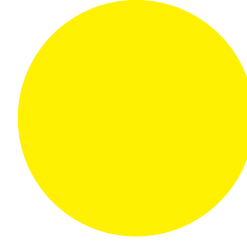
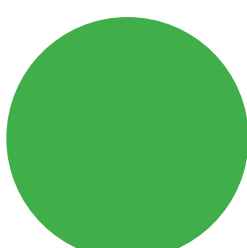
G-G6 A community that continues to support its businesses, promotes job growth, and receives the necessary public investment in infrastructure to continue economic vibrancy.

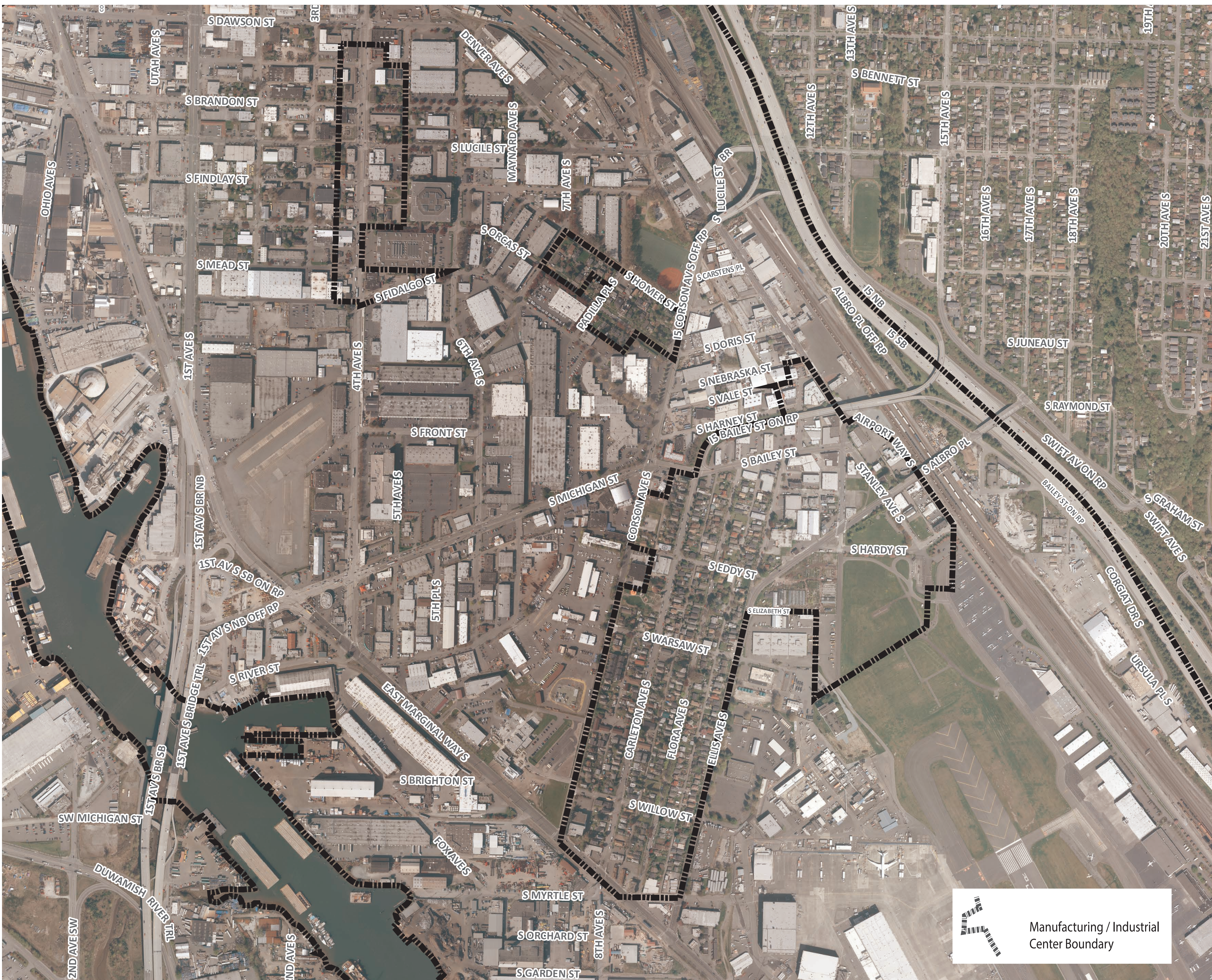
G-G7 An integrated transportation network that addresses the freight mobility, highway access, and efficiency demands of all users; the non-motorized and pedestrian needs of area residents; and that is supported by the basic services of good roads, transit service, and efficient area-wide circulation.

G-G8 A community sensitive to environmental quality with a recognition and respect for the vital natural environment and ecosystems, such as the Duwamish River, that survive in Georgetown in the presence of commerce and industry

BUILDINGS & ACTIVITIES: PRESERVE, IMPROVE OR CHANGE

The purpose of this exercise is to identify areas in Georgetown that you think should be preserved/stay the same, improved or changed. Please place a dot and add notes describing what specific aspects of a property you are referring to (note the address, business name or intersection if known)

-  **PRESERVE / STAY THE SAME** – Put a **BLUE DOT** on buildings or activities (i.e. type of business) you would like to keep the same.
-  **IMPROVE**: Put a **YELLOW DOT** on the buildings or activities (i.e. type of business) that you would like to improve.
-  **CHANGE**: Put a **GREEN DOT** on buildings or activities(i.e. type of business) that should be changed.



BUILDINGS & ACTIVITIES: PRESERVE, IMPROVE OR CHANGE

(Use a Post-it to add add notes describing what specific aspects of a property or area you are referring to - note the address, business name or intersection if known)



PRESERVE / STAY THE SAME – BLUE POST-IT



IMPROVE: YELLOW POST-IT



CHANGE: GREEN POST-IT

SEATTLE FREIGHT MASTER PLAN

NOVEMBER 2014

What

Daily life relies on goods movement. In Seattle, thousands of local jobs and deliveries depend on an efficient, connected freight network. To ensure Seattle is prepared for our continued growth, **the Seattle Department of Transportation is preparing a Freight Master Plan that will serve as the 20-year blueprint to guide freight mobility investments and improvements.**

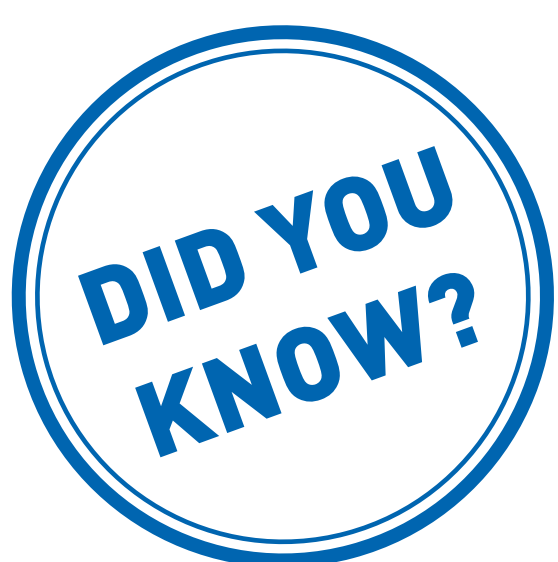
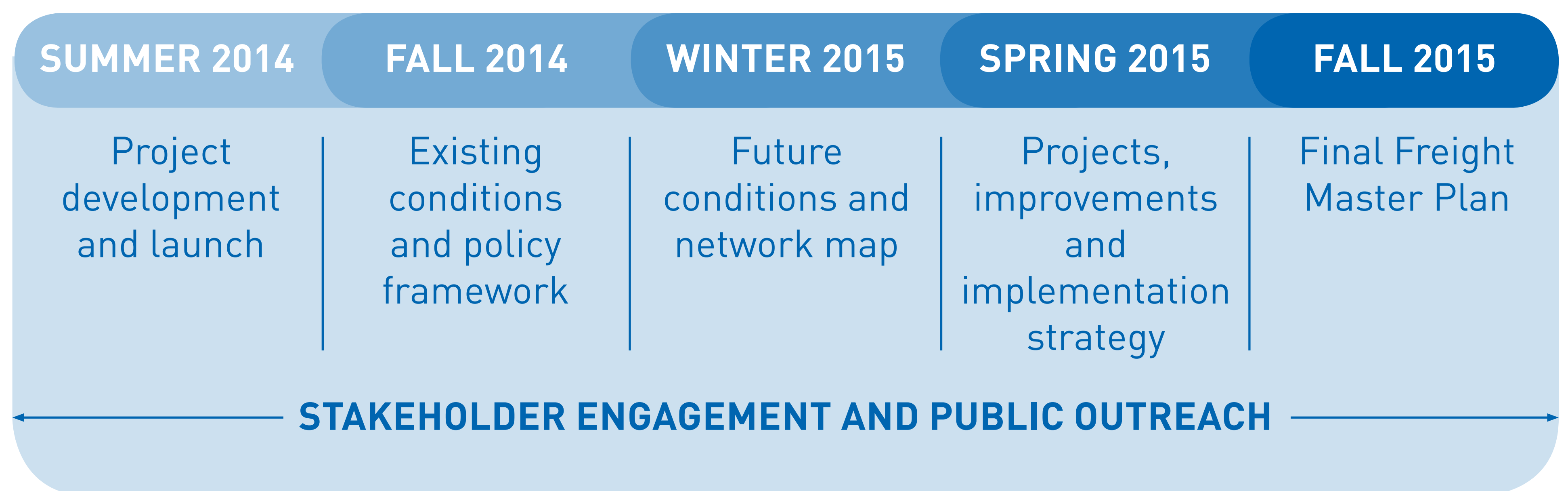
Why

Seattle's diverse economy and trade are important parts of the city's history and identity. As the city grows, more trucks will use our streets to support city and regional needs. **Ensuring efficient goods movement, of all freight modes, will keep Seattle and the region competitive** by creating jobs and business diversity, and sustaining our quality of life.

How

The Freight Master Plan will:

- **Update the current freight network map** to better reflect where goods should safely move throughout the city
- **Develop freight design guidelines** to help the city when making street improvements
- **Propose policies, programs, and projects** to help goods move more efficiently and reliably
- **Prioritize improvements** to guide investments
- **Integrate the movement of goods and people** to ensure freight needs and improvements are coordinated with other mobility needs



40% of all jobs in Washington can be tied to trade-related activity, making our state one of the most trade engaged economies in the country.

Source: Washington Council on International Trade and Trade Development Alliance of Greater Seattle

Agricultural products represent 64% of total tonnage exported from Seattle region ports.

Source: FHWA Freight Analysis Framework Database and Parsons Brinckerhoff analysis

Stay informed

Join our email list, or share comments and questions with FreightMasterPlan@seattle.gov.

Learn more at www.seattle.gov/transportation/freight_fmp.htm.