# BALLARD INTERBAY NORTHEND MANUFACTURING AND INDUSTRIAL CENTER (BINMIC)

January 28,1998

With March 11,1998 Addendum

BINMIC Planning Committee

## THE PHASE TWO **BINMIC** PLANNING COMMITTEE

| Representing Group | Name | Company |
|---|---|---|
| Ballard Chamber of Commerce | Mike Satterlee | Foss & Associates, Inc. |
| Burlington Northern Santa Fe | Bill Thompson | Burlington Northern Santa Fe |
| Fishing Business | Ban-y B. Ohai | Aleutian Spray Fisheries |
| Fishing Business Alternate | Bob Alverson | Fishing Vessel Owners Association |
| Industrial Business Owner | Don Hogue | Foss Maritime |
| Industrial Business Owner | Andrew Scott | NW Center for the Retarded |
| Industrial Business Owner Alternate | Phil Ballinger | Pacific Fish |
| Industrial Business Owner Alternate | Sallie Reynolds | Foss Shipyard |
| Industrial Business Owner Alternate | Jim Stewart | Foss Shipyard |
| Industrial Properly Owner | Suzanne Burke | Fremont Deck Company |
| Industrial Property Owner | Charles Draper, Jr. | Draper Machine Works |
| Industrial Property Owner Alternate | Paul Schwitters | All Alaskan Seafood |
| Industrial Property Owner Alternate | Ned Flohr | Sea Truck North America |
| Industrial Service Business Owner | Warren Aakervik | Ballard Oil |
| King County Labor Council | Rich Feldman | Workers Center |
| Maritime Business Owner/Manager | Lars Matthiesen | Grasso, Inc. |
| Maritime Business Alternate | Ric Shrewsbury | Western Towboat, Inc. |
| Neighborhood Business Council | Eugene Wasserman | Neighbnrhnnd Business Council |
| North Seattle Industrial Association | Steve Cory | Pacific Northwest Title |
| North Seattle hrd. Assoc. Alternate | Lnu Complita | Covich-Williams Company |
| Port of Seattle | Steve Elmer | Port of Seattle: Marine Planning |
| Port of Seattle | Dave Schneidler | Port of Seattle |
| Puget Sound Metals Trade | Tim Elwell | Plumbers Union Local 32 |
| Save Our industrial Lands | Adrian Perez | SOIL. |
| *Save Our* Industrial Lands Alternate | Brad Rice | SOIL |
| Seattle Marine Business Coalition | Lise Kenworthy | Seattle Marine Business Coalition |
| SMBC Alternate | Dennis Petersen | Ocean Spray Fisheries |
| Trucking Business Owner | Jim Miller | Ballard Transfer |
| Vessel Owner | Car-y Swasand | Aleutian Spray Fisheries |
| Vessel Owner Alternate | Jim Ferguson | Alaska Outport |

### CITY OF SEATTLE STAFF

Susan Dehlendorf, Neighborhood Planning Office
Jill Novik, Neighborhood Planning Office
Cliff Marks, Office of Management & Planning

### THE BINMIC CONSULTING TEAM

| | |
|---|---|
| Art Campbell | Herrera Environmental Consultants, *EIS Subcontractor* |
| Pete Sparhawk | Herrera Environmental Consultants, *EIS Subcontractor* |
| Ben Frerichs | Economic Consulting %-vices, Economic *Subcontractor* |
| Mami Heffron, P.E. | Heffron Transportation, Transportation *Subcontractor* |
| Kate Janeway | Nor-ton Arnold & Janeway, *Outreach Subcontractor* |
| John Kane | Environmental Partners, Inc., *Prime Consultant* |

# ADDENDUM TO BINMIC POLICIES AND PLAN
**March** 11,1998

The BINMIC Planning'Committee received 32 comment letters on its final Plan. The Planning Committee reviewed these letters, comments made at two validation hearings and an additional public meeting, and *City* responses to the policies and recommendations. Based on the public comments and City responses, the Planning Committee is proposing the following changes:

CHANGES **TO** POLICIES
ECONOMIC DEVELOPMENT POLICIES (Starting on page 9)

5th bullet, charge to read:
Recognize that industrial businesses in the BINMIC have the right to enjoy the lawful and beneficial uses of their property.

10th bullet, change to read:
Support efforts to locate and attract appropriately skilled workers; particularly from adjacent neighborhoods to fill *family*-wage *jobs* in the BINMIC.

11th bullet, change to read: Support efforts to provide an educated and skilled labor work force for BINMIC businesses.

Add as new bullet the 8th bulletin the Regulatory Environment policies with the following changes:
Within the BINMIC, water-dependent and industrial uses shall be the highest priority use.

Add a new bullet to read
Within the BINMIC, support environmental cleanup levels for industrial activity that balance the lawful and beneficial uses of industrial property with environmental protection.

FREIGHT MOBILITY AND TRANSPORTATION POLICIES (Page 11)

1st bullet, change to read
Strive to improve industrial traffic flow to and through the BINMIC.

6th bullet, change to read:
Strive to provide adequate room in the street right-of-way for truck loading rind maneuvering where it will not interfere with industrial traffic flow.

Add a new bullet to read:
Support preservation of all streets within the BINMIC and arterial access routes to the BINMIC for freight mobility. To accomplish this, support preservation of turning radii, visibility and sight lines, clearance and existing lane configurations..

Add a new bullet to read
Support commuting to work by BINMIC employees by bicycle and walking. For safety and operational reasons, however, support locating recreational and commuter through trails away from industrial areas.

Add a new bullet to read:
Support separation of mainline raif traffic from surface street traffic by designing and constructing bridges, where feasible, to improve safety for motorised and non-motorized transportation.

MARITIME AND FISHING INDUSTRY POLICIES (Page 35)

3rd bullet, change to read
Support efforts to measure, 'encourage, and promote the significant role of the maritime and fishing industries.

REGULATORY ENVIRONMENT POLICIES (Page 43)

8th bullet, move to Economic Development Policies, with modifications as noted

## CHANGES TO SPECIFIC RECOMMENDATIONS

TRANSPORTATION (Starting on page 12)

T-4, add to end of second sentence:
The signs would direct drivers to *existing* City *designated* principal arterials and major truck streets.

T-8, change activity to read
Mercer corridor Improvements *East of Seattle Center.* Continue to pursue major improvements in this corridor *East of Seattle Center* including: improved access between SR99 and Mercer street; continued access between the Mercer Corridor and Westlake Avenue, and an improved connection from eastbound Denny Way to eastbound Mercer Street; *the recommendation does not include any changes to Mercer Place.*

T-10, change to read:
**Burke-Gilman** Trail Extension. Support the agreement included in Ordinance 118734 and "Resolution 29474 regarding the alignment for the Burke-Gilman Trail.

T-21, change to read

Design the Galer Street overpass" ramps such that, if the Galer Street rail crossing were to be closed to vehicular traffic, the new ramps would include bicycle *access and* would not significantly...

T-3 1, delete the recommendation

T-33, add to item c):
Providing RTA commuter rail station in the BINMIC *and ensure that regional and local rail freight mobility are not adversely impacted.*

add item d) 'to read
d) The City shall work with King County Metro, the Port of Seattle, and the BNSF Railroad to explore the feasibility of a possible northward extension of the Waterfront Streetcar to serve Immunex at Terminal 88.

INDUSTRIAL LAND USE (Page 31)

L-2, Delete the existing recommendation, replace with the following'
In the land use code, change the name of the Industrial Buffer (IB) zone to Light Industrial. No changes other than the name of the zone shall be made.

L-3, delete the word "future"

REGULATORY (Page 43)

RG-2.2, change to read
Consider consistently including a condition of approval for street vacations in industrial areas that requires the initial development permit(s) for the vacated site be limited to the project proposed when the vacation is approved. This condition would be tied to a specific MUP number if rbere is an application pending at DCLU. If there is no DCLU application pending, DCLU can enforce the condition when permits are reviewed because the vacation ordinance is noted on DCLU land use maps The condition would not limit changes of use in the future since this procedure would only apply to the initial development permit(s).

RG-3, change to read
Shoreline Street Ends. Revise the text of the City policy regarding use of shoreline street ends in industrial areas (Resolution 29370) to strengthen the preference given to uses that support or are compatible with existing or proposed industrial development in the BINMIC *by prohibiting new public access projects on shoreline street ends within the BINMIC.*

RG-6, delete the recommendation.

# Table of Contents

# .1. INTRODUCTION

The City of Seattle designated the Ballard Interbay Northend Manufacturing mrd Industrial Center (BINMIC) in 1994 through the adoption of its Comprehensive Plan, *Toward a Sustainable Seattle.* Comprising approximately 971 acres of waterfront and upland property northwest of downtown Seattle, the BINMIC wss established to ensure that adequate accessible industrial land is available *to* promote a diversified employment base and sustain Seattle's contribution to regional high-wage job growth.

The BINMIC is one of only two such designated manufacturing end industrial centers in Seattle, the other being the Duwamish. The industrially zoned BINMIC is a thriving urban industrial center with a diverse mix of businesses, active turnover from incubation and business growth, end low vacancy rates. The area is home to more then 1,000 businesses and 16>000 employees. Approximately 560 of these businesses are considered industrial or manufacturing, and they provide jobs for some 10,000 workers. The BINMIC is also the home pert of the North Pacific Fishing Fleet.

Despite the area's industrial srrd maritime character and historic success, the BINMIC faces many challenges. Rising land prices, inconvenient access to the area's interstate freeway system, the national and local economy's general shift away from manufacturing to services, and increased pressure from non-industrial businesses to locate in the BINMIC's waterfront and upland properties threaten the ability of the BINMIC to remain an industrial and manufacturing area. In addition, many of the smaller businesses in the BINMIC are growing quite rapidly. This growth often requires, expansion space, which may not be readily available or perhaps tee costly. Thus, many successful industrial firms have been and may continue to be forced to move out of the BINMIC area. Because BINMIC businesses account for a significant percentage of Seattle's jobs srrd business and occupation taxes, the City cannot afford to risk losing the viability Of this important area.

This Plan is *noteworthy* in being a comprehensive blueprint for industrial sustainability in an urban setting developed by the industrial community itself. It was developed out of the context of the State's Growth Management Act and the City's support of *a* citizen-based planning process. The Plan is also an innovative attempt **to merge a community planning** process with an environmental analysis under the State's Environmental Protection Act and a programmatic environmental impact statement containing detailed technical analyses of all EIS elements is a companion to this document. In addition, the Plan establishes the economic development direction that will guide the BINMIC into the 21at century.

## The BINMIC Planning Process

The City's neighborhood planning process was designed to be carried orrt in two phases: se organizing and issue identification phase and a planning phase. In late 1995 a group of BINMIC stakeholders came together to form an Organizing Committee and prepared an application to the City for funds to support an industrial area planning process. Phase I outreach and issue identification was carried out between May msd October of 1996.

In preparation for Phase II, a Planning Committee was formed, comprised of business mrd property owners snd representatives of business associations, labor, end community interests. Phase II of the BINMIC planning effort began in January, 1997. The result of Phase II is this BINMIC Plan and the related EIS thrd address the identified issues of concern and recommend to the City the actions needed to achieve the BINMIC goals. During the course of Plan development, extensive participation Of, BINMIC stakeholders was sought; neighboring communities were updated and invited to provide input; newsletter, describing the process were distributed widely, mrd public hearings were held to obtain comments on the EIS.

To help further define the BINMIC industrial community's business needs, specific focus groups were convened on several occasions between January and March 1997. These focus groups included more than 100 BINMIC stakeholders and were formed to discuss issues related to transportation; commercial fishing and maritime industries; environmental cleanup; lend use end regulations, permitting srrd policies; mrd utilities and facilities in the BINMIC. A focus group was also conducted with City staff *to* help understand issues related to industrial development from the City's point of view.

## Purpose of the BINMIC Plan

The BINMIC planning process and this Plan are intended to meet.a number of purposes. One is to meet the City's Comprehensive Plan commitment to involve communities in the determination of their own future. While many planning and regulatory provisions governing

development are set in state laws (such as the Growth Management Act aud the State Environmental Protection Act), the City of Seattle established a program in the belief that only by involving citizens aud communities in determining their own future can the City remain a place where people arc committed to live, work, and own property and businesses.

To understand the BINMIC Plan it is vital to understand and incorporate the economic, regulatory, and infrastructure factors that allow businesses to be successful and to continue to create jobs and generate revenues, especially in a manufacturing and industrial center where the community is comprised of business owners and workers. These many factors are identified in this Plan and, when made real through policies and investments, will form a solid foundation for continued health and prosperity of Seattle industry within the BINMIC.

Another key purpose of the BINMIC planning process has been to create a pbm that supporta growth management policies set forth in both the King County and Seattle Comprehensive Plans. In keeping with the Growth Management Act, the City is required to coordinate its growth strategies with those of surrounding jurisdictions Policies and growth targets set out in the City's 1994 Comprehensive Pkm meet and, in fact, exceed county-wide objectives. The BINMIC, in turn, must coordinate with and play its role in the larger whole. Specific objectives of thc County and City documents[1] include the following:

- Achievc growth targets and other policies to encourage manufacturing and industrial retention and growth
- Prevent incompatible or competing land uses in industrial areas
- Improvc access to industrial areas and transportation within thesc areas
- Encourage aggregation of smaller parcels of land into sites suitablc for *manufacturing* and industrial Usc
- Fund improvements to manufacturing and industrial arcas.

In accordance with the growth management and land usc policies in the King County and Seattle Comprehensive Plans, thc City *of* Scattlc[2] set three specific objectives for the future of the BINM IC which this Plan serves:

- Retain existing manufacturing and industrial businesses and fand uses,
- Promote future manufacturing and industrial businesses and land uses, and
- Add@ least 3,800 new high-yage jobs by tbe year 2014..

This Plan presents policies and detailed implementation actions recommended by the BINMIC Planning Committee to achieve these future goals and objectives established by the City of Seattle for this manufacturing and industrial area. This BINMIC Plan also presents the industrial community's vision of the future built on three core *industry sectors: fishing* and maritime, d manufacturing and industrial, and high technology.

A final purpose of the Plan is that, from the beginning, it has been the intent of the B fNMJC industrial community to have this Plan serve as a detailed blueprint for action. This Plan provides a series of specific policy objectives and related actions to ensure future vitality of the BINMIC and that threats to the industrial character of the BINMIC are lessened, appropriate investments in support of infrastructure are made in a timely fashion, and lines of communication between policy makers and the industrial community are improved and always open.

## Organization of the BINMIC Plan

This BINMIC Plan is organized into three main sections

- This introductory section, which provides background on the Plan
- The second section discusses the principal issues directing the development of the plan, and presents the vision of BINMIC's future as contained in this Plan
- The third section provides the detailed policies and actions recommended to translate the preferred future into reality.

[1] Scat tle's Comprehensive Plan. Toward a Sustainable Seattle. City of Seattle, adopted July 25, 1994 last amended November 18, 1996.
Countvwide Planning Policies, King County Growth Management Planning Council, November 2 I; I 994.

[2] Seattle's Comprehensive Plan. Toward a Sustainable Seattle.

Accompanying this Plan is an environmental impact statement comprising three volumes. Volume 1 is the Final EIS. Volume 2 contains responses to comments on the Draft EIS *from the* public comment period. Volume 3 contains tbe EIS technical appendices, including the scoping document, focus group and Planning Committee notes, Environmental Cleanup technical report, Land Use Policy and Public Utilities arrd Facilities technical report. Separate volumes on the Economic Analysis Technical Report and Transportation Technical Report are also available. Copies of these documents are available from and questions may be directed to:

City of Seattle
Neighborhood Planning Office
600" 4tb Avenue, Room 200
Seattle, Washington '98104
(206) 684-8398

# II. BINMIC PLAN AND VISION STATEMENT

## Principal Issues Directing Development of the Plan

*The* BINMIC planning process began by considering a number of concerns and issues that were identified by business and property owners in the industrial area. There was a sense among knowledgeable stakeholders that the continued vitality and viability of the industrial area were threatened unless certain conditions could be changed or improved.. This Plan and its accompanying EIS provide analysis of those issues and concerns and document that certain key policy and action items should, in fact, be undertaken to ensure that the City's goal of a continuing successful industrial area can be mat.

The key issues of interest in the BINMIC that implementation of this Plan addresses include the following

Transportation Issues

- *Surface street mobility.* A number of key arterials in the BINMIC as well as access routes leading to the BINMIC and the adjacent neighborhoods are operating over capacity during peak periods and this condition will continue to deteriorate as the BINMIC grows and as jobs and workers are added. The proposed surface street mobility improvements will help ensure that the roadway system continues to serve the needs of freight and goods movements and workers commuting to jobs irr the BINMIC.
- *Rail and marine intermodal movement. The City* of Seattle, Burlington Northern Santa Fe Railroad, and the Ballard" Terminal Railroad (BTRC) have reached agreement for the Ballard Line corridor in which the City will grant the BTRC a 30 year franchise to operate on the railbanked Ballard Line. There is no cost to BTRC to obtain the franchise, but the BTRC must continue to provide freight service for the franchise for the franchise to remain in effect: must rehabilitate and maintain the track; and maintain minimum shipping levels. Commuter rail service on the mainline will soon be increased by operations of the Regional Transit Authority, and Ballard/Interbay is included as a provisional station. **Marine traffic is affected** by the conditions of the "Ship Canal and Elliott Bay and related pier and duck facilities. The proposed rail end marine related improvements are especially crucial to the continued viability of the fishing and maritime businesses in the BINMIC.
- ***Truck Mobility.*** Truck access to and through the BINMIC is critical and recommendations irr the Plan foster the ability of businesses to receive and make truck deliveries, particularly in the Ballard area.

Land Use Issues

- *Retain Industrial* ***uses. The potential*** for large retail and other commercial operations to compete for limited land threatens the ability of the BINMIC to remain a vital manufacturing and industrial center in the future. While some commercial and retail services are needed in and near the BINMIC, policy changes are presented to preserve the integrity of the BINMIC as a manufacturing and industrial center.

City aud State Regulatory Issues

- ***Regulatory and permitting burdens on BINMIC businesses.*** Regulatory and permitting are sometimes perceived as onerous arrd may cause growing businesses to leave the BINMIC. Recommendations for regulatory and policy changes, permitting modifications, and agency coordination efforts are included that help both business owners and City regulatory agencies understand each other more easily, leading to a more efficient and productive permitting process.
- ***Environmental cleanup. The high*** cost of cleanup of some industrial sites and the potential liability associated with some properties in the BINMIC are concerns and may prove to be a deterrent for new and expanding businesses in the area. A strategy is suggested which is intended to provide more certainty for existing business owners and others who might locate in the BINMIC in the future, and would help to protect human health and the environment.
- ***Regulations affecting future development There*** is a need for more clarity, consistency and coordination in implementation and enforcement of environmental and regulatory processes. Local planning and land use regulations often overlap with SEPA requirements and can cause increased costs

and time delays. Recommendations for improved regulatory and environmental processes have also been included.

This Plan outlines the Specific policy changes and actions that are needed to address these key issues and to ensure that City and community goals can be met. It is in the common interest of the City, the region and local stakeholders that the actions recommended in this Plan be swiftly implemented.

## The BINMIC Vision: A Thriving Industrial Ares

The BINMIC is a unique industrial environment comprised Of thriving businesses and high wage jobs that are essential to maintaining a healthy economy for Seattle and the region. While high technology jobs with highly educated employees are *provided* in the BINMIC, industrial jobs with benefits and career paths are also available to people with limited education or to non-English speaking worker-s. The BINMIC economic environment is an historically routed urban industrial neighborhood that coexists with surrounding commercial and residential neighborhoods. It ia a vital place with its foundation in three industrial clusters: the fishing and maritime industry, small *manufacturing* and industrial operations, and an emerging high technology business base.

It is the vision of the business and pruperty owners and workers of the BINM IC that this special place and its industries are preserved to thrive and prosper in the future while adapting to changing economic and demographic conditions This vision of a thriving future industrial *area is* supported by the BINMIC and all City government departments. A thriving manufacturing and industrial area is also an incentive for workers to live close to their work place. High-wage jobs will provide the incentive for living in the surrounding residential areas. Workers living close to their work place also decreases the number of automobiles on the highways commuting to work from the outlying communities.

BINMIC businesses generate millions of dollars in business aud tax revenues each year and provide thousands of fi+mily-wage jobs to a diverse work force which ranges from scientific researchers to those without a high school diploma or who speak English as a second language. Together, the City and property owners maintain and improve the conditions necessary for BIN MIC's vitality, in particular the surface *and* marine" infrastructure in support of industry. A key to the vision is enhancing the infrastructure **to meet the needs** of current businesses and their expansion, aud new businesses: freight mobility, public utilities., and greater efficiency in the permitting and regulatory processes. Each of the three - economic sectors in the BINMIC plays an important role in this modern industrial neighborhood; ia a major contributor to the economy of the City and the region; and requires public aud private support to flourish

- *The* fishing and maritime industry dependa upon the BINMIC as ita primary Seattle home pmt. To maintain aud preserve this vital sector of our economy, scarce waterfront industrial land shall be preserved for water-dependent industrial uses and adequate uplands parcels shall be provided to sufficiently accommodate marine-related services and industries.
- Existing and new small manufacturing and industrial businesses arc located on smaller parcels. Many of these businesses support the larger manufacturing and industrial BINMIC businesses. Small industrially zoned parcels shall be preserved for industrial uacs and the assembly nf the smaller parcels to accommodate the growth of existing BINMIC businesses shall be facilitated.
- The future of advanced technology industry is promoted in the BINMIC on parcels not suitable for water-dependent usca arrd where urban transportation connections for commuters are adequate.

The BINMIC plan focuses on promoting and retaining industrial land for industrial uses and enhancing freight mobility and industrial infrastructure throughout the BINMIC, yet the Plan also strives to balance manufacturing and industrial interests with those of the surrounding neighborhoods.

## The Basis of the BINMIC Plan

Early in Phase II of the planning effort, the BINMIC Planning Committee developed three scenarios of how the economic base of the area could change to meet its goals of maintaining and promoting the industrial nature of the BINMIC and attaining the established 20-year employment target. The three scenarios envisioned a fishing and marine emphasis, a small manufacturing and industrial emphasis, and a high technology emphasis. While each scenario differed in its economic development emphasis, it recognized and assumed that other types of business development would also take place. The scenarios were useful, however, for conducting in-depth

analyses of the implications of different kinds of growth and different land uses, and they were used in the development of the environmental impact statement that accompanies this Pkm.

These analyses also yielded an important conclusion, namely that regardless of which kinds of industrial businesses predominate in the future, a substantial number of common improvements will be needed if the" industrial area is to remain healthy arrd flourish. The Plan was ultimately crafted out of the planning and analysis process, and incorporates elements of all three scenarios as studied and presented in the Final EIS. It is also based on the vision of the future as articulated by the Planning committee.

The BINMIC Plan assumes a mix of each of the three sectors (as discussed in tire scenarios) that comprise the current BINMIC: fishing and marine, small and large manufacturing and industrial uses, arrd high technology. However, with the exception of *retaining the* shoreline for water dependent uses, the Plan does not attempt to specify any amounts, types, or locations of uses. The planning and environmental analysis conducted for the BINMIC Planning Committee identified numerous 'issues and improvements that will be needed regardless of how the BINMIC economy evolves. These issues involve transportation, land use, regulatory and policy changes, environmental cleanup, mrd utilities and public services that must be addressed in any envisioned future.

The Plan recommends policies and actions that will support the continued diverse mix of industrial uses that evolves based on future economic conditions, the unique geography of the BINMIC, and the decisions of the many individual workers, property owners asrd businesses acting in response to a healthy marketplace. While the Plan assumes that none of the three industry-fessed scenarios would be emphasized over any other, there is still a need for action While the market will generally dictate how the BINMIC area develops over tbc next 20 years, the "actions proposed in this Plan will be needed if the City's and the BINMIC stakeholder's objectives are to be achieved. If no long term action were undertaken, jobs would most likely still be created in the BINMIC; the City's employment goals for the area, however. may or may not be met, and the opportunity for developing high wage industrial jobs could be lost. If the Plan is not implemented the types of businesses (and the jobs tbcy provide) that would locate in the BINMIC, maintaining the area as an industrial and manufacturing center, and the unique and historic character of the BINMIC would be more difficult to assure.

# III. POLICIES AND ACTION ITEMS

## A. GENERAL POLICIES AFFECTING ECONOMIC DEVELOPMENT

The BINMIC plays an important role as part of the economic engine for the City of Seattle, the Puget Sound region and the State of Washington. Measured by employment, the BINMIC provides 3 .3% of Seattle's, 1.8% of King County's and 0.7% of Washington State's employment. Over 1,000 businesses, 85% of which are at or smaller&n 25 employees, provide permanent employment for over 16,000 workers. In addition, the fishing fleet provides thousands of additional jobs, ranging from highly skilled electronic engineers to shipboard cooks. Osre third of the employment in the BINMIC in 1994 was categorized as manufacturing, which was more than twice the proportion statewide. Two thirds of employment in the BINMIC was categorized as industrial, compared to 310/. in the State as a whole. The wages paid to BINMIC workers are, on average, higher than tbe wages for King County and the Duwamish industrial area. In addition, 25% of the City's tax base comes from industrial jobs, and the industrial employment base is greater than that for Pierce and Snohomish counties combined.

The BINMIC EIS Economic Analysis Report revealed the complex interdependence of businesses in the same and different industries in the BINMIC. For example, there are marry synergistic connections between the port, rail, marine and fisheries industries. This diversity is a critical mass of completing and complementary businesses mrd provides a strcngth and ability for economic adaptation, which is characteristic of the BINMIC through several evolutions in Seattle's economic history. The Economic Analysis Report identified this interdependence or critical mass as "agglomeration" or clustering. Agglomeration is a phenomenon associated not only with firms in thc same industry, but explains wby diverse and different businesses are located in the BINMIC.

Factors that weaken the tendency for agglomeration in the BINMIC could reducc the critical mass, reduce the benefits of locating in the BINMIC, and increase the costs of locating and maintaining these businesses. The individual implementation items addressed in this Plan are of vital importance to the BINMIC because of the potential for the loss of agglomeration in the BINMIC.

### 1. EXISTING ECONOMIC DEVELOPMENT COMPREHENSIVE PLAN POLICIES

E7 *Foster a positive entrepreneurial environment for business incubation and small business growth and support the retention of Seattle's existing business and major institution base. Focus foremost on the health of local business and, where appropriate, recruit or attract outside business.*

E8 *Support the development of Seattle's major public and/or non-profit institutions which significantly contribute to a diversified economy comprised of high wage jobs, bring new activity and capital into the economy, develop and promote advanced technology, and provide substantial public benefits and needed services to Seattle's residents. Balance this support with the interests and needs of the surrounding neighborhoods and other goals of this plan.*

### 2. BINMIC ECONOMIC DEVELOPMENT POLICIES

- Accept growth target of at least 3800 new jobs for the BINMIC by 2014.
- Preserve land in the BINMIC fnr industrial activities such as manufacturing, warehousing, marine uses, transportation, utilities, construction and services to businesses.
- Retain existing businesses within the BINMIC arrd promote their expansion.
- Attract new businesses to the BINMIC.
- Recognize that industrial businesses in the BINMIC have tbe "right to industrialize." That is, industrial businesses within the BINMIC shall be allowed to operate using accepted "industrial practices without undue interference from adjacent areas as long as tbe industrial zoning and development standards are met. Accept, as part of this right to industrialize, that permitting fnr industrial uses shall be simplified and timely.
- In order to retain the base of manufacturing, industrial and maritime *uses* in the BINMIC, the special needs and problems of the businesses operating in this area shall be acknowledged asrd understand. The significant contribution of these businesses to the City'S economic role in the region arrd to its tax base shall be acknowledged.
- Infrastructure in tbe BINMIC shall be sufficient to ensure the efficient operation and smooth flow

of goods to, through arrd from the BINMIC. Infrastructure includes publicly built and maintained roads, arterials, utilities, moorage facilities and other capital investments by the City, Port, County, State and Federal agencies.

- Assist in implementing initiatives recognized and organized by business and property owners and brbur organizations to improve economic and employment opportunities in the BINMIC area.
- Maintain the integrity of the BINMIC and work for ways that subareas within the BINMIC can be better utilized for industrial activities. :
- Work to locate and attract appropriately skilled workers, particularly from adjacent neighborhoods, to fill family-wage jobs in the BINMIC.
- Provide srr educated and skilled labor work force for BINMIC businesses.

## B. FREIGHT MOBILITY AND TRANSPORTATION

The BINMIC's location in a highly urban setting is both a major advantage and disadvantage in terms of the movement of goods and people. While this. industrial center is conveniently located to downtown: the University of Washington; numerous desirable residential neighborhoods; aud the Ship Canal. waterways, and rail connections; access to the major system of regional freeways and arterials needs to bc improved.

A number of kcy arterials in the BINMIC m well as access routes leading to the BIN M IC arc operating over capacity during" peak periods and this condition will continue to deteriorate as the BIN MIC grows mrd as jobs and workers are added. Loading and mancuvering space for trucks is limited and leading often takes place in mad rights-of-way. Freight tail rcmains a vital part of the BINMIC transportation network in taking goods to market. Commuter rail service on thc mainline will soon bc increased by operations of the Regional Transit Authority. Marine traffic is affected by thc conditions of the Ship Canal and Elliott Bay and related pier and duck facilities. Businesses receiving srrd making truck deliveries in the BINMIC, particularly in the Ballard area, are often at odds with cyclists, pedestrians, runners, and other recreationists using the paths near the industrial and manufacturing businesses.

The following proposed policy changes and improvements will help ensure that thc roadway system continues to serve *tha needs of* freight and goods movements and workers commuting to jobs in the BINMIC. The proposed rail and marine related improvements will be crucial to supporting the continued viability of the fishing and maritime businesses in the B INMIC. And the recently adopted agreement to reroute the Burke-Gilman extension and other trails away from the B INMIC should help to alleviate conflicts with non-motorized traffic and ensure the safety of those *using* roads; *driveways* and trails in the area.

Baaed on the input from stakeholders and evaluation of existing conditions data, marry transportation improvement measures were developed. All of these measures are aimed *at improving* freight mobility to and from the BINMIC, or clarifying existing regulations thst could hinder new industrial development in the BINMIC. The improvement recommendations were then prioritized based on criteria appropriate for the manufacturing and industrial centers. This section of the Pkm presents the prioritized list of recommended improvements and details about the recommendations.

### 1. EXISTING FREIGHT MOBILITY AND TRANSPORTATION COMPREHENSIVE PLAN POLICIES

***T11 Provide adequate transportation facilities and services to promote and accommodate growth and change in urban centers, urban villager, and manufacturing/industrial centers...***

***T12 Design and build transportation facilities to reflect the character of the surrounding neighborhood, reinforce the activities desired in the su wounding urea, address community development goals, and be convenient, comfortable, and safe. Make the scale of transportation facilities consistent with surrounding land uses.***

***T13 Involve the public in identifying needs for, planning, and designing transportation facilities, programs, and services Encourage and/or provide extensive public involvement opportunities, both for City decision and for those of other agencies As part of this process, address the special needs of low-income people, children and youth, the elderly, people with disabilities, businesses, and residents.***

***T15 Designate principal arterials, a transit priority network, arrd major truck streets ..Make operating, design, access, and/or service changes to enhance kcy functions of these streets when congestion significantly hinder-s the key functions...***

120 Reallocate street apace among various uses (e.g., general traffic, transit, trucks, carpools, bicycles, parking, pedestrians) as needed to enhance the key function(s) of a street.

T34 Support development of an integrated, multi-modal, regional transportation system that includes commuter rail, new rapid rail and/or light rail, interstate passenger rail, ferries, buses, community feeder/circulator services, taxis, carpools, vanpools, bicycles, pedestrians, and support facilities. Design and operate the facilities and services to make inter-madal transfers easy and convenient.

T50 Designate major truck street...Monitor these streets and make operating, design, access, and/or service changes, m well as capital investments, to accommodate trucks and topreserve and improve commercial transportation mobility and access on these major truck streets. Continue to designate all other arterials as truck streets, as in the Seattle Comprehensive Transportation Program.

T51 Support the establishment of a public/private freight access consortium to address land-side access needs of Seattle% inuring port facilities and manufacturing/industrial centers. Include at least the City, other local jurisdictions, the Port of Seattle, the Washington State Department of Transportation, the Puget Sound Regional council, private business and residential interest.s, the railroads, representatives of the trucking industry, and numbers of the general public.

T52 Support efficient movement of commercial goods by rail where appropriate Promote continued operation of existing rail lines.

T53 promote a multi-modal commercial strategy, including rail, trucks, and air and water transport, and advocate for improved freight and goods movement. Work toward improved multi-modal connections among rail yards, the waterfront, the Du wamish, Lake Union, Portage Bay, the ship canal, airports, and regional roadways.

T54 Consider the needs for delivery and collection of goods at local businesses by truck when making street operating decision, and when developing and implementing projects and programs for highways, streets, and bridges. Consider at least: access to freeways; street width, turning radii, and overhead clearance; railroad crossings; and traffic congestion and conflicts with cars, bicycles, and/or pedestrians

T55 Emphasize investments for: Reserving and maintaining existing transportation facilities; Safety; ... Freight and goods movement; Supporting the urban village strategy; and Complying with Icvdaf-service standards.

T56 Seek funding from various sources and through various strategies, including: Seek contributions from other entities that benefit from an investment, such as property owners nearby an investment; Pursue grants from local, regional, atate, and Federal funding sources;... Maintain sufficient flexibility to enable the City to take advantage of new funding opportunities and to maximize competitiveness for funding.

## 2. BINMIC FREIGHT MOBILITY ANO TRANSPORTATION POLICIES

- Improve traffic flow and reduce overall traffic volumes through the BINMIC.
- Facilitate truck mobility.
- Increase transit to and through the BINMIC, and transit ridership to BINMIC businesses.
- Maintain and enhance intermodal (barge, ship, rail and truck) connections
- Maintain -and promote rail service to and through the BINMIC.
- Ensure adequate room for truck loading and maneuvering.
- Encourage clear directional signage to and from the BINMIC to regional highways.
- Maintain major truck routes to and within the BINMIC in good condition.
- improve key intersections to and within the BINMIC.

## 3. FREIGHT MOBILITY AND TRANSPORTATION RECOMMENDED IMPLEMENTATION ITEMS

### Prioritization Criteria for Transportation Improvements

Prioritization criteria for the BINMIC's transportation improvements were derived from the City of Seattle's Comprehensive Plan policies related to transportation, emphasizing those related to "Moving Goods and Services" and also from input from the BINMIC Planning Committee. Each improvement was evaluated by

assigning numeric ratings from 1 to 5 fur each criterion; a rating of 5 being the highest grade representing an improvement that would best meet the criterion. The following criteria were used:

- **Promotes employment growth in the manufacturing and industrial centers** Measures that rate high in this category would primarily be policy and regulatory improvements related to the transportation system.
- **Improves access to and from the BINMIC** by water, rail, arrd regional highways. Such an improvement would enhance freight mobility for the BINMIC enhancing its ability to expand its manufacturing and industrial activity. (Policy L26)'
- **Promotes a multi-modal commercial** transportation strategy. Improvement would support efficient movement of commercial goods by rail, where appropriate, and promote continued operation of existing rail lines. The improvement would enhance connections between rail, truck, and water transportation along the **Ship Canal. (Policies** T52 and T53)
- **Improves function of designated arterials and/or major truck streets. Improvement would make** operating, design, access, and/or service changes to preserve aud improve commercial transportation mobility and access on the city's major truck streets. Increased capacity along Principal Arterials is appropriate where needed. (Policies T16, T20 and T50)
- **Improves truck access to local businesses.** Improvement considers the needs for delivery and collection of goods at local businesses by truck. (Policy T54)
- **Enhances pedestrian link between transit and businesses.** Improvements to arterial streets should consider employees who may access BINMIC businesses on foot or by transit. **(Policy T1 5)**
- **Preserves arrd maintains existing transportation facilities. (Several policies)**
- **Improves safety. (Several policies)**
- **Supports other modes of transportation for the movement of freight arrd goods or employees of BINMIC businesses. The** improvement to the street system would also enhance rail and/or transit operations in the BINMIC. (Policy T53 and T34)

Based on the above criteria, the street improvements were. prioritized by the Planning Committee. The actions are listed by priority category so that "High Priorities" are listed first; followed by "Medium Priorities"; with "Low Priorities" listed bat. Figure 1 chows the location of these improvements by key number.

## HIGH PRIORITY ACTIONS

### T-1 Ballard Bridge and Fremont Bridge Maintenance

**The Ballard and Fremont** Bridges are critical links for businesses in the BINMIC. Three specific projects related to these bridges were recently listed as potential capital improvement projects for the City's proposed transportation bond measure ***on the*** November, 1997 ballot. These include: reconstructing the Fremont Bridge approaches, rehabilitating the Fremont Bridge electrical and mechanical system, and rehabilitating the Ballard Bridge electrical and mechanical system.

**Action:**

**Support planned maintenance for Fremont and Ballard Bridge electrical and mechanical systems and bridge approaches.**

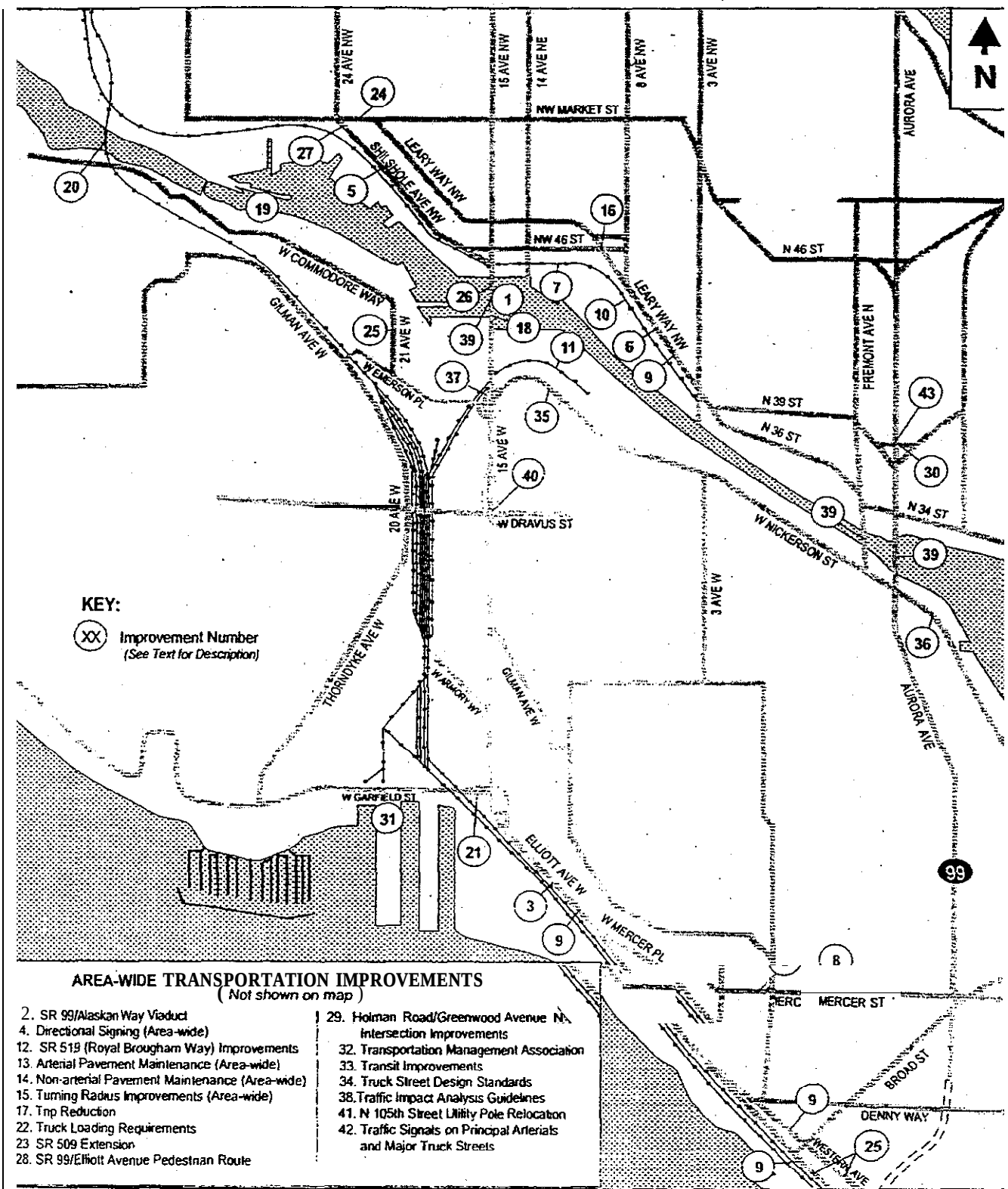
**Implementor:** SeaTran

**Time Frame:** 1 to 6 years for the major maintenance upgrades

**Cost:** Costs for these projects were estimated by the City of Seattle. They include $5 million for the Fremont Bridge approaches, $5.6 million to rehabilitate the Fremont Bridge's electrical and mechanical system, and $6 million to rehabilitate thc Ballard Bridge's electrical and mechanical system.

### T-2 SR 99/Alaskan Way Viaduct

**Tbc** Alaskan Way Viaduct is part of the primary access route between the BINMIC and the region's other industrial areas located south of downtown Seattle. A recent study performed by the Washington State Department of Transportation (WSDOT) and University of Washington determined that a 7.5-magnitude earthquake would severely damage the Alaskan Way Viaduct and the seawalls along the waterfront which support it. WSDOT has performed the first task of a two-task study to evaluate options for upgrading or replacing




**BINMIC**
Transportation Plan

**FIGURE** 1
RECOMMENDED
TRANSPORTATION IMPROVEMENTS"

HEFFRON TRANSPORTATION

tbe Viaduct. The *Alaskan Way Viaduct Project: Task 1 Report was* completed by WSDOT Office of Urban Mobility in December> *19%.* **It evaluated the travel characteristics** of Viaduct users, the impacts on traffic if the Viaduct were damaged, and issues to be addressed in Task 2. Key findings from that study include:

- ***The Alaskan*** Way Viaduct is used by about ***95,000 vehicles*** per &y. This traffic volume ia equivalent to ***25'7.*** **of the total traffic on Seattle's north-south** principal arterials, including Interstate 5.
- About 55% of the Viaduct users travel the entire length of the Viaduct - 30% travel entirely on SR 99 and 25% begin or end their trip at the Elliott/ Western Avenue ramps.
- If portions of the Viaduct were rendered unusable by an earthquake, the resulting trip diversions would significantly increase traffic volumes on downtown streets and result in very poor levels of service.

Task 2 of this study will establish the must reasonable course of action to pursue for the Viaduct. It will evaluate retrofitting tbe existing Viaduct, replacing it in-kind, or replacing it with a boulevard or a tunnel. The Task 2 study may also evaluate ways to improve connections to the route such as an interchange at SR 99/Mercer Street, completion of the interchange at SR 99/West Seattle Freeway, and better comectionstoSR519 (Royal Brougham Way). Funding for Task 2 was requested from the state in the 1997 lcgislative session, but was denied.

This route is critical to businesses in the BINMIC, and it must remain available. BINMIC businesses should be included as stakcholders in WSDOT's **Task 2 study.**

Action:

**Support continued evaluation regarding the best action for the Viaduct.**

**Implementor: WSDOT, SeaTran, Legislature**

**Time** Frame: Study performed in'1 -2 years.

Cost: **.$500,000 for study.**

### T-3 15th **Avenue/Elliott Avenue W Signal Interconnect**

There are sixteen existing traffic signals in the 15th Avenue/Elliott Avenue W corridor between the Ballard Bridge and SR 99. Although some of these signals are coordinated in the@ direction, the old signal controllers (computers) along the corridor do not allow the signal timing to fluctuate in response to changes in traffic volumes or special events. The signals along the corridor *are* located *at:*

- **W** Wheeler **Street (Proposed Pedestrian** Signal)
- W Armour **Street (Pedestrian Signal)**
- Gilman **Drive** W
- W Armory Way
- W Garfield Street
- **w Galer Street**
- **W** Prospect Street
- W Mercer Place
- W Mercer Street
- **w Harrison** street
- Western Avenue
- Near Denny Way **(Pedestrian Signal)**
- Bay Street
- Broad Street
- Cedar **street**
- **wall Street**
- **Bell Street** (Pedestrian Signal)

New signal controllers would allow the signal system to adjust to changes in traffic flow, particularly those which occur **during off-peak periods. Linking to the main computer would require an electrical** connection between Elliott Avenue/Denny Way and Aurora Avenue/Denny Way where an existing computer. feed with excess capacity is located. With the connection to the main computer, SeaTran staff can easily change the signal timing or signal sequence so that the system functions at optimal efficiency. Maintaining smooth traffic flow without stepping for signals leads to significant cost savings for truckers, as well as reducing pollution caused by idling at stop lights.

**Action:**

**Update the signal controllers at 16 intersections in the 15th Avenue W/Elliott Avenue W corridor, interconnect these signals, arrd connect the signal system into the main computer at SeaTran to improve traffic flow through the corridor.**

**Implementor:** SeaTran

**Time Frame: 1 to 2** years

**Cost:** The cost to purchase and install new signal controller units at each intersection is roughly estimated at $16,000 for major intersections (Garfield Street, W Mereer Place, Western Avenue, arsd Bread Street), and $11,000 for minor intersections. The cost tn connect the signal system to SeaTran's main computer estimated to be $15,000. The total cost of the interconnect system is estimated to be about ***$210,000.***

### T-4 Directional Signing To arrd From BINMIC

**Maey of the truck drivers who deliver goods to and from the BINMIC arc from out of town and are unfamiliar with Seattle's street system. There currently exists only one sige which directs drivers to Ballard arrd that is the "Truck Route"** sign located on Aurora Avenue N north of N 155th Street. There arc also fcw signs which direct drivers back to the interstates or SR 99 from the BINMIC. Improved signage would facilitate freight mobility, reduce delivery times, and. potentially reduce fuel consumption arrd **pollution caused by drivers** searching for their destinations.

**Action:**

Develop a **comprehensive signing program to guide drivers, particularly truck drivers, to the BINMIC arrd back to the regional highway system. The signs would direct drivers to principal arterials arrd major truck streets. Proposed new signs are shown on Figure 2.**

**Implementor:** SeaTran for City streets arrd WSDOT for SR 99 and Interstate 5.

**Time Frame: 1 to 2** years

**Cost:** The **estimated cost to** manufacture **and** install these **16-signs is S4,700. This cost assumes $500** each for two overhead mounted signs (assuming they can bc mounted on existing overhead cables); **$300 each for nine** medium-sized post-mounted signs; $200 each for five small interstate directional signs.

### T-5 Shilshole Avenue Through Traffic Reduction

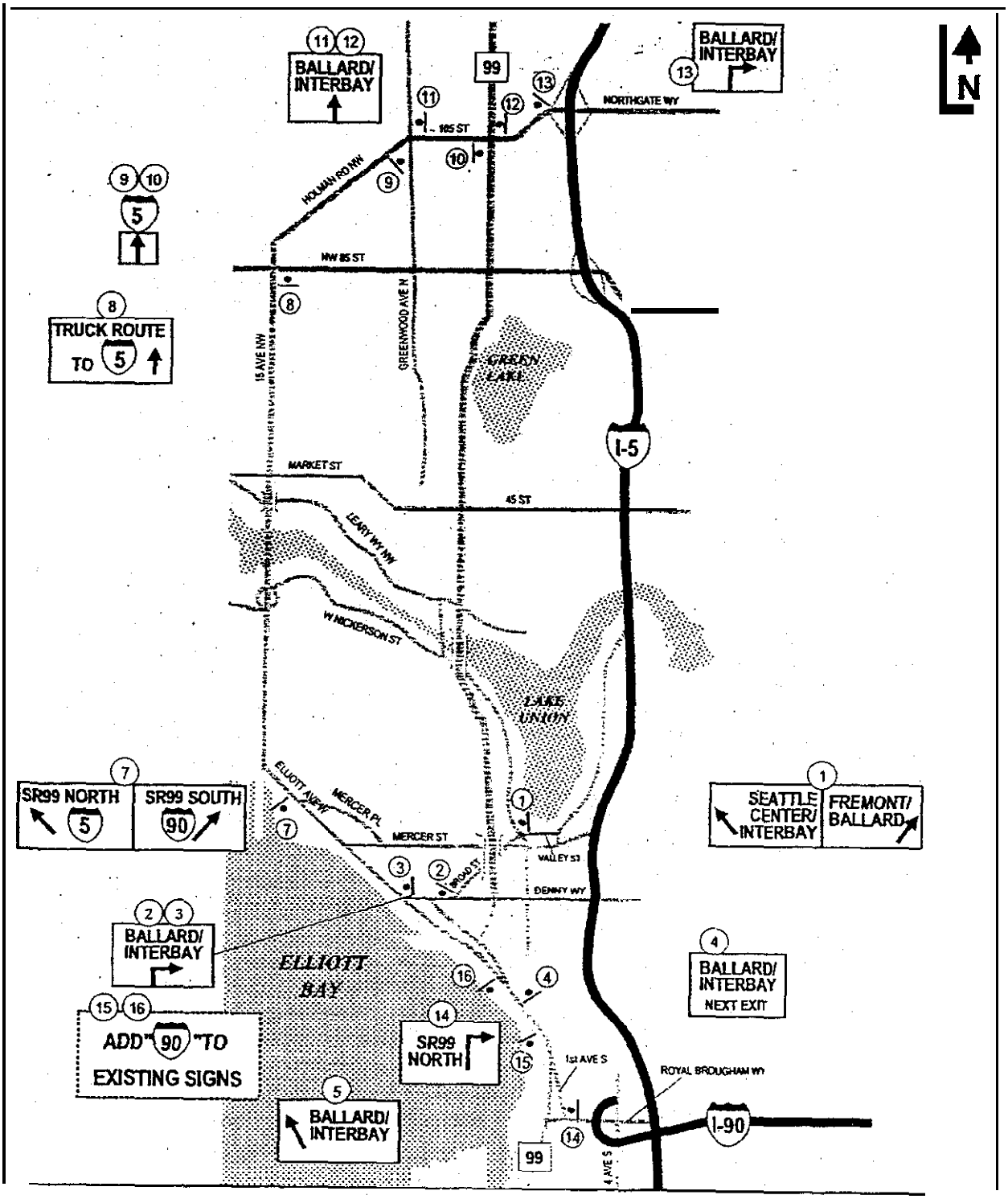
Shilshole Avenue NW is a two-lane, minor arterial between NW Market Strect arrd 15th Avenue NW. Maey of BIN MI C-S major industrial businesses, including many that generate high volumes of truck traffic, take access from Shilshole Avenue NW. According to ***traffic*** **counts,** traffic **volumes on** Shilshole Avenue NW have increased dramatically in recent years aed have made it difficult to access businesses along this roadway. Conversely, traffic volumes on* Way NW, the parallel principal arterial, have decreased substantially in recent years. Leary Way NW between Market Street arrd 15th Avenue NW currently has the lowest traffic volume of any arterial in BINMIC. Through traffic should be directed away from Shilshole Avenue to Leary Way. This would improve access to businesses along Shilshole Avenue and may improve the commercial viability of properties along Leary Way NW.

During the course of this planning effort, members of the BINMIC arrd Crown Hill/Ballard planning committees imet to discuss issues of common concern. The actions presented below were mutually agreeable to representatives of both planning groups.

**Action:**

**Consider the following measures which could be implemented individually or as a package**

- **Adjust the timing arrd phasing of the signal system on NW Market Street to progress traffic turning from Leary Way onto westbound Market Street through 24th Avenue NW. Currently, the traffic progression favors traffic on Market Street east of Lear-y Way even though tbe existing traffic volume on northbound Lear-y Way is approximately the same as on westbound Market Street. If traffic can be shifted from Shilshole Avenue to Leary Way, them the traffic volume on Leary Way could exceed that on Market Street east of Leary Way. Under this scenario, it would be reasonable to change the traffic progression to favor** Lear-y **Way traffic.**
- **Reconfigure Shilshole Avenue's northbound approach to NW Market Street to provide two full lanes: a left-turn-only lane and a through-right lane. (Currently, the east lane is only long enough for about two vehicles because of the curve just south of the inter-section.) This change would allow less signal time to be allocated to northbound Shilshole Avenue NW arrd more time to be allocated to westbound Market Street which would add more capacity for traffic coming from Leary Way NW.**
- **Change the lane configuration on southbound 24th Avenue NW approaching the intersection with NW Market Street. Instead of a left, left-through and through-right lane, provide a left, left-through, and right-tom-only lane. This change would reduce the capacity available for the southbound through movement to Shilshole**




**BINMIC** Transportation *Plan*

FIGURE 2
PROPOSED SIGNAGE PLAN

HEFFRON TRANSPORTATION

Avenue, and would eliminate the merge which now occurs on the south side of the intersect.

- On eastbound Market Street, eliminate the free right turn at Shilshole Avenue NW.
- Relocate or reconfigure the bus stop on the north side of NW Market Street (particularly the stop just west of Leary Way NW) so that buses do not need to stop in the *through* traffic lane.

**Implementor:** SeaTran

**Time** Frame: 1 to 2 years

**Cost:** The estimated cost for this improvement is $10,000 to $30,000. At the low end, it would include adjusting the signal timing and phasing using the existing hardware, and restriping the NW Market Street/24th Avenue NW/Shilshole Avenue NW intersection. At the high end, it may also include a new master controller for the Market Street signal system.

### T-6 Leroy Way/NW 36th Street Traffic Signal Interconnect

There are eight existing traffic signals in the Leary Way to Fremont Bridge corridor along Leary Way NW, NW 36th Street, NW Fremont Place, and Fremont Avenue between 15tb Avenue NW and the Fremont Bridge. Two additional traffic signals have been proposed in conjunction with a proposed commercial development. This route is one of the primary routes to and from businesses located north of the Ship Canal.

Most of these signals operate independently, the exceptions are the three signals *near* tbe Fremont Bridge which are interconnected to process traffic through the series of signals. Interconnecting the signals would allow the signal system to adjust to changes in traffic flow, particularly those which occur during off-peak periods. In addition to improving traffic flow, coordinated signals can also control excessive traffic speeds by timing the signals for the posted sped limit. It may be possible to connect the signal system to the main computer at SeaTran using a telephone connection. This would allow staff to easily change the signal timing or signal sequence so thst the system functions at optimal efficiency.

When the Ballard Bridge opens, queues on the bridge can extend through this intersection. Vehicles that get trapped between the ramp junctions can impale other through traffic on Leary Way NW. Also, just after the Ballard Bridge closes, a surge of traffic can arrive at this intersection which can cause additional delays on queues on the northbound ramp. With an interconnect between this signal and the Ballard Bridge, it may be possible to change phase lengths to accommodate the changes in traffic flow during and after bridge openings.

**Actions:**

**Update the signal controllers at each intersection, providing loops which detect traffic on the side *streets*, and interconnecting these signals to improve traffic flow through the corridor.**

**Evaluate the feasibility of permissive left turns at certain intersections (NW 46th Street and NW 39th Street). Also evaluate interconnecting the Leary Way NW/15th Avenue NW intersection to respond to Ballard Bridge** openings.

**Implementor:** SeaTran

Tiie Frame: **3 to 6 years**

**Cost: The cost** to purchase and install new signal controller units at each intersection is roughly estimated at $16,000 for major intersections (15th **Avenue NW, Fremont Avenue NW, and NW 34th Street),snd$11,000** for minor intersections. The cost to connect the signal system to SeaTran's rosin computer is estimated to be $30,000. The total cost of the interconnect system is estimated to be about $155,000. This project could be implemented in phases: the first phase being to coordinate the signal system with field controllers; the second phase could connect this system to tbe SeaTran main computer.

### T-7 Low Ballard Rail Line Service Continuance

Some businesses may remain or locate along the Ship Canal because it is one of the few places in King County that provides both marine and rail access. The "Lou' Ballard Linc" serves businesses on the north side of the ship canal. This spur connects to the Burlington Northern Santa Fe (BNSF) mainline near Seaview Avenue NW at approximately NW 70th Street. It extends southeast to approximately 3rd Avenue NW parallel to NW Market Street, Shilshole Avenue NW, NW 45th Street, and Leary Way NW. Up until March, 1997, this line served three businesses in Ballard: Salmon Bay Sand and Gravel, Westcm Pioneer, and Ballard Furniture. According to BNSF staff, it ccased operations on this line in early March because of the line's condition and a minor derailment.

In September, the City of Seattle, Burlington Northern Santa Fe Railroad, and the Ballard Terminal Railroad Company (BTRC) reached an agreement for the Ballard

Line corridor to provide short line rail service to the shippers on the Ballard Line. Under the terms of the agreement, the Chy will purchase the corridor aud will work with BNSF to railbank the Ballard Line. The City will grant the BTRC a 30-year franchise to operate on the railbanked lie, provided thst the BTRC continue to provide freight service to minimum levels and rehabilitate and maintain the track.

Maintaining rail service to BINMIC *businesses* would reduce the amount of truck traffic on city streets. It takes three to four trucks to carry the freight moved by one rail boxcar. In addition, rail carries bulky and oversized loads which clog streets rind highways and carries heavier than usual loads which damage the street system. Maintaining the rail service may also keep or attract businesses to the BINMIC which require an intermodal connection.

**Action:**

Support **the September, 1997 agreement that establishes the BTRC. Lobby the State forfunds for rail bed improvement.**

**Implementor:** Ballard Terminal Rail Company and SeaTran

Time **Frame: On-going**

**Cost: $700,000** to purchase corridor

### T-8 Mercer Corridor improvements

The Mercer Corridor. an essential connector to Interstate 5, is cited by industrial business owners as onc of their biggest transportation hurdles, and these owners have indicated that it costs $1.25/minutc to operate their trucking fleet. The City of Scattle has studied ways to improve traffic flow through the Mercer Corridor since Interstatc 5 was constructed; most recently, major improvements were evaluated for tbc Seattle Commons proposal. Most of the BIN M I C-related vehicles that usc this route are destined to or from SR 520 or interstate 90. Those destined further north or south on Interstate 5 would usc other routes such as SR 99/SR 599 or Holman Road. Improving traffic flow in the Mercer Corridor would shorten delivery times, thereby cutting costs to business owners.

Action:

Continue to **pursue major improvements in this corridor, including: improved access between** SR 99 **and Mercer Street, continued access between the Mercer Corridor and Westlake Avenue, and an improved correction from eastbound Denny Way to eastbound Mercer Street.**

**Implementor:** SeaTran

**Tiie Frame: 6+ years**

**Cost: Not Estimated**

### T-9 Arterial Parking Restrictions

Parking along principal arterials that serve the BINMIC reduces the capacity of these streets. Most parking restrictions are tied at removing parking on the lanes leading to downtown Seattle during the morning commuter period, and on the lanes leading away from downtown during the afternoon. However, in sume locations the "reverse" peak direction traffic volumes are, almost as high as those in the peak direction. Additional parking restrictions or extending the hours of the misting restrictions to case congestion on arterials serving BINMIC traffic would improve the traffic flow. There arc also sume inconsistencies among restrictions thst exist in a single corridor. For -pie, one block may be posted with signs that state "No Parking 7 to 9 a.m. and 4 to 6 p.m." while signs on the adjacent block state, "No Parking 3 to 6 p.m." Such inconsistencies also affect traffic operations along a street by forcing traffic to move in and out of perceived available traffic lanes. Consistency in restrictions so that traffic lanes are consistent would also improve traffic flow.

**Action:**

**Modify or add restrictions at the following locations:**

- **Elliott Avenue between Broad Street and SR 99. Parking is currently prohibited on the west side** Of **this street** between **7:00** snd 900 a.m. At a **minimum,** extend **this prohibition to include the** PM **peak period; bowever, a full-day prohibition should be considered for parking along the west curb since congestion can occur on this street throughout the day.**
- **Western Avenue between SR 99 and Elliott Avenue. Par-king restrictions along this street vary block to block. Implement consistent parking restrictions on Western** Avenue between SR 99 **-and Elliott Avenue W. New signs should restrict parking from 6 to 9 a.m. and from 3 to 6 p.m.**
- **15th Avenue W from Garfield Street to Dravus Street. Parking along the east side of this street also varies from block to block. Some of the**

posted signs state, "No Parking 7 to 9 a.m. and 4 to 6 p.m." while others state, "No Parking 3 to 6 p.m." These parking restrictions do not appear to adversely affect traffic operations in the corridor, but may be confusing to drivers.

- Leary Way NW from NW 48th Street to NW 36th Street. Parking on the west side of this street (southbound traffic) is currently prohibited from 7 to 9 a.m. Extend this prohibition to include the PM pesk period because the volume of southbound traffic during the afternoon is high enough to justify an additional lane for traffic.
- Elliott Avenue W north of W Mercer Place. Existing on-street parking located on the east side of Elliott Avenue W just north nf this intersection can impede vehicles that turn right from W Mercer Place. Prohibit parking along the first 50 feet of curb north of the intersection to improve traffic operations at this intersection.

**Implementor:** SeaTran

**Time Frame:** 1 to 2 years

Coat: The estimated cost to implement all recommended parking restrictions is $17,400. This cost aas- that 36 blocks within the BINMIC would require 6 to 10 ncw signs each depending on the length of the block. A total of 232 signs were assumed to be *needed* at $75 per installed sign.

### T-1 o Burke-Gilman Trail Extension

Businesses located on. the north side of the Ship Canal support the rccently signed agreement for the Ballard Terminal Railroad and location of the Burke-Gilman trail away from the railroad right-of-way in the BINMIC. There arc several issues which have been raised by BINMIC businesses supporting the agrcement:

- The primary usc of this corridor should be for continued rail service. BINMIC is onc of the few locations in KingCounty where connections between the rail and marine modes of transportation exist
- The Ballard industrial area was developed before the railroad was constructed-in fact the railroad was constructed to serve the industrial area Because of these historical roots, accommodations were made for industrial uses and t.here arc, consequently, more driveways and street intersections pcr mile through Ballard then on any other section of the Burke-Gilman right-o f-way.' Between 8tb Avenue NW and the east side of the Ballard Locks, there arc approximately 44 driveways and 6 streets that crass the railroad right-of-way. This represents approximately 40 crossings pcr mile over this 1.2-mile trail section. Many business owners fear that the trail will increase the exposure *to* pedestrian-vehicle related accidents at *their* business driveways which could increase insurance costs. They also fear that the trail could increase pressures to upgrade their driveways Or . reduce the number of access points when and if they expand or redevelop their properties.

Action:

Support the agreement **and resolution which call for the Burke-Gilman trail extension to be constructed away from the industrial area.**

**Implementor:** SeaTran

**Time Frame:** 3 to 6 years

**Cost:** Not Estimated

### T-11: Lake Union-Ship Canal Trail Extension

The City of Seattle has plans to extend the Lake Union-Ship Canal trail along the south side of the Ship Canal. This trail currently ends at W Ewing Street and 6th Avenue W. The planned extension would continue the trail along the Burlington Northern Santa Fe (BNSF) Railroad right-of-way and connect to the trail along W Emerson Street at 1 5th Avenue W. The trail would be parallel **to the railroad tracks.**

This'trail extension must *not* preclude or impede rail *access* to businesses located west of 10th Avenue W. along a still active portion of this line (Terry Avenue Line). There are many locations around the county where parallel trail and rail uacs exist within the rail right-of-way (Reference: *Rails-with-Trails Study,' Sharing Corridors for Transportation and Recreation.* Rails-to-Trails Conservancy end the National Park Service, Patrick Kraich, 1996.). The Ship Canal Trail appears to be a location where these uses can cc-exist.

BINMIC would support this plan if the following features arc included in the Ship Canal Trail.

- Provide physical separation between the trail and the train tracks. This could be a barrier such as a 6-foot high fence, **or raising the trail to a higher grade than the rail.**

- Provide stop or yield control for trail users at the intersection with Ewing Street. It would be problematic for large trucks to atup at this intersection because of the grade on Ewing Street.
- Consider grade separation or gated creasing where the Terry Avenue Line connects into the Balmer Yard. The BNSF railroad frequently uace part of this line to switch at the Balmer Yard which could conflict with pedestrian or bicycle movements along the trail.
- Provide physical separation between the trail and the large gravel areas used for parking near Foss Shipyard. This would prevent parking on or tue near the trail.
- Retain existing truck marshaling and truck parking areas adjacent to the trail.

Action:

**Implement the above recommendations in the** Lake **Union Ship Cared Trail design.**

**Implementor:** SeaTran

**Time Frame: 3 to 6** years

**Cost: The additional cost to accommodate freight movements adjacent to the trail** is roughly estimated at $.10,000 to $50,000, The range would depend on which features have **already been included in the trail design.**

### T-12 SR 519 Improvements

**The** Washington State Department of Transportation (WSDOT) is planning a major improvement project south of downtown which would grade-separate the major east-west traffic between Interstate *90* and 1 st **Avenue S, from the** BNSF Railroad tracks. This project is intended to dramatically reduce train-related delays that currently exist on Royal Brougham Way and that arc projected to increase substantially **in the future to over five hours per day.**

**The** project would be constructed in two phases. The first phase would construct an elevated roadway along S Atlantic Street which would serve two-way traffic between 1st and 4th Avenues. This phase would also rclocate the eastbound ramp *to Interstate* 90 from its cm-rent location on 4th Avenue S to Atlantic Street. Phase 2 would construct a second elevated roadway along Royal Brougham Way with a direct connection from the Interstate 90 and *Interstate* 5 ramps. With completion of both elevated roadways, S Atlantic Street would become a one-way roadway for eastbound traffic, and Royal Brougham Way would become a one-way roadway for westbound traffic. The proposed recommendations would improve access mrd predictability for traffic flow to and from the BINMIC, thereby decreasing costs of freight mobility.

**Action:**

**Support these planned improvements which would benefit businesses in the BINMIC by providing a reliable access route between tbe BINMIC and Interstate 90 that would** bypass congestion **in the Mercer Corridor.**

**Implementor: WSDOT**

**Time Frame: 4** for Phase I; 12+ years for Phase II

**Cost:** $73 million for Phase I; $17 million for Phase II

### T-13 Arterial Pavement Maintenance

**The arterials within BINMIC and the principal arterials that lead to** and from the BINMIC must be maintained if freight movement and smooth traffic flow are to be encouraged. The pavement on marry of these arterials is severely deteriorated. Several arterials with deteriorated pavement conditions were identified through fetus groups with BINMIC business owners and from SeaTran's pavement maintenance logs:

- Westlake Avenue *from* Mercer Street to Fremont Avenue N (reconstruction project is already proposed)
- **Western** Avenue from SR 99 to Denny Way (will be completed in 1998)
- NW 36th Street
- 14th Avenue NW
- 8th Avenue NW
- Gilman Drive W
- 21st Avenue W
- W *Commodore* Way
- Ramps at 15th Avenue W/W Dravus Street
- Portions of W Emerson Street near 15tb **Avenue W**
- **Portions of 15th Avenue NW**

**Action:**

**Repave the above streets and maintain all arterials to and within tbe BINMIC in good condition.**

**Implementor:** SeaTran

Time **Frame:** 1 to *6* years

**Cost:** Determined by City on project-by-project basis. Costa vary substantially depending on the type of pavements, whether a full overlay or patching is needed, and the subsurface condition.

T-14 **Non-Arterial Pavement** Maintenance

There **are many** non-arterial streets within the BINMIC where the pavement has deteriorated to the extent that it affects access to certain industrial properties. Some of tbe properties adjacent to these streets are vacant or underutilized. Business owners arrd real estate experts within the BINMIC believe that these properties would be more viable for industrial development if the City were to improve the infrastructure (pavement, drainage, water. service, etc.) that serves these properties. The following list of non-arterial streets that have deteriorated pavement was identified through focus groups and meetings with businesses in the BINMIC.

- NW 42nd Street from Leary Way NW to about 8th Avenue NW
- **NW** 45th **Street from 9th** Avenue NW to 15th Avenue NW
- 11th Avenue NW from Leary Way NW to NW 45th Street
- 26th Avenue NW from NW Market Street to NW 54th Street.

**Action:**

Evaluate funding options for non-arterial pavement repairs, and/or the ability to combine paving projects with other utility improvements such as drainage improvements.

Implementor: SeaTran

Time Frame: 1 to 6 years

**Cost:** Determined by City on project-by-project baais. Costs vary substantially depending on the type of pavements, whether a full overlay or patching is needed, and the subsurface condition.

T-15" Turning Radius Improvements

Right-turn movements are the most difficult maneuver for a truck to make on Seattle's streets because of small comer radii mrd narrow roadway widths. when a truck turns to the right, there arc two constraints that can **impede the trucks ability to** term. **The&t constraint** is the radius mr the corner of tire intersection. If the radius is too small, the truck must "swing wide" to prevent its back wheels from mounting the curb or sidewalk. The second constraint is the width of the roadway onto which the truck is turning. On narrow streets, the front end of the tmck may cross the center line when making a right turn. If cars in the opposing kme are present, for example waiting at a signal, the truck may need to wait for these opposing vehicles to clear the intersection. Left-turn movements are much easier for a truck to make since there is no limiting inside turning radius.

Because of these constraints, the City should establish a minimum turning radius for major tmck streets. The minimum turning radius for these locations should accommodate a truck with a wheelbase of 63-feet (WB-63), The wheelbase is measured between the front axle on the h-actor and the rear rode on the trailer. A WB-63 truck usually carries a 48-feet box or container. Although this turning radius wordd not accommodate the largest truck that cmr legally travel en Washington State roads (currently a WB-67 which carries a 53-foot box), the radius would accommodate most large trucks including construction-related trucks, container tmcka, garbage trucks arrd fuel trucks.

Action:

**Improve the turning radius to aid mobility for trucks with a wheelbase up to** 63 **feet to arrd through the** BINMIC at the following locations:

- Southeast comer of the Westlake Avenue/Mercer Street intersection
- The proposed Galer Street ramp which would serve Terminals 86,@rougb91.
- W Dravus Street/l 5th Avenue W interchange
- The Emerson Street/Nickerson Street/1 5tb Avenue intersection including the radius between southbound 15th Avenue W mrd westbound Emerson Street, and the radius between northbound 15th Avenue W and the Emerson Street overpass.
- Southeast corner of 15th Avenue NW/NW 85th Street.
- Southeast comer of the 20th Avenue W/W Dravus Street intersection.
- Northwest comer of SR 99/N 105th Street intersection.
- Northwest corner of tfrc interstate 5/Northgate Way intersection.

**Implementor:** SeaTran

**Time Frame:** 1 to 6 years

**Cost:** $10,000 to $20,000 per corner; more if the comer radius is located on a structure.

### T-16 NW 46th Street

NW 46th Street, together with Shilshole Avenue, is the primary access and egress route for industrial properties located north of the Ship Canal. There are two traffic measures which should be evaluated for NW 46th Street to improve or maintain access to the industrial area:

- **Install traffic** signal at **Leary** Way NW/NW 46tfr **Street** intersection arrd construct **eastbound right-turn-only lane.** ScaTran has been evaluating the possibility of installing a traffic, signal at this intersection. A signal *would* aid drivers who arc crossing Leary Way NW at NW 46th Street or who are turning left from NW 46th Street onto Leary Way. However, if the traffic signal is installed, then an additional lane to servc castbound right-turn traffic should also be installed. Without the right-turn-only lane, this *intersection* would *continue to* operate at unacceptablc lcvcls of servicc during the peak hours.
- **Potential Redevelopment of the Salmon Bay Steel Site. A** recent proposal to redcvclop this site with a **commercial usc recommended installing a traffic signal at the intersection** of NW 46th Street and **11th Avenue NW. This** signal was rccommended to provide drivers an alternate routc to congestion that could exist at the 1 1th Avcnuc NW/NW Leary Way intersection. However, it would bc contrary to BINMIC's desire to reducc traffic on thc NW 46th Street/ShiIiholc Avenue corridor. If this redcvclopment proposal is approved, then alternatives to this recommcndcd mitigation measure should be explored.

**Action:**

**Implement the measures on NW 46 Street to improve vehicular movement to srrd from the BINMIC.**

**Implementor:** SeaTran

**Time Frame:** 1 *to* 2 years to install traffic signal arrd evaluatc mitigation for Salmon Bay sit.

**Cost: Staff** Resources to evaluate mitigation proposed for redevelopment of Salmon Bay Steel Site. Cost to install traffic signal and right-turn-lanc estimated to range from **$70,000 to $1 OO,WO. At the low end, cost** assumes **that lane could be implemented** without widening **pavement;** at the high **end,** cost assumes that widening **would be required** for **the right-turn-only** lane.

### T-17 Single Occupant Vehicle Trip Reduction

Reducing overall traffic volumes, **particularly single occupant vehicles,** is a goal of the BINMIC and the BINMIC supports programs and transit that reduce single occupant vehicles. These programs benefit truck movements for which there are few alternatives. The thresholds for transportation management plans (TMPs), which are often required as mitigation under SEPA, should be consistent with other jurisdictions in the area so that businesses in BINMIC do not have to bear more costs or regulations than **businesses elsewhere.**

**Action:**

**Support programs and improvements irr transit that would reduce the number of single-occupant vehicles on city streets and regional highways.**

**Implementor:** DCLU arrd SeaTran

**Time Frame:** 1 - 2 years

**Cost:** Staff resources

### T-18 Ballard Bridge Maintenance Schedule

Traffic volumes on the **Ballard Bridge** between 600 a.m. and 700 p.m. are high **enough that any lane closures required for construction or maintenance would create extreme congestion.** Such congestion results in delays aud associated costs to BINMIC businesses,

**A c t i o n :**

**Perform arry construction-related lane closures between 7:00** p.m. arsd **6:00 a.m. on weekdays or on** weekends.

**Implementor:** SeaTran

**Time Frame:** ongoing

**Cost:** Not Estimated

### T-19 Coordination for Large Lock Maintenance

At present, there are two types *of* Locks *closures annual* two week maintenance arrd emergency closures. The Army Corps of Engineers used to confer with affected parties to determine the optimal time for maintenance

closure. Recently, however, the Corps has not consulted people mrd baa instead offered a few dates. One company this year reports having to turn away three busts desiring maintenance, resulting in a direct loss to the company of over *$500,000,* mrd multiplier loss to Seattle of two to three times tbst amount. Another company reports the inability of 15-20 boats to enter the locks for fueling at their company, resulting in a 10ss of approximately $40,000 per boat. Au annual meeting when all parties could determine the optimal closure time could help alleviate these losses.

For emergency closures, the Corps of Engineers faxes notice to a list it maintains of affected property owners. Closures longer than one hour and without notice can result in thousands of dollars in lost fuel mrd labor while boats idle. Presently, a local businessman faxes emergency closure notices to a broad list of affected parties, including the Harbor Patrol, University of Washington, NOAA, and private businesses. It would seem appropriate for the Army Corps to take greater **responsibility for maintaining and notifying an expanded sud updated list.**

**Action:**

**Work with the Army Corps of Engineers to reinstate annual meetings with affected parties to determine annual maintenance closures and to assume greater responsibility for maintaining a broad, annually updated fist of affected par-ties to be notified of impending Lock closures.**

**Implementor:** Scattle Office of Intergovernmental Relations, Army Corps of Engineers

**Time Frame:** On-going

**Cost:** Staff Resources

### T-20 BNSF/RTA Rail Bridge Operations

Under Federal law, marine traffic on the Ship Canal has priority over both vehicular and rail movements across tbc Ship Canal bridges. While no immediate improvements are needed for marine traffic, future plans *to* implement commuter rail service on the BNSF Mainline could threaten the marine traffic's priority. In accordance with Federal Law, there should bc no extended closures of the Ship Canal rail bridge for RTA commuter rail traffic.

**Action:**

Limit extended **closures** of **tbe Ship Canal rail bridge** for RTA commuter **rail traffic.**

**Implementor: City of Seattle representative to the Regional Transit Authority (OMP), Coast Guard**

**Time Frame:** 3 to 6 years

Cow. Not Estimated

### T-21 Galer Street Overpass

Proposed development along Elliott has the potential to impede truck access to local businesses at Piers 86 through 91, including *the* Port's freeze/chill facilities. The traffic mtd access changes could be costly and cause hardship for these businesses, many of which rely heavily on delivery vehicles into and out of their operations.

**Action:**

**Design the Galer Street overpass ramps such that, if the Galer Street rail crossing were to be closed to vehicular traffic, the new ramps would not significantly degrade area 'intersection operations or truck access to local businesses at Piers 86 through 91.**

**Implementor:** SeaTran

**Time Frame: 1 to 2 years**

**Cost:** Staff Resources

### T-22 Truck Loading Requirements

Many of the properties in the BINMIC are small and therefore have limited space to provide on-site truck maneuvering areas as required in the City's land use code. In addition, there arc many locations in the BINMIC where trucks have been observed loading from a street's travel lanes because inadequate truck loading arms exist at the curb. Exceptions have been granted on a case-by-case basis: however, business owners who arc expanding a site may not be aware that exceptions are possible and may not pursue a permit further.

**Actions:**

**Establish criteria that would allow a business with limited site area to perform some maneuvering off-site. These could include items such as:**

- **Restrict off-site truck maneuvering to certain time periods that would not affect traffic on minor or principal arterials (for example, on-street maneuvering allowed only between 800 p.m. and 6:00 a.m.).**
- **Allow loading from adjacent street if a designated loading area is available that can**

accommodate potential truck volume and lengths.

- Allow off-site truck maneuvering if adequate sight diatarrce to and from the truck maneuvering area can be provided.
- Allow trucks to extend onto street right-of-way if trucks would not impede traffic, and would not be parked at loading docks fnr extended periods of time.

Develop aud promote a mechanism through which businesses can easily apply fnr curb-side loading zones,

**Implementor:** DCLU, SeaTran, City Council

**Time Frame:** 1 to 2 years

**Cost:** Staff resources ordy for land use code change; $200 per loading zone for new signs and curb paint.

T-23 SR 509 Extension

WSDOT is proposing to extend SR 509 south about 10 miles and connect it directly to Interstate 5. The project would improve freight mobility by providing arr alternate route to Interstate 5 which bypasses the congested Southcenter Hill. Preliminary design mrd environmental analysis for this project are underway and are expected to be complete by the end of 1998. Project construction is scheduled to bc complete by the year 2003, if funding can be secured.

**Action:**

Support this proposed project as it would improve access between the BINMIC and areas south of Tukwila.

**Implementor:** SeaTran, WSDOT

**Time** Frame: 3 to 6 years.

**Cost:** $350 million

T-24 Ballard **Avenue NW Circulation Changes**

Re-establishing two-way traffic on Ballard Avenue would improve access to businesses on Ballard Avenue and reduce traffic on Shilshole Avenue NW. Only right-turn movements should be allowed from Market Street since the left tur" from Market Street could affect through traffic on that street. Ri-opening Ballard Avenue to two-way traffic would require removal of posts on the west side of Ballard Avenue at Market Street, and may require removal or reconfiguration of parking along Ballard Avenue to accommodate two-way traffic. This recommendation was discussed and agreed upon by the representatives of the B INMIC and Crown Hill/Ballard planning committees.

Action:

Re-establish Ballard Avenue to two-way traffic.

**Implementor:** SeaTran

**Time Frame:** 1 to 2 years

**Cost:** $5,000 to $15,000 depending on how the parking on the west side of Ballard Avenue is changed.

T-25 Arterial and Truck Street Designation Changes

Changes are needed to establish a continuous truck corridor between the BINMIC and the state highway system. The following changes in the Seattle Comprehensive Plan and the Seattle comprehensive Transportation Plan street classifications arc recommended to promote the function of streets serving BINMIC traffic:

- Classify Elliott Avenue as a "major truck street" between Broad Street and SR 99.
- , Classify Western Avenue as a "major truck street" between SR 99 and Broad Street.
- Upgrade 21 at Avenue W north of W Emerson Place and W Commodore Way between 2 1st Avenue W and the locks from a "collector arterial" to a "minor arterial".

Action:

Implement the above changes to the Seattle Comprehensive Plan and the Seattle Comprehensive Transportation Plan.

**Implementor:** OMP, SeaTran, City Council

**Time** Frame: 1 to 2 years

**Cost:** Staff resources

## MEDIUM PRIORITY ACTIONS

T-26 Ballard Bridge Opening Requirements

In 1996 the Ballard Bridge was opened 5,897 times for a total of 8,477 vessels. This vessel count only includes those vessels that required the bridge to be raised. Of the 8,477 vessels that passed through, 5,640 were sailboats

and 2,837 were other types of vessels. Sailboat activity has a strong peak in summer, while activity for other vessels is more evenly distributed through the year, with a minor peak in March.

While the bridge is operated by SeaTran, the Federal government has jurisdiction to regulate the opining and closing of drawbridges over navigable waters in the united states. united states coast Guard regulations *(33* CFR Chapter 1.117) state that "drawbridges shall open promptly and fully for the passage of vessels when a request to open is given... ." Hence, marine vessels have the right-uf-wsy over vehicular traffic on the bridge. The Code of Federal Regulations (33 CFR 1.117. 105]) indicates that the Ballard Bridge will open on signal with the following qualifications.

- The bridge operator may wait up to ten minutes after a signal has been received to open the bridge if it is necessary to disperse accumulated vehicular traffic.
- The drawbridge must open without delay for a vessel in a towing operation.
- The bridge dues not need to opcu for vessels less than 1,000 tons from 700 AM to 900 AM and from 4:00 PM to 6:00 PM Monday through Friday except for Fcderal holidays.
- Vessels over 1,000 tons or in an emergency situation shall bc allowed to pass during regularly scheduled closed pcriods.
- Bctwccn 11:00 PM and 7:00 AM thc drawbridgc shall open with onc hour's notice.

Bridge openings midday on weekdays affect access to businesses in the BINMIC, particularly thosc on the north side of the Ship Canal. ScaTran estimates that it takes ten minutes for traffic to rccovcr after a four minute opening, the average length of Ballard Bridge openings. Therefore, the maximum ten-minute wait period for all marine traffic may not provide adequate time for traffic on 15th Avenue W/NW to rccovcr bcforc tbc next opening, particularly during the peak summer months.

**Action:**

**It is recommended that the Coast Guard District Commander review its existing bridge operating procedures and consider a longer maximum wait time for recreational boat traffic on weekdays between 9:00 a.m. and 4:00 p.m..** A **temporary change for 90 days could be implemented to evaluate the effects of this change.**

**Implementor: Coast Guard, SeaTran**

**Time Frame: 1 to 2 years**

**Cost: Staff Resources Only plus minor notification costs.**

### T-27 Shilshole Avenue NW/24th Avenue NW Intersection Improvement

**Vehicles currently hsve difficulty turning from** northbound 24th Avenue NW onto Shilshole Avenue NW because of the existing hairpin intersection configuration. Due to its proximity to the intersection of Market Street, queues from that intersection'can block turns from northbound 24th Avenue NW aud vehicles turning right-on-red from Market Street onto Shilshole Avenue NW can "surprise" drivers turning from northbound 24th Avenue NW because there is not enough sight distance.

Relocating the intersection of Shilshole Avenue NW/24th Avenue NW southeast of its present location would improve — and egress to businesses located southwest of this intersection by increasing sight lines, creating a 90-degree intersection, and moving the intersection away from the queue at Market Street. Implementation of this improvement would require detailed analysis of property ownership near this intersect.io~ including the location of the railroad right-of-way. If required, the feasibility of swapping private land for public right-of-way should be evaluated.

**Action:**

Study **relocating the intersection of Shilshole NW/24th NW.**

**Implementor:** ScaTran and Private Property Owners

Time Frame 3 to 6 years

Cost: Not estimated.

### T-28 Pedestrian Route Under SR 99 near Elliott/Western Avenues

The BINMIC focus groups identified pedestrian crossings of Elliott Avenue mrd Western Avenue near thc SR 99 ramps as a traffic issue for BINMIC. **The Port** of Seattle's Bell Street Terminal project and the Seattle Art Institute have increased pedestrian movements under SR 99 along Elliott Avenue and Western Avenue. Currently, many Of thesc pedestrians arc forced to cross the SR 99 ramps which is neither desirable for tbc pedestrian because of traffic speeds and limited sight lines nor is it desirable for approaching traffic for these same reasons.

As development continues along the west side of Elliott Avenue with proposals such as the Wodd Trade Center and adjacent hotel, it may be possible to construct a pedestrian way which would psas under SR 99 south of these ramps. This would reduce the number of pedestrians that would need to truss the SR 99 mmp junctions with Western Avenue and Elliott Avenue snd improve traffic flow and truck mobility through these corridors. If the pedestrian *way is* designed with adequate security, lighting; and pedestrian-scale features, it would also provide a more pleasant and safer route for pedestrians thian the existing route.

Action:

Work with developers of these properties to implement a pedestrian **connection between Elliott Avenue/Bell Street and the Pike Place Market area.**

**Implementor:** Private Developers, SeaTran

**Time Frame:** 1 to 2 years

**Cost:** Not estimated.

### T-29 Holman Road/N105th Street/Greenwood Avenue N Intersection

Traffic operations at this intersection sre limited by the existing aging traffic signal system which does not include *vehicular* detection. Aa a result, there frequently arc long waits at this intersection, which leads to poor traffic flow and dccreased **freight mobility efficiency.**

**Action:**

**Upgrade tbe existing signal system to include a new signal controller and cabinet, as well as vehicle** and pedestrian detectors. **The addition of vehicle detection may require that the existing pavement be "upgraded as well to prevent detection loops from breaking because of an inadequate foundation:**

**Implementor:** ScaTran

Time **Frame:** 3 to 6 years

cost: .$50.000"

### T-30 SR 99/Bridge Way Intersection Improvements

Existing traffic on the SR 99 Northbound **off-ramp** to Bridge Way has been observed to backup onto SR **99** during the *afternoon* peak *periods*. There are three improvements that should be considered for this location which would improve traffic flow and truck mobility:

**Actions:**

- **Restripe Bridge Way through tbe intersection to include a center, left-turn lane.**
- **In addition, install a channelization island between tbe northbound off-ramp and the southbound on-ramp to provide a refuge lane for traffic turning left from the off-ramp. Allowing drivers on the northbound off-ramp to make a two-step left** turn to Bridge Way **turn** into the **refuge lane then merge with westbound traffic . . would improve the left-turn level of am-vice sud reduce the queue length at this location. .**
- ***Install*** a ***signal*** at the SR 99 **Northbound off-ramp/B ridge Way N intersection,**

**Implementor** SeaTran

**Time Frame: 1-2** years for lane striping and channelization, **3** to **6 years** for traffic signal

**Cost:** $5,000 for lane striping and channelization island ; $20,000 to $60,000 for new traffic signal.

### T-31 Terminal 91 Gate Alternatives

AO large-truck access to aud from Terminal 91 occurs at Galer Street. The City is currently designing a new ramp which would grade-separate vehicular *traffic* from the BNSF Mainline railroad tracks. This ramp will provide additional capacity for vehicular movements snd will prevent vehicles from being blocked by long trains on these tracks.

in the future, additional means of access maybe desired by T-9 I tenants, including businesses from Eastern Washington that store and chill apples, cherries, mrd other produce. Thcrc arc two potential options for this access: rc-opening the north gate to T-91 at **20tb** Avenue W; or cstablishing a new gate accessed via the romps to 23rd Avenue W (Smith Cove ramps). The north gate was closed in 1985 as part of the Short-Fill Agreement between the Port and the Magnolia/Queen Arme neighborhoods. If a north gate entrance is desired in the future, this agreement would need to be renegotiated. A new gate is not currently needed, but may be needed in the future due to increased pressures by the railroad and RTA to c1osc access across the railroad tracks at Galer Street.

**Action:**

**Evaluate alternative gate locations for T-91.**

**implementor: Port of Seattle,** ScaTran

**Time** Frame: 3 to 6 years

CoS?: $10,000 for study of alternative gate locations

### T-32 Transportation Management Association

Transportation Management Associations (TMAs) are typically non-profit organizations setup@ improve the range of commuter transportation options for their members. TMAs are created primarily to give businesses a voice in setting local transportation planning and funding priorities, to enhance mobility through a variety of new transportation services and/or to reduce employers' cost to implement individual work site transportation programs through economies of scale. For the BINMIC, tire moat useful aspect of a TMA would be to assist businesses with "developing mrd administering transportation demand management strategies such as ride-matching programs, working with King County/ Metro to enact changes in the transit system, mrd assisting members to comply with regulatory requirements such as the Commute **Trip Reduction law.**

**Action:**

**Evaluate the feasibility of** establishing .s TMA for BINMIC to assist businesses with **developing and administering transportation demand management strategies, work with King County/Metro to enact changes in the transit system, and assist members to comply with regulatory requirements such as the Commute** Trip Reduction law.

Implementor: ScaTran or WSDOT Office of Urban Mobility, Metro

Time Frame: 1 to 2 years

**Cost:** Not Estimated

### T-33 Trsrrsit Improvements

There arc eleven transit routes that currently serve the BINMIC. Most of thesc routes connect residcntial neighborhoods to major destinations such as the University of Washington. Scattlc Ccntcr, and downtown Seattle. These routes pass through the BINMIC. Higher density cmployment centers, such as thc proposed Immuncx project, may support changes in the transit system. Improvements **in transit to** and through BINMIC would reducc commuter traffic and improve traffic flow.

Potential ways to improvc transit service include:

- **Achieving 15-minute headways between buses along major routes.**
- **Implementing reverse-peak direction express service to BINMIC employment centers.** This measure would provide faster transit route connections to commuters destined to or from the BINMIC that must transfer from another bus route in the University District, downtown Seattle or other locations. Currently, the northbound bus trip from downtown Seattle to BINMIC during the morning commute is considered the off-peak direction. There arc few if any express buses that operate in the off-peak *direction*. Such a change would benefit workers and businesses in the BINMIC by providing more direct transit connections
- **Providing RTA commuter rail station in the BINMIC. Such a station could benefit employees** and businesses within tbe BINMIC by providing long-distance commuter connections, and past RTA plans have considered sites in Interbay for a commuter rail station. The BINMIC planning committee supports a commuter rail station in tbe Interbay portion of BINMIC as a first priority, with tbc Ballard industrial area the secondary priority.

Action:

**Work with Metro and RTA to implement transit service improvements.**

**Implementor: King County/Metro** and Regional Transit Authority, ScaTran

**Time** Frame: 3 to 6 years for improved transit service, 6+ years for commuter rail station

**Cost:** Not Estimated

### T-34 Truck Street Design Standards

Currcntly, thc City of Seattle baa design standards, but they do *not* include standards specifically for truck streets. Because of this omission, strccts may be designed without appropriate attention to the needs "of trucks, with the rcsult that these strccts do not function appropriate to their truck carrying capacity. For example, a street on Harbor Island was recently designed to accommodate bicycles, rather than large trucks, a critical component of Harbor Island. Developing design standards for truck streets would facilitate truck mobility

**Action:**

**Establish design criteria for major truck streets in the City of Seattle. These criteria should include details related to curb radii, lane widths, lateral clearances to**

utility poles and signs, vertical clearances t. structures and other obstructions such as trolley lines, and pavement design. (See T-15)

**Implementor:** SeaTran

**Time Frame:** 1 to 2 years

**Cost:** Staff Resources

### T-35 W Ewing Place Acceleration Lane

W Ewing Place intersects W Nickerson Street on a steep uphill grade. There is inadequate spare near the stop sign for a vehicle to level out before stopping. When the vehicle pulls out into traffic, it requires additional time to accelerate, creating a dangerous situation. If an acceleration lane were created within the shoulder, truck traffic would be able to more safely enter the traffic stream.

Action:

Add a right-turn acceleration lane to accommodate trucks timing to W Nickerson Street from W Ewing Place to improve traffic operations at this location.

**Implementor:** SeaTran or Private Developer

**Time Frame:** 3 *to 6* years

cost: $50,000

### T-36 Westlake Avenue Curve Superelevation

Truck drivers in the BINMIC have reported difficulty negotiating thc existing curvc on Westlakc Avenue N located just southcast of thc Fremont Bridge because the superelevation (side slope) is inadequate, and ScaTran confirms numerous truck rollovers at this location. Tbc curvc is canted the wrong way, creating unsafe driving conditions for trucks, particularly if trucks arc going at high speeds. Repaving the strcct to correct thc superelevation would crcatc safer driving conditions.

Action:

Evaluate the adequacy of this existing curve and re-grade it if necessary. This improvement may be able to be combined with future repaving projects for Westlake Avenue N.

**Implementor:** ScaTran

**Time Frame:** 3 to 6 years

**Cost:** *Not* Estimated

## "LOW PRIORITY ACTIONS

### T-37 15th Avenue W/Nickerson Street/ Emerson Street Interchange

Westbound traffic on W Nickerson Street that is destined to W Emerson Street must go through the existing interchange at Nickerson Street/Emerson Street/l 5th Avenue W. This involves stopping, at two stop signs one. where Nickerson Street intersects the on and off-ramps on the cast side of 15th Avenue W, and another where the 15tb Avenue overpass intersects Emerson Street. Long back-ups at the latter intersection often occur for all directions of traffic.

There is an existing roadway between westbound W Nickerson Street and southbound 15th Avenue W which passes under 15th Avenue W. It maybe possible to construct a ramp between this one-way roadway and westbound Emerson Street to provide a direct access between Nickerson Street and Emerson Street that does not pass through tbe interchange described above. This direct connection would remove traffic from both stop-sign controlled intersections at the interchange and alleviate existing congestion,

**A c t i o n :**

**Evaluate the feasibility of constructing such a ramp.**

**Implementer:** SeaTran, WSDOT

**Time Frame:** 6+ years

Cost: Not Estimated

### T-38 Traffic impact Analysis Guidelines

The Department of Construction and Land Use (DCLU) currently has no written guidelines that determine whether or not a traffic impact analysis is required, and when required, what scope of analysis would be appropriate. Written guidelines for traffic impact analyses would be most useful to non-traffic engineering professionals who are typically charged with preparing the SEPA Checklists and permit applications for new developments. Although this information is usually communicated to a developer at a pre-application meeting, all too often, the traffic impact analysis is the last analysis performed for a site application because thc business owner was not aware that such *a* study was required. At this point in the process it may be too late for a qualified traffic engineer to influence site design issues, such as driveway location, that could improve the operation of a site, and project schedules or budgets can be affected

One resource for these guidelines, the Institute of Transportation Engineers' (ITE) *Traffic Access and Impact Studies for Site Development* (1991), *describes the* key elements required for preparing traffic impact analyses for new and expanding developments. This report. recommends the following

- Conduct detailed traffic access and impact studies whenever a proposed development will generate 100 or more additional peak hour trips. ITE selected this threshold because 100 trips are of a magnitude that could change tbe level of service of an intersection approach, and may require auxiliary tnm lanes. ITE also suggests that traffic impact analyses may also be appropriate for developments which generate less than 100 tips if there are safety or operational concerns in the project vicinity that could be impacted by the project.
- Include in the stndy area for a traffic impact analysis all site access chives, adjacent roadways, and major intersections, plus the first - intersecting in each direction from the site up to a distance determined locally. Additional areas may b-e added based on development size and local issues.

**Action:**

**Develop guidelines for traffic impact analyses.**

**Implementor: DCLU and SeaTran**

**Time Frame:** 1 to 2 years

CO* Staff resources.

### T-39 Transportation Concurrency Screenline Changes

The Growth Management Act requires concurrency. To comply with the GMA, and as part of the *Comprehensive Plan, the Seattle" City* Council adopted a Transportation Concurrency Policy (Ordinance No. 117383, Seattle Municipal Cede, 23.52). This policy is intended to ensure that the transportation clement of the Comprehensive Plan is consistent with the land usc element as required by the Growth Management Act. Within the transportation concurrency policy the City adopted level of service standards for arterials. The level of service standards are set as volume-to-capacity (v/c) ratios for 13 screenlines, each of which encompasses one or more arterials in the City (Ordinance No. 117383, Exhibit 23.52.004A). Screenline analysis is a transportation planning tool that groups key arterials of a transportation network together to measure the operating conditions of a corridor. For example, the Ballard Bridge is nne screenline, and the Fremont and Aurora Bridges together are another screenline. These two screenlines are used to gauge how the principal north-south arterials in Northwest Seattle operate since these three bridges are the primary capacity constraint to *north-south* traffic *flow*.

*The* Ballard Bridge screenline currently has one of the highest volume-to-capacity ratios of tbe City's screenlines. If there is future development in BINMIC that causes the screenline to be exceeded, the concurrency requirement could preclude or hinder future development in BINMIC. Although a large percentage of tbe traffic currently using the Ballard Bridge originates in neighborhoods north of NW 85th Street, new development in BINMIC should have more priority for the capacity on the Ballard Bridge than long distance through traffic. When and if the Ballard Bridge becomes tno congested, through traffic can divert from 15th Avenue NW to Fremont Avenue or Aurora Avenue: By combining screenlines with the Fremont arrd Aurora Bridges, there would be additional capacity, and development within Ballard could continue.

**Action:**

**Evaluate amending the Comprehensive Plan to combine the Ballard Bridge, Fremont Bridge and Aurora** Bridge into one screenline.

Implementor: OMP, SeaTran, City Council

**Time Frame:** 1 to 2 years

**Cost:** Staff resources.

### T-40 Dravus Street/15th Avenue W Interchange

The existing Dravus Street/15th Avenue W interchange does not easily accommodate large trucks because of the small turning radii at the ramp junctions. To tnm onto northbound 15th Avenue W from the Magnolia side of W Dravus Street, a truck has to occupy all the lanes in order to avoid a wall on the comer. There are several businesses on the east side of the northbound on ramp, and if cars are parked on that corner large trucks may not be able to turn at all because the rnsd is simply not wide enough. Evaluating options to improve the inside turning radius at the ramp intersections with Dravus Street or to relocate parking on the ramps would be critical to furthering truck access to 15th Avenue W.

In addition, the existing signal system operates in flash mode during the PM peak period because traffic queues

on the eastbound approach blocked access to the businesses located west of 15th Avenue W. During the remainder of tbe day, this signsf operates normally. Although the traffic signal baa vehicle detectors on all approaches, there are no detectors on the bridge itself because it ia not possible to cut loop detectors into the bridge structure. For this reason, the traffic signal phasing includes a very long 'clear phase' to prevent vehicles from being trapped between the ramps where no detection exists. Installing vehicle detectors would improve traffic signal operations for all but the PM peak hour conditions.

**Actions:**

**Evaluate the potential application of advanced detectors, such as video or microwave detectors, for use on the Dravus Street Bridge.**

**Implementor:** SeaTran

**Time Frame:** 3 to 6 years

**Cost:** $50,000 for radius improvement; $5,000 to $10,000 for signal detection on bridge.

### T-41 N 105th Street Utility Pole Relocation

Many of the utility pales along N 105th Street are too close to tbc curb and prevent efficient use of the curb lane by large trucks. Because truckers are concerned that they will knock the mirrors off on the utility poles, they tend to "adopt" additional space in the non-curb lane. Relocating these poles further from the curb during future utility pole upgrades along this street would improve both truck and automobile mobility Moving the poles is recommended for thc entire length of N 105th Street to I-5.

**Action:**

**Relocate utility poles further from the curb on N 105 Street. from Greenwood Avenue N to 1-5 during future utility pole upgrade.**

**Implementor: Seattle** City Light

Time Frame: 6+ years

cost: $500 to $1.000 per pole.

### T-42 Traffic Signals on Principal Arterials and Major Truck Streets

Every timc a truck is required to stop, it can cause additional delay to other traffic because of its slow acccleration rates. Largc vehicles can also cause additional damagc to pavement at the approaches to intersections as they decelerate to a stop. For this reason, any new traffic signal should be interconnected to nearby signsfs to prevent large bucks from needing to stop at multiple signals.

Where possible, evaluate alternatives to new traffic signals. Such alternatives may include: providing pedestrian crossings at existing signalized intersections; constructing exclusive left-turn acceleration lanes (such as those that exist along Montlake Boulevard in Seattle); and/or consolidating business access driveways so that one signalized driveway could serve multiple properties.

**Action:**

**Design any new traffic signals along major truck streets so that they have the least impact on through truck traffic.**

**Implementor:** SeaTran

**Tiie Frame:** On-going

**Cost:** Staff Resources

### T-43 SR W/Bridge Way Interchange

Currently, there are no good or direct routes between the BINMIC and northbound SR 99 between Greenlake and the Ship Canal. Access to northbound SR 99 at Bridge Way involves a very sharp left turn to N 38th Street; access to northbound SR 99 from eastbound N 46th Street is currently prohibited *because the left turn across* E Greenlake Way is illegal (although mmry vehicles have been observed making this difficult turn.) As a result, trucks may be required *to* perform merry' maneuvers or drive unsafely.

**Action:**

**Evaluate tbe feasibility of providing a ramp from eastbound Bridge Way to northbound SR 99. Additionally, evaluate an improved off-ramp to serve southbound traffic from SR 99 to Bridge Way.**

**Implementor:** SeaTran, WSDOT

**Time Frame:** 6+ years

**Cost:** Not Estimated

## C. INDUSTRIAL LAND USE

Manufacturing, industrial and marine-related businesses fike those located in the BINMIC generally require large tracts of lower cost laud with access to *freight* transportation, space for outdoor storage, loading and maneuvering, heavy use utility infrastructure aud some separation from non-industrial uses. These land conditions are increasingly difficult to obtain in an urban setting such as the BINMIC. In addition, industrial land is under pressure from many forces, including conversion to higher-paying commercial uses, use of waterfront property for public access and recreation, and the desire of adjacent communities to curtail the noise, odors, heavy equipment, and truck traffic generated by industry. It is also particularly true that, due to the agglomeration factor described earlier, land for industrial uses related to each other must be preserved within the BINMIC.

It is increasingly being acknowledged by public policy-makers, however, that industrial land must be protected against some of these forces ifit is to continue to be the location of businesses which offer significant economic benefits such as contributions to the tax base and creation of family wage jobs. The Seattle Comprehensive Plan acknowledged the importance of preserving industrial land and designated two manufacturing aud industrial centers, one of which is the BINMIC. The following policies and action items include some that are specific to the BINMIC and some that would benefit all industrial lands and they are intended to continue and strengthen the existing policies that promote manufacturing aud industry.

### 1. EXISTING INDUSTRIAL LAND USE COMPREHENSIVE PLAN POLICIES

1.25 ***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.***

***L30 Designate industrial development emphasis areas within manufacturing/industrial centers where special emphasis is warranted to promote industrial development.***

***1.31 Work with property owners and the affected community to establish public and private strategies to enhance conditions for industrial activity and redevelopment in industrial development emphasis areas.***

***L115 Include among appropriate activities manufacturing uses, advanced technology industries and a wide range of industrial-related commercial functions such as warehouse and distribution activities. Of the highest priority are high value-added, high-wage industrial activities.***

***L117 Generally do not permit new residential uses in industrial areas.***

### 2. BINMIC INDUSTRIAL LAND USE POLICIES

- **Preserve land use in BINMIC for manufacturing and industrial uses.**
- **Encourage site assembly" for industrial use in the BINMIC, especially on the waterfront.**
- **Discourage non-industrial uses in the BINMIC.**
- **Preserve sufficient capacity in shoreline areas for water dependent uses.**

### 3. BINMIC LAND USE RECOMMENDED IMPLEMENTATION ACTIONS

#### L-1 Industrial Ombudsperson

Industrial business owners frequently do not have time or access to information to successfully navigate City procedures. The result, in some cases, is that plans for new or expanded businesses are abandoned, resulting in frustration to tbe developer as well as loss of revenue to the business and the City. A person dedicated to assist industrial business owners navigate the system will promote a healthy business climate and convey to business owners that Seattle cares about its industries.

The ombudsperson will assist in identifying and recommending process improvement for City departments that will expedite permitting, minimize duplication and conflict, clarify requirements and assist businesses in using the Cudc alternate processes that may be available to tbcm within individual departments. A further function of the ombudsperson will be to report annually to each permitting department and to the BINMIC identifying the origin and extent of problems reported.

**Establish a BINMIC industrial ombudsperson that is responsible for facilitating information flow between industrial businesses and permitting agencies mrd for identifying and implementing process improvements**

which will speed permitting, avoid duplication, clarify requirements aud identify where agencies have flexibility on how requirements are met. The ombudsperson shall perform an annual review with specific recommendations for improvement to the DCLU and other permitting agencies

**Implementor:** Neighborhood Business Council, administered by OED

Time **Frame:** I year

**Cost:** $40,000

### L-2 Rezone IB Properties to IG2

The Industrial Buffer (IB) zoning designation was created to permit industrial businesses, yet acknowledge their close proximity to non-industrial zones with built in measures to mitigate some of the impacts of these businesses. In the course of the BINMIC field work, however, it was determined that there are some areas currently zoned IB that are not, in fact, adjacent to residential areas and, consequently, do nut require as stringent buffering, and could be considered for a rezone to Industrial General (IG) 2.

The City staff team evaluated each of the BINMIC areas to determine whether it was sufficiently removed from residential zoning to warrant a rezone to IG2 and whether it met criteria for such a rezone. Two areas qualified, one north of Leary Way and one on the north tip of Queen Anne along the Ship Canal (see Figure 3). Following positive response to a map and questionnaire mailed to each affected property owner, the BINMIC committee recommended including rezones in this Plan.

**"Actions:**

**Implement a legislative rezone from IB to IG2 for the area north of Leary Way and the north tip of Queen' Anne (see Figure 3).,**

Provide BINMIC property owners **the ongoing *opportunity to apply to rezone* properties zoned** Industrial **Buffer (IB) to IG2 when industrial mrd manufacturing *uses are* adjacent to non-residential uses. Properties shall** meet the following criteria:

- **General rezone criteria in the City's laud use cede**
- **IG2 zoning is needed to expand an existing industrial use' or accommodate the needs of a new business**
- Property **does not abut a residential zone.**

**Implementor: OMP,** DCLU

Time **Frame:** Adopted with Plan Adoption

**Cost:** staff Resources

### *L-3 Bicycle* aad Pedestrian Trails

There is *a* great *deaf* of concern among BINMIC industrial businesses and property owners that encouraging bicyclists, pedestrians, and other recreational users of local roadways and rights-of-way irr the manufacturing and industrial uses in the area is dangerous. Over the years, there have been sufficient accidents and near misses to warrant such concern. With adoption in November, 1996 of resolution 25474, the City has indicated its support of the industrial businesses by routing the bicycle path away from the industrial area. The recently signed agreement for the Ballard Rail Line Corridor further affirms the City's position.

**Action:**

Make all efforts **to locate future bicycle and pedestrian trails away from the BINMIC manufacturing aud industrial uses. Design existing trails to minimize conflicts.**

**Implementor:** SeaTran

Tiie **Frame:** 1 to 2 years

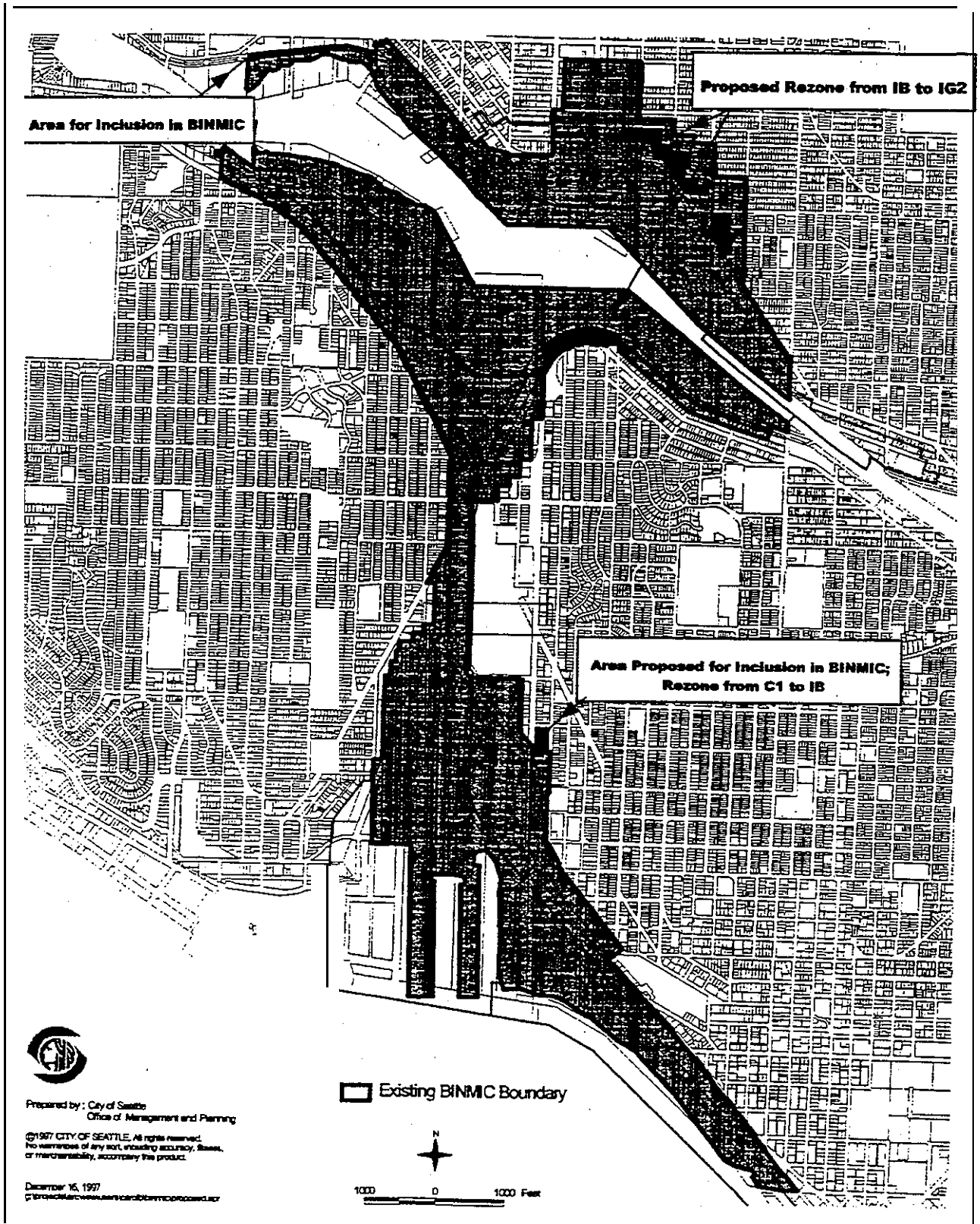
**Cost:** Staff Resources

### L-4 BINMIC Boundary Changes

The Phase 11 BINMIC planning process included the preparation of/he *Land Use and Public Utilities and Facilities* report to address the adequacy and validity of the BINMIC boundaries as established in the City of Seattle 1994 Comprehensive Plain Thc Land Use' Subcommittee assessed the recommendations made in the report and identified several areas for potential inclusion into the BINMIC. The City sent a letter to each property owner in affected areas to inform them of this opportunity to request inclusion in the BINMIC and to ask whether they were interested in having their property *included.* Based on the results of the mailing end a City staff team evaluation of each of the areas to determine whether it met criteria for inclusion, the Planning Committee recommended including *two additional* areas into the BINMIC: GM Nameplate, 2040 15tfr Avenue West (which will also require a legislative rezone as part ofthis process) and the Burlington Northern, Sante Fe Railroad tracks west of *24th NW* between Market Street and the

FIGURE 3

**BINMIC Proposed Boundary Changes & Rezoning**



Salmon Bay Waterway (see Figure. 3).

*Action:*

**Amend the Comprehensive Plan to include GM Nameplate and the Burlington Northern Sante Fe railroad corridor into the BINMIC. Implement a legislative rezone for the GM Nameplate property from Cl to IB.**

**Implementor:** OMP, DCLU

Time **Frame:** Adopted with Plan Adoption

Staff

## D. MARITIME INDUSTRIES AND FISHING

The BINMIC area is characterized by a unique combination of water access and zoning which has for decades attracted water dependent businesses and allowed them to prosper. Many businesses are located in the BINMIC because of the need to be on or near tire water. These businesses include private terminals, shipyards, marinas and other moorage and Port of Seattfe facilities. Specific facilities within the BINMIC include the Port of Seattle's Fishermen's Terminal, Marine Industrial Center and Piers 86, 90 and 91. There are also a number of private terminals. These terminals provide multi-modal connections" for shipping freight throughout the region and overseas. There are currently a total of 1 I,0 11 linear feet of commercial moorage space within the BINMIC, representing 30% of the estimated 36,572 linear feet of commercial moorage space available in Puget Sound, and 55% of the commercial moorage available in Seattle, including Port facilities.

Maritime industries include a broad and diverse array of industries, including cargo shipping, tugs and barges, boat building and repair, fueling, moorage, fishing gear, electronics and provisioning, and maritime professional services. Marry of these businesses are 'closely related to and depend upon the commercial fishing industry, which 'has been central to the Seattle economy and *a* prominent feature of the BINMIC for over a century. The versatile and resilient seafood industry is currently represented by 47 Seattle-based seafood processing companies 18 of which are located in the BINMIC. Most of the remainder are located in the vicinity of the BINMIC and have close ties to other BINMIC businesses.

The maritime and commercial fishing industries arc a ', vital and recognizablc component of both the. BINMIC, Seattle and regional economy. The fishing industry, however, faces particular challenges if it is to retain its role and continue to' function as an economic force within the BINMIC. These pressures include strict fishing regulations, depletion of and cyclical variations in fish stocks, overcapitalization 'of the fishing fleet, changing characteristics of the fleet (i e., larger vessels), foreign mrd domestic competition, changing markets, and many *other* issues. Seattle, and especially the BINMIC, has a long history of functioning as the center of fishing and ancillary activity in this region, even though most actual fishing activity now takes place in waters off Alaska. Other ports and cities compete with Seattle and tbc BINMIC for this role. Tbc City of Seattle needs to provide assistance and support to the commercial fishing and maritime industries to help retain a productivc, viable fishing fleet and maritime industry in the BINMIC. Both existing policies and proposed new policies and actions are important to achieving this goal.

The maritime industries in BINMIC generate for the City, King County and Washington State export revenues and family wage jobs having high multiplier effects (i.e., spin-off jobs) and creating opportunities for a diversified work force.

Seattle is the home pm-t of the North Pacific Fishing Fleet which employs thousands of workers and is the core of a cluster of related maritime industries. Because of the interdependence of commercial fishing with related businesses such as refrigeration, electronics, and grocery provisioning changes in the fishing industry can have broad effects throughout the local area and the region. These factors create a vulnerability within the BINMIC economy that must be addressed by public policies aud actions.

### L EXISTING COMPREHENSIVE PLAN POLICIES RELATING TO THE MARITIME AND FISHING INDUSTRY

**L200** B-1 The **Ship Canal**

***Retain and encourage the important role that the Ship Canal plays in state, regional and local fisheries by reserving the Ship Canal primarily for water-dependent and water-related uses. Non-water-dependent uses shall be restricted, prohibited or allowed only on a limited basis by the selection of shoreline environments that favor water-dependent uses.***

***Encourage the development of non-water-dependent commercial; institutions! and manufacturing uses on those areas of the Fremont Cut that do not have water access.***

### 2. BINMIC MARITIME AND FISHING INDUSTRY POLICIES

- **Recognize the interdependence of maritime and fishing industries and related businesses and their special requirements for transportation, utilities, pier space and chill facilities. Encourage retention. of this *cluster* of businesses and facilitate attraction of related businesses.**
- **Support maintenance of and creation of pier space for larger vessels (over 60 feet) within the BINMI C to facilitate loading of cm-go, provisions, and fuel and obtaining maintenance.**

- Demonstrate City of Seattle support for the continued role of the [redacted] and fishing industry by documenting the economic significance of these industries and working to be sure these industries' roles and significance are publicly recognized.
- Retain shorelines for water dependent uses by strictly enforcing waterfront and shoreline regulations in industrial areas.
- Provide a physical and regulatory environment that fosters the continued health of the maritime and fishing industries in the BINMIC.
- Encourage land assembly on the BINMIC waterfront to accommodate commercial fishing and other heavier maritime usea.
- Support the seattle-based distant-water fishing fleet's efforts to participate effectively in Federal and State fisheries management and regulation of fishing.

## 3. MARITIME AND FISHING INDUSTRY RECOMMENDED IMPLEMENTATION ACTIONS

### FM-1 North Pacific Fisheries Management Council

The BINMIC fishing industry is underrepresented on the North Pacific Fishing Management Council. As a result, Seattle and BINMIC interests arc not given adequate weight. Changing membership on the Council would require amending the Magnuson Act. which was reauthorized last year. and will not bc revisited in the near future.

**Action:**

Support iong term efforts to secure additional representation for the State of Washington on the North Pacific Fishing Management Council.

**Implementor:** City of Seattle Office of Intergovernmental Relations

**Time Frame:** 1 to 2 years

Cost: City staff resources will be required to contact the National Marine Fisheries Service and Federal legislators to seek more representation of BINMIC on this federal council.

### FM-2 Industry Status

Data currently available to City of Scattle decision-makers fail to adequately reflect the significance of the marine and fishing industries to the City's economy. Needs of these industries are rarely considered when City investments arc prioritized. Because much of the investment in the industry is afloat rather than ashore and because the industry and its supporting suppliers of goods and sex-vices are not reflected es associated per Standard 'Industrial Cedes, the impact of these industries and the threats and opportunities affecting them are often overlooked when regulatory and infrastructural decisions are being made. BINMIC recognizes the need for visibility of the marine and fishing industries rind then+ for targeted City actions to support them.

**Action:**

The City shall gather data on the state of the fishing industry, particularly relating to the viability of the Seattle-based distant water fleet and the ancillary industries and services supporting the operation of this fleet and other seafood harvesting and processing operations in Alaska which avail themselves of Seattle services. In cooperation with the Seattle Marine Business Coalition and Port of Seattle, the City will fired preparation of an annual State of the industry report which will incorporate information on local infrastructure needed to support the fishing industry (pier space, utility services, transportation facilities); shipyard activity (vessel construction arrd repair); regulatory actions affecting the fleet; and economic data relating to the industry's health( e.g. catch volume and value). Qualifications for consultants retained to conduct the study shall include demonstrated extensive at-sea experience in Alaska, demonstrated expertise in assessing multiplier 'effects of fishing-related industries and demonstrated knowledge of the status of North Pacific Fisheries Management Council decisions and current politics and. their effects on Seattle-based fishermen. The report shall identify City, Port and other governmental actions which support the industry in meeting challenges and maximizing opportunities identified in each year's report.. The report will be made public every year at a forum at which representation is present from the City, Port, SMBC and major fishing industry organizations and firms. The report will result in an annual work program of public and private initiatives which will support the industry, such as targeted lobbying efforts, legislative changes and investment in infrastructure projects.

**Implementor: OED, Port** of Seattle, Seattle Marine Business Coalition

**Time:** On-going

**Cost:** Staff resources and annual budget allocation te fired report updates

### FM-3, Barge, Ship, Rail, and Truck Freight Intermodal Connections

As the portal to the Pacific, the quality and efficiency of the barge, ship, rail, and truck freight intermodal connection of BINMIC associated with the Port of Seattle Terminals 86 and 90/91, Fishermen's Terminal and the Maritime Industrial Center and private industry on the Ship' Canal are vital to retaining the fishing and maritime industry in BINMIC." Individually, these modes of transportation to the fishing and maritime industries are important. Moreover, the entire transportation system located in the BINMIC works most effectively when all of these individual modes of transportation work together.

Action:

**Improve and retain the barge, ship, rail, truck freight intermodal connections of BINMIC associated with the Port of Seattle Terminals 86 and 91, Fisherman's Terminal and the Maritime Industrial Center and private industry cm the Ship Canal. Pay particular attention to access needs for chill facilities in the BINMIC. (See also *Transportation section, particularly Implementation Items T-7, T-11, T-19, T-20.)***

**Implementor:** ScaTran, Port of Seattle

Time Frame: 1-2 years

**Cost:** Staff Resources

### FM-4 Representation on Constructing Codes Advisory Board

Currently, a representative from the maritime industry, the Port of Seattle, has a scat on the Fire Cede Advisory Board (FCAB). The positive experience from maritime representation on the FCAB points out the benefit of adding marine representation to the Construction Cedes Advisory Board (CCAB). **Even prior to any formal addition to the CCAB,** maritime industry representatives can attend meetings of the Board.

**Action:**

**Add to the Construction Codes Advisory Board a position to be reserved for a representative of a maritime industry and appoint an appropriate individual to the Board.**

**Implementor: DCLU**

**Time Frame:** 1-2 years

**Cost:** Staff Resources

### FM-5 Facilitate Dock and Pier Maintenance

Owners of decks and piers along the Ship Canal perceive that the regulations affecting repair, maintenance and improvement make it prohibitively expensive and difficult to do this. work. BINMIC asks that the Fire Department and DCLU provide timely review and early notice of requirements needed to-obtain permits for dock and pier work.

**Action:**

**Explore possible changes to the Seattle Fire Code and Building Code *to* determine if code alternates can be used** to **facilitate pier maintenance and improvement. Honor the state-mandated 120-day turnaround for development permit processing. Use pm-application meetings whenever possible to provide up-front notice tn applicants of requirements. Invite Fire Department and other agency participation in pce-application meetings.**

**Implementor:** Fire and DCLU

**Time** Frame: 1-2 years

**Cost:** Staff resources

### FM-d Dock and Pier Improvement Education and Assistance

Many layers of regulation and a number of different regulatory agencies are involved in the maintenance and construction of piers along the Ship Canal. Pier owners often do **not know whereto begin or whom to contact or** what options arc available to them when they wish to seek permits for work on these piers. In semc cases, pier owners give up, but in other cases, negotiating tbe permitting maze can be costly. A Director's Rule prepared jointly by DCLU and the Fire Department with input by BINMIC would identify berth the City's public safety and environmental concerns and the BINMIC concerns with permitting.

**Action:**

**Prepare *a* Client Assistance Memo regarding pier maintenance and construction permitting along the Ship Canal for use by BINMIC waterfront property owners. The Memo should include specific examples of completed form applications for exemptions from Shoreline Management Act Substantial Development**

Permit requirements and sample ktters requesting SEPA Categorical Exemptions. Recommend DCLU provide information on exemption request procedures in the Memo with special emphasis on Seattle Policies and Procedures 25.05.305.C. State and federal agencies are encouraged to provide similar written assistance.

Implementor: DCLU, Dept. of Ecology, other agencies with jurisdiction

Time Frame: 1-2 years

cost: Staff Resources

### FM-7 Area-wide Plan for Pier Maintenance and Restoration

In order to facilitate pier maintenance and restoration, the City shall consider preparing a Director's Rule which identities code relevant code provisions and possible alternates which could simplify this work. Knowledge of the Director's Rule and code alternatives could save pier owners time and money and signify the City's intent to assist pier owners with *their* maintenance or restoration projects.

**A c t i o n :**

**Recommend that DCLU submit a draft of a new Directors Rule for review by BINMIC for an area-wide** plan **for pier restoration and maintenance that acknowledges City safety and environmental concerns, and BINMIC economic and business concerns with permitting requirements.**

Implementor: DCLU, Fire Dept.

Time Frame: 1-2 ycars

Cost: Staff Rcsourccs

### FM-S Maintenance Dredging

*Some* of the Salmon Bay area is currently too shallow to allow some large ships in for repair and maintenance. Tbc cost and time required to perform maintenance dredging in Salmon Bay arc prohibiting some Salmon Bay businesses from retaining and expanding their services for ship repair and maintenance. There is a concern among many of thc businesses located on the Salmon Bay and Ship Canal waterfront that this lack of maintenance dredging may force marine businesses out of the BINMIC.

**Action:**

**The City shall spearhead a process (in cooperation with the Washington Department of Fisheries, Army Corps of Engineers, tribes, and the Department of Ecology) to obtain timely dredging permits. The inability of maintenance dredging may force marine businesses out of BINMIC.**

*Implementor:* City of Seattle, Port of Seattle, Washington Department of Fisheries, Army Corps of ,. Engineers, tribes, and the Department of Ecology

**Time Frame: 1 - 2 years**

**Cost: Staff Resources**

### FM-9 Lock Closures

**Maintenance** work on the Hiram Chittenden Locks, particularly when this takes the large lock out of operation for extended periods, creates expensive problems for the fishing and barge fleets' larger vessels. The Corps of Engineers haa routinely tried *to schedule* work so as not to disrupt sailing schedules, but the marine industries would like to formalize the method of prior notification when luck closures are anticipated.

Action:

**The City shall obtain an agreement with the Army Corps of Engineers that the Corps will give the City and designated industry prior notice of all lock closures. (See *Freight Mobility and Transportation Action Item T-19.)***

**Implementor:** City of Seattle and Corps of Engineers

**Time** Frame: 1-2 years

**Cost: Staff** Resources

### FM-1 O Education Workshop

Owners of piers located along the Ship Canal lack information about bow to obtain permits to make repairs or improvements. The City should take the lead in *disseminating* information which will both encourage pier owners to make repairs and simplify the process of **obtaining permission to do so.**

**Action:**

**Recommend that DCLU hold an annual educational workshop on application procedures for BI NMIC private/public pier owners. Recommend DCLU provide information on exemption request procedures at the workshop.**

"~ **Implementor: DCLU**

Tiie **Frame: I-2 years**

***coat*** Staff Resources

### FM-11 Preservation of Land for the Fishing/Maritime Industry

For several reasons, partly the cyclical nature of the fishing and maritime industries, and partly the changing patterns of land use irr industrial areas, waterfront and water-dependent lands used by the fishing and maritime industries are increasingly threatened "by the incursion of other uses. In many cases, the new uses are not dependent on access to the shoreline or its related businesses, curd may, in fact, be in conflict with maritime uses. The importance to Seattle of the maritime industries and their fragility, call for special action, similar, perhaps, to that taken to preserve scarce farm lands in King county.

Action:

The City shall fund ***a*** **study to examine the strategies used for preservation of farm land, opeu space, and resource lands in Washington State to determine how the waterfront and water-depessdent property in the BINMIC should be reserved for the. cyclical ❑ eeds of the fishing and maritime industries.**

**The strategies could involve transfer of development rights, taxation at other than market value assessments, purchase of public moorage easements, and other devices used for agricultural, open space, " mrd other" sensitive areas that are valued different than other market-driven real estate.**

**Implementor: OMP**

**Time Frame:** 1 -6+ years

**Cost:** Cost of Study

***Other*** actions that ***would help the Maritime and Fishing Industry are included in other sections of the BINMIC Plan as follows:***

land Assembly: *RG-2 Street and Alley* **Vacations,** and *RG-3 Shoreline Street Ends*

Improving **permitting process:** *RG-4 Permitting*

*RG-9 Dock and Pier Improvement*

*RG-11 Improve Communication between 1X1. U and Fire Department*

Raising thresholds for Shoreline and SEPA review: *RG-13 Raise shoreline Substantial Mater* ***Permit Exemption, RG-14 Minor*** *New Construction Exemption, and RG-15 Berth Maintenance Dredging*

## E PUBLIC SERVICES, UTILITIES, AND INFRASTRUCTURE

Growth iri tbe BINMIC will place some additional demand on the area's utilities and public services including additional electric, water, wastewater, and communications services. In general, though, there is adequate infrastructure in place in the BINMIC and in other areas of Seattle that seine the BINMIC to accommodate growth over the next 20 years and beyond. Unless some action is taken however, existing localized problems such as inadequate water pressure *on* dead-end lines, poor drainage, mrd insufficient telephone service could adversely impact future business retention efforts mrd new development in the, BINMIC. 'fIre utility aed roadway infrastructure improvements proposed in this plan are intended to ensure that local utilities and services are able to provide adequate service

### 1. EXISTING PUBLIC SERVICES, UTILITIES, AND INFRASTRUCTURE COMPREHENSIVE PLAN POLICIES

*U1 Continue to provides& to existing and new customers in all areas of the City, consistent with the legal obligation of City utilities to provide service.*

*U2 Consider financial mechanisms to* recover *from new growth, the costs of new City utility facilities necessitated by such service*

*U3 Maintain the reliability of the City's utility infrastructure as the first priority for utility capital expenditures.*

*U4 Continue to provide for critical maintenance of and remedying existing deficiencies in City utility '. capital facilities.*

*U5 Coordinate City utility capital expenditure planning with capital investment planning by other City departments.*

### 2. BINMIC PUBLIC SERVICES, UTILITIES, AND INFRASTRUCTURE POLICIES

- **Public services, utilities, and infrastructure shall be sufficient to accommodate projected growth.**
- **Provide opportunities for industrial reuse of vacant governmentally owned property within tbe BINMIC.**
- **Recognise the special needs of industrial businesses with improved customer service.**
- **Develop creative financing mechanisms, including public-private partnerships, for upgrading utilities and infrastructure.**
- **Develop linkages between local businesses, labor groups and workers to match high wage jobs with local workers.**

### 3. BINMIC PUBLIC SERVICES, UTILITIES, AND ., INFRASTRUCTURE RECOMMENDED IMPLEMENTATION ACTIONS

#### PS-1.1 Infrastructure Improvements

Modern infrastructure appropriate to the needs 'of industrial businesses is essential to the continued health of the BINMIC, and is one of tbe outstanding *concerns of the* industrial community. If the BINMIC is to remain competitive and one of the economic centers of Seattle, infrastructure improvements are needed. In many cases, these can be funded through public-private partnerships, and creative financing mechanisms are encouraged.

**Action:**

**Target new infrastructure investment to areas where larger parcels exist or may be assembled for industrial uses.**

**Implementor: Seattle** Public Utilities, SeaTran, City Light, **Executive Services Department**

**Time Frame 1-6+ years**

**Cost: Staff Resources**

#### PS-1.2 Financing Local Improvement Districts

**Action:**

**Explore use of local improvement districts (L. I.D.), utility local improvement districts (U.L.I.D.), grant matching funds *and* industrial development bonds for financing joint public and private infrastructure improvements and assign priorities to these projects.**

**implementor: SPU, SeaTran, City Light**

**Time Frame: On-going**

**Cost: Staff** Resources

#### PS-2 BINMIC Customer Service Survey

BINMIC business mrd property owners have expressed thc concern that City staff arc not always helpful, and may not 'approach the applicant as a customer. Business

*owners,* accustomed themselves to interacting with customers, support the City's efforts to improve customer service and believe that additional measures would improve the business climate.

**Action:**

**On an annual basis, the City, in conjunction with the BINMIC Ombudsperson and existing business organizations, will undertake in January (starting in January 1998) a customer service survey of BINMIC businesses.** The survey will be **funded** by the **City,** and **will focus on improvements to the physical infrastructure for drainage, water, roads and electrical service. The** *survey will also* **examine other City services such as police and fire- Existing business organizations, the Ombudsperson and the responsible City departments will review the results, identify deficiencies and identify actions to remedy these deficiencies. In the Fall of each year, the City will report back by mail to the BINMIC** businesses on the corrective actions taken.

Implementor: ESD, OED and the **B INMIC Ombudsman**

**Time** Frame: **On-going**

Cost: Staff Resources

### PS-3 Public Services

There *is a* concern among BINMIC business and property owners that utilities and public services are sometimes inadequate and that no identifiable person exists to contact. Specific issues include deterioration of water pipes throughout the BINMIC and poor maintenance of *some* BINMIC streets, resulting in large pools of standing water on the roadways during and after storm events.

Action.

**Designate an industrial contact person within the Seattle Public Utilities Department aud Seattle City Light to handle BINMIC issues and provide guidance to industrial enterprises located within or planning to locate within this area.**

**Implementor: Seattle** Public Utility, City Light

**Time** Frame: On-going

Cost: Redesignation of Staff Resources

### PS- 4 BINMIC Promotion

Industrial businesses, including the BINMIC, contributc up to 25°% of Seattle's total tax basc. It is, therefore, in the City's interest, as well as the BINMIC stakeholders, to promote the BINMIC as a positive business environment.

Action:

**The City of Seattle shall establish a working group with local and State economic development organizations such as the Seattle-King County Economic Development Council and Washington State Community Trade and Economic Development Department to highlight the character and advantages of the BINMIC area. Member(s) of the BINMIC Committee and Manufacturing Industrial Council of Seattle shall be a part 'of the working group.**

**Implementor: OED**

Time **Frame:** on-going

**Cost:** *staff* Resources

### PS-5 BINMIC District Council

A frequently heard concern of BINMIC stakeholders is that their voice is not heard by City officials. Marry in the industrial community also believe that, dcapitc their enormous economic contributions, industrial needs are treated as secondary to the needs of nearby residential communities. This may be seen in lack of allocations of neighborhood based street funds to industrial area.?., as well as City staff inattention to the BINMIC. Through the planning process, the BINMIC stakeholders have identified their need for *a* stronger voice, as well as a need to carry on work initiated during development of this plan. This work includes representing the BINMIC's interests with the City, Port, and other governmental entities, supporting future environmental clean up studies, and monitoring the implementation of this plan.

**Actions:**

**Initiate creating the BINMIC** as its **own District** Council **with the Department of Neighborhoods.**

**Affirm tbe on-going role of the BINMIC Committee regarding Salmon Bay sediment cleanup to represent manufacturing and industrial uses with the Dept. of Ecology.**

**Implementor** SPU, Department of Neighborhoods, Port of Seattle

**Time Frame: 1-6+** years

Cost: Staff Resources

### PS-6 Public Landa and Rights-of Ways

Much of the vacant developable kurd within the BINMIC is owned by governmental entities. Significant large parcels include the National Guard and adjacent METRO parking lot sites in Interbay. Returning these arrd other parcels to industrial use would contribute to opportunities for new or expanding businesses to locate within the BINMIC, thereby enhancing the positive business environment and increasing the tax. base.

The City's Office of Economic Development and Executive Services Department arc involved irr an effort to examine options for development and more productive use "of City owned land. Industrial development potential is one of the criteria bciig considered. The Amry Corps of Engineers, which handles the National Guard site, is currently obtaining appraisals of the property preparatory to a possible land trade with a developer (public or private) who would then build the Guard a new facility elsewhere.

**Action:**

The City, County, mrd **Port shall** examine **public lands** and **rights-of** ways in **tbe BINMIC area, including the National Guard site and adjacent METRO parking lot for redevelopment opportunities for industrial development.**

**Implementor:** Executive Services Dept., OED, OIR, Port, King county

**Time** Frame: On-going

Cost: Staff Resources

### PS-7 City Jobs Initiative

Despite a.healthy local economy there arc many people in Seattle without jobs or without skills to obtain the kinds of jobs that arc being created, that pay well, or that offer opportunity for benefits and advancement. At the same time, local employers report a serious arrd growing problem of locating mrd attracting appropriately skilled workers to fill fanrily-wage jobs in the BINMIC. This is especially true for companies trying to expand current operations. The recently pu blished report by the Manufacturing industrial Council of King County " identifies the problem as countywide and virtually statewide for employers providing family-wage jobs, Recruiting workers beyond local areas can he costly and result in further exacerbation of housing shortages, traffic gridlock, and other population growth problems. Strategies arc needed to provide training and other forms of assistance to workers and businesses in identifying labor market information, skill needs, and training opportunities.

*The Seattle* Jobs Initiative is targeted to connect Seattle low-income residents with jobs in the local arrd regional economy. The SJI programs, particularly the Workforce Brokerage, arc available to identify qualified applicants from SeaMe's low-income communities that can meet a business' criteria and to provide training opportunities to prepare candidates for skilled positions in demand with BINMIC businesses.. Connecting local *residents to jobs in* ' BINMIC will depend mr whether those residents in Ballard, Fremont, Magnolia, and Queen Anne have an interest in the jobs available in BINMIC. The City can arrd will work with BINMIC businesses to identify qualified applicants for positions the businesses am attempting to fill.

Action:

The City of **Seattle** shall **invest in a partnership with . local employers for listing high-wage jobs available in *BINMIC*** and ***developing*** a roster of **skilled potential applicants through direct advertising aud coordination with local labor groups. *In* addition, *linkages shall* be created between the new local business council, proposed District Cormcif, and** City **representatives regarding the City's jobs initiative program.**

***Implementor:*** OED *Office* for Education, DON

**Time Frame: CM-going**

**Cost:** Staff Resources

## "F. REGULATORY ENVIRONMENT

If businesses in the BINMIC are to be successful in adapting to changing economic and market conditions, City regulations arrd their enforcement must he in support of the Comprehensive Plan policies and goals of preserving and expanding manufacturing, industrial and marine uses. Numerous regulations affect industrial operations in ways that do not affect other commercial enterprises and these regulations are often especially burdensome to the small end mid-size firms that arc located in the BINMIC. Issues relating to regulations and their enforcement are considered so crucial by BINMIC business and property owners that this separate section was created to address the regulatory environment.

### 1. SEATTLE COMPREHENSIVE PLAN POLICIES

*E11 Support the principle of regulatory reform at the state and county levels that would decrease the financial impacts of regulation on businesses and developers, while maintaining an appropriate level of safeguards for the environment and worker safety, coexistent with the goals. and policies Of this plan.*

*E12 Consider ways to reduce or streamline the regulations and processes affecting land development, consistent with the goals and policies of this plan. For example, the city may seek to shorten permit processing timeframes, may evaluate development regulations for unnecessary layers of control or may promote greater consistency and predictability in. the regulatory control systems of other levels of government.*

*E13 Support development ofprogrammatic environmental impact statements (PEIS) for geographic-specific plans which may be used to help reduce the permit processing time and to increase predictability for individual projects that are . compatible with the PEIS.*

### 2. BINMIC REGULATORY ENVIRONMENT POLICIES

- **Provide** opportunities for **aggregation** of parcels for industrial **pm-poses, including street vacations, street ends, and muse of vacant public property.**
- **Clearly communicate appropriate regulations and their alternatives to industrial business owners.**
- **Require communication among permitting agencies.**
- **Support ongoing efforts to adhere to timely permitting schedules.**
- **The City shall continue efforts to provide more consistency, coordination and predictability in permitting.**
- **The City shall periodically examine its regulations fnr adequacy and current applicability to respond to changing conditions and technologies.**
- **Encourage maintenance and new constructing of piers and docks.**
- **Within tire BINMIC, water-dependent and industrial uses shall he a higher priority use than other uses, including public access.**
- **Support BINMIC efforts for SEPA changes that would expedite permitting without sacrificing environmental quality.**
- **Form joint public-private partnerships with business, property owners and government to identify ways to clean up industrial sites in the BINMIC using funds from existing programs.**
- **Form joint public-private partnerships with business, property owners and government tn identify additional and new funding sources to pursue environmental cleanup issues.**
- **Permit businesses to operate by balancing their needs with environmental protection.**

### 3. BINMIC REGULATORY ENVIRONMENT RECOMMENDED IMPLEMENTATION ACTIONS

#### RG-1 Modify City Street Regulations, Including Off-Street Parking and Lnading Requirements

Existing State and City land *use* and transportation regulations specify that street rights-of-way be used for the ***long-term benefit*** of the general public. While the requirements are generally designed to ensure safe, efficient access and mobility, these requirements can be particularly burdensome in parts of the BINMIC, especially in the Ballard/Ship Canal area where parcel size is limited and there is little or no on-site loading capacity.

Many BINMIC business and property owners have site-specific difficulties associated with City street regulations

directly related to location of these businesses in mature manufacturing and industrial area. BINMIC stakeholders have identified changes in curb and setback requirements, minimum right-of-way width requirements, on-street parking and maneuvering requirements, and loading duck requirements that will assist existing BINMIC businesses to redevelop property. Informing the public that exceptions may be made to existing requirements would allow many BINMIC businesses with limited on-site operating area to operate more efficiently. For example, one BINMIC business needs to turn their@& in the street. If they are forced to turn on their property, their proposed new warehouse will have to be 50% smaller than is currently planned.

If the existing exceptions arc not sufficient, additional flexibility should be investigated. Such modifications may require changes to the City's land use code regarding streets, alleys, and easements (SMC 23.53), access and off-street parking (SMC *23.54),* and industrial land use regulations (SMC **23.50). If modifications arc needed, the** Plan proposes *modifications* **provided that they:**

- **Would** nut interfere with access and mobility of general traffic in the area
- Would not *interfere with* fire and emergency access to the area

**Action:**

**Adopt guidelines that provide for the reduction, relaxation, or other modifications of City street regulations for businesses with site-specific difficulties, including curb and setback requirements, minimum right-of-way widths, off-street *parking, waiver* 'for off-street loading, maneuvering requirements, and loading docks in the BINMIC. "(See also conditions in T-22.)**

**Implementor:** DCLU, ScaTran

**Time Frame:** 1 to 6+ years

**Cost:** Staff Resources

RG-2 Street and Alley Vacations

Both the King, County and Seattle Comprehensive Plans contain industrial policies that encourage aggregation of smaller parcels of land into larger sites suitable for manufacturing and industrial use. Growing BINMIC businesses looking to expand their operations often need to connect smaller parcels by "vacating unused or unimproved alleys and streets. Specific street vacations could greatly benefit development of existing businesses in the BINMIC, particularly in tbc vicinity of the Ship Canal and along NW Leary Way in Ballard. Promoting vacation of alleys in industrial areas to encourage aggregation of parcels for industrial purposes would support both the King County and Seattle Comprehensive Plans. Selling these lands to private concerns would also benefit the City and County by providing more taxes from the additional productive and taxable land use.

Existing street vacation policies and the associated permitting process have caused some difficulties for BINMIC businesses. For example, when one business paved a vacated alley near their business in Ballard, a ., new City staff person required the company to replace their existing drainage system for an additional 1% slope, costing the company an additional $4,000.

**Action:**

**Revise the City's process for evacuating a street vacation application to incorporate a specific time requirement for each stage of* process as follows complete the valid signature check within** 2 weeks **of receipt of a street vacation application; circulate the proposal to commenting agencies within** 2 **more weeks; .. -., prepare agency response within 30 days or approval will be assumed; finalize the street vacation recommendation on the petition within 30 days; complete City Council review and action within 45 days; and complete final value appraisal within another 21 days.**

**Amend the City's Industrial Policies and Street and Alley Vacations Policy to include a criterion providing for special consideration of a vacation when the vacation will retain an industrial business, which. would lead to creation of high wage jobs, within an M & 1 Center. Approval of a street vacation application shall be tied to a specific development project; the street vacation is canceled if the project is canceled and the property would revert to the City.**

**Implementor:** DCLU, SeaTran

Time Frame: 1 to 6+ years

**Cost:** Staff Resources

RG-3 Shoreline **Street Ends**

**The** current shoreline policies specify that any proposed public use improvement (e.g., parks and waterfront access) should be permitted only in "suitable locations" and should not conflict with industrial and/or water dependent activities. Strengthening these policies will promote opportunities for industrial development by

maintaining industrially zoned street enda for potential industrial uses, and will prevent incursion by uses incompatible with industrial activity. In a few industrial areas, however, street end parka have been developed or there are specific plans to develop street end parka. Existing parka and those already in the planning stage may continue in park aae.

Action:

Revise the text **of the City policy regarding use of shoreline street ends in industrial areas (Resolution 29370) to strengthen the preference given to uses that support or are compatible with existing or proposed industrial development in the BIN MIC. (Specific guidelines to be provided in the Approval and Adoption Package.)**

**Implementor:** SeaTran,

**Time Frame:** 1 to 6+ years

**Cost:** Staff Resources

RG-4 **Permitting**

Difficulties in obtaining permits was identified by BINMIC industrialists as one of the kcy obstacles to expanding, relocating, or establishing a new business in the BINMIC. Delays in project reviews have the potential for significant economic impact, including direct coats such as tax payments, lost revenuc for the undeveloped property, and architectural fees. Whilc the BINMIC stakeholders recognize that the City has been engaged in inter-dcpartmental meetings *to* increasc communication among City dcpartments and to improve review time, further improvement in permitting time is highly desirablc. The BINMIC stakcholdcrs also rccognize that *some* delays occur because of thc DCLU workload and corrections needed to fulfill DCLU rcquircments. This rccommcndation to improve permitting time, however, is based on project delays in the BINMIC that have surpassed six *months. This* recommendation is in accordance with the 1995 adoption of State House Bill 1724, which was designed to improve local jurisdictions' permitting processes.

**Action:**

**Honor tbe state-mandated 120-day turnaround for development permit processing. City departments shall work with the Department of Construction** and Land Use **to** ensure that review cycles are minimized and that **timely notice of needed plan corrections is communicated to applicants and that review of corrections ia conducted expeditiously. Pre-application *meetings* shall** be **utilized whenever possible *to* provide up-front notice to applicants of requirements; DCLU shall invite representatives** of the **Fire Department** and other **agencies** to pm-application meetings as **appropriate.** Support and participate **in** ongoing program **in** which City **agencies** strive **to** provide more **consistency,** predictability and **coordination** in permitting **processes** and **development** efforts:

Implementor: DCLU

**Time Frame:** 1 to 6+ years

**Cost:** Staff Resources

RG-5 Field Inspection Occupancy Permit **Procedure**

Currently business and property owners inay incur delays and significant costs associated with delay in obtaining occupancy permits after conducting minor repairs and maintenance prior to moving into a new building. **If the** property owner could perform the required repair **and/or maintenance work and** obtain **an occupancy permit** subject to field **inspection, property owner** expense when conducting minor repair and maintenance prior to moving into anti building in the **BINMIC would** be **reduced. In** addition, the City should **realize** savings through reduced **permitting effort** by DCLU for **small** projects.

Action:

**The City shall explore the possibility of a process to obtain new occupancy permits fnr industrial users who have not changed the industrial use of an industrial property and have conducted only minor repair and/or maintenance of the property.**

**implementor:** DCLU

**Time** Frame: On-going

**Cost:** Staff Resources

**RG-6 Adjacent Property Deed Notification**

**In many cases residents and non-industrial businesses** locatc adjacent *to* industrial areas without realizing the possible implications of industrial activities, such aa noise, odors, or lights. In response to these *activities,* neighbors frequently complain to the City for relief, which may result in increased costs to industry to mitigate these impacts, even though the uses are operating legally. Tbc intent of this action is that by notifying potential buyers in advance that tbcy are purchasing land adjacent to an industrial area, potential buyers will understand the

industrial uses' right to industrialize aud conduct business according to normal practices without being required to mitigate normal impacts.

**Action:**

Explore arrd implement ❑ otification of adjacent non-industrial properties that these properties are located in the vicinity of an industrial area

*Implementor: King County Auditor/Assessor,* OED

**Time Frame:** 1-6 years

**Cost:** Staff Resources

### RG-7 Public Process Prior to Lmrd Use Changes

Changes to City regulations have the potential to cause significant impacts to industrial property owners. In addition, the needs of industrial businesses may differ from non-industrial businesses, and new regulations may, therefore, have a different applicability mrd impact for industry. Improved notification mrd involvement of industry in formulating new or changing existing regulations would improve the City's decision making process and the business climate.

**Action:**

**Initiate and/or implement changes in land use or other regulations that apply to industrial uses only with adequate' public processes that include and recognize the special role of industrial employment and tax base.**

**Implementor:** DCLU

Time Frame: I-2 years

Cost: Staff Resources

### RG-8 Alternate Fire Code Compliance

Compliance with thc Seattle Fire Cede, which is significantly different than the Uniform Fire Code. is a considerable expense for industry. In many cases there *are* Codc alternatives that are less costly but still accomplish the intent of thc regulations. The BINMIC committee acknowledges that the Fire Department sometimes provides these alternatives, but has been inconsistent in doing so. The intent of this recommendation is to require that the Fire Department always communicates to applicants Code alternatives where they exist..

Action:

Instruct the fire inspectors to clearly communicate Code alternates available for Fire Code compliance when requiring new safety measures associated with annual inspections, permit renewals, building addition aud alteration permits and new construction permits.

**Implementor:** Fire Dept.

Time Frame: On-going

cost stiff Resources

### RG-9 Duck and Pier Improvement

The repair and improvement of ducks and piers in the BINMIC is essential to the continued operations of the fishing industry. Well-maintained docks mrd piers provide efficient access for loading and unloading supplies msd, product from fishing and other vessels. DCLU mrd Fire Departments shall assist the pier mrd dock owners in the BINMIC by encouraging repair msd improvement of piers.

**Action:**

**Explore possible changes to the Seattle Fire Code arrd construction codes to determine if Code alternates can be used to facilitate pier maintenance arrd improvement. Explore whether it wordd be feasible for. codes to specify if and when pier extensions for non-moorage purposes may be allowed with less stringent regulations than those currently in place, perhaps when no hot work or fueling is involved, arrd when moorage *is* limited to some appropriate duration. Fire, DCLU, and other agencies shall inform pier owners of educational materials available aud the Code alternative process that would assist with "pier maintenance and restoration work.**

**Implementor:** Fire Department, DCLU, and the Office of Economic Development

Time Frame: 1-2 years

**Cost:** Staff **Resources**

### RG-1 O Construction Codes and Fire Cnde Advisory Boards

The Construction Codes and Fire Cede Advisory Boards play an important and active role in reviewing and making recommendation on existing and proposed regulations. Representation from the BINMIC would ensure that an important viewpoint is represented.

**Action:**

**Support the Construction Codes mrd Fire Code Advisory Boards' active role in reviewing and making**

**recommendation to existing and pmpnsed regulations.** Membership on these **boards shall be solicited from BINMIC stakeholders.**

Implementor: DCLU, Fire Dept.

Tiie Frame: On-going

cost: Staff Resources

### RG1l Improve Communication between DCLU and Fire Dept

One of the industrial issues with permitting is that all relevant departments may not be involved in permit review on a timely basis, resulting in additional delays and associated costs. Of particular concern is the perception that DCLU and the Fire Department are not well coordinated, with the result that Fire review, where needed, may occur late in the process after initial drawings and possibly corrections have been made. When the Fire Department review requires new or additional corrections, costly modifications are not unusual. Currently, Fire and DCLU meet bi-monthly to support communications between their two departments. The BINMIC stakeholders are aware that DCLU and the Fire Department are working on improving communications, and support any and all such efforts

Action:

The City shall implement procedural improvements and code changes that further improve communicating between DCLU and the Fire Department.

Implementor DCLU, Fire Dept.

Time Frame: On-going

Cost: Staff Resources

### RG-12 Industrial Area Cost Impact

When changes *to* thc building or fire codes are made. there are implications to businesses that must comply with them. When proposing changes. several clements arc considered, including thc potential for enhanced public safety and changes in technology, building materials and fire suppression techniques. The BINMIC stakeholders, who bear the economic burden of complying with regulations changes, believe that the feasibility of complying with thc regulations as well as the economic. costs to individual businesses and the local economy. should also be considered.

The Office Of Management and Planning is currently the lead agency in assessing whether improved marketing materials will improve business compliance with the Fire Department's Hazmat Code. This role could be expanded to explore economic implications of new regulations.

Action:

The City **shall** prepare a cost impact analysis, with **input from the BINMIC** ombudsman and **BINMIC** businesses, **documenting the City initiated impacts of new or revised Fire and Building Department Codes on BINMIC industries, weighing the economic coat to individual businesses and the local economy compared to public benefit msd health and safety achieved by the new regulation. This cost impact analysis shall also include public notification of the new and/or revised changes prior to their implementation.**

**Implementor** OMP, **OED, Fire Dept. DCLU**

**Time Frame: On-going**

**Cost:** *staff* Resources

### RG-13 Raise Shoreline Substantial Master Permit Exemption

**In talking to BINMIC** business owners and managers of shoreside businesses, it became apparent that the existing State Department of Ecology regulation requiring a Shoreline Substantial Master Permit for any work over $2500 was out of date. Whcq established, $2500 was a reasonable threshold, but that amount has never been updated to reflect inflation. Accordingly. the BINMIC stakeholders believe it would be appropriate to increasc the **threshold to $20,000, a comparable figure for 1997-8, and to index the threshold annually based on** thc **increase** in tbc consumer price index (CPI). Support from thc City and **Port of Seattle with** Ecology **is** essential to raising the permit exemption.

**Action:**

**Recommend that DCLU and the Port of Seattle petition the Department of Ecology to raise the Shoreline Substantial Master Permit Exemption categorical exemption from $2,500 to $20,000 and annually index the exemption to meet the inflation** CPL

**Implementor:** OIR, DCLU, Dept. of Ecology, Port of Seattle

**Time Frame: 1-2** years

**Cost: Staff Resources**

RG14 Minor New **Construction Exemptions**

Currently, minor new construction for many activities is permitted without SEPA review. In shorelines areas, however, a project would be subject to more stringent shoreline regulations by virtue of being over water, even if the environmental impact is no greater than would otherwise be permitted under minor new construction exemptions. Because they are "wholly or partly on lauds covered by water", therefore, there are no exemptions for pier maintenance and minor new construction. The effect of this is to cause pier owners to defer maintenance or other activities that would enhance the longevity arrd utility of their piers. The result is that piers deteriorate, arrd economic productivity is reduced. Tbc BINMIC committee is seeking to redress this situation by a SEPA amendment that would extend a threshold for mirror new construction and maintenance of piers.

Such a change would require amending the state SEPA code and Shoreline Master Program to enable local jurisdictions to make the changes in local ordinances. Subsequently, the City's environmental policies arrd procedures would be amended to incorporate the exemptions.

**Action:**

**Join with the Port of Seattle to petition the Department of Ecology to develop thresholds for mirror new construction exemptions for pier maintenance and construction projects in WAC 197-11-*800 Categorical Exemptions (1) Minor New Construction - Flexible Thresholds and (2) Other Mirror New Construction.* Upnn amendment of the state SEPA regulations and Shoreline Master Program, amend City regulations to incorporate the exemptions.**

**Implementer:** OMP, DCLU, Department of Ecology, Port of Scattle

**Time Frame:** l-2 years

**Cost:** Staff Resources

**RG-15 Berth Maintenance Dredging**

Similar to pier maintenance arrd new construction, dredging does not currently enjoy a SEPA exemption, despite the on-going nature of dredging as an activity. A SEPA checklist is **required the first — and** every subsequent— time that maintenance dredging is needed. Consequently, what is essentially the same maintenance activity conducted over and over again is subject to preparation of a SEPA checklist, but without expectation of any change in environmental impacts. At approximately $2500-5000 for a professionally prepared checklist, this can become an expensive regulatory hurdle. Instituting a procedure in which a SEPA checklist is required for the first dredging activity, but would not be required again unless conditions have changed or developing a threshold for volume of sediments dredged would reduce or eliminate the continuous need for SEPA review.

Such a change would require amending the state SEPA code arid Shoreline Master Program to enable local jurisdictions to make the changes in local ordinances. The exemption might include a caveat such as: " where activities with the potential to contaminate sediments have not occurred since the berth area was last dredged." This type of exemption would be similar to the Department of Game (now Fisheries and Game) exemption from sift and debris removal from boat launches, docks and piers (See WAC 197-1 1-840[9b]. Subsequently, the City's environmental policies aad procedures would be amended to incorporate the exemptions.,

**Action:**

Join with the Port of Seattle to petition the Department of Ecology **to develop an exemption for on-going berth maintenance dredging with some threshold volume of dredged sediment in *WAC* 197-11-800** *SEPA Categorical Exemptions, (3)* ***Repair,*** *Remodeling* ***and Maintenance*** *Activities (a)* ***Dredging.*** **Upon amendment of tbe state SEPA and Shoreline Master Prngram, amend City regulations to incorporate the exemptions.**

**Implementor** OMP, DCLU, Dept. of Ecology, Port of Seattle

**Time Frame:** 1-2 years

**Cost:** Staff Resources

RG-16 **SEPA Requirement for Building Demolition and Construction**

Under SEPA, the current threshold for categorically exempt demolition and construction of buildings is 12,000 square feet, a relatively small building by industrial standards. To help facilitate BINMIC's ability to achieve the goals for employment growth and for retaining and promoting manufacturing and industrial businesses, an *increase in 'building, size* **exempt from** SEPA review of demolition is proposed since this proposed change would facilitate development. This

change would first have to be approved and made in the state SEPA code (WAC 197-11 -800[1][c][iii]) and then in the City's environmental policies arrd procedures (SMC 25.05.800[A][2][c][i]). During the draft EIS timeframe, the BINMIC Committee sent a letter to the State *to* recommend that this change be made to the current SEPA regulations. The State's review of the proposed SEPA revisions is currently in progress at the time of publication of this document.

**Action:**

**The City will support raising the SEPA categorically exempt threshold within the BINMIC for construction and demolition of buildings from 12,000 square feet to 20,000 square feet.**

**Implementor:** OMP, DCLU

**Time Frame:** 1 to **2 years**

**Cost: Staff Resources**

### RG-17 Proposed SEPA Environmental Exemptions

The Department of Ecology has established cleanup standards and health and safety requirements designed to protect human health and the environment. Additional City environmental **review for hazardous waste remedial** cleanup through the SEPA process is unnecessary because it is already performed by Ecology. The additional expense and time required for the City review could be a disincentive to proposed cleanup of contaminated areas as determined by Ecology. Changing the regulations is a multi-step process, starting with the City's support of these change at the State level. The proposed changes would require amendment to the State SEPA code (WAC 197-11-800) to enable local jurisdictions to pass similar exemptions if desired Once SEPA has been changed at the State level to permit action by the local jurisdiction, the City could amend its environmental policies and procedures (SMC 25.05 .800) to permit the exemptions.

During the planning phase for these recommendations, the BINMIC Planning Committee sent a letter to Ecology requesting consideration of such exemptions. The State's review of these proposed SEPA revisions is currently in progress.

Current SEPA regulations only allow exemptions for the installation of underground tanks less than 10,oOO gallons. Ecology already regulates underground and above-ground tanks through its existing tank program and maintains standards and and Safety requirements that arc designed to protect human health and the environment. This proposed change would need to first be approved and made in tire state SEPA code (WAC" 197- I 1-800[2][g]) and then *amendments made* to the City's environmental policies and procedures (SMC 25.05.800[B][7]).

**Action:**

**Send a letter of support for the prnpnaed SEPA amendments to the State Department of Ecology which:**

- **Specifies a SEPA categorical exemption for hazardous waste remedial cleanup activities, including soil excavation and groundwater treatment.**
- **Allows a** SEPA **categorical exemption for the installation asrd removal of all underground and above-ground storage tanks, including removal or treatment nf contaminated soils aud groundwater.**

**Subsequent to State adoption of these changes, enact amendments to the City's** SEPA **regulations to accommodate the exemptions.**

**Implementor: OMP, DCLU**

**Time Frame:** *1 to* **2 years**

***CO* staff Resources***

### RG-18 SEPA Requirement for Excavating

**The current SEPA** threshold for excavation, 500 cubic yards, would be that for a 30'*x* 50' house, and could be considered an appropriate threshold for residential and commercial areas. Most industrial properties would be expected to have a footprint substantially greater than this, making the current threshold, in effect, a minimum requirement. The BINMIC property owners believe that to be a meaningful threshold that reflects the size of their buildings, the threshold should be raised to 1000 cubic yards.

Such **a change would require amending the state** SEPA code (WAC 197-1 1-800 [1][c][v]) to enable local jurisdictions to make the change in local ordinances. Subsequently, tire City's environmental policies and procedures (SMC 25.05 .800[A][2][e]) would be amended. During the BINMIC planning process, the Committee sent a letter to the State recommending that this change be made to the current SEPA State's review of the SEPA **revisions is**

currently in progress at the time of publication of this document.

**Action:**

**Encourage the State to rake the SEPA categorically exempt threshold in industrial areas for excavation during construction of buildings from 500 cubic yards to 1,000 cubic yards. Upon amendment of SEPA, amend Seattle's SEPA to similarly raise the exemption.**

**Implementor:** OMP, DCLU

Time **Frame:** 1 to 2 years

**Cost:** Staff Resources

### RG19 SEPA Regulation for Change in Use

*State* and City requirements review of applications to change a building's use can be burdensome, particularly to small and medium sired businesses, and can affect businesses' decisions to move into or stay in a particular building. To facilitate retention and expansion in manufacturing arrd industrial businesses, more flexibility is needed in changing uses of existing structures from one industrial use to another industrial use.

City evaluation of a SEPA exemption for changes in uac of arr existing building would provide more flexibility in the reuse arrd redevelopment of existing structures in the BINMIC from one industrial use to another industrial use without requiring SEPA review. This change is proposed because *City* requirements to change a building's use can bc quite costly arrd time-consuming. For example, according to one business owner, change of use regulations required installation of a new fire door on their new building. This requirement delayed the move into the building by six months and cost the company nearly $7000 in architectural and construction work. Negotiated real estate leases and agreements can *also* bc affected by change of *use* requirements. Property owners and potential buyers can lose money when waiting for DCLU approval or response, and can ultimately cause "some deals to fall through.

This proposed change would first need to bc approved arrd made in the state SEPA code (WAC 197-11 -800[3 ]) mrd then added to the City's environmental policies and procedures (SMC 25.05.800). During thc draft EIS timeframe, the BINMIC Committee sent a letter to thc State to recommend that this change be made to the current SEPA regulations. Thc Statc's review of the proposed SEPA revisions is currently in progress at the time of publication of this document.

**Action:**

**The City will evaluate a SEPA exemption for changes in use of an existing building to provide more flexibility in use for the reuse aud redevelopment of existing structures in the BINMIC from one industrial use to another industrial use without requiring a SEPA review. (Specific items will be provided in the Approval and Adoption Package.)**

**Implementor:** DCLU aud State of Washington

Time **Frame:** 1 to 2 years

**Cost:** Staff Resources

### RG-20 Industrially Appropriate Mitigation Measures

BINMIC owners presently report difficulty understanding how the process of mitigation for their projects is determined. Many of them report that mitigation required is not appropriate for their location or for the nature of. tbc impacts. BINMIC stakeholders arc interested in elaborating on developing mitigations that arc generally recognized by the community as au enhancement, yCt would rdao be appropriate to the impact and not be unduly burdensome to the development of a project. Categories of mitigation measures could be developed and prioritized so that they are available for regulatory agencies to choose from to provide predictability to BINMIC owners and the adjacent community, thereby speeding up processing time.

**Action:**

**Recommend that DCLU work with the Manufacturing Industrial Council to develop *a* list of industrially appropriate mitigation alte~ativ*.(mitigation menu) for the BINMIC and incorporate them into the regulatory framework.**

**Implementor: DCLU**

**Time Frame:** 1-2 years

Coat Staff Resource

### RG-21 Use of BINMIC Programmatic EIS

**Significant environmental review** and **analysis** bas been conducted in conjunction with the BINMIC Plan (See Draft and Final Environmental Impact Statement.). Accordingly, much of the environmental review typically needed for *a* project proposed within the BINMIC has already been provided and therefore need not be

. duplicated. Reliance on the BINMIC EIS would save time and money for property owners and the City without sacrificing appropriate levels of review.

**Action:**

The City shall adopt the BINMIC programmatic EIS to minimize the need for further environmental review for properties located in the BINMIC.

**Implementor** DCLU

**Time** Frame: On-going

***cost*** staff Resources

### RG-22 *Environmental* Cleanup

Property located in the BINMIC has been used for industry and manufacturing dating back to the late 1800s. These uses have, in some cases, resulted irr various levels of soil, sediment, and ground water contamination on BINMIC properties. The potential cost of conducting cleanup activities at these sites aud the potential for unlimited liability associated with environmental cleanup often *discourages existing* businesses from redeveloping or expanding their current operations and new businesses from locating in the BINMIC. This section addresses policies and actions to minimize costs, delays aud liability associated with hazardous materials contamination.

As part of the BINMIC planning process, work has begun with the Washington State Department of Ecology (Ecology) to develop a framework to facilitate environmental cleanup activity for all current and future property owners in the BINMIC. Ecology is considering the concept of a BINMIC consent decree to provide this framework. This consent decree would establish area-widc soil and ground water cleanup levels for industrial properties arrd ensure adequate protection of human health and the environment. The BINMIC Consent Decree would provide:

- Incentives for reuse and redevelopment for individual parcels and for current and future ownership of BINMIC industrial properties
- Streamlined administrative procedures for obtaining the BINMIC Consent Decree
- Release of long-term liability of current and future BIN MIC property owners
- Higher degree of certainty in estimating the cost of environmental cleanup.

It is currently difficult for owners of small and medium sized proper-des to obtain consent decree agreements for a release of long-term liability. This is primarily because of the requirement to obtain a consent decree for 'substantial public benefit,' aud the lack of available staff at Ecology and the Attorney General's office to negotiate and complete consent decree agreements with potentially liable parties (PLPs). However, the State has adopted new legislation to relax the 'substantial public benefit' requirements fOr industrial and manufacturing areas to qualify for a consent decree agreement with Ecology. The , BINMIC Consent Decree would facilitate environmental cleanups by using area-wide cleanup levels specifically developed for industrial properties located within the BINMIC. Ecology would provide tbe BINMIC Consent Decree as an option for individual PLPs to enter into a Model Toxics Control Act (MTCA) consent decree with uniform terms rnrd conditions. The BINMIC Consent Decree wordd be different than currently available administrative cleanup options promulgated by Ecology because it would provide a release of long-term environmental liability to small, medium, mrd large companies in the BINMIC. It would also provide Ecology with one streamlined administrative agreement for the entire industrial area instead Of numerous individual agreements.

At *a* minimum, the BINMIC Consent Decree will most likely include requirements from Ecology regarding tbe selection of cleanup actions, public review of the cleanup action plan, and continued protection of human health aud the environment after cleanup. The overall objective of the BINMIC Consent Decree will be to provide certainty in the cost and liability associated with environmental cleanup for current and future property owners in the BINMIC.

The proposed BINMIC Consent Decree cleanup alternatives will require further negotiations with Ecology beyond the completion date of this Plan and companion EIS. Work baa begun with Ecology to discuss the technical and policy issues leading to the BINMIC Consent Decree.

The City will continue to explore opportunities to extend the products aud lessons learned from the Brownfields work in the Duwamish to BINMIC. The City and King County recently applied for an EPA Brownfields Showcase Communities designation that, if awarded, would bring irr additional resources for applying Duwamish Brownfield research, projects, aud lessons to BINMIC.

**Actions**

**Apply for U.S. Environmental Protection Agency (EPA) Sustainable Development and Brownfields Grants to continue the discussions with Ecology.**

- **Continue discussions with the Department** of **Ecology regarding** area-wide soil **and ground** water **cleanup** levels **that are protective** of **human health and the environment snd the BINMIC Consent Decree, and**
- **Apply for federal** EPA **grants to fund the technical work and discussions with Ecology leading to BINMIC area-wide cleanup levels and a BINMIC** Consent **Decree.**

**Implementor:** BINMIC Committee/District Council, Port of Seattle, DON, OED

**Time Frame:** 1 to 2 years

**Cost:** Application for Brownfields grant from the U.S. EPA