

Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC)
Plan

**Approval and Adoption
Matrix**

June 16, 1998

BINMIC Approval and Adoption Matrix Transportation

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
T1	Ballard Bridge and Fremont Bridge Maintenance. Support planned maintenance for Fremont and Ballard Bridge electrical and mechanical systems and bridge approaches.	High	1-6 years	\$16.6 million for all work on both bridges	Include in CIP and /or new bond proposal.	SeaTran	The Fremont Bridge approach replacement and the Ballard Bridge electrical /mechanical rehabilitation were in the recently defeated Transportation Bond Issue, and continue to be high on SeaTran's needs list.	Include as high priority in SeaTran's unfunded needs list.	C3, C4 Approve Exec.'s Rec. Action with following addition: Consider with overall neighborhood plan implementation funding issues.
T2	SR 99/Alaskan Way Viaduct. Support continued evaluation regarding the best action for the Viaduct.	High	Study in 1-2 years	\$500,000 for study	Council/SeaTran: advocate funding for statewide transportation study.	WSDOT, Legislature, (SeaTran)	This is a State action item. They have a current project for repaving major portions of SR 99. SeaTran supports maintaining the Viaduct.	Send a letter of support to Legislature and WSDOT.	C2 Approve Exec.'s Rec. Action.
T3	15th Avenue/Elliott Avenue West Signal Interconnect. Update the signal controllers at 16 intersections in the 15th Avenue West and Elliott West corridor. Interconnect these signals, and connect the signal system with main computer at SeaTran to improve traffic flow through the corridor.	High	1-2 years	Approximately \$210,000	Include in CIP.	SeaTran	The 15th Avenue West project currently in design and funded for construction, includes interconnection of the signals along this corridor.	Project underway and to be complete in 1998.	C1 Approve Exec.'s Rec. Action.
T4	Directional Signing To and From BINMIC. Develop a comprehensive signing program to guide drivers, particularly truck drivers, to the BINMIC and back to the regional highway system. The signs would direct drivers to existing City designated principal arterials and major truck streets.	High	1-2 years	\$4,700 for 16 signs	Include as operational Budget Item.	SeaTran for City streets and WSDOT for SR99 and Interstate 5	SeaTran supports the review of the current signing and making changes as needed to reinforce the use of the Major Truck Streets and assist truck travel to and from BINMIC.	Include as SeaTran project in 1998 with existing funds.	C2 Approve Exec.'s Rec. Action with following clarification: SeaTran will install 16 signs in 1998.
T5	Shilshole Avenue Through Traffic Reduction. Consider the following measures which could be implemented individually or as a package: a) Adjust the timing and phasing of the signal system on NW Market Street to progress traffic turning from Leary Way onto westbound Market Street through 24th Avenue NW.	High	1-2 years	\$10,000 - \$30,000	Include in CIP.	SeaTran	SeaTran generally supports this concept and suggests that it be coordinated with the Ballard Neighborhood Plan.	Upon completion of Crown Hill/ Ballard plan consider adding to unfunded needs list.	C4 Approve Exec.'s Rec. Action with following addition and clarification: 1) Consider with overall neighborhood plan implementation funding issues and 2) City's decision on this item is not contingent upon consistency with Crown Hill/Ballard -- once that Plan is complete, City will review issue and make decisions based on input from both plans, balancing of needs,

BINMIC Approval and Adoption Matrix

Transportation

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	<p>b) 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.</p> <p>c) 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-turn-only lane.</p> <p>d) On eastbound Market Street, eliminate the free right turn at Shilshole Avenue NW.</p> <p>e) 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 don't need to stop in the through traffic lane.</p>								priorities and interests, etc. Executive will encourage planning areas to work together and coordinate proposals.
T6	<p>Leary Way/NW 36th Street Traffic Signal Interconnect. 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.</p> <p>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.</p>	High	3-6 years	Approximately \$155,000	Include in CIP or Bond Issue Listing.	SeaTran	This project appears to be feasible.	SeaTran will add it to its unfunded needs list.	C3, C4 Approve Exec.'s Rec. Action with following addition: Consider with overall neighborhood plan implementation funding issues.
T7	Low Ballard Rail Line Service Continuance. Support the September 1997 agreement that establishes the Ballard Terminal Rail Company (BTRC).	High	Ongoing	\$700,000 to purchase corridor	Franchise approval by ordinance (Grant street use permit	Ballard Terminal Rail Company (BTRC) and	Council just adopted Ordinance 118734 that provides BTRC with a franchise to operate a short line railroad on the north side of the Ship	Project completed.	C1, C2 Approve Exec.'s Rec. Action with following addition: SeaTran/OIR to lobby the State for funds for rail bed improvements.

BINMIC Approval and Adoption Matrix

Transportation

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	Lobby the State for funds for rail bed improvement.				/franchise).	SeaTran	Canal.		
T8	Mercer Corridor Improvements East of Seattle Center. Continue to pursue major improvements in this corridor east of Seattle Center, including: improved access between SR 99 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.	High	6+ years	Not yet estimated	Council: consider bond measure for major improvements. SeaTran: evaluate improvement options.	SeaTran	Any action on this recommendation would have to be coordinated with the Queen Anne and South Lake Union plans.	Defer until completion of the Queen Anne and South Lake Union plans, consider adding to the SeaTran unfunded needs list.	C3, C4 Approve Exec.'s Rec. Action with following addition and clarification: 1) Consider with overall neighborhood plan implementation funding issues and 2) City's decision on this items is not contingent upon consistency with Queen Anne and South Lake Union Plans -- once those Plans are complete, City will review issue and make decisions based on input from plans, balancing of needs, priorities and interests, etc. Executive will encourage planning areas to work together and coordinate proposals..
T9	Arterial Parking Restrictions. Modify or add restrictions at the following locations: a) Elliott Avenue between Broad Street and SR 99. Parking is currently prohibited on the west side of this street between 7 and 9 a.m. At a minimum, extend this prohibition to include the p.m. peak period. However, a full-day prohibition should be considered for parking along the west curb since congestion can occur on this street throughout the day. b) Western Avenue between SR 99 and Elliott Avenue. Parking restrictions along this street vary from block to block. Implement consistent parking restrictions on Western Avenue between SR 99 and Elliott Avenue West. New signs should restrict parking from 6 to 9	High	1-2 years	\$17,400 for an estimated 232 parking signs	Institute parking restrictions.	SeaTran	The recommended changes are not necessary from a technical standpoint but could be implemented if the adjacent property owners concur.	15th Avenue West will be completed in 1998. (c) Inform BINMIC about and respond to petition process and implement the other locations if petition process successful.	C2 Approve Exec.'s Rec. Action with following clarifications and additions: 1) SeaTran is able to do work on 15th Ave. West (c) in 1998 because of other work in that corridor; 2) SeaTran will make other requested changes as work is done in those corridors; however, changes listed in items a) and b) must also be coordinated with other plans prior to implementation; 3) SeaTran is not required to obtain concurrence from adjacent property owners, but will consult with them prior to any action and; 4) Executive will explore options for avoiding petition process in cases where neighborhood planning has occurred.

BINMIC Approval and Adoption Matrix

Transportation

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	<p>a.m. and from 3 to 6 p.m.</p> <p>c) 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.</p> <p>d) 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 p.m. peak period because the volume of southbound traffic during the afternoon is high enough to justify an additional lane for traffic.</p> <p>e) Elliott Avenue W north of W Mercer Place. Existing on-street parking located on the east side of Elliott Avenue West just north of this intersection can impede vehicles that turn right from West Mercer Place. Prohibit parking along the first 50 feet of curb north of the intersection to improve traffic operations at this intersection.</p>								
T10	Burke-Gilman Trail Extension. Support the agreement included in Ordinance 118734 and Resolution 29474 regarding the alignment for the Burke-Gilman Trail.	High	3-6 years	Not yet estimated	Council/SeaTran: continue to support ordinance in effect.	SeaTran	Alternative routes were evaluated last year. Resolution 29474 passed by Council in November 1996, and affirmed by Ordinance 118734 in September 1997, established the route for the B/G trail.	No additional action required.	C1 Approve Exec.'s Rec. Action with following clarification: City will continue to support.

BINMIC Approval and Adoption Matrix

Transportation

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T11	Lake Union-Ship Canal Trail Extension. Implement the recommendations in the Lake Union Ship Canal Trail design as specified in the BINMIC plan.	High	3-6 years	\$10,000-\$50,000	Consider design suggestions.	SeaTran	All of these items are currently being negotiated with BNSF and adjacent property owners. SeaTran is confident that everyone will be satisfied with the outcome of the negotiations. SeaTran will work closely with abutting property owners during the design phase - which has yet to begin - to make sure the trail operates safely and that impact on surrounding businesses are as minimal as possible. It is at that time that the details of such things as signage and physical separation of the trail will be addressed.	Continue as 1998 work item.	C4 Approve Exec.'s Rec. Action.
T12	SR 519 Improvements. Support the planned improvements as specified in the BINMIC plan, which would benefit businesses in the BINMIC by providing a reliable access route between the BINMIC and Interstate 90 that would bypass congestion in the Mercer Corridor.	High	Phase I: 4 years; Phase II: 12+ years	Phase I: \$73 million; Phase II: \$17 million	Council/ SeaTran: advocate for state-wide transportation funding increase.	WSDOT	The City is an active partner in the SR 519 Project. SeaTran will be lobbying for transportation funds to complete construction of the facility.	Send a letter of support to WSDOT.	C2 Approve Exec.'s Rec. Action.
T13	Arterial Pavement Maintenance. Repave 11 listed streets in the BINMIC plan and maintain all arterials to and within the BINMIC in good condition.	High	1-6 years	Determined by the City on project-by-project basis.	Include BINMIC arterials in CIP maintenance list.	SeaTran	Both the current annual program and the 1999 Annual Program, currently in design, contain two arterials that are in the BINMIC area.	Commit to repaving these two arterials in 1998.	C2, C4 Approve Exec.'s Rec. Action with following addition: SeaTran will ensure the other nine arterials are placed on the arterial pavement maintenance list.
T14	Non-Arterial Pavement Maintenance. Evaluate funding options for non-arterial pavement repairs, and/or the ability to combine paving projects with other utility improvements such as drainage improvements. Specific examples include: a) NW 42nd Street from Leary Way NW to about 8th Avenue NW.	High	1-6 years	Determined by the City on project-by-project basis.	Provide funding for upgrading non-arterial industrial streets.	SeaTran	Funding for non-arterial pavement improvements are difficult to provide due to other transportation priorities, especially arterials where the bulk of traffic occurs. However, the City has attempted to develop funding sources that could be used in conjunction with private development resources through the Street Utility and the	The City will continue to try to find funding sources for non-arterial street improvements and will support the State Urban Stabilization Act legislation.	C2, C4 Approve Exec.'s Rec. Action with following addition: SeaTran will explore options for funding including use of LID's report to the Council in 1999 with options and recommendations.

BINMIC Approval and Adoption Matrix

Transportation

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	<ul style="list-style-type: none"> b) NW 45th Street from 9th Avenue NW to 15th Avenue NW. c) 11th Avenue NW from Leary Way NW to NW 45th Street. d) 26th Avenue NW from NW Market Street to NW 54th Street. 						<p>recently defeated bond issue. Because these streets are already served by formal drainage systems, SPU has no projects planned for these locations in the near future.</p> <p>Any funding solution would most likely be used to provide public funds to an enhanced Local Improvement District (LID) in order to leverage funding available for street improvements with private contributions and/or industrial area users.</p> <p>Legislation is being proposed in the upcoming State legislative session (State Urban Stabilization Act) to create a modified form of urban redevelopment financing where the City can use future tax revenue from economic development projects to finance infrastructure needs for that project.</p>		
T15	<p>Turning Radius Improvements. Improve the turning radius to aid mobility for trucks with a wheelbase of up to 63 feet to and through the BINMIC at the following locations:</p> <ul style="list-style-type: none"> a) Southeast corner of the Westlake Avenue/Mercer Street intersection. b) The proposed Galer Street ramp which would serve Terminals 86 through 91. c) West Dravus Street/15th Avenue West interchange. d) The Emerson Street/Nickerson Street/15th Avenue intersection including the radius between southbound 15th Avenue West and westbound Emerson Street, 	High	1-6 years	\$10,000 - \$20,000 per corner; more if corner radius is located on a structure.	Develop radius standards.	SeaTran	<p>SeaTran has already adopted guidelines for turning radii. They will revisit the standards with respect to Major Truck Streets in order to enhance these routes for trucks as SeaTran works in these areas. SeaTran cannot, however, categorically commit to the accommodation of a particular truck length or curb radius in all situations. Problem areas for truck turns will be addressed on a case-by-case basis.</p>	<p>SeaTran will assess feasibility of improving truck radii at listed sites as part of its 1998 work program. (See T34 for related action.)</p>	<p>C2, C4 Approve Exec.'s Rec. Action with following additions: 1) SeaTran will review its guidelines for turning radii in 1998 and report to the Council with recommendations related to possible amendments. 2) For listed sites -- SeaTran will place sites on unfunded needs list if appropriate after case-by-case analysis. SeaTran will also coordinate work on this item with other neighborhood planning areas in which listed sites are located, work on related actions T34 and T40, and issues related to pedestrian and bicycle access.</p>

BINMIC Approval and Adoption Matrix

Transportation

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	<p>and the radius between northbound 15th Avenue West and the Emerson Street overpass.</p> <p>e) Southeast corner of 15th Avenue NW/NW 85th Street.</p> <p>f) Southeast corner of the 20th Avenue West/West Dravus Street intersection.</p> <p>g) Northwest corner of SR 99/North 105th Street intersection.</p> <p>h) Northwest corner of the Interstate 5/Northgate Way intersection.</p>								
T16	NW 46th Street. Implement the measures indicated in the BINMIC plan, on NW 46th Street to improve vehicular movement to and from the BINMIC.	High	1-2 years	Staff resources only to evaluate. \$70,000-\$100,000 to install traffic signal and left turn lane.	Install traffic signal and review street changes proposed for development of Salmon Bay Site.	SeaTran	<p>a) The traffic signal is on SeaTran's Warranted Signal List. Signal is feasible and could be built in 1998 if funds are available.</p> <p>b) The commercial project mitigation measures would probably not be reconsidered because the measures were imposed based on projected traffic volumes.</p>	Consider implementation during 1998 if determined to meet criteria prioritized from SeaTran's Warranted Signal List.	C2, C4 Approve Exec.'s Rec. Action with following clarifications: 1) In 1998, SeaTran will conduct review of turn lane. If turn lane is technically feasible, SeaTran will install turn signal and turn lane in 1998 or 1999; and 2) SeaTran and DCLU will not review permit conditions for development of Salmon Bay site, but will review additional mitigation measures resulting from settlement for Salmon Bay site.
T17	Single Occupant Vehicle Trip Reduction. Support programs and improvements in transit that would reduce the number of single-occupant vehicles on city streets and regional highways.	High	1-2 years	Staff resources only	Establish thresholds for transportation management plans (TMPs) consistent with other jurisdictions.	DCLU and SeaTran	TMPs are important tools for reducing the number of single-occupant vehicles on the street system. As mitigation measures are applied to transportation impacts from development proposals, TMPs are reasonable and capable of being accomplished. TMPs for small industrial users aren't likely to be onerous, publicizing bus schedules, for example. TMPs only re-late to the extent of impacts, which are likely to be minimal. DCLU will be sensitive to needs of BINMIC businesses.	Do not support change in current practices.	C1 Approve Exec.'s Rec. Action with following clarification: The City's TMP thresholds, which differ from other jurisdictions, are warranted in order to respond to the transportation conditions that exist in Seattle.

BINMIC Approval and Adoption Matrix

Transportation

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T18	Ballard Bridge Maintenance Schedule. Perform any construction-related lane closures between 7 p.m. and 6 a.m. on weekdays or on weekends.	High	Ongoing	Not yet estimated	Give consideration to scheduling maintenance.	SeaTran	The effect on traffic is a primary concern when maintenance activities are scheduled; however, SeaTran must also consider the adverse effects of noise during the nighttime hours.	SeaTran will attempt to schedule major maintenance activities to reduce the adverse effects on weekday traffic.	C2 Approve Exec.'s Rec. Action.
T19	Coordination for Large Lock Maintenance. 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 list of affected parties to be notified of impending lock closures.	High	Ongoing	Staff resources only	OIR: Work with Army Corps of Engineers. Army Corps: Improve notification.	Army Corps of Engineers, (OIR)	The City has begun discussions with the Army Corps of Engineers to improve notification to concerned businesses and other governmental jurisdictions.	Complete discussions with Army Corps in 1998.	C2 Approve Exec.'s Rec. Action.
T20	BNSF/RTA Rail Bridge Operations. Limit extended closures of the Ship Canal rail bridge for RTA commuter rail traffic.	High	3-6 years	Not yet estimated	Track bridge operations to ensure minimal closures.	Coast Guard, RTA, (SPO)	The City, though not implementor, expects that RTA impacts will be minimal.	Track as RTA comes on line.	C2 Approve Exec.'s Rec. Action with following correction and addition: 1) Impacts will be reviewed through RTA's Draft EIS which will address the issue of the extent to which increased train use of the railroad bridge over the ship canal west of the locks will interfere with marine traffic going under the railroad bridge and 2) Executive will ensure that BINMIC has an opportunity to comment on the DEIS.
T21	Galer Street Overpass. 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 degrade area intersection operations or truck access to local businesses at Piers 86 through 91.	High	1-2 years	Staff resources only	Develop design consistent with recommendations	SeaTran	Existing pedestrian, auto, truck, and train conflicts at the Galer Street railroad crossing are likely to be exacerbated in the future due to increases in train traffic. Pressure is likely to grow to close the crossing.	Design the Galer Street overpass so as to accommodate all trucks and to not preclude the possible closure of the rail crossing.	C2 Approve Exec.'s Rec. Action with following addition: Include bicycle and pedestrian access in design of overpass.
T22	Truck Loading Requirements. Establish criteria that would allow a business with	High	1-2 years	Staff resources	DCLU/SeaTran: develop criteria	DCLU, SeaTran, and	DCLU and SeaTran believe there exists considerable discretion on	DCLU will, in 1998, prepare a Client Assistance Memo	C2, C3 Approve Exec.'s Rec. Action with

BINMIC Approval and Adoption Matrix

Transportation

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	<p>limited site area to perform some maneuvering off-site. These could include items such as:</p> <ul style="list-style-type: none"> a) 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 8 p.m. and 6 a.m.). b) Allow loading from adjacent street if a designated loading area is available that can accommodate potential truck volume and lengths. c) Allow off-site truck maneuvering if adequate sight distance to and from the truck maneuvering area can be provided. d) Allow trucks to extend onto street right-of-way if trucks would not impede traffic, and would not be parked at loading docks for extended periods. e) Develop and promote a mechanism through which businesses can easily apply for curb-side loading zones. 			only for land use code change: \$200 per loading zone for new signs and curb paint.	for Loading Zone Waivers. Council: Adopt Land Use Code Changes if needed.	Council	these issues, but recognizes that additional information and clarity on what situations may qualify for waiver or modification would be beneficial.	(CAM) to publicize and clarify the existing loading berth waiver process. DCLU will consider preparing a Director's Rule or Land Use Code changes to add criteria to better clarify what situations may qualify for a waiver or modification; this could be done in 1999 subject to the 1999/2000 budget.	following addition: DCLU will review waiver requirements and report to Council in 1999 with recommendations for possible amendments if warranted.
T23	SR 509 Extension. Support this proposed project as it would improve access between the BINMIC and areas south of Tukwila.	High	3-6 years	\$350 million	Council/SeaTran: Express support for statewide transportation funding in-crease through resolution.	WSDOT, (SeaTran)	SeaTran supports this State project as it would have a positive effect on the movement of freight and goods.	Send a letter of support in 1998.	C4 Approve Exec.'s Rec. Action.
T24	Ballard Avenue NW Circulation Changes. Re-establish Ballard Avenue for two-way traffic.	High	1-2 years	\$5,000 - \$15,000	Evaluate feasibility.	SeaTran	If recommendation is consistent with the Crown Hill/ Ballard neighborhood plan and if 60 percent of affected business and property owners concur, the project would be supportable.	Defer decision until completion of Crown Hill/ Ballard neighborhood plan, and implementation until support shown by adjacent	C4 Approve Exec.'s Rec. Action with following addition and clarifications: 1) SeaTran is not required to obtain concurrence from adjacent property owners, but will consult with them

BINMIC Approval and Adoption Matrix

Transportation

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
								business and property owners.	prior to any action and 2) City's decision on this item is not contingent upon consistency with Crown Hill/Ballard Plan -- once that Plan is complete, City will review issue and make decisions based on input from both plans, balancing of needs, priorities and interests, etc. Executive will encourage planning areas to work together and coordinate proposals.
T25	<p>Arterial and Truck Street Designation Changes. Implement listed changes to the Seattle Comprehensive Plan and the Seattle Comprehensive Transportation Plan.</p> <p>a) Classify Elliott Avenue as a "major truck street" between Broad Street and SR 99.</p> <p>b) Classify Western Avenue as a "major truck street" between SR 99 and Broad Street.</p> <p>c) Upgrade 21st Avenue West north of West Emerson Place and West Commodore Way between 21st Avenue West and the locks from a "collector arterial" to a "minor arterial".</p>	High	1-2 years	Staff resources only	Council: Comp Plan amendment for truck street change. SCTP ordinance for arterial changes.	SeaTran, SPO, City Council	If consistent with the Queen Anne and Downtown neighborhood plans, SeaTran would support the change in the designation of Elliott Avenue and Western Avenue as Major Truck Streets and would propose this change as a part of the annual Comp Plan changes. SeaTran does not believe it is appropriate to change the arterial designation of 21st Avenue West and West Commodore Way, which meet the criteria for collector arterials.	Defer action on Elliott Avenue and Western Avenue (a and b) until completion of Queen Anne and Downtown plans. If consistent with these plans, amend Comp Plan and SCTP in 1998. Do not approve the proposal for 21st Ave West and West Commodore Way. (c)	C4, C5 Approve Exec.'s Rec. Action with following clarification: City's decisions on items that are deferred to other plans is not contingent upon consistency with other plans -- once other plans are complete, City will review issue and make decisions based on input from all affected plans, balancing of needs, priorities and interests, etc. Executive will encourage planning areas to work together and coordinate proposals.
T26	Ballard Bridge Opening Requirements. 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 week-days 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.	Medium	1-2 years	Staff resources plus minor notification costs	Work with Coast Guard to change bridge policies.	Coast Guard, (SeaTran)	This is primarily a Coast Guard action item. Coast Guard regulations govern the operation of all our bridges. These regulations allow the operator to delay opening for no more than ten minutes to allow vehicular traffic to clear, and applies to all marine traffic (commercial or pleasure vessels). SeaTran would, however, support a 90-day evaluation of the proposal.	Direct SeaTran to write a letter in 1998 to the Coast Guard requesting a 90-day evaluation of the proposal.	C2 Approve Exec.'s Rec. Action.
T27	Shilshole Avenue NW/24th Avenue NW	Medium	3-6	Not yet	Council: Review	SeaTran and	If this proposal is also supported by	Future consideration	C4

BINMIC Approval and Adoption Matrix

Transportation

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	Intersection Improvement. Study relocating the intersection of Shilshole NW/24th NW.		years	estimated	property holdings and evaluate funding possibilities. SeaTran: Include in future CIP.	Private Property Owners	the Crown Hill/Ballard neighborhood plan, and if the community undertakes preliminary design, SeaTran would consider the proposal.	contingent upon neighborhood support and neighborhood conducted preliminary design.	Approve Exec.'s Rec. Action with following clarification and addition: SeaTran will place on unfunded needs list if neighborhood demonstrates support from adjacent property owners and neighborhood develops and submits conceptual plan (rather than preliminary design).
T28	Pedestrian Route Under SR 99 near Elliott /Western Avenues. Work with developers of these properties to implement a pedestrian connection between Elliott Avenue/Bell Street and the Pike Place Market area.	Medium	1-2 years	Not yet estimated	Work with World Trade Center developer to construct path.	SeaTran, Private Developers	SeaTran has required the World Trade Center to implement this recommendation, however, the World Trade Center developer has dropped this connection from their proposal. Their current proposal is to reconstruct the sidewalk adjacent to their new development and relocate the curb four feet to the East at the crosswalk to improve the safety of pedestrians across the ramp entrance.	Negotiations have occurred and project will not be completed as per the BINMIC recommendation.	C5 Approve Exec.'s Rec. Action with following correction and clarification and addition: 1) SeaTran had requested, not required, the World Trade Center to include the connection in their proposal. The World Trade Center did not do so, and SeaTran does not have the authority to require them to do so; and 2) Executive will continue to look for other ways to address truck, pedestrian and bicycle safety issues.
T29	Holman Road/North 105th Street/Greenwood Avenue North Intersection. Upgrade the 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.	Medium	3-6 years	\$50,000	Include in CIP or Bond Issue Listing.	SeaTran	The City supports this recommendation.	SeaTran will add this to its unfunded needs list.	C4 Approve Exec.'s Rec. Action with following additions and clarification: 1) Consider with overall neighborhood plan implementation funding issues and 2) hold for coordination with Greenwood Plan. City's decision on this items is not contingent upon consistency with Greenwood Plan -- once that Plan is complete, City will review issue and make decisions based on input from both plans, balancing of needs, priorities and interests, etc. Executive will encourage planning areas to work together and coordinate proposals.
T30	SR 99/Bridge Way Intersection Improvements. a) Restripe Bridge Way through the	Medium	1-2 years for (a)	\$5,000 for (a) and (b).	Implement the proposal.	SeaTran	The City supports these recommendations.	SeaTran will add these to its unfunded needs list.	C4 Approve Exec.'s Rec. Action with following additions: 1) Consider with overall neighborhood plan

BINMIC Approval and Adoption Matrix

Transportation

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	<p>intersection to include a center, left-turn lane.</p> <p>b) In addition, install a channelization island between the 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 service and reduce the queue length at this location.</p> <p>c) Install a signal at the SR 99 Northbound off-ramp/Bridge Way North intersection.</p>		and (b). 3-6 years for (c).	\$20,000- \$60,000 (c)					implementation funding issues and 2) hold for coordination with Fremont Plan. City's decision on this items is not contingent upon consistency with Fremont Plan -- once that Plan is complete, City will review issue and make decisions based on input from both plans, balancing of needs, priorities and interests, etc. Executive will encourage planning areas to work together and coordinate proposals.
T31	Recommendation Deleted.								
T32	Transportation Management Association. Evaluate the feasibility of establishing a 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.	Medium	1-2 years	Not yet estimated	Evaluate TMA options for BINMIC.	SeaTran or WSDOT Office of Urban Mobility or Metro.	SeaTran will be happy to connect BINMIC business owners with existing programs. Liz Ranken is the contact in SeaTran.	Commitment to assist on ongoing basis within existing resources.	C2 Approve Exec.'s Rec. Action with following addition: Evaluate feasibility of establishing a TMA for industrial areas and report to Council in 1999 with recommendations.
T33	Transit Improvements. Work with Metro and RTA to implement transit service improvements. Potential ways to improve transit service include: a) Achieving 15-minute headways between buses along major routes. b) Implementing reverse-peak direction express service to BINMIC	Medium	3-6 years for (a) and (b), 6+ years for (c)	Not yet estimated	Council: Support commuter rail station in BINMIC for future RTA bonds. Others: Implement transit improvements.	King County Metro and Regional Transit Authority (SeaTran)	These are KC METRO and RTA action items. RTA has identified "Ballard /Interbay" as a potential station location for Commuter Rail.	Work with KC Metro and RTA on service improvements and station location on ongoing basis.	C2 Approve Exec.'s Rec. Action with following correction: RTA has not identified "Ballard/Interbay" as a potential station location; however, RTA has identified Ballard as a provisional station (meaning it is in the RTA Sound Move Plan but not funded).

BINMIC Approval and Adoption Matrix

Transportation

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
	<p>employment centers.</p> <p>c) Providing RTA commuter rail station in the BINMIC and ensure that regional and local rail freight mobility are not adversely affected.</p> <p>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.</p>								
T34	Truck Street Design Standards. 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 to structures and other obstructions such as trolley lines, and pavement design. (See T15)	High	1-2 years	Staff resources only	Develop standards.	SeaTran	SeaTran will review the existing street design standards as they apply to the Major Truck Streets.	Consider funding in 1999-2000 budget.	C2, C4 Approve Exec.'s Rec. Action with following additions: 1) Per T15, SeaTran will review the street design standards and report to the Council in 1999 with recommendations for possible amendments. Review of street design standards should address pedestrian and bicycle issues and 2) any additional work by SeaTran will depend on the budget and work program.
T35	West Ewing Place Acceleration Lane. Add a right-turn acceleration lane to accommodate trucks turning to West Nickerson Street from West Ewing Place to improve traffic operations at this location.	Medium	3-6 years	\$50,000	Periodic review needed.	SeaTran or Private Developer	Right-of-way width may be an issue at this location and it appears that the estimated cost is low.	SeaTran will add this to its unfunded needs list.	C4 Approve Exec.'s Rec. Action with following addition: Consider with overall neighborhood plan implementation funding issues.
T36	Westlake Avenue Curve Superelevation. 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 North.	Medium	3-6 years	Not yet estimated	Include in CIP or Bond Listing.	SeaTran	The problem at this location may be one of vehicles not obeying the speed limit. SeaTran will investigate the physical conditions at this location and add the project to its unfunded needs list if there truly is a geometric problem.	Investigate in 1998 as part of Westlake Trail. Add to unfunded needs list if project is warranted.	C2 Approve Exec.'s Rec. Action with following addition: If SeaTran determines that problem is not geometric, SeaTran will explore other solutions to problem.
T37	15th Avenue West/Nickerson Street /Emerson Street Interchange. Evaluate	Low	6+ years	Not yet estimated	Evaluate feasibility /need.	SeaTran, WSDOT	This project needs much investigation to determine the feasibility. At first	Add to unfunded needs list if warranted.	C5 Do not approve Exec.'s Rec. Action:

BINMIC Approval and Adoption Matrix

Transportation

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
	the feasibility of constructing a ramp as indicated in the BINMIC plan.						blush, it appears to be a very expensive project.		Rough estimates of cost of project are very high and project is lower priority for BINMIC, so SeaTran's resources could be better spent on higher priority action item than on feasibility analysis for this action item.
T38	Traffic Impact Analysis Guidelines. Develop guidelines for traffic impact analyses.	Low	1-2 years	Staff resources	Adopt Guidelines through Director's Rule.	DCLU, SeaTran	DCLU agrees that it would be helpful to have written guidelines for when a traffic study is required during permit review and proposes to develop guidelines that would have citywide applicability and benefit.	DCLU will work with SeaTran in 1998 to prepare guidelines for transportation studies for impact evaluation related to development proposals. The guidelines will likely take the form of a CAM or Director's Rule.	C2 Approve Exec.'s Rec. Action.
T39	Transportation Concurrency Screenline Changes. Evaluate amending the Comprehensive Plan to combine the Ballard Bridge, Fremont Bridge and Aurora Bridge into one screenline.	Low	1-2 years	Staff resources	SPO/Council: Comp Plan Amendment	SPO, SeaTran, City Council	This is an SPO Action Item requiring a citywide or areawide analysis.	SPO will evaluate this item in 1998 along with other neighborhood generated screenline proposals.	C4 Approve Exec.'s Rec. Action with following correction and additions: 1) SPO will conduct its evaluation in 1998 and 1999; 2) SPO will coordinate its review with other neighborhood plans; and 3) in 1999, SPO will report to Council with the results of its evaluation.
T40	Dravus Street/15th Avenue West Interchange. Improve the turning radii at the Dravus Street/15th Avenue West interchange. Evaluate the potential application of advanced detectors, such as video or microwave detectors, for use on the Dravus Street Bridge.	Low	3-6 years	\$50,000 for radius improvement; \$5,000 - \$10,000 for signal detection on bridge.	Include in CIP or Bond Issue Listing.	SeaTran	SeaTran supports this recommendation.	SeaTran will add it to its unfunded needs list.	C4 Approve Exec.'s Rec. Action with following addition and change: 1) SeaTran will coordinate its work on turning radii with related action T15 and 2) Hold for coordination with Queen Anne Plan. City's decision on this items is not contingent upon consistency with Queen Anne Plan -- once that Plan is complete, City will review issue and make decisions based on input from both plans, balancing of needs, priorities and interests, etc. Executive will encourage planning areas to work

BINMIC Approval and Adoption Matrix

Transportation

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
									together and coordinate proposals.
T41	North 105th Street Utility Pole Relocation. Relocate utility poles further from the curb on North 105th Street from Greenwood Avenue North to I-5 during future utility pole upgrade.	Low	6+ years	\$500 - \$1000 per pole.	Seattle City Light: move poles with other maintenance.	Seattle City Light	City Light surveyed all the poles on North 105th between I-5 and Greenwood, and found that the poles do not meet standards, although only one pole, at SE corner of North 105th and Greenwood, needed replacement.	In 1998, City Light will relocate pole at SE Corner of North 105th and Greenwood. For other poles, City Light will relocate them as wear or damage indicate replacement is necessary.	C2, C4 Approve Exec.'s Rec. Action with following addition: City Light will also replace poles as they are doing other work in area.
T42	Traffic Signals on Principal Arterials and Major Truck Streets. Design any new traffic signals along major truck streets so that they have the least impact on through truck traffic.	Low	Ongoing	Staff resources only	Consider design suggestions when reviewing other plans.	SeaTran	The location for new pedestrian traffic signals is determined by adopted Signal Warrants. SeaTran cannot commit, in perpetuity, to only providing pedestrian crossings at arterial intersections. They must retain the flexibility to respond to public safety issues such as the opening of new schools and changes in transit service. When they put in a new signal it is coordinated with adjacent signals.	Coordinate with adjacent signals when a new signal is installed.	C4 Approve Exec.'s Rec. Action with following addition: Executive will coordinate efforts with pedestrian and bicycle issues.
T43	SR 99/Bridge Way Interchange. Evaluate the 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.	Low	6+ years	Not yet estimated	Evaluate feasibility/ need.	SeaTran, WSDOT	This very expensive project appears to go beyond the range of conceivable funding for transportation improvements in the foreseeable future.	Do not approve.	C5 Approve Executive's Rec. Action.

BINMIC Approval and Adoption Matrix

Industrial Land Use

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
L1	<p>Industrial Ombudsperson. Establish a BINMIC industrial ombudsperson responsible for :</p> <ol style="list-style-type: none"> 1) facilitating information flow between industrial businesses and permitting agencies and 2) for identifying and implementing process improvements which will speed permitting, avoid duplication, clarify requirements and identify where agencies have flexibility on how requirements are met. <p>The ombudsperson shall perform an annual review with specific recommendations for improvement to the DCLU and other permitting agencies.</p>	High	1 year	\$40,000	OED funding and contract with the Neighborhood Business Council.	Neighborhood Business Council	OED currently plays a role as an industrial liaison and has contracts with other entities to perform ombudsperson-like activities. DCLU is currently implementing various projects to improve and stream-line the permit process. These projects should provide some benefit consistent with BINMIC's wishes.	In 1998, OED will redirect base resources as much as possible to expand its ombudsman services to the manufacturing and industrial businesses in the city. Specifically, OED will redirect its con-tracts with NBC and the EDC to take on more permitting casework. OED will also encourage the M&I Council to take a role. In the 1999-2000 budget, OED will seek more resources for ombudsman services. The amount of ombudsman services provided will be modified over time. DCLU will be monitoring its permit process improvement projects and make any needed modifications.	<p>C3</p> <p>Do not approve Exec's Rec. Action. The BINMIC Neighborhood Planning Committee is encouraged to submit a scope of work for a consultant contract for industrial area neighborhood plan implementation to NPO. The person or organization shall not advocate on behalf of applicants in the City of Seattle's permitting processes.</p> <p>The Council recommends that the BINMIC Neighborhood Planning Committee consider utilizing the City of Seattle's proposed early implementation funds for this position. Accordingly, the decision for funding of this position will be referred to the BINMIC Planning Committee pending approval of the early implementation funds. The BINMIC may contract with the party of its choice for plan implementation, provided that the City's required procedures are followed.</p> <p>If the BINMIC Planning Committee does not use early implementation funds for this purpose, the Council will hold the recommendation for reconsideration pending the Council's discussion and decisions on overall neighborhood plan implementation funding issues.</p>
L2	Change name of Industrial (IB) Zone. 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.	High	1-2 years	Staff resources	Council: Ordinance amending Land Use Code. DCLU: Prepare	DCLU, SPO	This amendment to the Land Use Code should be considered after the completion of all neighborhood plans affecting industrial areas.	Amend Land Use Code to reflect name change if deemed appropriate after completion of all neighborhood plans affecting	<p>C4</p> <p>Approve Exec.'s Rec. Action, with following clarification: Defer decision on proposed change of the name of the Industrial buffer zone to Light</p>

BINMIC Approval and Adoption Matrix

Industrial Land Use

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
					report.			industrial areas.	Industrial until completion of all neighborhood plans for areas covering or adjacent to industrial areas.
L3	Bicycle and Pedestrian Trails. Make all efforts to locate bicycle and pedestrian trails away from the BINMIC manufacturing and industrial uses. Design existing trails to reduce conflicts.	High	1-2 years	Staff resources only	Comp Plan Change, Council Resolution	SeaTran	Alignments for Westlake and Burke-Gilman trails have been established. See T10, T11 and Council Resolution 29474.	No action needed. (See T10 and T11.)	C4 No action needed. (see T10 and T11.) Note: the City Council does not intend to prohibit additional bicycle or pedestrian trails within the BINMIC.
L4	Boundary Changes. Amend the Comprehensive Plan to include GM Nameplate and the Burlington Northern Santa Fe railroad corridor into the BINMIC. Implement a legislative rezone for the GM Nameplate property from C1 to IB.	High	Adopted with plan	Staff resources only	Council: Ordinance amending Land Use Code. SPO/DCLU: Prepare legislative rezone report.	DCLU, SPO	The report and ordinance are included as part of this approval and adoption package.	Adopt ordinance.	C2,C4 Approve Exec.'s Rec. Action for both proposed BINMIC boundary changes. Do Not Approve Exec.'s Rec. Action for legislative rezone or the GM Nameplate property from C1 to IB.

BINMIC Approval and Adoption Matrix

Maritime Industries Including Fishing

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
FM1	North Pacific Fisheries Management Council. Support long-term efforts to secure additional representation for the State of Washington on the North Pacific Fishing Management Council.		1-2 years	Staff resources (See Plan.)	Council: Resolution expressing intent; direction to OIR to pursue. OIR: Include as work plan item.	OIR	The City agrees and did work on expanding state representation, but did not succeed. The next opportunity to amend the Magnuson Act will occur in four years.	Track and raise again when Magnuson Act is reauthorized in four years.	C2 Approve Exec.'s Rec. Action.
FM2	Industry Status. 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 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 fund preparation of an annual State of the Industry report. The report will incorporate information on local infrastructure needed to support the fishing industry (pier space, utility services, transportation facilities); shipyard activity (vessel construction and repair); regulatory actions affecting the fleet; and economic data relating to the industry's health(e.g. catch volume and value). The report shall also 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		Ongoing	Staff resources and annual budget allocations to fund report updates.	Council: Resolution expressing intent; direction to OED to incorporate into 1999-2000 budget OED: Include as Work plan item; 1999-2000 budget submittal.	City of Seattle, Port of Seattle, Seattle Marine Business Coalition, (OED)	The City agrees that such studies are worthwhile and is presently coordinating with the Port to study these issues.	OED will work with the Port to use the Port's existing Maritime Land Use Study to address the BINMIC's request for a study on the fishing industry. OED will make available funds if necessary to supplement the Port Land Use study. OED will partner with the SMBC and other industry organizations to help them host a forum that will develop a BINMIC Fishing Action Plan.	C2, C3 Approve Exec.'s Rec. Action with following addition: The City Council will consider the request for an annual industry status report with overall neighborhood plan implementation funding issues.

BINMIC Approval and Adoption Matrix

Maritime Industries Including Fishing

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
	program of public and private initiatives which will support the industry, such as targeted lobbying efforts, legislative changes and investment in infrastructure projects.								
FM3	Barge, Ship, Rail, and Truck Freight Intermodal Connections. 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 on the Ship Canal. Pay particular attention to access needs for chill facilities in the BINMIC. (See also Transportation section, particularly Implementation Items T7, T11, T19, T20.)	High	1-2 years	Staff resources	See also Transportation section, particularly T7, T11, T19, T20.	SeaTran, Port of Seattle	See also Transportation section, particularly T7, T11, T19, T20.	See also Transportation section, particularly T7, T11, T19, T20.	C1, C2 Approve Exec.'s Rec. Action.
FM4	Representation on Construction Code Advisory Board. 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.		1-2 years	Staff resources	Council: Amend Building Code to change CCAB structure. DCLU: Invite participation; propose amendment to Building Code.	DCLU	DCLU does not believe that the Building Code should be amended to designate positions for BINMIC (industrial and maritime representatives) due to the general opportunities for participation that are already available, and the specific actions noted under Executive Recommended Action. Participation with CCAB and its issue/code specific committees (one need not be on the board to participate) can begin immediately. Anyone may raise issues and recommend solutions for board consideration.	DCLU will contact identified BINMIC representatives when industrial and maritime issues arise. DCLU maintains a mailing list for people interested in CCAB activities. Mailings will keep interested parties alerted to upcoming agendas, meeting minutes, and board vacancies, etc. DCLU will publicize to BINMIC representatives that four positions on the CCAB will be open next year, including three for the general public.	C2, C4 Approve Exec.'s Rec. Action with following addition: Request that DCLU report to the City Council with a written report and recommendation regarding the addition of an industrial representative to the CCAB.
FM5	Facilitate dock and pier maintenance. Explore possible changes to the Seattle Fire Code and Building Code to determine if code alternates can be		Ongoing	Staff resources	See RG4, 9, 10, and 11.	Fire, DCLU	The City supports the recommendations honoring the state-mandated turnaround time, using preapplication meetings whenever	The Fire Department will continue to work with industry in the granting of code alternates. As part of	C2 Approve Exec.'s Rec. Action, with the following clarification: This action

BINMIC Approval and Adoption Matrix

Maritime Industries Including Fishing

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
	used to facilitate pier maintenance and improvement. Honor the state-mandated 120-day turnaround for development permit processing. Use preapplication meetings whenever possible to provide up-front notice to applicants of requirements. Invite Fire Department and other agency participation in preapplication meetings.						possible, and inviting Fire Department and other agency participation in preapplication meetings. Changes to the Seattle Fire Code are not needed to grant code alternates for pier maintenance and improvement; this is already being done although most code alternates are site specific.	its 1998 work program, DCLU will prepare public assistance documents (CAM and sample application materials) for pier maintenance and construction and will publicize the availability of these materials. DCLU staff will meet with BINMIC representatives to determine specific problems and desired changes. With specific issues and proposals identified, DCLU will explore Building Code changes as part of its 1998 work program.	approves the BINMIC request, FM5.
FM6	Dock and Pier Improvement, Education /Assistance. 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 Requirement and sample letters 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.		1-2 years	Staff resources	Council: Resolution directing DCLU to pursue action. DCLU: Include as work plan item.	DCLU /Department of Ecology/other agencies with jurisdiction	The City supports this recommendation.	As part of its 1998 work program, DCLU will prepare public assistance documents (CAM and sample application materials) for pier maintenance and construction, and will publicize the availability of these materials.	C2 Approve Exec.'s Rec. Action.
FM7	Dock and Pier Improvement, Areawide Plan for Pier Maintenance and		1-2 years	Staff resources	Council: Resolution	DCLU/Fire Department	DCLU has not historically prepared such restoration plans. DCLU	1. Assess next steps as part of FM6 work	C2, C3 Approve Exec.'s Rec. Action with

BINMIC Approval and Adoption Matrix

Maritime Industries Including Fishing

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
	Restoration. Recommend that DCLU submit a draft of a new Directors Rule for review by BINMIC for an areawide plan for pier restoration and maintenance that acknowledges City safety and environmental concerns, and BINMIC economic and business concerns with permitting requirements.				directing DCLU to pursue action. DCLU: Include as work plan item.		suggests BINMIC retain a consultant to prepare a plan, possibly funded by obtaining a Neighborhood Matching Fund Grant or a CZM (Coastal Zone Management) grant from the Washington Department of Ecology, which is a new potential money source to facilitate implementation of this proposal and perhaps others called out by BINMIC, such as inventorying large berth space.	program item. 2. Compare next steps to other neighborhood plan requests for future consideration.	following clarification and addition: Incorporate information about code provisions and possible alternates in the DCLU CAM to be developed in response to FM6. The City Council recommends that pier owners pursue other funding, such as a State DNR or a City Matching Fund grant.
FM8	Maintenance Dredging. 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.		1-2 years	Staff resources	Council: Resolution directing OIR to pursue action. OIR: Include as work plan item.	OIR, DCLU, Port of Seattle, Washington Department of Fisheries, Army Corps of Engineers, tribes, and the Department of Ecology	The City agrees that examination of the permit process for maintenance dredging may well uncover procedural changes that could be made that would result in a more efficient process. The City, though its role in this issue is limited, will do what is within its power to cooperate in any process reforms that will improve the efficiency of the permit process.	In 1998, OIR will spearhead the effort and convene a meeting of relevant parties to work on this issue.	C2 Approve Exec.'s Rec. Action.
FM9	Lock Closures. 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 T19.)		1-2 years	Staff resources	See T19.	City of Seattle and Corps of Engineers	See response to T19.	See response to T19.	C2 Approve Exec.'s Rec. Action.
FM10	Education Workshop. Recommend that DCLU hold an annual educational workshop on application procedures once every year for BINMIC private/public pier owners. Recommend DCLU provide information on exemption request procedures at the workshop.		1-2 years	Staff resources	Council: Resolution directing DCLU to pursue action. DCLU: Include as work plan item for 1998.	DCLU	DCLU will, depending upon the level of demonstrated interest, either provide a comprehensive package of information on SEPA and shoreline applications and exemptions at such a workshop or make that material available at our office and to a mailing list. This information could also be	DCLU will perform in 1998.	C2 Approve Exec.'s Rec. Action, with the following clarification: a workshop will be held only if DCLU can determine that there is a sufficient level of interest.

BINMIC 6/15/98

Page 21

Council Actions: References are to categories identified in Resolution 29716 Pertaining to City Council review of proposed neighborhood plans. **C1** = City has implemented, **C2** = City can implement within existing resources, **C3** = City will consider when adopting the Budget and Capital Improvement Program, **C4** = City will consider at future time (due to need to coordinate with citywide issues, other neighborhood planning efforts, identification of fund sources, evaluation of policy or regulatory changes, etc.), **C5** = City will not implement.

BINMIC Approval and Adoption Matrix

Maritime Industries Including Fishing

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
							provided on PAN (Public Access Network) and at the neighborhood service centers.		
FM11	Preservation of Land for the Fishing /Maritime Industry. The City shall fund a study to examine the strategies used for preservation of farm land, open space, and resource lands in Washington State to determine how the water-front and water-dependent property in the BINMIC should be reserved for the cyclical needs of the fishing and maritime industries.		1-6+ years	Cost of Study	Council: Resolution directing OED to pursue action. OED: Include as work plan item.	SPO	The City believes such a study could be informative.	Consider for 1999-2000 budget.	C3 Approve Exec.'s Rec. Action. with following clarification: City will consider the request for a study with overall neighborhood plan implementation funding issues for the 1999-2000 budget.

BINMIC Approval and Adoption Matrix

Public Utilities, Services and Infrastructure

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
PS1.1	Infrastructure Improvements. Target new infrastructure investment to areas where larger parcels exist or may be assembled for industrial uses.	High	1-6+ years	Staff resources	Council: Resolution expressing intent; direction to utilities and SeaTran to pursue action Utilities/SeaTran: Include as work plan item	SPU, SeaTran, City Light, ESD	Some transportation components of infrastructure were included in the recently defeated transportation bond issue. If resubmitted the items can be included again. If not, transportation and other infrastructure improvements could be considered in the 1999-2000 budget.	Consider including transportation items in possible resubmitted bond issue, or in the 1999-2000 budget. See response to T14.	C2 Approve Exec.'s Rec. Action with following clarification: City will consider among the factors to be assessed in infrastructure decisions the relationship between new infrastructure investments and industrial land availability in the BINMIC and other industrial areas, consistent with Comp Plan policy #E41 and BINMIC Comp Plan policies regarding land assembly and provision of sufficient infrastructure. No further targeting is intended, except to the extent already provided in City policy.
PS1.2	Financing Local Improvement Districts. 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.	High	Ongoing	Staff resources	Council: Resolution expressing intent; direction to utilities and SeaTran to pursue action Utilities/SeaTran: Include as work plan item.	SPU, SeaTran, City Light	The City supports and SeaTran continues to provide staffing for the L.I.D. process. City participation in the financing of an L.I.D. is a Council issue.	Consider for 1999-2000 budget	C3 Approve Exec.'s Rec. Action with following clarification: City will consider for inclusion in the 1999-2000 budget the exploration of the concept of joint LID/other source funding for BINMIC and City-wide application.
PS2	BINMIC Customer Service Survey. On an annual basis, the City, in conjunction with the BINMIC Ombudsperson and existing business organizations, will undertake in January (starting in 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		Ongoing	Staff resources only	Council: Resolution expressing intent; direction to ESD to pursue action. ESD: Include as work plan item.	ESD, OED and the BINMIC Ombudsperson	The City, which currently conducts a survey on citizen satisfaction with the City, is committed to conducting a feasibility study to undertake a survey of Seattle's businesses.	In 1998, ESD will conduct a feasibility study and approach for developing a business survey. Likely conduct survey in 1999-2000.	C2, C3 Approve Exec.'s Rec. Action with following clarification: City intends to include resources to conduct a city-wide survey of both industrial and commercial businesses in the 1999-2000 City Budget. An annual survey is not intended. ESD intends to report to BINMIC on what actions result from the survey.

BINMIC Approval and Adoption Matrix

Public Utilities, Services and Infrastructure

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
	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.								
PS3	Public Services. Designate an industrial contact person within the Seattle Public Utilities Department and Seattle City Light to handle BINMIC issues and provide guidance to industrial enterprises located within or planning to locate within this area.		Ongoing	Redesignation of staff resources only	Council: Resolution directing utilities to pursue action. Utilities: Clarify and redesignate existing staff resources.	Seattle Public Utility, City Light		Consider revising current structure of account executives to respond to BINMIC/ Industrial needs.	C2, C3 Approve Exec.'s Rec. Action with following clarifications: City Light is in the process of reviewing its account executive responsibilities. SPU will include review of its account executives in its 1999-2000 budget. In these reviews establishment of representatives dedicated in whole or part to city-wide industrial clients will be considered.
PS4	BINMIC Promotion. 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 Council of Seattle shall be a part of the working group.		Ongoing	Staff resources	Resolution expressing intent; direction to OED to pursue action. OED: Include as work plan item.	OED	The Manufacturing and Industrial Council of Seattle (MICS) is currently promoting issues of importance to all industrial areas in Seattle and has indicated a strong interest in promoting the recommendations of the neighborhood plans for the land the BINMIC as part of its existing mission to promote the economic vitality of the industrial areas.	OED will request that the MICS add a formal BINMIC representative to its membership in addition to the current business representatives with businesses in BINMIC. OED will also recommend that the MICS make promotion of the BINMIC recommendations a part of their work plan for 1998.	C2 Approve Exec.'s Rec. Action.
PS5	BINMIC District Council. Initiate creating the BINMIC as its own District Council with the Department of Neighborhoods. Affirm the ongoing role of the BINMIC		1-6+ years	Staff resources	Council: Resolution expressing intent and modification of existing structure of	DON, SPU, Port of Seattle	Recommendation will be considered in the context of deciding how to best insure the stewardship of neighborhood plans beginning in the 1999-2000 biennium.	Defer pending completion of neighborhood plans in overlapping districts.	C4 Approve Exec.'s Rec. Action with respect to a BINMIC District Council. C2

BINMIC Approval and Adoption Matrix

Public Utilities, Services and Infrastructure

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
	Committee regarding Salmon Bay sediment cleanup to represent manufacturing and industrial uses with the Department of Ecology.				District Council. Direction to DON to pursue changes. DON: Redesignation of staff or additional work plan item.				Approve Exec.'s Rec. Action with following addition: OED will request that DOE, EPA and the Port of Seattle continue to work with the BINMIC planning committee (or its successor representing the BINMIC community) as well as City agencies, in the implementation of the EPA Brownfields grant which the POS has been awarded, and in considering environmental issues related to the BINMIC area.
PS6	Public Lands and Rights-of Ways. The City, County, and Port shall examine public lands and rights-of ways in the BINMIC area, including the National Guard site and adjacent Metro parking lot for redevelopment opportunities for industrial development.		Ongoing	Staff resources	Council: Resolution expressing intent; direction to OIR to work with other jurisdictions and for OED and ESD to move this area ahead in its consideration of strategic plans for City-owned property. OED/OIR: Redesignation of staff to work on this issue or add to work plans. ESD: Reprioritize work plan to move BINMIC to 1998.	ESD, OED, OIR, Port, King County	ESD has already started working with jurisdictions.	ESD will reorder its priorities to complete this work item in 1998. This item does not refer to Park Department Land.	C1 Approve Exec.'s Rec. Action with following correction: Review of BINMIC property is scheduled to occur in 1st or 2nd quarter of 1999..
PS7	City Jobs Initiative. 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		Ongoing	Staff resources	Council: Resolution expressing intent; direction to OED, OFE, and DON to	OED, Office for Education, DON	The Seattle Jobs Initiative's (SJI) brokerage service was created as a new pathway for low income residents to benefit from the rapid economic growth in the area. The	The (SJI) employment brokerage service will coordinate with the BINMIC Committee and other industrial business	C2 Approve Exec.'s Rec. Action.

BINMIC Approval and Adoption Matrix

Public Utilities, Services and Infrastructure

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
	through direct advertising and coordination with local labor groups. In addition, linkages shall be created between the new local business council, proposed District Council, and City representatives regarding the City's jobs initiative program.				pursue action.		Brokerage operates by coordinating the delivery of recruitment, training and retention services designed to meet the needs of both employers and residents.	organizations in the area to identify businesses in BINMIC seeking qualified applicants for available positions. The brokerage will work with these businesses to provide employment and training services to meet their needs.	

BINMIC Approval and Adoption Matrix

Regulatory Environment

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
RG1	Modify City Street Regulations, Including Off-Street Parking and Loading Requirements. 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 T22.)	High	1 to 6+ years	Staff resources only	Council: None, except if there is a need for Land Use Code change. Adopt Guidelines through Director's Rule.	DCLU, SeaTran	This is handled adequately by action item T22.	See T22.	C1, C3 Approve Exec.'s Rec. Action to prepare a client assistance memo regarding loading and berth waivers. DCLU will consider the request for adding criteria to better clarify what situation may qualify for a waiver or modification with the 1999-2000 budget.
RG2.1	Street and Alley Vacations. Revise the City's process for evaluating a street vacation application to incorporate a specific time requirement for each stage of the process as follows: complete the valid signature check within two weeks of receipt of a street vacation application; circulate the proposal to commenting agencies within two 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.	High	1 to 6+ years	Staff resources	Revise street vacation process with mandated timeframes.	SeaTran	SeaTran has hired an additional staff person to speed review of street vacation proposals and provide improved service. This will allow a commitment to set a specific goal for the time it takes to review proposals.	Set goals for completing various stages of street vacation review, with an overall goal of completing all pre-hearing activities within 190 days for an average project. Review the timelines after evaluating the added staffing to determine what further process changes or staff support are needed to reduce these times.	C2 Approve Exec.'s Rec. Action with following addition: Review of street and alley vacations (Citywide issues) is on 1998 Work Program for Council's Transportation Committee.
RG2.2	Street and Alley Vacations. 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 there is an application pending at DCLU. If there is no DCLU	High	1-6+ years	Staff resources	Amend street vacation policies. DCLU: Amend Industrial land use policies.	Council, SeaTran	The Executive supports this recommendation.	Change street vacation practice by consistently including a street vacation condition that limits the approval to the project type proposed at the time of filing for a street vacation.	C4 Approve Exec.'s Rec. Action, with following clarification: the City Council's Transportation Committee will consider the specific mechanisms for accomplishing this intent during 1998.

BINMIC Approval and Adoption Matrix

Regulatory Environment

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
	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).								
RG3	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.	High	1-6+ years	Staff resources	Council: Comp Plan Amendment SeaTran: Adopt Guidelines through Director's Rule.	SeaTran	The Shoreline Street End Policy was just recently revisited and comments from all interested parties were presented to the City Council. The result was the adoption of Resolution 29730.	No additional action recommended.	C4 Do Not Approve Exec.'s Rec. Action. Hold consideration of this issue; the Transportation Committee will review shoreline street end use policy during 1998.
RG4	Permitting. Honor the 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 is 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 pre-application meetings as appropriate. Support and participate in ongoing programs in which City agencies strive to provide more consistency, predictability and coordination in permitting processes and development efforts.		1-6+ Years	Staff resources	Council: Resolution expressing intent. DCLU: Include as ongoing work program item.	DCLU	DCLU currently meets or exceeds the 120 day time frame for 80 percent of permit applications. DCLU will work with other departments to encourage their participation in preapplication conferences. DCLU will continue to look for ways to improve its permitting process. There is a current 5-Year Plan to examine and refine its permitting processes: Regulating Construction (PIRC) and Regulating Land Use (PIRL).	Continue with work plan item as part of 5-Year Plan. DCLU will invite BINMIC representation on stakeholder group(s).	C2 Approve Exec.'s Rec. Action.

BINMIC Approval and Adoption Matrix

Regulatory Environment

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
RG5	Field Inspection Occupancy Permit Procedure. The City shall explore the possibility of a process to obtain new occupancy permits for 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.		Ongoing	Staff resources	See response to RG4.	DCLU	See response to RG19. DCLU believes that the existing range of permit processing options allows for "minor" proposals to be dealt with in the most expeditious manner possible; however ongoing work on process improvements will address this issue.	See response to RG19. DCLU's work on its 5-Year Plan project [Process Improvements - Regulating Construction (PIRC)], will include examination of occupancy requirements in the Building Code. DCLU is already setting up a meeting with BINMIC stakeholders to engage their participation.	C1, C2 Approve Exec.'s Rec. Action.
RG6	Deleted.								
RG7	Public Process Prior to Land Use Changes. 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.		1-2 years	Staff resources	Council: Resolution expressing intent; potential changes to Land Use Code. DCLU: Include as work plan item.	DCLU	DCLU is committed to public process in the development and adoption of all legislation. The Land Use Code itself codifies a process which the Department meets or exceeds in all cases. As part of it's code development process, DCLU considers the cost implications to the public and private sectors code amendment proposals.	Consider amendments for 1999/2000 budget.	C2 Approve Exec.'s Rec. Action with following correction: No budget amendments related to this item are under consideration for the 1999/2000 budget. DCLU employs significant public process and considers cost implications of regulations. DCLU's 1999/2000 work program includes a project to examine the Department's cost analysis process for code amendments and recommend any needed improvements.
RG8	Alternate Fire Code Compliance. 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 and alteration permits and new construction permits.		Ongoing	Staff resources	Council: Resolution directing Fire Department to pursue action. Fire Dept.: Include as work item.	Fire Department	Fire inspectors can and do communicate about the code alternate processes available to assist with Fire Code compliance. However, Code alternates can only be approved by Fire Protection Engineers and granted by the Fire Chief. Fire inspectors normally do not understand the technical aspects of most code alternates. The inspectors do attempt to notify businesses of possible code alternates when they	The Fire Department will continue to work diligently and support business and industry in this area.	C2 Approve Exec.'s Rec. Action with following addition: Council will request that Fire inspectors inform those who have been requested to make code corrections that there may be code alternates, but will not ask the department to provide additional detail about specific alternates. The Fire Department will continue the existing practice of informing clients in

BINMIC Approval and Adoption Matrix

Regulatory Environment

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
							know of them. The Neighborhood Business Council is currently developing educational materials related to this item.		their written notice regarding pier code requirements, that there may be code alternates.
RG9	Dock and Pier Improvement. Explore possible changes to the Seattle Fire Code and construction codes to determine if Code alternates can be used to facilitate pier maintenance and improvement. Fire, DCLU, and other agencies all inform pier owners of educational materials available and the Code alternative process that would assist with pier maintenance and restoration work.		1-2 years	Staff resources	Council: Resolution directing DCLU and Fire to pursue action. DCLU/Fire: Conduct focus group with BINMIC pier owners; recommend code changes if possible.	DCLU, Fire Dept., OED	See response to item FM5. The City agrees that this would be a valuable customer service. However, code alternatives will only be used where the intent of the code is met and safety is ensured.	As part of it's 1998 work program, DCLU will prepare public assistance documents (CAM and sample application materials) for pier maintenance and construction and will publicize the availability of these materials. DCLU will examine current construction codes applicable to piers and propose any needed changes as part of the 1998 work program. The Fire Department will meet with DCLU and BINMIC to develop educational materials and inform pier owners of the Code Alternate process.	C2 Approve Exec.'s Rec. Action.
RG10	Construction Codes and Fire Code Advisory Boards. Support the Construction Codes and Fire Code Advisory Board's active role in reviewing and making recommendation to existing and proposed regulations. Membership on these boards shall be solicited from BINMIC stakeholders.		Ongoing	Staff resources	See FM4.	DCLU, Fire Department	See response to FM4. DCLU will continue to work with the Construction Code Advisory Board (CCAB) in interpreting and amending the building code. The Fire Code Advisory Board is created by City ordinance. Of its 15 members at least three relate directly to BINMIC concerns: marine industry, Port, and manufacturing/warehouse representatives. Additional	See response to FM4. Continue to address BINMIC's concerns through the presently constituted Fire Code Advisory Board.	C5 Approve Exec.'s Rec. Action with respect to Fire Code Advisory Board representation. C2 With respect to the Construction Code Advisory board Approve Exec.'s Rec. Action with following addition: Request that DCLU report to the City Council with a written report and

BINMIC Approval and Adoption Matrix

Regulatory Environment

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
							membership representing specific geographic groups would make the Board unwieldy. The currently constituted Board has been working well over the past two years. If, in the future, it does not effectively represent BINMIC interests its composition can be changed.		recommendation regarding the addition of an industrial representative to the CCAB.
RG11	Improve Communication between DCLU and Fire Department. The City shall implement procedural improvements and code changes that further improve communication between DCLU and the Fire Department.		Ongoing	Staff resources	Council: Resolution directing Fire Department and DCLU to pursue action. Fire Department /DCLU: Include as work items.	DCLU, Fire Department	The Fire Department and DCLU meet bi-monthly to support ongoing communications between the two departments. SFD performs daily plan review at DCLU's permit counter. The City does not believe Code amendments are necessary to implement this recommendation.	Continue as ongoing work plan item.	C2 Approve Exec.'s Rec. Action.
RG12	Industrial Area Cost Impact. 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 cost to individual businesses and the local economy compared to public benefit and 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.		Ongoing	Staff resources	Council: Resolution directing SPO, OED, DCLU, and Fire Department (SFD) to pursue. SPO/OED/DCLU /SFD: Include as work plan item.	DCLU, SPO, OED, Fire Department	DCLU currently considers the cost implications to development proponents as well as to the City of proposed Land Use and other code amendments, and recognizes the importance of additional work in this area.	For 1999/2000, DCLU will develop enhanced cost analysis process for code amendments.	C2 Approve Exec.'s Rec. Action with following correction: DCLU's 1999/2000 work program includes a project to examine the Department's cost analysis process for code amendments and recommend any needed improvements.
RG13	Raise Shoreline Substantial Master Permit Exemption. 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		1-2 years	Staff resources	Council: Resolution expressing support. OIR/DCLU /Department of Ecology (DOE)/	OIR/ DCLU /Department of Ecology/ Port of Seattle	Support raising threshold only to \$7,500. Higher level would require further study.	Lobby the State legislature in 1998 to raise the exemption to \$7500 and index annually.	C2 Approve Exec.'s Rec. Action with following clarification: The City will forward the recommendation of the BINMIC Committee to further raise the threshold for shoreline substantial master permit exemptions to \$20,000

BINMIC Approval and Adoption Matrix

Regulatory Environment

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
	the exemption to meet the inflation CPI.				Port of Seattle/ Include as work program item.				to the state Department of Ecology asking that the recommendation be included in the statewide study of SEPA thresholds, and clearly indicating that the City has not had sufficient opportunity nor resources to evaluate the proposal, that the City's request should not be interpreted as City endorsement of the recommendation, and that the City reserves the right to review and respond to DOE's assessment of the proposal.
RG14	Minor New Construction Exemptions. Join with the Port of Seattle to petition the Department of Ecology to develop thresholds for minor 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 Minor New Construction. Upon amendment of the state SEPA and Shoreline Master Program, amend City regulations to incorporate the exemptions.		1-2 years	Staff resources	SPO/DCLU /Department of Ecology/ Port of Seattle: Include as work program item.	SPO/DCLU /Department of Ecology/Port of Seattle	Agree in principal that SEPA exemption thresholds may need updating. However, this has Citywide applicability and consequences and must be approached from a more comprehensive standpoint. Support would be dependent upon demonstration that there were no harmful environmental impacts.	SPO will send a letter in 1998 to DOE asking that the BINMIC recommended SEPA threshold changes be included as part of study scope in statewide SEPA review.	C2 Approve Exec.'s Rec. Action with following addition: The City will forward the recommendation of the BINMIC Committee to the state Department of Ecology asking that the recommendation be included in the statewide study of SEPA thresholds, and clearly indicating that the City has not had sufficient opportunity nor resources to evaluate the proposal, that the City's request should not be interpreted as City endorsement of the recommendation, and that the City reserves the right to review and respond to DOE's assessment of the proposal.
RG15	Berth Maintenance Dredging. Join with the Port of Seattle to petition the Department of Ecology to develop an exemption for ongoing 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 the		1-2 years	Staff resources	SPO/DCLU /Department of Ecology/ Port of Seattle: Include as work program item.	SPO/DCLU /Department of Ecology/Port of Seattle	See response to RG14.	See response to RG14.	C2 Approve Exec.'s Rec. Action with following addition: The City will forward the recommendation of the BINMIC Committee to the state Department of Ecology asking that the recommendation be included in the statewide study of SEPA thresholds, and clearly indicating that

BINMIC Approval and Adoption Matrix

Regulatory Environment

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
	state SEPA and Shoreline Master Program, amend City regulations to incorporate the exemptions.								the City has not had sufficient opportunity nor resources to evaluate the proposal, that the City's request should not be interpreted as City endorsement of the recommendation, and that the City reserves the right to review and respond to DOE's assessment of the proposal.
RG16	SEPA Requirement for Building Demolition and Construction. 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.		1-2 years	Staff resources	SPO: Include as work program item.	SPO, DCLU	See response to RG14.	See response to RG14.	C2 The City will forward the recommendation of the BINMIC Committee to the state Department of Ecology asking that the recommendation be included in the statewide study of SEPA thresholds, and clearly indicating that the City has not had sufficient opportunity nor resources to evaluate the proposal, that the City's request should not be interpreted as City endorsement of the recommendation, and that the City reserves the right to review and respond to DOE's assessment of the proposal.
RG17	Proposed SEPA Environmental Exemptions. Send a letter of support for the proposed SEPA amendments to the State Department of Ecology which: a) Specifies a SEPA categorical exemption for hazardous waste remedial cleanup activities, including soil excavation and groundwater treatment. b) Allows a SEPA categorical exemption for the installation and removal of all underground and aboveground storage tanks, including removal or treatment of contaminated soils and		1-2 years	Staff resources	SPO/DCLU: Include as work program item.	SPO/DCLU	See response to RG14. In addition, DCLU recommends as an alternate approach, to tailor the SEPA policy under the Hazardous Waste Element of the Environment to remove from consideration during environmental review, those projects for which it can demonstrate there are no unaddressed hazardous waste issues.	See response to RG14.	C2 Approve Exec.'s Rec. Action with following addition: The City will forward the recommendation of the BINMIC Committee to the state Department of Ecology asking that the recommendation be included in the statewide study of SEPA thresholds, and clearly indicating that the City has not had sufficient opportunity nor resources to evaluate the proposal, that the City's request should not be interpreted as City endorsement of the recommendation, and that the City reserves the right to

BINMIC Approval and Adoption Matrix Regulatory Environment

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
	groundwater. c) Subsequent to State adoption of these changes, enact amendments to the City's SEPA regulations to accommodate the exemptions.								review and respond to DOE's assessment of the proposal.
RG18	SEPA Requirement for Excavation. Encourage the State to raise 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.		1-2 years	Staff resources only	Council: Resolution expressing support. SPO/DCLU: Include as work program item.	SPO, DCLU		See response to RG14.	C2 Approve Exec.'s Rec. Action with following addition: The City will forward the recommendation of the BINMIC Committee to the state Department of Ecology asking that the recommendation be included in the statewide study of SEPA thresholds, and clearly indicating that the City has not had sufficient opportunity nor resources to evaluate the proposal, that the City's request should not be interpreted as City endorsement of the recommendation, and that the City reserves the right to review and respond to DOE's assessment of the proposal.
RG19	SEPA Regulation for Change in Use. The City will evaluate a SEPA exemption for changes in use of an existing building to provide more flexibility in use for the reuse and 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.)		1-2 years	Staff resources		DCLU and State of Washington	DCLU does not believe the issue involves changes from one industrial use to another within an existing building since this does not require SEPA review. The real issue may be one or both of the following: a) Change from one Land Use Code use category to another. This could involve a change from an industrial use (manufacturing or warehouse) to a commercial use (office or retail); or it might involve two industrial uses that have different development standards (such as parking requirements). Both uses may be permitted uses in industrial zones (use in	Continue DCLU efforts to streamline the change of use process.	C2 Approve Exec.'s Rec. Action with following clarification: In 1998 DCLU will complete its work on that portion of the streamlining of the change of use process that does not require changes to the SEPA thresholds. The remainder of the change of use work would be completed with the citywide SEPA threshold analysis.

BINMIC Approval and Adoption Matrix

Regulatory Environment

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
							<p>industrial zone as opposed to "industrial use").</p> <p>b) change of industrial use to another industrial use, which have different occupancy requirements according to the Building Code (different issue than the Land Use Code).</p> <p>DCLU is currently investigating means by which a change of use that does not involve a significant change of impacts can be streamlined.</p>		
RG20	Industrially Appropriate Mitigation Measures. Recommend that DCLU work with the Manufacturing and Industrial Council to develop a list of industrially appropriate mitigation alternatives (mitigation menu) for the BINMIC and incorporate them into the regulatory framework.		1-2 years	Staff resources	Council: Resolution expressing support. DCLU: Include as work program item.	DCLU	Will work with affected parties, including MIC, to create a list of commonly applied mitigation measures (or alternatives) for specified uses, and prepare a CAM or Director's Rule.	DCLU will initiate in 1998.	C2 Approve Exec.'s Rec. Action.
RG21	Use of BINMIC Programmatic EIS. The City shall adopt the BINMIC programmatic EIS to minimize the need for further environmental review for properties located in the BINMIC.		Ongoing	Staff resources	Council: Resolution expressing support.	DCLU	DCLU will make use of the EIS document, as long as it is relevant and current, as appropriate during permit application review. It is important to note that individual projects may need to supplement, though not duplicate, the information and analysis in the BINMIC EIS.	Ongoing work plan item.	C2 Approve Exec.'s Rec. Action with the following clarification: City does not "adopt" environmental impact statements or determine for what uses they may be used. EIS's are produced and their use is determined by state law.
RG22	Environmental Cleanup. Apply for U.S. Environmental Protection Agency (EPA) Sustainable Development and Brownfields Grants to continue the discussions with Ecology. <ul style="list-style-type: none"> 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 and the BINMIC Consent Decree, and 		1-2 years	Application for Brownfields Grant from the U.S. EPA	Include as part of ongoing BINMIC District Council role.	BINMIC Committee/ District Council, Port of Seattle, DON, OED	<p>The City supports the Port and BINMIC working on this.</p> <p>OED and SPO recently drafted letters that were sent by the Mayor and Mayor-Elect in support of the Port's application for a Brownfields demonstration grant for BINMIC.</p>	If the DOE grant is approved, OED will coordinate with other City Departments to provide support for the Port's implementation of the grant.	C1, C2 Approve Exec.'s Rec. Action with following addition: Review BINMIC District Council issue as part of response to PS5 above.

BINMIC Approval and Adoption Matrix

Regulatory Environment

Item #	Activity	Priority	Time Frame	Cost Estimate	Recommended Neighborhood Action	Implementor	Executive Response	Recommended Executive Action	Council Action Taken
	<ul style="list-style-type: none"> 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. 								

Council Actions: C1 = City has implemented, C2 = City can implement within existing resources, C3 = City will consider when adopting the Budget and Capital Improvement Program, C4 = City will consider at future time (due to need to coordinate with citywide issues, other neighborhood planning efforts, identification of fund sources, evaluation of policy or regulatory changes, etc.), C5 = City will not implement.