

CITY OF SEATTLE

RESOLUTION 32097

A RESOLUTION endorsing strategies to improve the movement of people and goods in Seattle’s industrial and maritime areas.

WHEREAS, the maritime and industrial sectors are critical parts of the local, regional, and state economy; and

WHEREAS, Seattle contains two regionally designated Manufacturing Industrial Centers (MICs), a designation that prioritizes long-term use for industry and serves a critical function to the regional and statewide economy, is subject to regional policy protections in the Puget Sound Regional Council’s (PSRC’s) Vision 2050 plan, and is eligible for allocation of federal and state transportation funding; and

WHEREAS, industrial and maritime uses in the MICs provide quality jobs, two-thirds of which are accessible without four-year college degrees; and

WHEREAS, a high proportion of jobs on industrial lands in fields including maritime, manufacturing, transportation and logistics, construction, utilities, and services are unionized with high-quality benefits; and

WHEREAS, there is a high potential for equitable access to quality jobs in industrial and maritime sectors by women and other workers who are Black, Indigenous, and other people of color (BIPOC) when coupled with job training and access programs provided by the City and other public agencies, private entities and unions; and

WHEREAS, the economic contributions and the quality jobs provided by the businesses and major intermodal transportation facilities in the MICs are dependent on maintaining and improving the functionality, safety, and efficiency of the internal freight networks and the

1 freight network that connects the MICs to each other and to the regional and state
2 freeway system; and

3 WHEREAS, The City of Seattle’s Complete Streets Ordinance (Ordinance 122386), Section 3,
4 states: “Because freight is important to the basic economy of the City and has unique
5 right-of-way needs to support that role, freight will be the major priority on streets
6 classified as Major Truck Streets. Complete Street improvements that are consistent with
7 freight mobility but also support other modes may be considered on these streets”; and

8 WHEREAS, it is a benefit to the regional, state, and national economy when supply chains are
9 strong and a variety of agriculture products and goods supporting everyday life are
10 manufactured in the United States and are exported through our ports around the world,
11 and efforts are underway at all levels of government to onshore more manufacturing
12 activities; and

13 WHEREAS, an Industrial and Maritime Strategy Advisory Council convened between
14 December 17, 2019, and May 21, 2021, and issued a report based on an 80 percent
15 consensus that recommended 11 strategies to strengthen and support our industrial
16 maritime sectors; and

17 WHEREAS, the Industrial and Maritime Strategy Advisory Council report included
18 transportation strategies that form the basis of this proposed resolution

19 WHEREAS, the transportation strategies laid out in this resolution are intended to complement
20 and not conflict with the Industrial and Maritime Strategy Advisory Council’s 11
21 strategies as detailed in the March 2023 OPCD Director’s Report and Recommendation
22 on the Industrial and Maritime Strategy, and should be read in concert with the report;

23 NOW, THEREFORE,

1 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
2 **MAYOR CONCURRING, THAT:**

3 Section 1. The Seattle Department of Transportation (SDOT), Department of
4 Construction and Inspections (SDCI), Office of Planning and Community Development (OPCD),
5 and Office of Economic Development (OED) are requested to work collaboratively with the
6 City’s regional transportation partners including Sound Transit, the Port of Seattle and the
7 Northwest Seaport Alliance, Seattle Freight, Bicycle, Pedestrian, and Transit Advisory Boards,
8 railroads, industrial trade unions, representatives of major Washington State agricultural
9 commodities, property owners, and other stakeholders in the industrial areas of the City to:

10 A. Analyze transportation plans (including industrial subarea plans, programs, project
11 designs, changes to the operation of City streets, or changes to the allocation of right-of-way
12 affecting truck mobility) for their impacts on all transportation modes, especially freight, in order
13 to provide the City with the information required to:

14 1. Prioritize freight movement on streets classified as Major Truck streets in
15 planning, funding, and developing street improvements within and near the Manufacturing
16 Industrial Centers (MICs) and surrounding areas: and

17 2. Improve the movement of workers and goods by making transit and freight
18 networks more efficient, in particular, for industrial and maritime users; and

19 3. Improve last-mile connections to maritime, industrial, and railroad facilities for
20 active transportation, transit, and freight, including large trucks; and

21 4. Identify priority transportation projects on the City’s freight network and work
22 to advance projects that can compete effectively for freight grant funding; and

1 5. Prioritize those projects that ensure goods are moving in an efficient, safe,
2 predictable, and sustained manner to help maintain and grow maritime jobs and the economic
3 health of the MICs; and

4 6. Identify funding strategies for this prioritized freight project list; and

5 7. Implement regulatory and design standards to reduce conflicts between
6 industrial and non-industrial users of the freight network, such as limits on the number and
7 location of curb cuts for non-industrial uses and standards for intersections that provide turning
8 radii that can safely accommodate truck movements.

9 B. When a transportation project may result in the reduction in the number or width of
10 lanes along a Major Truck Street within industrial zones or connecting Port facilities to
11 highways, the Council requests that SDOT offers a briefing to the Seattle Freight, Bicycle,
12 Pedestrian, and Transit Advisory Boards and the Seattle City Council’s Transportation and
13 Seattle Public Utilities Committee, or successor committee with purview over transportation
14 issues, with a goal of demonstrating that adjacent land uses will not be compromised.

15 Transportation projects should be designed with safety as the top priority, ensuring predictable,
16 reliable travel for all modes, and support Vision Zero while freight mobility between the Port and
17 highways should not be compromised. All projects must improve safety for all, in accordance
18 with Vision Zero best practices.

19 C. Continue advocating for Sound Transit’s West Seattle and Ballard Link Extensions,
20 that include:

21 1. A tunnel alignment for Ballard and Interbay future light rail; and

22 2. Maintaining efficient freight movement during construction of the light rail.

23 D. Regulatory impact analysis by SDOT, OPCD, and SDCI:

1 1. Within two years of the effective date of Ordinance 126862, and every year
2 thereafter, OPCD should report on non-industrial development in the MICs, including the
3 number of non-industrial development project permits applied for, issued, and completed during
4 the prior two years.

5 2. Within four years of the effective date of Ordinance 126862, and every four
6 years thereafter, for newly introduced non-industrial uses (such as lodging, entertainment, retail,
7 or office uses), OPCD, in consultation with SDOT and SDCI, should consider how new
8 development patterns are improving or growing the industrial center and its transportation
9 system, as well as considering potential unintended consequences, such as impacts on truck
10 mobility. Additional analysis related to barriers to development consistent with the zoning in the
11 MICs, including but not limited to the effectiveness of incentive programs, should be included in
12 these studies if funding to undertake that work is provided by the Council. These quadrennial
13 reports should include recommendations for regulatory and transportation changes needed to
14 support development consistent with the zoning and maintain efficient movement of goods and a
15 strong maritime, manufacturing, and logistics ecosystem.

16 E. Site development impact analysis: When non-industrial uses (such as lodging,
17 entertainment, retail, or office uses,) are proposed in MICs, SDOT and SDCI staff should work
18 with the applicant to explore opportunities to improve or enhance the industrial centers and their
19 transportation networks. This analysis should address safety issues with pedestrians and other
20 modes of transportation and freight movement in MICs including along designated Major Truck
21 Streets, State Routes, or heavy haul corridors. This work should include limits on curb cuts on
22 Major Truck Streets, to the extent feasible. This work should be prioritized in areas where new

1 uses are being allowed amongst major generators of vehicle and pedestrian traffic, such as in the
2 Stadium Transition Area Overlay District.

3 F. Prioritize freight movement on streets that provide essential connections between
4 MICs, port facilities, interstates, and state highways, with tools such as freight-only lanes, freight
5 and transit lanes, queue jumps for freight and transit, and other tools.

6 G. Seek increased funding for pavement maintenance, including maintenance of Minor
7 Truck Streets and non-arterials in industrial areas, and bridge repair or preservation projects for
8 bridges that serve industrial areas such as the Ballard Bridge, the bridges over Argo Yard, and
9 the 1st Avenue South Bridge.

10 H. Support Vision Zero projects with unique industrial-area applications to reduce traffic
11 deaths and injuries.

