Lish Whitson
Land Use Committee
September 14, 2023
D#3

Amendment 1 Version 2 to Resolution 32097 LEG Industrial Transportation RES

Sponsor: Councilmember Strauss

Substitute version of the Resolution incorporating stakeholder feedback

Effect: This amendment would adopt a substitute version of Resolution 32097 including the edits shown in Attachment 1. Additional edits made after Version 1 was published are highlighted in yellow. The changes were proposed by stakeholders from industrial areas. These edits would:

1. Recognize that the strategies in the resolution are intended to complement and not conflict with the Industrial and Maritime Strategy Advisory Council's recommendations;
2. Identify additional key stakeholders to consult in implementing the resolution, including Sound Transit, railroads, and property owners.
3. Request that transportation plans be analyzed in order to:
    a. Provide information required to prioritize freight movement on Major Truck Streets within and near Manufacturing Industrial Centers (MICs); and
    b. Implement regulatory and design standards to reduce conflicts between industrial and non-industrial users of the freight network, including limiting curb cuts and providing turning radii that can safely accommodate truck movements.
4. Request that the Seattle Department of Transportation (SDOT), when it is proposing changes to a Major Truck Street that would reduce the number or width of lanes along the street, brief the Freight Advisory Board and the Council's committee with purview over transportation issues prior to making changes.
5. More clearly identify the City departments charged with implementing sections of the Resolution, including asking OPCD to lead a regulatory impact analysis project.
6. Ask that the regulatory impact analysis include annual reports on numbers of non-industrial projects seeking and being granted permits in industrial areas and quadrennial include reports on barriers to development if funding for analysis is provided, and recommendations for improvements.
7. Indicate that site development review should improve or enhance the industrial centers and their transportation networks and include reductions in curb cuts on Major Truck Streets.
8. Prioritize freight movement on streets that provide connections between MICs, port facilities, interstates, and state highways through tools like freight and transit lanes, and queue jumps for freight and transit, in addition to freight-only lanes.

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9. Seek increased funding for pavement maintenance of Minor Truck Streets and non-arterials in industrial areas, and bridge repair or preservation for bridges that serve industrial areas, such as the Ballard Bridge, the 1st and 4th Avenue S bridges over the Argo Yard in the Duwamish MIC, and the 1st Avenue S bridge over the Duwamish River.

If adopted, the Resolution would result in some additional work for City departments and may require additional staffing beyond that identified in the Summary and Fiscal Note for Resolution 32097. Additional funding would be required in order to support the quadrennial reports described above under number 5. The extent of those additional resources has not been identified.

Substitute version 5 of Resolution 32097, incorporating the amendments shown in the attached version of Resolution 32097, for Resolution 32097 as introduced.

CITY OF SEATTLE

RESOLUTION _____

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

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

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

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

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

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

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

NOW, THEREFORE,

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

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

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

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

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

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

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

~~d~~5. Prioritize those projects that ensure goods are moving in an efficient, safe, predictable, and sustained manner to help maintain and grow maritime jobs and the economic health of the ~~Manufacturing Industrial Centers (~~MICs~~)~~; and

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

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

B. When a transportation project may result in the reduction in the number or width of lanes along a Major Truck Street, the Council requests that SDOT offers a briefing to the Seattle Freight Advisory Board and the Seattle City Council's Transportation and Seattle Public Utilities Committee, or successor committee with purview over transportation issues, with a goal of demonstrating that adjacent land uses and through traffic will not be compromised.

~~B~~C. Continue advocating for Sound Transit's West Seattle and Ballard Link Extensions, that include:

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

~~b~~2. Maintaining efficient freight movement during construction of the light rail ~~alignment~~.

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

1. Within two years of the effective date of ~~the ordinance introduced as Council Bill 120567~~Ordinance 126862, and every ~~two~~ year~~s~~ thereafter, OPCD should report on non-industrial development in the MICs, including the number of non-industrial development project permits applied for, issued, and completed during the prior two years.

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

~~D~~E. Site development impact analysis: When non-industrial uses (~~,~~ such as lodging, entertainment, retail, or office uses,) are proposed in MICs, SDOT and SDCI staff should work with the applicant to explore opportunities to improve or enhance the industrial centers and their transportation networks. This analysis should address safety issues with pedestrians and other modes of transportation and freight movement in MICs including along designated Major Truck Streets, State Routes, or heavy haul corridors. This work should include limits on curb cuts on Major Truck Streets, to the extent feasible. This work should be prioritized in areas where new uses are being allowed amongst major generators of vehicle and pedestrian traffic, such as in the Stadium Transition Area Overlay District.

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

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

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

Adopted by the City Council the _____ day of _____, 2023, and signed by me in open session in authentication of its adoption this _____ day of _____, 2023.

_____

President _____ of the City Council

The Mayor concurred the _____ day of _____, 2023.

_____

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2023.

_____

Scheereen Dedman, City Clerk

(Seal)