

# Greater Duwamish Manufacturing/Industrial Center Approval and Adoption Matrix

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Prepared by the Greater Duwamish Planning Committee and the City of Seattle Interdepartmental Review and Response Team.  
 Compiled by the Strategic Planning Office. August 26, 1999. Amended by the City Council and Council Central Staff. May 9, 2000.

## Introduction

### A. PURPOSE, STRUCTURE AND FUNCTION OF THE APPROVAL AND ADOPTION MATRIX

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Through the City of Seattle's Neighborhood Planning Program, 37 neighborhoods all over Seattle are preparing neighborhood plans. These plans enable people in neighborhoods to articulate a collective vision for growth and change over the next 20 years and identify activities to help them achieve that vision. The plans are also intended to flesh out the City's Comprehensive Plan. Because each plan is unique, this Approval and Adoption Matrix has been designed as a standard format for the City to establish its work program in response to the recommended activities proposed in the specific neighborhood plan and to identify implementation actions to be factored into future work plans and tracked over time. The development of the sector work programs and a central database will be the primary tools to track implementation of the activities in all the neighborhood plan matrices over time.

The matrix has two sections:

- I. *Key Strategies*: usually complex projects or related activities that the neighborhood considers critical to the successful implementation of the neighborhood plan.
- II. *Additional Activity for Implementation*: an activity not directly associated with any one Key Strategy.

The neighborhood planning group or its consultant generally fill in the Activity, Priority, Time Frame, Cost Estimate and Implementor columns. The City Response column reflects City department comments as compiled by the Strategic Planning Office. The City Action column in Section II and the narrative response to each Key Strategy are initially filled in by City departments and then reviewed, changed if appropriate, and finalized by City Council. Staff from almost every City department have participated in these planning efforts and in the preparation of this Matrix. Ultimately, the City Council will approve the Matrix and recognize the neighborhood plan by resolution.

Some neighborhood recommendations may need to be examined on a city-wide basis before the City can provide an appropriate response. This is usually because similar recommendations are being pursued in many neighborhoods and the City will need clear policy direction to ensure a consistent citywide response. Such recommendations are being referred to the "Policy Docket", a list of policy issues that will be presented to City Council, for further discussion and action.

### B. ACTIVITIES ALREADY ACCOMPLISHED BY THE GREATER DUWAMISH PLANNING COMMITTEE

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#### ***South Downtown Investment Strategy***

The Greater Duwamish Manufacturing/Industrial Center planning effort had a significant influence on the Industrial Development element of the City of Seattle's South Downtown Investment Strategy in 1998. The South Downtown Investment Strategy created a shared vision and strategy for the area that includes the northern portion of the Greater Duwamish M&I Center as well as the Pioneer Square and Chinatown/International District neighborhoods.

#### ***Additional Planning Funds***

The Greater Duwamish Planning Committee received additional funds for M&I Center planning from key stakeholders in the planning area. Additional funds included \$6,000 from the Boeing Company and \$10,000 from the Port of Seattle.

#### ***Safeco Field Neighborhood Impact Funds***

As a result of conditions on the Safeco Field street vacation permit, the north Duwamish area became eligible to receive approximately \$120,000 in Neighborhood Impact Funds from the Ballpark PFD and the Seattle Mariners. The funds are being disbursed to non-profit organizations in the area as grants for improvement projects.

#### ***Football Stadium Mitigation Funds***

Through the environmental impact review process for the proposed football stadium, the north Duwamish area became eligible to receive approximately \$125,000 in mitigation funds. The funds will be used for various improvement projects in the north Duwamish area.

## **South Downtown Foundation**

Greater Duwamish, Pioneer Square and Chinatown/International District planning participants and stakeholders formed the South Downtown Foundation as a non-profit organization to manage stadium mitigation funding for the three neighborhoods.

## **C. ACRONYMS AND DEFINITIONS**

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**BIA** Business Improvement Association

**BINMIC** Ballard Interbay Northend Manufacturing and Industrial Center

**BNSF** Burlington Northern Santa Fe Railroad

**C1/C2** Commercial 1/Commercial 2 zones

**CCAB** Construction Code Advisory Board

**CCTV** Closed Circuit Television

**CIP** Capital Improvement Program

**Corps** United States Army Corps of Engineers

**DCLU** Department of Design, Construction and Land Use (City of Seattle)

**DON** Department of Neighborhoods (City of Seattle)

**DPR** Department of Parks and Recreation (City of Seattle)

**Duwamish M&I Center** Duwamish Manufacturing/Industrial Center

**Ecology** Department of Ecology (Washington State)

**EIF** Early Implementation Fund

**ESD** Executive Services Department (City of Seattle)

**FAR** Floor Area Ratio

**FAST** "Freight Action Strategy for Seattle-Tacoma" plan

**FGI** First and Goal, Inc. (Seattle Seahawks)

**GDPC** Greater Duwamish Planning Committee

**HSD** Human Services Department (Formerly part of Department of Housing and Human Services [DHHS]) (City of Seattle)

**IB** Industrial Buffer zone

**IC** Industrial Commercial zone

**IG1** General Industrial 1 zone

**IG2** General Industrial 2 zone

**IRB** Industrial Revenue Bond

**LID** Local Improvement District

**Mariners** Seattle Mariners Baseball Team

**Metro** King County Metro Transit Division

**MIC** Manufacturing and Industrial Council

**NATS** Neighborhood Action Team Seattle (City of Seattle)

**NPO** Neighborhood Planning Office (City of Seattle, dissolved)

**O and M** Operations and Management of Transportation Systems (general term for operations and management of any transportation systems – as opposed to capital projects)

**OED** Office of Economic Development (City of Seattle)

**OFE** Office for Education, SPO (City of Seattle)

**OH** Office of Housing (Formerly part of Department of Housing and Human Services [DHHS]) (City of Seattle)

**OIR** Office of Intergovernmental Relations (City of Seattle)

**PFD** Washington State Major League Baseball Stadium Public Facilities District

**Plan** Greater Duwamish Manufacturing/Industrial Center Plan

**Policy Docket** A list of issues for discussion and action by City Council to establish city-wide policy in response to neighborhood plans

**Port** Port of Seattle

**PSA** Washington State Public Stadium Authority (for Seahawks Stadium/Exhibition Hall)

**ROW** Right-of-Way

**SAC** Seattle Arts Commission (City of Seattle)

**SCL** Seattle City Light (City of Seattle)

**SEATRAN** Seattle Transportation Department (Formerly part of Seattle Engineering Department [SED]) (City of Seattle)

**SEPA** State Environmental Policy Act

**SFD** Seattle Fire Department (City of Seattle)

**SJI** Seattle Jobs Initiative (City of Seattle)

**SMC** Seattle Municipal Code  
**SPD** Seattle Police Department (City of Seattle)  
**SPL** Seattle Public Library (City of Seattle)  
**SPO** Strategic Planning Office (Formerly part of the Office of Management and Planning [OMP]) (City of Seattle)  
**SPU** Seattle Public Utilities (City of Seattle)  
**SR** State Route  
**SSD** Seattle School District  
**ST** Sound Transit (Formerly Regional Transit Authority [RTA])

**TSM** Transportation Systems Management  
**UATA** Urban Arterial Trust Account (Washington State)  
**UI Environment** Urban Industrial Environment (shoreline designation)  
**UP** Union Pacific Railroad  
**VMS** Variable Message Sign  
**WDFW** Washington Department of Fish and Wildlife (Washington State)  
**WOSCA** Washington-Oregon Shippers Cooperative Association  
**WSDOT** Washington State Department of Transportation  
**WSHFC** Washington State Housing Finance Commission

## I. Key Strategies

Each Key Strategy consists of activities for a single complex project or theme that the neighborhood considers critical to achieving its vision for the future. While the Key Strategies are high priorities for the neighborhood, they are also part of a twenty-year plan, so the specific activities within each Key Strategy may be implemented over the span of many years.

The Executive recognizes the importance of the Key Strategies to the neighborhood that developed them. Given the number of Key Strategies that will be proposed from the 37 planning areas, priorities will have to be set and projects phased over time. The Executive will coordinate efforts to sort through the Key Strategies. During this sorting process, the departments will work together to create a sector work program that includes evaluation of Key Strategy elements. This may include developing rough cost estimates

for the activities within each Key Strategy; identifying potential funding sources and mechanisms; establishing priorities for the Key Strategies within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

The department most involved with the activities for a Key Strategy is designated as the lead. Otherwise, DON is designated as the lead. Other participating departments are also identified.

The City Response lists activities already underway, and other tasks that the City has committed to commence during 1999-2000.

### A. JOBS AND ECONOMICS

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#### Description

The Duwamish M&I Center provides the largest concentration of family wage jobs in the Puget Sound region, generating enormous tax and export revenues. In 1997, there were 3,300 businesses providing more than 60,000 jobs within its boundaries. These jobs pay wages that are substantially higher than the King County average, yet many are accessible to people with lower levels of formal education and to those who speak English as a second language. This valuable employment base must be preserved.

#### Integrated City Response

The City strongly supports the goals of this Key Strategy. It is consistent with Comprehensive Plan goals to: a) promote a diversified employment base and sustain Seattle's role in supporting high-wage job growth; b) increase sectors of the economy that pay higher-than-average wage levels; and c) support growth in the industrial and manufacturing employment base. A number of activities are currently underway to implement this activity. OED has a number of programs to support existing industrial businesses. They are currently exploring new tools to reduce the costs of environmental remediation as a means of ensuring that the Duwamish M&I Center remains an attractive area for businesses to locate. The Seattle Jobs Initiative is working with the industrial community to match job training programs with the needs of industrial businesses. The Department of Design, Construction and Land Use is making ongoing process improvements in an effort to reduce the time and increase the efficiency of getting

permits which will benefit all applicants for permits. The City will continue to monitor employment growth and demand for land in the Duwamish M&I Center to ensure that regulations remain appropriate and support industrial uses over time.

The Executive does not support moving the proposed definition for "Industry" into the Land Use Code due to difficulty in administering such a definition in the context of reviewing an individual project, but does support the definition itself and has submitted Comprehensive Plan policies that incorporate this definition. Proposed Land Use Code amendments to prohibit specific non-industrial uses, as described in Key Strategy B, should address the concerns that led to the proposal for a new definition of "Industry."

A number of these activities are also included in Key Strategy B and are addressed there.

**Lead Department: OED**

**Participating Departments: DCLU, SPO, DON, OIR, SEATRAN**

### Activities Already Underway

- OED is actively marketing its Industrial Revenue Bonds (IRBs) to the financial and business communities. IRBs provide low cost financing to qualifying manufacturers. Financing is also available from Community Capital, a non-profit lender targeted to small business development, for start-ups and other small businesses that are not yet bankable.
- OED is working with King County and a volunteer advisory committee from the private sector to explore the creation of a revolving fund for financing environmental assessments and cleanups.
- OED will continue to provide information on available financing tools to the industrial business community and will continue to seek other financial tools such as federal grants as they become available.
- DCLU is making ongoing improvements to the permitting process which will benefit all applicants.
- The Seattle Jobs Initiative (SJI) is working closely with members of the Manufacturing and Industrial Council of Seattle to expand their already significant participation in the curriculum, training, mentoring and job placement of students in

the industrial occupations class taught at South Seattle Community College and funded by SJI. OED and SJI are continuing to work with the manufacturing and industrial communities to identify skills and training needs for specific job openings and to develop better paths to employment in industrial sectors for Seattle residents.

### Tasks to be Undertaken in 1999-2000

- The City will track the changing market for industry, particularly technology and research/development activities, to assure that regulations remain appropriate over time.
- DCLU will work with stakeholder groups to identify priority issues related to dock and pier improvement, education and assistance. Based on information from stakeholders, DCLU will develop appropriate Client Assistance Memos and other documents to assist waterfront property owners.
- Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the southwest sector work program.
- Identify next steps for continued implementation.

<b>A. Jobs and Economics</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>
<b>Code Amendments and Regulatory Changes</b>						
EC-1	<b>Protect Industrial Uses from Encroachment.</b> Strengthen the City's zoning policies to protect industrial uses from encroachment by non-industrial uses. As noted by the MIC, this is especially needed in and along the shoreline of the Duwamish River, along freight and goods access routes and where freight rail access currently exists.	High			DCLU, SPO	The City supports this general recommendation. See Key Strategy B on specific activities and responses to implement this activity.
EC-2	<b>New Definition of Industry.</b> Adopt the GDPC's definition of industry and incorporate it into City of Seattle Land Use Code:  "For the purpose of land use code interpretation, the intent of industrial zoning is to affirm the compatibility of infrastructure requirements, services, and regulatory support necessary to sustain industrial	High			DCLU	The Executive considers this type of definition to be most appropriate as a Comprehensive Plan policy, rather than a definition within the Land Use Code. The Executive has proposed a new Comprehensive Plan policy L115 to more clearly describe industry. This policy would read as follows: "Industrial zones are intended primarily for industrial and heavy commercial uses, including the manufacture,

## A. Jobs and Economics

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>economic vitality and the ability to provide family wage jobs. This interpretation shall include the recognition that industrial activities are typically not compatible with office, retail, or residential uses and that incompatible uses generate pressure on property values, lease rates, and transportation corridors, increasing demand for public services and negatively impacting industry's ability to sustain its employment base. The objective of industrial zoning shall be the segregation of business activity based on compatible uses and impacts as well as utility and infrastructure requirements."</p> <p>"Industrial activities shall be defined and characterized as the manufacture, assembly, storage, repair, distribution, research/development and transportation of materials, goods and finished products including advanced technologies, commercial fishing and resource extraction and handling. The movement of trucks, trains, ships, airplanes and nighttime as well as daytime business operations are integral to this activity. Industrial air, noise and light emissions, while within legal limits, are often greater than those found in office, retail, or residential areas."</p>					<p>assembly, storage, repair, distribution, research about or development of tangible materials and advanced technologies; as well as transportation, utilities, and commercial fishing activities."</p>
EC-3	<p><b>Simplify and Streamline the Industrial Permitting Process.</b> Simplify and streamline the industrial permitting process through the development of a Manufacturing Industrial Center Programmatic EIS and the adoption of a Planned Action Ordinance as part of the City of Seattle's Comprehensive Plan.</p>	High			DCLU, SPO	<p>A neighborhood plan is the most logical proposal for which a programmatic EIS would be prepared. The 'planned action' provision can be best satisfied through an EIS only if there is a specific project or site identified for development. The environmental impacts likely to result from the Duwamish Plan do not appear to warrant preparation of an EIS and at this time no projects or sites are identified for a 'planned action.' It is not appropriate, therefore, to use these tools as the neighborhood recommends. DCLU is making ongoing improvements to the permitting process which will benefit the industrial areas.</p>
EC-4	<p><b>Expedite Permitting Process in Designated</b></p>	High			DCLU, SPO	<p>The Shoreline Master Program gives preferences to water-</p>

## A. Jobs and Economics

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p><b>Areas.</b> Revise land use code to pre-qualify selected types of businesses (such as water-dependent users) to receive streamlined treatment in designated areas and set standards allowing water-dependent industrial businesses to locate on the Duwamish Waterway.</p>					<p>dependent businesses.</p> <p>DCLU is making ongoing improvements to the permitting process which will benefit the industrial areas. Beginning in 2000, DCLU will be working with both BINMIC and Duwamish to assist permit applicants with the permit process (though development of informational and explanatory documents.)</p>
EC-5	<p><b>Provide Opportunities for Aggregation of Parcels.</b> Provide opportunities for aggregation of parcels for industrial purposes, including street vacations, street ends, temporary uses, and reuse of vacant public property.</p>	High			OED, <b>SEATRAN</b>	<p>SEATRAN administers the City's street vacation and street end policies and processes. The City Council must approve all street vacations and disposition of City property. Generally, the City has reduced the time it takes to review petitions for street vacations. The City continually evaluates its current and projected space needs for various activities and whether any City-owned land can be surplus for sale or lease. OED has a staff person available to assist businesses in the Duwamish with the public process for review of specific projects where aggregation of parcels via street vacations or where other public property may create opportunities for development.</p>
EC-6	<p><b>Regulation Education.</b> Clearly communicate appropriate regulations and their alternatives to industrial businesses.</p>	Medium			OED, DCLU, DON, Community	<p>OED contracts with the Environmental Coalition of South Seattle to provide guidance on environmental regulations to industrial businesses. OED will work with DCLU and DON on improving communication of relevant regulations to the business community in the Duwamish. OED will work with business groups in the Duwamish to determine the areas of regulation that need better communication. Specific recommendations from the community on areas of regulations that could use better communication would assist this effort.</p> <p>DON will distribute materials (through their normal channels as part of their normal work) developed by OED or DCLU on regulations to industrial businesses.</p>
EC-7	<p><b>Communication Among City Departments.</b> Make a conscientious effort to review proposed regulatory changes with other City Departments including the</p>	Medium to High			DCLU, OED, Community	<p>DCLU does consult with other City departments as new regulations are developed. The City will continue to involve community stakeholders in the review of proposed</p>

## A. Jobs and Economics

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	Office of Economic Development before changes are initiated. Include affected businesses, industries, and industry associations in review and formulation of regulations.					regulations.
EC-8	<b>Maintain Up-to-Date Regulations.</b> The City shall periodically examine its regulations for adequacy and current applicability to respond to changing conditions and technologies.	Medium to High			DCLU, SPO, OED	The City will track the changing market for industry, particularly technology and research/development activities, and SPO will regularly monitor the impacts of the proposed regulations on the Duwamish M&I Center to ensure that regulations remain appropriate over time.
EC-9	<b>Require Relocation Strategies to Keep Jobs in the Duwamish.</b> Require new public facilities that dislocate jobs by moving into the Duwamish M&I Center to provide a relocation strategy to keep the existing jobs in the Duwamish M&I Center.	Medium			OED, SPO, Port, King County, ESD, State, Sound Transit	The City can not legally require that other jurisdictions relocate displaced businesses within the Duwamish M&I Center. However, the City will continue to work with other jurisdictions and encourage relocation of businesses within the M&I Center. OED can also provide some assistance to businesses being displaced through such programs as the Industrial Revenue Bonds (for manufacturers) and permit assistance.
EC-10	<b>Piers.</b> Amend City codes (Land Use Code, Building Code, Seattle Fire Code). To the extent that the Land Use Code includes policy statements about other types of structures (housing, industry, etc.) and/or the siting of those structures and uses, it should also include acknowledgment that piers provide a base of operations in the Duwamish, thereby generating jobs and export revenue for Seattle, and that Seattle competes with other West coast ports for the business piers can create. Additionally, each of these City codes, to the extent applicable, should be so indexed that all individuals seeking to find out applicable design and construction standards and the potential availability of Seattle Fire Code Alternates can easily locate the pertinent regulations in all codes.	High			OED, DCLU	In response to the Duwamish and BINMIC plans, DCLU will develop guidance on pier regulations, although this may or may not be done through code amendments. OED will assist DCLU in communicating this guidance to the wider industrial business community.
EC-11	<b>Representation on the Construction Code Advisory Board.</b> Add to the Construction Code Advisory Board a position to be reserved for a	Medium			DCLU, OED, Community	The City supports broad representation on the Construction Code Advisory Board (CCAB). However, DCLU does not believe that the CCAB should be amended to designate

## A. Jobs and Economics

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	representative of maritime industry and another for general industry and appoint appropriate individuals to the Board.					positions for industrial and maritime representatives due to the opportunities for participation that are already available. Participation with CCAB and its issue/code specific committees can begin immediately. One need not be on the board to participate and anyone may raise issues and recommend solutions for board consideration. DCLU will contact Duwamish industrial 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. The City will announce to the industrial business community when seats on the advisory board become available.
EC-12	<b>Consider Transfer of Development Rights.</b> OED will prepare a study exploring the feasibility of using the Transfer of Development Rights (TDR) and similar strategies as a tool to preserve Seattle's industrial land base, whereby commercial development rights on sites presently occupied by industry may be used on other sites.	Medium			SPO, DCLU, OED	SPO and DCLU are the appropriate agencies to develop such a study. SPO will prepare such a study in the 2001-2002 biennium. Some of the issues to be explored include: defining the transferable development rights, identifying potential sending and receiving sites, and exploring whether a market exists to make such a program feasible. With maximum size of use limits, there may be only limited ability to transfer from industrial sites.
<b>Ensuring the Effectiveness of Financial Tools Available for Businesses</b>						
EC-13	<b>Create Additional Financing Tools.</b> Seek sources of funding for land acquisition, environmental cleanup and general business financing focused specifically at the industrial uses in the Duwamish M&I Center. Potential sources could include local sources, industrial revenue bonds, or federal sources.	Medium			OED	There are several financing tools available to industrial businesses. Currently, OED is actively marketing its Industrial Revenue Bonds (IRBs) to the financial and business communities. IRBs provide low cost financing to qualifying manufacturers. Financing is also available from Community Capital, a non-profit lender targeted to small business development, for start-ups and other small businesses that are not yet bankable.  OED is working with King County and a volunteer advisory committee from the private sector in exploring the creation of a revolving fund for financing environmental assessments and cleanups. The Small Business Administration's 504 program is also available to industrial businesses. Finally,

## A. Jobs and Economics

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						the State offers tax credits on purchases of manufacturing equipment and new plant construction in the Duwamish that leads to employment of residents from the state designated Community Empowerment Zone. OED will continue to provide information on these financing tools to the industrial business community and to seek other financial tools such as federal grants as they become available.
EC-14	<b>Seattle Jobs Initiative.</b> Increase the funding for Seattle Jobs Initiative and work to involve more local employers in the curriculum development. Develop an employer list with the job descriptions for the graduates of the program, and work to create a seamless school to work path so students are aware as they go through the studies that there is a job waiting for them with specific employers if they successfully complete the training.	Medium			OED, <b>SJI</b> , Community	The Seattle Jobs Initiative (SJI) is working closely with members of the Manufacturing and Industrial Council of Seattle to expand their already significant participation in the curriculum, training, mentoring and job placement of students in the industrial occupations class taught at South Seattle Community College and funded by SJI. OED and SJI are continuing to work with the manufacturing and industrial communities to identify skills and training needs for specific job openings and to develop better paths to employment in industrial sectors for Seattle residents.
<b>Maintaining Infrastructure in the Duwamish M&amp;I Center</b>						
EC-15	<b>Maintenance Dredging.</b> The City shall spearhead a process (in cooperation with the Washington Department of Fisheries and Wildlife, Army Corps of Engineers, tribes, and the Department of Ecology) to obtain dredging permits in a timely manner. The inability to obtain such permits in a timely manner may force marine businesses out of the Duwamish M&I Center.	Medium			<b>DCLU</b> , OIR, WDFW, Corps, Ecology, other agencies with jurisdiction	As a participating City department on the ESA Strategy Team, DCLU will assume a lead role and raise the issue of maintenance dredging. As the ESA strategy is developed over the next 6 to 12 months, additional solutions to these permit process issues may appear.
EC-16	<b>Regional Infrastructure Finance Plan.</b> In cooperation with representatives of the Duwamish M&I Center, develop a regional finance plan for building, maintaining, and improving infrastructure, with the Duwamish M&I Center as the catalyst. The Duwamish M&I Center should get its fair share of regional tax revenue generated to fund its needed infrastructure measured by its economic contribution.	Medium			OIR, SEATRAN, SPO, King County	The City will continue to seek partnerships with other jurisdictions throughout the region to fund infrastructure improvements within the Duwamish M&I Center. Major transportation improvements, such as the SR519 project and other grade separation projects, are made possible through cooperation between the City and other agencies, with considerable funding coming from the State. The FAST Corridor partnership is one example of a regional partnership that is developing funding strategies for

## A. Jobs and Economics

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>infrastructure improvements in the Duwamish M&amp;I Center. In addition, King County funds both transit and sewage disposal throughout the region.</p> <p>The City does not support the concept of distributing tax revenue by the amount that each area has contributed. This concept would raise more problems than it would resolve and would be contrary to the City's central values of social equity and economic opportunity and security.</p>
<b>Marketing, Education, and Information</b>						
EC-17	<p><b>Prepare Annual Financial Data for Distribution.</b> On a biannual basis, the City should publish a short economic assessment of the M&amp;I Center, which updates:</p> <ul style="list-style-type: none"> <li>• The dollar value of various tax revenues generated; and</li> <li>• The number and type of jobs generated.</li> </ul>	Medium			OED	<p>Over the last three years, OED has collected data on key economic indicators in the Duwamish M&amp;I Center. The information gathered is the number of jobs and average wages by industry. This information was included as part of the more comprehensive economic analysis of the Greater Duwamish Neighborhood Plan. OED will continue to update key economic indicators in the Duwamish M&amp;I Center and will add taxes generated to the data to be compiled.</p>
EC-18	<p><b>Prepare and Implement a Marketing Plan.</b> Prepare and implement a marketing plan, which promotes the M&amp;I Center as an attractive area for business and employment growth. Distribute materials among key public agencies, private sector industry and trade associations, and targeted sectors and businesses for specific growth and employment.</p>	Medium			OED, Community	<p>OED will work with the business community in the Duwamish to identify marketing opportunities that are in keeping with the vision of the adopted neighborhood plan. The BINMIC planning committee identified marketing as a priority and earmarked a portion of its early implementation funds for this purpose. If the Duwamish community determines that marketing is a priority, it may also want to consider recommending use of early implementation funds for this purpose.</p>
EC-19	<p><b>Dock and Pier Improvement, Education, and Assistance.</b> Prepare a Client Assistance Memo regarding pier maintenance and construction along the portion of the Duwamish River that is inside the boundaries of the Duwamish Manufacturing/Industrial Center for use by Duwamish waterfront property owners. The Memo should include specific examples of completed form</p>	Medium			DCLU, stakeholders, Department of Ecology, other agencies with jurisdiction	<p>Dock and pier maintenance and construction present similar issues in the BINMIC and Duwamish M&amp;I Center. As part of its 2000 work program, DCLU will work with stakeholder groups to identify priority issues related to dock and pier improvement, education and assistance. Based on information from stakeholders, DCLU will then develop appropriate Client Assistance Memos and other documents to assist waterfront property owners.</p>

## A. Jobs and Economics

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	applications for exemptions from Shoreline Master Program Substantial Development permit requirements. DCLU should provide information on exemption requests with special emphasis on Seattle Policies and Procedures 25.05.305.C. State and federal agencies are encouraged to provide similar written assistance.					
EC-20	<b>Pier Adequacy and Facility Inventory.</b> Inventory the adequacy of pier space and pier facilities for commercial work boats in the Duwamish Waterway and report to City Council on findings and recommendations to assure that Seattle is well positioned to maintain and strengthen its leadership role as a shipping and fishing port. DCLU should submit a draft of a New Director's Rule for review by the GDPC for an area-wide plan for pier restoration and maintenance that acknowledges City safety and environmental concerns and GDPC concerns with permitting requirements.	High			DCLU, <b>Community</b> , Port, DON	DCLU Director's Rules assist in interpreting Code provisions. They would not be an appropriate forum to create an area-wide plan for restoration and maintenance of piers. DCLU's role does not include preparation of pier restoration and maintenance plans and the City currently does not have funding for this activity. This may be appropriate for a Neighborhood Matching Fund Grant. The City will also forward this activity to the Port of Seattle in order to determine their interest in developing such a study.
EC-21	<b>Review BINMIC Recommended Actions.</b> Review the BINMIC recommended actions in the context of this plan and seek to incorporate relevant activities into the Duwamish Plan. Based on GDPC review of BINMIC plan, seek to incorporate into the Duwamish Plan those BINMIC recommendations which would enhance this M&I Center Plan.	Low			<b>GDPC</b>	The GDPC and City staff supporting the GDPC completed this activity through a review of the BINMIC plan and its recommendations. As a result of this review, several of the BINMIC recommendations have been included in this matrix, including EC-5, EC-11, EC-15, EC-18, EC-19, EC-20 and others. Some members of the BINMIC planning group were also on the GDPC. The City will rely on the recommendations of the GDPC as to which BINMIC recommendations will enhance the Greater Duwamish Neighborhood Plan and are appropriate to be incorporated in the Plan. DON Neighborhood Development Managers responsible for the Duwamish M&I Center and BINMIC will coordinate activities that appear in both Plans. The Manufacturing/Industrial Council contains representatives of both the Duwamish and BINMIC areas.

## B. LAND USE

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### Description

The viability of industrial land within the M&I Center is under increasing pressure from a variety of sources, including conversion to commercial and incompatible uses, the development of waterfront property for public access, and the increased acquisition of industrial land by Governmental entities, often for conversion to non-industrial uses. Conversion of industrial land to incompatible uses not only removes the site from industrial use but adversely impacts the surrounding industrial users by increasing land values and lease rates. Such development generates additional vehicular and pedestrian traffic, reducing available parking, negatively affecting access to local businesses, and placing increased pressure on already congested arterials and thoroughfares vital to freight mobility. The Greater Duwamish Planning Committee strongly recommends increasing restrictions on allowable uses in General Industrial zones (IG1 and IG2). These recommendations are included in the matrix and validated plan.

### Integrated City Response

The City strongly supports the retention of industrial land for industrial and related uses. The activities in this Key Strategy will help to implement the City's goal of preserving industrial land for industrial uses and protecting viable marine and rail-related industries from competing for scarce land resources.

The Executive supports many of the proposed changes to the land use code. The Executive has submitted legislation to the City Council for its consideration to implement many of these land use code changes, including prohibitions of some additional non-industrial land uses within the M&I Center and lower maximum square footage limits for retail and entertainment uses. The Executive has also submitted a rezone proposal to create an Industrial/Commercial area along 1<sup>st</sup> Ave. S. adjacent to the new stadiums. In addition to the community's recommendations regarding the rezone area, the Executive is proposing additional requirements that will ensure that the thousands of pedestrians who use this area to go to and from the stadiums and Exhibition Hall can be well accommodated.

The Greater Duwamish Proposal to add a new definition of "Research and Development" to the Land Use Code has raised questions about how the Code currently classifies various Research and Development uses and how the City can accommodate them. OED and SPO will undertake a study of high technology industries in 2000, and will continue to monitor research and development uses in the Duwamish M&I Center.

The Executive does not support the proposed changes to the Shoreline Urban Industrial Environment at this time.

**Lead Department: DCLU**

**Participating Departments: SPO, OED, SPU, OIR**

### *Activities Already Underway*

1. DCLU has reviewed the proposed amendments to the industrial zone regulations in the Land Use Code and has submitted legislation to implement many of the proposed changes to the City Council for its consideration.
2. The City has reviewed the proposed "1<sup>st</sup> Avenue South" rezone and has developed legislation to rezone a more extensive area than originally proposed and to create a Stadium Area Transition Overlay. The Overlay includes both major sports facilities, and areas long First Avenue South and Occidental Avenue South from Railroad Way South to South Holgate. The Overlay is governed by regulations to enable the thousands of pedestrians who use this area to go to and from the stadiums and Exhibition Hall to be well accommodated. The regulations are designed to enable redevelopment of the area to more effectively link it to Pioneer Square and to relieve pressure for commercial development in the area south of Holgate.

### *Tasks to be Undertaken in 1999-2000*

1. SPU will initiate a detailed hydraulic and hydrologic study of the South Park basin that will include the South Park Industrial Area in 1999. The study will propose alternative solutions to the numerous flooding problems in the area.
2. SPO, with DCLU and OED, will begin a citywide high technology study in 2000 to develop a citywide strategy for attracting and locating high technology industries within the City. This study may lead to amendments to the definition of "Research and Development" in the Land Use Code.
3. SPO, DCLU and OED will monitor interest in and demand for space various uses in the Duwamish M&I Center, and report to the City Council and community groups if it appears that industrial users no longer demand or cannot effectively compete for land in the Duwamish.

4. SPO will monitor any proposed rezones coming before King County in the unincorporated industrial area south of South Park, and will report such activity to the City Council's Neighborhoods, Sustainability and Community Development Committee.

5. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the Southwest sector work program.

6. Identify next steps for continued implementation.

<b>B. Land Use</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>
LU-1	<b>Retain existing Industrial Use of Unincorporated Lands.</b> The industrial lands located in unincorporated King County south of Seattle's South Park industrial area need to be maintained in either the City of Seattle or the City of Tukwila. While some prefer to add those valuable industrial lands to the City of Seattle's land base, the highest priority is to retain existing industrial uses. Coordinate and work with King County and the City of Tukwila.	Medium			SPO, King County, GDPC, property owners, South Park community	In August of 1999, the Executives of the City of Seattle, King County and the City of Tukwila signed a letter of intent to pursue an interlocal agreement that would bring some of the industrial area south of South Park into the City's potential annexation area. The City will work with property owners, the community and King County on any land use transition issues in this area.  SPO will monitor any proposed rezones coming before King County in this area, and will report such activity to the City Council's Neighborhoods, Sustainability and Community Development Committee.  The City has no direct control over land uses outside of City limits. The City does not advocate on land use issues outside of its boundaries. The City will review and comment on land use changes in areas abutting our boundaries for consistency with our plans and regulations. Advocacy for industrial uses in this area is a community-based activity.
LU-2	<b>Infrastructure Improvements.</b> Require Seattle Public Utilities to coordinate with King County and its industrial users to plan and build public infrastructure and utility improvements to connect South Park and King County businesses to new sewer and storm drainage systems.	Medium			SPU, King County	See LU-3. SPU will coordinate with King County but legally cannot mandate that businesses connect to any new drainage systems.
LU-3	<b>Sewer and stormwater drainage.</b> Require Seattle Public Utilities to follow up on studies to build sewer and stormwater drainage facilities within the South Park industrial area.	Medium to High			SPU	In 1999, SPU initiated a South Park Phase I study which was intended to develop a solution for the flooding problems experienced at 2 <sup>nd</sup> Ave. SW and SW Webster St. Once the study reached design phase, engineers discovered that the elevation was significantly below winter high tide levels and would prevent stormwater from

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>draining. Developing a solution thus requires a more complete survey and study. As a result, in 2000 SPU will include the area bounded by 7th Ave. SW and 2nd Ave. SW next to the Duwamish River in a more detailed hydraulic and hydrologic study of the South Park basin. The expanded South Park study will propose alternative solutions to the numerous flooding problems throughout the South Park residential and industrial areas. Funding approaches for the preferred solutions will be evaluated in the context of the new drainage policies under consideration by Council. These policies will outline priorities for the next round of drainage improvements citywide and funding options for local improvements.</p>
<b>Expansion of the M&amp;I Center</b>						
LU-4	<p><b>Implement South Park sewer and drainage facilities recommendations .</b></p> <ul style="list-style-type: none"> <li>Require Seattle Public Utilities to coordinate with King County and its industrial users to plan and build public infrastructure and utility improvements to connect South Park and King County businesses to new sewer and storm drainage systems.</li> <li>Conduct a study to determine near- and long-term capital facilities needs, determine what percent of need is for non-industrial uses, seek funding for a major demonstration implementation project, and begin capital facility planning to build the proposed projects that will result from the infrastructure study. This proposed utility project must include a strong and consistent community outreach campaign to South Park and King County manufacturing and industrial businesses.</li> </ul>	Medium to High			SPU, OIR, King County	<p>See LU-2 and LU-3</p> <p>This activity is partially underway through SPU's Drainage Policy Study and follow-up revisions to the Drainage Comprehensive Plan. The Drainage Policy Study will develop new policy options regarding the planning, implementation and financing of local drainage improvements as well as CIP prioritization and management of urban creeks, and will include opportunities for public input and outreach from citizens and businesses in the Duwamish area. The expanded South Park Basin Study (LU-3) also underway will take into account drainage problems in the area between the Duwamish River and freeway.</p>
LU-5	<b>Business Research.</b> Collect information, conduct	Medium			SPO, OED,	SPO has been working with staff from King County and the

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	interviews, and analyze the data to identify the specific reasons why industrial business owners in the South Park area and those in the northern part of Tukwila do not want to locate within the City of Seattle. Determine specific impediments to conducting business in the City of Seattle.				OIR	City of Tukwila to resolve issues with existing boundaries of the two cities and the unincorporated areas to the east and south of South Park. As part of that work, SPO met with businesses in the unincorporated area included in the Comprehensive Plan as a Potential Annexation Area. A major concern of businesses in these areas over annexation is the Business and Occupation Tax that Seattle levies but which the County and the adjacent City of Tukwila do not have. (By law the County cannot levy B&O taxes.) However, this does not preclude businesses from locating in Seattle. Major businesses such as Boeing are in both Seattle and Tukwila. Additional research is not required.
LU-6	<p><b>Criteria for Location of Public Facilities.</b> Adopt a policy for limiting public facilities in the Duwamish M&amp;I Center in the Comprehensive Plan and Land Use Code. In order to be a permitted public facility use, the following criteria must be met:</p> <p>A. Be industrial uses that meet the recommended M&amp;I Center Plan definition of industry (as defined in Code Amendments and Regulatory Changes recommended actions section of this Plan) and/or contribute to the industrial environment of the Duwamish M&amp;I Center,</p> <p>B. Demonstrate the legitimate need for the proposed site and scale of development and have realistic plans for full use of the proposed facility at the time that occupancy is permitted (the intention of this criterion is to support the policy to limit the location of non-industrial public facilities and is explicitly not to subvert real estate negotiations),</p> <p>C. Not be used to provide services or meeting spaces for the general public as a significant part of the intended use. [Note, after the validation event the GDPC voted to delete section D, but the consultant forgot to make the change.]</p>	High			DCLU, OED, SPU, SCL, ESD	The City is considering possible policy language related to public facilities as part of its review of separate legislation on the goals and policies for the Duwamish.

## B. Land Use

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
LU-7	<p><b>Definition of Industry.</b> Adopt the following definition of industry as the working and referenced definition of industry and industrial uses in the City's Land Use Code and Comprehensive Plan to clarify appropriate industrial uses. Amend the Code to include the following definition:</p> <p>For the purpose of land use code interpretation, the intent of industrial zoning is to affirm the compatibility of infrastructure requirements, services, and regulatory support necessary to sustain industrial economic vitality and the ability to provide family wage jobs. This interpretation shall include the recognition that industrial activities are typically not compatible with office, retail, or residential uses and that incompatible uses generate pressure on property values, lease rates, and transportation corridors, increasing demand for public services and negatively impacting industry's ability to sustain its employment base. The objective of industrial zoning shall be the segregation of business activity based upon compatible uses and impacts as well as utility and infrastructure requirements.</p> <p>Industrial activities shall be defined and characterized as the manufacture, assembly, storage, repair, distribution, research/development and transportation of materials, goods, and finished products including advanced technologies, commercial fishing and resource extraction and handling. The movement of trucks, trains, ships, airplanes, and nighttime as well as daytime business operations are integral to this activity. Industrial air, noise, and light emission, while within legal limits, are often greater than those found in office, retail, or residential areas.</p>	High			DCLU, SPO	See EC-2
LU-8	<p><b>Definition of Users in the Industrial Area.</b> Amend the Land Use Code to state that patrons of sporting</p>	High			DCLU, SPO	This concern can be addressed by changing lodging from a conditional to a prohibited use in the Duwamish area (as

## B. Land Use

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	events and individuals transiting the area are not users in the industrial area. (October 31, 1997 Airport Way Hotel ruling, Hearing Examiner files MUP-97-053, MUP-97-054, MUP-97-055, Dept. Reference 9701617.)					proposed in LU-11 for IG zones.) As a prohibited use, the phrase 'users in the industrial area' will not be considered in permit review.
LU-9	<p><b>Definition of Research and Development.</b> Amend the Land Use Code to revise the definition of research and development as a means of determining whether a proposed use qualifies as a permitted use in IG2 and IG1 zones. No changes are proposed for the IC zones.</p> <p>Research and development uses shall be defined and characterized as any analytical or investigational process or application directly related to, or in support of, the manufacture, assembly and repair of materials, tangible and substantial goods, or finished products.</p>	High			DCLU, SPO, OED	<p>SPO, with DCLU and OED, will conduct a high technology study in 1999-2000 to develop a Citywide strategy for attracting and locating high technology industries within the City. This study may lead to amendments to the definition of Research and Development in the Land Use Code.</p> <p>In the meantime, the goals of this proposed definition may be more effectively addressed through limitations on office use, rather than adding a new definition of Research and Development and a new use to the Land Use Code. The City does not support the use of different definitions for the same term in the Land Use Code.</p> <p>SPO, DCLU and OED will also monitor interest in and demand for space for research and development uses in the Duwamish M&amp;I Center, and report to the City Council and community groups if it appears that a new strategy for high technology industries is needed in the Duwamish.</p>
<b>Code Amendments and Regulatory Changes</b>						
LU-10	<p><b>Analyze the need to revise IG1 and IG2 zone boundaries.</b> The stewardship mechanism for this M&amp;I Center Plan should conduct a study to determine possible boundary changes for IG1 and IG2 lands within the next 2 years.</p>	Medium			DCLU, SPO, OED, GDPC, DON	<p>SPO, DCLU and OED will monitor development in the Duwamish M&amp;I Center and report to stewardship groups. However, the greater restrictions on uses accomplished through other recommendations in this matrix may make a zoning boundary study less urgent. The next step for developing such a study would be to determine the goals of this study. DCLU will work with the neighborhood to undertake a land use planning exercise and rezone analysis to explore changes to the IG1 and IG2 boundaries to see if rezones might achieve the neighborhood's goals and meet the City's criteria for rezones. DCLU will also be reviewing buffer issues for buffer areas between industrial and residential areas and will involve BINMIC, Duwamish,</p>

## B. Land Use

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>and affected communities in this work. Several neighborhoods have requested DCLU's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program. If the community is interested in pursuing this activity earlier, the Neighborhood Matching Fund may be a source of funding for a community-initiated study of zoning boundaries.</p> <p>Sites across Fourth Avenue from the Stadium Transition Overlay Area requested inclusion in this Area. As part of a future work program, DCLU will analyze these sites for possible rezoning to a Commercial rather than an Industrial zoning designation.</p>
LU-11	<p><b>Changes to Permitted Uses in the Land Use Code.</b> Amend the Land Use Code to prohibit the following uses in IG1 and IG2 zones. (Please refer to the Plan Appendices Land Use Summary Matrix at the end of the Land Use Chapter in the Plan to identify in greater detail proposed changes, conditions, size of use restrictions, time limits on allowable uses, permitted accessory uses, and other commentary.)</p> <p><b>Proposed Additional Prohibited Uses in IG1</b></p> <ul style="list-style-type: none"> <li>• Auto Sales and Rental,</li> <li>• Lodging,</li> <li>• Mortuary,</li> <li>• Performance Arts Center,</li> <li>• Spectator Sports Facility,</li> <li>• Institute for Advanced Study,</li> <li>• Private Clubs except union halls,</li> <li>• Museums except in historic buildings,</li> <li>• Primary and Secondary Schools,</li> <li>• Community Club,</li> <li>• Religious Facilities,</li> <li>• Universities,</li> <li>• Park and Pool Lots,</li> </ul>	High			DCLU, SPO	<p>The City supports many of these proposed changes for the new Duwamish IG1 and Duwamish IG2 zones. These changes would not apply to IG1 and IG2 zones outside of the Duwamish.</p> <p>The City supports the following:</p> <ul style="list-style-type: none"> <li>• Prohibiting the following uses in IG1 and IG2 (Duwamish): Lodging, mortuaries, performance arts centers, spectator sports facilities, institutes for advanced study, primary and secondary schools, and motion picture theaters.</li> <li>• prohibiting community clubs in IG1 (Duwamish).</li> <li>• prohibiting private clubs in IG1 and IG2 (Duwamish). Union halls are typically permitted as office uses, so that an exception for union halls in private clubs is not necessary.</li> <li>• changing park and pool lots from a permitted use to a conditional use under the same conditions as park and ride lots.</li> <li>• prohibiting museums in IG1 and IG2 (Duwamish), except for museums in buildings or structures that are City of Seattle landmarks with a designating ordinance.</li> <li>• prohibiting universities and colleges in IG1 and IG2</li> </ul>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<ul style="list-style-type: none"> <li>• Motion Picture Theaters</li> <li>• Parking structures as principal use.</li> </ul> <p><b>Proposed Additional Prohibited Uses in IG2</b></p> <ul style="list-style-type: none"> <li>• Auto Sales and Rental,</li> <li>• Lodging,</li> <li>• Mortuary,</li> <li>• Performance Arts Center,</li> <li>• Spectator Sports Facility if applied for after June 23, 1999,</li> <li>• Motion Picture Theater,</li> <li>• Institute for Advanced Study,</li> <li>• Private Clubs except in union halls,</li> <li>• Museums except in historic buildings,</li> <li>• Primary and Secondary Schools,</li> <li>• Colleges,</li> <li>• Universities,</li> <li>• Parking structures.</li> </ul> <p><b>Items needing further study before a recommendation is made:</b> IG1 Principal use parking around the new stadiums.</p>					<p>(Duwamish) except for training programs in industrial trades, such as South Seattle Community College's Duwamish branch.</p> <p>The City does not support prohibiting automotive retail sales and service in IG1 or IG2 (Duwamish). The purpose of the proposed change is to restrict automotive retail sales and service to trucks only; however, this would create significant code enforcement problems because of the difficulty of policing automotive dealerships to ensure that only trucks and no other vehicles are sold. In addition, trucks are sometimes used for non-industrial purposes.</p> <p>The City also supports prohibiting principal use parking (both surface and structured) in IG1 and IG2 (Duwamish) DCLU will continue to explore provisions to ensure efficient use of parking supply and minimal competition with potential industrial land uses. The accessory parking required for a spectator sports facility/exhibition hall will be allowed to be used for general parking purposes or shared with another spectator sports facility/exhibition hall facility to allow that other facility to meet its accessory parking requirements.</p>
LU-12	<p><b>Size-of-Use Restrictions in the Duwamish M&amp;I Center.</b> Amend the Land Use Code to adopt the following size of use amendments in IG1 and IG2 zones. The size restrictions apply to rentable building space, not building footprint.</p> <p><b>Size of Use Restrictions in IG1</b></p> <ul style="list-style-type: none"> <li>• Commercial uses including retail, service, and office not integral to an allowed use restricted to 25,000 square feet (sf) in size,</li> <li>• Fast food and restaurants limited to 5,000 sf,</li> <li>• Taverns limited to 2,000 sf,</li> <li>• Brewpubs limited to 2,000 sf for the pub portion of the use.</li> </ul>	High			DCLU, SPO	<p>The City supports the following size of use restrictions:</p> <p>IG1 Zone:</p> <ul style="list-style-type: none"> <li>• Offices, retain 50,000 sf limit;</li> <li>• Retail and other commercial uses, reduce from 30,000 sf to 25,000 sf limit;</li> <li>• Restaurants, reduce to 5,000 sf limit; and</li> <li>• Brewpubs (pub portion) and taverns, reduce to 3,000 sf limit.</li> </ul> <p>IG2 Zone:</p> <ul style="list-style-type: none"> <li>• Offices, retain 100,000 sf limit;</li> </ul>

## B. Land Use

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p><b>Size of Use Restrictions in IG2</b></p> <ul style="list-style-type: none"> <li>Commercial uses including retail, service, and office not integral to an allowed use restricted to 50,000 sf,</li> <li>Taverns limited to 2,000 sf,</li> <li>Lecture/Meeting Halls limited to 5,000 sf, and</li> <li>Unlimited office allowed in buildings larger than 125,000 sf existing as of January 1998.</li> </ul>					<ul style="list-style-type: none"> <li>Retail and other commercial uses, reduce from 75,000 sf to 50,000 sf limit;</li> <li>Restaurants, reduce to 5,000 sf limit;</li> <li>Brewpubs (pub portion) and taverns, reduce to 3,000 sf limit; and</li> <li>Meeting halls, establish 5,000 sf limit.</li> </ul> <p>As part of the City's ongoing monitoring of changes in the Duwamish, the City will consider if any additional modifications to regulations governing permitted and prohibited uses are needed to accommodate the needs of industrial businesses.</p>
LU-13	<p><b>Time Limits for Allowable Uses in the Duwamish M&amp;I Center.</b> Amend the Land Use Code to adopt the following time limits as conditions for certain allowable uses in IG2 zones and the Shoreline Urban Industrial environment and provide appropriate means of enforcement.</p> <p><b>Time Limit Conditions in IG2 (Zoning)</b></p> <ul style="list-style-type: none"> <li>Park and ride lots allowed as temporary use for up to 10 years,</li> <li>Principal Use Parking (surface parking only) allowed as temporary use for up to 10 years.</li> </ul> <p><b>Time Limit Conditions in UI Environment (Shoreline Master Program)</b></p> <ul style="list-style-type: none"> <li>Primary Use Parking allowed as temporary use for up to 10 years.</li> </ul>	High			DCLU, SPO	<p>As noted above, the City supports prohibiting principal use parking (both surface and structured parking) as inconsistent with tighter restrictions in IG-1 and IG-2. The accessory parking required for a spectator sports facility/exhibition hall will be allowed to be used for general parking purposes or shared with another such facility to allow that other facility to meet its accessory parking requirements.</p> <p>Parking as a principal use is prohibited outright in the Shoreline/UI environment (SMC 23.60.848(B)(4)) because it is not consistent with any of the four purposes enumerated in the Shoreline Master Program (23.60.002 (B)).</p>
LU-14	<p><b>Allowable Accessory Use in the Duwamish M&amp;I Center</b> Amend the Land Use Code to adopt the following uses as permitted accessory uses (but prohibited as principal uses in IG1 and IG2 zones).</p> <p><b>Accessory Uses in IG1</b></p> <ul style="list-style-type: none"> <li>Child Care,</li> <li>Mini-Warehouse,</li> </ul>	High			DCLU, SPO	<p>When DCLU permits a structure, it is assigned a principal use category. Any accessory uses in a structure are allowed without a separate review process if they are customarily incidental to the principal use and are not permitted separately. The City does not support changing the current review process.</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<ul style="list-style-type: none"> <li>• Parking.</li> </ul> <p><b>Accessory Uses in IG2</b></p> <ul style="list-style-type: none"> <li>• Indoor and Outdoor Sports Facility,</li> <li>• Mini-Warehouse.</li> </ul>					
LU-15	<p><b>Allowable Uses with Conditions in the Duwamish M&amp;I Center</b> Amend the Land Use Code to allow the following uses with the specific conditions listed below.</p> <p><b>Uses with Conditions in IG1</b></p> <ul style="list-style-type: none"> <li>• Passenger terminals but limited to water/rail dependent facilities,</li> <li>• Vocational schools permitted if it includes industrial arts processes.</li> </ul> <p><b>Uses with Conditions in IG2</b></p> <ul style="list-style-type: none"> <li>• Passenger Terminals (same as IG1),</li> <li>• Vocational schools (same as IG1),</li> <li>• Passenger transportation facilities allowed with the exception of taxis, limousines, and rental cars.</li> </ul>	High			DCLU, SPO	<p><b>Passenger Terminals</b></p> <p>The Code already defines passenger terminals (SMC 23.84.030) as requiring location on a sea or land transportation line. DCLU does not recommend changing this definition for either IG1 or IG2 (Duwamish).</p> <p><b>Vocational Schools</b></p> <p>The current definition of vocational schools is adequate to advance the policy goals of the Plan. DCLU does not support changing the definition.</p> <p><b>Passenger Transportation Facilities</b></p> <p>Passenger transportation facilities are appropriate uses for industrial zones. DCLU does not recommend changing the status of this use.</p>
LU-16	<p><b>Amendments to the Shoreline Master Program</b> Amend the Shoreline Master Program to prohibit the following uses within the Shoreline Urban Industrial environment of the Duwamish (all lands within 200' of the shoreline) in the City's Shoreline Master Program:</p> <p>A. Restaurants,</p> <p>B. Taverns and brew pubs,</p> <p>C. Research and Development (subject to the proposed definition found above in this document), and</p> <p>D. Mini warehouses as principal use (See Land Use Summary Matrix in the Plan for more complete description of proposed restriction).</p>	High			DCLU, SPO	<p>The City supports the following amendments to the Shoreline Master Program: prohibiting restaurants, taverns and brewpubs and mini-warehouses as principal uses within the Shoreline Urban Industrial environment in the Duwamish Manufacturing/Industrial Center.</p> <p>See comment related to Research and Development under LU-9.</p>
LU-17	<p><b>Amendments to the Shoreline Master Program</b> Amend the Shoreline Master Program to allow the</p>	High			DCLU, SPO	<p>Many of these uses are already addressed under the regulations for the Urban Industrial Environment.</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>following uses within the Shoreline Urban Industrial environment of the Duwamish (all lands within 200' of the shoreline) in the City's Shoreline Master Program:</p> <p>A. Marine retail, B. Parking and outdoor storage as a temporary principal use (up to 10 years) as a land banking strategy and as a means of allowing for economic use of lands while being assembled into larger parcels for marine industrial uses.</p> <p><b>New Prohibited Uses in UI Environment</b></p> <ul style="list-style-type: none"> <li>• Restaurants,</li> <li>• Taverns and Brewpubs,</li> <li>• Research and Development which fails to meet the definitions prescribed in Action LU-9, and</li> <li>• Mini-Warehouse as Primary Use.</li> </ul> <p><b>New Permitted Uses in UI Environment</b></p> <ul style="list-style-type: none"> <li>• Marine Retail,</li> <li>• Parking and Outdoor Storage as Primary Use, but subject to 10-year time limit.</li> </ul>					<p>A. Marine retail sales and services are currently permitted uses (SMC 23.60.840 (B) (1)), with the exception of marinas and sale of boat parts or accessories, which are conditional uses.</p> <p>B. Outdoor storage is permitted outright under the current Code (SMC 23.60.840 (B)(4)).</p> <p>Parking as a principal use in the Shoreline/Urban Industrial Environment is prohibited outright (SMC 23.60.848 (B)(4)) because it is not consistent with any of the four purposes enumerated in the Shoreline Master Program (23.60.002(B)). The City would not support a change to that recommendation.</p> <p>See LU-13 regarding the 10-year temporary uses recommendation.</p> <p>See LU-16 on the proposed prohibited uses.</p>
LU-18	<p><b>Consider an Amendment to the Shoreline Master Program.</b> Consider extending the water-dependency requirements beyond the current 200' shoreline environment on the Duwamish waterway in the areas north of South Park.</p>	Medium			DCLU, SPO	<p>The Executive does not support these changes at this time. More information is needed on the purpose of this proposal and the potential impacts of such an amendment before the Executive would support such a change. DCLU and SPO will track development in the Duwamish M&amp;I Center and report to the City Council if it appears that there needs to be a change to the water-dependency requirements.</p>
LU-19	<p><b>Amend Seattle Land Use Code.</b> Amend Seattle Land Use Code to acknowledge that residential uses are not compatible with industrial operations and that it is desirable to segregate industrial users from those that attract members of the general public. (Note: artist live/work studios would still be classified industrial, not residential, with appropriate</p>	High			DCLU, SPO	<p>The City supports a new Comprehensive Plan policy L115a which states as follows: "The City recognizes that some commercial and residential activities may be incompatible with the air, noise, dust and light impacts that may be caused by industrial activities in industrial areas. The City will favor the industrial activities over non-industrial activities in these areas, as long as the industrial activities operate within prescribed limits." The City feels</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	enforcement mechanisms.)					that this is more appropriate in the Comprehensive Plan than in the Land Use Code.
LU-20	<p><b>First Avenue South Area Rezone.</b> Adopt a rezone from IG2 to a modified IC Zone for the 1st Ave. S. Area bounded by 1<sup>st</sup> Ave. S., Railroad Ave. S., Western Ave. S., S. Royal Brougham Way, Utah Ave. S., S. Massachusetts St., Occidental Ave. S., and S. Atlantic St. as shown on <b>Figure 3-3</b> in the Neighborhood Plan. (The boundary of the First Avenue South Area Rezone should be evaluated for potential expansion after construction of the two new stadiums and both phases of SR519 are completed and their cumulative impacts can be analyzed.) Use the 3.0 Floor Area Ratio and keep the existing 85-foot height limit. Maintain the M&amp;I Center Boundaries; do not change Downtown Urban Center Boundaries. Keep the currently permitted and prohibited uses in the IC Zone except for the following:</p> <p><b>New Prohibited Uses in First Avenue South Area IC Zone</b></p> <ul style="list-style-type: none"> <li>• Heavy Manufacturing,</li> <li>• High Impact Uses,</li> <li>• Recycling centers,</li> <li>• Solid Waste Transfer Facilities,</li> <li>• Animal Health, Kennel, and Animal Control,</li> <li>• Airport, Land and Water Based,</li> <li>• Sewage Treatment Plant,</li> <li>• Solid Waste Incinerator,</li> <li>• Hospital, and</li> <li>• Elementary /Secondary School.</li> </ul> <p><b>New Permitted Uses in First Avenue South Area IC Zone</b></p> <ul style="list-style-type: none"> <li>• Eating-Fast Food (&gt;750).</li> </ul> <p><b>First Avenue South Area IC Zone Change from</b></p>	High			DCLU, SPO	<p>The City supports the creation of a Stadium Area Transition Overlay to implement this recommendation. This Overlay incorporates many aspects of this recommendation but makes some changes with respect to uses, size of use, height, development standards, and boundaries. New design guidelines for this area are also proposed.</p> <p><b>Uses</b></p> <p>The City supports prohibiting the following uses in the Overlay:</p> <ul style="list-style-type: none"> <li>• Heavy Manufacturing;</li> <li>• High Impact Uses;</li> <li>• Recycling centers;</li> <li>• Solid Waste Transfer Facilities;</li> <li>• Animal Health, Kennel, and Animal Control;</li> <li>• Airport, Land and Water Based;</li> <li>• Sewage Treatment Plant;</li> <li>• Solid Waste Incinerator;</li> <li>• Hospital;</li> <li>• Elementary /Secondary School;</li> <li>• Principal Use Parking (accessory parking required for a spectator sports facility/exhibition hall will be allowed to be used for general parking purposes or shared with another such facility to allow that other facility to meet its accessory parking requirements) ;</li> <li>• Lodging;Colleges, except for training programs in the industrial trades;</li> <li>• Universities, except for training programs in the industrial trades;</li> <li>• Drive-in Businesses except gas stations; and</li> <li>• Transit Vehicle Bases.</li> </ul>

## B. Land Use

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p><b>Conditional Use to Permitted Use:</b></p> <ul style="list-style-type: none"> <li>• Medical Services,</li> <li>• Lodging, and</li> <li>• Transit Vehicle Base.</li> </ul> <p><b>First Avenue South Area IC Zone Change from Permitted Use to Conditional Use:</b></p> <ul style="list-style-type: none"> <li>• Religious facilities,</li> <li>• Colleges,</li> <li>• Universities, and</li> <li>• Major institutions.</li> </ul> <p><b>First Avenue South Area IC Zone - Allow the Following Uses in New or Existing Buildings:</b></p> <ul style="list-style-type: none"> <li>• Museums,</li> <li>• Community Centers,</li> <li>• Private Clubs,</li> <li>• Community Club, and</li> <li>• Artist/Studio Dwellings.</li> </ul>					<p>The City supports permitting the following uses outright in the Overlay:</p> <ul style="list-style-type: none"> <li>• Eating – fast food restaurants over 750 sf;</li> <li>• Medical Services;</li> <li>• Community Center;</li> <li>• Private Club;</li> <li>• Community Club; and</li> <li>• Artist Studio/Dwelling.</li> </ul> <p>The City supports permitting the following uses as conditional uses in the Overlay:</p> <ul style="list-style-type: none"> <li>• Major Institutions.</li> </ul> <p><b>Size of use limits</b></p> <p>The City supports FAR limitations that will encourage redevelopment without creating unintended impacts on the industrial area to the south.</p> <p><b>Development Standards</b></p> <p>The City supports the following development standards for the Overlay:</p> <ul style="list-style-type: none"> <li>• Curb cuts should be limited to 3 curb cuts per block face;</li> <li>• A maximum parking ratio of 1 space per 650 sf of a number of categories of use, including commercial, should be instituted; and</li> <li>• Parking lots should be screened and landscaped.</li> </ul> <p>The City supports the following additional development standards within the Overlay along First Avenue S. and within 40 feet of key intersections:</p> <ul style="list-style-type: none"> <li>• New structures should be required to be built to the</li> </ul>

<b>B. Land Use</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>
						<p>sidewalk; and</p> <ul style="list-style-type: none"> <li>For gas stations, gas pumps must be located behind or adjacent to the gas station, rather than between the station and 1st Ave. S.</li> </ul> <p><b>Boundaries</b> The City supports expanded boundaries for the Overlay as shown in the overlay map in Council Bill 113163</p> <p><b>Design Guidelines</b> Design guidelines should be applied by the Downtown Design Review Board for development on any site with a street frontage of 120' or greater. DCLU has submitted proposed design guidelines for this area to the City Council for its consideration. These design guidelines would encourage creation of a built form that respects the pattern and scale of traditional Pioneer Square development, ensure that large facilities do not dominate the character of the area, and provide diversity and interest in the surrounding urban environment.</p>
LU-21	<b>Georgetown- Seattle Design/Gift Center.</b> Consider, after further analysis, changing the zoning in the area around the Seattle Design Center, Seattle Gift Center and Northwest Industrial Park from C1 and IG2 to IC.	Medium to Low			DCLU, SPO, <b>Community</b> , Georgetown	If the Duwamish and Georgetown communities are interested, DCLU will work with the neighborhoods, SPO and the NDM to undertake a land use planning exercise and rezone analysis to explore different zoning designations to see if a rezone might achieve the neighborhood's vision and meet the City's criteria for rezones. Several neighborhoods have requested DCLU's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program. This study could be combined with the one above, regarding appropriate boundaries between the IG1 and IG2 zones (LU-10).

## C. TRANSPORTATION

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### Description

The Manufacturing/Industrial Center is a vital international trade and transportation cross-roads, receiving and distributing goods via roadway, water, rail and air. Its ability to provide multiple modes of transportation represents a unique asset to the region and an enhancement to the local business environment. Unfortunately, these modes of transportation often conflict with one another, increasing traffic congestion, particularly along east to west arterials. These problems are exacerbated by non-industrial uses in the area and increased commuter through-traffic. These incompatible uses create specific transportation and circulation problems that directly conflict with industrial priorities. The Plan recommends a prioritized set of proposals designed to improve transportation and freight mobility throughout the Manufacturing/Industrial Center.

### Integrated City Response

The City is very supportive of the transportation improvements to support freight mobility within the Duwamish M&I Center. These activities will help to implement the City's goal to maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets. The City has developed a number of regional partnerships to support the development of transportation improvements throughout the Duwamish M&I Center, including the improvements within the interjurisdictional FAST corridor package of projects. With the passage of I-695, funding for some of those projects has been delayed. Many of the proposed activities are already underway or have been recently completed. Other activities will be started as soon as funding can be identified. Still other activities will need additional analysis before the City is able to commit to pursuing funding to implement those projects. As funding becomes available, SEATRAN will develop conceptual designs to determine the feasibility of those projects. The City has very limited funding for street repairs and it is generally targeted for arterials which carry the heaviest traffic loads. Industrial property owners are urged to consider exploring Local Improvement Districts as potential funding sources for improvements to local access streets. SEATRAN can work with local property owners to explore the feasibility of LIDs in specific areas.

#### Lead Department: SEATRAN

#### Participating Departments: DON, SPO, SPU

#### Activities Already Underway

1. Design of the SR-519 Intermodal Access Project Phase I is to be completed in the first half of 2000.
2. Design of East Marginal Way grade separations south of Spokane St. is currently underway. Design activities put on hold by project lead (Port of Seattle) following passage of I-695 and the related loss of R-49 Freight Mobility Funds.

3. In 1998, SEATRAN funded construction of a new general traffic on-ramp to northbound I-5 from the intersection of Martin Luther King Jr. Way S. and S. Boeing Access Road providing better, more direct access between Southeast Seattle and points north.
4. SEATRAN is undertaking the second phase of the Boeing Access Road project. This phase involves reconfiguring the existing ramp from southbound I-5 to S. Boeing Access Road and installation of a new signal where the I-5 ramp and S. Boeing Access Road meet. This will allow eastbound access to S. Boeing Access Road from I-5 that does not presently exist.
5. The intersection of 4<sup>th</sup> Ave. S. and S. Michigan St. was repaved as part of the 1<sup>st</sup> Ave. S. bridge project in 1998.
6. In South Park, the reconstruction and repavement of S. Cloverdale St. was completed in 1998.
7. SEATRAN has changed the channelization of the eastbound S. Bailey St. approach to the I-5 on-ramp. This is adjacent to the S. Michigan St. & Corson Ave. S. intersection. This change has resulted in easier truck access and turning onto the I-5 on-ramp.
8. SEATRAN recently interconnected many of the traffic signals in the Duwamish M&I Center along the following streets: 1<sup>st</sup> and 4<sup>th</sup> Aves. S. from East Marginal Way S. to S. Spokane St.; S. Michigan St. from 6<sup>th</sup> Ave. S. to East Marginal Way S.; and East Marginal Way S., from the 1<sup>st</sup> Ave. S. Bridge to Alaskan Way.
9. SEATRAN is developing a program to installing variable message signs (VMS) in the Duwamish M&I Center. VMS are being installed in conjunction with traffic operations around the new baseball stadium.
10. Pedestrian improvements were completed in 1999 along First Avenue S. and Occidental Ave. S. as part of the ballpark pedestrian circulation plan.

11. The Weller Street Pedestrian Bridge, a pedestrian overpass over the railroad tracks between the north lot of the Kingdome and 4<sup>th</sup> Ave. S., was completed in 1999.
12. The Executives of Seattle, King County and Tukwila signed a letter of intent to pursue an interlocal agreement that would create a funding mechanism to replace the 16<sup>th</sup> Ave. S. bridge. King County will start the SEPA analysis of alternative bridge replacement/rehabilitation options in the fall of 1999.

**Tasks to be Undertaken in 1999-2000**

1. Construction of Phase I of SR-519 is now expected to begin in early 2001. State funds for the construction of this project that were eliminated due to the passage of I-695 are expected to be restored by the State Legislature.
2. Design of Phase II of SR-519 is expected to begin in the second half of 2000.
3. A project to widen the lanes on the Spokane Street viaduct and construct new westbound on/off ramps at 1<sup>st</sup> Ave. S. is partially funded (SEATRAN has requested

grant funding to complete the funding). This project is currently on hold due to the loss of State Freight Mobility Funds following passage of I-695.

4. Construction of a realignment of Alaskan Way under the viaduct to accommodate SR519 is expected to begin in 2000, as part of the SR519 project. Although the SR 519 project is currently on hold following the passage of I-695, the City of Seattle may be able to proceed with this portion of the project. A final determination will be made following consultation with the various project partners.
5. SEATRAN will work with interested property owners in exploring a LID program to repair non-arterial streets in the Duwamish.
6. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the Southwest sector work program.
7. Identify next steps for continued implementation.

<b>C. Transportation</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>
<b>Regional Circulation: Grade separation of east-west arterials</b>						
TP-1 Phase 1 Capital Project	<b>SR 519 Intermodal Access Project Phase 1, South Atlantic Street grade separation.</b> Grade separate S. Atlantic St. from 1 <sup>st</sup> Ave. S. to 4 <sup>th</sup> Ave S., construct on-ramps to I-90. Vehicular movement would be one-way eastbound once Phase II is complete. Phase I initially would result in two-way traffic on the S. Atlantic St. grade separation.	High			<b>SEATRAN,</b> SPO, WSDOT, Port, King County, GDPC, Pioneer Square, PSA, FGI, PFD, Mariners	This transportation project is currently in the design phase, with design work to be completed in the first half of 2000. Construction of this project has been delayed due to the passage of I-695. However construction is expected to begin early in 2001.
TP-1 Phase 2 Capital Project	<b>SR 519 Intermodal Access Phase 2, grade separate South Royal Brougham Way.</b> Grade separate S. Royal Brougham Way between I-90 ramps and Occidental Ave. S., modify 4 <sup>th</sup> Ave. S. on/off ramps. Vehicular movement would be one-way westbound. Provision for at-grade left-turning movements from S. Royal Brougham	High			<b>SEATRAN,</b> SPO, WSDOT, Port, King County, GDPC, PFD, Mariners	Design of this phase of the SR-519 project is funded. Design work for Phase 2 of SR-519 will begin when Phase 1 design has been completed. Funding for the construction of Phase 2 does not exist at this time.

## C. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	Way to 1 <sup>st</sup> Ave. S. must be maintained in design for truck movement and local access needs.					
<b>Local Circulation: Grade separation of local east-west corridors</b>						
TP-2 Capital Project	<b>Lander grade separation.</b> Grade separate Lander Street across railroad tracks from 1 <sup>st</sup> Ave. S. to 4 <sup>th</sup> Ave. S.	High			SEATRAN, WSDOT	SEATRAN endorses this idea. It has been identified for grant funding from the State and Federal governments as a FAST Corridor Phase II project. It is currently unfunded.
<b>Regional Circulation: Improve access between local roadways and existing / new freeway systems</b>						
TP-3 Capital Project	<b>East Marginal Way grade separation south of Spokane Street.</b> northbound overpass and southbound on-ramp to SR 99. Construct northbound overpass to East Marginal Way S. south of Spokane St. and southbound on-ramp from East Marginal Way S. immediately south of S. Spokane St. to SR 99 to grade separate East Marginal Way S. and Harbor Island lead track.	High			SEATRAN, WSDOT, Port	This FAST corridor project was being designed by WSDOT. The design activities have been put on hold by the project lead (Port of Seattle), due to the lack of construction funds as a result of the passage of I-695.
<b>Local Circulation: Improve access between local roadways and existing/new freeway systems.</b>						
TP-4 Capital Project	<b>SR 99 half-interchange.</b> southbound on-ramp at or north of Royal Brougham. Construct southbound on-ramp to SR 99 at or north of S. Royal Brougham Way to provide a direct connection between Alaskan Way viaduct and local businesses.	High			SEATRAN, WSDOT	SEATRAN endorses this idea. It is considered a third phase of the SR-519 project, and would follow the construction of SR-519 project Phases I and II. This project is currently unfunded.
TP-5 Capital Project	<b>Hanford T ramps to SR 99.</b> (Reference Code: AD2-5) northbound on-ramp. Construct northbound on-ramp at S. Hanford St., grade separate S. Hanford St. across railroad tracks to Utah Ave. S.	Medium			SEATRAN, King County, Port	This idea has been identified by a consultant team for SEATRAN and the Port of Seattle as a future system enhancement. This could be a good idea, but further work would need to be done in order to understand the feasibility of this concept. Issues that would need to be explored include: impacts to traffic operations, cost, challenges and opportunities in implementation, etc. Further work to determine the feasibility of this project could be done if funding becomes available.

## C. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
TP-6 Capital Project	<b>Preserve and/or replace, as structural integrity warrants, the South Park Bridge(14<sup>th</sup> Ave. S/16<sup>th</sup> Ave. S).</b> As necessary, through replacement or rehabilitation, maintain existing capacity and function of South Park Bridge (14 <sup>th</sup> Ave. S/16 <sup>th</sup> Ave. S).	Medium			King County, City of Tukwila, SEATLAN, SPO	The Executives of Seattle, King County and Tukwila have signed a letter of intent to pursue an interlocal agreement that would create a funding mechanism to replace the 16 <sup>th</sup> Ave. S. bridge. King County will start the SEPA analysis of alternative bridge replacement/rehabilitation options in early 2000.
<b>Local Circulation: Grade separation of local east-west corridors.</b>						
TP-7 Capital Project	<b>Hanford Street over-crossing and extension.</b> Grade separate Hanford Street across railroad tracks from 1 <sup>st</sup> Ave. S. to 4 <sup>th</sup> Ave. S., extend across Union Pacific tracks to 6 <sup>th</sup> Ave. S.	Medium			SEATLAN, BNSF Railroad	See TP-5.
<b>Enhance rail infrastructure to maintain efficient operation.</b>						
TP-8 Capital Project	<b>Off-mainline rail improvements.</b> Realign tracks along Duwamish Ave. S. beneath East Marginal Way S. Grade Separation. Tied into TP-3.	Medium			Port, BNSF, UP	Although the City supports this project, the City's involvement in this activity is minimal and indirect. The City understands that discussions are currently underway between the railroads and Port of Seattle to implement this activity.
<b>Regional Circulation Safety</b>						
TP-9 Capital Project	<b>Spokane Street Widening.</b> Widen viaduct lanes to 12 feet, add 32" barrier in center, construct new westbound on/off ramps at 1 <sup>st</sup> Ave. S.	Low			SEATLAN	This is a high priority project for SEATLAN. However, due to the passage of I-695 and the resultant loss of State Freight Mobility funding the project is again on hold.
<b>Local Circulation: Grade separation of local east-west corridors</b>						
TP-10 Capital Project	<b>Holgate grade separation.</b> Grade separate S. Holgate St across railroad tracks from 1 <sup>st</sup> Ave. S. to 4 <sup>th</sup> Ave. S.	Medium			SEATLAN	See TP-5.
<b>Local Circulation: Improve access between local roadways and existing/new freeway systems</b>						
TP-11	<b>Remote holding area for Colman ferry</b>	Medium			WSDOT	This State Ferry System project has been cancelled as a

## C. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
Capital Project	<b>terminal.</b> Use WOSCA site as remote holding facility for ferry traffic at Colman dock, routing ferry traffic to dock via Alaskan Way.				(Washington State Ferries)	result of the passage of I-695 and the resultant lack of funds for ferry system capital improvements.
TP-12 Capital Project	<b>Alaskan Way Realignment under viaduct to accommodate SR 519 improvement.</b> Move BNSF rail spur 30 feet west to provide downtown waterfront access unimpeded by rail operations and improve local surface streets accessing the Atlantic Street grade separation.				SEATRAN, WSDOT	This work will be performed as part of SR-519, Phase I (Activity TP-1). The design of the Alaskan Way improvements is being re-evaluated in light of the elimination of the WSF Remote Holding Area (TP-11).
TP-13 Capital Project	<b>S. Boeing Access Road Interchange.</b> Improve access to I-5 from Boeing Access Rd, Airport Way S., and Martin Luther King Jr. Way S. through reconfiguration of interchange.	Low			SEATRAN, WSDOT	<p>This activity is underway.</p> <p>Working in coordination with WSDOT, SEATRAN funded construction of a new general traffic on-ramp to northbound I-5 from the intersection of Martin Luther King Jr. Way S. and Boeing Access Road – providing better, more direct access between Southeast Seattle and points north. This work was completed in 1998.</p> <p>The second phase for improving access between I-5 and Boeing Access Road is underway. This phase involves reconfiguring the existing ramp from southbound I-5 to Boeing Access Road and installing a new signal where the I-5 ramp and Boeing Access Road meet. This will allow eastbound access to Boeing Access Road from I-5 that does not presently exist. This work is to be completed in 1999.</p>
<b>Pavement Maintenance and Drainage Program</b>						
TP-14 O and M	<b>Existing Roadway Surface Repair.</b> Repair existing roadway surfaces where failures may cause harm to vehicles or pedestrians and install surface water drainage systems to ensure longevity of street infrastructure. Repair significant arterial pavement failures throughout the M&I Center. Projects include: <b>North Duwamish</b>	High			SEATRAN, SPU	<p>Some of this work has been recently completed.</p> <p>The intersection of 4<sup>th</sup> Ave. S. and S. Michigan St. was repaved as part of the 1<sup>st</sup> Ave. S. bridge project.</p> <p>In South Park, the reconstruction and repavement of S. Cloverdale St. was completed in 1998.</p> <p>The City would like to be able to improve the paving, sidewalk and related drainage systems to enhance</p>

## C. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<ul style="list-style-type: none"> <li>• S. Horton St. between 4<sup>th</sup> Ave. S. and East Marginal Way S.,</li> <li>• S. Lander St. between 1<sup>st</sup> Ave. S. and 4<sup>th</sup> Ave. S.,</li> <li>• rail crossings along the entire length of S. Holgate St. and on Occidental Ave. S. and S. Stacy St.,</li> <li>• Occidental Ave. S. from S. Lander St. to S. Horton St.,</li> <li>• the entire length of S. Spokane St. to Airport Way S. including rail crossings, and</li> <li>• 6<sup>th</sup> Ave. S. (shoulders) from S. Massachusetts St. to S. Lander St.</li> </ul> <p><b>Georgetown</b></p> <ul style="list-style-type: none"> <li>• 4th Ave. S. at S. Michigan St.,</li> <li>• 3rd Ave. S. between S. Dawson St. and S. Lucile St.,</li> <li>• S. Fidalgo St. between 1st Ave. S. and 4th Ave. S., and</li> <li>• S. Hudson St. at 1st Ave. S.</li> </ul> <p><b>South Park</b></p> <ul style="list-style-type: none"> <li>• All streets bounded by 7<sup>th</sup> Ave. S., SR 99, the Duwamish Waterway, and S. Southern St.</li> </ul>					<p>industrial access. SEATRAN would like to do more paving work on arterials in the industrial area. In general, the amount of paving work that is done each year is determined by the amount of funding available to do this work.</p> <p>Efforts have been made to expand SEATRAN's funding base to do more paving – including pursuit of the Street Utility and the transportation bond – but they have not succeeded. Until they succeed, however, the SEATRAN budget to maintain industrial streets will continue to be small relative to the capital paving needs in the industrial area. See response to TP-15.</p> <p>See UT-3 on drainage improvements for these locations.</p>
TP-15 O and M	<p><b>Localized Roadways and Maintenance Program.</b> In coordination with SEATRAN, establish a program that identifies locations for maintenance and preservation of public roadways and sidewalks within the M&amp;I Center. Business and community representatives should review and evaluate with City staff the need to evaluate and improve on roadway maintenance and preservation issues. Explore the need to initiate a local improvement district or other such funding mechanism to fund existing and future</p>	High			SEATRAN	<p>The City would like to be able to improve the paving, sidewalk and related drainage for industrial area access streets. Making significant improvements to the pavement of streets like these is an idea SEATRAN would like to support. However, effectively supporting this suggestion would require not only resources for monitoring, but also a tangible mechanism for funding improvements identified by the monitoring process.</p> <p>SEATRAN has in place a pavement management system. Currently, this system only monitors the pavement conditions of city arterial streets and the small number of</p>

## C. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	pavement, drainage, and sidewalk issues.					<p>city non-arterials having Metro bus routes. This monitoring program does not look beyond these streets because there is no City funding to maintain non-arterial streets. SEATRAN's highest priority for paving remains city arterial streets.</p> <p>The City supports the idea of exploring LIDs as a funding mechanism for these improvements. For property owners who are interested, the LID process can be used to pursue street improvements. LID projects use funding provided by adjacent property owners to pay for improvements. Use of the LID process is largely determined by property owners. LID processes for the M&amp;I Centers are being reviewed through the policy docket and SEATRAN will work with interested property owners in exploring a LID program in the Duwamish and BINMIC.</p>
<b>Improve local circulation for truck movements</b>						
TP-16 O and M	<b>Corson Ave. S/S. Michigan St. Intersection.</b> Improve intersection of Corson Ave. S. and S. Michigan St. for truck turning movements. Improve turning radii for northbound and southbound turn movements onto freeway.	High			SEATRAN	<p>SEATRAN has changed the channelization of the eastbound S. Bailey St. approach to the I-5 on-ramp. This is east of the S. Michigan St. &amp; Corson Ave. S. intersection. This change has resulted in easier truck access and turning onto the I-5 on-ramp.</p> <p>SEATRAN does not have plans to change the design of the intersection of S. Michigan St. and Corson Ave. S. However, changes have been made to the alternative route of 4<sup>th</sup> Ave. S. and S. Michigan St. to improve conditions for truck traffic approaching the freeway.</p> <p>Any change to this intersection would need to be made with input from the Georgetown community.</p>
TP-17 O and M	<b>4<sup>th</sup> Avenue South Access.</b> Provide direct access to 4 <sup>th</sup> Ave. S. from heavy industrial properties south of East Marginal Way S. Improve signal and lane assignments to allow for direct movements from S. River St. to 4 <sup>th</sup>	High			SEATRAN	<p>This idea has been roughly scoped and evaluated. It looks operationally workable. The change to the intersection of 4<sup>th</sup> Ave. S. and S. River St. would require significant work involving: 1) signal redesign and relocation and 2) redesign and reinstallation of channelization. This project is</p>

## C. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	Ave. S. across East Marginal Way S. to reduce circuitous routing.					currently unfunded and SEATRAN will consider funding for this project in context of transportation needs citywide.
<b>Improve access between local industrial districts and regional freeway/arterial systems for truck movements</b>						
TP-18 O and M	<p><b>Develop truck corridor through the Riverside Industrial District in South Park between SR 99 and 14<sup>th</sup> Avenue South/South Park Bridge.</b> Acquire right-of-way, and improve streets to truck/commercial street standards for cross-section, pavement structure, and drainage on the following route segments:</p> <ul style="list-style-type: none"> <li>• S. Holden St. - from SR 509 to 5th Ave. S</li> <li>• S. Holden St. alignment east of 5th Ave. S. to S. Riverside Dr./8th Ave. S.</li> <li>• Dallas Ave. S/10th Ave. S. from 14th Ave. S. to S. Kenyon St.</li> </ul> <p>If this route is not feasible, improve S. Kenyon St. between 7<sup>th</sup> Ave. S. and 8<sup>th</sup> Ave. S.</p>	High			SEATRAN, SPU	<p>This proposal appears to be a very complex project and may raise issues about placement of a truck route in a residential neighborhood. It appears to conflict with the goals of TP-30 which is intended to remove truck traffic around the South Park residential area. SEATRAN will provide additional feedback on this idea if specifics about the proposed alignment are provided showing how this route would run.</p> <p>SPU will fund drainage improvements in conjunction with SEATRAN street improvements in areas with existing drainage problems.</p> <p>The City will need to work with both the Duwamish and South Park communities as it works on this activity.</p>
<b>Truck Mobility: Improve local circulation for truck movements</b>						
TP-19 O and M	<p><b>Intersection Turning Radius Improvements.</b> The community recommends improvements to intersections where truck turning movements are impeded due to insufficient turning radii.</p> <p><b>Georgetown</b> Make turning radii improvements at S. Michigan St./S. Bailey St. and East Marginal Way S. along Corson Ave. S. for trucks through channelization improvements and minor ROW acquisitions.</p> <p><b>South Park</b> Improve the intersection of Dallas Ave. S. and 14th Ave. S.; signalize, re-channelize intersection, consider turning restrictions, and</p>	High			SEATRAN	<p><b>Georgetown</b> SEATRAN has changed the channelization of the eastbound S. Bailey St. approach to the I-5 on-ramp. This change was made to allow for easier truck access/turning onto the I-5 on-ramp. Radius improvements are currently being explored for the northeast corner of the East Marginal Way S. and Corson Ave. S. intersection. These improvements would require purchasing a part of the parcel on the intersection's northeast corner. SEATRAN will pursue making this improvement as opportunities arise and funding is identified. The best opportunity for such a purchase would be in the future as the parcel is sold or redeveloped.</p>

## C. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	improve turning radii at intersection, time progressive movements in 14th Ave. S. corridor with bridge openings, and signals to the south.					<p>The City will need to work with both the Duwamish and Georgetown communities as it works on this activity.</p> <p><b>South Park</b></p> <p>The operation of 14<sup>th</sup> Ave. S., between the bridge and S. Cloverdale St. is high-volume and complex. To give more feedback about this concept, it would need to be developed in more detail. Any changes to the intersection should be coordinated with potential plans to improve the 14<sup>th</sup> Ave. S. bridge (see activity TP-6).</p> <p>The South Park industrial community should work with businesses and property owners along 14<sup>th</sup> Ave. S. and with South Park residents to develop a plan for this area. A Neighborhood Matching Fund grant could be used to plan for transportation improvements along this corridor. The City will need to work with both the Duwamish and South Park communities as it works on this activity.</p>
<b>Local Circulation: Improve east-west and north-south mobility for vehicles, freight, and goods movement</b>						
TP-20 O and M	<p><b>Upgrades to Airport Way.</b> TSM measures to increase efficiency and traffic volume capacity on Airport Way S. Most importantly, improvements are needed to access Airport Way S. from 4<sup>th</sup> Ave. S.; significant enhancement to left turning movements from 4<sup>th</sup> Ave. S. onto Airport Way S. with signage is a key element to success of future use of the Airport Way S. corridor. Other TSM measures could include parking configuration/management, shoulder improvements, channelization improvements, integrating traffic signals into railroad crossing signals system, coordinating/ interconnecting east-west traffic signals on major arterials such as S. Holgate St., S. Lander St., and S. Royal Brougham Way.</p>	High			SEATRAN	<p>From SEATRAN's experience, the street has capacity to accommodate the levels of traffic currently using it and could accommodate additional traffic.</p> <p>The left turn movements/phasing at intersections such as 4<sup>th</sup> and Lander have been improved - enabling better east-west access between 4<sup>th</sup> Ave. S. and Airport Way S. and new left turn phases were installed at 4<sup>th</sup> Ave. S. and S. Holgate St. in 1998, allowing better access to Airport Way S. from 4<sup>th</sup> Ave. S. SEATRAN currently does not have any plans for radius or sign improvements along Airport Way S. but can explore additional methods to direct traffic from 4<sup>th</sup> Ave. S. to Airport Way S. (including signage).</p> <p>The proposed east-west signal coordination is planned as part of the Royal Brougham/SR-519 project (see activity TP-1).</p> <p>SEATRAN is seeking a grant that may help in identifying</p>

## C. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>ways to integrate street and signal operations with train activity. See response to TP-23.</p> <p>If there are specific locations and ideas community members have identified for improvements to Airport Way S. – for safety or for capacity—SEATLAN will review those locations and ideas. SEATLAN responds best when it is given specific locations, descriptions of specific problems or opportunities for improvement seen, and is provided with a contact person with a phone number.</p>
<b>Safety issues or high collision locations</b>						
TP-21 O and M	<p><b>Review and evaluate vehicular and pedestrian safety at critical intersections and substandard streets within the M&amp;I Center.</b> Conduct a detailed review along 4<sup>th</sup> Ave. S. and 6<sup>th</sup> Ave. S. and evaluate access management, parking management and organization, channelization and other safety issues to address safety, access to/from 4th Ave. S. and parking.</p>	Medium			SEATLAN	<p>If community members have immediate safety concerns about specific locations, they should be forwarded directly to SEATLAN for review and response.</p> <p>SEATLAN is not presently funded to conduct the type of comprehensive review that is described. The Neighborhood Matching Fund is a good source of funds for this type of study.</p>
<b>Local Access to Regional Transportation Facilities</b>						
TP-22 O and M	<p><b>Local Access to Regional Facilities.</b> At critical locations throughout the M&amp;I Center, implement operational, minor capital, and safety measures to improve local accessibility to regional transportation facilities.</p> <p>a. In North Duwamish sub-area, convert existing protected left turn signals on major east-west arterials to protected plus permitted signals with flashing yellow to maintain mobility and access via Holgate and other major arterials onto 1st Ave. S., 4th Ave. S.</p> <p>b. 8th Avenue S/S. Cloverdale Street</p>	Medium			SEATLAN, WSDOT, King County	<p>a. The east-west approach to the 4<sup>th</sup> Ave. S. and S. Holgate St. intersection has both protected (left turn signal) and permitted (flashing yellow light) phases in place. At 4<sup>th</sup> Ave. S. and S. Lander St., the permitted phase on the east-west approach to the intersection was removed for pedestrian safety reasons. SEATLAN will review this intersection in 2000. Last year, the intersection of 4<sup>th</sup> and Holgate had left turn phases installed on the north-south bound phases at community request.</p> <p>b. SEATLAN will look at this signal in 2000 and report to the community.</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>intersection. Convert to fully actuated signal or semi-actuated during off-peak travel periods.</p> <p>c. S. Cloverdale Street and SR 99 northbound on-ramp. Improve signage, lighting, turning radius, and acceleration length at this regional freeway access ramp.</p> <p>d. Intersection improvements to enhance capacity and operation of 16th Avenue S. and East Marginal Way S. Through intersection approach widening, signal improvements or other treatments, enhance intersection capacity and improve truck turning radii. Address improvements in conjunction with South Park Bridge (14th/16th Ave. S) preservation.</p> <p>e. S. 96th Street from SR 509 to SR 99. Widen this street segment to truck/commercial street standards for cross-section, pavement structure, and drainage, accommodate for large turning movements to enhance truck route mobility in northern industrial area of South Park.</p>					<p>c. This ramp is a State facility. SEATRAN will relay the community's interest in these improvements to WSDOT.</p> <p>d. SEATRAN supports this idea. Changes to the 16th Ave. S. and East Marginal Way S. intersection should be coordinated with changes to the bridge (see activity TP-6). This intersection is already fairly wide. If community members have specific changes they would like to suggest to the intersection's radius and signal designs, SEATRAN will review those.</p> <p>e. S. 96th St. is just outside of Seattle, in King County. SEATRAN will relay the community's interest in upgrading the street's standards to King County, although SEATRAN understands that the County has just completed a major project to upgrade this roadway.</p>
<b><i>Install Intelligent Transportation Systems and Real-Time Traveler Information for Major Through Corridors in Greater Duwamish</i></b>						
TP-23 O and M	<p><b>Automated travel signs and VMS technology at key points in arterial and freeway system.</b></p> <p>Install and link with the WSDOT VMS current systems to provide traveler information on alternative routes and possible delays to traffic between the Alaskan Way viaduct and I-5 alternative freeway corridors.</p> <p>Interconnection of area traffic signals.</p> <p>Upgrading of traffic signal systems and</p>	Medium			SEATRAN, WSDOT	<p>SEATRAN recently interconnected many of the traffic signals in the M&amp;I Center through its 1<sup>st</sup> Ave. S. signal connection project including: 1<sup>st</sup> Ave. S. and 4<sup>th</sup> Ave. S. from East Marginal Way S. to S. Spokane St.; S. Michigan St. from 6<sup>th</sup> Ave. S. to East Marginal Way S.; East Marginal Way S., from the 1<sup>st</sup> Ave. S. Bridge to Alaskan Way.</p> <p>In addition, SEATRAN is working on installing variable message signing (VMS) in conjunction with traffic operations around the new baseball stadium.</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>controllers.</p> <p>Potential establishment of advanced warning and information control systems from railroad control centers for notification of long freight train movements, predicted arrival and duration of grade crossing closures.</p> <p>Automated traffic signal systems that respond to traffic pattern fluctuations and closures of at-grade rail crossings, bridge raisings, and other occurrences.</p> <p>Improved system surveillance including CCTV, video detection and other detection sensors for traffic management purposes.</p> <p>Development of mechanisms to disseminate real-time traffic condition information.</p> <p>Joint industry/City program to educate area businesses, shippers, dispatchers, and drivers on how to use advanced traveler information to reduce overall traffic congestion.</p> <p>Participation in the Washington State led effort to implement a commercial vehicle information system and network (CVISN) to improve the efficiency and effectiveness of commercial vehicle regulation and enforcement for both government and the trucking industry.</p>					<p>SEATRAN understands that WSDOT plans to install closed-circuit TV (CCTV) on the 1<sup>st</sup> Ave. S. Bridge.</p> <p>SEATRAN is exploring other opportunities to implement this activity, for example, SEATRAN has recently received an Intelligent Systems grant from the Federal Government. The grant's purpose is to enhance signal system coordination in the industrial area, including signal coordination at rail and street crossings. Elements included in this grant project will include:</p> <ul style="list-style-type: none"> <li>• furthering interconnection of signals and signal equipment upgrade in the industrial area;</li> <li>• exploring additional VMS and CCTV opportunities for the area;</li> <li>• development and implementation of traffic control strategies to reduce delays caused by trains moving at-grade through the industrial corridor; and</li> </ul> <p>developing ways to share traffic information, including ways to provide advanced notice of train movements in the corridor. The grant project is expected to begin in April, 2000.</p>
<b>Parking Management Plan in Vicinity of Stadiums and other Event Centers</b>						
TP-24 O and M	<p><b>On-Street Parking Management.</b></p> <p>a. Implement on-street parking management in the vicinity of special event facilities in cooperation with local businesses and property owners. The community supports</p>	Medium			SEATRAN, SPO, PFD, PSA, Local Businesses, Metro, SPD,	<p>a. SEATRAN, working in conjunction with the Mariners, Metro, SPD, FGI, and area businesses has put together a Transportation Management Plan for stadium events. This Transportation Management Plan is currently underway and is being monitored for effectiveness.</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>initiating a new parking management plan for on-street parking in coordination with the Stadium plans and new exhibition center.</p> <p>b. An inadequate parking supply, illegal and unsafe parking within public ROW creates conflicts on-street and off-street in the vicinity of the Seattle Design/Gift Center. Address the interaction between moving vehicles, parked vehicles, and pedestrians.</p>				FGI, Mariners	<p>b. If community members have immediate safety concerns about specific locations, these can be forwarded directly to SEATRAN for review and response.</p> <p>Parking restrictions are installed on a block-by-block basis. If a coalition of property owners in the Seattle Design Center area comes together to discuss changes to parking, SEATRAN will work with the abutting property owners to determine the most appropriate restrictions.</p> <p>Increasing parking enforcement on an ongoing basis in the Seattle Design Center area can only be accomplished in two ways: 1) by reducing parking enforcement efforts in other areas; or 2) by increasing the numbers of Parking Enforcement Officers authorized in the budget. There are currently no plans to increase the number of Parking Enforcement Officers. Issues related to parking enforcement have been raised in a number of neighborhood plans and have been placed on the neighborhood planning policy docket for review of citywide issues. SPD, with the assistance of CBO and SEATRAN, will review issues related to parking enforcement and provide a report with recommendations to the Council by June 2000.</p>
<b>General Transit</b>						
TP-25 O and M	<p><b>Local Transit Service in M&amp;I Center.</b> Local transit service/operational improvements include:</p> <ul style="list-style-type: none"> <li>• Develop local circulation route to serve the north Duwamish area connecting the SODO Area, stadiums and Pioneer Square to regional transportation systems.</li> <li>• Develop a fixed route or flexible circulator shuttle</li> </ul>	Medium			Metro, SEATRAN, SPO, DON	<p>The Executive will forward these and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on</p>

## C. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>between M&amp;I Center and the Beacon Hill neighborhood.</p> <ul style="list-style-type: none"> <li>• Implement an employee shuttle from the future Boeing Access Intermodal terminal to the South Park industrial area.</li> <li>• Implement use of smaller 25-foot shuttle buses to serve transit needs in South Park.</li> <li>• As part of 14th Ave. S. corridor urban accessibility treatments, provide a sheltered passenger transfer/waiting area for transit patrons, off-street parking, and bus pullouts.</li> </ul>					<p>its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Sustainability and Civic Engagement Committee.</p>
<b>Enhance rail infrastructure to maintain efficient operation</b>						
<p>TP-26 O and M</p>	<p><b>Minimize conflicts between rail/roadway at S. Lucile Street and Airport Way.</b> Explore the feasibility of signals on Airport Way S. and 4<sup>th</sup> Ave. S. that alert vehicles that a train is blocking the S. Lucile St. crossing.</p>	<p>Low</p>			<p>SEATRAN, Railroads</p>	<p>SEATRAN has begun discussions with the railroad to find a solution to the problems at this intersection.</p>
<b>Support the Designation of District Identities and Route Signage to Focal Business and Industrial Areas</b>						
<p>TP-27 O and M</p>	<p><b>Signage and Identification Program.</b> Support the development of district/industrial/business activity centers within the M&amp;I area through signage and/or urban design treatments for identification, circulatory routes, or parking areas. Implement signage on I-5, SR 99, SR 509, Alaskan Way Viaduct, Spokane Street Bridge, and other regional freeway systems for exit directions. Implement signage on local arterials from freeway ramps and install directional signage in combination with the 'district' identifiers.</p> <p>SODO Business Center: Provide directional</p>	<p>Low</p>			<p>SEATRAN, Community, DON, WSDOT</p>	<p>Communities are welcome to place "gateway" neighborhood marker signs. Many communities have been able to successfully arrange for the installation of these signs through the NMF program. This work is reviewed by SEATRAN and coordinated with SEATRAN's sign shop and crews. Each sign costs approximately \$350, including custom design, fabrication and installation.</p> <p>Gateway signs are often placed at locations along a neighborhood's edge/boundary. SEATRAN is often also asked for the placement of directional signs to neighborhoods along city streets. As a matter of practice and policy, SEATRAN does not support the placement of these kinds of signs except to direct traffic toward key public facilities—e.g., hospitals that provide emergency</p>

## C. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>signs to this facility.</p> <p>Design District in Georgetown: Review and implement improvements consisting of sidewalk enhancements, marked crossing locations, signage, and other visibility enhancement for pedestrian circulation. Implement signage on I-5 for exit directions and on local arterials from the freeway ramps. Install directional signage in combination with the district identifiers.</p> <p>South Park Industrial Districts: Create an identity for local business and outside patrons to industrial businesses within South Park through directional signage and boundary identification of business/industrial districts. District areas include Riverside, Marine, Boulevard, Cloverdale, and Hillside.</p>					<p>services and major schools/universities.</p> <p>The City has forwarded the community's recommendations related to signs on State Highways and the Interstate to WSDOT.</p>
<b>Improve non-motorized facilities</b>						
<p>TP-28 O and M</p>	<p><b>Bicycle Improvements.</b> Identify improvements to bike facilities throughout the M&amp;I Center that separate truck and vehicular traffic from bike travel. Replace the existing separated bike trail along East Marginal Way through construction of a new facility on the east side of this roadway. Complete West Marginal Way trail to West Seattle.</p> <p>Completion of the Mountains to Sound trail should be implemented in the S. Royal Brougham Way corridor only in conjunction with SR 519 Phase II.</p>	<p>Low</p>			<p><b>SEATRAN</b></p>	<p>SEATRAN supports the concept of separating the bike trail along East Marginal Way through construction of a new facility on the east side of the roadway. This concept is not presently funded.</p> <p>Present plans are to have the Mountains to Sound bike connection completed as part of Phase II of the SR-519 project. See activity TP-1.</p> <p>If community members have immediate concerns about bike safety at specific locations, these can be forwarded directly to SEATRAN for review and response.</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>Pedestrian Access and Circulation in Vicinity of Special Event Facilities</b>						
TP-29 O and M	<p><b>Pedestrian Crossing Treatments.</b> Implement and prioritize pedestrian crossing treatments in the M&amp;I Center to reduce or eliminate conflicts with vehicular traffic and goods mobility.</p> <ul style="list-style-type: none"> <li>Construct pedestrian improvements along Occidental Ave. S., designate as pedestrian corridor for ballpark and stadium pedestrian traffic.</li> </ul> <p>Other crossing treatments include:</p> <ul style="list-style-type: none"> <li>New signal at S. Fidalgo St./4<sup>th</sup> Ave. S.</li> <li>Improved signage/pavement markings of existing crossing facilities.</li> <li>Pedestrian overpass over railroad tracks between Kingdome and 4<sup>th</sup> Ave. S.</li> <li>Pedestrian overpass over railroad tracks between Mariners Ballpark and 4<sup>th</sup> Ave. S.</li> </ul>	Low			SEATLAN, King County, WSDOT, PFD, Mariners, PSA, FGI	<p>SEATLAN in coordination with other agencies has implemented some of these activities. Others may be implemented as funding is identified.</p> <ul style="list-style-type: none"> <li>Pedestrian improvements were completed in 1999 along Occidental Ave. S. as part of the ballpark pedestrian circulation plan.</li> <li>SEATLAN has partial funding for installation of a signal at the intersection of 4<sup>th</sup> Ave. S. and S. Fidalgo St. The Georgetown Crime Prevention and Community Council has allocated \$40,000 of its Early Implementation Funds toward paving at this intersection to help complete the project.</li> <li>If community members have immediate concerns about pedestrian safety for specific locations they should be forwarded directly to SEATLAN for review and response.</li> <li>The pedestrian overpass over the railroad tracks between the north lot of the Kingdome and 4<sup>th</sup> Ave. S. (the "Weller Street Pedestrian Bridge") was completed in 1999.</li> <li>A pedestrian overpass over the railroad tracks, next to the new ballpark is currently being designed by King County. It is to be constructed as part of phases I and II of the SR-519 project (activity TP-1).</li> </ul>
<b>Residential Buffering</b>						
TP-30 O and M	<p><b>Traffic Management in Transitional Residential / Industrial Areas.</b> Implement traffic management measures in transitional residential/ industrial areas, and through improvements identified in truck circulation and local access to regional facilities, truck impacts</p>	Low			SEATLAN	<p>At community request, SEATLAN placed truck routing signs on S. Cloverdale St. and 14<sup>th</sup> Ave. S. in 1998. This was done to direct truck traffic onto S. Cloverdale St. and 14<sup>th</sup> Ave. S. and away from the 8<sup>th</sup> Ave. S. arterial route, south of S. Cloverdale St.</p> <p>In addition, at community request, SEATLAN has produced</p>

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#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
	<p>would be significantly minimized in residential areas. Improve the safety and minimize truck impacts in residential areas immediately adjacent to industrial districts through traffic management treatments at the following locations:</p> <ul style="list-style-type: none"> <li>• 8th Ave. S., north of S. Director St. to S. Cloverdale St.</li> <li>• 8th Ave. S/9<sup>th</sup> Ave. S., south of S. Cloverdale St. to SR 99</li> </ul>					<p>a rough design/concept plans for the 8<sup>th</sup> Ave. S. and S. Director St. intersection that would include installation of curbs and drainage for the intersection. The aim of this work would be to better define the intersection so that trucks turning through the intersection would be more likely to remain on the street as they turn and less likely to damage adjacent property. Construction of these improvements is not currently funded.</p> <p>Finally, in 1997 the County closed the Trenton St. ramp to SR99 which has shifted truck traffic to S. 96<sup>th</sup> St. and away from the 8<sup>th</sup> Ave. S/S. Cloverdale St. intersection.</p> <p>The City will need to work with both the Duwamish, Georgetown, South Park, and other affected communities as it works on this activity and related activities.</p>

## D. UTILITIES

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### Description

The Duwamish Manufacturing/Industrial Center has been in industrial use for nearly 100 years. Changes in technology and the growth of industrial activity require an increased public utility infrastructure to meet the needs of industrial and manufacturing processes. High electrical capacity and low electrical rates have provided an important incentive for industrial firms to remain in or relocate to the Manufacturing/Industrial Center. Policies to ensure an adequate supply of electricity and preferential rates for industry are essential to the viability of the Manufacturing/Industrial Center. Storm water management and drainage issues are significant and continuing problems that must be addressed.

### Integrated City Response

This Key Strategy is focused on three sets of recommendations: drainage improvements, use of reclaimed water, and electrical hookup fees. SPU will undertake a drainage study in the South Park drainage basin to identify potential solutions to area-wide drainage problems throughout the drainage basin. This study will include a public outreach process and outreach to King County government, businesses and residents. SPU is also undertaking a drainage policy study which is exploring changes to existing drainage policies regarding where the City's drainage utility can fund improvements. In addition, SPU is investigating opportunities to reclaim water for various uses. SPU will work with interested companies to explore opportunities to use these new technologies. Changing or reducing electric service hook-up fees for a certain customer class in a particular geographic area may adversely impact electric utility rates, including rates charged to industrial consumers. SCL's current policy is that a customer requesting a service connection is responsible and required to pay for that service and the City does not support reducing hook-up fees.

**Lead Department: SPU**

**Participating Departments: SCL**

### Activities Already Underway

1. City Light's Commercial Industrial Energy Management Division has programs that offer design assistance and incentives to interested businesses that can

greatly reduce a business' long term electrical operation costs. Individual companies interested in participating in this program should contact SCL.

2. SPU continues to investigate the cost-effectiveness, feasibility and environmental benefits of water recycling, using reclaimed water and enhanced water efficiency. SPU provides technical assistance to interested companies and has incentives in place for companies that implement one or more of these water conservation measures. Companies interested in learning more about the use of these technologies should contact SPU.
3. SPU is engaged in continuing discussions with King County on the use of reclaimed water.

### Tasks to be Undertaken in 1999-2000

1. SPU will initiate a detailed hydraulic and hydrologic study of the South Park basin that will include the South Park Industrial Area in 1999. The study will propose alternative solutions to the numerous flooding problems in the area.
2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the Southwest sector work program.
3. Identify next steps for continued implementation.

## D. Utilities

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
UT-1	<b>Reduce Electrical Hookup Fees.</b> Reduce electrical hookup fees to make it easier for industrial companies to expand or locate in the City of Seattle.	Medium			SCL	<p>The Duwamish Manufacturing/Industrial Center Plan identifies low electrical power rates as a positive incentive to locate in Seattle. SCL's rates would increase if connection fees were not charged. Connection fees are based on the actual cost to City Light of the addition of customer loads to the electrical system. The addition of new load or increased and updated services is a customer-initiated event. Current policy is that the customer initiating this event pays this cost.</p> <p>City Light's Commercial Industrial Energy Management Division offers design assistance and incentives to interested businesses that can greatly reduce a business' long term electrical operation costs. Individual companies interested in participating in this program should contact Seattle City Light.</p>
UT-2	<b>Investigate Using Reclaimed Water.</b> Investigate the feasibility of using reclaimed water for industrial processes.	Low			SPU, King County	<p>SPU continues to investigate the cost-effectiveness, feasibility and environmental benefits of water recycling, using reclaimed water and enhanced water efficiency. SPU provides technical assistance to interested companies and has incentives in place for companies that implement one or more of these water conservation measures. Companies interested in learning more about the use of these technologies should contact SPU.</p> <p>In addition, SPU is engaged in continuing discussions with King County on the use of reclaimed water. In 1995, SPU conducted an in-depth study of the feasibility and demand for reclaimed water in the Duwamish corridor that is available to interested community members.</p>
UT-3	<p><b>Provide Drainage Facilities.</b> Provide drainage facilities in the M&amp;I Center at the following locations (which were identified in this planning process):</p> <p><b>North Duwamish</b></p> <ul style="list-style-type: none"> <li>• S. Horton St. between 4th Ave. S. and East Marginal Way S.,</li> <li>• S. Lander St. between 1st Ave. S. and 4th Ave.</li> </ul>	Medium			SPU	<p>North Duwamish: SPU will evaluate the drainage problems at these locations and evaluate the potential solutions for inclusion in the CIP and/or Spot Drainage Improvement Program. SPU can also fund drainage improvements along street rights-of-way in conjunction with street improvements made by SEATRAN. Financing of solutions that are not appropriate for the Spot Drainage Improvement Program (e.g. those originating on private property) will be evaluated in the context of the Drainage Policy Study outcomes.</p>

## D. Utilities

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>S.,</p> <ul style="list-style-type: none"> <li>• rail crossings along the entire length of S. Holgate St. and on Occidental Ave. S. and S. Stacy St.,</li> <li>• Occidental Ave. S. from S. Lander St. to S. Horton St.</li> <li>• the entire length of S. Spokane St. to Airport Way S. including rail crossings, and</li> <li>• 6th Ave. S. (shoulders) from S. Massachusetts St. to S. Lander. St.</li> </ul> <p><b>Georgetown</b></p> <ul style="list-style-type: none"> <li>• 4th Ave. S. at S. Michigan St.,</li> <li>• 3rd Ave. S. between S. Dawson St. and S. Lucile St.,</li> <li>• S. Fidalgo St. between 1st Ave. S. and 4th Ave. S., and</li> <li>• S. Hudson St. at 1st Ave. S.</li> </ul> <p><b>South Park</b></p> <ul style="list-style-type: none"> <li>• All streets bounded by 7th Ave. S., SR 99, the Duwamish Waterway, and S. Southern St.</li> </ul>					<p>Georgetown: In early 2000, SPU will begin a Georgetown Drainage Study. Staff will survey Georgetown community members and businesses to obtain their input into the types of drainage problems existing in the area, conduct preliminary engineering to identify likely causes and solutions, and determine whether the solutions are appropriate for the Spot Drainage Improvement Program or require an extensive hydraulic and hydrologic study. Financing will be evaluated as outlined above.</p> <p>South Park: See LU-3, and financing constraints listed above under "North Duwamish"</p>
UT-4	<p><b>In-depth Community Outreach Process.</b> Conduct an in-depth community outreach process for SPU's South Park storm drainage study that takes direct input from property owners and operating businesses in order to effectively consider additional needs of the area not identified in Activity UT-3. This outreach process could be coordinated with the upcoming storm drainage and public utilities study identified below in Activity UT-5.</p>	Low			SPU	The South Park basin study will include this type of outreach effort (see LU-3).
UT-5	<p><b>Coordinate Upcoming Storm Drainage and Public Utility Study.</b> Coordinate the upcoming storm drainage and public utility study between Seattle Public Utilities and King County to</p>	Low			SPU, King County	SPU's Duwamish-South Park basin study will address the issues listed (see LU-3).

## D. Utilities

#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
	facilitate growth and development of the South Park/King County Manufacturing & Industrial Area. Ensure the following issues are analyzed and included in the study: <ul style="list-style-type: none"> <li>• Relationship of street and drainage functions,</li> <li>• Costs to property owners/businesses,</li> <li>• Strategies for future implementation, and</li> <li>• Discussion of construction impacts.</li> </ul>					

## E. ENVIRONMENTAL REMEDIATION

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### Description

The issue of industrial land contamination seriously threatens the viability of many land parcels within the Manufacturing/Industrial Center. According to the King County Assessor's Office, most of the City's industrial land may be considered contaminated under current standards. "Clean-up" and redevelopment of these contaminated sites has proved very costly and can result in the conversion of the land to non-industrial uses to justify the cost of the remediation work.

### Integrated City Response

The City's Office of Economic Development has a number of programs that will help to implement the activities listed in this Key Strategy. A number of tools are currently being used, or are being explored with the assistance of regional partners such as King County. Some of the City's tools are Industrial Revenue Bonds, the Environmental Extension Service and Community Capital. Other programs are looking at a potential area-wide study of shallow groundwater in the M&I Center, and a potential revolving loan fund for the assessment and cleanup of some contaminated sites.

**Lead Department: OED**

**Participating Departments: SPU**

#### *Activities Already Underway*

1. OED is actively marketing the City's Industrial Revenue Bond program and is developing a new bond product for financing manufacturing equipment purchases costing less than \$1 million.
2. OED and its partners in the Policy Oversight Group (POG) for Total Petroleum Hydrocarbons Project have transmitted recommendations for new cleanup standards and regulatory protocols to the Department of Ecology. The members of the POG will continue to work with Ecology through 1999 on including the

recommendations in Ecology's final rule for implementing the Model Toxics Control Act, Washington State's law governing environmental cleanups.

3. OED, in partnership with King County and the Port of Seattle, is continuing to test the feasibility of area-wide agreements such as consent decrees for governing cleanups in the Duwamish. Such area-wide agreements would offer less costly and time consuming regulatory review of cleanups within the area governed by such agreements.
4. OED is partnering with King County and the Department of Ecology to implement a trial period for the use of the area-wide study of shallow groundwater in the Duwamish in all cleanups in the area.
5. OED and King County are working with a panel of real estate brokers, financial professionals, and officials from local and federal government agencies to explore the development of a revolving loan fund for financing the assessment and cleanup of contaminated sites currently not attracting private sector investment. Results from this exploratory review are expected by the end of 1999.

#### ***Tasks to be Undertaken in 1999-2000***

1. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the Southwest sector work program.
2. Identify next steps for continued implementation.

## E. Environmental Remediation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
ER-1	<b>Continue to Fund Programs that Assist Property and Business Owners</b> Continue to fund programs that assist property and business owners such as the Environmental Extension Service, Industrial Revenue Bonds, and Community Capital.	Medium to High			OED	OED is seeking funding to continue the successful Environmental Extension Service through the year 2000. OED is also fully committed to the continuing support of Community Capital. OED is actively marketing the City's Industrial Revenue Bond program and is developing a new bond product for financing manufacturing equipment purchases costing less than \$1 million.
ER-2	<b>Complete and Implement Total Hydrocarbons Project.</b> Complete and implement the Total Hydrocarbons Project.	Medium			OED	The Total Petroleum Hydrocarbons Project is nearing completion. OED and its partners in the Policy Oversight Group (POG) have transmitted recommendations for new cleanup standards and regulatory protocols to the Department of Ecology. The members of the POG will continue to work with Ecology through 1999 on including the recommendations in Ecology's final rule for implementing the Model Toxics Control Act, Washington State's law governing environmental cleanups. Based on the latest scientific research, the POG's recommendations create new ways for Ecology to regulate the assessment and cleanup of petroleum-contaminated properties. These new methods would make cleanup more flexible, less expensive and less time-consuming while still protecting human health and the environment. These benefits would be extremely important to smaller property owners who lack the expertise and financial resources to clean up their properties under current regulations.
ER-3	<b>Area-wide Consent Decrees.</b> Complete and implement the Duwamish Area-wide Consent Decree model program.	Medium			OED	OED, in partnership with King County and the Port of Seattle, is continuing to test the feasibility of area-wide agreements such as consent decrees for governing cleanups in the Duwamish. Such area-wide agreements would offer less costly and time consuming regulatory review of cleanups within the area governed by such agreements. OED is currently pursuing two strategies. First, it is partnering with King County and the Department of Ecology to implement a trial period for the use of the

## E. Environmental Remediation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>area-wide study of shallow groundwater in the Duwamish in all cleanups in the area. The successful use of the data and models on ground water flow in the Duwamish during the trial period could serve as the basis for an area-wide designation by the Department of Ecology that the highest and best use of groundwater in the Duwamish is for discharge to surface water and not for drinking water. This is already the standard established in all individual cleanups in the Duwamish. The area-wide designation would save the time and expense incurred from establishing this <i>de facto</i> designation on a case by case basis.</p> <p>Second, OED is participating in the Port of Seattle's Brownfields Pilot Project in the Ballard Interbay Northend Manufacturing and Industrial Center. This project will attempt to establish cleanup levels and a menu of pre-approved methods for cleanups in the BINMIC. A successful approach for such area-wide standards that received the approval of the Department of Ecology could serve as a prototype for developing similar area-wide agreements in the larger and more complex Duwamish industrial corridor.</p>
ER-4	<p><b>Public-Private Partnerships to Clean Up Industrial Sites.</b> Form joint public-private partnerships with business, property owners, and government to identify ways to clean up industrial sites using funds from existing and new programs.</p>	Low to Medium			OED	<p>As partners in the Duwamish Brownfields Showcase project, OED and King County are working with a panel of real estate brokers, financial professionals, and officials from local and federal government agencies to explore the development of a revolving loan fund for financing the assessment and cleanup of contaminated sites currently not attracting private sector investment. Results from this exploratory review are expected by the end of 1999. The Showcase project is also actively soliciting brownfield sites that would be candidates for existing technical and financial assistance available through existing local and federal programs. Prospective sites responding to the solicitation are being evaluated by staff from OED and King County to</p>

## E. Environmental Remediation

#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
						determine whether and which existing programs may be able to provide assistance.
ER-5	<p><b>Salmon Habitat.</b> The City and Port of Seattle should work together to return Puget Creek, which opens into the estuary from publicly owned land in the vicinity of Terminal 107 and which presently runs into the Renton Sewer, to a more natural course for the purpose of enhancing the salmon habitat.</p>	Low to Medium			SPU, Port, DPR	SPU's first priority is to fund restoration of existing open creek areas which already constitute 85% of the four major creek systems within Seattle. City policies limit SPU-funded restoration activities to projects on public property. In 2000, SPU staff will begin developing a 10 year plan for Seattle's urban creeks and will evaluate the needs and opportunities to develop creek restoration programs for smaller creeks such as Puget Creek in collaboration with the community. SPU is also developing creek stewardship programs and offers grants for community groups interested in developing a restoration plan.

## F. PUBLIC SAFETY

### Description

Traffic control violations and auto break-ins are the most frequent police incidents reported in the Manufacturing/Industrial Center. Theft of industrial materials, tools and equipment is also a significant issue for many Manufacturing/Industrial Center firms since industrial facilities, by their nature, are more difficult to secure than some other types of businesses.

### Integrated City Response

The City generally supports this Key Strategy which is intended to improve communication regarding public safety concerns throughout the Duwamish M&I Center. The City strongly supports these recommendations and is able to provide some staff assistance and outreach assistance. However, the City does not have funding to implement many of these recommendations. The Police and Fire Departments will work with Duwamish stakeholders as they develop such programs as an educational outreach program and a Greater Duwamish Safety Advisory Committee. The Police Department strongly supports the concept of a West Seattle precinct the Executive Services Department is currently in negotiation over a potential site. Seattle City Light will work with business districts and property owners in the Duwamish to identify locations where lighting can be improved.

**Lead Department: SPD**

**Participating Departments: SFD, DON, SPO, OED, SEATRAN, SCL**

### Activities Already Underway

1. ESD is beginning work on property acquisition and precinct design issues, and is seeking funding for establishing a Southwest Precinct.

### Tasks to be Undertaken in 1999-2000

2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the Southwest sector work program.
3. Identify next steps for continued implementation.

F. Public Safety						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>Create an Educational Outreach Program</b>						
PS-1	<b>Educational Outreach Program.</b> Seek funding for an Education Outreach Campaign to Greater Duwamish businesses in the SODO Business District, South Park, and Georgetown, which would include the following actions: A) Conduct a mass mailing in 1999 to all Greater Duwamish businesses; B) Coordinate with each local business association;	Medium			SPD, DON, Community	The Seattle Police Department strongly supports these recommendations but does not have resources to implement this type of large-scale educational program. If the community identifies ongoing funding for this activity, SPD can provide technical assistance to a community group. The community is encouraged to explore a Neighborhood Matching Fund grant to

## F. Public Safety

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	C) Provide public safety information briefings to business associations; D) Develop a newsletter to update businesses on public safety happenings; E) Publish newsletter half yearly, then move up to quarterly in 2000; and F) Develop a Greater Duwamish Public Safety web site.					help develop these materials and for one-time only outreach efforts. DON will distribute materials and help with outreach for businesses. SPD Crime Prevention has a block watch coordinator for businesses and could distribute these in their normal course of business. The SPD block watch coordinator can also work with the community to establish a block watch program.
PS-2	<b>Establish a Greater Duwamish Public Safety Advisory Committee.</b> Seek funding for staffing and professional services assistance. The committee should include: A) Seattle Police and Fire Chiefs as Honorary Chairs, B) Representative from the Seattle Mayor's Office, C) Chairs from the SODO, South Park, and Georgetown Business Associations, D) Representatives from South Park and Georgetown Crime Prevention councils, E) Members from Seattle Police Department Community Crime Prevention, F) Representative from King County Metro Transit, G) Representative from the Tukwila Police Department, H) Representative from the Port of Seattle Police, I) Representative from the United States Coast Guard, J) Representative from King County International Airport Security, K) Captains from the Greater Duwamish Fire Stations, L) Member from the Seattle Neighborhood Group, and M) At-large members from the local business associations.	Medium to High			DON, SPD, SFD, <b>Community</b>	The City strongly supports this recommendation but does not have resources for permanent staffing. SPD will provide technical assistance to a coordinator if the community identifies funding for a position. Both SPD and the SFD will send representatives to this committee, and DON will assist with outreach.
PS-3	<b>Public Safety Forums.</b> Host a series of Public Safety forums. Seek funding for four initial events, one in each of the business areas and one that focuses on area-wide issues. Steps to begin the forums would include: A) Establish a calendar of events; B) Develop mailer pieces;	Medium			DON, SPD, <b>Community</b>	The Seattle Police Department strongly supports the development of a series of public safety forums. However, the City does not have funds to put on such a series of forums. The SPD can provide some technical assistance to aid in the planning of these forums if the community identifies funding for

<b>F. Public Safety</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>
	C) Secure meeting rooms in each local business district; D) Work with Seattle Police to establish agenda and forum content; and E) Develop and mail a follow-up newsletter on forum findings.					mailers, meeting rooms, and newsletters. DON will provide outreach assistance to the community for these public safety forums.
<b>Create Safe Communities with Public Safety Capital Improvements</b>						
PS-4	<b>Create a West Seattle Precinct.</b>	Medium			SPD, ESD	This is one of the priority goals of not only the Duwamish Neighborhood, but the Police Department as well. SPD recognizes the community's desire for a new police precinct and supports working with the affected communities on this issue. ESD is currently in negotiations over acquisition of a potential site and is beginning work on precinct design issues.
PS-5	<b>Establish Community Policing Storefronts.</b> Work with Seattle Police to establish local community policing storefronts in each of the area business districts, including: A) A SODO storefront perhaps co-located with Seattle School District; B) A South Park storefront along 14th Ave. S. to target hot spots on this street and nearby Cloverdale Street; and C) A Georgetown storefront either in the old commercial core (perhaps as part of Old City Hall renovation) or located in or around Seattle Design Center.	Low			SPD, DON, Community	If the community is willing to provide these spaces at no expense to SPD, officers working in the area will be encouraged to use these facilities on a 'drop in basis.' SPD does not have funding for these types of "storefronts."
PS-6	<b>Establish a Wayfinding System.</b> Establish a wayfinding system throughout the Greater Duwamish Valley. Elements which should be included: A) A network of large, visible directional signs, B) Traffic and highway signage, C) Gateway and welcoming signs/banners to denote various districts, D) Kiosks and bulletin boards to assist patrons, and E) Information Centers, perhaps co-located with community policing storefronts.	Low			SPO, OED, SEATRAN, Community WSDOT	See TP-27.  SEATRAN is currently working with local business associations in setting up a prototype pedestrian wayfinding system in the Downtown area. A part of this system would extend into the north end of the Duwamish M&I Center, around the stadiums. Some of this work will begin as early as 2000.  Regarding traffic and highway signage, the planning group will need to seek the assistance of SEATRAN

## F. Public Safety

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>to work with the Washington State Department of Transportation. SEATRAN will forward this recommendation to WSDOT.</p> <p>Gateway, welcoming signs and banners to denote various districts, represent projects that neighborhoods have previously funded with NMF grants. It is important for the planning group to work with SEATRAN staff.</p> <p>The City Council has convened a kiosk task force whose work will be important in implementing this activity. Interested groups in the Duwamish will need to obtain City approval regarding the siting of informational kiosks and bulletin boards. It is also important for the groups to work with and receive the approval of community constituents (business and property owners) regarding the siting of informational kiosk/bulletin boards.</p> <p>On community policing storefronts, see activity PS-5.</p>
PS-7	<p><b>Traffic Control and Directional Mechanisms.</b> Support traffic control and traffic directing mechanisms promoted in the Greater Duwamish Valley, as suggested in the Duwamish M&amp;I Center Plan.</p>	Low			SEATRAN, Community	See the following activities: TP-23, TP-26, TP-27, PS-6.
PS-8	<p><b>Improve Street Lighting.</b> Work with Seattle City Light to identify areas within the business districts that require improved street lighting. Areas which should be closely examined for new capital improvements are:</p> <p>A) South Park: 14th Ave. S., S. Cloverdale Street, and along the arterial route established through the northern segment of the South Park Industrial area,</p> <p>B) South Park: Work with homeowners on alley lighting and installing new lighting on troubled side streets intersecting with Cloverdale;</p> <p>C) Georgetown: Provide for overall lighting improvement in and around the old commercial core;</p> <p>D) Georgetown: Work with homeowners on alley</p>	Low			SCL, SEATRAN, Community, SPD, Metro	<p>For lighting projects, neighborhoods are encouraged to develop a "lighting plan" which identifies specific location and type of lighting fixtures. This plan will help determine project feasibility and cost estimates. SCL will work with the businesses, community, homeowners, SEATRAN, Metro, Sound Transit and SPD, as appropriate, to identify which areas need improved lighting. Issues regarding lighting have been referred to the Policy Docket for consideration by Council. A review of existing City policies, analysis and recommendations are due to the City Council in 1999</p>

## F. Public Safety

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	lighting, and install improved lighting along East Marginal Way S. on motel row; E) SODO Business District: Provide for new and improved street lighting on all major east-west streets north of Spokane Street. Should a light rail station be developed at the Metro Busway and Lander Street, provide enhanced pedestrian lighting from Airport Way S. to 1st Ave. S.; and F) In all areas, work with King County Metro to improve lighting around bus stops, particular routes along Airport Way S., 4 <sup>th</sup> Ave. S., the old commercial core in Georgetown, and 14th Ave. S. and Cloverdale Street in South Park.					
PS-9	<b>Fire Department Resources.</b> Retain all of the available Fire Department resources at each of the station locations. Ensure that Station 14 retains both its ladder company and aid unit.	Medium			SFD	The Fire Department has no plans to relocate any fire companies in the area at this time or in the near future, including the companies at Station 14.

## II. Additional Activity For Implementation

#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>	<i>City Action</i>
<b>A. Stewardship</b>							
S-1	The Greater Duwamish Planning Committee should proceed, as previously voted, to incorporate as a non-profit and steward the implementation of the M&I Center Plan.	N/A			GDPC, DON, OED, SPO	The City encourages the formation of an organized stewardship entity for the Duwamish plan. This entity should be inclusive and representative of the groups and individuals who developed the plan.	The Neighborhood Development Manager for the Southwest Sector will work with the Stewardship entity and all interested parties on implementation of the plan.

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