

City of Seattle
COMPREHENSIVE PLAN AMENDMENT APPLICATION



The use of this application is appropriate when a change in the specific text in the adopted City of Seattle Comprehensive Plan is desired. Applications are due to the Department of Planning and Development (DPD) no later than 5:00 p.m. on January 20th for consideration in the same calendar year. If January 20th falls on a weekend, the deadline is the Friday closest to that date. Any proposals received after January 20th will fall into the review process for the following year.

(Please Print or Type)

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ONLY

Application Received (stamp)

Date: 1/18/2008

Applicant: North Seattle Industrial Association

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City: Seattle State: Wa Zip: 981270328 Phone: 206 440-2660

Email: eugene@ecwassociates.com

Contact (if not applicant): Eugene Wasserman

Mailing Address: 3915 2nd Ave NE #209

Email: eugene@ecwassociates.com

City: Seattle State: Wa Zip: 98105 Phone: 206 440-2660

If Applicable, Name of General Area/ Location/ Site which would be affected by this proposed change in text (attach additional sheets if necessary)

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist. Acceptance of this application does not guarantee final approval.

Applicant Signature: Eugene Wasserman

Date: 1/18/2008

Complan Amendment from the North Seattle Industrial Association

Required Questionnaire

1. Provide a detailed description and explanation of the proposed text amendment. Include the Element and the specific goal or policy to be amended.

The following policy could be in either the Transportation or Economic Development Element. It was hard to decide since the City's website does not have an up-to-date Comprehensive plan

The North Seattle Industrial Association is proposing the following Comprehensive plan policy.

The City will not build a bicycle trail within 100 feet of an existing short line railroad franchise that is in or adjacent to the Ballard Interbay Northend Manufacturing Industrial Center.

2. Describe how the issue is currently addressed in the Comprehensive Plan?
 - a. The Comprehensive Plan discusses freight mobility and bicycles; it does not discuss the safety aspect of when the two clash. The Comprehensive Plan does not discuss short-line rail operations.
 - b. Propose bicycle trail paths along the Ballard Terminal Railroad show how unsafe the situation between trucks, a short line rail operation and a bicycle trail.
3. Why is the proposed change the best means for meeting the identified public need? What other options are there for meeting the identified public need?
 - a. After years of working on this issue the North Seattle Industrial Association has come to the conclusion that this is the only way means to deal with the issue of bicycle, truck and rail safety in this industrial corridor is with a Comprehensive Plan policy amendment.
 - b. City Policy on this issues changes from Mayor to Mayor and from Director of the Seattle Department of Transportation to the next Director.
4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

The impacts of this change would be to stop planning and construction of the remainder of the Burke-Gilman Trail through the Ballard Interbay Northend Manufacturing Industrial Center.

The net benefit to the community would be a healthy and growing maritime industry and many bicycle riders who are not dead or injured from truck, rail, auto and bicycle accidents. In Portland and Seattle in the last six months, four bicycle

riders have died from accidents with trucks. The City proposed trail will only encourage more such deadly accidents. An unsafe trail will only encourage more businesses to lose their insurance and be forced to move or close their business.

5. How would the proposed changed comply with the community vision statements, goals, objectives and policies of the Comprehensive Plan?

The support of this Comp plan policy change is clearly stated in the Ballard Interbay Northend Manufacturing Center Industrial Plan adopted by the community

This policy changes meets Comprehensive Plan goals

TG19-Preserve and improve mobility and access for the transport of goods and services

TG20-Maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets.

Policies:

T49 Recognize the importance of the freight network

T50 Promote an intermodal freight transportation strategy

T51 Consider the needs for local delivery when making street operational decisions

TG23-Promote energy efficient transportation

TG25 Promote the safe and efficient operation of Seattle's transportation system

TG26 Preserve and renew Seattle's transportation system.

The City should limit its own activities on land in the manufacturing industrial centers to uses that are appropriate to the industrial nature of these areas.

EDG11 Support the retention and growth of the industrial sector, retain existing businesses and small firms, and actively seek to attract new industrial businesses.

EDG5 Use plans adopted for the manufacturing/industrial sectors to help guide investments and policy decisions that will continue to support the retention and growth of industrial activities in these areas.

ED7 Strive, through efforts with other public jurisdictions , to address the problems of site assembly, infrastructure improvements and traffic congestion which many inhibit industrial expansion in industrial areas.

ED15 Preserve and support continued use of the shoreline areas for water-dependent and related businesses involved in ship-building and repair, fisheries, tug and barge, provisioning and the cruise-ship industries.

6. Is there public support for this proposed text amendment?

- a. Yes, over the years the North Seattle Industrial Association has discussed this action at various meetings and is in the Ballard Interbay Northend Manufacturing Industrial Center Plan.