



Infrastructure

November 2017

Freight Infrastructure

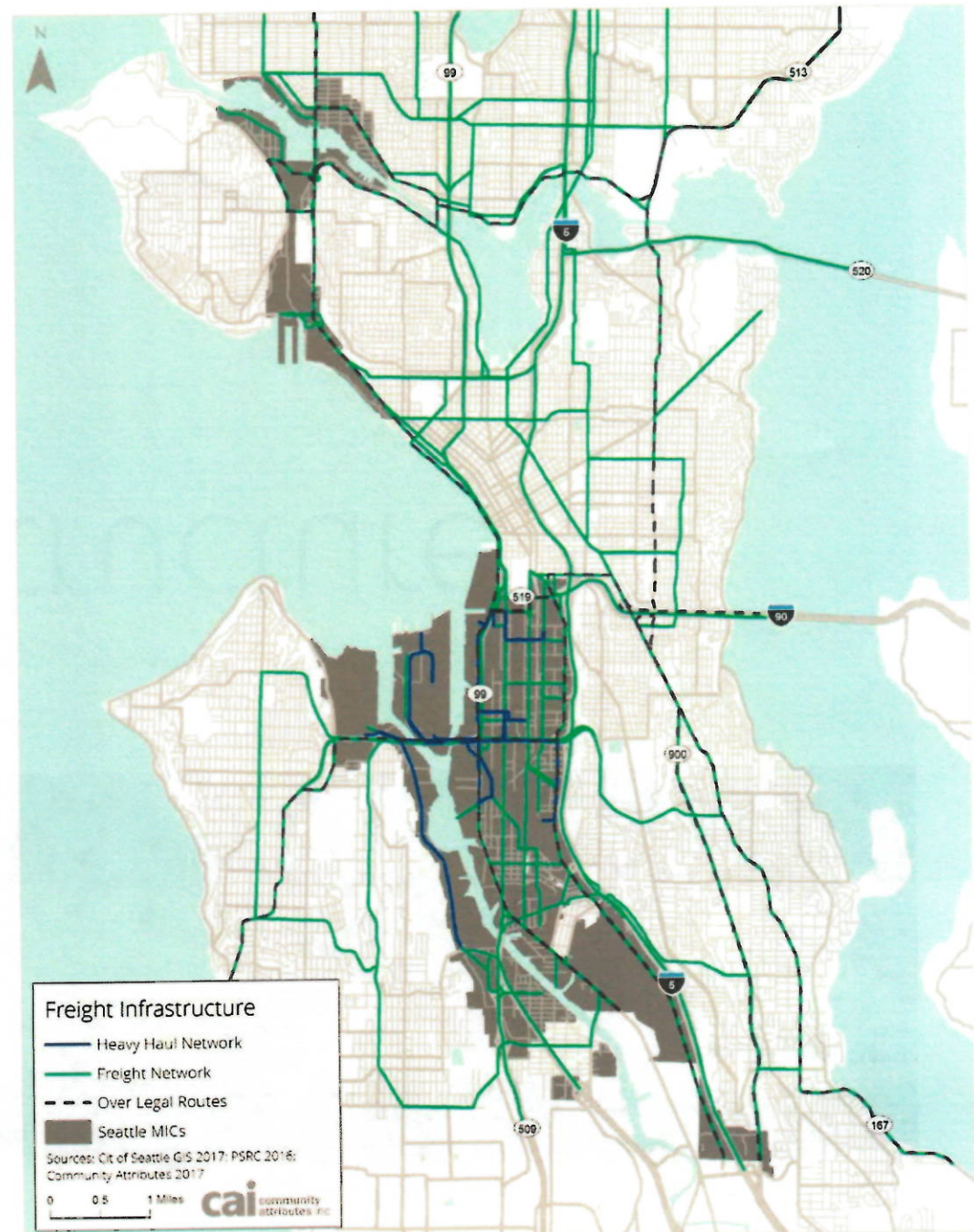
A system of marine terminals, railroads and rail spurs, roadways and airports serve the MICs and accommodate marine, truck and rail freight that is critical to the success and continuing job growth of industrial activities in those regions. There are many different types of freight generators in these areas that require raw materials that must arrive by truck or rail, and they produce goods that must be delivered by truck or rail.

In the BINMIC, land use is dominated by transportation and marine uses. Commercial fishing is an example of marine use that is a major generator of truck traffic. Fishing results in perishable goods that require processing or cold storage and are moved to processing plants or cold storage plants in both MICs. While fresh fish can be sold from the processing plants, frozen fish and fish products are sold wholesale from the cold storage facilities.

Transportation and warehousing related land uses are most predominant in the Duwamish MIC and generate significant truck and freight travel. The large intermodal rail terminals accommodate substantial truck volumes moving containers between the port and rail, the multiple marine terminals, and Boeing Field. The King County International Airport or Boeing Field has 17 acres devoted to air cargo and warehousing. Other key truck-trip generating land uses in the Duwamish MIC are manufacturing, wholesale and construction materials.

To preserve and improve freight transportation mobility and access, the City adopted a Major Truck Street (MTS) network as part of Seattle's 2005 Transportation Strategic Plan (TSP). The network was made up of arterial streets that accommodate significant freight movement through the City, and connect to and from major freight traffic generators. Analysis conducted for the City of Seattle Freight Master Plan (FMP) in 2016 identified differences between where and how goods move through the city and the 2005 MTS network.

The MTS network was replaced with the extended freight network (illustrated in green in the map) to meet the city's changing freight mobility needs. Supplementing the freight network, and distributed throughout the city, are the Over Legal Routes - specific routes that provide for oversized and overweight trucks. Lastly, the Heavy Haul Network denotes those streets that allow heavier cargo containers to be transported between the Port of Seattle, industrial businesses, and rail yards with appropriate permits.



Freight Infrastructure – continued

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The following are key interstate and major roadway links crossing the two MICs:

- Interstate 5 runs along the eastern edge of the Duwamish MIC with several points of direct access.
- Interstate 90 runs east from the northeast corner of the Duwamish MIC.
- State Route 99 runs north/south along the Duwamish waterway and connects the MIC with downtown Seattle and North Seattle to the north and with the SeaTac International Airport to the south.
- 15th Avenue W and 15th Avenue NW is the main route in BINMIC connecting the area to Holman Road and State Route 99 in the north and Denny Way to Interstate 5 in the south.

Freight Rail Lines

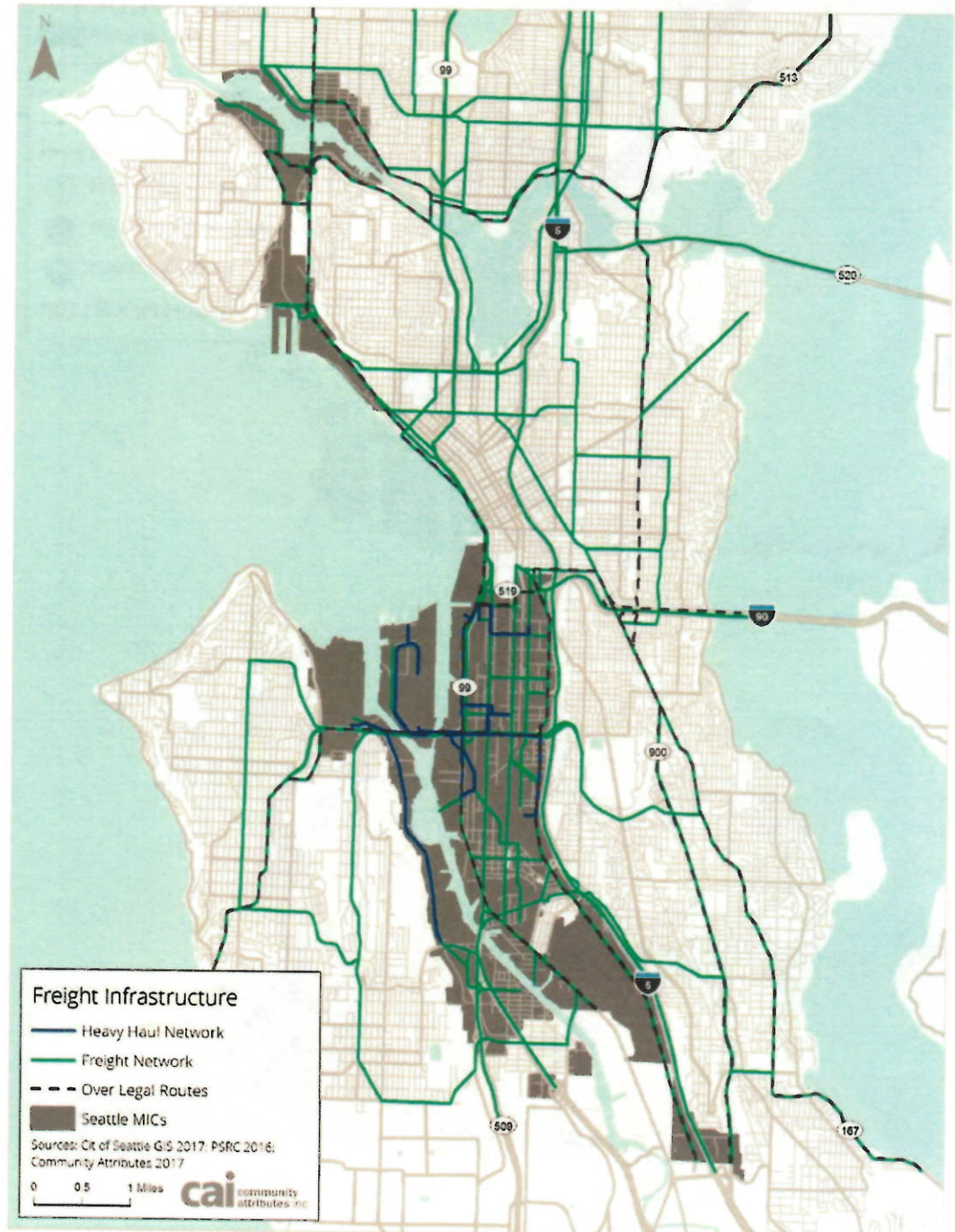
Within the BINMIC, there are two primary freight facilities:

- The BNSF mainline – runs between Elliott Avenue W and the Elliott Bay Bike Trail before entering Terminal 91 between the Queen Anne and Magnolia neighborhoods. The rail line crosses a movable bridge west of the Ballard Locks and runs north between Seaview Avenue and the Loyal Heights neighborhood.
- The Ballard Terminal Railroad - operates on a single-track that is a spur of the BNSF mainline. This rail line serves some of the maritime industry and businesses located along Shilshole Avenue NW.

Within the Greater Duwamish MIC there are four primary freight rail facilities, supplemented by ondock rail facilities at the Port terminals:

- The BNSF mainline railroad tracks - runs between 1st Avenue S and 4th Avenue S from the Great Northern Tunnel near the 4th Avenue S / S Washington Street intersection down south parallel to Airport Way and I-5. Several small spur tracks along the mainline serve adjacent businesses.
- The BNSF Seattle International Gateway (SIG Yard) – is divided into two facilities, the North SIG Yard, which is accessed by trucks from S Massachusetts Street at Colorado Avenue, and Main SIG/Stacy, which is accessed by trucks from S Hanford Street east of E Marginal Way.
- The Amtrak Seattle King Street Coach Yard maintenance facility - extends south from Edgar Martinez Drive S to south of S Walker Street, east to 3rd Avenue S, and across the rail spur line that serves the King Street Coach Yard.
- The Union Pacific Argo Yard (intermodal).

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Sound Transit Link Light Rail

Only the north east area of the Duwamish MIC is currently connected to the Light Rail system through two stations: SODO, located in the SODO neighborhood of Seattle and Stadium station, located at the intersection of SODO Busway and Royal Brougham Way.

Sound-Transit 3, which represents the new phase of high-capacity transit improvements for central Puget Sound, will connect the Duwamish MIC to West Seattle and to BINMIC and North Seattle. Three new stations located on the eastern border of the Ballard-Interbay MIC will provide a link to the rest of the network.

Transportation and land use are strongly connected and ST3 is likely to have an impact on shaping land use by providing the infrastructure required to improve accessibility and mobility. Increased access to land raises its potential for development, and more development generates additional travel.

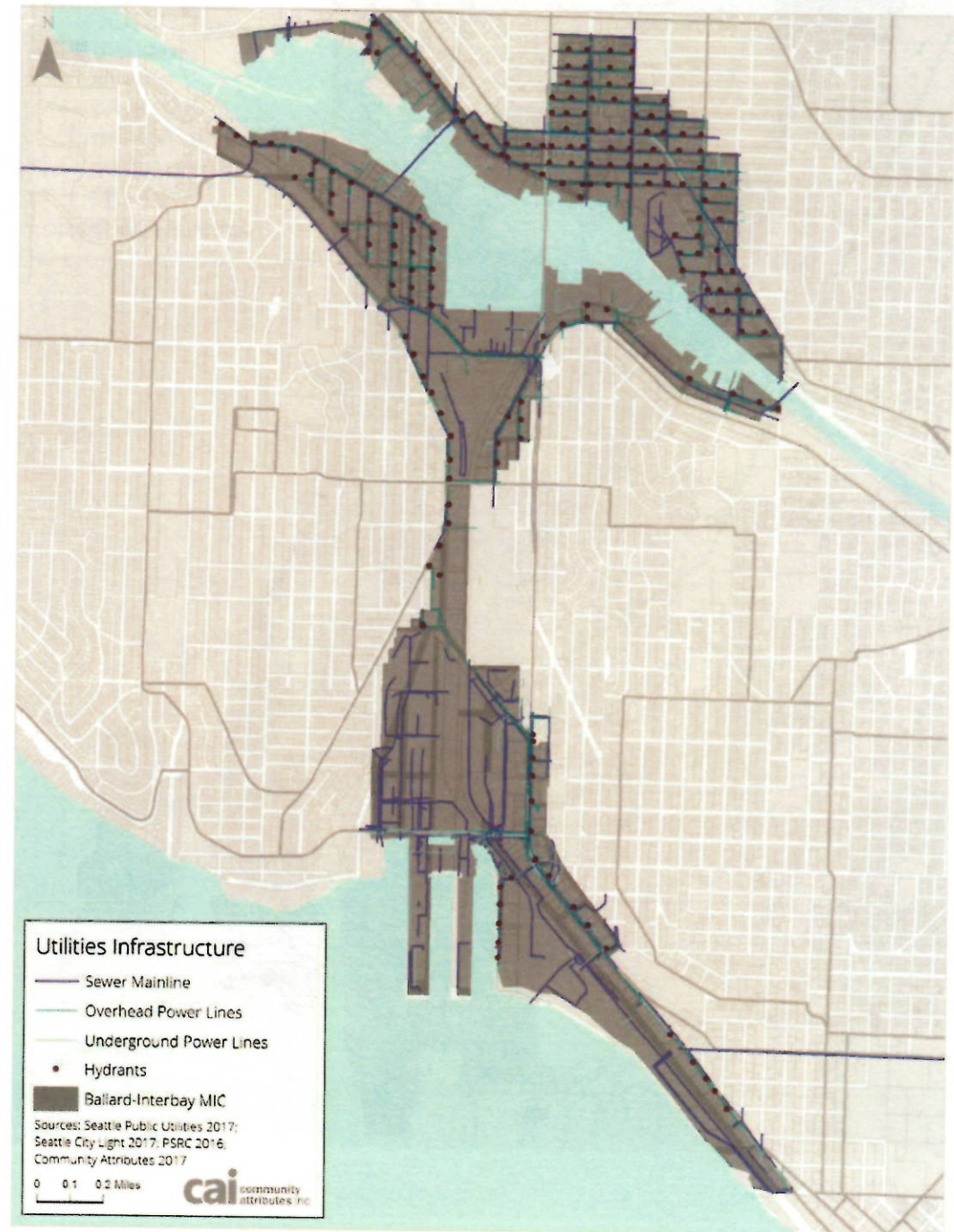


Public Utilities - BINMIC

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Within the industrial subareas, information was collected regarding the location of existing utilities infrastructure such as power lines, sewer mainline and hydrants within the Ballard-Interbay MIC.

Due to the sensitive nature of the locations of Seattle's main water lines, they have not been mapped.



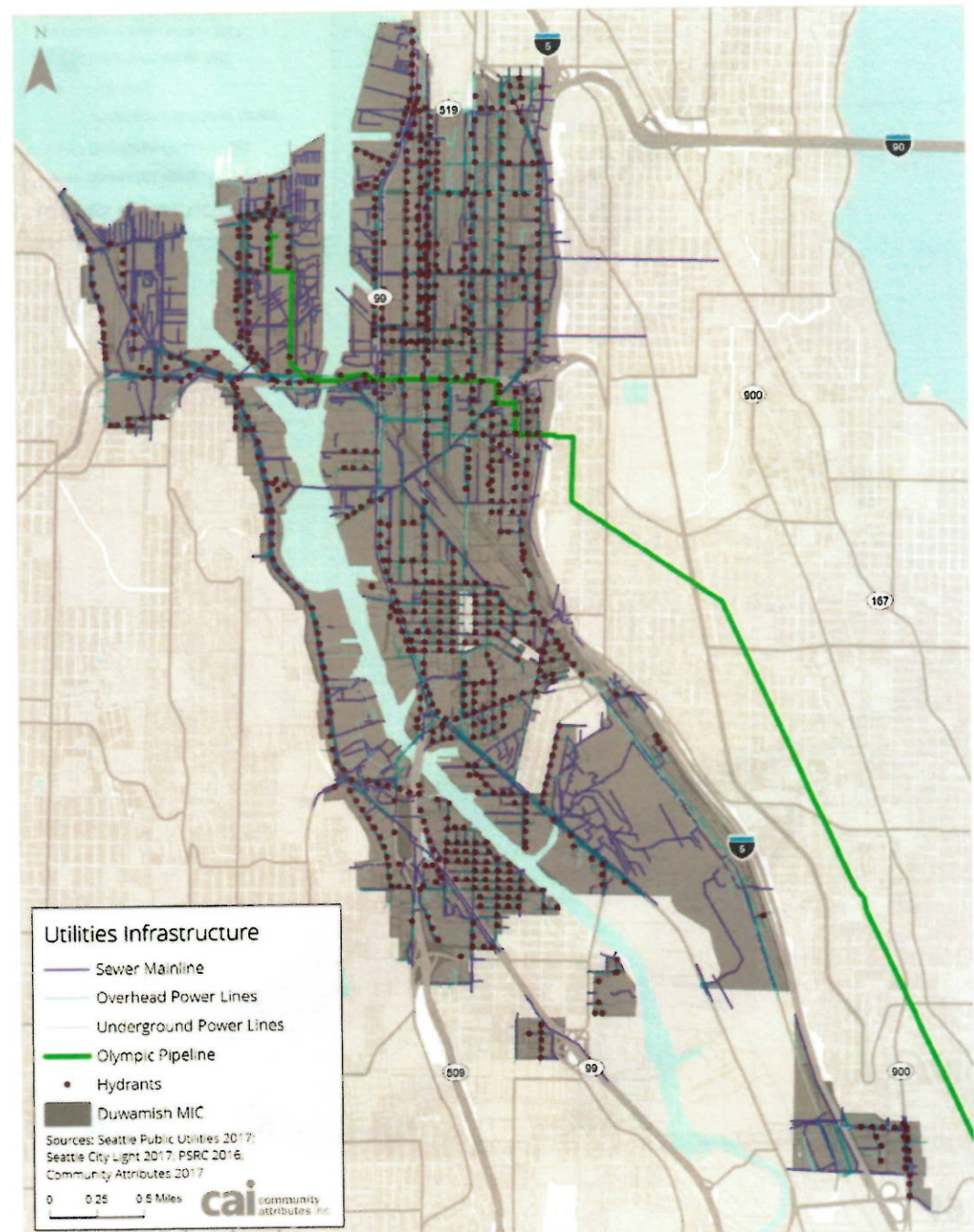
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Public Utilities - Duwamish

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