



City of Seattle

Jenny A. Durkan, Mayor

Department of Transportation
Sam Zimbabwe, Director

Seattle Freight Advisory Board

Seattle Freight Advisory Board Meeting Summary

Date and Time: October 15, 2019
Location: SMT Conference Room 4090

Members Present:

Warren Aakervik	<input checked="" type="checkbox"/>	1	Warren Aakervik	<input type="checkbox"/>	7	Vacant
Todd Biesold	<input checked="" type="checkbox"/>	2	Todd Biesold	<input checked="" type="checkbox"/>	8	Pat Cohen
Kristal Fiser	<input type="checkbox"/>	3	Kristal Fiser	<input checked="" type="checkbox"/>	9	John Persack
Jeanne Acutanza, Chair	<input checked="" type="checkbox"/>	4	Jeanne Acutanza (Chair)	<input type="checkbox"/>	10	Frank Rose
Johan Hellman	<input type="checkbox"/>	5	Johan Hellman	<input checked="" type="checkbox"/>	11	Kris DeBuck
Mike Elliott	<input type="checkbox"/>	6	Mike Elliott	<input checked="" type="checkbox"/>	12	Geri Poor (Port of Seattle)
Vacant						
Pat Cohen						
John Persack						
Frank Rose						
Kris DeBuck						
Geri Poor						

Guests Presenters:

Richard Kolpa, Prologis – Prologis Development

Public Present:

Nicole Tucker, Pacific Terminals

SDOT Staff Present:

Venu Nemani – Board Liaison
Treysea Tate – Assistant to Board Liaison
Cass Magnuski - Transcription

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

1. Welcome and Introductions

Board Members and Attendee introductions on the call

2. Public Comment

NONE

3. Approval of Minutes

September's minutes were deferred

4. Announcements & Chair's Report

Venu announced Chris Eaves will be going on a sabbatical at the end of October. Jeanne announced a panel discussion on curb space during ITE Meeting on October 29th at 11 AM at the Paramount Ale, across from the stadium. Geri Poor announced that the scoping period for the environmental review for T46 will be the last week of October to second week of November.

5. Prologis Development – Richard Kolpa, Prologis

Richard from Prologis spoke about their proposed Georgetown multistory fulfillment center, first of its kind in the US, at 6050 E Marginal Way S. The future urban industrial facility will have about 600,000 SF area with three-stories. The first two floors were designed to be close to the customer, e-commerce, or close to Seattle Port-related type activities.

The third floor, which is just shy of 200,000 square feet, will be for custom office space or light manufacturing or laboratory and production facility.

There are two customers, Home Depot and Amazon, who leased the facility already. Richard could not discuss freight patterns and intensity due to strict confidentiality agreements with his customers.

The site will be two curb cuts on E Marginal Way S and the main entrance is on Fourth Ave S, via S Front St. The project conducted an impact study and paid for the construction of a traffic signal on Fourth Ave. The project will have 650 parking stalls on-site to accommodate all employee and customer needs. The lease rates for the first two floors were in kind of the \$1.30 to \$1.50 range, depending on the size and attributes of the customer. The third-floor rates can range from \$1.75 to \$2.60 per SF. There were related questions about other Prologis facilities in and around Seattle. More information on the project can be found at www.prologisgeorgetown.com

6. Duwamish Longhouse – Venu Nemani, SDOT

Venu Nemani discussed the Duwamish Longhouse's efforts to get a signalized pedestrian crossing across W Marginal Way S, in front of their facility. Past applications were rejected either due to cost or due to complexity. However, recently, the community has prioritized this signalized pedestrian crossing as their number one location for improvement. At the request of the City Council, SDOT began an in-depth evaluation of the location. Given the site constraints with railroad on the east side and lack of sidewalk on the west side of W Marginal Way, the project needed significant design to identify a practical and feasible solution. In the interim, additional parking adjacent to the Longhouse facility was explored. The current traffic volumes, based on a recent count, on W Marginal Way indicated that only one of the two southbound travel lanes are necessary to accommodate existing traffic. Therefore, the curb lane on southbound W Marginal Way was repurposed to a parking lane as a temporary solution.

Advisory Board members and guests expressed the importance of W Marginal Way S. as a freight route. They asked if the temporary lane reduction will be removed after the pedestrian signal is constructed. Venu replied as, yes – that is the current plan. Members asked to continue to observe any traffic or safety concerns relate to lane reduction.

Action – SFAB will be sending an official letter to Director Zimbabwe to make the lane reduction only temporary and restore the capacity of the roadway after the pedestrian signal is built. Venu will invite the project designers to come to a future meeting to present the final solution proposed here.

7. Good of the Order – All SFAB Members

Warren raised the Waterfront Project and how the current design may not accommodate truck traffic. He asked if the Waterfront designers can come to SFAB and discuss parking and travel lane widths. Todd Biesold raised the topic of CLZs and the criteria for eliminating them. There were concerns that downtown is losing the alleys, ex – Decatur building on 4th or 5th. Concerns are that redevelopment projects now have their entrances in alleys. Alleys are losing their freight functionality.

8. Adjourn

11:30AM

DRAFT