

Ordinance No. 11904M

EW

Council Bill No. 112138

The City of Seattle - Legis
Council Bill/Ordinance sponsor

AN ORDINANCE amending the Seattle Comprehensive Plan to incorporate portions of the Ballard Freeway Northend Manufacturing Industrial Center Plan.



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CF No. _____

Date Introduced:	APR 13 1998		
Date 1st Referred:	APR 13 1998	To: (committee)	Neighborhoods, Growth Planning and Civic Engagement
Date Re - Referred:		To: (committee)	
Date Re - Referred:		To: (committee)	
Date of Final Passage:	JULY 22 1998	Full Council Vote:	9-0
Date Presented to Mayor:	6-22-98	Date Approved:	6-26-98
Date Returned to City Clerk:	6-26-98	Date Published:	3/8
Date Vetoes by Mayor:		Date Veto Published:	
Date Passed Over Veto:		Veto Sustained:	

This file is complete and ready for presentation

Law Dept. Review

OMP Review

to incorporate Industrial Center

Neighborhoods Planning and Civic Engagement

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The City of Seattle - ~~Legislative Department~~ Department

Council Bill/Ordinance sponsored by: _____

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Councilmember

to incorporate
Industrial Center Plan.



Committee Action:

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ORDINANCE 119047

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AN ORDINANCE amending the Seattle Comprehensive Plan to incorporate portions of the Ballard Interbay Northend Manufacturing/Industrial Center Plan.

WHEREAS, on July 25, 1994, by Ordinance 117221, the City Council adopted the Seattle Comprehensive Plan, which includes neighborhood planning as a key element; and

WHEREAS, City Council Resolution 28966, adopted August 1, 1994, established a Neighborhood Planning Program for the City of Seattle; and

WHEREAS, the Ballard Interbay Northend community, in collaboration with the City of Seattle, undertook an inclusive neighborhood planning process that resulted in the preparation of a number of recommended goals, policies, and action items; and

WHEREAS, an organizing committee of stakeholders in the Ballard Interbay Northend Manufacturing/Industrial Center (BINMIC) was formed in February, 1996, for the purpose of preparing a plan for this Center as designated in the Seattle Comprehensive Plan; and

WHEREAS, this organizing committee conducted extensive outreach to stakeholders and adjacent communities in order to establish planning priorities; and

WHEREAS, stakeholders in this community formed a Planning Committee and worked with City staff and consultants to develop specific plan recommendations; and

WHEREAS, a community-wide validation process was conducted to familiarize stakeholders and neighboring areas with the plan and demonstrate support for it; and

WHEREAS, the BINMIC Plan is consistent with the goals and policies of Seattle's Comprehensive Plan; and

WHEREAS, an Environmental Impact Statement on the BINMIC Plan has been prepared in an effort to integrate neighborhood planning and environmental review processes; and

WHEREAS, the Council finds that the proposed amendments are consistent with the Growth Management Act, and will protect and promote the health, safety and welfare of the general public; and

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1 WHEREAS, it is the intent of the City Council that those neighborhood plan provisions
2 adopted into the Comprehensive Plan's neighborhood plan attachments constitute
3 'adopted neighborhood plans' which shall be taken into consideration in rezone
4 review pursuant to SMC 23.34.008D2; NOW THEREFORE
5

6 BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

7 Section 1. The Seattle Comprehensive Plan, as adopted by Ordinance 117221 and
8 last amended by Ordinance 118821, is hereby amended as follows:

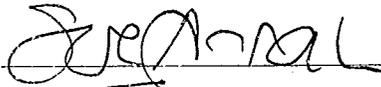
- 9 A. The BINMIC Plan policies, as shown in Attachment 1 to this Ordinance, are hereby
10 incorporated into a new "Neighborhood Plans" volume of the Comprehensive Plan.
11
- 12 B. The Neighborhood Plans volume, BINMIC section, is hereby amended to include the
13 Capital Facilities and Utilities inventory and analysis shown in Attachment 2 to this
14 Ordinance.
15
- 16 C. The following maps are hereby amended to reflect the revisions to the BINMIC
17 boundary, as shown in Attachment 3 to this Ordinance:
18 • Future Land Use Map
19 • Land Use Figure 1
20 • Transportation Figure 1, 2, and 6
21
- 22 D. The Table of Contents of the Comprehensive Plan is hereby amended to add
23 reference to the "Neighborhood Plans" volume, as shown in Attachment 4 to this
24 Ordinance.
25
- 26 E. The following references to the "North Seattle Manufacturing/Industrial Center" are
27 hereby amended to change the name to the "Ballard Interbay Northend
28 Manufacturing/Industrial Center," as shown in Attachment 5 to this Ordinance:
29 • Land Use Figure 1
30 • Land Use Policy L29
31 • Land Use Goal G34
32 • Capital Facilities Appendix C
33
34

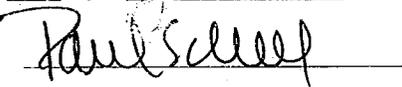
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1 Section 2. The BINMIC employment growth target of 3,800 jobs in Goal 34 of the
2 Land Use Element of the Comprehensive Plan is hereby confirmed.

3 Section 3. This ordinance shall take effect and be in force thirty (30) days from and
4 after its approval by the Mayor, but if not approved and returned by the Mayor within ten
5 (10) days after presentation, it shall take effect as provided by Municipal Code Section
6 1.04.020.

7 Passed by the City Council the 22 day of June, 1998, and signed by me in open
8 session in authentication of its passage this 22 day of June, 1998.

9
10 
11 President _____ of the City Council

12
13 Approved by me this 26th day of June, 1998.
14 
15 Mayor

16 Filed by me this 26 day of June, 1998.
17 
18 City Clerk

19 (Seal)

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1	
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3	ATTACHMENTS
4	
5	ATTACHMENT 1 THE CITY OF SEATTLE COMPREHENSIVE PLAN
6	NEIGHBORHOOD PLANS BINMIC POLICIES
7	ATTACHMENT 2 CAPITAL FACILITIES AND UTILITIES INVENTORY
8	AND ANALYSIS
9	ATTACHMENT 3 MAP OF M/I CENTER BOUNDARY CHANGES
10	ATTACHMENT 4 THE COMPREHENSIVE PLAN TABLE OF
11	CONTENTS
12	ATTACHMENT 5 COMPREHENSIVE PLAN NAME CHANGES
13	(from North Seattle Manufacturing/Industrial Center to
14	Ballard Interbay Northend Manufacturing/Industrial Center)
15	LAND USE FIGURE 1
16	

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1	ATTACHMENT 1
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3	THE CITY OF SEATTLE COMPREHENSIVE PLAN
4	NEIGHBORHOOD PLANS
5	
6	Table of Contents
7	Ballard Interbay Northend Manufacturing/Industrial Center
8	
9	BALLARD INTERBAY NORTHEM MANUFACTURING/INDUSTRIAL CENTER
10	BINMIC Plan policies are presented on the following pages.

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BINMIC POLICIES

ECONOMIC DEVELOPMENT POLICIES

1. Accept growth target of at least 3800 new jobs for the BINMIC by 2014.
2. Preserve land in the BINMIC for industrial activities such as manufacturing, warehousing, marine uses, transportation, utilities, construction and services to businesses.
3. Retain existing businesses within the BINMIC and promote their expansion.
4. Attract new businesses to the BINMIC.
5. Recognize that industrial businesses in the BINMIC have the right to enjoy the lawful and beneficial uses of their property, as defined by laws and regulations.
6. Strive to provide infrastructure in the BINMIC that is sufficient to ensure the efficient operation and smooth flow of goods to, through and from the BINMIC. Infrastructure includes publicly built and maintained roads, arterials, utilities, moorage facilities and other capital investments by the City, Port, County, State and Federal agencies.
7. Assist in implementing initiatives recognized and organized by business and property owners and labor organizations to improve economic and employment opportunities in the BINMIC area.
8. Maintain the BINMIC as an industrial area and work for ways that subareas within the BINMIC can be better utilized for marine/fishing, high tech, or small manufacturing industrial activities.
9. Support efforts to locate and attract appropriately skilled workers, particularly from adjacent neighborhoods to fill family-wage jobs in the BINMIC.
10. Support efforts to provide an educated and skilled labor work force for BINMIC businesses.
11. Within the BINMIC, water-dependent and industrial uses shall be the highest priority use, subject to the provisions of the industrial and shoreline policies of the Comprehensive Plan, the industrial policies of the land use code, and the shoreline and industrial regulations of the land use code.

FREIGHT MOBILITY AND TRANSPORTATION POLICIES

12. Strive to improve industrial traffic flow to and through the BINMIC.

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13. Facilitate truck mobility.
14. Work in conjunction with King County/Metro to promote increased transit to and through the BINMIC, and transit ridership to BINMIC businesses.
15. Strive to maintain and enhance intermodal (barge, ship, rail and truck) connections
16. Strive to maintain and promote rail service to and through the BINMIC.
17. Strive to provide adequate room in the street right-of-way for truck loading and maneuvering where it will not interfere with traffic flow.
18. Encourage clear directional signage to and from the BINMIC to regional highways.
19. Maintain major truck routes to and within the BINMIC in good condition.
20. Improve key intersections to and within the BINMIC.
21. In order to preserve freight mobility: strive to preserve and improve turning radii, visibility and sight lines, clearance and existing lane configuration of streets within the BINMIC; and consider impacts on BINMIC of changes to arterial access routes to the BINMIC.
22. Support commuting to work to and through the BINMIC by bicycle and walking. Two major factors to consider in trail design and operation are: 1) the operational requirements of adjacent property owners and users, as determined by the City; and 2) the safety of bicycle riders and pedestrians. The City must make every effort in trail design to meet the operational requirements of industrial users while providing for trail safety.
23. Where practical and appropriate separate mainline rail traffic from surface street traffic by designing and constructing bridges to improve safety for motorized and non-motorized transportation.

MARITIME AND FISHING INDUSTRY POLICIES

24. Recognize the interdependence of maritime and fishing industries and related businesses and their special requirements for transportation, utilities, pier space and chill facilities. Encourage retention of this cluster of businesses and facilitate attraction of related businesses.

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25. Support maintenance of and creation of pier space for larger vessels (over 60 feet) within the BINMIC to facilitate loading of cargo, provisions, and fuel and obtaining maintenance.
26. Support efforts to measure, encourage, and promote the significant role of the maritime and fishing industries.
27. Strive to retain shorelines for water dependent uses by enforcing waterfront and shoreline regulations in industrial areas.
28. Strive to provide a physical and regulatory environment that fosters the continued health of the maritime and fishing industries in the BINMIC.
29. Encourage land assembly on the BINMIC waterfront to accommodate commercial fishing and other heavier maritime uses.
30. Support the Seattle-based distant-water fishing fleet's efforts to participate effectively in Federal and State fisheries management and regulation of fishing.

PUBLIC SERVICES, UTILITIES, AND INFRASTRUCTURE POLICIES

31. Public services, utilities, and infrastructure shall be sufficient to accommodate projected growth.
32. Strive to provide opportunities for industrial reuse of vacant governmentally owned property within the BINMIC.
33. Provide excellent customer service in City departments for industrial businesses.
34. Strive to develop creative financing mechanisms, including public-private partnerships, for upgrading utilities and infrastructure.
35. Develop linkages between local businesses, labor groups and workers to match high wage jobs with local workers.

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- 1 | ATTACHMENT 2
- 2 | CAPITAL FACILITIES AND UTILITIES INVENTORY AND ANALYSIS

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Attachment 12

Table 1
Inventory for Facilities and Utilities Serving
Ballard Interbay Northend Manufacturing/Industrial Center

Facility Type	Name	Location	Capacity	Information Sources /Comments
Fire Station ²	SFD 2	2224 4th Ave.	Engine Co., Ladder, Aid, Command	Seattle Fire Department
	SFD 8	110 Lee St.	Engine Co., Ladder	
	SFD 9	3825 Linden Ave. N.	Engine Co., Air	
	SFD 18	1521 NW Market St	Engine Co., Ladder, Aid, HazMat Van, Battalion	
	SFD 20	3205 13th Ave. W	Engine Co.	
Police Station	West Precinct	Public Safety Bldg., 610 3rd Ave.	11.59 sq. mi. service area, 1994 population 64,699	Seattle Police Department. Patrol units are allocated around-the-clock based on calls for service. Location and size of facilities are not critical to service provision.
	North Precinct	10049 College Way N	32.04 sq. mi. service area, 1994 population 225,659	
Parks ³	Interbay Play field	in Center	10.2 ac	Open Spaces, Parks and Facilities Inventory, Seattle Department of Parks and Recreation, August 1989 Urban Villages Open Space Analyses, Office of Management and Planning
	Interbay Golf Course (future)	In Center	29.0 ac	
Electrical Power	Broad St. Substation	319 - 6th Ave. N	180 Megawatts	Seattle City Light, October 1998 20% of this M/C is located in City Light's Northwest forecast area, which has a total capacity of 390 megawatts. 80% of this M/C is located in City Light's Queen Anne/Magnolia forecast area, which has a total capacity of 258 megawatts.
	Canal Substation	8th NW & 45th	160 Megawatts	

¹ For an overview of City facilities, see *Community Services and Facilities, Public Utilities Background Report*, City of Seattle, Office of Management and Planning, 1990.

² The nearest station is listed; Fire and Emergency Medical Services are generally provided by the nearest station. In the case of larger fires, firefighting and medical resources are also dispatched from other stations. Aid units and fire engines are equipped to handle many medical emergencies; medic units are dispatched to serious medical emergencies.

³ Parks and Other Resources shown are inside the village or within 1/8 mile of the undoped village boundary.

Facility Type	Name	Location	Capacity	Information Sources /Comments
Water		This village is located in the 316 pressure zone. Water comes from the Cedar River supply. Storage is provided by the Lincoln Reservoir (Nagel Pl. & E. Howell St.) and the Green Lake Reservoir (14th Ave. NE & NE 73rd St.). See Map for system locations.	Lincoln Reservoir: 21 million gallons Green Lake Reservoir: 50 million gallons Supply mains in this area were constructed primarily before 1949, predominately from cast iron. It is usual for facilities in industrial areas to be sized to accommodate the larger needs of industrial water users.	Seattle Water Department, October-November, 1996 In this pressure zone, elevations are between 10-160 feet above sea level; static water pressure ranges from 68-133 pounds per square inch. ⁴ Minimum pressure is considered very good. Soils could be subject to liquefaction in seismic events.
Drainage & Wastewater		This village is served by a Combined System. See Map for system locations.	With Combined systems, existing sewage flows constitute about 5% of pipe capacity, with the remainder for stormwater flows. Capacity of the combined systems in this area is considered adequate.	Seattle Drainage and Wastewater Utility, November 1996 Combined Sanitary/Stormwater System: A system where all sanitary and storm wastewater is carried through the system in one sewer pipe.

⁴ Minimum working pressure of 30 psi is the standard for new construction and 80 psi is the new standard for maximum pressure. Some areas of Seattle exceed the maximum and other areas have less than the minimum pressure.

Table 2
Capital Facilities and Utilities Analysis
Ballard Interbay Northend Manufacturing/Industrial Center

Expected 6-yr. Job Growth: 1,450
 Expected 20-yr Job Growth: 3,800
 Land Area: 971 Acres

Facility Type	Facilities needed to accommodate:		Analysis																		
	6-year growth ⁵	20-year growth																			
Fire	None	None expected at this time.	<p>The five Fire Stations that serve this M/C have the following response times</p> <table border="1"> <thead> <tr> <th>Station</th> <th>Emergency Medical Calls</th> <th>Fire Calls</th> </tr> </thead> <tbody> <tr> <td>SFD 2</td> <td>3.17 minutes</td> <td>3.85 minutes</td> </tr> <tr> <td>SFD 8</td> <td>3.98 minutes</td> <td>4.94 minutes</td> </tr> <tr> <td>SFD 9</td> <td>3.76 minutes</td> <td>4.55 minutes</td> </tr> <tr> <td>SFD 18</td> <td>3.66 minutes</td> <td>4.63 minutes</td> </tr> <tr> <td>SFD 20</td> <td>4.22 minutes</td> <td>5.20 minutes</td> </tr> </tbody> </table> <p>Except for station #20, all response times meet industry standards and are expected to for the next six years. Station #20 is located within a few blocks of the M/C's boundary. Response times to calls for service within the center should be well below the station average and are expected to remain so for the next six years.</p>	Station	Emergency Medical Calls	Fire Calls	SFD 2	3.17 minutes	3.85 minutes	SFD 8	3.98 minutes	4.94 minutes	SFD 9	3.76 minutes	4.55 minutes	SFD 18	3.66 minutes	4.63 minutes	SFD 20	4.22 minutes	5.20 minutes
Station	Emergency Medical Calls	Fire Calls																			
SFD 2	3.17 minutes	3.85 minutes																			
SFD 8	3.98 minutes	4.94 minutes																			
SFD 9	3.76 minutes	4.55 minutes																			
SFD 18	3.66 minutes	4.63 minutes																			
SFD 20	4.22 minutes	5.20 minutes																			
Police	A new West Precinct, opening in 1998, is expected to be adequate to accommodate SPD activities that may result from increased population.	None expected at this time.	In 1997 the Police Department will conduct a Police Precinct Planning Study intended to address the impacts of the shifting emphasis toward community policing techniques on the need for and nature of precinct-related facilities. The project will also contain an operational plan for precinct-based operations and a facilities plan for supporting those operations. Different facility requirements may be identified and planned for as a result of this study.																		
Electricity	None	A future downtown substation will add capacity in these forecast areas.	<p>Electrical demand from this M/C is estimated to increase by 1.2 annual average megawatts and 2.3 megawatts in a peak hour in 6 years.</p> <p>20% of the M/C is located in City Light's Northwest forecast area. In 6 years, capacity in this forecast area will be 390 megawatts, and demand is expected to be 293 megawatts. In 20 years, capacity in this forecast area will be 426 megawatts, and demand is expected to be 338 megawatts. In both years, capacity is more than adequate to meet demand.</p> <p>80% of the M/C is located in City Light's Queen Anne/Magnolia forecast area. In 6 years, capacity in this forecast area will be 258 megawatts, and demand is expected to be 227 megawatts. In 20 years, capacity in this forecast area will be 278 megawatts, and demand is expected to be 270 megawatts. In both years, capacity is more than adequate to meet demand.</p>																		

⁵ An explanation of the methodologies used to assess adequacy can be obtained from the Neighborhood Planning Office.



Facility Type	Facilities needed to accommodate:		Analysis
	6-year growth ⁵	20-year growth	
Water	None	None expected at this time.	<p>Current peak day demand estimate: 3.0 million gallons per day (mgd). Peak day demand estimate in 6 yrs: 3.3 mgd or 10% increase. Peak day demand estimate in 20 years: 3.8 mgd or 25% increase. The supply and distribution network is in generally good order and appears to be adequately sized to accommodate demand through 2002.</p> <p>It is usual for facilities in industrial areas to be sized to accommodate the larger needs of industrial water users. Current job projections indicate that increases in peak day water use could be met by existing networks. As individual redevelopments proceed, the infrastructure will need to be reviewed to eliminate any localized problems.</p> <p>The Lincoln Reservoir is to be rebuilt, reducing its capacity from 21 to 15 million gallons, as part of upgrading the citywide reservoir system. The new reservoir will be completed in 2001. Adequate water supply to the Ballard Interbay Northend Manufacturing Industrial Center will be maintained during construction.</p>
Drainage and Wastewater	No new facilities are expected because of new growth.		<p>The Drainage Control Ordinance requires on-site detention of stormwater runoff associated with new development or significant redevelopment. Limiting the rate of stormwater runoff from these sites more than offsets the increases in sewage flow from increased population density. The net effect of new development/redevelopment in this area will be a decrease in the peak rates of flow during storm events.</p> <p>Depending on the concentration of actual development, it is possible that isolated sewer capacity improvements would be needed.</p> <p>With Combined systems, existing sewage flows constitute only about 5% of pipe capacity, and wastes from growth will constitute small incremental flows that are not likely to exceed capacity. On-site detention requirements for new growth will address the adequacy of the drainage system for this area.</p>

Table 3
Transportation Analysis⁶ for
Ballard Interbay Northend Manufacturing/Industrial Center

Arterial	Segment	Arterial Class	Direction	Existing V/C ratio	Forecast 2010 V/C ratio
Elliott Ave. W	Denny Way - Mercer Pl.	Principal	Northwestbound	1.1	1.1
			Southeastbound	0.6	0.7
Elliott Ave. W	Mercer Pl. - W Garfield St.	Principal	Northwestbound	1.1	1.2
			Southeastbound	0.8	1.0
15th Ave. W	W Garfield St. - W Emerson Pl.	Principal	Northbound	1.0	1.0
			Southbound	0.6	0.7
15th Ave. W (Ballard Bridge)	W Emerson Pl. - NW Leary Way	Principal	Northbound	1.1	1.2
			Southbound	0.7	0.8
Magnolia Bridge	Thorndyke Ave. W - 15th Ave. W	Minor	Eastbound	0.4	0.4
			Westbound	0.8	0.8
W Dravus St.	20th Ave. W - 15th Ave. W	Principal	Eastbound	0.5	0.6
			Westbound	0.5	0.6
W Emerson Pl.	Gilman Ave. W - 15th Ave. W	Principal	Eastbound	1.0	1.0
			Westbound	0.9	0.9
20th Ave. W / Thorndyke Ave. W	22nd Ave. W - W Dravus St.	Minor	Northbound	0.2	0.2
			Southbound	0.2	0.2
20th Ave. W / Gilman Ave. W	W Dravus St. - W Emerson Pl.	Minor	Northbound	0.3	0.3
			Southbound	0.4	0.4
Gilman Ave. W	W Emerson Pl. - W Government Way	Minor	Northwestbound	0.7	0.7
			Southeastbound	0.6	0.6
15th Ave. W	W Emerson Pl. - W Commodore Way	Collector	Northbound	0.4	0.4
			Southbound	0.6	0.6
W Nickerson St.	15th Ave. W - 3rd Ave. W	Principal	Eastbound	0.5	0.6
			Westbound	0.6	0.6
NW Leary Way	Leary Ave. NW - 8th Ave. NW	Principal	Eastbound	0.5	0.6
			Westbound	0.7	0.7
NW Leary Way	8th Ave. NW - 3rd Ave. NW	Principal	Eastbound	0.7	0.9
			Westbound	0.9	1.0

⁶ The results of this analysis are not intended for measuring concurrency. Previous concurrency analyses contained in the Comprehensive Plan indicate that Level-of-Service standards will not be exceeded by the 20-year growth projected for this area (see Comprehensive Plan Transportation Element).

Arterial	Segment	Arterial Class	Direction	Existing V/C ratio	Forecast 2010 V/C ratio
Shilshole Ave. NW	NW Market St. -	Minor	Eastbound	0.5	0.5
	NW Leary Way		Westbound	0.9	0.9
8th Ave. NW	NW Leary Way -	Minor	Northbound	0.3	0.3
	NW 48th St.		Southbound	0.2	0.2
14th Ave. NW	Shilshole Ave. NW - NW Market St.	Collector	Northbound	0.6	0.8
			Southbound	0.2	0.3

The volume-to-capacity (V/C) ratio is an indicator of congestion. The table above shows existing V/C ratios and projections of V/C ratios for typical evening peak hour in 2010 for all arterials in the Ballard Interbay Northend Manufacturing and Industrial Center. The existing V/C ratios are estimated from traffic counts collected in 1992 through 1995. Compare existing V/C ratios to the 2010 forecast to see the potential change over 20 years.

The V/C ratio can be used to identify areas where neighborhood or citywide transportation plans could encourage changes in travel behavior (e.g., mode, time of travel, destination) or improve operation of the street (e.g., by changing signal timing and the like). The capacity of a street is not a fixed number of vehicles that can never be exceeded. Rather, it is a relative measure of traffic flow.

Arterial segments with a V/C ratio exceeding 1.0 now or possibly in the future might warrant attention in a neighborhood plan. High V/C ratios may be tolerable if the result is to shift people into other modes, or is a result of the development densities necessary for a vital urban village.

Existing conditions: *Elliott Ave. W has a V/C ratio between 1.0 and 1.1 in the manufacturing and industrial center. The Ballard Bridge*

(15th Ave. W) also has a V/C ratio between 1.0 and 1.1. 15th Ave. W between Elliott Ave. and the Ballard Bridge and W Emerson Pl. between Gilman Ave. W and 15th Ave. W are near 1.0. All other arterials have V/C ratios below 0.9.

Elliott Ave. W and 15th Ave. W together function as a continuous principal arterial connecting downtown Seattle and the Ballard/Crown Hill area through the Ballard Interbay Northend Manufacturing and Industrial Center. This segment of arterial street is also part of the designated Transit Priority Network.

W Emerson Pl. west of 15th Ave. W and W Nickerson St. east of 15th Ave. W are principal arterials along the south side of the ship canal. Leary Ave. NW/NW Leary Way is a principal arterial along the north side of the ship canal. Leary is also a Transit Priority Network Street. W Dravus St. between 15th Ave. W and 20th Ave. W is also a principal arterial.

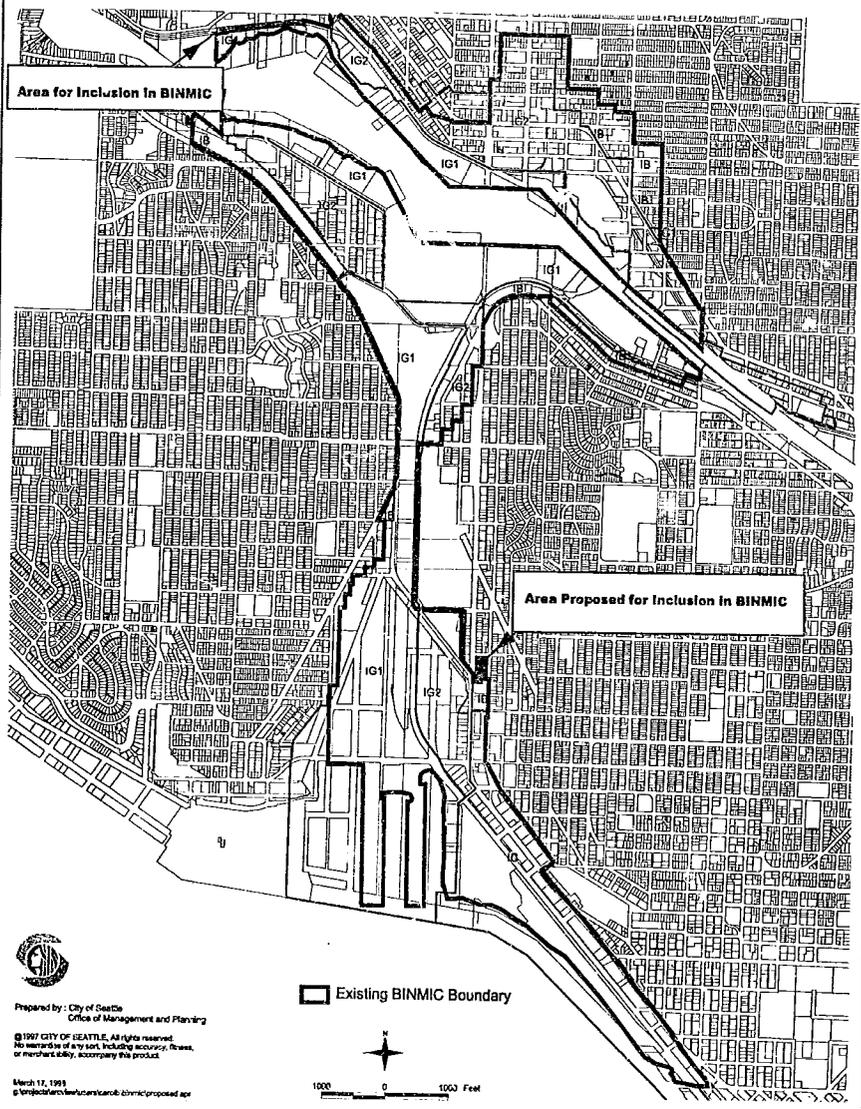
Future conditions: *Elliott Ave. W between Mercer Pl. and W Garfield St. and the Ballard Bridge have V/C ratios projected to increase above 1.1. The V/C ratio on NW Leary Way between 8th Ave. NW and 3rd Ave. NW is projected to increase above 0.9.*

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- 1 | ATTACHMENT 3
- 2 | MAP OF M/I CENTER BOUNDARY CHANGES
- 3 |
- 4 |

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BINMIC Proposed Boundary Changes



Prepared by: City of Seattle
Office of Management and Planning

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March 12, 1991
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Attachment 3

ATTACHMENT 4

The City of Seattle Comprehensive Plan

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Appendices..... see Appendices document

Neighborhood Plans..... see Neighborhood Plans document

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ATTACHMENT 5

COMPREHENSIVE PLAN

B. CATEGORIES OF URBAN VILLAGES

MANUFACTURING/INDUSTRIAL CENTERS

POLICIES

- L29 Designate the following locations as manufacturing/industrial centers as shown in Land Use Figure 1, above):
1. The Ballard Interbay Northend North Seattle Manufacturing/Industrial Center and
 2. The Duwamish Manufacturing/Industrial Center (Amended 5/98)

D. DISTRIBUTION OF GROWTH

GOALS

- G34 Achieve the following 20 year employment growth targets in manufacturing/industrial centers:
1. Ballard Interbay Northend North Seattle Manufacturing/Industrial Center 3,800 jobs
 2. Duwamish Manufacturing/Industrial Center 10,860 jobs

(Manufacturing/Industrial Centers are not targeted for additional household growth, because new residential development is generally incompatible with the desired industrial function.) (Amended 5/98)

COMPREHENSIVE PLAN APPENDICES

CAPITAL FACILITIES

APPENDIX C: Inventory of Facilities Serving Urban Centers and Villages
(Appendix added 7/95, amended 7/96, 5/98)

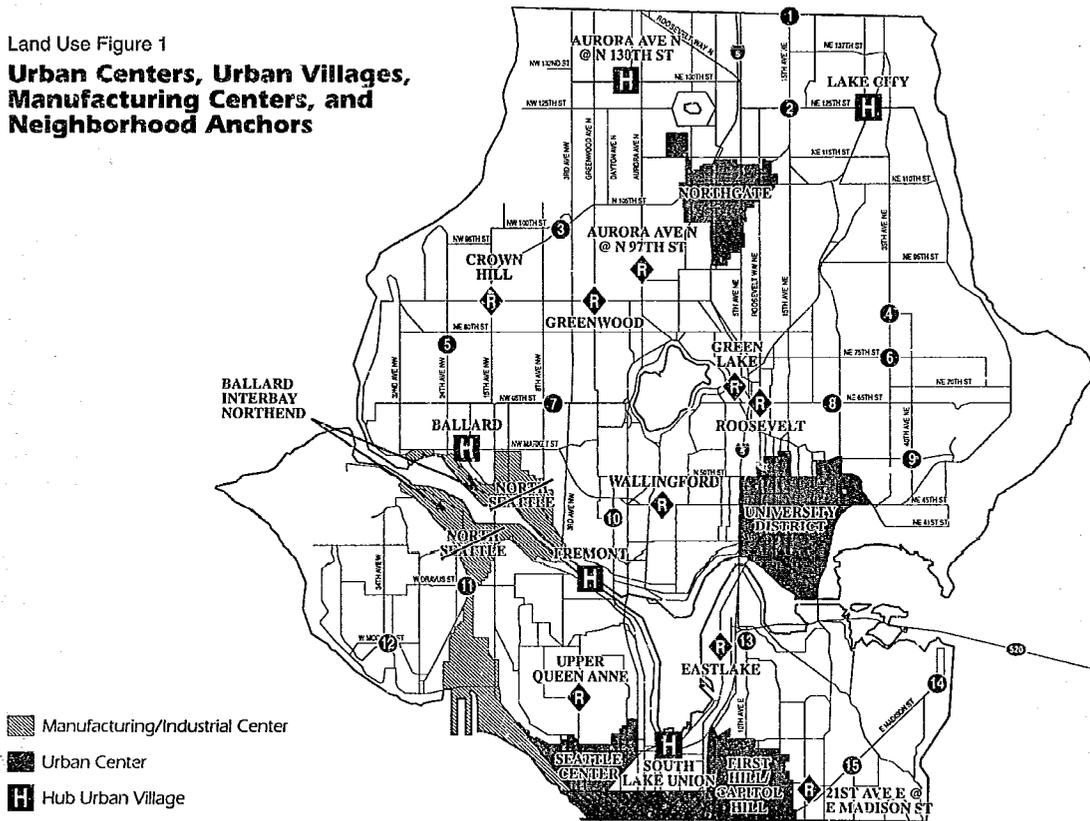
MANUFACTURING/INDUSTRIAL CENTERS

Ballard Interbay Northend North-Seattle Manufacturing/Industrial Center

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Land Use Figure 1

**Urban Centers, Urban Villages,
Manufacturing Centers, and
Neighborhood Anchors**



This is not part of the
legislation, but it shows
Committee changes to the police --
good for Bill Cook. Please
include.

Bob M.

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**Legislative Department
Seattle City Council
Memorandum**

Date: June 16, 1998
To: All Councilmembers
From: Richard Conlin, Chair 
NGP&CE Committee
Subject: **Committee Recommendation on the Proposed BINMIC Plan**
Full City Council Meeting: June 22, 1998

The NGP&CE Committee's recommendations on the proposed Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC) neighborhood plan will be on the full Council Agenda for action on Monday, June 22.

Council Action on this plan is a significant milestone, as it is the first of 37 neighborhood plans to be adopted through the City's current neighborhood planning effort. As you may be aware, the Council's action on each neighborhood plan will take several forms.

The Committee recommends the following actions with respect to the BINMIC plan:

Adopt Resolution 29730 as amended: Consistent with the Council's adopted process for addressing neighborhood plans, this resolution recognizes the plan as representing the wishes of the BINMIC neighborhood. The resolution also approves a work plan for the City's response to the implementation recommendations in the BINMIC Plan;

Do Pass Council Bill 112138 as amended: This bill adopts into the Comprehensive Plan proposed BINMIC Comprehensive Plan policies as amended by the NGP&CE Committee; and

Do Not Pass Council Bill 112139: This bill would rezone the GM Nameplate property from Commercial 1 (C1) to an Industrial Buffer (IB) designation. While the Committee does not recommend approval of this rezone, it does recommend that the GM Nameplate site be incorporated into the BINMIC area boundary.

Attached for your information is a summary of the major provisions of the BINMIC plan as proposed by the NGP&CE Committee and a list of the significant changes in the City's work plan and Comprehensive Plan policies from the BINMIC plan as proposed.

More detail about the plan and NGP&CE Committee recommendations can be found in the BINMIC approval and adoption matrix, and the BINMIC Plan itself, which are attached to Resolution 29730 in your bill books, and in the attachment to Council Bill 112139 which contains the proposed BINMIC Comprehensive Plan amendments.

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**Major Provisions of the BINMIC City Work Plan and Comp Plan Policies
As Recommended by the NCP&CE Committee**

The BINMIC plan has five major thrusts around which its recommendations are organized:

1. Enhancing freight mobility and improving transportation flows;
2. Promoting and retaining industrial lands for industrial uses;
3. Supporting the maritime industry and fishing activities;
4. Enhancing industrial services, utilities and other infrastructure; and
5. Creating a regulatory environment that is responsive to the special needs of industrial operations and uses.¹

The plan's major provisions, as reflected in the NGP&CE recommended City work program and Comprehensive Plan amendments, are as follows:

Transportation

1. Recommendations that have been funded and where the City will implement as soon as 1998:
 - Installing 16 directional signs
 - Interconnecting and updating signals at 16 intersections along 15th Avenue West
 - Changing and resigning parking restrictions along 15th Avenue West
 - Repaving two arterials (and placing another nine on the arterial pavement maintenance list
 - Possibly installing a traffic signal at Leary Way and NW 46th Street (if technically feasible with a left turn lane)
 - Reviewing and possibly revising requirements for turning radii and truck loading requirements
 - Evaluating traffic impact analysis guidelines and transportation concurrency screenline changes
 - Lobbying the State and other agencies for the following:
 - * Maintenance of SR99/Alaskan Way Viaduct
 - * Funding for rail bed improvements
 - * Improvements to SR519
 - * Extension of SR509
 - * Scheduling for Lock closures and maintenance
 - * Scheduling for Ballard Bridge openings
 - * Improvements in transit service
2. Recommendations that were generally supported, but still have funding issues/needs (this is just a partial list):
 - Maintenance of the Ballard and Fremont Bridges

¹ SPO transmittal Memorandum, March 20, 1998.

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- Interconnections and updates of signals on Leary Way
- Traffic Flow improvements on Bridge Way
- Additional of an acceleration lane at West Ewing Place

Industrial Land Use

1. Industrial Ombudsman - Plan Implementation Assistance: The BINMIC Committee will be given the opportunity to decide whether or not it would choose to use the proposed neighborhood plan early implementation funds to contract for BINMIC plan implementation functions. The contract would be for reviewing and recommending, to DCLU, improvements to the permitting process or code requirements, for conducting a survey of BINMIC industrial needs and to otherwise facilitate BINMIC plan implementation. If the BINMIC Committee does not choose to use early implementation funds, the decision to contract for such service will be held in abeyance for consideration by the City along with requests from other neighborhood plans.

If the BINMIC Committee chooses to use neighborhood plan early implementation funds or finds other funding sources, it would be permitted to contract with the party of its choice provided that any required procedures are followed. The committee is encouraged to submit a scope of work to NPO. The person or organization under contract would not be permitted to advocate on behalf of applicants in the City's permitting processes.

2. GM Nameplate Site: The GM Nameplate property, located just outside of the BINMIC boundary, at 15th NW and W. Boston St., would be incorporated into the BINMIC in order to recognize GM Nameplate (a light manufacturing use) as an industrial stakeholder in the BINMIC area, and a valuable member of the City's industrial community. A proposed rezone of the GM Nameplate property was not approved. A proposal to rename the City's Industrial Buffer zone to Light Manufacturing has been deferred for later consideration when all other plans affecting industrial areas are completed.
3. Priority of Uses in the BINMIC: A proposed comprehensive plan amendment will reinforce the fact that industrial uses are established as the highest priority use in the BINMIC industrial area, subject to the provisions of Shoreline and Industrial policies and regulations of the Comprehensive Plan and the Land Use Code.
4. Shoreline Street-end Use Policy: The City Council's Transportation Committee will consider, during 1998, BINMIC's request to prohibit new public access projects on shoreline street-ends within the BINMIC.

Maritime Industry and Fishing Activities

5. Promotion of Maritime and Fishing Industries: The City will support a number of actions proposed by BINMIC to promote maritime and fishing industries, including:

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- a) Working with other jurisdictions to get more Washington state representation on the North Pacific Management Council, improve the timeliness of maintenance and dredging permits, and provide studies and action plans concerning the fishing industry;
- b) Continuing operation of the Ballard Terminal Rail Line;
- c) Facilitating dock and pier maintenance by providing DCLU customer information for pier owners, exploring code changes, and considering an industrial representative on the Construction Codes Advisory Board; and
- d) Considering in the 1999-2000 budget a study of strategies to preserve waterfront land for fishing and maritime industries, similar to farmlands preservation measures.

Public Utilities, Services and Infrastructure

6. Industrial Infrastructure: With respect to public utilities, services and infrastructure for industries in the BINMIC, the City work plan and Comprehensive Plan policies include the following:
- a) Continuing to consider the relationship between new infrastructure investment and industrial land availability and consolidation;
 - b) Considering for the 1999-2000 budget the exploration of the concept of joint public/private funding for LID projects;
 - c) Conducting a City-wide survey of industrial and commercial business needs;
 - d) Reviewing the City-Light account executive structure to designate an industrial contact person;
 - e) Requesting that the Manufacturing and Industrial Council of Seattle include a BINMIC representative and promote BINMIC recommendations,
 - f) Working with the BINMIC Committee in its role in carrying out the EPA brownfields grant for studying BINMIC environmental issues;
 - g) Reviewing publicly owned land in the BINMIC area for the potential for industrial redevelopment; and
 - h) Coordinating the Seattle Jobs initiative with BINMIC industries.

Regulatory Environment

7. Regulatory Environment: The City's response to the BINMIC plan includes the following for improving the regulatory environment for industrial uses in the BINMIC:
- a) DCLU and the Fire Department will provide additional customer information on a number of requirements affecting industry.

This includes providing customer information regarding waivers of truck loading berth requirements, pier maintenance requirements and SEPA mitigation measures. Fire department inspectors will be requested to inform those who have been requested to make code corrections that there may be code alternates that

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they can pursue, and will meet with DCLU and BINMIC representatives to develop educational materials about the code alternate process;

- b) DCLU will also consider where code revisions may facilitate pier maintenance, and continue its ongoing (PIRC and PIRL) efforts to improve its permitting processes;
- c) The City will consistently condition street vacations on the establishment of the type of development project proposed at the time of the vacation, Seattle Transportation will establish timeline goals for the completion of street vacation procedures and the Council Transportation Committee will review street and alley vacation and shoreline street-end use issues during 1998;
- d) The City will support raising the threshold for exemption to the shoreline substantial master permit requirement by inflation from \$2,500 to \$7,500.

The City will forward to the State DOE for consideration in an ongoing study of SEPA standards, a number of BINMIC requests to change Shoreline and/or SEPA thresholds and regulations. The City's transmittal will clearly indicate that the City has not had the opportunity to adequately review the proposals, that the City's request does not constitute endorsement of the proposals, and that the City reserve the right to review and respond to DOE's assessment of the proposals.

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**Neighborhoods, Growth Planning and Civic Engagement Committee
Major Changes Recommended to the BINMIC Plan
or the Executive's Proposal**

Transportation

The major differences between the recommendations in the BINMIC Plan and Committees' recommendations are as follows:

1. Some of the proposed implementation recommendations can not be implemented due to a lack of resources; and
2. Decisions on some of the proposed implementation recommendations will be deferred for coordination with other plans or citywide issues.

There were no key differences between Executive's recommendations and the Committee's recommendations. All transportation recommendations were handled as consent items (with corrections, amendments, clarifications, etc.).

Industrial Land Use

1. Industrial Ombudsman The BINMIC plan proposed immediate approval of a one year \$40,000 contract with the Neighborhood Business Council for the requested services. The executive recommended using existing contracts and City resources to perform the requested function. The NGP&CE Committee recommendation is to not provide immediate funding, but instead to permit BINMIC to choose to use Neighborhood Planning early implementation funding for this purpose, or to hold the decision regarding additional funding in abeyance until it can be considered with requests from other neighborhood plans.
2. GM Nameplate Site: Both the BINMIC plan and the executive recommended a rezone of the site from Commercial 1 to Industrial Buffer. The NGP&CE Committee recommends against the rezone, but does favor the BINMIC Plan recommendation to incorporate the site into the BINMIC. The executive opposes incorporation of the site into the BINMIC if it is not rezoned to an industrial designation.
3. Industrial Buffer Zone Name: The NGP&CE Committee recommended to defer the decision on a BINMIC proposal to change the name of the Industrial Buffer zone to "Light Industrial," until the completion of all neighborhood plans covering or adjacent to industrial areas.
4. Priority of Uses in the BINMIC: The BINMIC Plan proposed a Comprehensive Plan policy #12 as follows:

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Within the BINMIC water-dependent and industrial uses shall be the highest priority use.

The Council Committee amended the policy to read:

Within the BINMIC water-dependent and industrial uses shall be the highest priority use, subject to the provisions of the industrial and shoreline policies of the Comprehensive Plan, the industrial policies of the land use code, and the shoreline and industrial regulations of the land use code.

5. **Bicycle and Pedestrian Trails:** The BINMIC plan proposed a Comprehensive Plan policy stating:

Support commuting to work by BINMIC employees by bicycle and walking. For safety and operational reasons, however, support locating recreational and commuter through trails away from industrial areas.

The Council Committee amended the policy as follows:

Support commuting to work to and through the BINMIC by BINMIC employees by bicycle and walking. For safety and operational reasons, however, support locating recreational and commuter through trails away from industrial areas. Two major factors to consider in trail design and operation are: 1) the operational requirements of adjacent property owners and users, as determined by the City; and 2) the safety of bicycle riders and pedestrians. The City must make every effort in trail design to meet the operational requirements of industrial users while providing for trail safety.

Maritime Industry and Fishing Activities

6. The BINMIC plan requests that the City conduct an annual survey and state of the fishing industry report. As recommended by the NGP&CE Committee the City would work with the Port of Seattle to address BINMIC's concerns in its existing maritime land Use Study, and will consider the request for an annual industry status report with overall neighborhood plan implementation funding issues.
7. The BINMIC plan recommends that the City prepare an areawide plan for dock and pier maintenance. The NGP&CE Committee recommends that pier owners pursue other funding, such as State DNR or a City Matching Fund grant for this purpose.

Public Utilities, Services and Infrastructure

8. The BINMIC plan calls for an annual customer service survey of BINMIC businesses. The City response as approved by the NGP&CE Committee would include such a survey in the 1999-2000 budget, but does not anticipate an annual survey.
9. The NGP&CE Committee recommends deferral of BINMIC's request for the establishment of a BINMIC District Council until completion of neighborhood plans in overlapping districts and consideration of district council organization on a city-wide basis.

Regulatory Environment

10. BINMIC requested a revision of city Street Vacation procedures to provide for specific time limits for each stage of the review of a proposal. The executive response, which the NGP&CE Committee accepted, notes that the City has hired additional staff to expedite the street vacation process, and will set goals for completing each stage of review, but will not adopt formal process revisions.
11. The BINMIC Plan recommends that the City's policy for shoreline street ends be revised to prohibit new public access projects on shoreline street ends within the BINMIC. The NGP&CE Committee recommends that this action be deferred, and considered with the Transportation Committee's review of shoreline street end use policy, later in 1998.
12. The BINMIC plan requests that an additional member be added to both the Fire Code Advisory Board and the Construction Codes advisory board to represent BINMIC. The NGP&CE Committee recommendation does not approve additional representation for the Fire Codes Advisory Board, because that there is already representation on the board for marine, manufacturing and warehousing industry. The Committee asked for a written report and recommendation from DCLU about the addition of an industrial representative to the Construction Codes Advisory Board.
13. The BINMIC plan asks that the City recommend to the State DOE a number of changes to SEPA and Shoreline regulations. The NGP&CE Committee recommends that the proposal be forwarded to the State as recommended by the executive, but that the forwarding letter clearly indicate that the City has not had the opportunity to adequately review the proposals and that the City's forwarding of the recommendations to the state is not to be interpreted as endorsement of the proposals.

Miscellaneous

14. Deferred Funding: The Committee's recommendation provides that a number of programmatic requests of the plan be considered with other proposals for funding either in the 1999-2000 budget or with overall neighborhood plan funding issues. These include the following:
 - a. Ombudsman

- b. Annual Fishing Industry Survey and Status Report
- c. Area-wide Dock and Pier Maintenance Plan
- d. Review of the concept of joint LID/other source funding
- e. Study to examine strategies for preservation of fishing/maritime industrial land, such as those used for farmland, open space and resource lands in Washington State.
- f. Request to consider adding criteria to clarify what situations may qualify for a waiver of off-street parking and truck loading requirements.

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BINMIC POLICIES
NGP&CE Committee 6/9/98 Mark-up
Showing Line-in-Line-Out Amendments

ECONOMIC DEVELOPMENT POLICIES

1. Accept growth target of at least 3800 new jobs for the BINMIC by 2014.
2. Preserve land in the BINMIC for industrial activities such as manufacturing, warehousing, marine uses, transportation, utilities, construction and services to businesses.
3. Retain existing businesses within the BINMIC and promote their expansion.
4. Attract new businesses to the BINMIC.
5. Recognize that industrial businesses in the BINMIC have the right to enjoy the lawful and beneficial uses of their property, as defined by laws and regulations.
- ~~6. In order to retain the base of manufacturing, industrial and maritime uses in the BINMIC, the special needs and problems of the businesses operating in this area shall be acknowledged and understood. The significant contribution of these businesses to the City's economic role in the region and to its tax base shall be acknowledged.~~
76. Strive to provide infrastructure in the BINMIC ~~shall be~~ that is sufficient to ensure the efficient operation and smooth flow of goods to, through and from the BINMIC. Infrastructure includes publicly built and maintained roads, arterials, utilities, moorage facilities and other capital investments by the City, Port, County, State and Federal agencies.
87. Assist in implementing initiatives recognized and organized by business and property owners and labor organizations to improve economic and employment opportunities in the BINMIC area.
- ~~98. Maintain the integrity of~~ the BINMIC as an industrial area and work for ways that subareas within the BINMIC can be better utilized for marine/fishing, high tech, or small manufacturing industrial activities.
- ~~109. Support efforts to locate and attract appropriately skilled workers, particularly from adjacent neighborhoods to fill family-wage jobs in the BINMIC.~~
- ~~110. Support efforts to provide an educated and skilled labor work force for BINMIC businesses.~~
- ~~121. Within the BINMIC, water-dependent and industrial uses shall be the highest priority use, among the highest priority uses, as provided for and emphasized in the industrial and shoreline policies of the Comprehensive Plan, the industrial policies of the land use code, and the shoreline and industrial regulations of the land use code.~~
- ~~13. Within the BINMIC, support environmental clean-up levels for industrial activity that balance the lawful and beneficial uses of industrial property with environmental protection.~~

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FREIGHT MOBILITY AND TRANSPORTATION POLICIES

- ~~16~~12. Strive to improve industrial traffic flow to and through the BINMIC.
- ~~15~~13. Facilitate truck mobility.
- ~~16~~14. Work in conjunction with King County/Metro to promote increased ~~increase~~ transit to and through the BINMIC, and transit ridership to BINMIC businesses.
- ~~17~~15. Strive to maintain and enhance intermodal (barge, ship, rail and truck) connections
- ~~18~~16. Strive to maintain and promote rail service to and through the BINMIC.
- ~~19~~17. Strive to provide adequate room in the street right-of-way for truck loading and maneuvering where it will not interfere with traffic flow.
- ~~20~~18. Encourage clear directional signage to and from the BINMIC to regional highways.
- ~~21~~19. Maintain major truck routes to and within the BINMIC in good condition.
- ~~22~~20. Improve key intersections to and within the BINMIC.
- ~~23~~21. Support preservation of all streets within the BINMIC and arterial access routes to the BINMIC for freight mobility. To accomplish this, support preservation of ~~In order to preserve freight mobility:~~ strive to preserve and improve turning radii, visibility and sight lines, clearance and existing lane configurations within the BINMIC; and consider impacts on BINMIC of changes to arterial access routes to the BINMIC.
- ~~24~~22. Support commuting to work to and through the BINMIC by BINMIC employees by bicycle and walking. For safety and operational reasons, however, support locating recreational and commuter through trails away from industrial areas Two major factors to consider in trail design and operation are: 1) the operational requirements of adjacent property owners and users, as determined by the City; and 2) the safety of bicycle riders and pedestrians. Trail design must make every effort to meet the operational requirements of industrial users while providing for trail safety.
- ~~25~~23. Where practical and appropriate separate mainline rail traffic from surface street traffic by designing and constructing bridges, ~~where feasible,~~ to improve safety for motorized and non-motorized transportation.

MARITIME AND FISHING INDUSTRY POLICIES

- ~~26~~24. Recognize the interdependence of maritime and fishing industries and related businesses and their special requirements for transportation, utilities, pier space and chill facilities. Encourage retention of this cluster of businesses and facilitate attraction of related businesses.
- ~~27~~25. Support maintenance of and creation of pier space for larger vessels (over 60 feet) within the BINMIC to facilitate loading of cargo, provisions, and fuel and obtaining maintenance.

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~~28~~26. Support efforts to measure, encourage, and promote the significant role of the maritime and fishing industries.

~~29~~27. Strive to retain shorelines for water dependent uses by ~~strictly~~ enforcing waterfront and shoreline regulations in industrial areas.

~~30~~28. Strive to provide a physical and regulatory environment that fosters the continued health of the maritime and fishing industries in the BINMIC.

~~30~~29. Provide a physical and regulatory environment that fosters the continued health of the maritime and fishing industries in the BINMIC.

~~31~~30. Encourage land assembly on the BINMIC waterfront to accommodate commercial fishing and other heavier maritime uses.

~~32~~31. Support the Seattle-based distant-water fishing fleet's efforts to participate effectively in Federal and State fisheries management and regulation of fishing.

PUBLIC SERVICES, UTILITIES, AND INFRASTRUCTURE POLICIES

~~33~~32. Public services, utilities, and infrastructure shall be sufficient to accommodate projected growth.

~~34~~33. Strive to provide opportunities for industrial reuse of vacant governmentally owned property within the BINMIC.

~~35~~34. ~~Recognize the special needs of industrial businesses with improved~~ Provide excellent customer service in City departments for industrial businesses.

~~36~~35. Strive to develop creative financing mechanisms, including public-private partnerships, for upgrading utilities and infrastructure.

~~37~~36. Develop linkages between local businesses, labor groups and workers to match high wage jobs with local workers.

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City of Seattle

Paul Schell, Mayor

Executive Department - Strategic Planning Office

Lizanne Lyons, Director

MEMORANDUM

Date: March 20, 1998

To: Councilmember Sue Donaldson, President
Seattle City Council

From: Norm Schwab, Assistant Director, Strategic Planning Office *NS*
Karina Ruder, Director, Neighborhood Planning Office *KR*

Subject: BINMIC Neighborhood Plan Approval and Adoption Package

We are pleased to transmit to you the Approval and Adoption package for the Bailard Interbay Northend Manufacturing/Industrial Center (BINMIC). In addition, attached to this memorandum is an Executive Report and a Comprehensive Plan consistency checklist. The package includes:

1. **A proposed Plan Approval Resolution** to recognize the BINMIC Plan and approve a matrix of Executive responses to 87 BINMIC recommended activities to implement the Plan. The BINMIC Plan, prepared by the BINMIC Planning Committee and completed after having received comments during the community validation process, is attached as part of this Resolution.
2. **A proposed Comprehensive Plan Amendment Ordinance** to incorporate certain BINMIC policies into a neighborhoods section of the Comprehensive Plan, to complete the designation package for the BINMIC (including confirmation of the employment growth target of 3,800 jobs), and to revise slightly the BINMIC boundary.
3. **A proposed Rezone Ordinance for the GM Nameplate site** and a staff report analyzing the rezone.

BINMIC is the first of 37 neighborhood plans for your review and action. SPO, NPO and other City staff look forward to briefing you and working with the City Council through the plan adoption process. Attached is the Executive Report that summarizes key issues in the BINMIC neighborhood plan. The report notes areas of agreement between the Executive and BINMIC. As you review the Approval and Adoption Matrix of recommended activities, you will see that out of the 87 BINMIC recommended activities, 57 recommendations are currently being implemented or can be implemented by reordering priorities within current departmental resources. The report also notes alternative recommendations where the Executive and BINMIC differ.

Seattle Municipal Building, 600 Fourth Avenue, Suite 300, Seattle, WA 98104-1826
Tel: (206) 684-8080, TDD: (206) 684-8118, Fax: (206) 233-0085

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BINMIC Neighborhood Approval and Adoption Package
March 20, 1998

We wish to thank the members of the BINMIC Planning Committee for a thoughtful and thorough job. The analysis of options for this plan was facilitated by a GMA grant for environmental review from the Washington State Department of Community, Trade, and Economic Development. In general, we believe that this plan provides good direction for future actions to support the vitality of this manufacturing and industrial center.

If you have any questions, please feel free to contact Norm Schwab at 684-8157 or Karma Ruder at 684-8493.

cc: Councilmembers Conlin, Licata and McIver
All Other Councilmembers - w/o attachments
Mayor Paul Schell - w/o attachments
Dep. Mayor Tom Byers - w/o attachments
Denna Cline, Mayor's Office
Lizanne Lyons, Director, Strategic Planning Office - w/o attachments
Jim Diers, Department of Neighborhoods - w/o attachments
Marty Curry, Planning Commission
Bob Morgan, Council Central Staff
Bob Tobin, Law Department
Steve Cory, BINMIC Planning Committee

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ATTACHMENT 1 to letter
of 3/24/98

**EXECUTIVE REPORT ON THE PROPOSED
BALLARD INTERBAY NORTH MANUFACTURING/INDUSTRIAL CENTER
(BINMIC) PLAN**

I. Background

The BINMIC neighborhood plan is principally an economic development plan for one of two manufacturing and industrial centers designated in the City's Comprehensive Plan. The BINMIC neighborhood plan was developed by a neighborhood planning group comprised of business and property owners, business associations, labor and other community interests. The BINMIC plan has five major thrusts around which its recommendations are organized:

1. Enhancing freight mobility and improving transportation flows
2. Promoting and retaining industrial lands for industrial uses
3. Supporting the maritime industry and fishing activities
4. Enhancing industrial services, utilities and other infrastructure
5. Creating a regulatory environment that is responsive to the special needs of industrial operations and uses.

The BINMIC Plan focuses its recommendations on three industrial and manufacturing clusters in the neighborhood: (1) the fishing and maritime industry, (2) small manufacturing and industrial operations, and (3) an emerging high technology sector. The BINMIC plan includes a vision statement and general policies to guide future development of the area. The vision statement is included as Attachment 2. SPO has reviewed the proposed policies and recommends that some of those policies are appropriate for inclusion in the Comprehensive Plan, as noted in the proposed Resolution.

The BINMIC Plan confirms the goals and policies of Seattle's Comprehensive Plan for this area. The manufacturing and industrial center boundaries are recommended to be slightly modified and the area's designation and growth targets are confirmed. The plan also recommends changing the name of the center from "North Seattle Manufacturing/Industrial Center" to "Ballard Interbay Northend Manufacturing/Industrial Center." We support these changes.

II. Freight Mobility and Transportation

- A. Traffic Improvements, Standards and Regulations. Nearly half of the BINMIC plan recommendations relate to desired transportation projects or activities. Some are doable now or in the near future within existing SeaTran resources. Some projects that are funded and are underway include: interconnecting the 15th Avenue/Elliott

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Avenue W signals (T3), improved directional signing of truck routes to and from BINMIC (T4), and arterial pavement maintenance (T13). Some projects that are planned or under consideration for implementation in the next few years as funding allows include: installing a traffic signal and improving traffic flow on NW 46th Street (T16), preparing guidelines for traffic impact analyses of development projects (T33), and a review of street design standards as they apply to major truck streets (T34).

Many projects will be placed on SeaTran's unfunded needs list while the City, BINMIC and other neighborhoods work in partnership to identify, secure and prioritize use of additional funding sources for transportation. Other projects require the cooperation of or lead by other entities such as Washington State Department of Transportation, Burlington Northern-Santa Fe, Regional Transit Authority, Metropolitan King County, Coast Guard, and Army Corps of Engineers. We will be active in bringing BINMIC's recommendations to their attention.

The Executive recommends that some of the BINMIC transportation recommendations be held for later consideration with the review of adjacent neighborhood plans (Queen Anne, South Lake Union, Downtown and Crown Hill/Ballard) or when consideration is given to citywide changes to the Comprehensive Plan. These include recommendations relating to Shilshole Avenue NW through traffic reduction (T5), Mercer Corridor improvements (T8), Ballard Avenue NW circulation (T24), arterial and truck street designation changes (T25), Shilshole Avenue NW/24th Avenue NW intersection improvement (T27), and transportation concurrency screenline changes (T39).

- B. **Non-arterial Street Maintenance and Repair.** During development of the plan, BINMIC identified several non-arterial streets where adjacent properties are underutilized or vacant. Business owners and real estate experts within BINMIC believe that these properties would be more viable for industrial development if the City were to improve the infrastructure (pavement, drainage, water service, etc.) The BINMIC plan calls for the City to evaluate funding options for non-arterial pavement repairs or to combine paving projects with other utility improvements such as drainage (T14). While funding for non-arterial maintenance was included in the recently defeated transportation bond issue, the City has no current policy or program to support such an effort. The City has suggested that BINMIC consider the use of LIDs instead. However, BINMIC has not shown an interest in using LIDs. The Executive will continue to work with BINMIC to find funding sources for non-arterial street improvements.



- C. **Recreational Bike Trails.** The BINMIC Plan calls for locating future recreational bike trails away from the industrial area (T-10 and L-3). In response to comments received during community validation, BINMIC has added a policy to support bicycle and pedestrian travel by BINMIC commuters and to add bicycle access to the Galer Street overpass ramps. The Executive and BINMIC are in agreement that Council Resolution 29474 should continue to provide guidance on the Burke-Gilman trail expansion along 11th Avenue and Leary Way. The City has plans to extend the Lake Union-Ship Canal Trail along the south side of the Ship Canal (T-11). BINMIC supports this plan if certain features are included (such as physical separation between the trail and the train tracks, providing stop or yield control for trail users at certain street intersections, retaining existing truck marshaling and truck parking adjacent to the trail, etc.) The Executive is currently negotiating all these items with adjacent property owners. SeaTran will work closely with affected businesses during the design phase to make sure the trail operates safely and that the impacts on surrounding businesses are as minimal as possible.

III. Industrial Land Use

- A. **One legislative rezone is proposed.** A rezone of the GM Nameplate property at 2040 15th Avenue West from C1 to IB and expansion of the BINMIC boundary to include this area is proposed. This proposal is opposed by Queen Anne residents. The Executive supports this change since the property is currently used for light industrial purposes and the property owner desires to be included within BINMIC. An analysis of the rezone criteria supports this change. An earlier proposal to rezone two areas from Industrial Buffer to IG has been withdrawn by the BINMIC Committee in light of significant residential neighborhood opposition. Instead, the Committee recommends that the Industrial Buffer Zone be renamed "Light Industrial", but with no mapping changes or changes in code provisions. The BINMIC Committee believes that the buffer label has discouraged industrial businesses from locating in these areas. The Executive response is to consider this proposal after other neighborhood plans are completed (including the Duwamish area) and consider this as a citywide change.
- B. **Ombudsperson Services (L-1).** The BINMIC plan recommends that an industrial ombudsperson be established for BINMIC to speed up permitting and to improve the information flow between industrial businesses and permitting agencies. The plan recommends that OED contract with the Neighborhood Business Council (NBC) for \$40,000 to serve as the ombudsperson. The Executive response is to have OED redirect base resources as much as possible to expand its ombudsman services to the manufacturing and industrial businesses in the City. Specifically, OED will redirect its contracts with NBC and the Economic Development Council to take on more permitting casework. OED will also encourage the Manufacturing and Industrial Council to take a role. In 1999-2000 budget, OED will seek more resources for ombudsman services. The amount of ombudsman services provided will be modified over time.

- C. **Shoreline Street Ends (RG-3).** BINMIC wants to revise Resolution 29370 to prohibit new public access projects on shoreline street ends within the BINMIC. The Shoreline Street End Policies were just recently revisited after comments were received from all interested parties. This resulted in the adoption of Resolution 29730. The City's current policies achieve a balance among a number of considerations, and currently give preference to industrial uses and call for minimizing impacts on adjacent industrial uses.

IV. Maritime Industry and Fishing

BINMIC is unique in that it is the home port for Seattle's commercial fishing industry. Many other businesses choose to locate in BINMIC because of their need to be on or near the water. The BINMIC plan calls for increased City of Seattle support to the commercial fishing and maritime industry sectors. This is a sector for which the City traditionally has not had a lead role. Rather, federal and state agencies and the Port of Seattle have been the governmental entities involved in supporting this industry. The City has played and will continue to provide a support role. Further, some of the items called for by BINMIC relating to piers and dock maintenance are the responsibility of private property owners rather than the public sector. Executive departments will continue working with BINMIC to sort out what can be done by the public sector.

- A. **Docks, Piers and Dredging:** A number of recommendations in the BINMIC plan pertain to the repair, maintenance and improvement of docks and piers (FM5, FM6, FM7, FM8, and FM10). The City is best positioned to respond to permitting issues. In response, DCLU proposes to include in its 1998 work program the development of a Client Assistance Memo and sample application materials on pier maintenance and construction (FM6 and FM7). Also, DCLU will provide a comprehensive package of information on SEPA and shoreline applications and exemptions, either at a public workshop, through mailings, PAN, or over the counter (depending on the level of interest) (FM10). With respect to the other recommendations, either pier owners or other governmental agencies will have to assume responsibility. Developing an area-wide plan for pier maintenance and restoration is the responsibility of pier owners. The Executive suggests that pier owners pursue funding through the Washington State Department of Natural Resources or by applying for a Seattle Neighborhood Matching Fund grant for a consultant study (FM7). Maintenance dredging is the responsibility of other public entities. However, OIR will initiate discussions among affected public agencies on how to improve the permit process for dredging (FM8).



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V. Public Services, Utilities and Infrastructure

BINMIC District Council: The BINMIC plan calls for the creation of a new District Council to represent solely the BINMIC area (PSS). The BINMIC is already represented on the Manufacturing and Industrial Council which provides a vehicle for affecting City policies and actions. This recommendation would call into question the long-standing system of district councils, a review of which should be considered in the broader context of stewardship of all 37 neighborhood plans. The Executive recommends that the Council defer a decision on this issue until the 1999-2000 biennial budget process.

VI. Regulatory Environment

The BINMIC plan includes more than twenty recommendations pertaining to regulations, policies, and procedures. The Executive recognizes the concerns of BINMIC, and will continue to expand and improve upon ongoing City efforts to streamline permit processes and enhance customer services. A number of the BINMIC recommendations will be addressed in DCLU's Five Year Strategic Plan effort now underway. DCLU has made a commitment to make significant improvements in permit processing – consistent with some of the issues raised in the BINMIC plan. The department had started a major permit improvement process in 1997, so is now poised to make a number of changes. By the end of March, DCLU will meet Council-adopted turnaround goals. In response to concerns heard from business and industrial representatives, DCLU will implement an over-the-counter process for reviewing certain change of use and tenant improvement requests. Further improvements requiring code amendments will follow. By the end of July, DCLU will have significantly revamped the permitting process to increase the number of applications processed within 24 hours. More complex permits will also experience improved processing times. DCLU will monitor, evaluate, and listen to its customers as it takes these steps and others to make the permitting system more efficient and effective.

- A. **Code Advisory Boards:** BINMIC recommends placing an industrial representative on both the Construction Code and Fire Code Advisory Boards (FM4, RG10). DCLU and the Fire Department do not support changes to the appointment processes for board positions. Membership on the Construction Code Advisory Board requires active participation on a wide range of code issues, not just issues of concern to BINMIC. DCLU has offered to keep a BINMIC representative alerted to meetings and activities of the Construction Codes Advisory Board. A BINMIC representative interested in particular code issues can engage with the Board and staff in discussions and decision-making about relevant issues. The Fire Code Advisory Board already has a maritime industry representative, although not specifically a BINMIC representative.

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- B. Street and Alley Vacations Review Process (RG2.1). As part of the 1998 Budget, SeaTran has received an additional full time staff position for review of street vacation proposals in order to provide improved service. In addition, SeaTran has committed to set a goal of completing all of the pre-hearing activities relating to street vacations within 190 days for an average project. SeaTran will review the timelines on street vacations after some experience with the added staffing to determine what further process changes or staffing support are needed to reduce these times.
- C. Street and Alley Vacation Project Conditions (RG2.2). BINMIC expressed concerns that projects for which street vacations are being sought are not always the projects that are developed once the vacation is approved. The Executive agrees with BINMIC on this concern. Therefore, we are recommending that the Council consider consistently including a condition of approval for street vacations in industrial areas that requires the initial development permits for the vacated site be limited to the project proposed when the vacation is approved. This condition would be tied to a specific MUP number if there is an application pending at DCLU. If there is no DCLU application pending, DCLU can enforce the condition when permits are reviewed because the vacation ordinance is noted on DCLU land use maps. The condition would not limit changes of use in the future since this procedure would only apply to the initial development permits.

VII. Comprehensive Plan Policies

The BINMIC plan includes 37 policies covering economic development, freight mobility and transportation, industrial land use, maritime and fishing industry, public services, utilities and infrastructure, and the regulatory environment. The Executive agrees with most of these policies and recommends they be added to the Comprehensive Plan. However, for several BINMIC recommended policies the Executive recommends that they not be included in the Comprehensive Plan for one of the following reasons: (1) the Executive disagrees with the proposed policy, (2) the policy is not needed or is not appropriate for placement in the Comprehensive Plan, or (3) the policy is not appropriate for inclusion in the Comprehensive Plan as currently worded. We have annotated on the Comprehensive Plan amendment ordinance which BINMIC policies the Executive recommends should not be considered as amendments or in some instances we have recommended alternate wording for your consideration.

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COMPREHENSIVE PLAN CONSISTENCY CHECKLIST

For Ballard Interbay Northend Manufacturing/Industrial Center

Comments on consistency will be noted below, including whether the Comprehensive Plan needs to be amended to implement any recommendation. Note: Two copies of the draft neighborhood plans and any SEPA documentation must be sent to Washington State CTED 60 days prior to adoption.

Comprehensive Plan (CP policies indicated in parentheses)	Neighborhood Plan Recommendation #¹
Plan contains the following elements or statements that the current Comprehensive Plan policies adequately reflect the area's vision and goals (N14). <ul style="list-style-type: none"> land use, transportation, capital facilities & utilities. 	BINMIC plan contains these sections.
Plan reaffirms or establishes new boundaries <ul style="list-style-type: none"> If amendments are proposed, Manufacturing/Industrial Center will meet Countywide Planning Policy criteria (L28). 	Boundary changes proposed policy L-4, pg. 32; Countywide Planning Policies for M/ICs will still be met.
Plan reaffirms or establishes new growth target <ul style="list-style-type: none"> If amendments are proposed, Manufacturing/Industrial Center will meet Countywide Planning Policy criteria (L28). 	Plan reaffirms growth target, BINMIC economic development policy, pg. 9.
Plan reaffirms or establishes new name	Plan recommends changing the M/IC name to Ballard Interbay Northend M/IC. Edit Comp Plan policies L29 & LUG34, and maps or figures where the name appears.
Plan contains existing capital facilities inventory, and transportation, capital facilities and utilities analyses.	Inventory and analyses are included.
If Plan proposes changes to zoning map, proposed zoning changes meet the following requirements: <ul style="list-style-type: none"> consistent with locational criteria in Land Use Code 	Plan proposes a rezone in recommendation L-4. Rezone analysis demonstrates consistency with locational criteria.
<ul style="list-style-type: none"> Growth target does not exceed 80% of zoned development capacity (L55) 	Rezoning will not significantly affect development capacity.

¹ List the goal, policy or activity by number in the plan that addresses the Comprehensive Plan policy.

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<i>Comprehensive Plan (CP policies indicated in parentheses)</i>	<i>Neighborhood Plan Recommendation #</i>
<i>Optional (Not required for Comprehensive Plan consistency)</i>	
Plan designate's industrial development emphasis areas (L30)	N/A

COMMENTS

Comprehensive Plan amendments required:

- 1) Boundary change must be shown on Future Land Use Map and Land Use Figure 1 and any other Figures that show M/C boundaries (Transportation Figures 1, 2, 4, 6)
- 2) Comp Plan references to "North Seattle Manufacturing/Industrial Center" must be changed to "Ballard Interbay Northend Manufacturing/Industrial Center" (L.U. G34)
- 3) Existing capital facilities inventory, and transportation, capital facilities and utilities analyses must be added to the Comprehensive Plan appendices.

I have reviewed the neighborhood plan goals and policies in relation to the Comprehensive Plan goals and policies and have identified no inconsistencies, except as noted above.

Checklist completed by: Ellen Kissman Date: 3/19/98

Organization: Office of Management and Planning

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City of Seattle
Executive Services Department
City Budget Office



Anna Fiske Zuniga, Budget Director
Dwight Dively, Director, Executive Services
Paul Schell, Mayor

March 20, 1998

The Honorable Mark Sidran
City Attorney
City of Seattle

Dear Mr. Sidran:

The Mayor is proposing to the City Council that the enclosed legislation be adopted.

REQUESTING
DEPARTMENT: Strategic Planning Office

SUBJECT: AN ORDINANCE amending the Seattle Comprehensive Plan to adopt goals and policies for the Ballard Interbay Northend Manufacturing/Industrial Center.

Pursuant to the City Council's S.O.P. 100-014, the Executive Department is forwarding this request for legislation to your office for review and drafting.

After reviewing this request and any necessary redrafting of the enclosed legislation, return the legislation to SOP. Any specific questions regarding the legislation can be directed to Cliff Marks at 684-8372.

Sincerely,

Paul Schell
Mayor

by

A handwritten signature in cursive script, appearing to read "Anne Fiske Zuniga".

ANNE FISKE-ZUNIGA
Budget Director

h:\admin\legis\law\lwt\ts\mark4

Enclosure

*Law,
Ole, RDT, 3-23-98*

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City Budget Office - 600 Fourth Ave., Room 300, Seattle, Washington 98104
Tel (206) 684-8080, TDD (206) 684-8118; Fax (206) 233-0085

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ORDINANCE _____

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AN ORDINANCE amending the Seattle Comprehensive Plan to incorporate portions of the Ballard Interbay Northend Manufacturing/Industrial Center Plan.

WHEREAS, on July 25, 1994, by Ordinance 117221, the City Council adopted the Seattle Comprehensive Plan, which includes neighborhood planning as a key element; and

WHEREAS, City Council Resolution 28966, adopted August 1, 1994, established a Neighborhood Planning Program for the City of Seattle; and

WHEREAS, the Ballard Interbay Northend community, in collaboration with the City of Seattle, undertook an inclusive neighborhood planning process that resulted in the preparation of a number of recommended goals, policies, and action items; and

WHEREAS, an organizing committee of stakeholders in the Ballard Interbay Northend Manufacturing/Industrial Center (BINMIC) was formed in February, 1996, for the purpose of preparing a plan for this Center as designated in the Seattle Comprehensive Plan; and

WHEREAS, this organizing committee conducted extensive outreach to stakeholders and adjacent communities in order to establish planning priorities; and

WHEREAS, stakeholders in this community formed a Planning Committee and worked with City staff and consultants to develop specific plan recommendations; and

WHEREAS, a community-wide validation process was conducted to familiarize stakeholders and neighboring areas with the plan and demonstrate support for it; and

WHEREAS, the BINMIC Plan is consistent with the goals and policies of Seattle's Comprehensive Plan; and

WHEREAS, an Environmental Impact Statement on the BINMIC Plan has been prepared in an effort to integrate neighborhood planning and environmental review processes; and

WHEREAS, the Council finds that the proposed amendments are consistent with the Growth Management Act, and will protect and promote the health, safety and welfare of the general public; **NOW THEREFORE**

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BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Seattle Comprehensive Plan, as adopted by Ordinance 117221 and last amended by Ordinance 118821, is hereby amended as follows:

- A. The BINMIC Plan policies, as shown in Attachment 1 to this Ordinance, are hereby incorporated into a new "Neighborhood Plans" volume of the Comprehensive Plan.
- B. The Neighborhood Plans volume, BINMIC section, is hereby amended to include the Capital Facilities and Utilities inventory and analysis shown in Attachment 2 to this Ordinance.
- C. The following maps are hereby amended to reflect the revisions to the BINMIC boundary, as shown in Attachment 3 to this Ordinance:
 - Future Land Use Map
 - Land Use Figure 1
 - Transportation Figure 1, 2, and 6
- D. The Table of Contents of the Comprehensive Plan is hereby amended to add reference to the "Neighborhood Plans" volume, as shown in Attachment 4 to this Ordinance.
- E. The following references to the "North Seattle Manufacturing/Industrial Center" are hereby amended to change the name to the "Ballard Interbay Northend Manufacturing/Industrial Center," as shown in Attachment 5 to this Ordinance:
 - Land Use Figure 1
 - Land Use Policy L29
 - Land Use Goal G34
 - Capital Facilities Appendix C

Section 2. The BINMIC employment growth target of 3,800 jobs in Goal 34 of the Land Use Element of the Comprehensive Plan is hereby confirmed.

Section 3. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten

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(10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the ___ day of _____, 1998, and signed by me in open session in authentication of its passage this ___ day of _____, 1998.

President _____ of the City Council

Approved by me this ___ day of _____, 1998.

Mayor

Filed by me this ___ day of _____, 1998.

City Clerk

(Seal)

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ATTACHMENTS

ATTACHMENT 1 THE CITY OF SEATTLE COMPREHENSIVE PLAN
NEIGHBORHOOD PLANS BINMIC POLICIES

ATTACHMENT 2 CAPITAL FACILITIES AND UTILITIES INVENTORY
AND ANALYSIS

ATTACHMENT 3 MAP OF M/I CENTER BOUNDARY CHANGES

ATTACHMENT 4 THE COMPREHENSIVE PLAN TABLE OF
CONTENTS

ATTACHMENT 5 COMPREHENSIVE PLAN NAME CHANGES
(from North Seattle Manufacturing/Industrial Center to Ballard
Interbay Northend Manufacturing/Industrial Center)

LAND USE FIGURE 1

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ATTACHMENT 1

**THE CITY OF SEATTLE COMPREHENSIVE PLAN
NEIGHBORHOOD PLANS**

Table of Contents

Ballard Interbay Northend Manufacturing/Industrial Center

BALLARD INTERBAY NORTHEND MANUFACTURING/INDUSTRIAL CENTER

BINMIC Plan policies are presented on the following pages. (Note: this also contains the City Executive staff response to the BINMIC Plan policies; the final listing of policies to be included in the Comprehensive Plan will only contain the final policies as adopted by the City Council.)

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Attachment 1

BINMIC POLICIES

ECONOMIC DEVELOPMENT POLICIES

1. Accept growth target of at least 3800 new jobs for the BINMIC by 2014.
2. Preserve land in the BINMIC for industrial activities such as manufacturing, warehousing, marine uses, transportation, utilities, construction and services to businesses.
3. Retain existing businesses within the BINMIC and promote their expansion.
4. Attract new businesses to the BINMIC.
5. Recognize that industrial businesses in the BINMIC have the right to enjoy the lawful and beneficial uses of their property.

Executive recommends not including this policy in the Comp Plan because this issue is already covered by existing policy and regulations.

6. In order to retain the base of manufacturing, industrial and maritime uses in the BINMIC, the special needs and problems of the businesses operating in this area shall be acknowledged and understood. The significant contribution of these businesses to the City's economic role in the region and to its tax base shall be acknowledged.

Executive recommends not including this policy in the Comp Plan because it is too vague and this issue is adequately handled by other proposed BINMIC policies on transportation and infrastructure.

7. Infrastructure in the BINMIC shall be sufficient to ensure the efficient operation and smooth flow of goods to, through and from the BINMIC. Infrastructure includes publicly built and maintained roads, arterials, utilities, moorage facilities and other capital investments by the City, Port, County, State and Federal agencies.
8. Assist in implementing initiatives recognized and organized by business and property owners and labor organizations to improve economic and employment opportunities in the BINMIC area.
9. Maintain the integrity of the BINMIC and work for ways that subareas within the BINMIC can be better utilized for industrial activities.
10. Support efforts to locate and attract appropriately skilled workers, particularly from adjacent neighborhoods to fill family-wage jobs in the BINMIC.
11. Support efforts to provide an educated and skilled labor work force for BINMIC businesses.
12. Within the BINMIC, water-dependent and industrial uses shall be the highest priority use.

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Executive recommends that this policy not be included in the Comp Plan because existing land use and shoreline policies already address priorities for industrial and water-dependent uses.

13. Within the BINMIC, support environmental clean-up levels for industrial activity that balance the lawful and beneficial uses of industrial property with environmental protection.

Executive recommends not including this policy in the Comp Plan because environmental cleanup standards are not within the City's purview. A City policy to support lower cleanup levels in industrial areas (as long as public health and safety and environmental protection is not jeopardized) would entail city-wide issues that require further analysis and discussion.

FREIGHT MOBILITY AND TRANSPORTATION POLICIES

14. Strive to improve industrial traffic flow to and through the BINMIC.
15. Facilitate truck mobility.
16. Increase transit to and through the BINMIC, and transit readership to BINMIC businesses.
17. Maintain and enhance intermodal (barge, ship, rail and truck) connections
18. Maintain and promote rail service to and through the BINMIC.
19. Strive to provide adequate room in the street right-of-way for truck loading and maneuvering where it will not interfere with traffic flow.
20. Encourage clear directional signage to and from the BINMIC to regional highways.
21. Maintain major truck routes to and within the BINMIC in good condition.
22. Improve key intersections to and within the BINMIC.
23. Support preservation of all streets within the BINMIC and arterial access routes to the BINMIC for freight mobility. To accomplish this, support preservation of turning radii, visibility and sight lines, clearance and existing lane configurations.

The Executive recommends rewording this policy as follows: "Strive to preserve turning radii, visibility and sight lines, clearance and existing lane configurations of streets within the BINMIC and arterial access routes to the BINMIC, in order to promote freight mobility."

24. Support commuting to work by BINMIC employees by bicycle and walking. For safety and operational reasons, however, support locating recreational and commuter through trails away from industrial areas.

The Executive recommends not including this policy in the Comp Plan because it is too

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broad a statement and may conflict with other Comp Plan policies. It could be rewritten to focus on minimizing conflicts between industrial uses/freight mobility and bicycle and pedestrian activities.

25. Separate mainline rail traffic from surface street traffic by designing and constructing bridges, where feasible, to improve safety for motorized and non-motorized transportation.

MARITIME AND FISHING INDUSTRY POLICIES

26. Recognize the interdependence of maritime and fishing industries and related businesses and their special requirements for transportation, utilities, pier space and chill facilities. Encourage retention of this cluster of businesses and facilitate attraction of related businesses.

27. Support maintenance of and creation of pier space for larger vessels (over 60 feet) within the BINMIC to facilitate loading of cargo, provisions, and fuel and obtaining maintenance.

28. Support efforts to measure, encourage, and promote the significant role of the maritime and fishing industries.

29. Retain shorelines for water dependent uses by strictly enforcing waterfront and shoreline regulations in industrial areas.

30. Provide a physical and regulatory environment that fosters the continued health of the maritime and fishing industries in the BINMIC.

31. Encourage land assembly on the BINMIC waterfront to accommodate commercial fishing and other heavier maritime uses.

32. Support the Seattle-based distant-water fishing fleet's efforts to participate effectively in Federal and State fisheries management and regulation of fishing.

PUBLIC SERVICES, UTILITIES, AND INFRASTRUCTURE POLICIES

33. Public services, utilities, and infrastructure shall be sufficient to accommodate projected growth.

34. Provide opportunities for industrial reuse of vacant governmentally owned property within the BINMIC.

35. Recognize the special needs of industrial businesses with improved customer service. The Executive recommends rewording the policy as follows: "Strive to improve customer service in City Departments for industrial businesses."

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36. Develop creative financing mechanisms, including public-private partnerships, for upgrading utilities and infrastructure.

37. Develop linkages between local businesses, labor groups and workers to match high wage jobs with local workers.

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TIME AND DATE STAMP

Cont'd

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[Handwritten Signature] _____

FOR CITY COUNCIL PRESIDENT USE ONLY

COMMITTEE(S) REFERRED TO: _____

PRESIDENT'S SIGNATURE

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STATE OF WASHINGTON - KING COUNTY

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City of Seattle, City Clerk

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No. IN FULL; ORD I

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:ORD 119047

was published on

07/02/98

The amount of the fee charged for the foregoing publication is the sum of \$, which amount has been paid in full.

Subscribed and sworn to before me on

07/06/98

Notary Public for the State of Washington, residing in Seattle

Affidavit of Publication

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