

## **Attachment A**

### **Comprehensive Plan Policies: Marine Cargo Terminal Element**

#### **DISCUSSION**

The Port of Seattle is one of the largest cargo centers in the United States, serving as the entry and exit point for marine cargo to and from the Pacific Rim and Alaska. The Port of Seattle facilities are unique among West Coast Ports: the container operations are adjacent to the urban core, abutting the busy downtown, a tourist-friendly waterfront, and two sport stadiums that attract millions of people to Seattle each year.

The marine cargo terminal (MCT) trade, in which the Port of Seattle is engaged, plays a vital role in the Seattle economy. The Port of Seattle is made up of approximately 1,400 acres of waterfront land and nearby properties. Nearly 800 acres of the Port's seaport is dedicated to container terminal operations and cargo handling. Most of the freight is shipped through the Port by intermodal containers that are transferred to or from railcars or trucks on the dock. Some of the containers are shuttled by truck between BNSF and UPRR intermodal yards. Accounting for thousands of jobs, millions of dollars of state and local taxes, and billions of dollars in business revenue and personal income, this economic sector merits special protection in the City's Comprehensive Plan as well as continuing attention in all the City-related policies and programs.

As vital as the marine cargo economic sector is, it is also vulnerable—to continuing pressures in nearby land uses, traffic infrastructure and congestion, and larger funding and economic development conditions.

The state legislation that requires this Port element also requires land use decisions to consider the long-term and widespread economic contribution of international container ports and related industrial

lands and transportation systems. The legislation seeks to ensure that container ports continue to function effectively alongside vibrant city waterfronts. It identifies approaches that the City may consider in future work programs. These include creating a “port overlay” district to specifically protect container port uses, industrial land banking, applying land use buffers or transition zones between incompatible uses, and limiting the location or size, or both, of nonindustrial uses in the core area and surrounding areas. The core area is defined as roughly coterminous with the Duwamish Manufacturing & Industrial Center. The revised state law also adds key freight transportation corridors that serve marine port facilities to the State’s list of transportation facilities of statewide significance.

In 2007, the City of Seattle’s land use code strengthened protection for industrial uses in the Duwamish by limiting the size of office and retail uses. This Comprehensive Plan Element carries forward the policy intention of that work as well as responding to the state mandate.

## **LAND USE POLICIES**

**MCT/LU1** Retain industrial designations on land that supports viable marine and rail-related industries to help preserve industrial land adjacent to rail or water-dependent transportation facilities and on adjacent land in order to preserve the viability of the port-related activities.

**MCT/LU2** Continue to monitor the land area needs, including for expansion, of cargo container-related activities and take action to prevent the loss of needed land that can serve these activities.

**MCT/LU3** Identify uses that may pose conflicts with nearby industrial activities, such as pedestrian-oriented commercial uses or single-purpose residential uses. Consider permit conditions to mitigate possible conflicts with industrial uses. Limit the amount of non-industrial uses that may occur on industrially designated land in order to minimize the incompatibility of uses and to prevent conversion of industrial land in the vicinity of marine container terminals or their support facilities.

**MCT/LU4** Consider the value of transition areas and buffers at the edges of general industrial zones which allow a wider range of uses while not creating conflicts with preferred cargo container maritime uses. In this context, zoning provisions such as locational criteria and development standards are among the tools for defining such edge areas.

**MCT/LU5** Consider how zoning designations may affect the definition of highest and best use, with the goal of maintaining the jobs and revenue that marine industrial operations generate and to protect scarce industrial land supply for industrial uses.

## **TRANSPORTATION POLICIES**

**MCT/T1** Identify and address obstacles to freight transportation that supports continued growth of container volumes at marine cargo terminal activities and intermodal rail yards.

**MCT/T2** Monitor, maintain and improve key freight corridors, networks and intermodal connections that provide access to marine cargo facilities and the industrial areas around them to address bottlenecks and other access constraints. Provide safe, reliable, efficient and direct access between Port marine facilities and the state highway or interstate system, and between Port terminals and railroad intermodal facilities.

**MCT/T3** Make operational, design, access and capital investments to accommodate trucks and maintain successful railroad operations and preserve mobility of goods and services. Improvements may include, but are not limited to, improvement of pavement conditions, roadway re-channelization to minimize modal conflicts, use on intelligent transportation systems (ITS), construction of critical facility links, and grade separation of modes, especially at heavily used railroad crossings.

**MCT/T4** Maintain the City's classification of "Major Truck Streets." Because freight is important to the basic economy of the City and has unique right-of-way needs to support that role, freight will be the major priority on streets classified as Major Truck Streets. Street improvements that are consistent with freight mobility but also support other modes may be considered in these streets.

**MCT/T5** Identify emerging freight transportation issues and work with affected transportation stakeholder groups, including the Seattle Freight Advisory Board. Provide regular opportunities for communication between the City, the freight community and other agencies and stakeholders.

**MCT/T6** Continue joint City and Port efforts to implement relevant Port recommendations such as recommendations contained in the Container Terminal Access Study.

**MCT/T7** Given the importance of seaport operations to the state and regional economies, develop partnerships within the City, the Port, the region and the state to advocate for project prioritization and timely funding to improve and maintain freight infrastructure, and explore funding partnerships.

**MCT/T8** Maintain consistency between local, regional and State freight-related policies.

## **ECONOMIC DEVELOPMENT POLICIES**

**MCT/ED1** Encourage the siting of new businesses that support the goals for cargo container marine activities in designated Manufacturing /Industrial Centers.

**MCT/ED2** Work cooperatively with other agencies to address the effects of major land use and transportation projects to avoid or mitigate construction and operational effects on the cargo freight industry.

**MCT/ED3** Facilitate the creation of coalitions of industrial businesses, vocational training and other educational institutions and public agencies to help develop training programs to move trained workers into cargo container related jobs.

**ENVIRONMENTAL POLICIES**

**MCT/E1** Identify opportunities to achieve economic, community, and environmental benefits from the development and operations of marine terminals and related industrial activities.

**MCT/E2** Form partnerships with private and public maritime stakeholders to establish environmental improvement goals, including carbon emission reductions, storm water management, redevelopment and clean-up of existing marine industrial properties, sustainable design, and fish and wildlife habitat improvements. Develop strategies to achieve these goals that include developing funding mechanisms and legislative support.

**MCT/E3** Work with maritime stakeholders to formulate plans for public open space, shoreline access, and fish and wildlife habitat improvements that incorporate community needs, area-wide habitat priorities with the need to maintain sufficient existing marine industrial lands for present and anticipated maritime infrastructure and cargo needs.