

**ORDINANCE \_\_\_\_\_**

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2 AN ORDINANCE amending the Seattle Comprehensive Plan to incorporate changes proposed  
3 as part of the 2011-2012 Comprehensive Plan annual amendment process.

4 WHEREAS, the City of Seattle adopted a Comprehensive Plan through Ordinance 117221 in  
5 1994; and

6 WHEREAS, the City of Seattle last amended the Comprehensive Plan through Ordinance  
7 123575 on April 19, 2011; and

8 WHEREAS, the City Council adopted procedures in Resolution 31117 for amending the  
9 Comprehensive Plan consistent with the requirements for amendment prescribed by the  
10 Growth Management Act, RCW 36.70A; and

11 WHEREAS, the Growth Management Act, Chapter 36.70A RCW, requires that the City's  
12 Comprehensive Plan be subject to continuing review and evaluation; and

13 WHEREAS, in determining which amendments to consider the Council applied criteria set out in  
14 Resolution 30662 and incorporated in Resolution 31117; and

15 WHEREAS, various parties proposed amendments for consideration during the 2011-2012  
16 annual amendment process; and

17 WHEREAS, the Council's Committee on the Built Environment held a public hearing on July 5,  
18 2011, to take public testimony on the amendments proposed for consideration; and

19 WHEREAS, the Council's Committee on the Built Environment met on July 13 and July 27, 2011,  
20 to consider the proposed amendments; and

21 WHEREAS, on August 1, 2011, the City Council considered these proposed Comprehensive  
22 Plan amendments and adopted Council Resolution 31313 directing that City staff further  
23 review and analyze certain proposed amendments; and

24 WHEREAS, these proposed amendments have been reviewed and analyzed by the Department  
25 of Planning and Development and considered by the Council; and

26 WHEREAS, the City has provided for public participation in the development and review of  
27 these proposed amendments that comply with the Growth Management Act's  
28 requirement for early and continuous public participation in the development and  
amendment of the City's Comprehensive Plan; and

1 WHEREAS, the Council has reviewed and considered the Executive's report and  
2 recommendations, public testimony made at the public hearing, and other pertinent  
material regarding the proposed amendments; and

3 WHEREAS, the Council finds that the amendments to be adopted are consistent with the Growth  
4 Management Act, and will protect and promote the health, safety, and welfare of the  
general public; NOW, THEREFORE,

5  
6 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

7 Section 1. The Seattle Comprehensive Plan, as last amended by Ordinance 123575, is  
8 amended as follows:

9 A. Container Port Element: The Container Port Element as shown in Attachment A is  
10 hereby adopted.

11 B. Lake-to-Bay Loop Addition to the Urban Trails System Map: The urban trails system  
12 map in the Transportation Element is hereby amended to include the Lake-to-Bay loop as shown  
13 in Attachment B.

14 C. Updated Policies to be Consistent with the Urban Forest Management Plan: Amend  
15 the Environment Element to delete duplicate policies and make the existing policies more  
16 consistent with the Urban Forest Management Plan as shown below.

17 ~~((E9.5 Strive to achieve no net loss of tree canopy coverage starting in 2008, and strive to  
18 increase tree canopy coverage by 1 percent per year up to a total of 40 percent, to reduce storm  
19 runoff, absorb air pollutants, reduce noise, stabilize soil, provide habitat, and mitigate the heat  
20 island effect of developed areas.~~

21 ~~E10.1 Update the 2000 tree canopy inventory in the Urban Forest Management Plan  
22 every 10 years to measure progress toward the goal of increased canopy coverage.))~~

23 E23 ~~((Strive to a))~~ Achieve no net loss of tree canopy coverage ~~((starting in 2008)), and  
24 strive to increase tree canopy coverage ((by 1 percent per year up)) to ((a total of)) 40 percent, to  
25 reduce storm runoff, absorb air pollutants, reduce noise, stabilize soil, provide habitat, and  
26 mitigate the heat island effect of developed areas.~~

1 E24 Update the ((2000)) tree canopy inventory in the Urban Forest Management Plan at  
2 least every 10 years to measure progress toward the goal of increased canopy coverage.

3 D. Policy for Long-term Homeless Encampments: A new policy in the Human  
4 Development Element as shown below is hereby adopted.

5 HD 11.1 Support and guide the operation of safe and healthy transitional encampments to  
6 temporarily address homelessness in the city.

7 E. Roosevelt Residential Urban Village Future Land Use Map Amendment: Amend the  
8 Future Land Use Map as shown in Attachment C to redesignate an area bounded by Interstate 5,  
9 Ravenna Boulevard, NE 64th Street and the alley between 8<sup>th</sup> and 9<sup>th</sup> Avenues NE from single-  
10 family to multi-family.

11 F. Modify the Potential Annexation Area: Figure 9 in the Urban Village Element is  
12 hereby amended as shown in Attachment D to add an area known as the “Sliver by the River”  
13 and delete the southern portion of the unincorporated area of North Highline that was annexed by  
14 the City of Burien in 2010.

15 G. Modify Policy Regarding Damage from Heavy Vehicles: Amend policy T8 in the  
16 Transportation Element to better address pavement damage from heavy vehicles as shown  
17 below.

18 T8 Pursue strategies to reduce and help prevent road damage from heavy vehicles.  
19 ~~((Establish a street system that can accommodate the weight of heavy vehicles and reduce the~~  
20 ~~damage such vehicles cause.))~~

21 Section 2. This ordinance shall take effect and be in force 30 days after its approval by  
22 the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it  
23 shall take effect as provided by Seattle Municipal Code Section 1.04.020.

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Passed by the City Council the \_\_\_\_ day of \_\_\_\_\_, 2012, and  
signed by me in open session in authentication of its passage this  
\_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
President \_\_\_\_\_ of the City Council

Approved by me this \_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
Michael McGinn, Mayor

Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
Monica Martinez Simmons, City Clerk

(Seal)

- Attachment A: Container Port Element
- Attachment B: Proposed Lake-to-Bay Loop Addition to the Urban Trails System Map
- Attachment C: Proposed FLUM Amendment to the Roosevelt Urban Village
- Attachment D: Proposed Changes to Potential Annexation Area

## **Container Port Element**

### **LAND USE POLICIES**

**CP/LU1** Help preserve cargo container activities by retaining industrial designations on land that supports marine and rail-related industries including industrial land adjacent to rail or water-dependent transportation facilities.

**CP/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.

**CP/LU3** Discourage non-industrial land uses, such as retail and residential, in industrially-zoned areas to minimize conflicts between uses and to prevent conversion of industrial land in the vicinity of cargo container terminals or their support facilities.

**CP/LU4** Consider how zoning designations may affect the definition of highest and best use, with the goal of maintaining the jobs and revenue that cargo container activities generate and to protect scarce industrial land supply for cargo container industries, such as marine and rail-related industries.

**CP/LU5** Consider the value of transition areas at the edges of general industrial zones which allow a wider range of uses while not creating conflicts with preferred cargo container activities and uses. In this context, zoning provisions such as locational criteria and development standards are among the tools for defining such edge areas.

### **TRANSPORTATION POLICIES**

**CP/T1** Monitor, maintain and improve key freight corridors, networks and intermodal connections that provide access to cargo container 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, recognizing that Port operations must address other transportation needs, such as pedestrian safety.

**CP/T2** 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, commute trip reduction strategies, including through transportation management associations, roadway re-channelization to minimize modal conflicts, use of intelligent transportation systems, construction of critical facility links, and grade separation of modes, especially at heavily used railroad crossings.

**CP/T3** 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.

**CP/T4** Identify emerging cargo container freight transportation issues and work with affected stakeholder groups, including the Seattle Freight Advisory Board. Provide regular opportunities for communication between the City, the freight community, other affected communities, and other agencies and stakeholders.

**CP/T5** Continue joint City and Port efforts to implement relevant Port recommendations such as recommendations contained in the Container Terminal Access Study.

**CP/T6** Given the importance of cargo container terminal 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.

**CP/T7** Maintain consistency between local, regional and State freight-related policies.

#### **ECONOMIC DEVELOPMENT POLICIES**

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

**CP/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 container industry sector.

**CP/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**

**CP/E1** Identify opportunities to achieve economic, community, and environmental benefits from the development and operations of cargo container related activities.

**CP/E2** Form partnerships with non-profit, community-based, private and public 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.

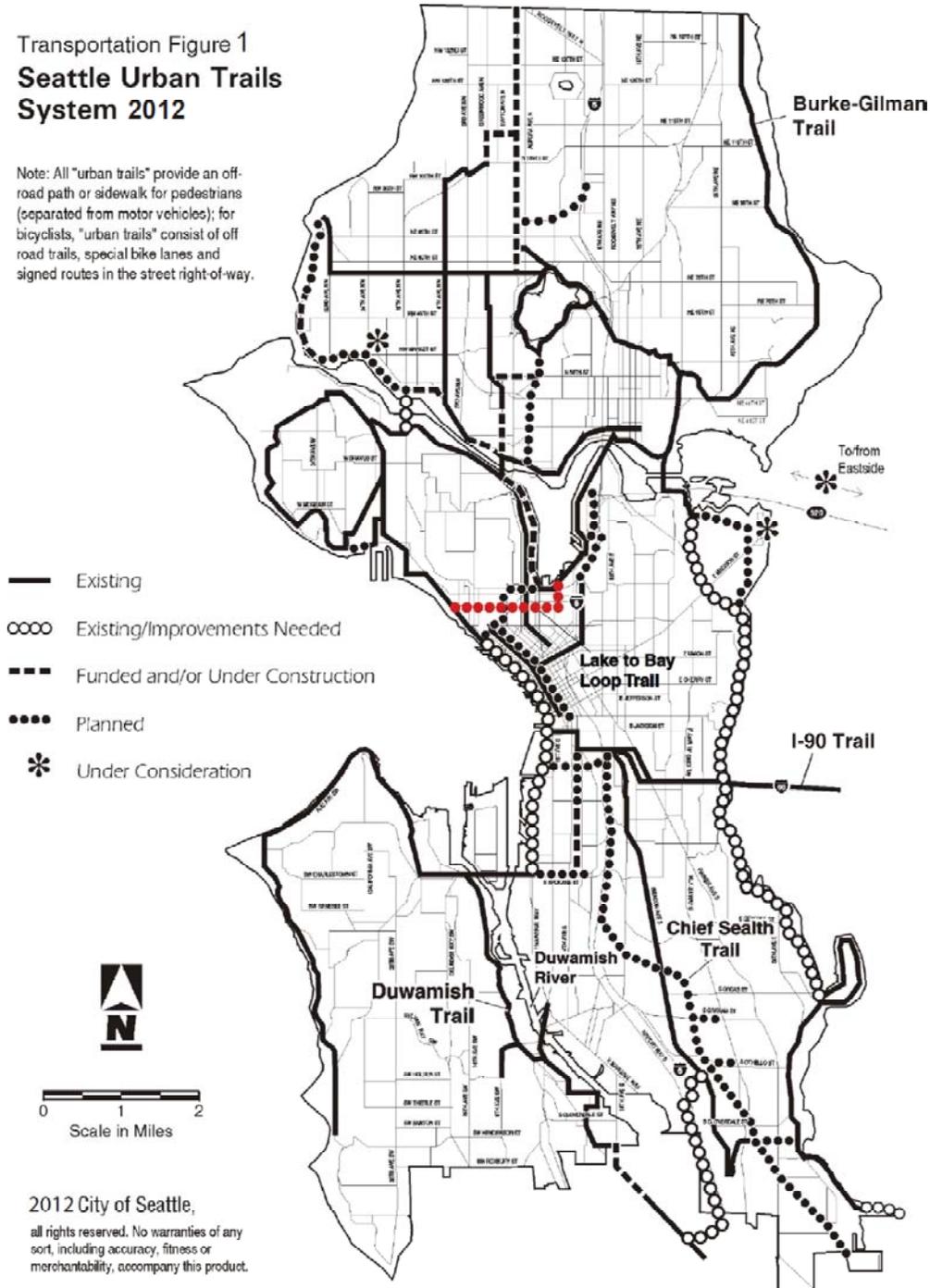
Tom Hauger/Patrice Carroll  
DPD 2011 Comp Plan Amendments ATT A  
October 31, 2011  
Version #2

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

## Proposed Lake-to-Bay Loop Addition to the Urban Trails System Map

Transportation Figure 1  
**Seattle Urban Trails System 2012**

Note: All "urban trails" provide an off-road path or sidewalk for pedestrians (separated from motor vehicles); for bicyclists, "urban trails" consist of off road trails, special bike lanes and signed routes in the street right-of-way.



Change to be incorporated into Transportation Figure 1- Seattle Urban Trails System

## Proposed FLUM Amendment to the Roosevelt Urban Village

### FLUM Changes - Roosevelt Neighborhood

