

The Way-finding and CTR project focused on non-motorized plans and policies that are part of a broader array of adopted regional and local government plans for the Duwamish and North Tukwila Manufacturing and Industrial Centers. The following plans were reviewed in preparing this report and its recommendations.

### **Regional Plans:**

*VISION 2040* – The Puget Sound Regional Council, the Metropolitan Planning Organization that the Duwamish M & I Center resides within, calls for the recognition and preservation of existing centers of intensive manufacturing and industrial activity and the provision of infrastructure and services necessary to support these areas. These centers are important employment locations that serve both current and long-term regional economic objectives and also serve as hubs for freight and transit.

A goal in the VISION 2040 Plan states that “The region will continue to maintain and support viable regional manufacturing/industrial centers to accommodate manufacturing, industrial, or advanced technology uses.”

Additionally, Policy MPP-DP-10 in VISION 2040 states that “giving funding priority – both for transportation infrastructure and for economic development – to support designated regional manufacturing/industrial centers consistent with the regional vision. Regional funds are prioritized to regional manufacturing/industrial centers. County-level and local funding is also appropriate to prioritize to these regional centers.”

The regional vision arises from the Washington State Growth Management Act (GMA) that was implemented in this area through the Countywide Planning Policies adopted by King County government and the city governments throughout King County in 1992, with periodic updates since that time.

### **City of Seattle Plans:**

*Bicycle Master Plan* – The Bicycle Master Plan is a planning document that will be used to guide future improvements to Seattle’s bicycle network. The focus of the Master Plan is the evaluation of arterial streets for the implementation of bicycle facilities and to encourage more bicycling throughout the City of Seattle. The major elements of the city’s bicycle system addressed by the plan are: implementation strategy, bike facilities, policy evaluation, design guidelines, maintenance strategy, and performance measures.

*Pedestrian Master Plan* – This document has a clearly stated mission: to make Seattle the most walkable city in the nation. Goals were developed through an advisory group with four major themes: safety, equity, vibrancy, and health. The first of these goals, safety, is an overriding concern among pedestrians within the industrial areas. According to the City of Seattle’s 2008 State of the Pedestrian Environment Study, physical features that make planning for pedestrian safety problematic include, but are not limited to:

- Auto-oriented development and scale
- Few pedestrian crossing islands
- Wide roads

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- Large distances between traffic signals
- Single-use development
- Few buffers
- Disconnected sidewalk networks
- Uncomfortable physical environments

*City of Seattle Council Bill Number 115861/Ordinance Number 122386* – This is an ordinance passed in April of 2007 to establish the City of Seattle’s Complete Streets policies for street design. It states guiding principles so that when Seattle’s transportation improvements are designed, planned, and constructed they encourage and support walking, bicycling, and transit use while “promoting safe operations for all users.” The ordinance includes a provision that freight mobility is a high priority on major truck streets.

Due to the passage of “Bridging the Gap” (a 9-year, \$365 million transportation levy) in November 2006, the numerous street improvements planned in the coming years will utilize the “Complete Streets” policy to guide those investments. The Seattle City Council’s focus was on “effectively moving people and goods rather than primarily concentrating on vehicles.”

### **City of Tukwila Plans:**

*Tukwila Comprehensive Plan* – A non-motorized transportation strategy is included in this plan, and has been carefully coordinated with the King County Non-motorized Plan. Both involve the cooperation of King County Metro, Tukwila Parks Department, and other agencies, including neighboring jurisdictions and the Washington State Department of Transportation. Simultaneously, the City of Tukwila prepared a Commute Trip Reduction Plan (2008). It was developed with the extensive involvement of employers, transit agencies, organizations, and individuals to identify strategies and ways of successful achievement of the CTR Plan goals and more broadly the goals of Tukwila’s Comprehensive Non-Motorized Plan.

*Walk and Roll Plan (Ordinance 2222)* – Tukwila’s first pedestrian and bicycle planning document. The Comprehensive Plan is the overall “blueprint” calling for the identification of bicycle-friendly streets and creating non-motorized improvements. The Walk and Roll Plan was created to carry out the goals of the Comprehensive Plan and has been followed by the *Tukwila Bicycle Friendly Routes and Sidewalk Segments Design Report* (2010), which creates a focused list of improvements based on the recommendations of the Walk and Roll Plan. Both efforts work in tandem to create a comprehensive non-motorized plan for Tukwila.

### **Neighborhood-specific Plans:**

#### South Park

- *South Park Action Agenda* – Seattle Mayor Nickels called for a community group of business leaders, residents, and service providers in South Park in an effort to develop a neighborhood vision with specific strategies and recommendations for achieving that vision. The Action Agenda is broken into five parts, one of which is Business and Transportation. Many recommendations from the South Park Action Plan were incorporated into this study and revisited by the business community, including but not limited to non-motorized commute options. It addresses both the retail core and the industrial business area.

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- *South Park Residential Urban Village Plan* – The plan represents joint efforts of South Park citizens, businesses, and the neighborhood in general to outline the community’s unique goals and values while incorporating the vision of *Seattle’s Comprehensive Plan: Toward a Sustainable Seattle*.
- *Bands of Green* (Seattle Parks Foundation).

### SODO

- *Greater Duwamish Manufacturing and Industrial Center Study* – This plan implements the Countywide Planning Policies with specific goals and policies intended to ensure the viability and expansion of manufacturing and industrial activity in the Greater Duwamish M & I Center. Recommendations were organized to include: Jobs/Economic Development, Land Use, Transportation, Utilities, Environmental Issues, and Public Safety. It represents a coordinated volunteer effort reflecting thousands of hours of donated time.
- *1st Avenue South Improvement Study* – The Duwamish Multi-Modal Advisory Committee (DMMAC) was convened by the TMA to address critical issues in the business community. Committee membership included representatives of freight, industry, and retail businesses, as well as pedestrian and cycling communities. They examined potential improvements for the 1st Avenue S corridor between S Spokane Street and Royal Brougham Way. The group addressed the impact of a number of major transportation construction projects slated for the Duwamish area in the upcoming decade while recognizing the increased mix of pedestrians, cyclists, and vehicle and freight traffic in the study area. Funding for this project was obtained from the Small and Simple Projects grant from the City of Seattle Neighborhood Matching Fund Program.
- *SODO Action Agenda* – The City of Seattle’s Office of Economic Development (OED), in coordination with the Seattle Department of Transportation (SDOT) and the Seattle Police Department (SPD) completed the Action Agenda, comprised of a set of recommendations that address SODO priorities for transportation and public safety. They had a keen understanding of the unique mix of economic activities vital to SODO and that the community would be impacted by many major transportation construction projects slated for the Duwamish area in the succeeding decade.

### Georgetown

- *Georgetown Neighborhood Plan* – This document was developed by business owners and residents and adopted by the Seattle City Council in 2000 as part of the city comprehensive plan. Major points of interest include development of Oxbow Park, restoration of the Hat and Boots structures, a neighborhood P-patch, use of historic Old Georgetown City Hall, and construction of traffic circles on residential streets.
- *Airport Way S Visioning* – This process, conducted by the Georgetown Merchant’s Association, resulted in a proposal to remove traffic lanes, to be replaced by parking lanes between permanent “pedestrian bulbs,” as well as inclusion of bicycle lanes on Airport Way S between S Lucile St and 13th Ave S.
- *Duwamish River Visioning* – This project, conducted by the Duwamish River Cleanup Coalition, defined existing conditions on the Duwamish River, conducted a future visioning process, and developed strategies for implementation as part of the community input process around EPA Superfund Cleanup of the Lower Duwamish River within Georgetown boundaries. It was designed to be a tool for future planning of the Duwamish River Valley and is intended to provide a balanced vision that reflects the entire community and health of the River. The vision would eliminate the

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majority of the industrial uses in the area with river banks returned to natural habitat and/or publicly accessible parks.

### North Tukwila

- *Tukwila Manufacturing & Industrial Center: Issues and Opportunities Report (2011)* – This plan supports the Comprehensive Plan and implements the Countywide Planning Policies. It sets parameters for the employment and overall uses that may occur within the Manufacturing & Industrial Center. The zoning code implements the Comprehensive Plan’s policies, limiting non-industrial uses and reserving the land for industrial activities. It addresses key issues affecting industrial businesses and lands in the M & I Center, and has a transportation component as well.