

Port of Seattle Street Vacations Summary April, 2016

Since the question of street vacations provided to the Port was raised at the April 19 Sustainability and Transportation Committee, the Port is providing addition detail about street vacations since 1980 to ensure clarity about the benefits the Port provided to secure them.

We appreciate the long relationship the Port has had with the City in our efforts to build and maintain a world-class port and increase the number of family-wage jobs in our community.

The City of Seattle and the Port of Seattle have worked in cooperation in recent years to approve several important and mutually beneficial street vacation actions in the Duwamish Industrial area. In each instance, the City applies stringent public interest and benefit approval criteria and the port works to avoid negative effects due to vacation of public right-of-way, including mitigation of potential adverse transportation effects. As noted below, the Port made significant investments in new transportation infrastructure, environmental remediation, and public access.

In all previous street vacation petitions presented to the City, the port has emphasized critically needed marine industrial operations area, for the purpose of cargo, passenger, and fishing industry re-development. Port requests for use of public right-of-way have always been for the advancement of economic opportunities here and around the state.

Street vacations since 1980

West Seattle Bridge Agreement

In July 1980, the Port and the City of Seattle signed an agreement, under which the Port agreed to contribute \$10 million to the construction of the West Seattle Freeway Bridge Replacement Project. This project was critical to providing a high-level alternative to the damaged Spokane Street Bascule Bridges crossing the Duwamish Waterway, as well as development and construction of a new low-level swing bridge spanning the waterway.

The agreement called for the Mayor to recommend approval of the following street vacations at no cost to the Port, under certain conditions, for the purpose of marine industrial re-development:

- Sections of 11th Avenue SW
- Section of SW Hinds Street
- Sections of SW Idaho Street and SW Dakota Street
- Several sections of streets on Harbor Island (Klickitat, Hanford, Lander, 16th Ave, 11th Ave., Florida Street)

Terminal 18 & Terminal 5 Street Vacations

Beginning in 1996, as part of the Terminal 5 and Terminal 18 redevelopment projects, the Port received conditional approvals from the City Council to vacate right-of-way areas allowing for

relocation of affected businesses and expansion of marine cargo facilities. The Port provided extensive public benefits including environmental clean-up, construction of new public shoreline access and open space areas, fish and wildlife habitat, as well as bicycle and pedestrian facilities.

Terminal 5 (completed 1999) - Vacation of 9.3 acres of city ROW

The Port invested \$275 million to build a modern container terminal. In the process, the Port conducted extensive environmental clean-ups of a Superfund site on former industrial properties and a solid-waste site.

Public benefit conditions fulfilled by the Port included development of 13.3 acres public use and public open space and reconstruction of streets and trails:

- Construction of the 5.8 acre Jack Block Park public shoreline access site, including restrooms and 3200 linear feet of shoreline pathway
- Construction of approximately 7.8 acres of landscaped public open space and buffer area at Southwest Spokane Street and Harbor Avenue Southwest, including 0.9 miles grade-separated pedestrian/bicycle pathway
- Reconstruction of Harbor Avenue Southwest from Southwest Spokane Street to Southwest Florida Street including new sidewalks and landscaped boulevard median
- Relocation of existing businesses at Port expense to other Seattle and King County locations
- Restoration of 1.6 acres of fish and wildlife habitat

Terminal 18 (completed 2002) - 29 acres vacated

The Port invested \$325 million to expand and modernize Terminal 18 on Harbor Island. A key part of the project was the clean-up of a Superfund site on Harbor Island and development of public access and new street improvements.

- Reconstruction of 16th Avenue Southwest and Southwest Florida Street, including new side-walks and 16th Avenue/Florida Street pedestrian bridge crossing
- Construction and dedication to the City of a two-lane grade-separated overpass serving all industrial businesses on Harbor Island
- Construction of new storm water conveyance systems in public right-of-way
- Relocation of existing businesses primarily to Seattle and King County locations
- Development of 9.7 acres of public shoreline access and open space area, including pedestrian/bicycle pathway improvements in Southwest Spokane Street right-of-way, a new public shoreline access area at southwest Harbor Island, pedestrian/bicycle pathway improvements along West Marginal Way Southwest, and the 7.3 acre Duwamish Public Access/Terminal 107 public shoreline, open space, and habitat restoration site.

Terminal 25/30 connecting bridge (completed 2008)--vacation of 1.9 acres submerged portion of South Forest Street, city right of way west of East Marginal Way

This vacation allowed the construction of a two-lane cargo bridge crossing submerged South Forest Street right-of-way in the East Waterway, connecting marine cargo facilities at Terminal 25 and Terminal 30.

City approval conditions included construction of the Eight Avenue/South Park public shoreline access site, completed 2007, and right-of-way traffic and pedestrian/bicycle pathway improvements in East Marginal Way, completed in early 2009, as well as utility agreements.

TERMINAL 5 REDEVELOPMENT & PROJECT

Street Vacation, Conditions of Approval

Summary Graphic

Minimizing Traffic Impacts




- Intermodal rail yard – reducing truck traffic commensurate with increased cargo volumes
- Grade separation overpass between West Seattle and Terminal 5
- North and south entrances created to ease emergency response.
- Traffic engineering analysis did not indicate any impact from vacating Florida Street, W. Marginal Way, and 26th St.

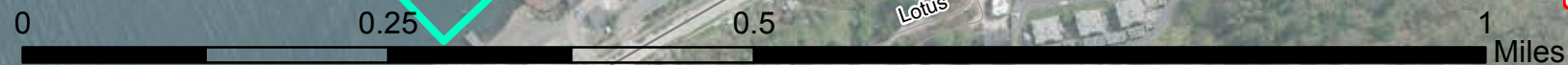
Landscaping and Public Use Corridors

- 7.7 acres of multi-use corridors for public use
- 5.8 acres of parkland at north end of terminal site
- Two parking areas for the park
- Scenic overview of both terminal operations and the city

Noise and Lighting Impacts

- Terminal design and operation based on minimizing or avoiding noise issues.
- Container handling equipment selected for noise performance
- 7000 linear feet of noise walls
- Fewer light poles spaced at greater distances; less lighting than prior standards
- Reduced glare lights reduced energy consumption

 Terminal 5, Marine Cargo Facility	 Areas of interest
 Sound Wall	 Street Vacations



TERMINAL 18 REDEVELOPMENT & PROJECT

Street Vacation, Conditions of Approval

Summary Graphic

General Economic Benefits

- Terminal sites function as modern intermodal terminals
- Improved capability to handle international trade volumes the region/state economy depend on
- Improved and increased public shoreline access areas
- Cargo terminals provide family-wage jobs, business revenues, and tax revenues to the region.
- Removal of environmental degradation.
- Restoration of critical fish and wildlife habitats
- West Seattle Bridge completed with Port assistance

Condition (3) – Reduce truck queuing on city streets

- Additional truck queuing space within the Terminal at the South End.
- Additional truck queuing space at North End of terminal.

Condition (11) – Parking

- Off-street parking spaces and flyover pedestrian bridge for shipyard workers

Condition (4 & 9)

Condition (8)

Condition (5)

Conditions 4, 5, 8, 9 – Managing street use and mitigating street vacations

- Street Improvements (additional lanes of travel and Grade Separation)
- Multi-use Trails connecting West Seattle with SODO
- Shoreline access and parks space

- Terminal 18, Marine Cargo Facility (existing)
- Street Vacations
- Multi-use Trail
- Areas of interest

