



City of Seattle

January 24, 2025

*Seattle
Freight
Advisory
Board*

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To: Seattle City Council:
Rob Saka, Joy Hollingsworth, Maritza Rivera, Cathy Moore,
Dan Strauss, Robert Kettle, Alexis Mercedes Rinck, Sara Nelson
600 Fourth Ave, 2nd Floor
Seattle WA 98104
via e-mail: council@seattle.gov

*RE: Seattle Freight Advisory Board (SFAB) Comments on proposed Council Bill
120933*

Dear Council Members:

The Seattle Freight Advisory Board (SFAB) passed a motion supporting **no housing** in the Duwamish MIC, **contrary to the proposed Council Bill 120933**. We are aware of the housing issues that our city faces and instead support building affordable housing where appropriate in the city. We are equally concerned about maintaining the ability to move products and goods on freight routes that service the city safely and efficiently, with minimal environmental impact to the city.

Land use issues that address housing also impact freight mobility through the city. The SFAB is very concerned about proposals for housing in the Stadium Transition Area Overlay District (STAO). The industrial lands legislation that the council passed in 2023 had many positive protections for industrial lands throughout the city's MICs. Compromises were made in Georgetown and Ballard to up-zone for housing. Given recent legislation addressing multi-unit housing, we have many new options for urban housing that would not impact industrial lands and the movement of trucks carrying the goods of our city, region and country.

The Seattle Freight
Advisory Board shall
advise the City Council,
the Mayor, and all
departments and offices
of the City in
development of a
functional and efficient
freight system and on all
matters related to freight
and the impact that
actions by the City may
have upon the freight
environment.

State Route 519 (SR519) and 1st Avenue South run through the heart of the STAOD. SR519 was built with millions of dollars of grants specifically for the movement of freight, yet unfortunately only 50% of the originally designed project was completed.

- SR519 is the most direct and efficient east-west connector to I-90 and I-5 for shippers to access the port and the BNSF's Seattle International Gateway (SIG) North Yard.
- 1st Ave between Atlantic and Holgate is designated on the city's Heavy Haul Network, which supports trucks carrying of heavy loads between the port and SODO transloading facilities.
- In addition, 1st Ave and Massachusetts St is also an intersection that trucks use to deliver rail cargo to the BNSF SIG North Yard.

The success of the port and the SIG depend on the efficient movement of freight in and through the STAOD.

Currently the STAOD transportation system experiences stress during stadium events and train crossings. This causes heavy vehicle and pedestrian congestion on SR519 and 1st Ave S; delays and diverts freight movement; and adds miles, time and environmental impact to freight trips between the port, SIG and destinations through the multi-state region.

The proposal to develop property in the STAOD with housing and other entertainment facilities will add additional stress on the transportation system in the STAOD. Removing the current 200' restriction will place housing directly adjacent to Major Truck Streets. Housing in the STAOD makes no sense, since there are no walkable support services in the STAOD that support residential uses--no groceries, no dry cleaners, no schools, no medical services, etc.,--creating an automobile-dependent neighborhood. Introducing more people to the STAOD without major investment in mitigation and planning, would put thousands of people on to these Major Truck Streets.

The City of Seattle was built and thrived, as were many coastal cities, on the unique ability to operate a port that moves goods safely regionally—a gateway to the world. From its origins as a port and industrial activity, the ability to operate a world class port and move freight efficiently supports the city, its economic basis and thousands of family wage jobs. To maintain the viability of our port and industrial areas we must maintain our ability to move goods through our industrial areas, which the STAOD includes.

The Seattle Freight Advisory Board was established to advise the City Council, Mayor, and city departments in development of a functional and efficient freight system and on matters that actions by the City may have upon the freight environment. Members come from a variety of intermodal businesses, organizations, agencies, private individuals and academic researchers with direct interest in freight and goods movement. Our mission includes advocating for projects that enhance and improve the resiliency of major truck routes and keeping these vital freight corridors modern and safe for all users, in particular, separating truck traffic from pedestrians and bicycles.

The SFAB asks that the city council member vote against housing as proposed by CB 120933. We ask your continued support as passed in the 2023 Transportation Resolution 32097 accompanying the Industrial Lands Strategy.

Thank you,

A handwritten signature in black ink, appearing to read 'DK', is enclosed within a light gray rectangular border.

Dan Kelly
Seattle Freight Advisory Board Chair

CC:
Mayor Bruce Harrell