

Interbay Working Group  
February 13, 2013

Zone	Function	Select Locational Criteria
<b>Lowrise Residential LR1</b>	Infill development of low-density multifamily housing compatible with single-family (rowhouse and townhouse) or conversion of single-family to duplexes or triplexes. <ul style="list-style-type: none"> <li>• Building Types- cottages, rowhouses, townhouses</li> </ul>	<ul style="list-style-type: none"> <li>• Located on a collector or minor arterial</li> <li>• Narrow roads, no alleys, and/or irregular street patterns</li> <li>• Access to neighborhood facilities and services</li> </ul>
<b>Lowrise Residential LR2</b>	Smaller scale multifamily housing in existing multifamily neighborhoods and along arterials that have a mix of small scale residential structures. <ul style="list-style-type: none"> <li>• Building Types – row houses, townhouses, apartments</li> </ul>	<ul style="list-style-type: none"> <li>• Located on / direct access to an arterial street</li> <li>• Good pedestrian access to neighborhood facilities and services.</li> </ul>
<b>Lowrise Residential LR3</b>	Moderate scale multi-family housing in existing multifamily neighborhoods and along arterials that have a mix of small to moderate scale residential structures. <ul style="list-style-type: none"> <li>• Building Types – row houses, townhouses, apartments</li> </ul>	<ul style="list-style-type: none"> <li>• Located on / direct access an arterial street</li> <li>• Street sufficient for two-way traffic and parking along at least one curb</li> <li>• Well served by public transit</li> <li>• Good pedestrian access to neighborhood facilities and services.</li> </ul>
<b>Neighborhood Commerical NC2</b>	Walkable medium-sized shopping area that serves the surrounding neighborhoods. <ul style="list-style-type: none"> <li>• An atmosphere attractive to pedestrians</li> <li>• E.g. medium-sized grocery stores, drug stores, coffee shops, customer service offices, or medical/dental facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Primary business districts in residential urban villages or outside of urban villages</li> <li>• Extends for more than approximately two blocks</li> <li>• Located on principal and minor arterials, but generally not on major transportation corridors</li> <li>• Limited or moderate transit service</li> </ul>

Interbay Working Group  
February 13, 2013

Zone	Function	Select Locational Criteria
<b>Neighborhood Commercial NC3</b>	<p>Walkable larger-size shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele.</p> <ul style="list-style-type: none"> <li>• Comparison shopping for a wide range of retail goods and services, as well as offices, business support services, and residences</li> <li>• Intense pedestrian activity</li> <li>• E.g. supermarkets, restaurants, offices, hotels, clothing shops, business support services, and residences that are compatible with the area's mixed-use character, single-purpose commercial structures, multi-story mixed use and residential structures</li> </ul>	<ul style="list-style-type: none"> <li>• Primary business district in an urban center or hub urban village</li> <li>• Served by principal arterial</li> <li>• Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas</li> <li>• Excellent transit service</li> </ul>
<b>Pedestrian Zone -P (suffix)</b>	<p>An intensely retail and pedestrian-oriented shopping district where non-auto modes of transportation to and within the district are strongly favored.</p> <ul style="list-style-type: none"> <li>• A variety of retail/service activities along the street front;</li> <li>• Large number of shops and services per block;</li> <li>• Commercial frontage uninterrupted by housing or auto-oriented uses;</li> <li>• Pedestrian interest and activity;</li> <li>• Minimal pedestrian-auto conflicts.</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian district surrounded by residential areas and/or major activity centers</li> <li>• A commercial node in an urban center or urban village;</li> <li>• Both sides of an arterial zoned for neighborhood commercial</li> <li>• Excellent access for pedestrians, transit, and bicyclists.</li> </ul>
<b>Commercial C1</b>	<p>Auto-oriented, primarily retail/service commercial area.</p> <ul style="list-style-type: none"> <li>• E.g. large supermarkets, building supplies and household goods, and auto sales and repairs, extensive surface parking, multi-story office or residential buildings</li> </ul>	<ul style="list-style-type: none"> <li>• Readily accessible from a principal arterial</li> <li>• Street or block patterns that buffer residential or commercial areas of lesser intensity</li> <li>• Predominance of parcels of 20,000 square feet or larger;</li> <li>• Limited pedestrian and transit access</li> </ul>

Interbay Working Group  
February 13, 2013

Zone	Function	Select Locational Criteria
<b>Commercial C2</b>	<p>Auto-oriented, primarily non-retail commercial area.</p> <ul style="list-style-type: none"> <li>• Can include uses that are less appropriate in more retail-oriented commercial areas (e.g. manufacturing and warehousing)</li> <li>• E.g. single-story warehouse or manufacturing structures with extensive surface parking and loading areas, and multi-story buildings containing office or other non-retail uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Non-retail commercial activity</li> <li>• Possibly adjacent to manufacturing/industrial zones;</li> <li>• Predominance of parcels of 30,000 square feet or larger;</li> <li>• Limited pedestrian and transit access.</li> </ul>
<b>Seattle Mixed SM</b>	<p>Mixed-use neighborhood with a pedestrian orientation or an area that is in transition from traditional manufacturing or commercial uses to one where residential use is also appropriate.</p>	<ul style="list-style-type: none"> <li>• Well-served by transit, vehicular systems and utility infrastructure, or where such systems and infrastructure can be readily expanded to accommodate growth</li> <li>• Can provide a transition from a densely developed or zoned neighborhood or from industrial activity</li> </ul>
<b>Industrial Commerical IC</b>	<p>Businesses which incorporate a mix of industrial and commercial activities, including light manufacturing and research and development, while accommodating a wide range of other employment activities.</p>	<ul style="list-style-type: none"> <li>• Areas with amenities (e.g. shoreline views, proximity to downtown or public open spaces)</li> <li>• Areas close to major institutions, existing technology-oriented and R&amp;D businesses may be displaced by retail</li> <li>• Former industrial areas transitioning to predominantly commercial or mixed commercial and industrial activity, but where transportation and/or other infrastructure are constrained</li> <li>• Underutilized areas with potential for campus-like redevelopment</li> </ul>
<b>Industrial Buffer IB</b>	<p>Transition area between industrial areas and adjacent residential zones, or commercial zones having a residential orientation and/or pedestrian character. Typical land uses include light and general manufacturing, commercial and entertainment uses.</p>	<ul style="list-style-type: none"> <li>• Edge of a larger IG or IC industrial area</li> <li>• Abuts an area with a substantial residential and/or pedestrian character.</li> <li>• Natural features (topography, open space, waterways), built features (street patterns, railways, transmission lines, compatible development) or distance (300 to 500 feet) can separate industrial from other uses</li> </ul>

Interbay Working Group  
February 13, 2013

Zone	Function	Select Locational Criteria
<b>General Industrial 2 IG 2</b>	Space for new industrial development and accommodates a broad mix of activity, including additional commercial development that improves job opportunities and the physical conditions of the area without conflicting with industrial activity.	<ul style="list-style-type: none"> <li>• Industrial activity or a mix of industrial and commercial uses</li> <li>• Additional traffic can be accommodated without conflicting with the needs of industrial</li> <li>• Increased commercial densities would allow the economic reuse of small sites and existing buildings no longer suited to current industrial needs</li> <li>• Isolated or separated from a larger industrial area by zoning or physical barrier (e.g. arterial or waterway), and can accommodate more nonindustrial activity without conflicting the larger industrial area</li> <li>• Large areas with generally flat topography</li> <li>• Areas platted into large parcels of land</li> </ul>
<b>CONCEPT Mixed Local Production</b>	Mix of small urban manufacturing (food, beverages, consumer products) and commercial uses. Product distribution includes retail and wholesale channels.	<ul style="list-style-type: none"> <li>• Presence of industrial buildings</li> <li>• Proximity to Downtown</li> <li>• Transition between industrial and non-industrial uses</li> <li>• Close to residential uses and some urban amenities</li> <li>• Good transit access</li> </ul>

<p><b>Rezoning of Industrial Land</b></p>		<p>Rezoning of industrial land to a less-intensive zone shall be discouraged unless most of the following can be shown:</p> <ul style="list-style-type: none"> <li>• The area does not meet the locational criteria for the industrial zone.</li> <li>• The rezone will not decrease industrial development and employment potential, especially manufacturing employment.</li> <li>• The rezone would not result in existing industrial uses becoming nonconforming.</li> <li>• The area clearly functions as a residential or commercial zone, has little or no potential for industrial development, and would not lead to further encroachment of residential, office, or retail uses into industrially zoned land located adjacent to or near the proposed rezone.</li> <li>• The area is not part of an adopted Manufacturing/Industrial Center (MIC).</li> </ul>
<p><b>Light Manufacturing</b></p>	<p>A manufacturing use, typically having little or no potential of creating noise, smoke, dust, vibration or other environmental impacts or pollution.</p>	<ul style="list-style-type: none"> <li>• Production, assembly, finishing, and/or packaging, e.g. of articles clocks, electrical appliances, or medical equipment.</li> <li>• Production of finished household and office goods, e.g. jewelry, clothing or cloth, toys, furniture, or tents,</li> <li>• Canning or bottling of food or beverages using a mechanized assembly line, or food processing for animal consumption</li> <li>• Printing plants with more than 5,000 square feet floor area.</li> </ul>

**Interbay Working Group**  
**February 13, 2013**

<p><b>General Manufacturing</b></p>	<p>A manufacturing use, typically having the potential of creating moderate noise, smoke, dust, vibration or other environmental impacts or pollution.</p>	<ul style="list-style-type: none"> <li>• Items made from stone, concrete, metal</li> <li>• Use of a machine shop, welding or fabrication, foundry</li> <li>• Non-household or non-office goods e.g. barrels, ceramic molds, or cardboard cartons</li> <li>• Finished goods, for household or non-household use, e.g. toys, film, pens, or linoleum from plastic, rubber, or celluloid</li> <li>• Parts to be assembled into a finished product</li> <li>• Development of film on a wholesale basis</li> <li>• Bio-tech production e.g. pharmaceuticals and industrial purifiers</li> <li>• Items that require the mixing or packaging of chemicals e.g. paint and coatings, dyestuffs, fertilizer, glue, cosmetics, clay, or pharmaceuticals</li> </ul>
<p><b>Food Processing and Craft Work</b></p>	<p>A commercial use in which food items and craft work are produced without the use of a mechanized assembly line.</p> <ul style="list-style-type: none"> <li>• food for human consumption in its final form</li> <li>• food is distributed to retailers or wholesalers for resale off the premises.</li> <li>• Craft work is nonfood, finished, personal or household items</li> <li>• Craft work is made to order or which involve considerable handwork</li> </ul> <p>Note: processing using mechanized assembly line is considered to be light manufacturing.</p>	<p>Food Processing</p> <ul style="list-style-type: none"> <li>• Candy, baked goods</li> <li>• Seafood, sausage</li> <li>• Tofu, pasta</li> </ul> <p>Custom Craft Work</p> <ul style="list-style-type: none"> <li>• pottery, candlemaking</li> <li>• production of orthopedic devices</li> <li>• motion picture studios</li> <li>• printing</li> <li>• creation of sculpture and other art work, glassblowing</li> </ul>

Interbay Working Group Meeting  
February 13, 2013

	IG2 (general)	IB	IC (BINMIC)	Local Prod	NC2	NC3	C1	C2	SM- D	LR1, LR2, LR3
HEIGHT	45	45	45, 65		40	40	40	40	40, 85	18-30
FAR	2.5	2.5	2.5-3		3-3.25	3-3.25	3-3.25	3-3.25		1-1.5
% active street level uses required	No	No	No		80%*	80%*	varies	varies	75%	0%
<b>Selected Uses</b>										
Animal Shelters and Kennels	10	75	75	Yes	No	No	No	Yes	Yes	No
Restaurants	5	Yes	Yes	Yes	25	Yes	Yes	Yes	Yes	No
Drinking establishments	3	Yes	Yes	Yes	CU-25	Yes	Yes	Yes	Yes	No
Sports and recreation, indoor	10	75	75	Yes	25	Yes	Yes	Yes	Yes	No
Food processing and craft work	Yes	Yes	Yes	Yes	25	25	Yes	Yes	Yes	No
Labs, R&D	Yes	Yes	Yes	Yes	25	Yes	Yes	Yes	Yes	No
Medical services	10	75	75	Yes	25	Yes	Yes	Yes	Yes	No
Office	25	100	Yes	Yes	25	Yes	Yes	Yes	Yes	No
Retail	25	75	75	Yes	25	Yes	Yes	Yes	Yes	No
Religious facilities	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Manufacturing, light	Yes	Yes	Yes	Yes	10	25	Yes	Yes	Yes	No
Manufacturing, general	CU	Yes	CU	Yes	No	No	Yes	Yes	25	No
Manufacturing, heavy	Yes or CU	CU	No or CU	No	No	No	No	No	No	No
Mini-warehouses	Yes	Yes	Yes	Yes	No	25	40	Yes	CU	No
Storage, outdoor	Yes	Yes	Yes	Yes	No	No	P	P	No	No
Residential	No	No	No	No	Yes	Yes	Yes	CU	Yes	Yes
Live Work Units	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
* in pedestrian and future pedestrain zones only										