

# Seattle's Industrial Lands

## Background Report



May 2007

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City of Seattle  
Department of Planning and Development  
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May 2007

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## Introduction

The City frequently receives requests to revise its industrial land policies, mostly to allow a wider array of uses in the industrial zones. The City relies on its adopted Comprehensive Plan policy direction to make decisions in response to these requests. In recent years the Mayor, City Council and the Planning Commission have recognized that a more thorough review of current policies and conditions in industrial lands is warranted as a way to better inform decisions about the future of Seattle's industrial lands.

This document contains a summary of existing policy guidance, current conditions, and projections of what might be needed in the future to support industrial businesses. City of Seattle, Department of Planning and Development (DPD) staff gathered current information on policies, land use, and employment. Consultants were hired by DPD to research what other cities have done to address their industrial policy issues and to conduct two surveys of Seattle industrial businesses. The first survey of 100 randomly selected businesses was designed to obtain a broad characterization of industrial operations, identify specific pressures the businesses are facing, and solicit business owner concerns regarding the City's industrial land use policies. The second survey consisted of a more in-depth conversation with 50 business (including some of the businesses included in the first survey) to develop a greater detailed understanding of the key dilemmas and trends associated with Seattle's industrial lands.

### Definition

For purposes of this study, industrial uses include manufacturing, warehousing, transportation, wholesaling, and utilities as well as some aspects of construction and communications.

## Current Policy Guidance

The State's Growth Management Act requires that development regulations be consistent with a hierarchy of policies. King County's Countywide Planning Policies (as approved by all jurisdictions in the county) and the City's Comprehensive Plan outline the City's direction about where and how it will encourage or discourage particular activities.

These policy documents describe the ways in which the County and the City plan to accommodate expected employment and housing growth. Both documents highlight the importance of creating and retaining manufacturing/industrial employment centers as key components of the economy.



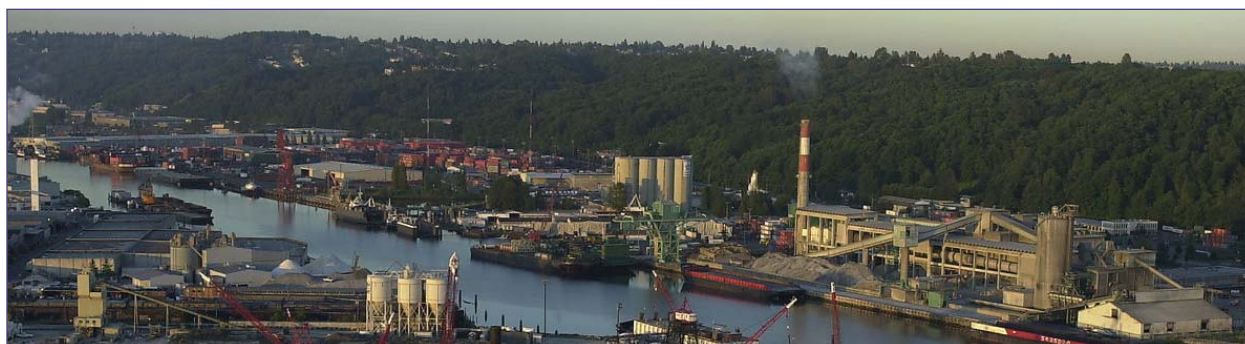
## Seattle's Comprehensive Plan

The City of Seattle's Comprehensive Plan (Comp Plan) includes the following goals for industrial areas:

- Provide opportunities for industrial activity to thrive in Seattle.
- Accommodate the expansion of existing businesses within Seattle, thereby stabilizing the city's existing industrial areas. Promote opportunities for new businesses that are supportive of the goals for industrial areas.
- Preserve industrial land for industrial uses and protect viable marine and rail-related industries from competing with non-industrial uses for scarce industrial land. Give special attention to preserving industrial land adjacent to rail or water-dependent transportation facilities.
- Promote high-value-added economic development by supporting growth in the industrial and manufacturing employment base.
- Give adequate attention to the needs of industrial activity while reducing major land use conflicts between industrial development and abutting residential or pedestrian-oriented commercial areas, and avoid placing unnecessary restrictions on manufacturing uses.
- Restrict or prohibit uses that may negatively affect the availability of land for industrial activity, or that conflict with the character and function of industrial areas.
- Prevent incompatible activities from locating in close proximity to each other.
- Accommodate a mix of diverse, yet compatible, employment activities in Seattle's industrial areas.

The Comp Plan's future land use map designated several Industrial Areas, which encompass the two Manufacturing/Industrial Centers (M/ICs) and other industrial-zoned land in the city. Seattle's industrial land use policy and zoning was established long before the 1995 adoption of Countywide Planning Policies' (CPP) goals and criteria for manufacturing/industrial centers. When Seattle used the CPP criteria to designate its two largest clusters of industrially zoned land as M/ICs (Duwamish and BINMIC), smaller areas of industrial zoning remained outside of the M/ICs.

The current Comp Plan policies do not make significant distinctions between industrial zones inside and outside the M/ICs. For instance, residential uses are prohibited and certain commercial uses are limited in all industrial zones. One difference is that the Comprehensive Plan establishes targets for employment growth in M/ICs, but not for the other industrial areas.



## Establishment of Manufacturing/Industrial Centers

King County's Countywide Planning Policies identify four manufacturing/industrial centers. Within the geographic boundaries of these centers, policies promote the preservation and aggregation of land parcels for manufacturing and industrial uses and also discourage other land uses which are not compatible with manufacturing and industrial activities.

Two of the four centers are located in Seattle – the Duwamish Manufacturing/Industrial Center (Duwamish) and the Ballard Interbay Northend Manufacturing/Industrial Center (BINMIC). The Duwamish and BINMIC comprise more than 10 percent of Seattle's land area. The BINMIC covers 866 acres and the Duwamish measures 3,981 acres. An additional 295 acres is zoned industrial in Seattle outside of the two centers. King County's other two M/ICs are located in Tukwila and Kent. Tukwila's M/IC abuts Seattle's Duwamish M/IC on the south.

Seattle's Comp Plan indicates that the city's M/ICs are intended to:

- Ensure that adequate accessible industrial land remains available to promote diversified employment base and sustain Seattle's contribution to regional high-wage job growth.
- Promote the use of industrial land for industrial purposes.
- Encourage economic activity and development in Seattle's industrial areas by supporting the retention and expansion of existing industrial businesses and by providing opportunities for the creation of new businesses consistent with the character of industrial areas.
- Promote manufacturing and industrial employment growth.
- Strive to retain and expand existing manufacturing and industrial activity.
- Maintain land that is uniquely accessible to water, rail, and regional highways for continued industrial use.

The City's broader umbrella of policies for industrial areas provides additional opportunities for industrial activity to thrive in Seattle. These policies are intended to:

- Preserve industrial land for industrial uses and protect viable marine and rail-related industries from competing with non-industrial uses for scarce industrial land.
- Reduce major land use conflicts between industrial development and abutting residential or pedestrian-oriented commercial areas and prevent incompatible activities from locating in close proximity to each other.
- Restrict or prohibit uses that may negatively affect the availability of land for industrial activity.
- Consider high value-added, living wage industrial activities to be a high priority.
- Permit commercial uses in industrial areas to the extent that they reinforce the industrial character.

Western King County and Location of Manufacturing/Industrial Centers  
(Industrial areas shown in purple. Urban Centers shown in green.)



## Neighborhood Planning

Both the Duwamish and BINMIC adopted neighborhood plans in the late 1990s.

The Duwamish plan, adopted in 1999, included the following policies:

- Preserve land in the Duwamish M & I Center for industrial activities such as manufacturing, warehousing, marine uses, transportation, utilities, construction and other related industrial sectors.
- Discourage non-industrial uses.
- Maintain the existing M&I Center boundaries.
- Separate industrial processes and functions from residences and the general public.
- Address the impacts of sports/exhibition facilities.
- Within 200 feet of the Duwamish waterway shoreline, water dependent and industrial uses shall be the highest priority in the Land Use Code and Master Program.
- Preserve a working industrial waterfront that retains and expands the value of the Duwamish Waterway as a vital resource that provides important local family-wage job base and economic growth for the City County, region and State.

The Duwamish Plan also included recommendations about the transportation infrastructure as well as about City utilities and the permit process for industrial projects. One outcome of the neighborhood planning process in the Duwamish was to amend the Land Use Code to prohibit certain uses that were permitted in other industrial zones, and to impose lower size-of-use limits for office and retail uses.

The BINMIC plan was adopted in 1998 with the following vision of the industrial neighborhood's future:

The BINMIC is a unique industrial environment comprised of thriving businesses and high-wage jobs that are essential to maintaining a healthy economy for Seattle and the region. While high technology jobs with highly-educated employees are provided in the BINMIC, industrial jobs with benefits and career paths are also available to people with limited education or to non-English speaking workers. The BINMIC economic environment is a historically-rooted urban industrial neighborhood that coexists with surrounding commercial and residential neighborhoods. It is a vital place with its foundation in three industrial clusters: the fishing and maritime industry, small manufacturing and industrial operations, and an emerging high technology business base.

The BINMIC plan focuses on promoting and retaining industrial land for industrial uses and enhancing freight mobility and industrial infrastructure throughout BINMIC, yet the Plan also strives to balance manufacturing and industrial interests with those of the surrounding neighborhoods.

## Comprehensive Plan Amendments

The Comprehensive (Comp) Plan amendment process is an opportunity for individuals, groups, and City departments to propose changes to Seattle's Comprehensive Plan to address changing conditions and to reflect on-going work or new information. Proposed amendments may include changes to policies, the Future Land Use Map, appendices, or other components of the Comp Plan. Most rezones do not require amending the Comp Plan – however, rezoning industrial land to other uses does require an amendment.

The Washington State Growth Management Act limits the City to amending the Comp Plan only once per year. The City has established a process for considering amendments to allow for multiple amendments to be reviewed simultaneously, then packaged and sent to City Council for a single action. The process calls for proposed amendments to be submitted by January 20th of each year for consideration for adoption by the end of the year.

There are several proposed amendments in 2007 that pertain to industrial lands:

- **CEM Site**  
This proposed amendment would remove a large parcel of industrially zoned land in West Seattle from the Duwamish M/IC to make it available for a rezone to commercial or mixed use.
- **Exempt an area of the Duwamish M/IC from Size-of-Use Limits on Office Space**  
Proposal would exempt the area bounded by Colorado Ave. S., S. Walker St., Occidental Avenue S., and S. Forest St. from size-of-use limits on office space, provided the expansion of office uses is for existing businesses involving no displacement of existing industrial businesses or uses.
- **Future Land Use Map – South Lake Union**  
In 2006, Council adopted new goals and policies for the South Lake Union Urban Center, but deferred amending the Future Land Use Map to re-designate industrial lands as commercial/mixed use until further analysis of industrial lands. The City Council is considering a proposal in 2007 to allow the analysis to proceed.
- **Future Land Use Map – South Downtown**  
The Department of Planning and Development (DPD) is currently preparing a sub-area plan for an area that includes two neighborhoods in the southern end of the Downtown Urban Center and a portion of the Duwamish M/IC. Recommendations from this plan could include re-designation of industrial land now in the Urban Center and possibly some land in the M/IC.
- **Future Land Use Map – Nordic Heritage Museum**  
This proposal would re-designate a site on the south side of NW Market Street between 26th Avenue NW and 28th Avenue NW just north of the BINMIC boundary from industrial to commercial/mixed use within the Ballard Hub Urban Village. The re-designation would facilitate a rezone from IG2-65 to NC3-65 and allow the Nordic Heritage Museum to construct a new museum with possible other complementary uses.

## Significant Recent Events and Current On-Going Projects

Seattle's industrial areas are dynamic places. Even though 60% of the firms surveyed said they had been in Seattle for ten or more years, about 25% have been here five years or less. This implies that the city's industrial areas continue to attract industrial firms. Some other examples of the industrial area's continual change include:

- A three-part land exchange agreement is being discussed between Burlington Northern Santa Fe Railroad (BNSF), King County, and the Port of Seattle in which the Port would assume ownership of Boeing Field from King County.
- Alternatives for the replacement of the Alaskan Way Viaduct are being considered. Each alternative entails a multi-year construction project to remove the existing Viaduct and replace it with the selected transportation infrastructure.
- The Port of Seattle is pursuing a zoning overlay to develop office uses on the upland portion of Terminal 91 in Interbay.
- BNSF is currently expanding its Seattle International Gateway rail yard in the northern portion of the Duwamish M/IC to better accommodate increased port business at Terminal 25 and Terminal 30.
- The Port of Seattle is planning to move the passenger cruise terminal from Terminal 30 in the Duwamish to Terminal 91 on the north shore of Elliott Bay in the BINMIC.
- A large retail development is underway in the Ballard industrial area between Ballard Way and NW 46th Street just to the east of 15th Avenue NW.
- GM Nameplate is a locally-owned, \$80 million international custom manufacturer looking to move their headquarters and local operations from their current 140,000 sq. ft. location in Interbay.
- Kvichak Marine received a large contract from the U.S. Coast Guard which resulted in their need for a larger space, which they found outside of the City of Seattle that provided the additional space needed and was closer to their workforce.
- The discussion around the proposed extension of the Burke-Gilman multi-purpose trail through the Ballard industrial area to the Ballard Urban Hub Village and on to Shilshole Bay has highlighted some of the issues in accommodating facilities for non-industrial users in industrial areas.
- K2 Sports, a leading manufacturer of skis, snowboards and outdoor recreational products moved their headquarters from another Puget Sound location to a 118,000 sq. ft. facility accommodating 200 employees in 2006. In addition, the firm intends to move their northwest distribution center into the city in 2007.
- Restaurant Depot Enterprises Inc. recently purchased the Nicholson Manufacturing building in the Duwamish to build an 80,000 square foot warehouse to supply food and equipment to the region's restaurants.
- Imperium Fuelwerks, formerly Seattle Biodiesel, opened the city's first large-scale biodiesel manufacturing operation in 2005. Planetary Fuels, another biodiesel manufacturer, is also in the process of locating a state-of-the-art plant and their national headquarters in Seattle.

## Current Regulations

### Zoning

The City of Seattle has established four industrial zone classifications in its Land Use Code. There are differing density or size limits on office and retail uses in each of the industrial zones while almost all residential uses are prohibited in all of them.

#### General Industrial 1 (IG1)

The purpose of the IG1 zone is to protect marine and rail-related industrial areas from an inappropriate level of unrelated retail and commercial uses by limiting these uses to a density or size limit lower than that allowed for industrial uses.

Permitted land uses include general and heavy manufacturing, commercial uses subject to some limits, high impact uses as a conditional use, institutional uses in existing buildings, entertainment uses, transportation and utility services, and salvage and recycling uses.

Maximum size of use for retail sales and service and entertainment uses except spectator sports facilities is 30,000 square feet. Office uses are limited to 50,000 square feet. The floor area ratio (FAR) is 1 for non-industrial uses and 2.5 for industrial uses. (See tables on page 11.)

#### General Industrial 2 (IG2)

The intent of the IG2 zones is to allow a broad range of uses where the industrial function of an area is less established than in IG1 zones, and where additional commercial activity could improve employment opportunities and the physical condition of the area, without conflicting with industrial activity.

Permitted land uses are similar to those in IG1.

Maximum size of use for retail sales and service and entertainment uses except spectator sports facilities is 75,000 square feet. Office uses are limited to 100,000 square feet. The FAR is 2.5 for both non-industrial and industrial uses. (See tables on page 11.)

#### Industrial Buffer (IB)

The intent of the Industrial Buffer zone is to provide an appropriate transition between industrial areas and adjacent residential zones, or commercial zones having a residential orientation and/or a pedestrian character.

Permitted land uses include light and general manufacturing, commercial uses subject to some limits, some transportation services, entertainment uses, institutions general in existing buildings, and salvage and recycling uses.

Maximum size of use for retail sales and service and entertainment uses except spectator sports facilities is 75,000 square feet. Office uses are limited to 100,000 square feet. The FAR is 2.5 for both non-industrial and industrial uses. There are additional regulations and restrictions in regard to setbacks, screening and landscaping, access to parking and loading, major odor sources, and light and glare when the industrial uses are adjacent to residential areas. (See tables on page 11.)

### Industrial Commercial (IC)

The intent of the Industrial Commercial zone is to promote development of 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.

Permitted land uses include light and general manufacturing, commercial uses, transportation facilities, entertainment, institutions generally in existing buildings, utilities, and salvage and recycling uses.

Maximum size of use for retail sales and service and entertainment uses except spectator sports facilities is 75,000 square feet. There are no limits on office uses. The FAR is 2.5 (or 3 in South Lake Union and the Stadium Transition zones.) There are additional regulations and restrictions in regard to setbacks, screening and landscaping, access to parking and loading, major odor sources, and light and glare when the industrial uses are adjacent to residential areas. (See tables below.)

Maximum Size of Use for Non-Industrial Uses in Industrial Zones

	IG1	IG2 and IB	IC
Retail Sales and Service or Entertainment (except for Spectator Sports Facilities)	30,000 sq. ft.	75,000 sq. ft.	75,000 sq. ft.
Office	50,000 sq. ft.	100,000 sq. ft.	*

\* No Maximum Size Limit

Maximum Size of Use for Non-Industrial Uses in the Duwamish M/IC

	IG1	IG2
Retail Sales and Service (except for Restaurants and Drinking Establishments)	25,000 sq. ft.	50,000 sq. ft.
Office	50,000 sq. ft.	100,000 sq. ft.
Restaurants	5,000 sq. ft.	5,000 sq. ft.
Drinking Establishments	3,000 sq. ft.	3,000 sq. ft.
Meeting Halls	*	5,000 sq. ft.

\* No Maximum Size Limit



## Environmentally Critical Areas

Environmentally critical areas (ECAs) include the City's shorelines, wetlands, creeks, geologic hazard areas (such as landslide-prone, seismic and volcanic hazard areas), flood-prone areas, and abandoned landfills. The ECA regulations address how development on and adjacent to these areas is regulated. The ECAs most common to industrial zones are seismic hazard areas, due to liquefaction prone soils, and shoreline habitat areas.

The seismic hazard ECA regulations address the risk associated with poor soil conditions. Certain soil types, often associated with areas of fill, can liquefy during an earthquake thereby causing building failure. This is the predominant condition in much of the Duwamish MIC. To mitigate this risk, additional building code standards may be applied to construction project in these locations.

The shoreline habitat ECA is the area 100 feet landward from the ordinary high water mark for all shoreline areas. These areas are designated as ECAs to help protect critical habitat for a number of marine and terrestrial species. This includes the shoreline of the Duwamish River and the Lake Union Ship Canal where much of Seattle's industrial base is located.

Development related to water dependent and water-related uses are allowed within the ECA. However, if there is harm to the ecological function of the critical area, such as through the removal of vegetation or an increase in impervious surface, mitigation is required. For non water dependent and water-related uses there may be a required 25 foot building setback from the ordinary high water mark requirement. As most of the sites in the industrial areas are paved and have little vegetation, there is little impact to maritime related industry as a result of these regulations.

## Shoreline Master Program

To carry out its responsibilities under the State Shoreline Management Act, Seattle has adopted a Shoreline Master Program (SMP) to protect shoreline habitat, provide public access to the shoreline and ensure appropriate use of the shoreline. The SMP consists of policies in the Comp Plan and development regulations in the Land Use Code. These regulations apply to land within two hundred feet of the shoreline and they vary by environments (or overlays) that describe the permitted uses and other restrictions. For instance, much of the land within the M/ICs along the Duwamish waterway or the Lake Washington Ship Canal is in the SMP's Urban Industrial environment that prohibits most non-water dependent uses.

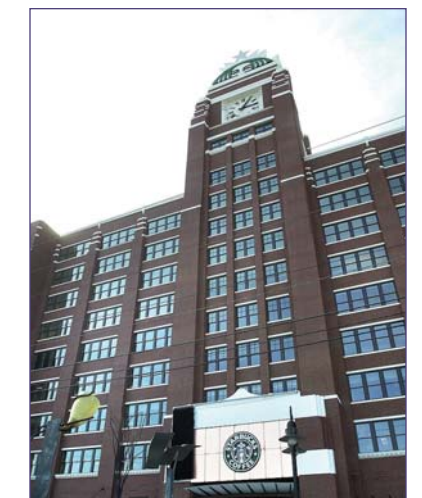
On most shoreline within the city, mitigation is required on-site as a condition of project approval. Through the City's Shoreline Alternative Mitigation Plan, however, developers of industrial projects on shorelines located along the Ship Canal have the option of providing mitigation on-site or off-site through a fee-in-lieu program. SAMP uses a standardized method of measuring project impacts and determining mitigation to ensure that as projects are developed there is no net loss of shoreline ecological function. Impacts and mitigation are measured in terms of 'habitat units' which can be used to measure impacts and mitigation benefits across sites. Benefits to industrial users of this approach include a timely and predictable permit process, greater consistency in impact evaluation, and the potential to have greater site flexibility by providing mitigation at another location.

## Existing Commercial Uses in Industrial Zones

The Seattle Municipal Code permits some non-industrial uses in industrial zones, subject to size of use limits. Currently, two sets of size of use limits apply to industrial zones. The first set applies to all of the industrial zones while the second set applies to IG1 and IG2 zones in the Duwamish M/IC. Size of use limits for all industrial zones apply to office and retail uses. In the Duwamish a different set of size of use limits apply to retail, restaurants, drinking establishments and meeting halls.

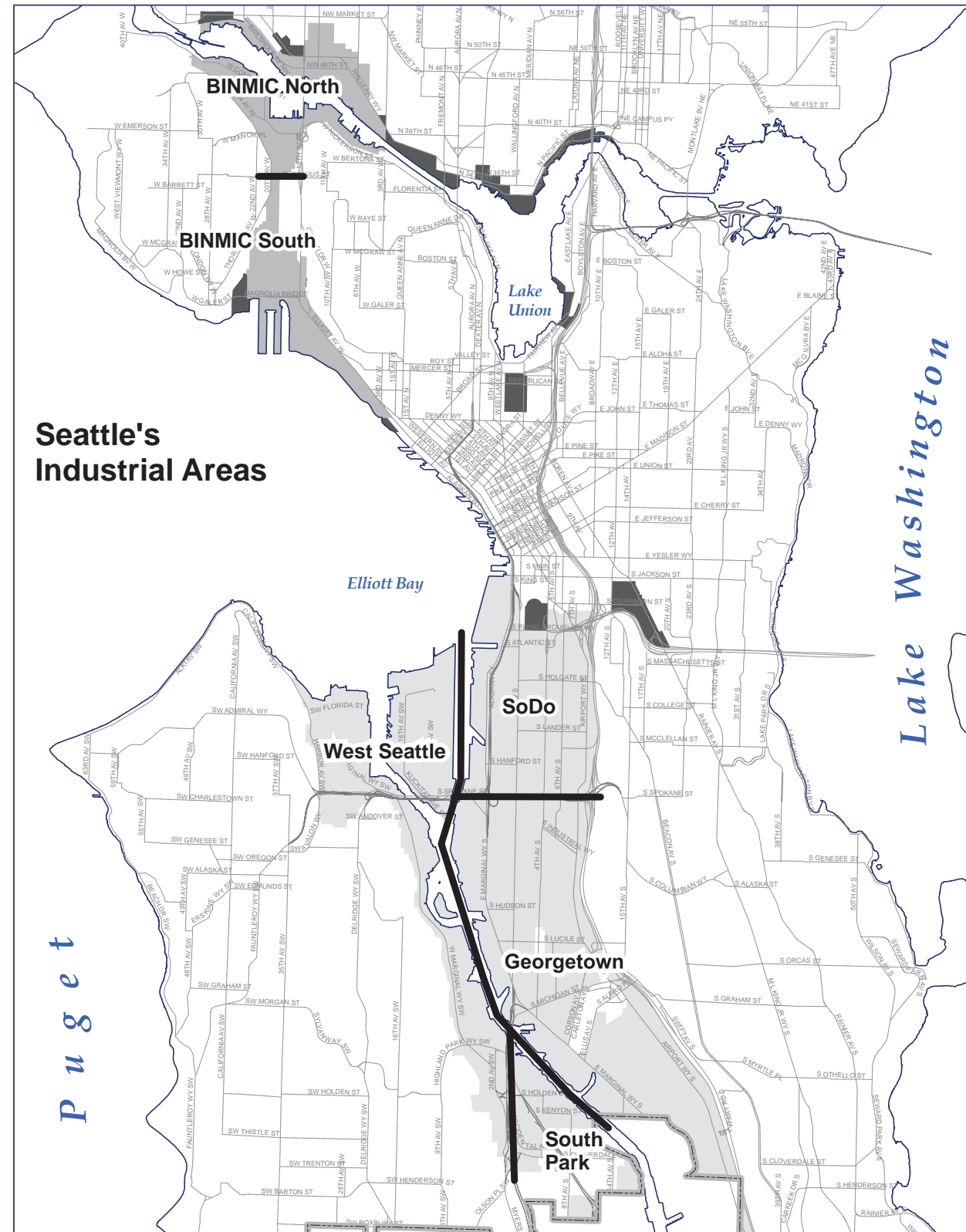
Of the 4,165 parcels total in the Duwamish M/IC there are 310 parcels with primary office uses with an average size of 12,000 square feet. Six of these uses located in the IG1 zone exceed the size of use limit of 50,000 square feet. Two in the IG2 zone exceed the zone's office size of use limit of 100,000 square feet. There are 79 retail and related establishments with the average size of a retail establishment under 2,500 square feet. Four of the retail uses in the IG1 zone exceed the size of use limit of 25,000 square feet and one retail establishment in the IG2 zone exceeds the size of use limit of 50,000 square feet.

In the BINMIC, there are 1,575 parcels total with 125 parcels with primary office uses, also with an average size of approximately 12,000 square feet. Nine of these uses in the IC zone exceed the zone's size of use limit of 50,000 square feet. There are 61 retail and related uses with an average size of approximately 1,800 square feet. Of these, one retail use in the IG2 zone exceeds the 75,000 square foot size of use limit.





## Industrial Lands in Seattle



The areas in black represent industrial zoned land outside of the M/ICs.

### Land Use/Real Estate

- 5,142 acres of land zoned industrial in Seattle or 12% of the total land area.
- 3,981 acres of land in the Duwamish Manufacturing/Industrial Center (SoDo, Georgetown, South Park, West Seattle – in light gray on the map to the left).
- 866 acres of land in the Ballard Interbay Northend Manufacturing/Industrial Center (North and South – in medium gray on the map to the left).
- 295 acres of land zoned industrial and not located in a manufacturing/industrial center (in black on the map to the left).
- 37% of industrially zoned land is in communication, utility or transportation uses.
- 19% of industrially zoned land is in manufacturing uses.
- 16% of industrially zoned land is in warehousing uses.
- 10% of industrially zoned land is in commercial uses.
- There is nearly 70 million square feet of privately owned leasable industrial building space within the City of Seattle.
- Vacancy rate estimates at the end of the first quarter of 2007 range from 2.32% to 4.64% for the City of Seattle industrial market - according to four major industrial real estate firms.
- 47% of industrially zoned land is owned by public entities.

### Port Facilities

- The Port of Seattle maintains facilities on 1,500 acres along the northern and southern shores of Elliott Bay, along the Duwamish waterway, and in Interbay and Ballard along the Lake Washington Ship Canal - including 4 container, 3 breakbulk, and 2 cruise ship terminals.
- The Port of Seattle operates the Fisherman's Terminal in the Ship Canal. Home base to the 700 ship North Pacific fishing fleet.

### Highways

- Interstate 5 runs along the eastern edge of the Duwamish M/IC with several points of direct access.
- Interstate 90 runs east from the northeast corner of the Duwamish M/IC.
- State Route 99 runs north/south through the Duwamish M/IC along the Duwamish waterway into downtown Seattle and continues up through North Seattle and south to SeaTac International Airport.
- The Spokane Street Viaduct bisects the Duwamish M/IC east/west and connects West Seattle and the West Seattle Bridge to State Route 99 and Interstate 5.
- 15th Avenue W and 15th Avenue NW is the main route in BINMIC connecting the area to Homan Road and State Route 99 in the north and Denny Way to Interstate 5 in the south.
- State Route 509 connects South Park to downtown Seattle to the north and SeaTac International Airport to the south.

### Rail Facilities

- BNSF owns and operates two rail yards in Seattle – one located in BINMIC and the other located in the Duwamish. Union Pacific railway also operates a rail yard in the Duwamish in the Georgetown area.
- Amtrak provides passenger rail service to Seattle with a passenger facility at King Street Station and other facilities in the Duwamish near the stadiums.

### Airport Facilities

- King County owns and operates Boeing Field at the southern edge of the city. The field is a general service airport serving a wide variety of uses from Boeing to cargo to charter flights.

### Transit

- The industrial areas are served by Metro as part of county-wide bus service.
- Metro has a bus base located at Royal Brougham between 4th Avenue South and the Link light rail route.
- Sound Transit is constructing the Link light rail system that will run from downtown Seattle to SeaTac International airport. A portion of the line will run through SoDo with stations at South Lander Street & 5th Avenue South and Royal Brougham Way & 5th Avenue South. This first segment of the system is scheduled to be completed in 2009.
- The main Link light rail operations and maintenance base is located in the SoDo neighborhood.

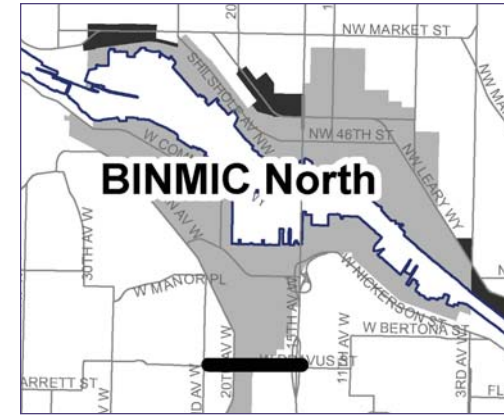
### Public Facilities

- Federal Center South office building on East Marginal Way South.
- Safeco Field.
- Seattle School District Headquarters.



## Seven Industrial Neighborhoods

### BINMIC North

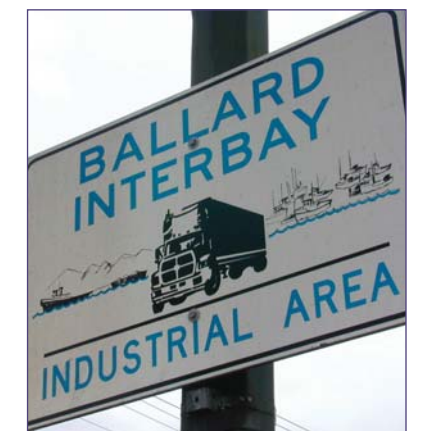


Areas in gray represent industrial land in a M/IC. Areas in black are industrially zoned land outside of a M/IC.

The northern portion of the BINMIC industrial area contains the home base of the North Pacific fishing fleet. The port at Fisherman's Terminal provides anchorage for over 700 fishing and commercial workboats and the area houses numerous businesses serving the fishing industry. The history of the neighborhoods of Ballard and Interbay are deeply entwined with the fishing industry and that relationship continues to this day. There are other industrial uses clustered around Dravus & 15th Avenue West and north of the Lake Washington Ship Canal in Ballard and Fremont. In addition, BNSF Railways maintains a switching yard in the area and owns 74 acres in the area.

The Lake Washington Ship Canal cuts through the center of the area and is the core of the maritime industrial uses. 15th Avenue W and NW serve as the freight outlets to I-5 and other parts of Seattle.

BINMIC North covers just over 407 acres – 100 acres in communication, utility, and transportation uses reflecting the port and rail activities, nearly 100 acres in warehouse facilities, and just over 60 acres in manufacturing activities. 32% of the area is in public or railroad ownership.



### Land Area by Land Use

Land Use	Acres
Residential	7.3
Mixed Use	.6
Entertainment	36.7
Hotel/Motel	0
Office	12.4
Retail/Service	27.3
Public Facilities	8.9
Schools	2.0
Institutions	1.3
Manufacturing	64.6
Comm./Util./Trans. Facilities	99.6
Warehouse	96.3
Parking	5.2
Open Space	0
Easement	0
Vacant	44.5
Unknown	.5
<b>Total</b>	<b>407.2</b>

### Land Use Changes (1996-2006)

Of the permits issued in this neighborhood between 1996 and 2006, 20% were for a change from industrial use to another use. However, 30% of the permits were for a change from some other use to industrial, resulting in a net gain.



### Average Building Size by Land Use

Land Use	Square Feet
Mixed Use	8,983.2
Entertainment	38,122.4
Hotel/Motel	0
Office	12,811.6
Retail/Service	8,581.7
Public Facilities	27,711.3
Schools	22,225.5
Institutions	40,455.0
Manufacturing	15,685.5
Comm./Util./Trans. Facilities	45,063.9
Warehouse	14,824.8
Parking	0
Easement	0
Vacant	3,037.0
<b>Average Parcel Size (in acres)</b>	<b>.61</b>
<b>Median Parcel Size (in acres)</b>	<b>.18</b>

Despite sizeable ownership of land by the Port of Seattle and BNSF, the small average and median parcel sizes indicate there are many small parcels in the area.

### Public & Railroad Land Ownership

Ownership	Acres
Federal	4.8
State	.6
King County	1.9
City of Seattle	13.9
Port of Seattle	32.4
Sound Transit	0
Other	3.1
Railroad	73.9
<b>Total in Public &amp; RR Ownership</b>	<b>130.6</b>
<b>Total Land Area</b>	<b>407.2</b>
<b>Percent in Public &amp; RR Ownership</b>	<b>32%</b>

Fisherman's Terminal owned by the Port and the BNSF switching yards make up the bulk of public ownership in BINMIC North.

**Average Assessed Values**

	Total Building and Land Values
Mixed Use	\$ 699,833
Entertainment	1,838,033
Hotel/Motel	0
Office	1,180,158
Retail/Service	894,316
Schools	1,824,725
Institutions	4,879,400
Manufacturing	1,134,342
Comm./Util./Trans. Facilities	6,896,928
Warehouse	1,134,030
Parking	316,372
Vacant	697,989

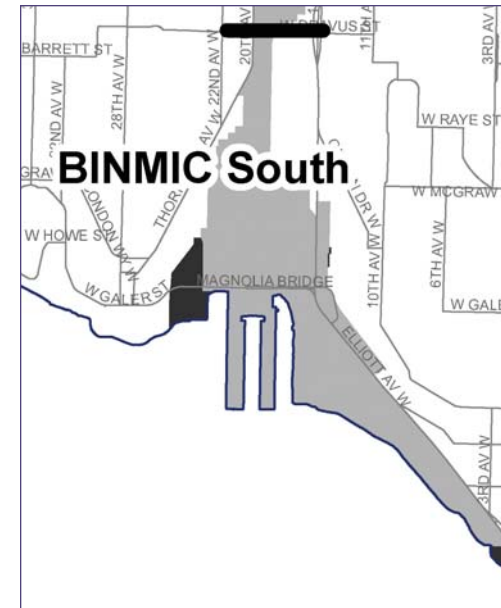
As would be expected, the greatest assessed values in this neighborhood reflect the properties owned by the Port of Seattle and BNSF, shown here primarily as transportation facilities. The large average size of buildings in entertainment use, however, does not translate to a high assessed value for property in that use.

**Survey Comments**

Responses to survey questions for this portion of the industrial area clearly identify proximity to customers and access to water as the driving reason to be in this location.



**BINMIC South**



Areas in gray represent industrial land in a M/IC. Areas in black are industrially zoned land outside of a M/IC.

BINMIC South is dominated by the presence of the Port of Seattle's Terminal 91 (T91) which is the Port's largest and most diversified marine terminal. It supports a variety of marine activities, including: cargo handling, cold storage warehouses, seafood processing and distribution, among other uses. The Port is planning to locate a cruise ship terminal and two docking berths at this location in the near future. Nearby is the Port's grain terminal which is an important point of transfer for many of BNSF's customers in the Northern Plains.

The Port is pursuing plans to develop its land on the upland portion of T91, north of the Magnolia Bridge.

Amgen has a regional facility located on former Port property just to the east of T91 and a vibrant office/technology corridor has developed along Elliott Avenue south of Amgen.

BINMIC South covers over 300 acres of land along the north shore of Elliott Bay just to the north of Downtown Seattle. The area is in a valley between two residential neighborhoods located on hills to the east and west – Queen Anne and Magnolia respectively. 15th Avenue West and Elliott Avenue West are the major roads in the area and connect the neighborhood to Ballard and I-5 to the north as well as to Denny Way and I-5 to the south. The Magnolia Bridge cuts across Port property and is one of three access points to the Magnolia neighborhood. The transportation connection between BINMIC North and South is on 15th Avenue West and the BNSF railroad tracks.



### Land Area by Land Use

Land Use	Acres
Residential	.2
Mixed Use	0
Entertainment	0
Hotel/Motel	0
Office	48.6
Retail/Service	8.6
Public Facilities	11.2
Schools	6.7
Institutions	0
Manufacturing	12.0
Comm./Util./Trans. Facilities	171.6
Warehouse	20.4
Parking	0
Open Space	4.2
Easement	0
Vacant	26.2
Water Body	.1
Unknown	0
<b>Total</b>	<b>309.6</b>

### Land Use Changes (1996-2006)

Of the permits issued in this neighborhood between 1996 and 2006, 27% were for a change from industrial use to another use. However, this is based on a small number of permits representing just 6% of all industry-to-other-use changes across the city during that time period.



### Average Building Size by Land Use

Land Use	Square Feet
Mixed Use	0
Entertainment	0
Hotel/Motel	0
Office	137,652.4
Retail/Service	5,436.2
Public Facilities	82,706.0
Schools	86,352.0
Institutions	0
Manufacturing	36,105.8
Comm./Util./Trans. Facilities	53,041.0
Warehouse	30,774.6
Parking	0
Vacant	23,751.0
<b>Average Parcel Size (in acres)</b>	<b>1.96</b>
<b>Median Parcel Size (in acres)</b>	<b>.47</b>

### Public & Railroad Land Ownership

Ownership	Acres
Federal	1.1
State	11.3
King County	3.3
City of Seattle	14.2
Port of Seattle	140.2
Sound Transit	0
Other	0
Railroad	48.3
<i>Total in Public &amp; RR Ownership</i>	<i>218.4</i>
<i>Total Land Area</i>	<i>309.6</i>
<b>Percent in Public &amp; RR Ownership</b>	<b>71%</b>

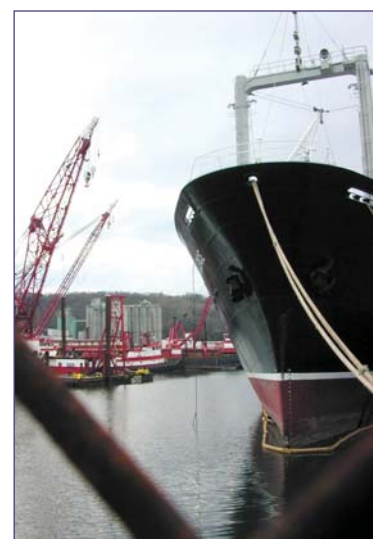
The BNSF switching yards, prominent in the northern portion of BINMIC, continue into BINMIC South.

### Average Assessed Values

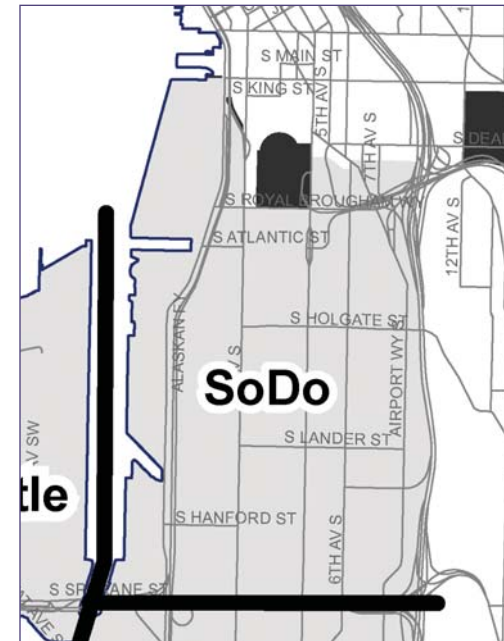
	Total Building and Land Values
Mixed Use	\$ 0
Entertainment	0
Hotel/Motel	0
Office	21,967,406
Retail/Service	1,102,857
Schools	10,246,300
Institutions	0
Manufacturing	2,561,417
Comm./Util./Trans. Facilities	2,630,517
Warehouse	1,690,400
Parking	0
Vacant	621,817

### Survey Comments

Location within Seattle was cited as the best reason to be in this location, even though access to I-5 can be difficult.



### SoDo



Areas in gray represent industrial land in a M/IC. Areas in black are industrially zoned land outside of a M/IC.

The SoDo neighborhood lies immediately south of Downtown Seattle and is one of four areas that make up the Duwamish Manufacturing and Industrial Center. SoDo is the location for Starbucks's international headquarters, several of the Port's largest piers, rail switching yards for BNSF and Amtrak, maintenance and storage facilities for Metro buses and the Link light rail, and a rich variety of retail and wholesale outlets that cater to industrial and consumer customers.

The area is bound by the Duwamish River on the west, Spokane Street Viaduct on the south, I-5 on the east and the Pioneer Square and Chinatown/International District downtown neighborhoods on the north. Safeco Field is on the northern edge of this neighborhood.

SoDo covers almost 800 acres with nearly 60% of the area in public or railway ownership. This, of course, reflects the Port, BNSF, stadium, and County and regional transit facilities all located in the area.

### Land Area by Land Use

Land Use	Acres
Residential	0
Mixed Use	1.1
Entertainment	14.8
Hotel/Motel	0
Office	23.2
Retail/Service	56.0
Public Facilities	6.5
Schools	0
Institutions	0
Manufacturing	89.3
Comm./Util./Trans. Facilities	308.7
Warehouse	155.5
Parking	44.6
Open Space	0
Easement	1.4
Vacant	67.2
Water Body	0
Unknown	6.4
<b>Total</b>	<b>774.7</b>

**Land Use Changes (1996-2006)**

Of the permits issued in this neighborhood between 1996 and 2006, 22% were for a change from industrial use to another use. However, 42% of the permits issued for this area during this time period were for one industrial use replacing another industrial use.

**Average Building Size by Land Use**

Land Use	Square Feet
Mixed Use	130,624.0
Entertainment	1,718,000.0
Hotel/Motel	0
Office	42,498.9
Retail/Service	19,324.9
Public Facilities	34,201.7
Schools	0
Institutions	0
Manufacturing	35,339.5
Comm./Util./Trans. Facilities	35,870.7
Warehouse	39,469.1
Parking	366,105.5
Vacant	16,902.0
<b>Average Parcel Size (in acres)</b>	<b>1.42</b>
<b>Median Parcel Size (in acres)</b>	<b>.52</b>

**Public & Railroad Land Ownership**

Ownership	Acres
Federal	9.7
State	13.8
King County	41.5
City of Seattle	27.7
Port of Seattle	181.7
Sound Transit	20.0
Other	29.4
Railroad	122.3
<i>Total in Public &amp; RR Ownership</i>	<i>446.1</i>
<i>Total Land Area</i>	<i>774.7</i>
<b>Percent in Public &amp; RR Ownership</b>	<b>58%</b>

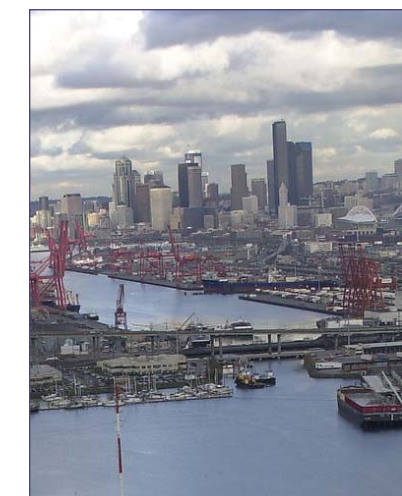
**Average Assessed Values**

	Total Building and Land Values
Mixed Use	\$ 5,031,600
Entertainment	0
Hotel/Motel	0
Office	2,886,617
Retail/Service	1,187,303
Schools	0
Institutions	0
Manufacturing	1,817,277
Comm./Util./Trans. Facilities	5,148,848
Warehouse	2,116,424
Parking	2,685,932
Vacant	505,667

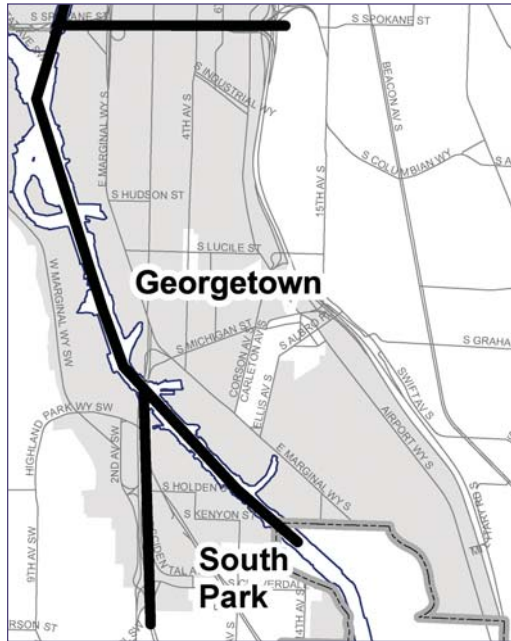
Despite the large amount of property in public ownership in this area, assessed values of property are high. SoDo is probably the most familiar industrial area to most Seattleites because of its high-profile businesses, easily seen physical location from downtown and area highways, as well as being the location for several major retailing establishments.

**Survey Comments**

The list of companies and their areas of business is widely varied and reflects the high-value, hybrid types of industries that are located here. Proximity and convenience to customers is clearly the neighborhood's strength in retaining business in this historic industrial area. Transportation, particularly the increase of traffic and conflicts between modes of transportation, is a concern in this neighborhood.



## Georgetown



Areas in gray represent industrial land in a M/IC.

The portion of the Duwamish industrial area that lies south of the Spokane Street Viaduct is one of four areas that make up the Duwamish Manufacturing and Industrial Center (MIC). It is home to many water-dependent, large- and small-scale industrial uses.

The area is bounded by the Duwamish River on the west, I-5 on the east, Spokane Street Viaduct on the north, and the City limits and Boeing Field on the south and is bisected by a BNSF railroad yard. The residential, commercial Georgetown neighborhood is surrounded by the MIC in the southern portion of the area.

The Georgetown area covers over 1,750 acres. 50% of those acres are in public or railroad ownership reflecting the presence of the BNSF railroad yard and Boeing Field owned and operated by King County. Nonetheless, 80% of the area is in some sort of industrial use, either manufacturing, warehousing,

communication, utility, or transportation facilities. Another 13% is recorded by the King County Tax Assessor's office as vacant, leaving very little acreage in any other use.

### Land Area by Land Use

Land Use	Acres
Residential	6.7
Mixed Use	.5
Entertainment	0
Hotel/Motel	1.7
Office	21.9
Retail/Service	44.4
Public Facilities	1.6
Schools	4.2
Institutions	1.3
Manufacturing	339.1
Comm./Util./Trans. Facilities	652.2
Warehouse	403.1
Parking	20.0
Open Space	6.6
Easement	.4
Vacant	245.1
Water Body	0
Unknown	7.1
<b>Total</b>	<b>1,756.1</b>

## Land Use Changes (1996-2006)

Of the permits issued in this neighborhood between 1996 and 2006, 4% were for a change from industrial use to another use. This area, due to its large geographic size and number of businesses, saw the highest level of permitting activity – yet it had the second fewest number of conversions from industrial use. The loss was more than countered by four times the number of conversions to industrial uses.

### Average Building Size by Land Use

Land Use	Square Feet
Mixed Use	8,932.0
Entertainment	0
Hotel/Motel	10,985.8
Office	13,044.7
Retail/Service	17,174.3
Public Facilities	8,598.0
Schools	58,563.5
Institutions	15,526.0
Manufacturing	57,245.4
Comm./Util./Trans. Facilities	177,276.7
Warehouse	43,160.4
Parking	11,924.0
Vacant	5,549.5
<b>Average Parcel Size (in acres)</b>	<b>1.97</b>
<b>Median Parcel Size (in acres)</b>	<b>.50</b>

### Public & Railroad Land Ownership

Ownership	Acres
Federal	38.7
State	36.9
King County	462.1
City of Seattle	56.8
Port of Seattle	62.2
Sound Transit	0
Other	6.1
Railroad	230.3
<b>Total in Public &amp; RR Ownership</b>	<b>893.1</b>
<b>Total Land Area</b>	<b>1,756.1</b>
<b>Percent in Public &amp; RR Ownership</b>	<b>51%</b>



### Average Assessed Values

	Total Building and Land Values
Mixed Use	412,450
Entertainment	0
Hotel/Motel	1,176,825
Office	1,166,569
Retail/Service	1,395,656
Schools	0
Institutions	1,285,700
Manufacturing	3,020,504
Comm./Util./Trans. Facilities	3,115,086
Warehouse	2,349,148
Parking	461,948
Vacant	868,520

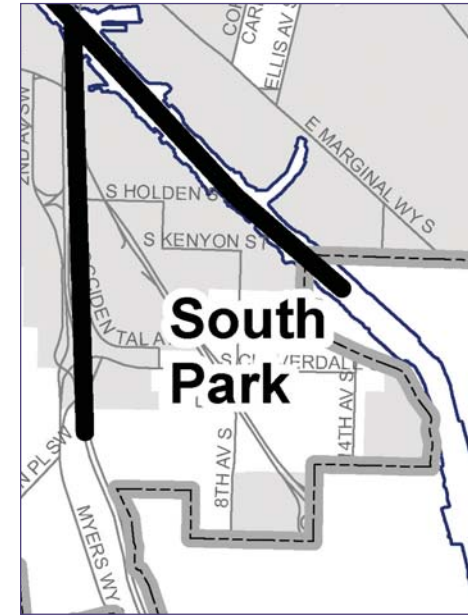
The assessed values of properties in this area are evenly distributed reflecting the network of industrial activities and the business who serve them intermeshed in a solid industrial neighborhood.

### Survey Comments

The businesses in this area cover a broad range of industrial enterprises reflecting the economic vitality and vibrancy of Seattle's industrial community. Almost all the survey respondents indicated that access and proximity to customers and suppliers were the main advantage in being located in this area – with traffic/congestion mentioned by many as a growing concern along with infrastructure maintenance.



### South Park



Areas in gray represent industrial land in a M/IC.

South Park is a mixed residential, industrial area. The area is strongly identified by the close proximity between residences and industry. Currently, the population of South Park reflects a higher percentage of minority groups and has lower than regional average income levels. The neighborhood has some of the most affordable housing in Seattle and has also developed some of the most active neighborhood groups.

The area is bound by the Duwamish River on the north and east, the city limits on the south and Washington State Highway 509 on the west. Industrial areas are located on the north and south sides of the neighborhood with residential and commercial uses clustered in between along Cloverdale Street and 14<sup>th</sup> Avenue South.

South Park covers just under 240 acres and is part of the Duwamish Manufacturing and Industrial Center (though the residential areas are not). Of the industrial zoned land 75% is in active manufacturing and warehouse use or in communication, utility, and transportation facilities.

### Land Area by Land Use

Land Use	Acres
Residential	9.1
Mixed Use	0
Entertainment	.4
Hotel/Motel	0
Office	4.4
Retail/Service	15.1
Public Facilities	0
Schools	0
Institutions	0
Manufacturing	89.6
Comm./Util./Trans. Facilities	35.2
Warehouse	56.0
Parking	.6
Open Space	1.0
Easement	0
Vacant	24.6
Water Body	0
Unknown	2.2
<b>Total</b>	<b>238.2</b>

**Land Use Changes (1996-2006)**

Of the permits issued in this neighborhood between 1996 and 2006, 15% were for a change from one industrial use to another industrial use. South Park is the smallest geographic industrial area and it had the second fewest number of permits issued during the time period; however, a larger majority of them (63%) them included a change of use from a non-industrial use to an industrial use – reflecting the area’s vibrant industrial economy.

**Average Building Size by Land Use**

Land Use	Square Feet
Mixed Use	0
Entertainment	0
Hotel/Motel	0
Office	3,015.1
Retail/Service	6,084.4
Public Facilities	0
Schools	0
Institutions	0
Manufacturing	23,271.6
Comm./Util./Trans. Facilities	17,060.0
Warehouse	20,460.2
Parking	0
Vacant	2,592.0
<b>Average Parcel Size</b> (in acres)	.72
<b>Median Parcel Size</b> (in acres)	.23

**Public & Railroad Land Ownership**

Ownership	Acres
Federal	0
State	0
King County	20.7
City of Seattle	13.9
Port of Seattle	0
Sound Transit	0
Other	0
Railroad	0
<i>Total in Public &amp; RR Ownership</i>	34.6
<i>Total Land Area</i>	238.2
<b>Percent in Public &amp; RR Ownership</b>	<b>15%</b>

The public and railroad ownership in this area is very small, reflecting the nature of the area as one of a working-class industrial neighborhood and not dominated by large institutional uses.

**Average Assessed Values**

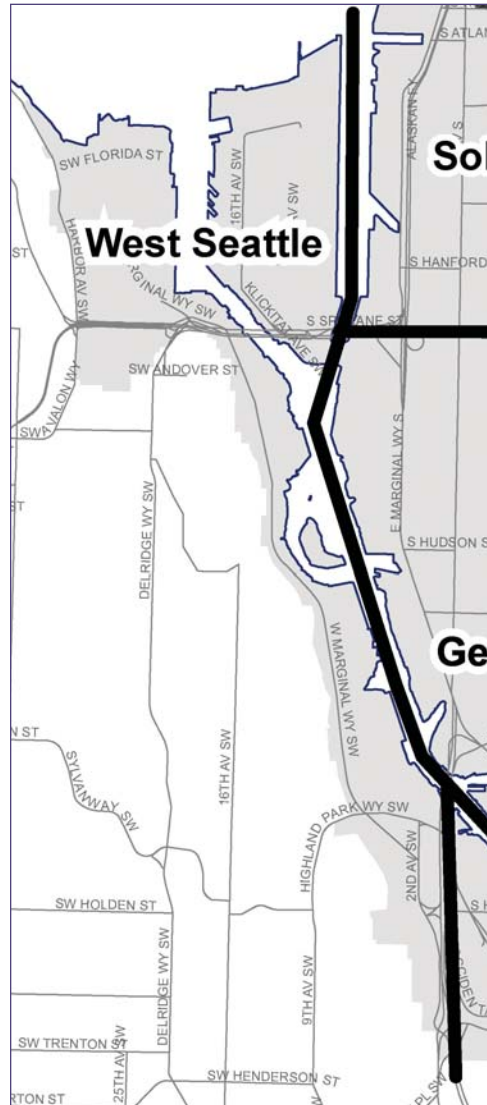
	Total Building and Land Values
Mixed Use	\$ 0
Entertainment	212,700
Hotel/Motel	0
Office	419,511
Retail/Service	730,432
Schools	0
Institutions	0
Manufacturing	1,323,745
Comm./Util./Trans. Facilities	858,960
Warehouse	1,360,398
Parking	155,600
Vacant	180,546

**Survey Comments**

As with the other areas of the Duwamish Manufacturing and Industrial Center, businesses in South Park identify location, proximity to customers and vendors as key to their location. Similarly their reason for being there can be traced back to locating there many years ago when the land was affordable. Also similar to other areas, comments about congestion topped their concerns - with particular emphasis on road maintenance and repair.



## West Seattle



Areas in gray represent industrial land in a M/IC.

The portion of the Duwamish Manufacturing and Industrial Center west of the Duwamish River is heavily tied to Port and waterfront activities. Harbor Island houses major Port activities as does most of the area at the mouth of the Duwamish River. Along the river bank are large transportation and water-dependent businesses. In addition, Seattle's last steel mill is located at the western approach to the West Seattle Bridge.

The area is bounded by Elliott Bay on the north, the Duwamish River on the east, the Delridge Greenbelt on the west and the South Park industrial neighborhood on the south. The area is bisected by the West Seattle Bridge, the main transportation artery connecting the West Seattle neighborhood to the rest of Seattle.

The major land use of the area is in communication, utility, and transportation facilities – representing the Port of Seattle activities. The land-intensive use of these activities has left little room for other types of uses.

### Land Area by Land Use

Land Use	Acres
Residential	2.5
Mixed Use	0
Entertainment	3.0
Hotel/Motel	0
Office	6.9
Retail/Service	11.6
Public Facilities	.4
Schools	0
Institutions	0
Manufacturing	285.5
Comm./Util./Trans. Facilities	512.0
Warehouse	55.3
Parking	1.2
Open Space	.1
Easement	0
Vacant	139.9
Water Body	2.7
Unknown	2.6
<b>Total</b>	<b>1,023.8</b>

## Land Use Changes (1996-2006)

Of the permits issued in this neighborhood between 1996 and 2006, 16% were for a change from an industrial use to another use. During the same time period 20% were from another use changing to an industrial use.

### Average Building Size by Land Use

Land Use	Square Feet
Mixed Use	0
Entertainment	35,791.5
Hotel/Motel	0
Office	50,406.4
Retail/Service	11,987.9
Public Facilities	4,676.0
Schools	0
Institutions	0
Manufacturing	66,893.7
Comm./Util./Trans. Facilities	139,836.9
Warehouse	39,700.3
Parking	0
Vacant	1,730.0
<b>Average Parcel Size (in acres)</b>	<b>2.39</b>
<b>Median Parcel Size (in acres)</b>	<b>.36</b>

### Public & Railroad Land Ownership

Ownership	Acres
Federal	0
State	8.4
King County	2.1
City of Seattle	41.2
Port of Seattle	554.9
Sound Transit	0
Other	.9
Railroad	22.6
<b>Total in Public &amp; RR Ownership</b>	<b>641.9</b>
<b>Total Land Area</b>	<b>1,023.8</b>
<b>Percent in Public &amp; RR Ownership</b>	<b>63%</b>

The sizeable public ownership of the land in this area represents the large presence of Port of Seattle facilities.

### Average Assessed Values

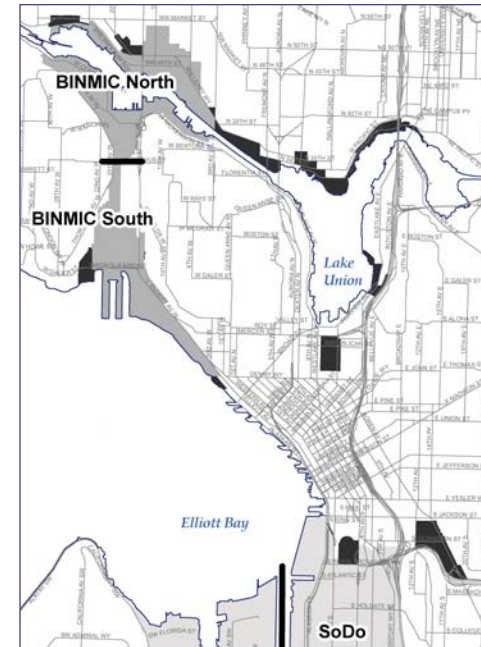
	Total Building and Land Values
Mixed Use	\$ 0
Entertainment	10,309,200
Hotel/Motel	0
Office	6,362,175
Retail/Service	716,371
Schools	0
Institutions	0
Manufacturing	4,212,796
Comm./Util./Trans. Facilities	2,397,450
Warehouse	1,855,426
Parking	95,500
Vacant	258,532

### Survey Comments

Proximity to transportation and water access were cited as advantages to being located in this area. Some issues with freight mobility and water freight mobility were mentioned, as was concern over the impact of Alaskan Way Viaduct decisions.



### Outside of the M/ICs



Areas in gray represent industrial land in a M/IC. Areas in black are industrially zoned land outside of a M/IC.

Areas zoned for industrial uses, but outside of the two manufacturing and industrial centers, can be found generally adjacent to those centers or along Lake Union and the Ship Canal. Most of the areas are located in the neighborhoods of Ballard, Fremont, and Wallingford with two significant parcels in Pioneer Square (Qwest Field) and in Little Saigon just east of Interstate 5 and north of Interstate 90.

Of the 4,735 acres of land zoned for industrial uses in Seattle, less than 5% are in these outlying industrial pockets.

One high-profile area zoned industrial can be found in the South Lake Union neighborhood. This neighborhood was designated an Urban Center in 2004 and has updated its neighborhood plan. As a follow-up to the new designation, zoning in the neighborhood will be reviewed and a determination made whether changes to zoning are appropriate to bring it in line with the new neighborhood plan.

### Land Area by Land Use

Land Use	Acres
Residential	4.4
Mixed Use	.2
Entertainment	28.5
Hotel/Motel	0
Office	34.3
Retail/Service	23.8
Public Facilities	6.8
Schools	0
Institutions	1.9
Manufacturing	20.2
Comm./Util./Trans. Facilities	18.3
Warehouse	37.1
Parking	8.9
Open Space	19.7
Easement	.1
Vacant	19.4
Water Body	0
Unknown	1.3
<b>Total</b>	<b>225.0</b>

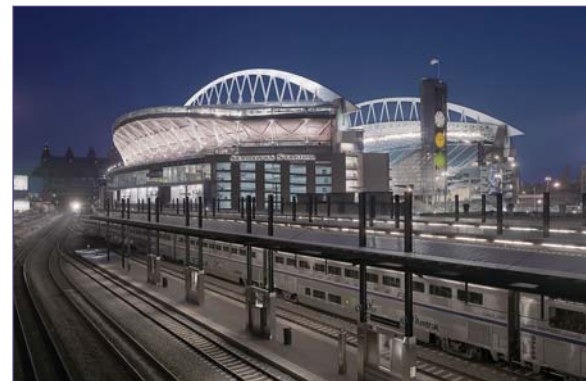
These industrial uses are not concentrated in a single area but are often located adjacent to a M/IC or a commercial neighborhood, which is reflected in the diversity of land uses identified in the table above. In fact - after warehousing - office, entertainment, and retail/services uses are the most common types of businesses – more so than industrial, communication, utility or transportation facilities.

**Land Use Changes (1996-2006)**

Of the permits issued in this neighborhood between 1996 and 2006, 24% were for a change from industrial use to another use. Some of those losses were matched by conversions of other uses to industrial; however this group of industrial areas saw the largest number of non-industrial uses change to other non-industrial uses.

**Average Building Size by Land Use**

Land Use	Square Feet
Mixed Use	7,741.0
Entertainment	60,398.1
Hotel/Motel	0
Office	43,629.5
Retail/Service	7,721.8
Public Facilities	21,980.0
Schools	0
Institutions	6,781.7
Manufacturing	28,312.2
Comm./Util./Trans. Facilities	18,305.6
Warehouse	17,217.4
Parking	18,169.5
Vacant	72,125.3
<b>Average Parcel Size (in acres)</b>	<b>.44</b>
<b>Median Parcel Size (in acres)</b>	<b>.17</b>



**Public & Railroad Land Ownership**

Ownership	Acres
Federal	3.8
State	2.0
King County	2.7
City of Seattle	34.8
Port of Seattle	4.8
Sound Transit	0
Other	21.3
Railroad	1.7
<b>Total in Public &amp; RR Ownership</b>	<b>71.1</b>
<b>Total Land Area</b>	<b>225.0</b>
<b>Percent in Public &amp; RR Ownership</b>	<b>32%</b>

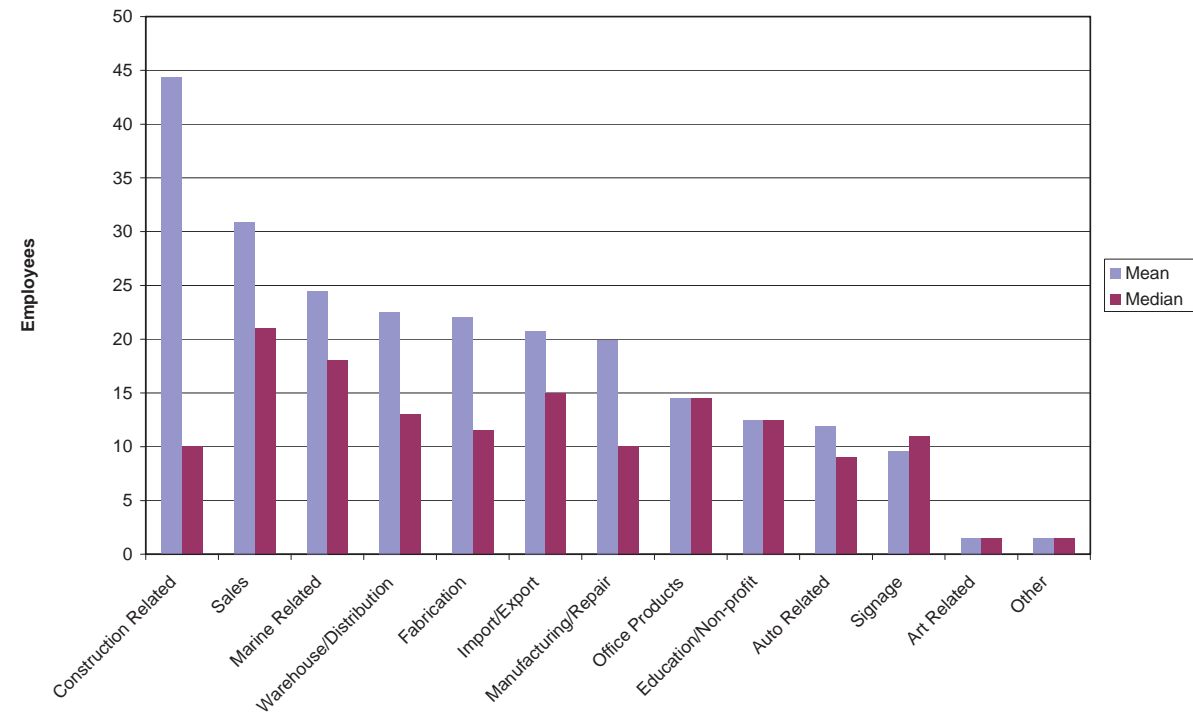
**Average Assessed Values**

	Total Building and Land Values
Mixed Use	\$ 525,875
Entertainment	4,240,157
Hotel/Motel	0
Office	4,968,988
Retail/Service	798,793
Public Facilities	10,722,000
Schools	0
Institutions	1,312,433
Manufacturing	2,808,711
Comm./Util./Trans. Facilities	1,722,778
Warehouse	1,358,984
Parking	1,305,990
Vacant	338,019

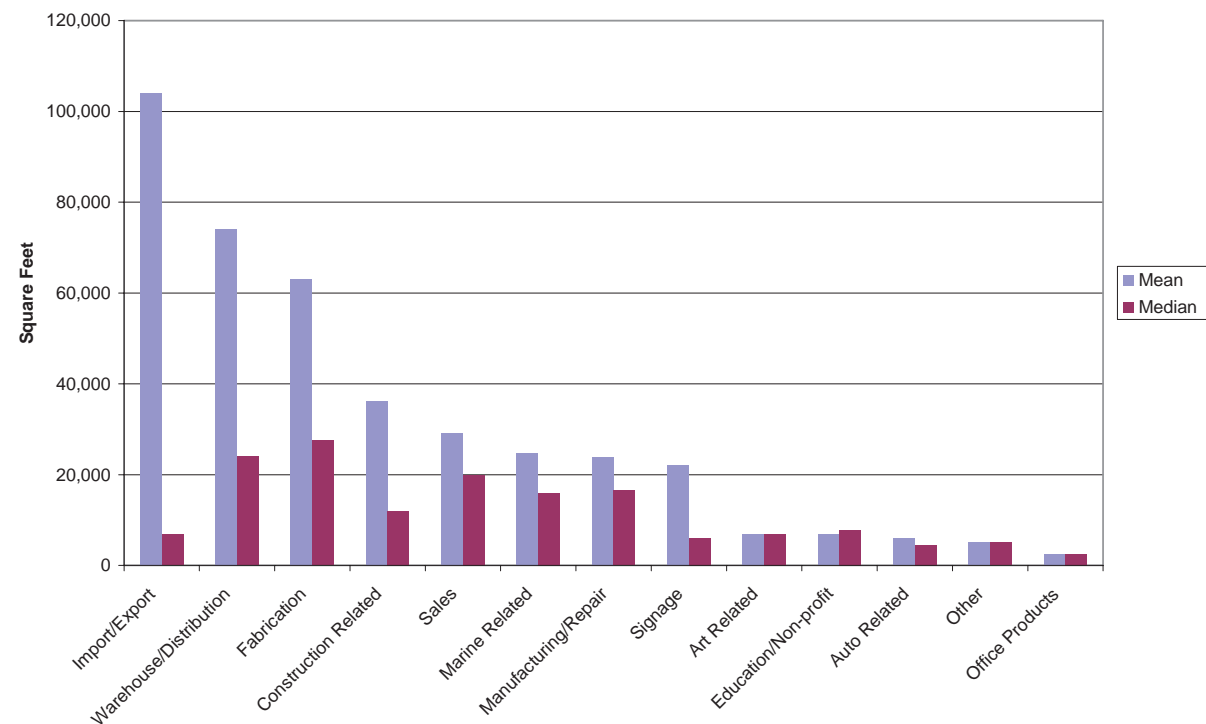


# Employees, Building Size, and Land Area Comparisons

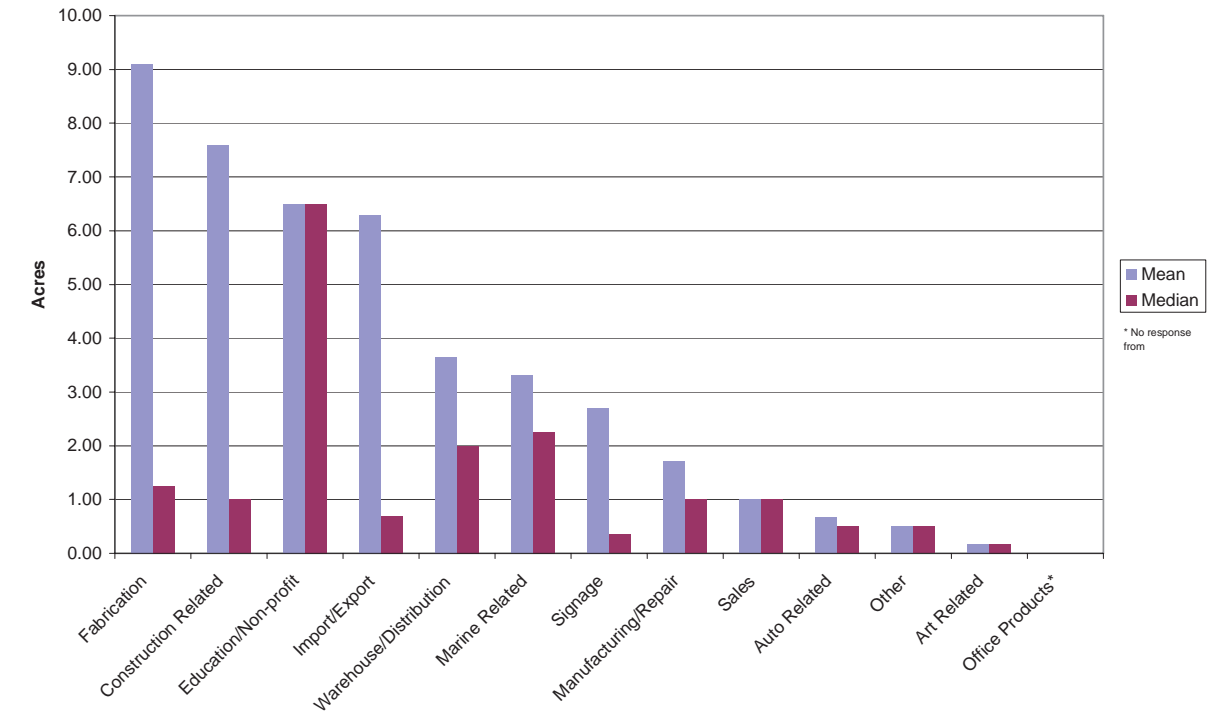
### Business Size by Business Type



### Building Size by Business Type



### Land Area by Business Type



## Current Land Prices

### Selected 2007 Sales for South Seattle

Investment Sales	Size (sq. ft.)	Price (sq. ft.)	Investment Sales
Georgetown Center	130,151	\$ 144	55,000 sq. ft. retail
Aubeta Portfolio	77,274	130	new tenants
Trigger Bldg.	49,199	109	
Spokane St. District Center	327,941	102	100% leased
Fleetpride	49,199	95	
Bartell Headquarters	105,033	85	
4746 Ohio Avenue South	282,500	71	multi-tenant
Owner/Users	Size (sq. ft.)	Price (sq. ft.)	User
3700 6 <sup>th</sup> Avenue South	13,128	\$ 266	unknown user
814 6 <sup>th</sup> Avenue South	16,200	166	technology company
5030 1 <sup>st</sup> Avenue South	39,646	159	union office
5910 Corson Avenue South	20,000	117	auto dealer
818 Dakota Street	25,817	99	sign and display co.
Re-Position	Size (sq. ft.)	Price (sq. ft.)	Notes
2462 1 <sup>st</sup> Avenue South	30,000	\$ 168	former Monorail prop.
1701 1 <sup>st</sup> Avenue South	27,690	159	wine outlet bldg.
3200 4 <sup>th</sup> Avenue South	154,000	55	industrial supply
115 South Dawson	25,000	90	warehouse to office
3670 E Marginal Way	5.3 acres	22	new rest. supply co.

Source: CBRE Seattle Close-In Market 2007 Highlights, January 2007

## Permitting Activity 1996-2006

Between 1996 and 2006 there were 61 permits issued by DPD that involved changing an existing industrial use to an allowed non-industrial use according to permit tracking records at the City of Seattle. During that same period, however, there were 62 permits issued to allow a change of use from another use or a vacant facility to an industrial use.

This information highlights some of the overall activity in industrial permitting. It does not evaluate the size or economic contribution of each of the businesses involved in the use change. Detailed information about specific permits and businesses is not available at this time.

## Current Employment/Wages

Seattle is home to many different industry sectors, with varying land needs. The Basic Industries sector (which includes maritime, manufacturing, transportation, distribution, warehousing, wholesaling, construction, and utilities) comprises more than 25% of Seattle's jobs. These industrial jobs pay well above the city's average wage and are accessible to a wide range of individuals of differing educational and skill levels.

The city's estimated 22,000 maritime jobs are included in the Basic Industries figure. Nearly 10,000 of those jobs are located directly on the waterfront, and depend on waterfront access for various activities; including ship repair, fishing, tug boat operations, etc.

Seattle's 2006 Employment and Wages by Sector

	Jobs (2006)	Wages (2004)
Construction and Resources	20,125	\$ 54,300
Manufacturing	29,939	54,000
Wholesale Trade, Transportation and Utilities	33,163	58,200
Finance, Insurance and Real Estate	39,414	66,000
Retail	37,037	33,800
Services	231,627	42,800
Education	34,581	*
Government	44,811	*
<b>Total</b>	<b>470,698</b>	<b>\$ 47,200</b>

\* wage information not available for this sector

NOTE: These job and wage figures are derived from Employment Security Department data, which measure "covered employment" (defined as those jobs covered by the Unemployment Compensation Program). Approximately 10% of jobs are not reflected in covered employment. If those jobs were added to the figures above, Seattle's 2006 jobs would total more than 517,768

Employment in Seattle's Manufacturing/Industrial Centers (2005)

	BINMIC	Duwamish M/IC	Total
Construction/Resources	1,992	4,621	6,613
Manufacturing	4,857	14,300	19,157
Wholesale Trade/Transportation/Utilities	2,094	15,871	17,965
Finance/Insurance/Real Estate	370	1,261	1,631
Services	4,731	15,479	20,211
Retail	1,078	3,089	4,167
Government	349	7,031	7,379
Education	N/A	2,146	2,146
<b>TOTAL</b>	<b>15,471</b>	<b>63,797</b>	<b>79,268</b>

Source: Employment Security Department

## City Revenue From Industrial Uses

Construction, manufacturing, wholesale, transportation and warehousing businesses in Seattle accounted for over \$5 billion in taxable sales in 2006 which is 33% of the City's total revenue from all sales tax receipts. In addition, industrial sectors also generated 32% of the City's total business and occupation (B&O) tax revenue.

## Employment History and Projections

Employment Levels

	1970			1980			2000 *		
	Duwamish & Harbor Island	Seattle	King County	Duwamish & Harbor Island	Seattle	King County	Duwamish & Harbor Island	Seattle	King County
Manufacturing	23,424	48,113	100,300	24,848	51,251	142,598	23,746	45,220	144,901
WTCU**	25,586	52,381	71,262	25,452	70,081	106,086	27,876	76,747	135,362
Total Manu. & WTCU	41,526	100,494	171,562	50,434	121,332	248,684	51,622	121,967	280,263
<b>Total Employment</b>	<b>59,115</b>	<b>312,445</b>	<b>504,862</b>	<b>74,548</b>	<b>403,349</b>	<b>747,462</b>	<b>83,144</b>	<b>514,406</b>	<b>1,062,672</b>

\* Estimated in 1984

\*\* Wholesale, Transportation, Communications and Utilities

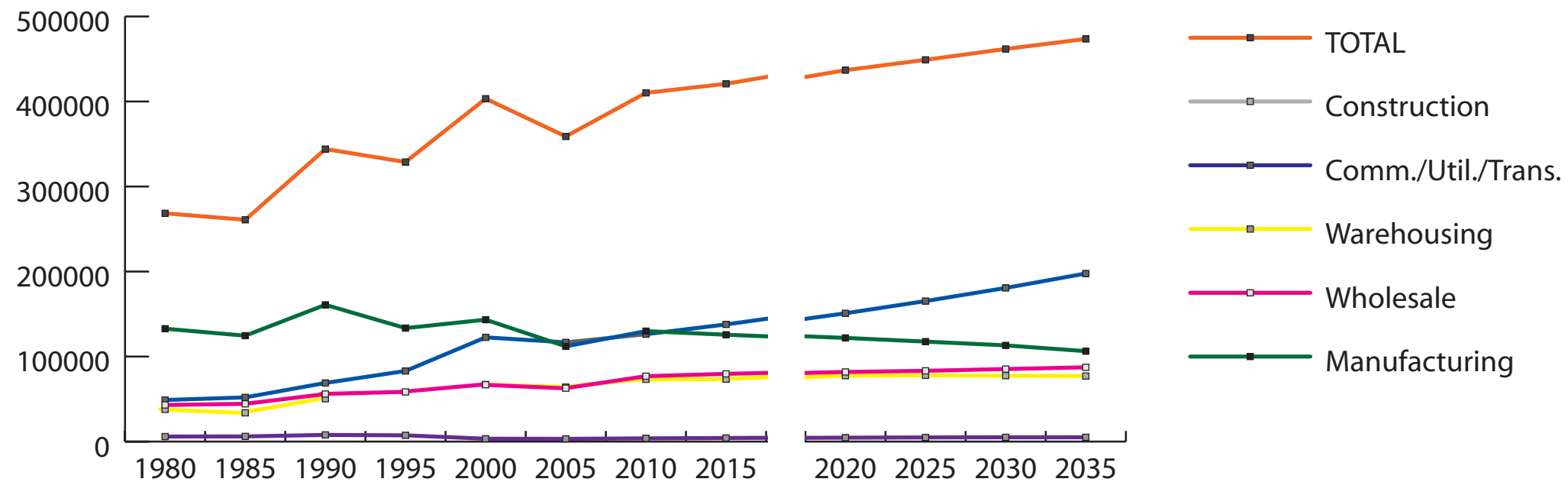
Source: "Industrial Areas Background Report Update," December 1984 produced by the Department of Construction and Land Use (now DPD) using data from the Puget Sound Council of Governments gathered in 1984

King County Industrial Employment Figures and Selected Subcategories (1980 – 2035)

	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030	2035
<b>Manufacturing</b>	132,759	124,565	160,878	133,463	143,357	111,979	129,920	125,691	121,925	117,612	113,151	106,368
Food & Beverage	10,836	9,742	13,454	15,224	13,849	12,278	13,340	13,375	13,283	13,006	12,622	11,828
Printing	3,482	3,620	4,897	6,293	6,396	5,326	5,465	5,469	5,445	5,350	5,205	4,857
Machinery	3,874	2,961	4,162	4,362	6,410	5,645	5,632	5,628	5,628	5,584	5,533	5,293
Equipment	10,494	11,600	12,770	10,933	15,220	11,123	10,700	10,419	10,226	9,924	9,551	8,887
Aerospace	61,815	60,509	86,480	54,351	54,241	39,098	54,812	52,785	50,916	48,913	46,830	44,114
<b>Wholesale</b>	43,043	44,425	55,952	58,401	66,921	62,831	76,909	79,664	81,889	83,235	85,324	87,357
<b>Warehousing</b>	5,932	6,079	7,837	7,343	3,353	3,229	3,783	4,218	4,599	4,896	5,057	5,054
<b>Comm./Util./Trans.</b>	48,895	51,980	68,961	83,047	122,580	116,692	126,292	137,806	150,906	165,279	180,710	197,692
Transportation	24,535	26,787	35,889	37,417	48,067	42,315	44,806	46,797	48,525	49,832	50,321	49,807
Media	6,126	6,837	7,861	10,238	15,905	10,603	10,901	11,920	13,367	15,147	17,210	19,596
Software	3,307	3,178	6,863	16,382	30,137	39,489	44,253	49,359	55,378	62,314	70,341	80,037
Telecom	10,930	11,051	12,753	14,929	25,135	20,136	20,945	23,753	27,072	30,842	35,079	39,989
Waste Disposal	2,023	2,073	2,696	2,388	1,888	3,279	4,505	5,097	5,680	6,256	6,881	7,408
<b>Construction</b>	37,855	33,825	50,418	46,556	67,101	64,153	73,244	73,413	77,503	77,984	77,530	77,092
Const. of Bldgs.	12,709	10,777	15,716	13,305	18,983	17,649	20,056	19,604	20,288	20,123	19,835	19,670
Const. Support	25,146	23,048	34,702	33,251	48,118	46,504	53,188	53,809	57,215	57,861	57,695	57,422
<b>TOTAL</b>	<b>268,484</b>	<b>260,874</b>	<b>344,046</b>	<b>328,810</b>	<b>403,312</b>	<b>358,884</b>	<b>410,148</b>	<b>420,792</b>	<b>436,822</b>	<b>449,006</b>	<b>461,772</b>	<b>473,563</b>

Not all subcategories are shown – therefore, subcategory totals do not necessarily equal total jobs in each category. Historic employment and projected employment data from economy.com.

King County Industrial Employment Figures and Selected Subcategories (1980 – 2035)

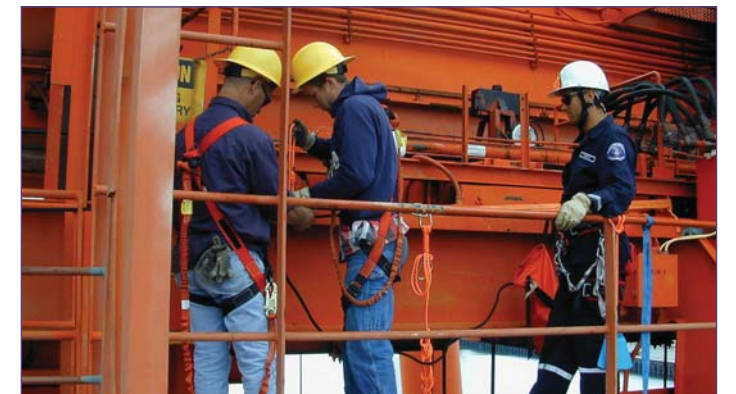




Seattle Metropolitan Area Total  
Historic employment and projected

Employment Figures (1980 – 2035)  
employment data from economy.com.

	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030	2035
King	692,690	740,185	949,486	989,866	1,208,523	1,176,191	1,313,304	1,418,908	1,537,782	1,657,083	1,767,546	1,865,910
Pierce	180,397	196,317	226,628	247,494	273,737	295,773	328,646	362,120	397,822	432,234	462,677	489,847
Snohomish	111,008	114,569	166,330	192,973	225,309	236,623	273,230	303,787	337,367	371,427	403,777	433,461
Kitsap	57,626	63,663	80,860	86,365	88,328	98,428	106,558	114,637	123,648	132,721	140,399	147,405
<b>TOTAL</b>	<b>1,041,721</b>	<b>1,114,734</b>	<b>1,423,304</b>	<b>1,516,698</b>	<b>1,795,897</b>	<b>1,808,015</b>	<b>2,021,738</b>	<b>2,199,452</b>	<b>2,396,619</b>	<b>2,593,465</b>	<b>2,774,399</b>	<b>2,936,623</b>

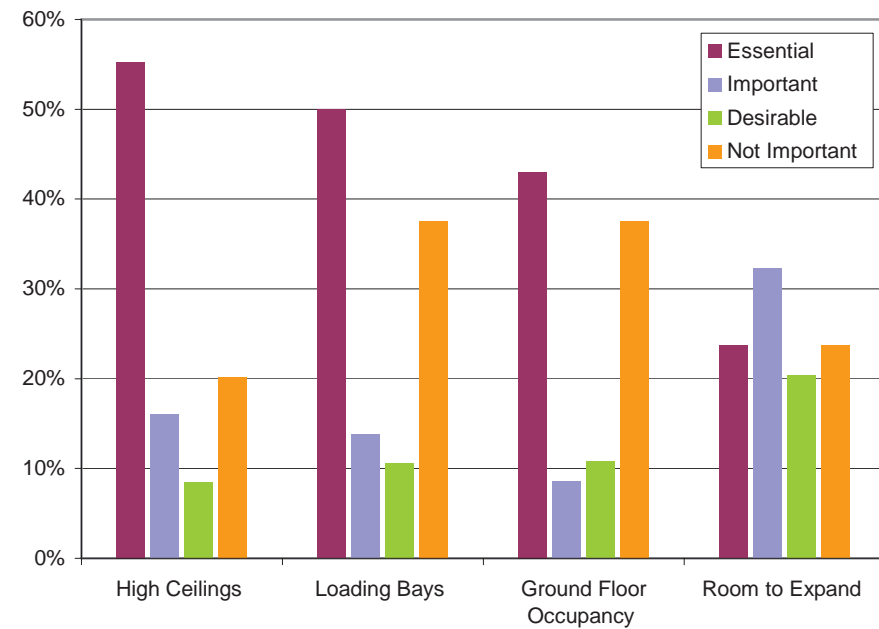


## Locational Needs of Industrial Businesses

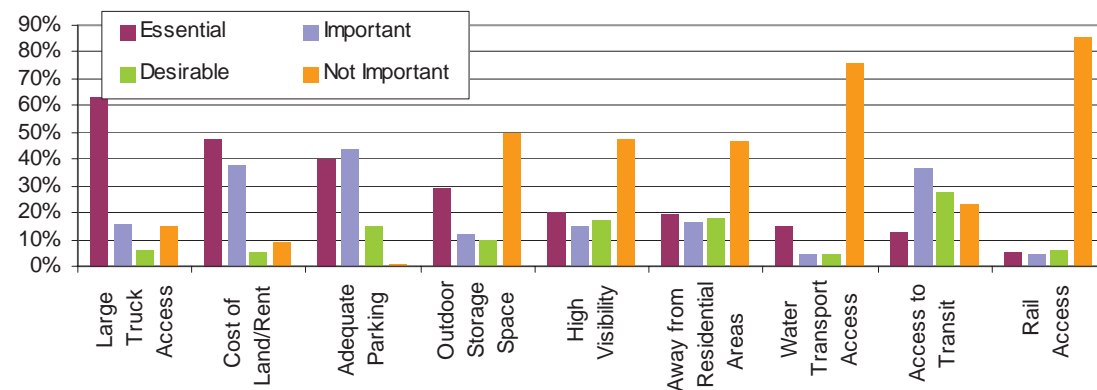
A recent survey conducted by ESA Adolfson and commissioned by the City of Seattle asked 100 industrial businesses in Seattle which factors influenced their location decisions. The following bar graphs reflect their answers to those questions.

The survey began by soliciting 300 randomly selected industrial concerns in the city. 100 of them agreed to be interviewed. These 100 do not necessarily reflect an accurate profile of the city's industrial businesses – they do however, serve to highlight some of the issues facing industrial businesses in the city. The survey results, and these graphics, are meant for discussion purposes only and not meant to imply that they are a definitive profile of the city's industrial sector.

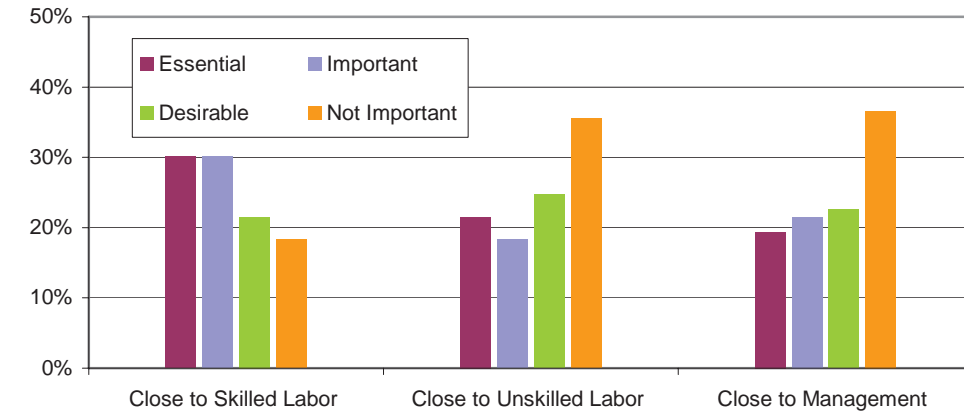
### Space Characteristics



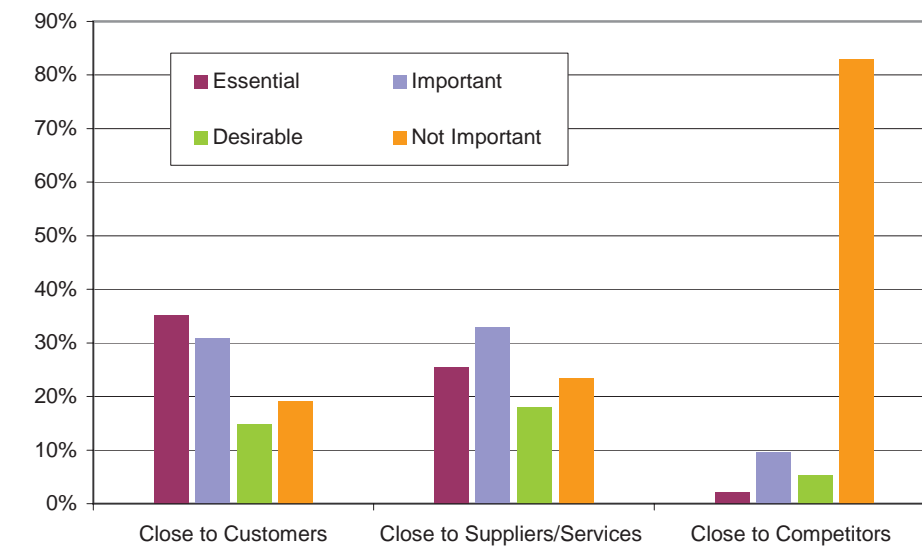
### Site Characteristics



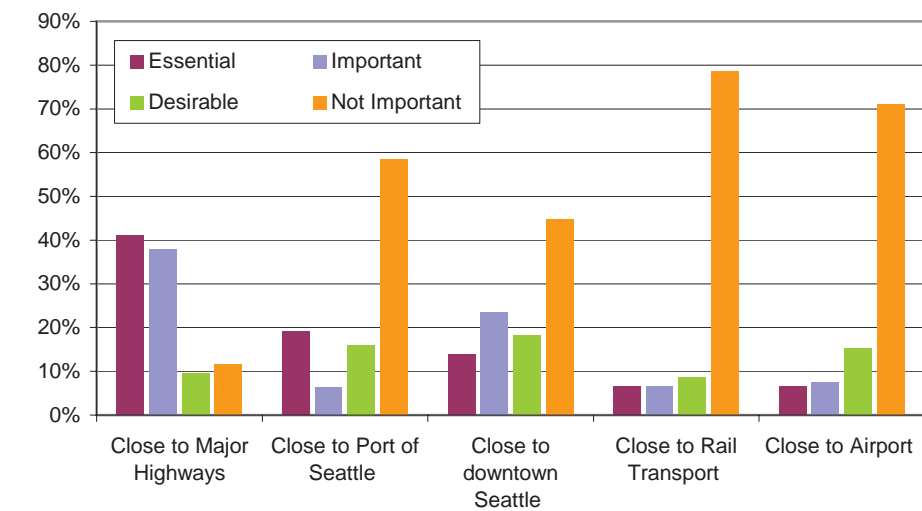
### Labor Characteristics



### Business Links



### Transportation Characteristics



## Critical Issues

In early 2007, Community Attributes – a consulting firm hired by DPD, conducted in-depth interviews with 50 randomly selected industrial firms to better understand the industry and business economics that drive location for Seattle’s industrial firms. The key concerns identified, in order of frequency mentioned during the interviews were:

- Transportation – including street and highway congestion, the future of the Alaskan Way Viaduct, overall infrastructure improvements and transit to help employees travel to work.
- Labor – including a limited supply of skilled and non-skilled labor and the resulting increasing cost of that labor as competition for employees increases.
- Land Constraints – including rising land costs, loss of land for industrial uses limiting opportunities for expansion, and specifically limited availability of waterfront for maritime industries.
- Regulatory Environment – including City, State, and federal regulations that make Seattle less competitive than other cities with fewer local regulations.
- Cost of Materials and Operations – including the cost of raw materials and fuel.

In addition, in earlier discussions with representatives of the industrial community, DPD and the Planning Commission also identified transportation and the cost of land as key issues facing industrial businesses. These became the focus of several community forums hosted jointly by the two organizations.

### Transportation

In a recent survey of a sample of industrial land owners and businesses in the industrial areas of Seattle, transportation concerns were identified by a sizable majority as one of the top issues in need of attention. The statements focused on overall concerns with road repair and maintenance in industrial areas as well as increasing congestion occurring due to increased development, specifically increased retail and office development. Uncertainties about the future of the Alaska Way Viaduct were also mentioned as a problem for industrial commitment to the area as is the increasingly difficult ability to find qualified employees – identifying the fact that more and more employees are having to travel longer distances to find affordable housing.



## Cost of Land

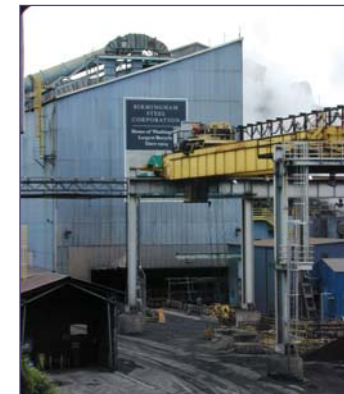
Allowing non-industrial uses in industrial zones puts upward pressure on the cost of real estate in those zones. Non-industrial uses generally can pay higher rent than industrial uses. As Seattle’s overall real estate market continues to tighten reflecting an increasing demand in the metropolitan area for office, retail, and housing sites, the historically lower priced industrial land has become attractive to real estate interests as a potential location for their non-industrial projects.

As non-industrial projects proliferate in industrial zones, it increases speculation that zoning may be changed to accommodate even larger non-industrial projects or even allow residential uses. This speculation in essence constitutes a new demand for land in the industrial areas and puts additional upward pressure on land costs - thereby pushing the cost out of reach for many industrial users who are looking to expand or simply to continue to afford their rent. It is a cycle that results in industrial users being priced out of the market and looking to lower cost alternative locations.

The situation in Seattle is compounded by the general health of the industrial sector reflected by the low vacancy rate for industrial properties. Even without pressure on industrial land being converted to other uses, the cost of land would continue to rise because of increasing demand for an already constrained resource.

## Accommodating Growth

Seattle needs to accommodate growth in population and employment as part of a county and regional growth strategy. The Countywide Planning Policies establish household and job growth targets for cities within the region. Seattle’s Comp Plan is based on an urban village strategy as a method for accommodating projected growth. There are six urban centers and twenty-four urban villages. They are targeted to accommodate a large majority (approximately 80%) of the current twenty-year growth targets. Together, they contain zoning capacity sufficient to accommodate growth well beyond those targets.





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Department of Planning and Development  
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