



Chapter 5

Appendices

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A Scoping Notice & Comment Summary

This appendix includes the main scoping report published October 2021, which contains the summary of written comments, survey responses received, and stakeholder and public meeting input. The full scoping report, including the complete compilation of comment letters, is available online at:

<https://www.seattle.gov/Documents/Departments/OPCD/OngoingInitiatives/IndustrialMaritimeStrategy/IndustrialMaritimeStrategyEISScopingReport.pdf>.

Industrial and Maritime Strategy

SCOPING REPORT

Introduction

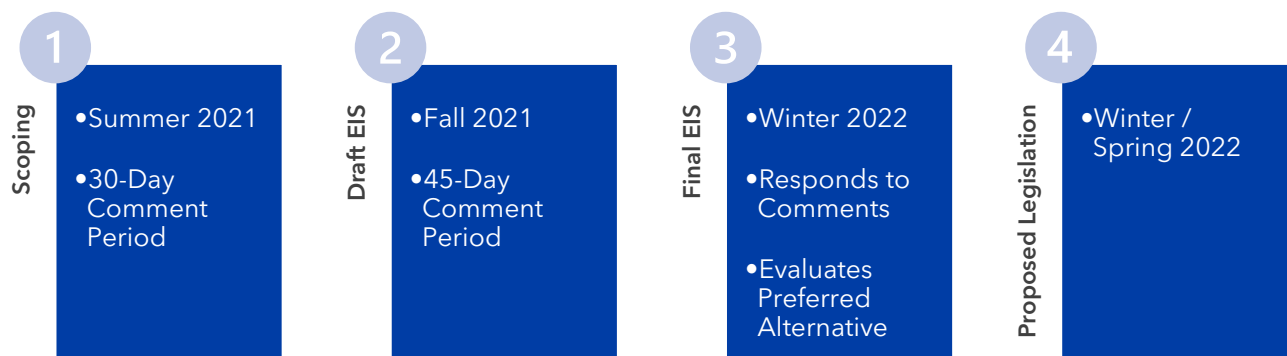
Seattle has planned for maritime and industrial land uses primarily in Seattle’s Greater Duwamish Manufacturing and Industrial Center (Duwamish MIC) and Ballard Interbay North Manufacturing Industrial Center (BINMIC).

With policies that are more than 35-years old, the City of Seattle is responding to changing trends with extensive stakeholder and community engagement and by studying a proposal to update its industrial and maritime policies and industrial zoning. The City of Seattle is evaluating that proposal and alternatives in an Environmental Impact Statement (EIS). Through the EIS the City will identify potential adverse impacts and possible mitigation.

Process

The scoping period is the first step of the EIS process. This period is an opportunity for the public to tell the City what elements of the built and natural environment should be studied in the EIS and to provide feedback on the proposed alternatives for study. The Diagram below shows the steps in the EIS process from the scoping period to the issuance of the Final EIS.

Exhibit 1. EIS Process



Source: BERK, 2021.

This scoping report summarizes comments received during the scoping process and the City’s response to issues raised.

To gather public and agency input into the scope of the EIS, the City issued a scoping notice on July 8, 2021. The notice was published in the Daily Journal of Commerce, the Seattle Department of Construction and Inspections Land Use Information Bulletin, emailed to agencies and interested parties, posted to the SEPA Register, and broadly disseminated through social media. City staff also held informational meetings with several stakeholder groups and organizations. OPCD requested written comments regarding the potential alternatives and elements of environment to be studied be submitted by August 9. In addition to the written comment opportunity, the City offered an online interactive story map and survey. The City also held two informational meetings in a virtual setting on July 21, 2021 at 9 am and July 26, 2021 at 6 pm.

The input received during the scoping period included:

- Written Comments: 105 commenters
- Survey: 46 participants
- Virtual meeting participants: 7 participants

Written Comments

About 105 commenters provided written scoping comments. Most commenters were individuals; some represented governmental agencies, community groups, or property and business owners. Commenters are listed by name below. A summary of comments is provided that consolidates overlapping comments into themes. Original comments are included in their entirety in an Appendix A to this scoping report.

LIST OF COMMENTERS, BY LAST NAME

Achak, Ramin Matthew	Grantham, Michele	Miller, Ashley
Anane, Layla	Greene, Marke	Murdock, Vanessa, Seattle Planning Commission
Aupperlee, Kathryn	Gryniewski, Bruce	Murphy, Colleen
Bergquist, Carl	Hackleman, Rob	Oaks, Stacy, Seattle Cruise Control
Blanchette, Alexa	Hadaway, Shelley	Ossenkop, Alicia
Bleck, Patrick	Hammerberg, Rita	Peach, Allan
Bodnar, Jenni	Hedger, Dustin	Perry, Charles
Boogie, TJ	Hedrick, Josh R.	Pfeiffer, Baily, King County Department of Natural Resources & Parks
Burton, Kimberly	Henzke, Len	Poledna, Aaron
Cannard, Matt	Herzog, Madeline, Vulcan Corporate Properties LLC: 2233 1st Avenue LLC	Quick, Natalie on behalf of NAIOP
Carow, Paul S	Herzog, Madeline, Vulcan Corporate Properties LLC: Cedarstrand Properties LLC	Richard K.
Carow, Patricia C	Hinthorn, Tim	Robinson, Kathryn
Chase, Mackenzie, Seattle Metropolitan Chamber of Commerce	Howard, Lisa Dixon, Alliance for Pioneer Square	Roy, Julie Parisio
Clawson, Jessica M.: Pier One	Johnson, Kathleen, Historic South Downtown	Scharrer, Christine
Clawson, Jessica M.: Port 106 LLC	Kartchner, Dylan	Schwartz, Steve
Corbin, Lisa, Seattle Sports Complex Foundation	Katz, Andy	Seaverns, Glenn
Creal, Case	Kelton, Megan	Shaffer, Brett
Cunningham, Elizabeth	Lau, Wayne	Stafie, Kris
Curtis, Joshua, Washington State Ballpark Public Facilities District	Lavine, Josh	Sundquist, Steve
Dagg, Steve	Le, Nam	Tim Trohimovich, Futurewise
DeBiase, Sofia	Lewis, Elizabeth	Topp, Gina
Dee, Kate	Lewis, Maggie and Bob Huppe	Tucker, Tarrance D., III
Delman, Joel	Little, Jason	Turcotte, Faye
Dickinson, Anne	Livingston, Robert, HomeStreet Bank	Turcotte, Joe
Dickinson, Corey	M <quikwithquip@XXX.com>	Turner, Mark
Dillon, Ann	M <veloslug@XXX.com>	Underwood-Bultmann, Liz, Puget Sound Regional Council
DiMartino, Janie and Nick	MacQuarrie, Irvin	Vanderburg, Julie
Dubicki, Raymond	Main, Bonnie	Vlasaty, Tina
Essa, Ameena	Marti, Miranda, 350 Seattle Maritime Solutions Team	Wakefield, Jill
Farid, M.T.E., P.E., Abdy	McCone, Andy	Weagraf, Sarah
Ffitch, Eric, Port of Seattle: Port Commission	McCray, Glenn, Sports in Schools	Wesselhoeft, Conrad
Ffitch, Eric, Port of Seattle: Stakeholders	McFarlane, Matt	Westerlind, Linnea
Fiorito, Dan	McIntosh, Jennifer	Williams, Dennis
Flanagan, Dani	McNeill, Holly	Wood, Maria
Frishholz, Christine	Menin, Andrea	Wood, Shawn
Goldman, Shana		

Summary of Written Comments

Written comments are summarized in thematic and topical areas, followed by a brief response for how the City has considered the comment theme and how it will be addressed in the EIS.

Environmental Topics

Commenters made suggestions for the environmental topics that should be included in analysis in the EIS. Topics for study that were suggested, sometimes by multiple commenters, include the following:

- **Vulnerable Communities and Equity/Environmental Justice.** Comments suggested the EIS address environmental justice, including historic and continuing environmental and health impacts to vulnerable communities, and that the EIS should include an overview of past and historic land use actions that harmed vulnerable communities or were racially unjust.
- **Greenhouse Gas/Air Quality Approach.** Some commenters suggested that an air quality and greenhouse gas analysis should be included that addresses how regional transportation and tourism, including maritime transportation, contributes to emissions.
- **Climate Change / Sea Level Rise.** Several commenters desired that the EIS thoroughly address climate change and sea level rise.
- **Transportation and Freight.** Comments suggested that the transportation analysis needs to consider all modes of travel in the study area and should also include an analysis of the role that heavy rail plays in the transportation system.

Response - Vulnerable Communities and Equity/Environmental Justice: The EIS will include a review of past plans and policies, including consideration of racial inequities and effects on indigenous peoples. The EIS scope includes an evaluation of the current and future location of land uses, housing, and jobs and the likely impacts related to air, noise, glare, and contamination. The mitigation measures section could identify actions or programs that the City could pursue to address potential impacts on vulnerable populations. The objectives of the proposal include: "Improve environmental health for people who live or work in or near industrial areas – especially at transitions to residential areas or urban villages." Mitigation measures that further equity and environmental justice can be linked to this objective.

Response - Greenhouse Gas/Air Quality Approach: The EIS scope includes air quality and greenhouse gas emissions comparisons due to the future mix of land uses and vehicle miles traveled. Available state or regional inventories, programs, and policies (e.g. ships, freight) can be referenced and included in the analysis to the extent feasible. The City intends to include analysis on the effect of electric shore power and other fleet electrification efforts on emissions. In response to this area of comment the City will include as an integrated part of the proposal a new Comprehensive Plan text policies about electrification in one or more of the action alternatives. Additionally, the mitigation measures section could identify actions or programs that the City could pursue to address potential greenhouse gas and air quality impacts.

Response – Climate Change / Sea Level Rise: The EIS scope includes an evaluation of sea level rise and climate change potential under each of the alternatives. The EIS will include a baseline of expected changes to climate and future sea level rise and will include discussion of how these changes will affect industrial lands for each alternative.

Response - Transportation: The transportation analysis will include all known or planned transportation infrastructure changes that will occur during the EIS’s time horizon. The transportation evaluation will consider changes in the study area in the context of citywide traffic trips using the citywide traffic model. Heavy rail will also be considered in the EIS.

Housing / Economics

Commenters made several suggestions related to housing and economics. Many of these suggestions were for features that commenters wished to see in the proposal. These suggestions include:

- **MIC boundaries.** Some commenters suggested industrial land / MIC boundaries should be retained, while others wished to retain the current practice of allowing MIC boundary changes through the annual amendment process.
- **Transit Oriented Development (TOD) / Housing.** Some commenters suggest the City should study traditional TOD around transit stations that would include housing. Some felt that due to housing affordability considerations or particular site considerations, the City should allow for more housing. Other commenters believe that housing is incompatible with industrial areas and expansions of housing allowances should not be studied.
- **Consistency with regional plans.** Some commenters emphasized that the proposal should ensure consistency with regional plans and policies for growth including the VISION 2050 plan and the Puget Sound Regional Council’s (PSRC) MIC subarea plan requirements.
- **Industrial definitions.** Several commenters argued that the nature of industry is changing and the city should reevaluate what it considers industrial activity.
- **Employment projections.** Commenters suggested that the alternatives should include projections for the amount and type of future employment.
- **Economic feasibility or market analysis.** Some commenters expressed concerns that some of the land use concepts may not be economically feasible and the City should conduct economic feasibility analysis to ensure zoning changes are viable for development.

Response -MIC Boundaries: The City anticipates considering whether to limit MIC Boundary changes to the Comprehensive Plan Periodic Review (next in 2024) or allow it as part of its annual docket process. This policy option is part of the proposal under study. Final decisions by the Mayor and Council would decide whether to implement such a policy change. Alternatives 3 and 4 in the proposal include minor changes to MIC boundaries.

Response - Transit Oriented Development / Housing: Consistent with the PSRC criteria for designating Manufacturing Industrial Centers to focus industrial uses in the MIC, the EIS will not study allowing residential uses in majority of the study area. EIS alternatives include range of additional employment densities at existing and future light rail stations with a focus on a land use concept of transit-oriented employment or industrial TOD. To ensure consistency with PSRC Regional

Centers criteria, the focus of land uses in the study area are non-residential. Alternatives 3 and 4 considers limited additional flexibility of existing allowances for Artist/Studio Housing and Caretakers Quarters housing in the proposed Urban Industrial zone only. The amount of housing varies from 600 to 2,200 industry supportive units between Alternatives 3 and 4 and the EIS will study the impact of that housing on all elements of the environment including land use compatibility. Final calibration of standards may be informed by the EIS and related studies.

Response - Consistency with Regional Plans: The EIS will address the policy framework for MIC designation including the Growth Management Act (GMA) and PSRC Vision 2050. The land use section of the EIS will also address the role of the Container Port Element of the Comprehensive Plan. The EIS and planning effort leading to a legislative recommendation will be consistent with subarea planning guidance from PSRC. The EIS will study applicable PSRC Regional Centers Framework and its MIC standards to retain a large majority of study area land in industrial use.

Response - Address Industrial Definitions: The EIS will include study of revised zones (MMI, II, and UI). The EIS will help the City eventually develop a proposal that will identify the specific zones standards including uses.

Response - Employment Projections: The EIS and related studies are anticipated to consider accessibility to a range of job types and quantities, and this will form the basis to compare impacts between alternatives. For each alternative, the EIS will include a numerical projection for jobs by sector and subarea within the study area through 2044.

Response - Economic Feasibility or Market Analysis: SEPA does not require cost-benefit or economic analysis (WAC 197-11-448 and 450). Separate from the EIS, the City will consider economic feasibility information in preparation of any zoning change and/or Comprehensive Plan change proposal.

Property Requests

Some commenters made suggestions for zoning or comprehensive plan designation change that should be included for study for certain specific properties. Suggestions for specific sites and areas are summarized in Exhibit 2.

Exhibit 2. Property Requests

Issue	Response
<p>About 76 comments supporting removal of land from the MIC adjacent to SW Harbor Blvd and T5 to support development of Seattle Sports Complex. Alternatively, they suggested increasing the maximum size of use limit for indoor recreation facilities.</p>	<p>The City will study an increase in the maximum size of use for indoor recreation uses in one of the action alternatives.</p>
<p>Remove more land from MICs. Locations suggested in Ballard, W. Armory Way, Pier One. Expand Seattle Mixed (SM) to more areas. Consider prior EIS for Terminal 5. Study impacts of redevelopment options other than proposed in the alternatives.</p>	<p>The City of Seattle, as the Lead Agency, has the prerogative to define the range of alternatives it studies in the EIS.</p> <p>The EIS represents an implementation action of the recently completed Industry and Maritime Strategy and the alternatives are heavily informed by the recommendations of that strategy, including adding no significant new housing in industrial areas.</p> <p>The EIS will also include proposed Comprehensive Plan amendments that implement the Industry & Maritime strategy, including policies related to establishing new zone classifications, master planning future redevelopment of the Interbay Armory and WOSCA sites, removal of targeted areas of Georgetown and South Park from the MIC, and the timing of Comprehensive Plan amendments that removes land from MICs.</p> <p>The EIS will consider a policy to allow for MIC boundary adjustments during the periodic review or during the annual amendment process.</p> <p>The EIS may consider prior SEPA documents prepared by the City or other entities, but the EIS will focus on the programmatic implementation of the Industry and Maritime Strategy.</p>
<p>The project overview makes assumptions about future redevelopment of T46, the Coast Guard Facility, and the Interbay Armory that are premature.</p>	<p>None of the EIS alternatives includes an analysis of different land uses on the referenced sites. The project overview describes potential redevelopment projects that based on current information are reasonably foreseeable. Any change in land use on these sites would be the result of processes outside the scope of this EIS. This project does include language related to master planning at the WOSCA and Armory sites, but that is simply to establish the City's role in any future discussions of land use on those sites.</p>

Issue	Response
Armory	The proposal includes a policy change calling for collaborative master planning of the Armory site. The site is within the MIC, and the proposal is that updated MIC policies and industrial zone designations will apply to the site. Should the State and partners wish to pursue non-industrial future uses, that would have to be determined through a master planning process in partnership with the City and other entities and would be the subject of a separate environmental review.
Fiorito properties one half block located in the Ballard Interbay MIC. This block abuts the border of the BINMIC.	The properties are studied for Urban Industrial in both Alternatives 3 and 4. These alternatives including differing allowances for industry-supportive housing.
Cederstrand Properties – This property is just south of the Stadium District.	Alternative 4 extends the Urban Industrial zone south along 1st Ave. S. as far as S. Stacy St. and would abut the Industry and Innovation zone in this option.
Urban Industrial (UI) as described, is inappropriate for the Stadium District.	The comment is noted. See the discussion of the Stadium District in the proposed Industrial and Maritime Strategy.

Process

Some commenters were concerned about the timing of the DEIS issuance and comment period overlapping that of the Sound Transit West Seattle and Ballard Link Extension DEIS also anticipated to be issued in late 2021.

Response – Process: The Sound Transit EIS is a different proposal from the Industrial Maritime Strategy. City staff are coordinating information and data from Sound Transit to the greatest extent possible. City staff understand the time and challenge of preparing EIS comments. City staff are coordinating with Sound Transit and striving to avoid overlap of DEIS comment periods. In the range of alternatives, the proposed land uses are informed largely by the expected future transit stations.

Survey Responses

During the scoping period a survey was available on the project website and story map, using the platform Survey Monkey. The survey asked twelve questions. 44 people responded to the survey, and about 35 people completed the survey entirely. A brief summary of the responses is provided here and the full extent of the survey responses is included in Appendix B.

The first question asked about the environmental topics that should be included for study. The top response receiving 20 responses was Air Quality and Greenhouse Gases, followed closely by Transportation and Contamination that received 19 responses. Land and Shoreline Use received 17 responses. 11 other topics received ten or fewer responses.

Questions 2 – 5 asked responders to comment about what they liked or didn't like for each of the proposed alternatives.

For the No Action Alternative, some appreciated the current Comprehensive Plan and zoning for its maintenance of industrial and maritime uses and development standards in the MICs while others do not like retaining the No Action Alternative. Suggestions for change included allowed land uses either inside the study area or adjacent (e.g. allow more housing adjacent to the study area to live near work or changes in West Seattle), or improved environmental or development standards, alternative transportation standards, etc. Questions about the No Action Alternative addressed economics, taxes, and the usefulness of this alternative. It should be noted that the No Action Alternative is required to be studied by the State Environmental Policy Act (SEPA).

For the Future of Industry Limited (Alternative 2), some commented that the alternative is aligned with the proposed Industrial and Maritime Strategy and is more protective of the industrial uses. Some would like to see an even higher share of industrial uses and less non-industrial uses, while others would like to see more housing. Some would like to see more mitigation, e.g. past contamination. Some wanted information on feasibility.

For the Future of Industry Targeted (Alternative 3), some appreciated the rethinking of uses near transit, as well as supporting primary industrial uses and limiting housing. Some wanted more housing or mixed uses. Some were concerned about focused removals of land from the MIC. Comments also addressed the need to consider climate change, sea level rise, and trees.

For the Future of Industry Expanded (Alternative 4), some liked the expanded allowances for housing and adjustments to MIC boundaries in Georgetown and South Park. Some were still concerned about jobs/housing and commuting, and others did not like the approach to housing and less protection for industrial. Comments also addressed the need to consider contamination. Some thought the distinction between alternatives was not easy to discern.

Questions 6 – 10 asked about how the responders experience or use the study area, and demographic information about the responders.

When asked how they experience the study area:

- 78% go to shops, office, or services in one of the areas
- 44% live near an industrial area
- 30% work at a business in one of the areas
- 12% own a business in one of the areas

When asked where they lived, the highest volume of responses were from the West Seattle and Delridge areas. Aside from those, numerous other areas of the city were represented with two or less. West Seattle was also the most common work location for responders.

Nearly two thirds of the responders identified as White and about 10% as Hispanic/Latinx. 21% of responders were 35-44 years of age, 30% were 45-54 years of age, and 26% were 55-64 years of age.

Question 11 was a final open ended question allowing respondents to share anything else on the Industrial and Maritime Strategy. Some identified properties of concern, some wanted to

emphasize the need to protect industrial uses from encroachment, some identified environmental justice topics, and others reflected on availability of land for the range of industrial uses.

Stakeholder Informational Meetings

During the scoping phase City staff held virtual information meetings or telephone calls with individuals and stakeholder groups known to have an interest in topics that would be addressed in the EIS. Stakeholder meetings included an overview of the EIS process and general two-way discussion of maritime and industrial strategy topics. Some participants in these meetings later submitted written scoping comments. City staff gained an understanding of issues of interest through the stakeholder meetings. Meetings with the following groups were held:

- Burlington Northern Santa Fe (BNSF)
- Chinatown / International District Public Development Authority (SCIPDA)
- Duwamish Tribe
- Fremont Dock Company
- Futurewise
- Georgetown Community Council
- GotGreen Seattle
- Group meeting with heads of labor organizations
- Historic South Downtown
- Housing Development Consortium
- National Association of Investment and Office Properties (NAIOP)
- North Seattle Industrial Association (NSIA)
- Seattle 350 / Seattle Cruise Control
- Seattle Jobs Initiative
- Seattle Planning Commission staff
- Share the Cities / The Urbanist
- South Park Neighborhood Association / SPARC
- Union Pacific Railroad
- Vipond Group

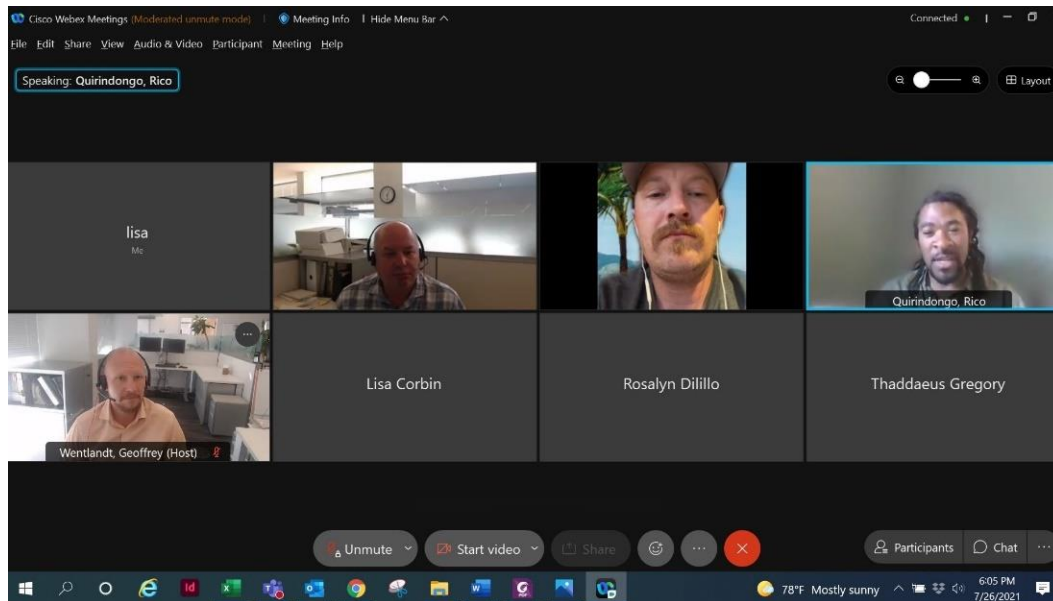
Public Meetings

Two one-hour virtual workshop sessions were scheduled on July 21 (9am) and July 26 (6 pm). There were about 7 participants beyond city staff and consultants. The primary purpose of the meetings was to share the Industrial and Maritime Strategy, the EIS Scoping process and how to comment, and to allow for participant questions.

Comments and Questions:

- A commenter asked if the City was aware of where employees in industrial areas reside, and if commutes to work would be considered. The commenter suggested that employees in the study area should be engaged in the process.
 - *Response – Engagement:* There are multiple opportunities for engagement in the EIS process and subsequent decision making processes. The City is committed to proactive outreach to those who may be affected, or are traditionally excluded from government processes. Outreach will occur through numerous methods including social media, one on one meetings, community meetings as requested, and targeted contacts with stakeholders including labor organizations and others. There will be a formal public comment period and public hearing following release of the Draft EIS. There will be additional engagement, including comment periods for any future land use or policy changes resulting from this study.
- A commenter asked staff whether different future land uses could be considered for the Harbor Boulevard Site in West Seattle. The commenter and members of her group would like to see land use regulations that would allow for a larger sized athletic / tennis center at the property.
 - *Response – Harbor Blvd. Site:* In response to the comments about the Harbor Boulevard Site, Alternative 4 will study modification of the maximum size of use limit for sport and recreation uses to allow larger sized sports and recreation facilities.

Exhibit 3. Screenshot of July 26, 2021 Virtual Meeting



Source: City of Seattle, BERK 2021.

B Industrial & Maritime Strategy Council Report

Also available online at:

<https://www.seattle.gov/Documents/Departments/OPCD/OngoingInitiatives/IndustrialMaritimeStrategy/IndustrialMaritimeStrategyReport2021.pdf>



INDUSTRIAL AND MARITIME STRATEGY COUNCIL RECOMMENDATIONS

June 2021



City of Seattle

ACKNOWLEDGEMENTS

Seattle is on the land of the Coast Salish peoples, including land of the Duwamish, Suquamish, Muckleshoot, and Snoqualmie Tribes. For thousands of years, Native people and their ancestors have called Seattle and the Puget Sound (Salish Sea) region home, and they continue to live here today. We are honored to be on Coast Salish territories, it is by virtue of their protection and careful stewardship, that Seattle is one of the most resource-rich coastal cities in the country.

This report was informed by over a year of engagement with the City's Industrial and Maritime Strategy Council, which was created by Mayor Durkan in November 2019. Made up of a broad range of stakeholders, the Council was formed with a citywide council and four neighborhood councils. Participants are listed below. Three co-chairs stewarded the councils and members of neighborhood councils who also served on the citywide council are indicated.

Citywide Council

Sally Clark, University of Washington (co-chair)

Nicole Grant, MLK Labor (co-chair)

Brian Surratt, Alexandria Real Estate Equities (co-chair)

Dan Strauss, Seattle City Council, Land Use & Neighborhoods Committee Chair

Commissioner Stephanie Bowman, Port of Seattle

Erin Adams, Seattle Made

Sam Farrazaino, Equinox Studios (*Georgetown/South Park*)

Dave Gering, Manufacturing Industrial Council of Seattle

Erin Goodman, SODO Business Improvement Area (*SODO*)

Johan Hellman, BNSF (*Interbay*)

Alex Hudson, Transportation Choices Coalition

Rick Kolpa, Prologis

Marie Kurose, Workforce Development Council of Seattle-King County

Terri Mast, Inland Boatman's Union (*Interbay*)

Fred Mendoza, Public Stadium Authority (*SODO*)

Barbara Nabors-Glass, Seattle Goodwill

Peter Nitze, Nitze-Stagen

John Persak, International Longshore and Warehouse Union (*SODO*)

Fred Rivera, Seattle Mariners (*SODO*)

Charles Royer, Public Facilities District

Jordan Royer, Pacific Merchant Shipping Association

Chad See, Freezer Longline Coalition (*Interbay*)

Greg Smith, Urban Visions

Rob Stack, Stack Industrial Properties

Mike Stewart, Ballard Alliance Business Improvement Area (*Ballard*)

Georgetown / South Park Council

Roger Bialous, Georgetown Brewing

Johnny Bianchi, Industry Space

Clint Burquist, Georgetown Community Council

Sam Farrazaino, Equinox Studios (*Citywide*)

Jon Holden, Machinists Union 751

Kevin Kelly, Recology

Elena Lamont, Pioneer Human Services

Paulina Lopez, Duwamish River Cleanup Coalition

Maria Ramirez, Duwamish Valley Housing Coalition

Veronica Wade, Workforce Dean, South Seattle College

Ballard Council

Warren Aakervik, Ballard Oil

Brad Benson, Stoup Brewing

Danny Blanchard, Seattle Maritime Academy

Suzie Burke, Fremont Dock Company

Angela Gerrald, Ballard District Council

Haley Keller, Peddler Brewing

Brent Lackey, Ballard District Council

Eric Nelson, Nordic Heritage Museum

Russel Shrewsbury, Western Towboat

Mike Stewart, Ballard Alliance Business Improvement Area (*Citywide*)

Interbay Council

Charles Costanzo, American Waterway Operators

Nathan Hartman, Kerf Design

Johan Hellman, BNSF Railway *(Citywide)*

Terri Mast, Inlandboatman's Union *(Citywide)*

Chad See, Freezer Longline Coalition *(Citywide)*

Jeff Thompson, Freehold Group

SODO Council

Alex Cooley, Solstice Grown

Kristal Fiser, UPS

Erin Goodman, SODO Business Improvement Area *(Citywide)*

Lisa Howard, Alliance for Pioneer Square

Ron Judd, WSDOT

Henry Liebman, American Life

Brian Mannelly, SSA Marine

Fred Mendoza, Public Stadium Authority *(Citywide)*

Mark Miller, MacMillan-Piper

John Persak, International Longshore and Warehouse Union *(Citywide)*

Fred Rivera, Seattle Mariners *(Citywide)*

Charley Royer, Public Facilities District *(Citywide)*

Jessa Timmer, Alliance for Pioneer Square

Maiko Winkler Chin, Seattle Chinatown International District Preservation & Development Authority

Black Indigenous and Persons of Color (BIPOC) Youth Engagement Partners

This strategy was informed by direct engagement with over one hundred BIPOC youth to hear their suggestions and listen to their direct experiences with exposure to careers in maritime / industrial sectors. The following leaders in youth-serving organizations partnered to co-create this engagement.

Magdalena Angel-Cano, Duwamish River Cleanup Coalition

Jake Bookwalter, Georgetown Youth Council

Veasna Hoy, Youth Maritime Collaborative, Maritime Blue

LeAsia Johnson, Seattle Goodwill
Robert Jones, Urban League of Metropolitan Seattle
Carmen Martinez, Duwamish Valley Youth Corps Manager
Rosario-Maria Medina, Friends of Georgetown History and Industry
Nico Onada-McGuire, Seattle Good Business Network

City Staff and Consultants

Adrienne Thompson, Policy Director, Mayor's Office
Chase Kitchen, Policy Advisor, Mayor's Office
Pamela Banks, Director, Seattle Office of Economic Development
Bobby Lee, former Director, Seattle Office of Economic Development
Sarah Scherer, Seattle Office of Economic Development
Rico Quirindongo, Director, Seattle Office of Planning and Community Development
Sam Assefa, former Director, Seattle Office of Planning and Community Development
Geoff Wentlandt, Seattle Office of Planning and Community Development
Jim Holmes, Seattle Office of Planning and Community Development
Andres Mantilla, Director, Seattle Department of Neighborhoods
Jackie Mena, Seattle Department of Neighborhoods
Diane Wiatr, Seattle Department of Transportation
Anne Grodnik-Nagle, Seattle Public Utilities
Michelle Caulfield, Director, Seattle Office of Sustainability and Environment
Brian D. Scott, BDS Planning and Urban Design
Gabriel Silberblatt, BDS Planning and Urban Design
Ishmael Nuñez, BDS Planning and Urban Design
Dori Krupanics, BDS Planning and Urban Design
Aarti Mehta, BDS Planning and Urban Design
Chris Mefford, Community Attributes Inc.
Michaela Jellicoe, Community Attributes Inc.
Madalina Calen, Community Attributes Inc.
Bryan Lobel, Community Attributes Inc.
Elliot Weiss, Community Attributes Inc.

INTRODUCTION

In November of 2019, Mayor Durkan assembled this Industrial and Maritime Strategy Council (Strategy Council) to develop an Industrial and Maritime Strategy that is future-orientated and centers opportunities for working people, especially Black, Indigenous, People of Color (BIPOC), youth, and women. The Strategy Council was directed to develop a holistic and comprehensive approach to supporting the industrial and maritime sectors and identified five issue areas to focus their efforts on: workforce development, environmental justice, transportation, public safety, and land use. Despite the challenges encountered in 2020 from the COVID-19 pandemic that caused a temporary pause of the process, the Strategy Council was able to reach strong consensus on a set of recommended strategies. This report contains the consensus recommended strategies to support the future of Seattle's industrial and maritime sectors.

These recommendations aim to reflect the BIPOC voices and point towards more equitable outcomes. During this process all Strategy Council members were invited to participate in a discussion of restorative economics, and the City believes we must continue to take additional actions to address structural change that would advance a restorative economic system and systemic racism. This project included direct dialogue with over a hundred BIPOC youth and the policy choices recommended can lead to benefits for these young members of the Seattle community and others like them.

BACKGROUND

Most industrial land in Seattle is located within two Manufacturing Industrial Centers (MIC). Seattle's Greater Duwamish Manufacturing and Industrial Center (MIC) and the Ballard Interbay North Manufacturing Industrial Center (BINMIC) contain about 12 percent of Seattle's total land area. MICs are regional designations and are defined in the City's Comprehensive Plan as home to the city's thriving industrial businesses. There are only 11 MICs in the Puget Sound region and they are important resources for retaining and attracting jobs and for a diversified economy. There are a few small areas of industrial zoning outside of MICs.

Seattle industrial areas employment is about 100,000, representing roughly 15% of total employment in the City. Historically, Seattle's industrial lands have captured about 6-11% of the city's employment growth. Although narratives suggest declines in industrial jobs, Seattle's industrial area employment grew at a compound annual rate of about 1.6% between 2010 and 2018. Some sectors like food-and-beverage production grew even faster, while maritime and logistics had slow and steady growth, and only aerospace and manufacturing sectors saw minor declines. (Seattle Maritime and Industrial Employment Trends. Community Attributes Inc., 2020).

Industrial and maritime jobs provide pathways to stable careers that are accessible to a broad swath of community members. Nearly two thirds of all jobs in industrial sectors are accessible without a traditional four-year college degree, and more than half of all jobs in the maritime sector are available with no formal education. Wages are competitive, with average annual earnings exceeding 70% of the Area Median Income for salaries in the construction, aerospace/aviation, and logistics sectors. A high number of jobs in logistics, maritime and manufacturing sectors remain unionized and provide high quality benefits. (Industrial Lands Employment Analysis Technical Memo. Community Attributes Inc., 2020).

Both the accessibility and access to competitive wages and benefits provides an opportunity for BIPOC community, women, and youth. While there is a lack of data to fully demonstrate the demographics of the industrial and maritime workforce, the available data does show that the largest geographic concentration for Seattle residents of workers on industrial lands are in southwest Seattle with an overall distribution across the region. To supplement the limited data, the City directly consulted over 116 BIPOC youth to share their lived experiences about exposure to industrial and maritime sectors. The take-aways from the youth engagement include the youth describing a general lack of awareness of industrial and maritime careers and were surprised by the diversity and number of careers and the higher wages

within the maritime, manufacturing, and logistics sectors. We also heard that a clear stigma against career and technical education exists and that career decisions of youth are most influenced by their parents, as opposed to their teachers and counselors. Finally, we heard youth emphasize that environmentally friendly employers are important to their career decisions. The Strategy Council strongly recommends specific and proactive measures to ensure access and opportunities to a higher proportion of BIPOC and women than it has ever had before.

GUIDING PRINCIPLES

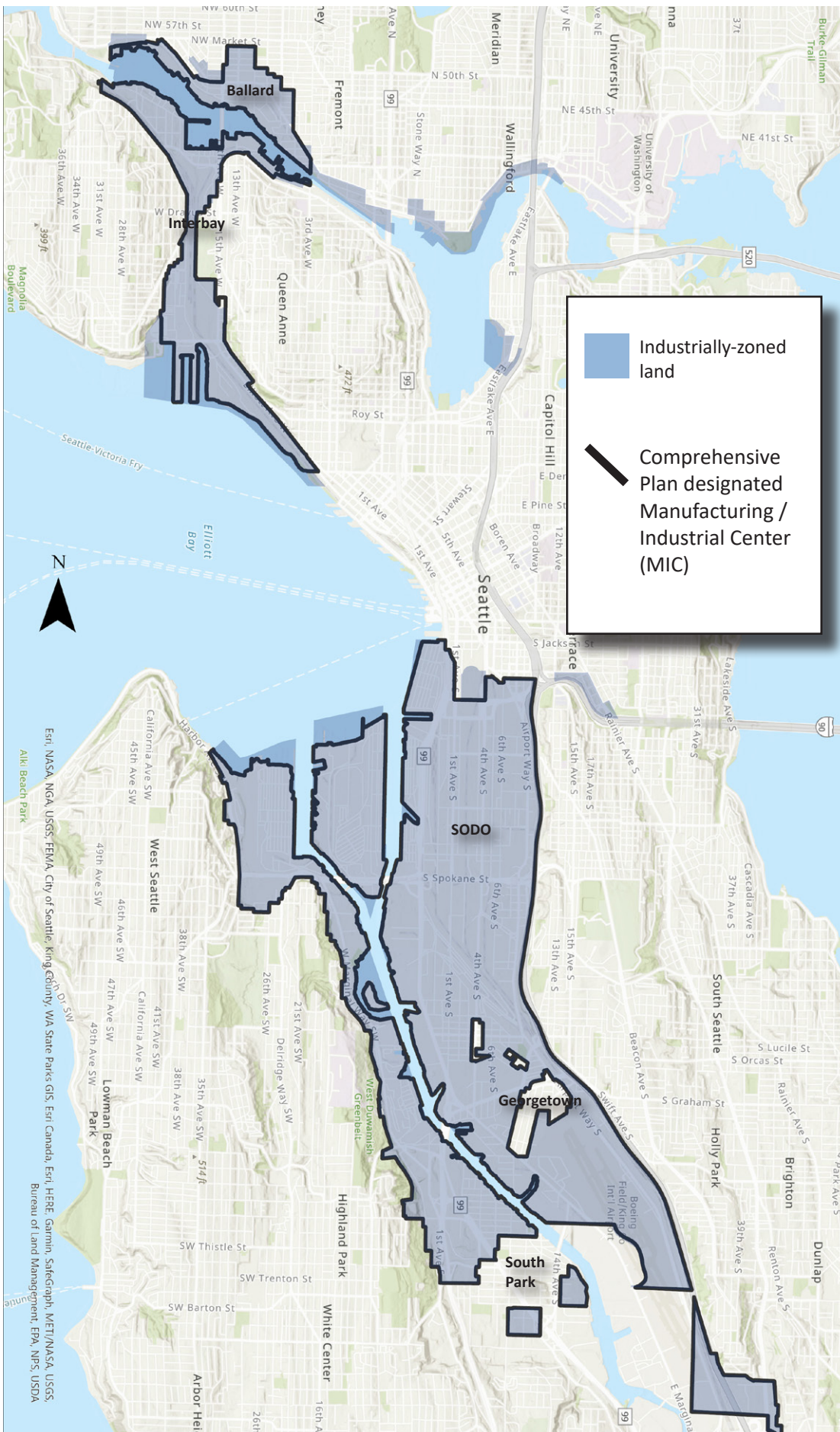
Mayor Durkan laid out the following principles to guide the work of the citywide and neighborhood members of the Strategy Council. The Strategy Council reviewed and concurred with the principles at the start of the process. After the murder of George Floyd in Minneapolis, and the COVID-19 pandemic, the Strategy Council focused on additional actions to strengthen racial equity and recovery.

- Use the power of local workers and companies to chart a blueprint for the future using the principles of restorative economics to support the cultural, economic, and political power of communities most impacted by economic and racial inequities
- Strengthen and grow Seattle’s industrial and maritime sectors so communities that have been excluded from the prosperity of our region can benefit from our future growth
- Promote equitable access to high quality, family-wage jobs and entrepreneurship for Black, Indigenous, and People of Color through an inclusive industrial economy and ladders of economic opportunity
- Improve the movement of people and goods to and within industrial zones and increases safety for all travel modes
- Align Seattle’s industrial and maritime strategy with key climate and environmental protection goals
- Develop a proactive land use policy agenda that harnesses growth and economic opportunities to ensure innovation and industrial jobs are a robust part of our future economy that is inclusive of emerging industries and supportive of diverse entrepreneurship.

A Holistic Strategy

The Strategy Council was structured with an overall citywide council and four neighborhood-based councils for Ballard, Interbay, Georgetown/South Park, and SODO. While each geographic area is unique, they share common issues, challenges, and opportunities. The recommended strategies respond to specific topics identified by the Strategy Council and applies an overall principled approach to Seattle’s industrial and maritime sectors as a whole.

Industrial Areas Map





Strategy Council members emphasized that many businesses in Seattle's industrial and maritime sectors rely on irreplaceable infrastructure including access to Seattle's Ports, waterways and other major infrastructure. (See strategy #5)



Strategy Council members communicated that public safety is a critical need for operation of a business, and that some industrial areas seem to be experiencing public safety challenges unique to industrial lands. Strategy Council members called for improved public safety partnerships. (See strategy #2)



Strategy Council members discussed the possibility for dense employment that could be compatible with industrial areas especially near high capacity transit. With Sound Transit expansion, five new or enhanced stations will be located in Seattle's industrial areas. (See strategy #6)



Strategy Council members discussed a need among startups, creatives and makers for relatively affordable spaces to locate and grow a business, and that transitional areas near neighborhoods are especially good places for this activity. (See strategy #7)

RECOMMENDED STRATEGIES

After extensive deliberation the Strategy Council was able to reach consensus on eleven strategy recommendations. The recommended strategies are robust, substantive statements that can chart a course for meaningful action by the City and its partners. Additional resources considered by the participants are found in the appendices.

Investment Strategies

1. Workforce Investments to Support Access to Opportunity for BIPOC, Youth, and Women: Create, expand, and support initiatives that increase access to opportunity and economic prosperity for Black, Indigenous, and People of Color, youth, and women through manufacturing, maritime, and logistics careers.

2. Public Safety Partnership to Support Maritime and Industrial Areas: Work closely with local business and community organizations to develop and implement a proactive public safety response to elevated levels of crime within maritime and industrial lands.

3. Transportation Priorities to Improve the Movement of People and Goods: Improve the movement of people and goods and make transit and freight networks work for industrial and maritime users with better service and facilities; improved last mile connections for active transportation, transit, and freight, including large truck access to shoreline and railroad uses; and advocating for a tunnel alignment for Ballard and Interbay future light rail.

4. Environmental Justice and Climate Action: Address environmental inequities and protect industrial-adjacent communities from environmental harms, transition to a climate pollution free freight network, and prepare for a changing climate.

Land Use Strategies

5. Stronger Protections for Industrially Zoned Land: Strengthen protections for industrially zoned lands within Seattle by establishing higher thresholds to remove industrial land designations and closing loopholes that have allowed significant non-industrial development within industrially zoned lands.

6. High Density Industrial Development: Encourage modern industrial development that supports high-density employment near transit stations and near existing industrial-commercial areas by creating density bonuses for employment uses (i.e., office, R&D, etc.) if coupled with industrial uses in the same project.

7. Healthy Transitional Areas near Urban Villages: Foster increased employment and entrepreneurship opportunities with a vibrant mix of affordable, small-scale places for light industry, makers, and creative arts, as well as industry supporting ancillary retail.

8. No New Residential Uses: No new residential uses on industrial and maritime lands. Limited adjustments to existing allowances in transitional zones to support industry and arts entrepreneurship opportunities. Any limited adjustments to existing allowances in transitional zones would be determined after additional study of potential impacts, including an Environmental Impact Statement (EIS).

9. Georgetown and South Park Neighborhood Goals: Remove a few small, focused locations from industrial zoning in Georgetown and South Park and convert them to mixed use zoning to achieve neighborhood goals.

Action Strategies

10. Master Planning for WOSCA and Armory Sites: Recognizing the time limitations of this process and the specialized nature of these sites, partner with agencies of the State of Washington, Department of Transportation (WOSCA), and Department of Commerce (Armory), or future owners on a master planning process for industrial redevelopment specifically designed for each site based on the guiding principles of this workgroup.

11. Ongoing Stewardship Entities to Champion this Vision: Identify and grow ongoing stewardship entities with a complete range of stakeholders to champion the vision of the Industrial and Maritime Strategy, ensure its long-term implementation, and develop appropriate assessment metrics to help guide future policy decisions. In different neighborhoods, this could be an existing organization with a modified charter and/or a new organization.

SUMMARY OF THE STAKEHOLDER TIMELINE

The Industrial and Maritime Strategy Council process lasted more than a year and a half and included various phases and levels of dialogue. The timeline below summarizes major steps in process. At each stage, these major steps were supplemented with individual outreach and dialogue between members of the strategy council, city staff, and the facilitator.

November, 2019	Project kickoff by Mayor Durkan
December, 2019	Guiding principles
February, 2020	Discuss policy alternatives and background data
March - May 2020	Break due to COVID-19
June, 2020	Reconvene with a focus on a greater emphasis on equity and recovery
Fall, 2020	Restorative economics training, BIPOC youth engagement
November, 2020	Listening session
December, 2020	Discuss detailed policy tables, written comments
March, 2021	Regroup and strategy framework
April / May, 2021	Strategy workshops and straw poll voting
May 27, 2021	Final consensus recommended strategies

NEIGHBORHOOD STATEMENTS

During the winter of 2020 neighborhood stakeholder groups identified their top issues and points for a 20-year vision for industrial areas in or adjacent to their neighborhood. Although the discussion was extensive, top issues and vision statements can be distilled to key themes.

Georgetown / South Park	
Top Issues	Vision
Environmental equity and pollution mitigation	A healthy environment in industrial areas and the communities next to them
Affordable workforce housing, and protections against displacement	A sustainable, industrial, living economy with clean and green tech.
Pathways for training into industrial jobs especially for nearby residents and underrepresented groups	A skilled industrial / maritime workforce with racial and gender diversity
	Options for industrial / maritime workers to live locally in South Park and Georgetown
	A dense and vibrant community

SODO	
Top Issues	Vision
Public safety challenges that affect employees and businesses	A thriving manufacturing, maritime, and logistics center
Transit access within SODO	A protected working waterfront
Cargo movement within SODO and to other industrial areas like Ballard, Kent etc.	An intentional transition between industrial employment in SODO and mixed-use communities to the north
Pedestrian safety	Convenient transit connections throughout SODO

Interbay	
Top Issues	Vision
Protection of land with water adjacency for industrial use	A place for maritime and industrial innovation
Clarify the future land use vision for the area north of Dravus St.	A protected, modernized working waterfront
Impacts of Sound Transit alignment	Dynamic inland areas: ecosystem of maritime and industrial jobs coexist with opportunities for housing and services for workers
Need for small business and maker incubator businesses spaces	

Ballard	
Top Issues	Vision
Impacts of a potential Sound Transit alignment through the MIC	An area that celebrates the value and heritage of industrial and maritime work
Conflicts arising from growth pressure (RVs and tent camping)	A diversifying mix of maritime, production and knowledge businesses that complement and sustain each other
Need for strong zoning protections within the MIC	Light rail is successfully integrated without hurting industrial users, which for many means a station location at or west of 15 th Ave NW
Need for apprenticeship programs to create a worker pipeline	

Location Specific Issues

Many locations have unique conditions even more localized than the neighborhood subgroups. Future zoning changes to implement land use recommendations (strategies #5-9) should accommodate unique local issues that are finer grained than the broad strategy recommendations. Examples to address include, but are not limited to:

- **Area of SODO north of I-90 and east of the heavy rail tracks.** The area is adjacent to downtown and is already zoned for a denser version of the Industrial Commercial (IC) zone with an existing incentive for participation in the City’s Mandatory Housing Affordable (MHA) program. Any study of implementing the Dense Industrial Development (Strategy #6) in this area should consider adding further incentives for providing additional industrial development and avoid decreasing existing development rights or MHA participation.

- **Stadium District.** An existing Stadium Transition Overlay District (STAOD) zone was established in 1990 immediately around the professional sports stadiums. The overlay modifies underlying industrial zoning with specific standards to require design review, grant more allowed floor area, and prohibit certain uses, including lodging, which are allowed in other industrial areas. Any study of implementing the Healthy Transitional Area concept (Strategy #7) or Dense Industrial Development concept (Strategy #6) in this area should consider scenarios for preserving and updating the STAOD for current thinking, including allowing lodging and maintaining somewhat larger size of use limits for office and retail uses compared to other transitional areas.
- **Shoreline Master Program (SMP) Areas.** Lands within 200' of the shoreline are subject to the City's Shoreline Master Program regulations in addition to existing or proposed industrial zones. Any study of implementing any of the land use recommendations should consider the interplay between the SMP and new zones, with a close eye to preserving freight access to shoreline industrial uses.
- **Future Sound Transit Station Locations.** The West Seattle and Ballard Link Extension (WSBLE) will include six station locations in or nearby the City's designated MICs. Maximizing the benefit of the transit investments will require complex station area planning with unique factors impacting each station location. While more precise recommendations will require more information that will only be available as WSBLE planning progresses, future station area planning should consider ways to minimize negative impacts on industrial and maritime users. Any study of implementing any of the land use recommendations should consider tunnel alignment for the Ballard and Interbay station connections (Strategy #3), and other Strategy Council-identified location-specific priorities like a new SODO station that avoids reductions in capacity to the E3 busway and Ballard station locations at or west of 15th Ave NW.

APPENDICES

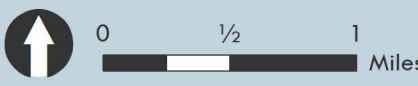
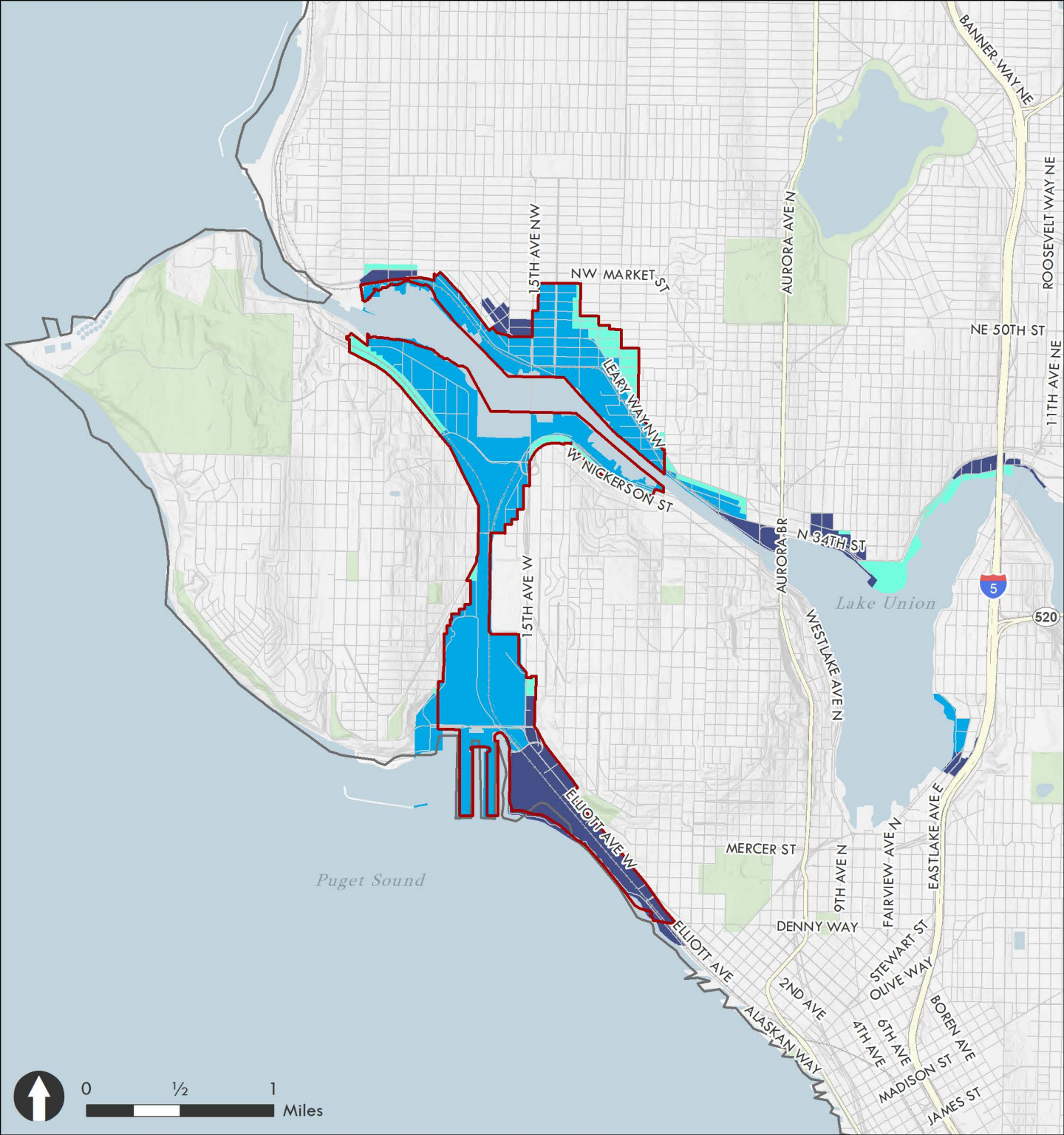
Appendix A: Informational Memos

A series of informational memos were provided by City staff to Strategy Council members in April 2021 to inform the discussion. The memos are provided as background, and their content is not a part of the formal consensus strategy recommendations.

Appendix B: Detailed Policy Tables

The Strategy Council discussed detailed potential policies and actions in four topic areas during winter of 2020. The detailed policy tables are provided as background, and their content is not a part of the formal consensus strategy recommendations.

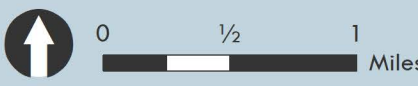
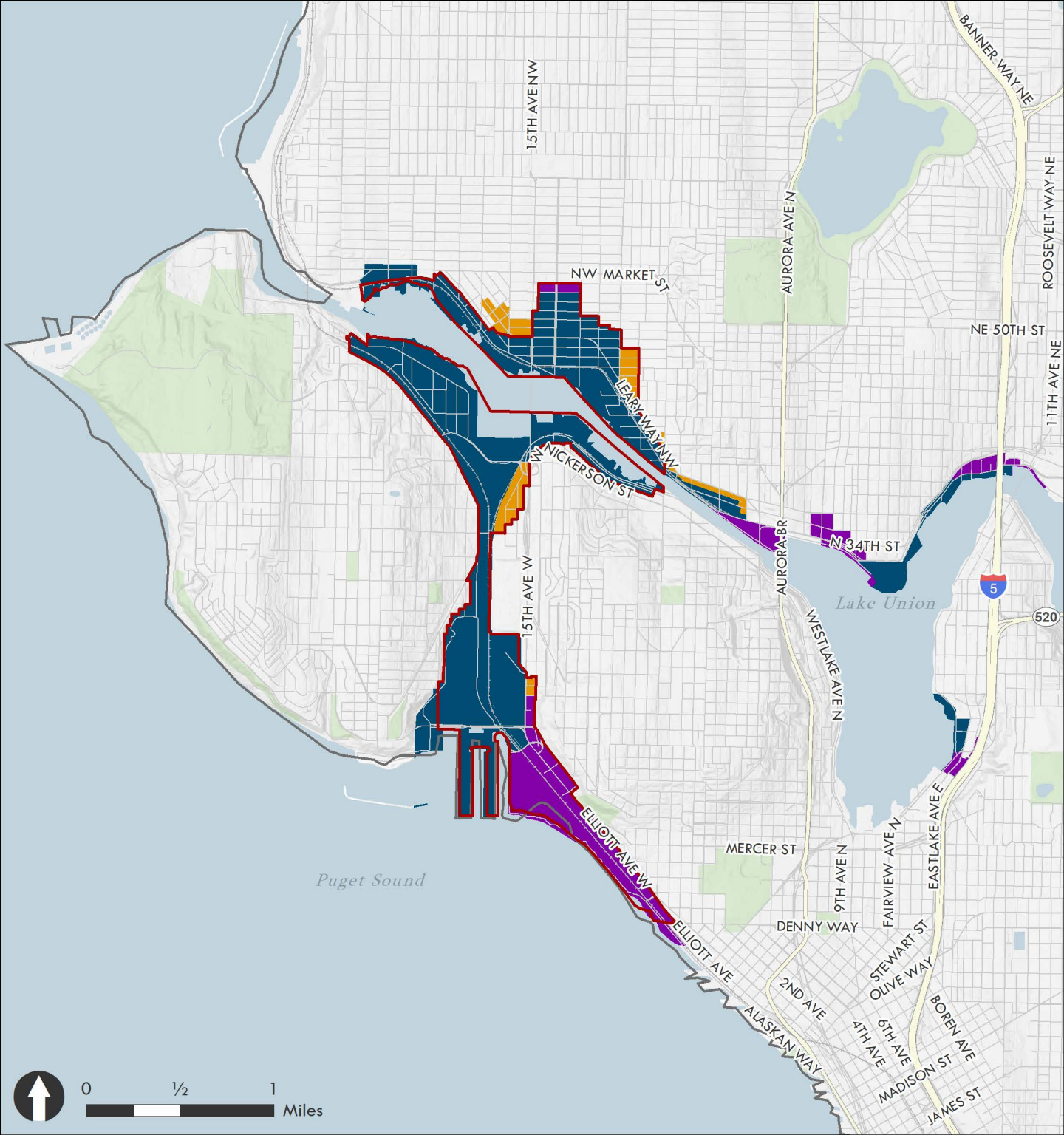
C Alternative Future Land Use Zoning Maps



- City of Seattle
- UGAs
- Public Lands
- Manufacturing Industrial Centers**
- Ballard-Interbay MIC
- Duwamish MIC
- Alternative 1 - No Action**
- Industrial Buffer
- Industrial Commercial
- Industrial General



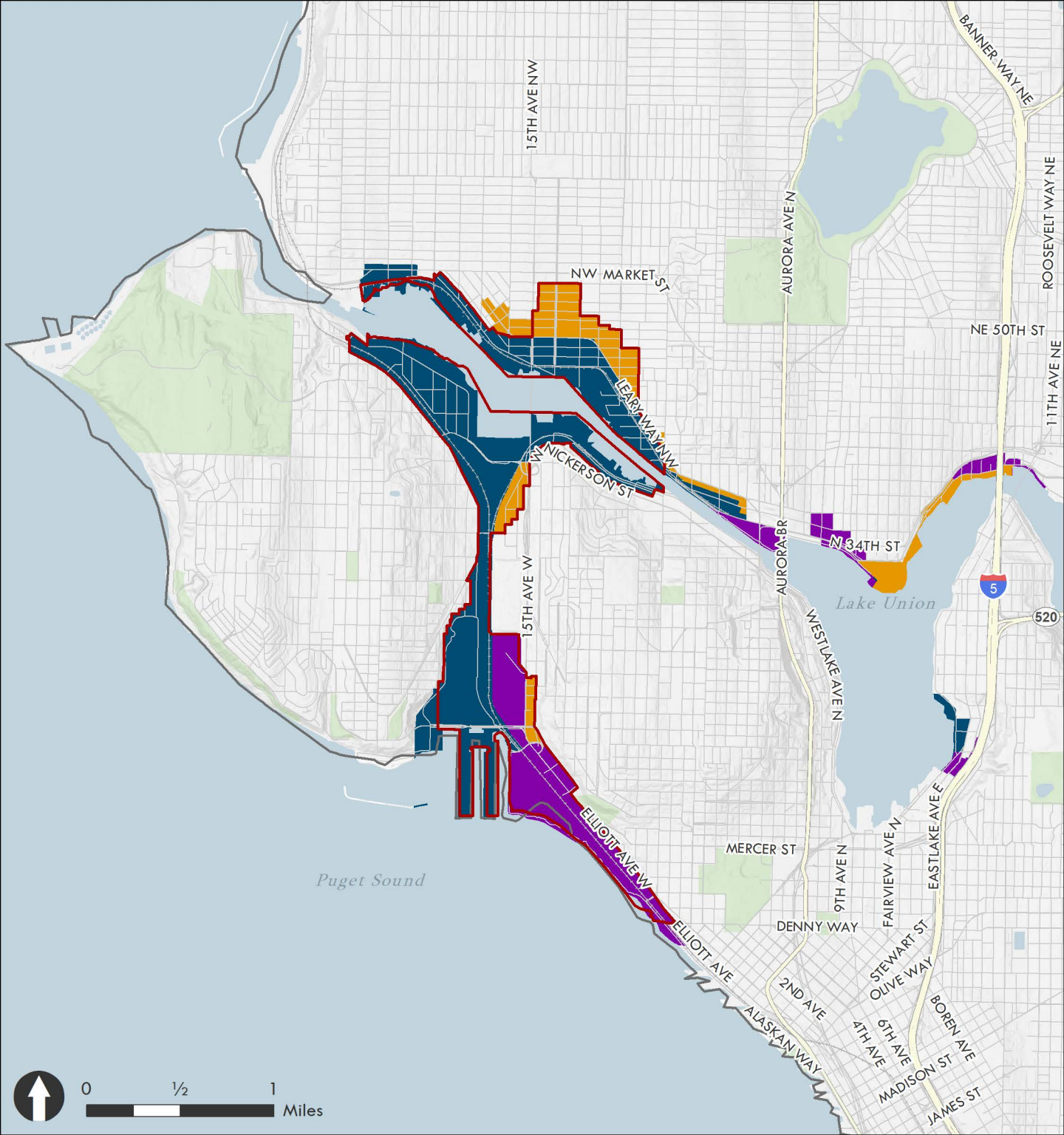
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- City of Seattle
- UGAs
- Public Lands
- Manufacturing Industrial Centers**
- Ballard-Interbay MIC
- Duwamish MIC
- Alternative 2 - Limited**
- Industry & Innovation
- Urban Industrial
- Maritime, Manufacturing & Logistics



Map Date: November 2021

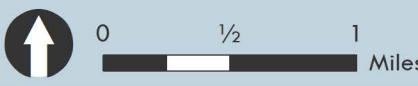
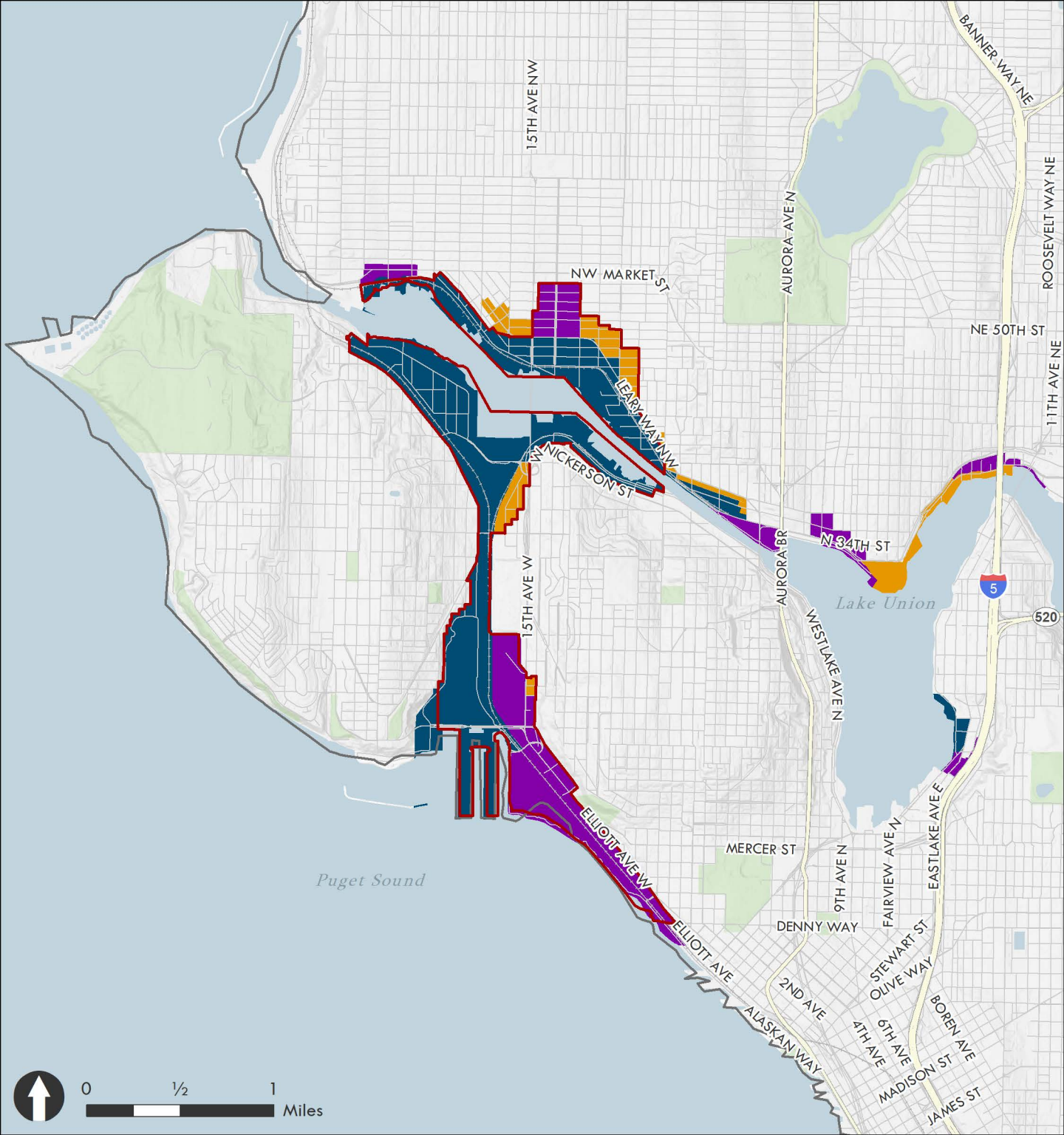


- City of Seattle
- UGAs
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- Manufacturing Industrial Centers**
- Ballard-Interbay MIC
- Duwamish MIC

- Alternative 3 - Targeted**
- Industry & Innovation
- Urban Industrial
- Maritime, Manufacturing & Logistics
- Seattle Mixed



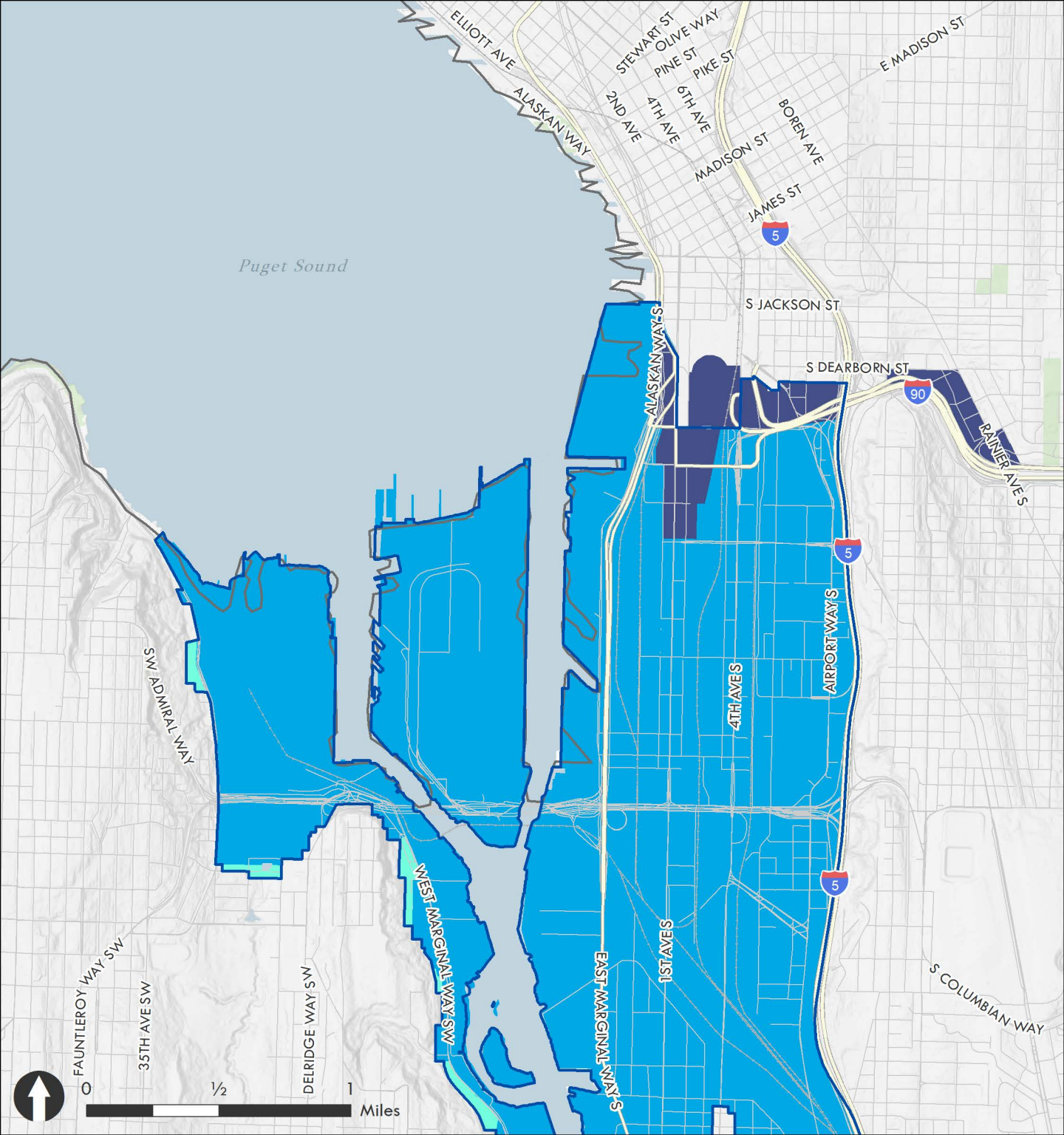
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| City of Seattle | Alternative 4 - Expanded |
| UGAs | Industry & Innovation |
| Public Lands | Urban Industrial |
| Manufacturing Industrial Centers | Maritime, Manufacturing & Logistics |
| Ballard-Interbay MIC | Seattle Mixed |
| Duwamish MIC | |



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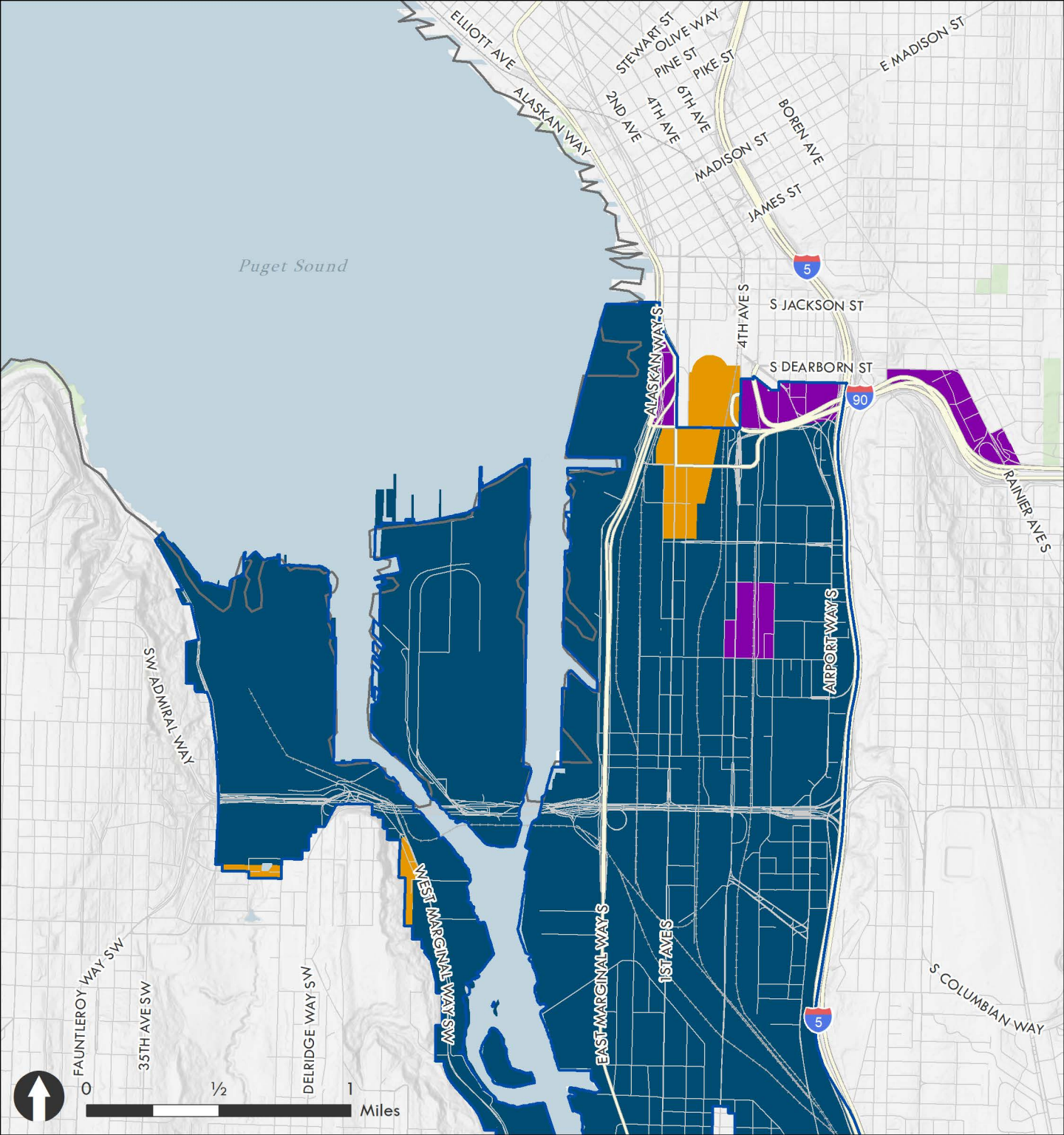
Puget Sound

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- Duwamish MIC

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- Industrial Buffer
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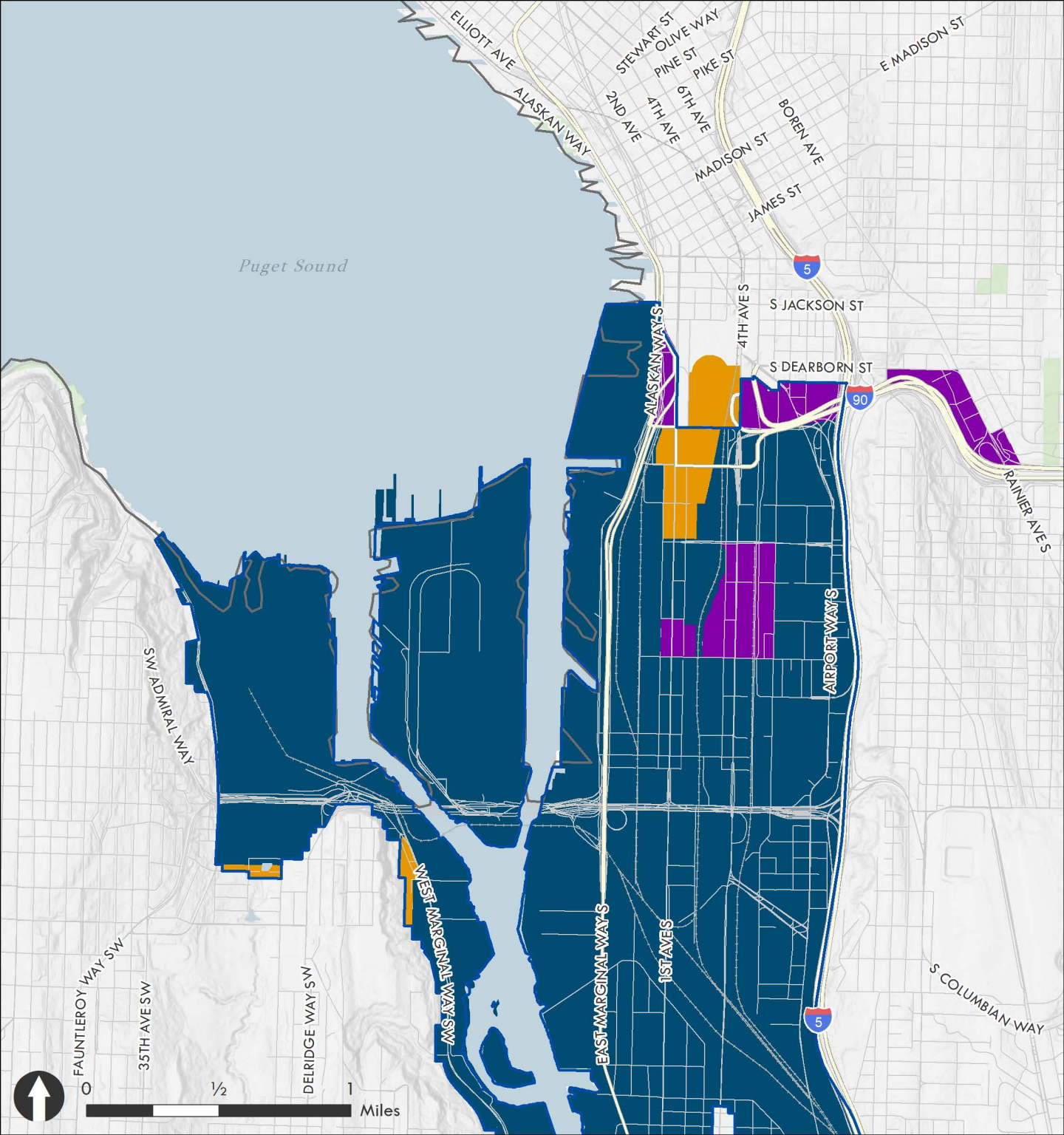


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- Duwamish MIC

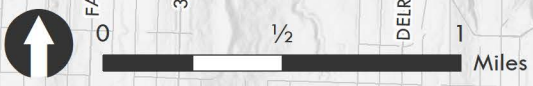
- Alternative 2 - Limited**
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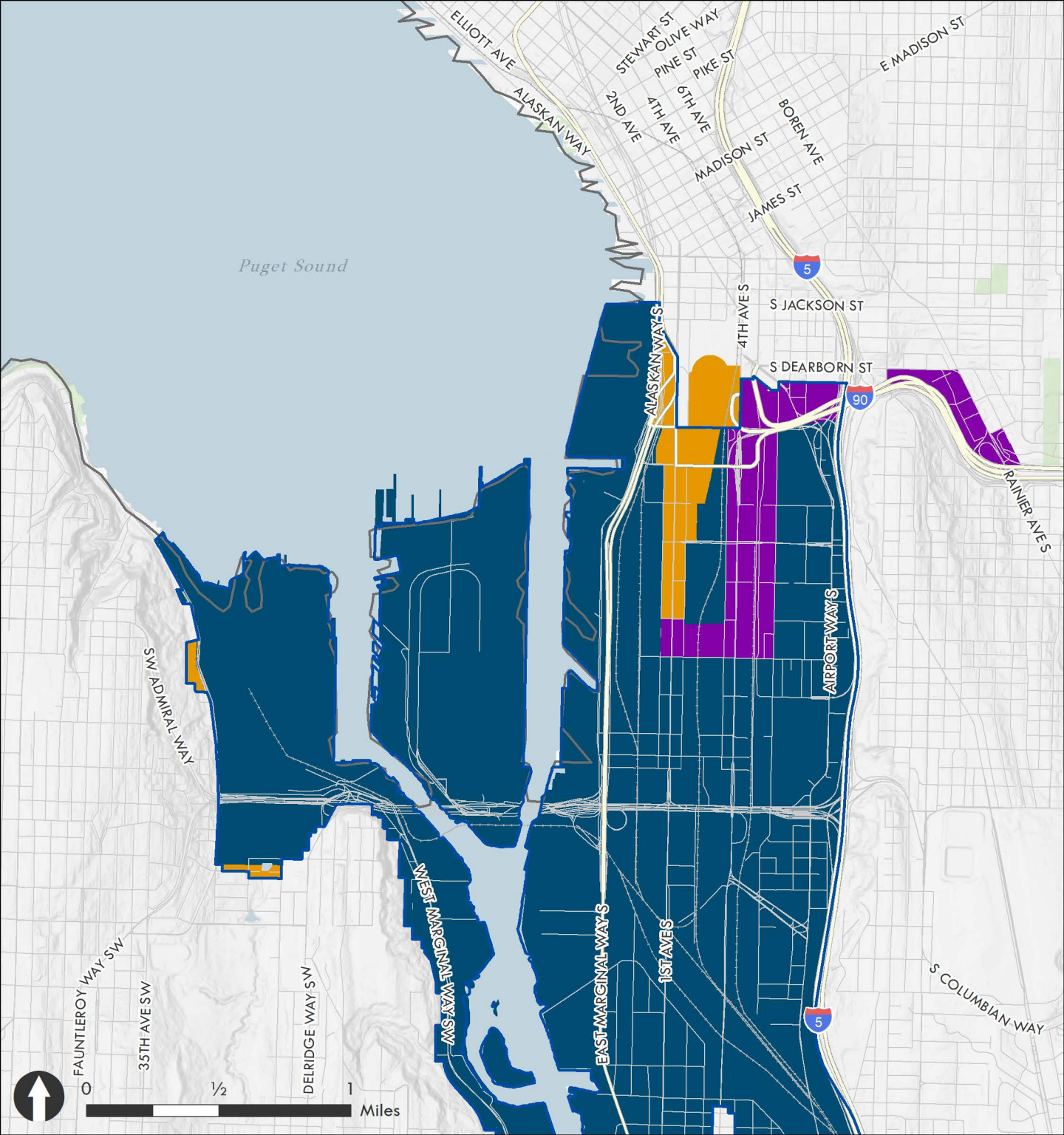
Puget Sound



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| City of Seattle | Alternative 3 - Targeted |
| UGAs | Industry & Innovation |
| Public Lands | Urban Industrial |
| Manufacturing Industrial Centers | Maritime, Manufacturing & Logistics |
| Ballard-Interbay MIC | Seattle Mixed |
| Duwamish MIC | |



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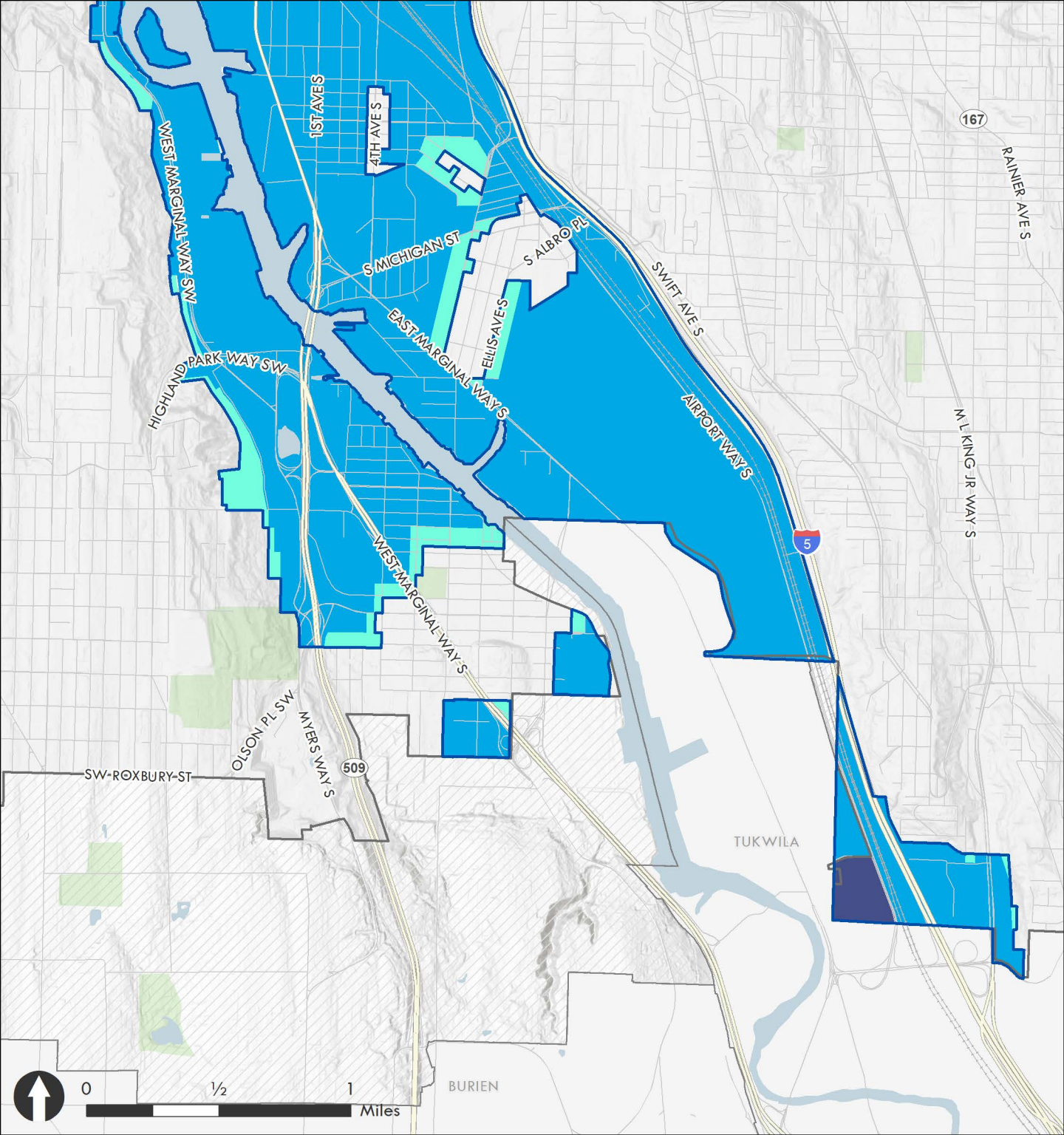


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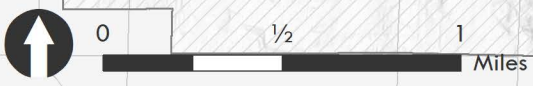
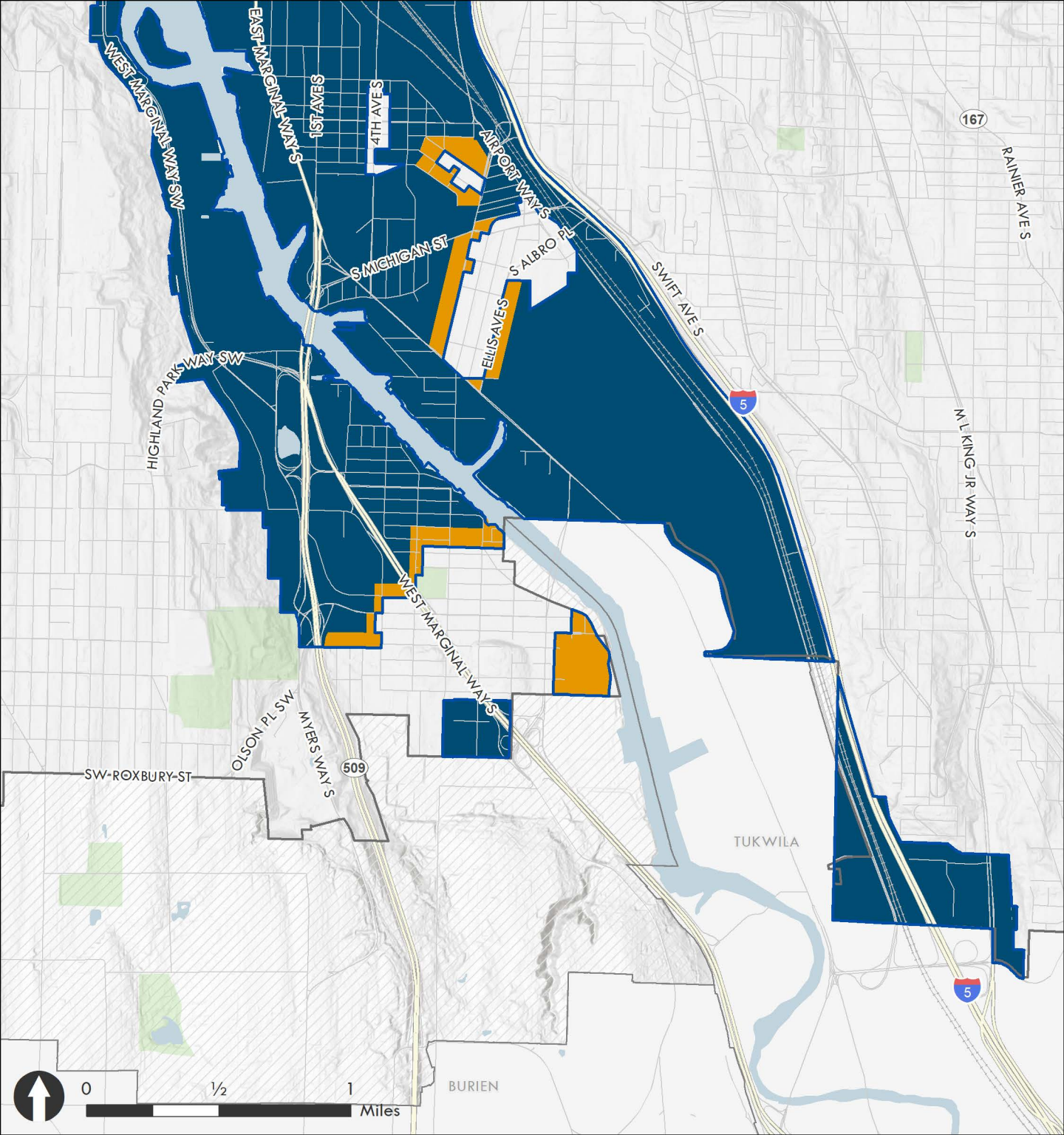


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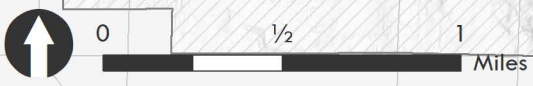
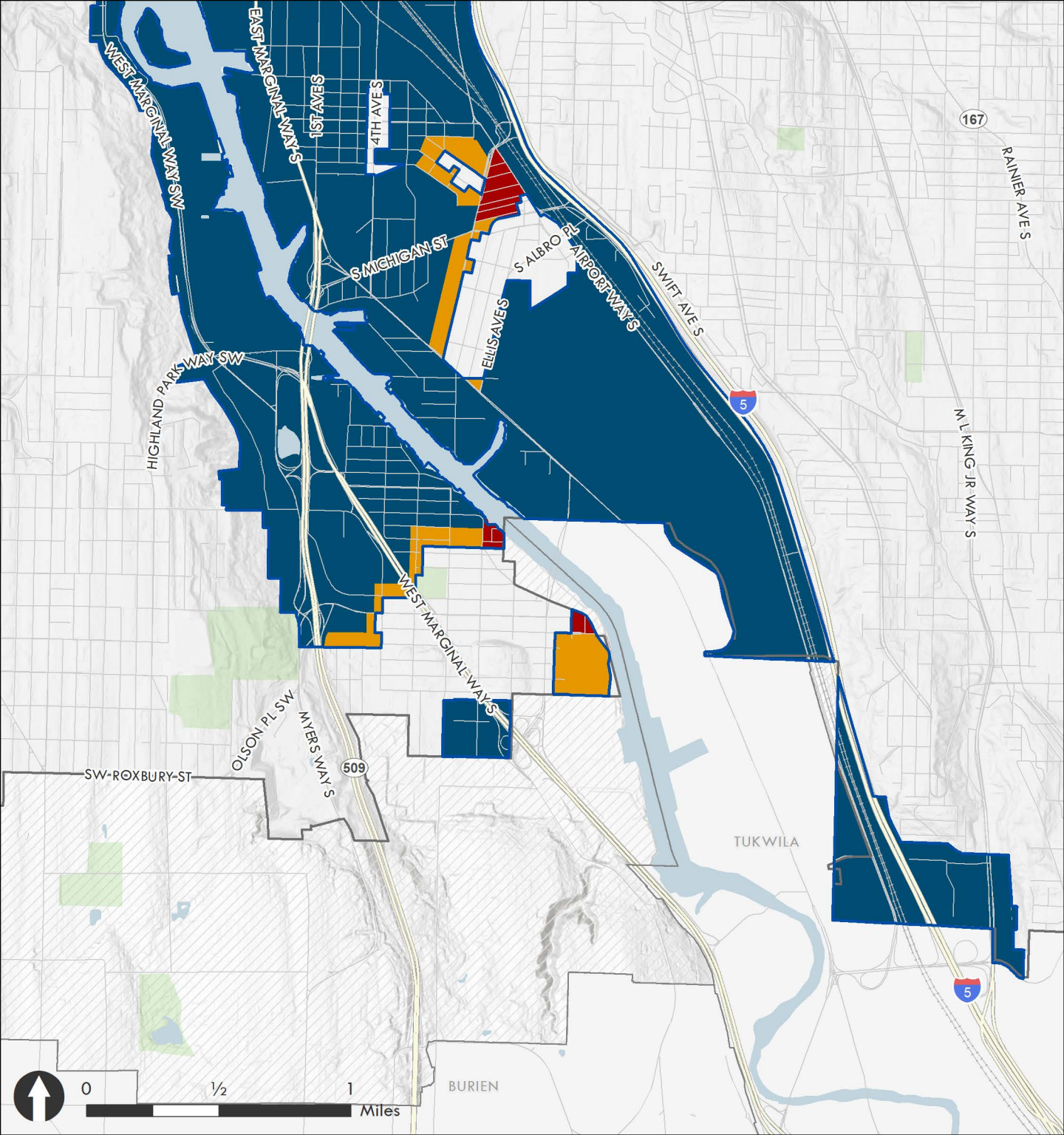
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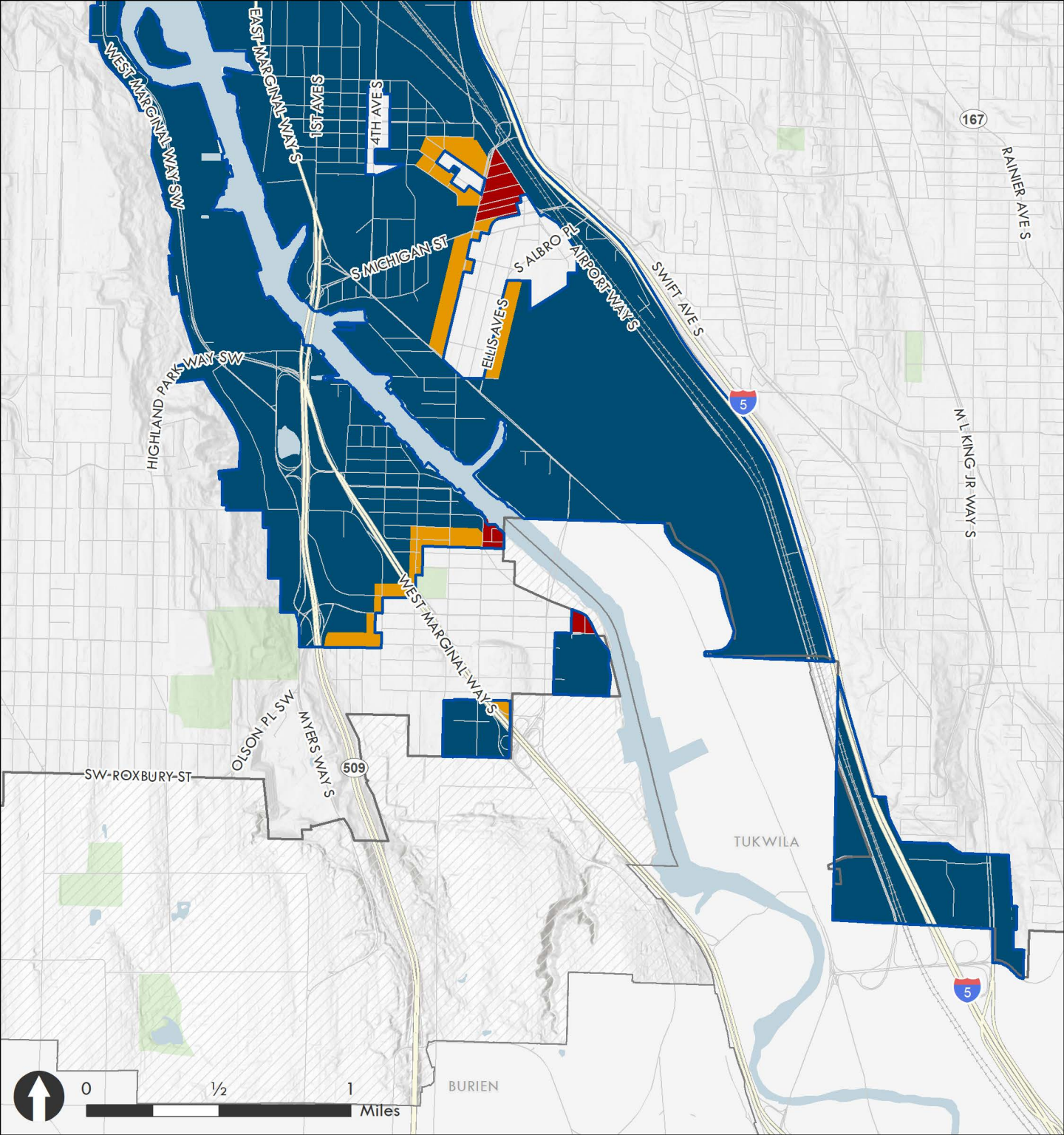
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Map Date: November 2021

C Alternative Future Land Use Zoning Maps

Seattle Comprehensive Plan Policy Amendments

The land use policies, below, include both the existing policy framework and the proposed amendments to the Comprehensive Plan that are a part of this proposal. The proposed amendments are indicated with underlined, and deletions are in ~~strikethrough~~.

Land Use Element

Goals

***LU G10** Provide sufficient land with the necessary characteristics to allow industrial activity to thrive in Seattle and protect the preferred industrial function of these areas from activities that could disrupt or displace them.*

***LU G11** Support employment-dense emerging industries that require greater flexibility in the range of on-site uses and activities.*

***LU G12** Develop transitions between industrial areas and adjacent neighborhoods that support healthy communities, reduce adverse environmental impacts, and minimize land use conflicts.*

Policies

***LU 10.1** Designate industrial zones generally where*

- 1. the primary functions are industrial activity and industrial-related commercial functions,*
- 2. the basic infrastructure needed to support industrial uses already exists, areas are large enough to allow a full range of industrial activities to function successfully, and*
- 3. sufficient separation or special conditions exist to reduce the possibility of conflicts with development in adjacent less intensive areas.*

***LU 10.2** Preserve industrial land for industrial uses, especially where industrial land is near rail- or water-transportation facilities, in order to allow marine- and rail-related industries that rely on that transportation infrastructure to continue to function in the city.*

LU 10.3 *Ensure predictability and permanence for industrial activities in industrial areas by limiting changes in industrial land use designation. There should be no reclassification of industrial land to a non-industrial land use category except as part of a City-initiated comprehensive study and review of industrial land use policies or as part of a major update to the Comprehensive Plan.*

LU 10.34 *Accommodate the expansion of current industrial businesses and promote opportunities for new industrial businesses and emerging industries within Seattle to strengthen the city's existing industrial economy.*

LU 10.45 *Restrict to appropriate locations within industrial areas those activities that—by the nature of materials involved or processes employed—are potentially dangerous or very noxious.*

LU 10.56 *Provide a range of industrial zones that address varying conditions and priorities in different industrial areas. Those priorities include maintaining industrial areas that have critical supporting infrastructure, leveraging investments in high-capacity transit service, providing transitions between industrial areas and less intensive areas, and promoting high-quality environments attractive to business expansion or to new industrial activities.*

LU 10.7 *Use the following zones for industrial lands in Seattle:*

- *Maritime, Manufacturing and Logistics: This designation would be intended to support the city's maritime, manufacturing, logistics and other industrial clusters. Areas that have significant industrial activity, accessibility to major industrial infrastructure investments, or locational needs (Port facilities, shipyards, freight rail, and shoreline access) may be considered for the maritime, manufacturing, and logistics designation.*
- *Industry and Innovation: This designation would be intended to promote emerging industries and leverage investments in high-capacity transit. These industrial transit-oriented districts may be characterized by emerging industries and high-density industrial employment that combine a greater mix of production, research and design, and offices uses found in multi-story buildings. Areas in MICs and are generally within one quarter and one-half mile of high-capacity transit stations may be considered for the industry and innovation designation.*
- *Urban Industrial: This designation would be intended to encourage a vibrant mix of uses and relatively affordable, small-scale industrial, makers and arts spaces. Areas located at transitions from industrial to commercial and residential areas traditionally zoned for buffer purposes may be considered for the Urban industrial designation.*

LU 10.68 *Prohibit new residential development in industrial zones, except for certain types of dwellings, such as caretaker units or, potentially in urban industrial zones, dwellings for workers that are related to the industrial area and that would not restrict or disrupt industrial activity.*

LU 10.79 Use the general industrial or maritime, manufacturing, and logistics zones to promote a full range of industrial activities and related support uses.

LU 10.810 Apply the general industrial zones mostly within the designated manufacturing/industrial centers, where impacts from industrial activity are less likely to affect residential or commercial uses. Outside of manufacturing/industrial centers, general industrial or the maritime, manufacturing, and logistics zones may be appropriate along waterways used for maritime uses. Consider applying the maritime, manufacturing, and logistics designation mostly within the designated manufacturing/industrial centers and it may also be appropriate outside of manufacturing/industrial centers along waterways used for maritime uses.

LU 10.911 Avoid placing industrial zones within urban centers or urban villages. However, in locations where a center or village borders a manufacturing/industrial center, use of the industrial commercial-within the center or village where it abuts the manufacturing/industrial center may provide an appropriate transition to help separate residential uses from heavier industrial activities. Consider using the urban industrial zone in locations where a center or village borders a manufacturing/industrial center, where it abuts the manufacturing/industrial center may provide an appropriate transition to help separate residential uses from heavier industrial activities.

LU 10.1012 Limit the density of development for nonindustrial uses in the manufacturing/industrial centers to reduce competition from nonindustrial activities that are better suited to other locations in the city, particularly urban centers and urban villages, where this Plan encourages most new residential and commercial development. Permit a limited amount of stand-alone commercial uses in industrial areas as workforce amenities. ~~or only if they reinforce the industrial character, and~~ strictly limit the size of office and retail uses not associated with industrial uses, in order to preserve these areas for industrial development.

LU 10.1113 Recognize the unique working character of industrial areas by keeping landscaping and street standards to a minimum to allow flexibility for industrial activities, except along selected arterials where installing street trees and providing screening and landscaping can offset impacts of new industrial development in highly visible locations.

LU 10.1214 Set parking and loading requirements in industrial zones to provide adequate parking and loading facilities to support business activity, promote air quality, encourage efficient use of the land in industrial areas, discourage underused parking facilities, and maintain adequate traffic safety and circulation. Allow some on-street loading and occasional spillover parking. Consider limiting parking in the industry and innovation zone located in the vicinity of high-capacity transit stations.

LU 10.1315 Maintain standards for the size and location of vehicle curb cuts and driveways in industrial zones in order to balance the need to provide adequate

maneuvering and loading areas with availability of on-street parking and safe pedestrian, bike, and transit access.

LU 10.1416 Permit noise levels in industrial areas, except buffer areas, that would not be allowed in other parts of the city, in recognition of the importance and special nature of industrial activities.

LU 10.1517 Classify certain industrial activities as conditional uses in industrial zones in order to accommodate these uses while making sure they are compatible with the zone's primary industrial function and to protect public safety and welfare on nearby sites. Require mitigation of impacts on industrial activity and on the immediate surroundings, especially nearby less intensive zones.

LU 10.1618 Prohibit uses that attract large numbers of people to the industrial area for nonindustrial purposes, in order to keep the focus on industrial activity and to minimize potential conflicts from the noise, nighttime activity, and truck movement that accompanies industrial activity. Consider allowing such uses in the urban industrial zone only.

LU 10.19 In the industry and innovation zone, consider development regulations that are compatible with employment-dense transit-oriented development. Seek to establish minimum density standards to ensure employment density at a level necessary to leverage transit investments. Consider upper level density limits to discourage higher value ancillary uses that are more appropriate in non-industrial areas.

LU 10.20 In the Industry and Innovation zone, consider development standards that promotes development that meets the needs of industrial businesses including load-bearing floors, freight elevators, and adequate freight facilities.

LU 10.21 In the industry and innovation zone, consider an incentive system whereby non-industrial floor area may be included in a development as a bonus if new bona-fide industrial space is included.

LU 10.1722 Establish the industrial buffer. Consider using the urban industrial or industrial buffer zones to provide an appropriate transition between industrial areas and adjacent residential or pedestrian-oriented commercial zones.

LU 10.23 In the urban industrial zone, consider allowing a range of ancillary non-industrial uses. Recognize that industrial businesses in this zone have a greater need for a limited amount of space for such uses as tasting rooms and retail facilities that directly support the industrial activity of the business.

LU 10.24 In the urban industrial zone, consider establishing buffer standards to ease the transition from industrial areas to urban villages and other non-industrial parts of Seattle.

LU 10.25 Recognize the unique development opportunity that the Washington National Guard Armory in the BINMIC represents. Work with the State of Washington or other future owners of this site to develop a comprehensive industrial development plan. This

plan should include green infrastructure, consolidated waste management programs, and workforce equity commitments.

LU 10.1826 *Allow the widest possible range of manufacturing uses and related industrial and commercial activities within the industrial buffer zone, while ensuring compatibility the activity and physical character of neighboring less intensive zones.*

LU 10.1927 *Include development standards or performance standards for the industrial buffer zone that protect the livability of neighboring areas, promote visual quality, and maintain a compatible scale of development along zone edges. Apply these standards only in places where existing conditions do not adequately separate industrial activity from less intensive zones.*

LU 10.2028 *Limit the height of structures on the borders of industrial buffer zones where streets along the zone edge do not provide sufficient separation for a reasonable transition in scale between industrial areas and less intensive neighboring zones, taking into consideration the permitted height in the abutting less intensive zone.*

LU 10.2129 *Allow a wide mix of employment activities in the industrial commercial zones, such as light manufacturing and research and development.*

LU 10.2230 *Limit development density in industrial commercial and maritime, manufacturing, and logistics zones in order to reflect transportation and other infrastructure constraints, while taking into account other features of an area.*

LU 10.2331 *Include development standards in the industrial commercial zone designed to create environments that are attractive to new technology businesses and that support a pedestrian-oriented environment, while controlling structure height and scale to limit impacts on nearby neighborhoods.*

LU 10.2432 *Provide a range of maximum building height limits in the industrial commercial zones in order to protect the distinctive features that attract new technology businesses to the area—such as views of water, shoreline access, and the neighborhood scale and character—to make sure that these features will continue to be enjoyed, both within the zone and from the surrounding area.*

LU 10.2633 *Assign height limits independently of the industrial zoning designation to provide flexibility in zoning-specific areas and to allow different areas within a zone to be assigned different height limits according to the rezone criteria.*

LU 10.2634 *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.*

LU 10.2735 *Consider high value-added, living wage industrial activities to be a high priority.*

LU 10.2836 *Permit commercial uses in industrial areas to the extent that they reinforce the industrial character, and limit specified non-industrial uses, including office and retail development, in order to preserve these areas for industrial development.*

Container Port Element Land Use Policies (from Seattle 2035)

The container port element contains land use, transportation, economic development, and environmental policies to guide and support container port activities in Seattle. The land use policies emphasize ensuring adequate land area needs for port expansion, avoiding land use conflicts. These policies focus more specifically on the maritime industry than the land use policies, above. Container Port Element land use policies are below:

CP 1.1 Help preserve cargo container activities by retaining industrial designations on land that supports marine and rail- related industries including industrial land adjacent to rail or water-dependent transportation facilities.

CP 1.2 Continue to monitor the land area needs, including for expansion, of cargo container related activities and take action to prevent the loss of needed land that can serve these activities.

CP 1.3 Discourage non-industrial land uses, such as stand-alone retail and residential, in industrially zoned areas to minimize conflicts between uses and to prevent conversion of industrial land in the vicinity of cargo container terminals or their support facilities.

CP 1.4 Consider how zoning designations may affect the definition of highest and best use, with the goal of maintaining the jobs and revenue that cargo container activities generate and to protect scarce industrial land supply for cargo container industries, such as marine and rail-related industries.

CP 1.5 Consider the value of transition areas at the edges of general industrial and maritime manufacturing and logistics zones which allow a wider range of uses while not creating conflicts with preferred cargo container activities and uses. In this context, zoning provisions such as locational criteria and development standards are among the tools for defining such edge areas.

Shoreline Areas Element (from Seattle 2035)

As part of the Shoreline Master Program (discussed below), the shoreline areas element contains land use policies for industrial land adjacent to Seattle's shorelines. These policies are implemented through the Shoreline Master Program which designates which shorelines are industrial in use and establishes development regulations for those uses within 200-feet of the shoreline.

SA P37 Support the retention and expansion of existing conforming water-dependent and water-related businesses and anticipate the creation of new water-dependent and water-related development in areas now dedicated to such use.

SA P38 Identify and designate appropriate land adjacent to deep water for industrial and commercial uses that require such condition.

SA P39 Provide regulatory and nonregulatory incentives for property owners to include public amenities and ecological enhancements on private property.

SA P40 *Identify and designate appropriate land for water-dependent business and industrial uses as follows:*

- 1. Cargo-handling facilities*
- 2. Tug and barge facilities*
- 3. Shipbuilding, boatbuilding, and repairs*
- 4. Moorage*
- 5. Recreational boating*
- 6. Passenger terminals*
- 7. Fishing industry*

(See Seattle 2035 for Detailed policy guidance provided for each)

SA P41 *Allow multiuse developments including uses that are not water dependent or water related where the demand for water-dependent and water-related uses is less than the land available or if the use that is not water dependent is limited in size, provides a benefit to existing water-dependent and water-related uses in the area, or is necessary for the viability of the water-dependent uses. Such multiuse development shall provide shoreline ecological restoration, which is preferred, and/or additional public access to the shoreline to achieve other Shoreline Master Program goals.*

D Draft Comprehensive Plan Goal & Policy Language

The Seattle Municipal Code establishes four industrial zone designations, whose major features and characteristics are summarized below.

Industrial General 1 (IG1)	
<p>Function. An area that provides opportunities for manufacturing and industrial uses and related activity, where these activities are already established and viable, and their accessibility by rail and/or waterway make them a specialized and limited land resource.</p>	
<p>Locational Criteria (summary).</p> <p>Directly related to the industrial shoreline.</p> <p>Directly related to major rail lines serving industrial businesses.</p> <p>Containing mostly industrial uses, including manufacturing, heavy commercial, warehousing, transportation, utilities, and similar activities.</p> <p>Generally flat topography.</p> <p>Platted into large parcels of land.</p>	
Uses	<p>Aquaculture, urban farm, animal shelter, eating and drinking establishment, food processing, laboratories and R&D, medical services, lodging (except Duwamish MIC), medical services offices, auto sales and services, sales and services, high impact uses by conditional use permit, childcare, hospitals, vocational schools, manufacturing (light, general, and heavy) mini-warehouse (except Duwamish MIC), outdoor storage, warehouses, transportation facilities, utilities.</p>
Floor Area Ratio	2.5
Max. Size of Use Limits	<ul style="list-style-type: none"> • The maximum size of use limit is 10,000 square feet for animal shelters, entertainment, lodging, medical services, office, retail, sales and services. • The maximum size of use for drinking establishments is 3,000 square feet. • The maximum size of use for restaurants is 5,000 square feet.
Height Limits	<ul style="list-style-type: none"> • There is no height limit for industrial uses in the IB zone. The height limit for commercial uses, except spectator sports facilities, food process, or commercial craft uses is 30-feet, 45-feet, 65-feet or 85-feet depending on location.

Industrial General 2 (IG2)

Function. An area with existing industrial uses, that provides space for new industrial development and accommodates a broad mix of activity, including additional commercial development, when such activity improves employment opportunities and the physical conditions of the area without conflicting with industrial activity

Locational Criteria (summary).

Developed with industrial activity or a mix of industrial activity and commercial uses.

Nearby facilities have established a more commercial character for the surroundings.

Additional trips generated by increased commercial densities can be accommodated without conflicting with the access and circulation needs of industrial activity.

Reuse of small sites and existing buildings no longer suited to current industrial need.

Isolation from a larger industrial area due to separation by another type of zone or major physical barrier, such as an arterial or waterway.

Generally flat topography.

Platted into large parcels of land.

Uses	Aquaculture, urban farm, animal shelter, eating and drinking establishment, food processing, laboratories and R&D, medical services, lodging, medial services offices, auto sales and services, sales and services, high impact uses by conditional use permit, childcare, hospitals, vocational schools, manufacturing (light, general, and heavy) mini-warehouse , outdoor storage, warehouses, transportation facilities, utilities.
Floor Area Ratio	2.5
Max. Size of Use Limits	<ul style="list-style-type: none">• The maximum size of use limit is 10,000 square feet for animal shelters, entertainment, lodging, medical services, office, retail, sales and services.• The maximum size of use for drinking establishments is 3,000 square feet.• The maximum size of use for restaurants is 5,000 square feet.
Height Limits	<ul style="list-style-type: none">• There is no height limit for industrial uses in the IB zone. The height limit for commercial uses, except spectator sports facilities, food process, or commercial craft uses is 30-feet, 45-feet, 65-feet or 85-feet depending on location.

Industrial Buffer (IB)	
<p>Function. An area that provides an appropriate transition between industrial areas and adjacent residential zones, or commercial zones having a residential orientation and/or pedestrian character.</p>	
<p>Locational Criteria (summary).</p> <p>Mix of industrial activity and a wide range of commercial uses which are located on the edge of a larger industrial area.</p> <p>Transition is needed to protect a less-intensive zone from potential negative impacts of industrial activity when the area directly abuts a residential or commercial zone or an area with substantial amount of residential development and/or pedestrian character.</p>	
Uses	<p>Manufacturing (except heavy), Food Processing, Offices, Sales and Service, Sports and Recreation Facilities (except in the Duwamish MIC), Mini-Warehouses, Parking, Transportation Facilities, Caretakes Quarters and Artists Dwelling Units, Eating and Drinking Establishments, Medical Services, Vocational Training Facilities, Parks, Child Care, Animal Shelters, Theaters and Spectator Sports Facilities, Power Plants.</p>
Floor Area Ratio	2.5
Max. Size of Use Limits	<ul style="list-style-type: none"> • In the IB zone the maximum size of use limit is 75,000 square feet for animal shelters, entertainment, lodging, medical services. • The maximum size of use limit is 30,000 square feet for retail sales – major durables, sales, and services general. The maximum size of use limit for offices is 100,000.
Height Limits	<ul style="list-style-type: none"> • There is no height limit for industrial uses in the IB zone. The height limit for commercial uses, except spectator sports facilities, food process, or commercial craft uses is 30-feet, 45-feet, 65-feet, or 85-feet depending on location. • Additional height limits apply for parcels abutting residential zones.
Setbacks	<ul style="list-style-type: none"> • A 5-foot setback for all uses across a right of way of 80 feet or less from SF, or LR 1, LR2, or LR3 zone. • A 5-foot setback of 5 feet is required for any lot abutting any residentially zoned lot or across an alley from a residential lot for surface parking with more than 5 spaces, a parking structure unless enclosed with a wall, outdoor storage, loading berths, or outdoor recycling collection stations, or drive in facilities.

Industrial Commercial (IC)

Function. Intended 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.

Locational Criteria (summary).

Amenities could provide an attraction for new businesses, particularly new technology-oriented and research and development activities.

Close proximity to major institutions capable of providing support for new technology-oriented and research and development businesses.

Places in transition to predominantly commercial or mixed commercial and industrial activity.

Where there is an existing concentration of technology-oriented and research and development uses.

Could provide the type of campus-like environment attractive for new technology-oriented industrial and commercial development.

Uses

Manufacturing, Food Processing, Offices, Sales and Service, Sports and Recreation Facilities, Mini-Warehouses, Parking, Transportation Facilities, Caretakes Quarters and Artists Dwelling Units, Eating and Drinking Establishments, Medical Services, Vocational Training Facilities, Parks, Child Care, Animal Shelters, Theaters and Spectator Sports Facilities.

Floor Area Ratio

- Most IC Zones: 2.75
- IC-65 and IC-85 Zones: 3.25
- IC 85-175 Zone: Base of 2.5 FAR for all permitted uses, except that the combined chargeable floor area of the following uses is limited to 1 FAR or 50,000 square feet, whichever is greater: entertainment uses; lodging uses; medical services; office; restaurant; major durables retail sales; automotive sales and services; religious facilities; and general sales and services.
- In the IC 85-175, extra FAR up to a maximum of 4.0 can be achieved through incentive zoning except that, if the total chargeable floor area of uses identified in the base FAR column is greater than 4.0 FAR, that amount of floor area, not to exceed 50,000 square feet, is the maximum FAR.

Max. Size of Use Limits

- Within the Duwamish MIC no size of use limits except the IC 85-160 zone. In the IC 85-160 zone the maximum size of use limit is 75,000 square feet for animal shelters, entertainment, lodging, medical

	<p>services. The maximum size of use limit is 30,000 square feet for retail sales – major durables, sales, and services general.</p> <ul style="list-style-type: none"> • Outside the Duwamish MIC the size of use limit is 75,000 square feet for animal shelters, entertainment, lodging, medical services retail sales – major durables, sales, and services general.
Height Limits	<p>Structure height limit for industrial uses is unlimited for industrial uses. For non-industrial uses height limits of 45-feet, 65-feet, 85-feet, and 175-feet depending on the location of the zone.</p>
Setbacks	<p>Setbacks are required for portions of a lot that abut residentially zoned land, is separated by an alley from residentially zoned areas, and from lot lines abutting streets with street trees.</p>

E Industrial Development Regulations

Seattle Municipal Code 23.50

The tables below highlight key development standards for the UI and UM environments:

Urban Industrial (UI)	
<p>Function. Provide for efficient use of industrial shorelines by major cargo facilities and other water-dependent and water-related industrial uses, and to allow for warehouse uses that are not water-dependent or water-related where they currently exist; Provide public access on public lands or in conformance with an area-wide Public Access Plan; Accommodate ecological restoration and enhancement where reasonable; and Allow limited nonwater-oriented uses and development where they would not displace water-oriented uses and, if located on waterfront lots, where they achieve another goal of the Shoreline Management Act, such as protection or improvement of ecological functions or public access.</p>	
<p>Locational Criteria (summary).</p> <ul style="list-style-type: none"> • Areas zoned Industrial; • Areas adjacent to or part of major industrial centers that provide support services for water-dependent and other industrial uses; or • Areas where predominant uses are water-dependent or water-related manufacturing, warehousing, major port cargo facilities, or other similar uses. 	
<p>Uses – Must be water dependent or water related.</p>	<ul style="list-style-type: none"> • Light, General, and Heavy Manufacturing (except extractive industries). • Food processing. • Offices as part of a water dependent use. • Laboratories and R&D. • Storage (except mini-storage in the Duwamish MIC). • Heavy sales and services.
<p>Lot Coverage</p>	<ul style="list-style-type: none"> • Setback for ordinary high-water mark of 15 feet for water dependent uses. • Setback from ordinary high-water mark of 60 feet for water related uses.
<p>View Corridor</p>	<ul style="list-style-type: none"> • A view corridor equal to 35% of the width of the lot.
<p>Height Limit</p>	<ul style="list-style-type: none"> • 35 feet.
<p>Specific to Water Related uses</p>	<ul style="list-style-type: none"> • Water-related uses shall be designed and located on the shoreline to encourage efficient use of the shoreline

Urban Maritime (UM)

Function. Provide for efficient use of industrial and commercial shorelines by water-dependent and water-related uses. Provide public access mainly on public lands or in conformance with an area-wide Public Access Plan. Accommodate ecological restoration and enhancement where reasonable. Allow limited nonwater-oriented uses and development where they would not displace water-oriented uses and, if located on waterfront lots, where they achieve another goal of the Shoreline Management Act, such as protection or improvement of ecological functions or public access.

Locational Criteria (summary).

- Areas zoned Industrial or Commercial 2 with sufficient dry land for industrial uses but generally in smaller parcels than in the UI Environment.
- Areas developed predominantly with water-related manufacturing or commercial uses or a combination of manufacturing-commercial and recreational water-dependent uses.
- Areas with concentrations of state waterways for use by commerce and navigation.
- Areas near, but not necessarily adjacent to, residential or Neighborhood Commercial zones that require protection from the impacts of heavy industrialization and are therefore inappropriate for a UI Environment designation.

Uses – Must be water dependent or water related.	Commercial uses, manufacturing uses, parks and open space, research uses, storage uses, commercial marinas, dry boat storage, tugboat services railroads, utility lines.
Lot Coverage	75% of the dry land portion of the lot. 50% of the submerged portion of the lot.
View Corridor	<ul style="list-style-type: none">• A view corridor equal to 35% of the width of the lot.
Height Limit	<ul style="list-style-type: none">• 35 feet.
Specific to Water Related uses	<ul style="list-style-type: none">• Water-related uses shall be designed and located on the shoreline to encourage efficient use of the shoreline