

City of Seattle

Office of Economic Development

Industrial Lands Land Use and Employment Study



Mayor Ed Murray has tasked the Industrial Lands Advisory Panel with providing recommendations to ensure the Seattle 2035 Comprehensive Plan balances growth with the needs of Seattle's manufacturing and maritime industries. The following report is meant to inform the panel's recommendations to the Mayor.

This report focuses on three pieces integral to understanding the growth the city is experiencing, and the needs of industrial and maritime sectors.

1. Land use inventory focused on MICs in Seattle

- The largest task of the three, building a database of accurate land use at the parcel level, was the first step in this analysis. Much of the data currently available is out of date and no longer reflects what is happening on the ground.
- With the use of an online interactive map, feedback from stakeholders in the region, field work and a broad range of aerial and online research, a more accurate picture of the land use in the city's MICs has been compiled.

2. Quantitative analysis of employment within MICs

- The second main task was to describe the occupations found within the MICs. This was done through analysis of industry codes within all land in the MICs.

3. Infrastructure assessment within MICs

- Understanding how commodities move through our region is another important task of this project. As this is the first step toward coming up with recommendations, a more in-depth analysis of the infrastructure assets in the region will be important down the road.

- **Seattle's industrial areas are a vibrant mix of uses**, with many interconnections, that include heavy industry, lightweight manufacturing, transportation, office, retail and much, much more.
- Citywide, most of Seattle's industrial lands are occupied by industrial uses: 58% of all parcels, and 81% of land area devoted to industrial use.
- Big industrial use sites shape these numbers significantly, which **include railroad uses (23% of all land area)** and marine terminals.
- **A significant portion of the land in the Duwamish MIC is devoted to a single use: rail transportation - a total of 1,023 acres, making up 25% of Duwamish MIC.** Much of the rail uses are pass-through in nature. Transloading of freight to and from rail occurs in a few designated places. The passthrough rail segments make up much of the gross area of industrial lands.
- **BINMIC is 70% industrial (land area); and 28% of all land in BINMIC is devoted to marine related industrial use (the greatest amount of any land use in BINMIC).** Many warehouse uses are likely tied to those uses, as well.
- **There are subareas within the MICs where many office and retail businesses have clustered in a concentrated fashion.** These areas most notably include the corridors of 1st Ave and the busway west of 6th Ave, bordered by S Royal Brougham Way to the north, and S Spokane St to the south. Much of the area is devoted to rail tracks, switching yards, and the Amtrak Maintenance Facility.
- The offices uses include two categories, which were NOT able to quantify:
 - **Some office has a strong connection to industrial activity** in the area. Activities there include design work, administrative oversight and coordination, sales and executive management activity.
 - **Some office uses have little or nothing to do with industrial uses.** They are there because office space is cheaper than in other areas of town or they like the character and location of the space they have found.
 - Stakeholders see each of these uses and what they see allows them to arrive at different conclusions about "how industrial" is an area (where offices exist). More work could be done to understand how many businesses occupying offices need to be in an industrial area.
- Other subareas were further assessed. Some are defined by **very large uses of maritime and industrial uses**, such as the Port of Seattle terminals, the fishing boats and boat building throughout BINMIC. Others, such as the Georgetown commercial area, has a mix of commercial and industrial uses tightly comingled.
- Jobs data show about **106,000 jobs in industry sectors** traditionally thought of as industrial in nature, and also located in the MICs. An additional 34,000 jobs are in non-industrial economic sectors and in the MICs. Note that economic sectors are NOT land use. Manufacturers have offices downtown, and retailers have production facilities in the MICs, as examples. More data work can determine which jobs are in buildings and on lands that are truly industrial in nature, based on activities.



Land Use Categorization

November 2017

Industrial Land Use Categorization

Each parcel was categorized broadly into industrial or non-industrial use, and then additionally described in two levels of detail. This allowed for defining parcels in a more flexible and detailed way on the one hand, as well as summarize industrial and non-industrial uses at a high-level. Additional flags were added to cover mixed use and buildings that are currently unoccupied. Retail and office flags were included for parcels whose predominant use was something else, but retail and/or offices were present. Flags for marijuana related businesses were also included. The table below provides a complete list of all levels of detail for industrial categorizations employed in this study with a definition explaining what each grouping represents.

I	II	III	Definitions
Industrial	Industrial	Industrial (Gen Purpose)	A parcel with facility in which the space is used for production, storage or distribution of goods, and which may also include some office space.
Industrial	Industrial	Industrial (Heavy)	A parcel with a facility that features certain characteristics, including large and heavy products; and/or large and heavy equipment and facilities. Production is typically more capital intensive and environmentally disruptive than light industry.
Industrial	Industrial	Industrial (Light)	An industrial facility that is less capital intensive and environmentally disruptive, and is often more consumer-oriented than business-oriented. Often produces small consumer goods.
Industrial	Industrial	Industrial Park/Flex	Properties with an industrial facility designed to accommodate alternate uses.
Industrial	Industrial	Industrial Staging	Properties without improvements that are being used for storage or other purposes, excluding parking.
Industrial	Industrial	Distribution	Establishments engaged in the efficient movement of goods, excluding transportation and marine terminals.
Industrial	Industrial	Warehouse	An industrial facility primarily used for the storage of materials, goods and merchandise.
Industrial	Industrial	Vocational Education	Properties used for education in manufacturing or trades.
Industrial	Industrial	Artists Lofts	Parcels with buildings used for craftwork or other small production and residential puposes.
Industrial	Maritime - Ind.	Industrial (Heavy Marine)	A parcel with a facility that features certain characteristics, including large and heavy products; and/or large and heavy equipment and facilities. Production is typically more capital intensive and environmentally disruptive than light industry and is water-related.
Industrial	Maritime - Ind.	Industrial Staging (Maritime)	Properties without improvements, with access to water, that are being used for storage or other purposes, excluding parking.
Industrial	Maritime - Ind.	Ship Yard	Properties where ships are built, repaired or refueled.
Industrial	Maritime - Ind.	Marine Terminal	Parcels with wharfage, dock, warehouse, or other marine terminal facilities for the movement of ocean-borne cargo.
Industrial	Transportation	Transportation Fleet Support Services	Properties that are being used for service or repair of vehicles, primarily by government agencies. Excludes commercial car repair and sales.
Industrial	Transportation	Railroad	Properties used for railroad tracks or connections between rail yards.
Industrial	Transportation	Transportation Terminal	Parcels with facilities where passengers or freight are assembled or dispersed.
Industrial	Utilities	Utilities	Properties that are being used for public utilities.

Non-Industrial Land Use Categorization

The table below provides a complete list of all levels of detail for non-industrial categorizations employed in this study with a definition explaining what each grouping represents.

I	II	III	Definitions
Not Industrial	Commercial	Office	Properties used for professional business services.
Not Industrial	Commercial	Warehouse (Commercial)	A facility primarily used for general storage by consumers.
Not Industrial	Commercial	Retail Trade	Parcels with establishments engaged in retailing merchandise, including bars and restaurants.
Not Industrial	Commercial	Auto Repair and Related Retail	Parcels with establishments engaged in service or repair of cars.
Not Industrial	Commercial	Auto Dealerships	Parcels with establishments engaged in retailing cars.
Not Industrial	Commercial	Outdoor Retail	Properties without improvements, that are being used for retail trade.
Not Industrial	Commercial	Accommodation	Properties with establishments such as hotels and hostels.
Not Industrial	Commercial	Entertainment and Arts	Properties used for entertainment such as theaters, stadiums, event and performance spaces.
Not Industrial	Commercial	Recreation	Properties used for recreation.
Not Industrial	Commercial	Animal Services	Properties used for animal service establishment, includes clinics and daycares.
Not Industrial	Other Services	Healthcare and Social Services	Properties with healthcare or social service establishments.
Not Industrial	Maritime	Marina	A dock with public boat rentals, slips, boat storage and small commercial uses.
Not Industrial	Other Services	Mail Processing	Facilities engaged in the efficient distribution of mail, including smaller post offices but excluding larger distribution centers.
Not Industrial	Other Services	Public Service Facilities	Properties with public service facilities such as fire and police.
Not Industrial	Other Services	Outdoor Vehicle Storage	Properties that are being used for the outdoor storage of vehicles (excludes auto retail and dealerships).
Not Industrial	Other Services	Religious Institutions	Parcels used by faith-based institutions.
Not Industrial	Other Services	Education	Properties used for public and private education.
Not Industrial	Open Space	Open Space	Open piece of land that is undeveloped and is accessible to the public.
Not Industrial	Parking	Parking	Properties without improvements used exclusively to park vehicles.
Not Industrial	Residential	Single Family	Properties used for residential purposes by a household.
Not Industrial	Residential	Multifamily	Properties where multiple separate housing units for residents are contained within one building or several buildings within one complex.
Not Industrial	Residential	Other Residential	Properties used for other residential purposes, for example a group home.

Land Use Categorization Rules

The assessment of land use in Seattle's manufacturing industrial centers started with data provided by the King County assessor's office at the parcel level. Frequently the land use of a parcel is out of date or does not accurately reflect all of the uses present. The intent of these detailed rules is to document how the ideas and expertise of the working group and city staff were incorporated into the land use analysis to make it more accurate. Overall, the land uses presented in the inventory reflect the current use of parcels as reported by King County Assessors office and refined through data cleaning.

Parcel boundaries can cover multiple buildings and businesses with differing uses. To reflect this, additional designations, or flags, were added to the database for parcels with mixed uses for office, retail and production. Additional flags for unoccupied buildings and marijuana producers and dispensaries were also included. Due to the limitations on where marijuana producers and dispensaries can be located, many are located within the MICS. Particularly within the SODO neighborhood, where there are over 50 producers or retailers.

- When parcels have multiple buildings with different uses, the parcel is assigned the largest use by square footage. In cases where there was an industrial use, even if it was a smaller use by size, the parcel was categorized as industrial.
- Maritime uses were broken out into four categories: marina, ship yard, marine terminal and heavy industrial marine. Marinas primarily used for recreation and public boat storage are the only maritime use categorized as non-industrial. Ship yards describe properties that do ship maintenance, repair and refueling. Marine terminals cover uses needed for ocean-borne cargo. Heavy industrial marine properties include larger scale operations like the ship building present on Harbor Island.
- Artist lofts where craft work is present are categorized as industrial.
- Working group members included feedback that some buildings are currently unoccupied. In this instance, we flagged the building as unoccupied but retained the most recent use as the land use.
- Roads are in a separate 'Right of Way' category and they are not included in any parcel acreage summaries. Parcels with only railroad track structures are classified as 'Railroad' and are included in the industrial summaries. Rail terminals, rail yards and airfields are in the transportation category under 'Transportation Terminal'.
- Breweries or distilleries that brew and have tasting rooms are marked as industrial with a retail flag.
- Wholesale uses have been categorized as 'Warehouse,' but their retail component has been flagged.
- Warehouses with distribution are categorized as distribution.
- Vacant land refers to land with no significant improvements and not in active use.
- Vacant land in active use (such as for outdoor storage or for truck staging) has been categorized as 'Industrial Staging' and as industrial.
- Urban farming parcels (this could be marijuana growing operations) are categorized as Industrial General. Similarly, aquaculture is categorized as Industrial General.
- Warehouses and mini warehouses are categorized as industrial, but public storage is categorized as non-industrial.
- Water parcels (like tidelands) are excluded from the acreage summaries. Piers and docks and other parcels along the waterfront are included in the land use categorization.



Land Use Inventory - Citywide

November 2017

Seattle Manufacturing Industrial Centers (MIC)

The tables below provide a summary of parcel and building counts, acreage and improvement values for each MIC broken down by high-level land use categories. All parcel counts and acreage totals exclude right of way and water parcels that are not leased for use by marinas, ship yards or marine terminals.

BINMIC	Parcels		Acreage		Buildings		Improvement Value	
Industrial	457	57%	617	70%	608	76%	\$124,751,600	17%
Non-Industrial	243	30%	208	24%	190	24%	\$607,954,300	83%
Vacant	106	13%	51	6%	0	0%	\$9,000	0%
BINMIC Total	806		876		798		\$732,714,900	
Duwamish								
Industrial	1,174	59%	3,439	83%	1,568	78%	\$1,095,958,060	50%
Non-Industrial	548	27%	550	13%	428	21%	\$1,097,939,510	50%
Vacant	274	14%	132	3%	3	0%	\$248,000	0%
Duwamish Total	1,996		4,121		1,999		\$2,194,145,570	
Seattle MICs								
Industrial	1,631	58%	4,056	81%	2,176	78%	\$1,220,709,660	42%
Non-Industrial	791	28%	758	15%	618	22%	\$1,705,893,810	58%
Vacant	380	14%	183	4%	3	0%	\$257,000	0%
MICs Total	2,802		4,996		2,797		\$2,926,860,470	

The industrial parcels in the BINMIC cover around 70% of the total land area compared to 83% in the Duwamish MIC.

Non-industrial parcels in the BINMIC have an improvement value almost five times higher than parcels with industrial uses.

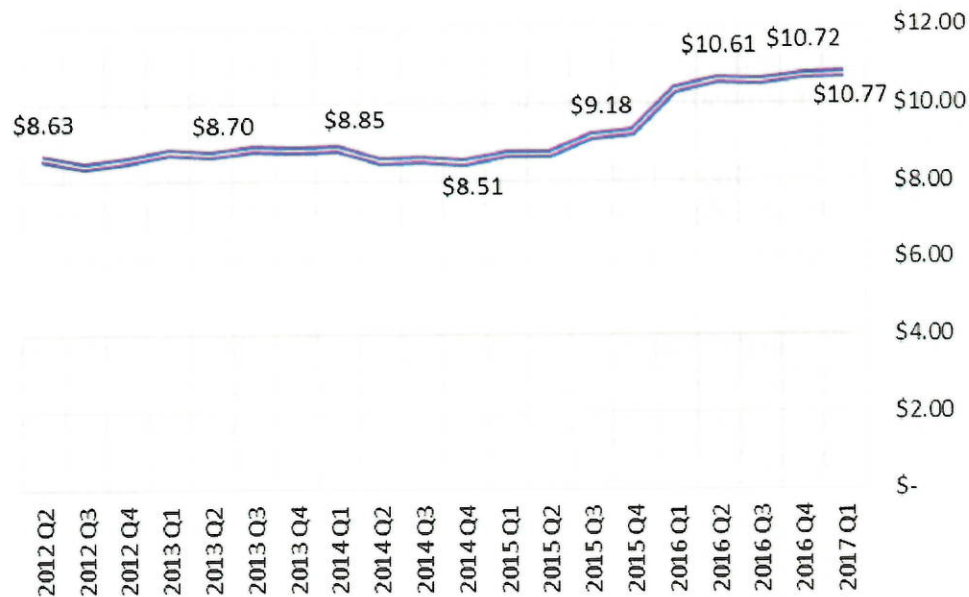
The share of vacant parcels is similar in the two MICs but the improvement value of these parcels in the Duwamish is much higher.



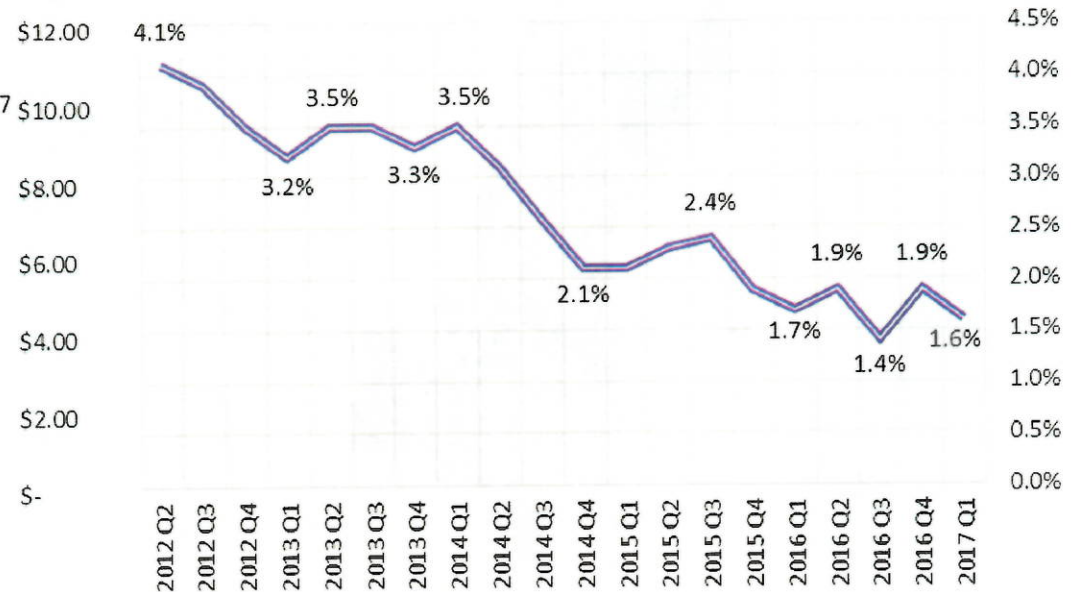
Industrial Real Estate Market - Seattle City Limits

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Industrial Rents, City of Seattle, 2012-2017



Industrial Vacancy, City of Seattle, 2012-2017



Source: CoStar, 2017

Note: "2017 Q1" covers January 1 – February 2, 2017

Within the Seattle city limits, industrial rents have not varied much between 2012 and 2014. At the beginning of 2012, rent for industrial space was \$8.63 per square footage and declined to \$8.51 in the last quarter of 2014. 2015 saw a faster increase in rentals prices per square footage, as rent levels went up by more than 15% between the first quarter of 2015 and beginning of 2016. Prices began to level out again in 2016.

The overall trend of industrial vacancy rates has been downward, with the most significant period of decline in 2014 and the lowest rate of 1.4% seen in Q3 of 2016. Between 2012 and 2017, growing demand of land zoned for industrial uses has led to a decrease in vacancy rates of more than 60%.



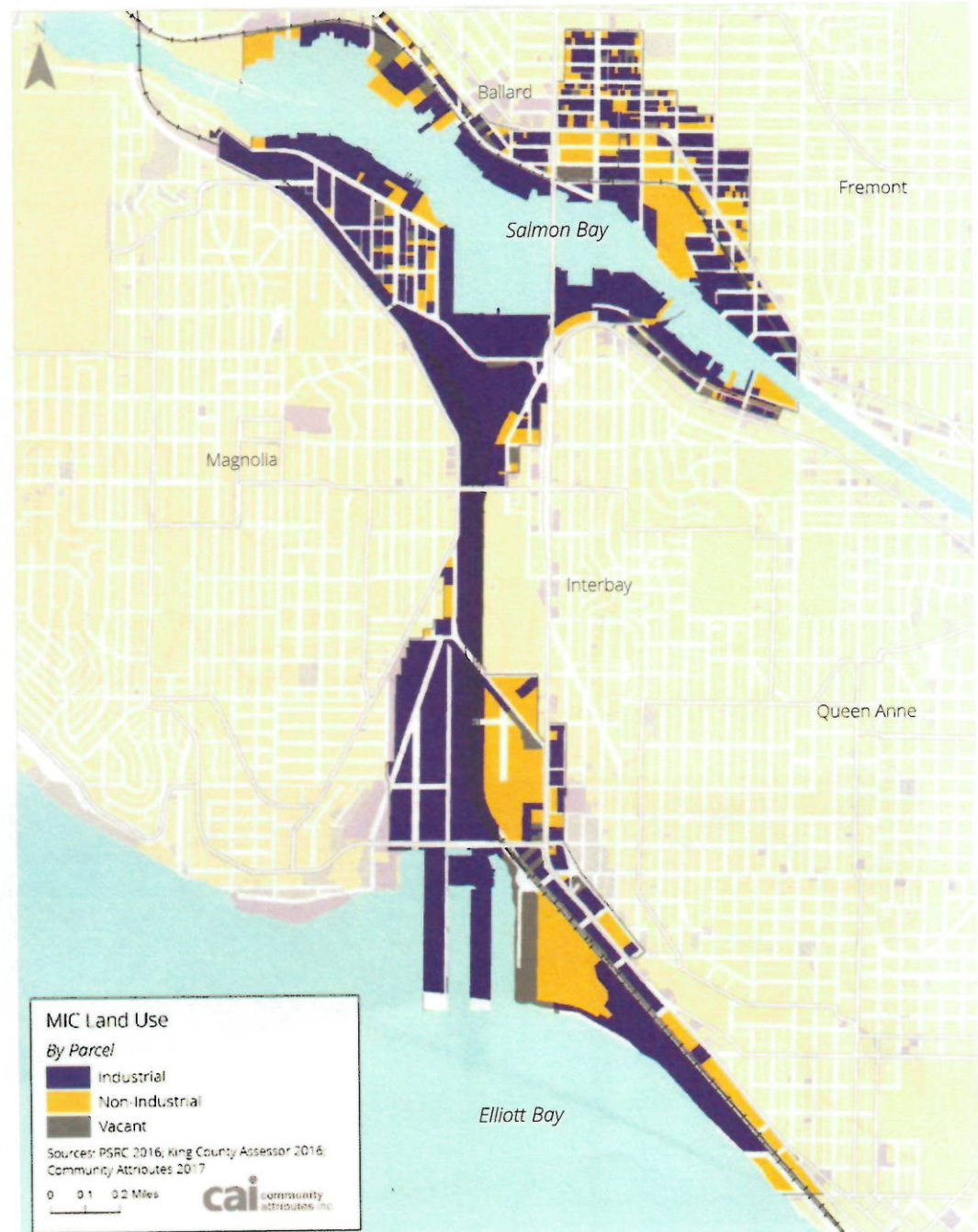
Land Use Inventory - BINMIC

November 2017

BINMIC Overview

The BINMIC ranges from Elliott Bay to Salmon Bay, and includes a working waterfront with wharfs, shipyards and rail yards. Salmon Bay is home to Fisherman's Terminal, one of the largest commercial fishing terminals in the northwest. The Salmon Bay area, stretching from the Ballard Locks to Fremont, also supports intense marine-related industrial and manufacturing uses. Interbay, located between Salmon Bay and Elliott Bay, contains a major railroad yard. At the south end of the center, Smith Cove on Elliott Bay is home to Terminal 91 (a large general cargo terminal complex) and Pier 86 (a Port of Seattle export grain terminal). The BINMIC is also the home port of the North Pacific Fishing Fleet.

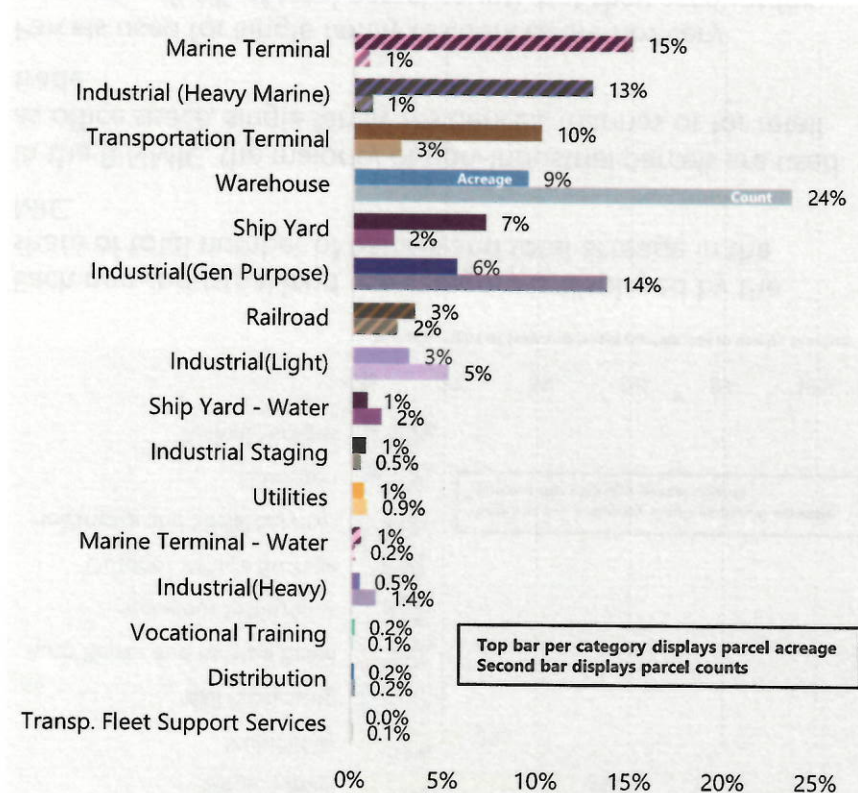
- The BINMIC is much smaller than the Duwamish MIC in size, with a gross acreage of 879 acres, including rights of way.
- Marine Terminals, Industrial Heavy Marine and Transportation Terminals are the predominant uses of land by acreage.
- 70 percent of the MIC's 876 total acres are in industrial use.
- Among industrial uses, maritime uses occupy 323 acres of land.
- 14% of land is a railway or transportation terminal.
- 5.8% of land is vacant with no improvements.
 - 1.8% of land is vacant but is in active use (vacant storage and parking).
- Average parcel size is 1.1 acres, which is significantly smaller than the average 2.1 acre size for the Duwamish MIC. Average parcel size for industrial uses is 1.3 acres.
- There are 30 parcels (53% of total acreage) greater than 5 acres in size.
- There are 378 industrial buildings containing over 6.8 million square feet of space.
- Over 31% of these buildings were constructed pre-1960.
- 7% of parcels within the BINMIC are residential, taking up less than 1% of the total acreage.



BINMIC Industrial Land Use

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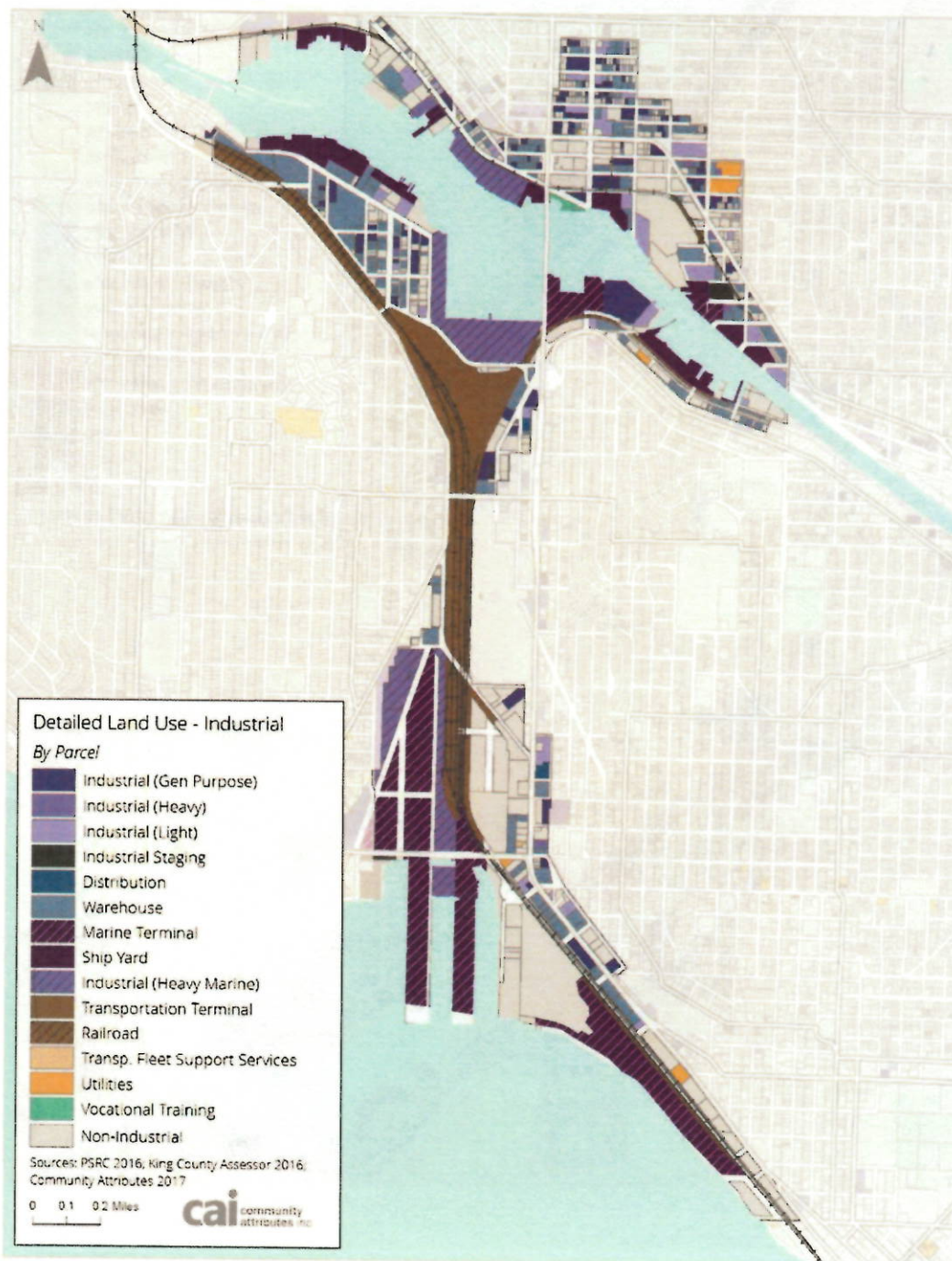
Parcel Count and Acreage by Industrial Land Use



Excludes right of way and water parcels not in use by Ship Yards or Marine Terminals

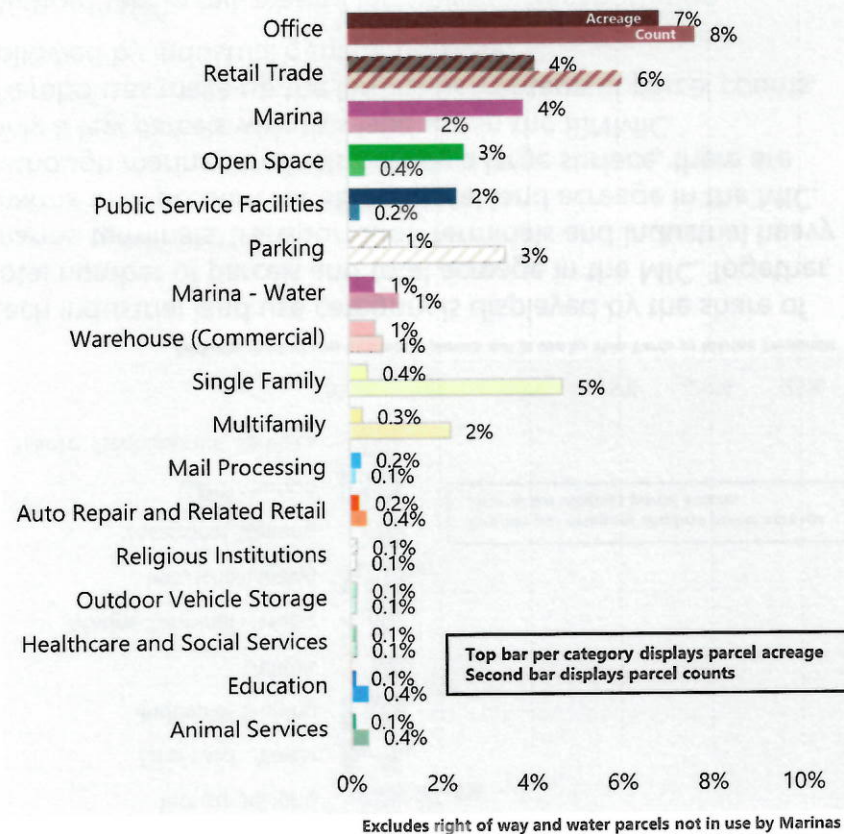
Each industrial land use category is displayed by the share of total number of parcels and total acreage in the MIC. Together, marine terminals, transportation terminals and industrial heavy marine uses account for 38% of total land acreage in the MIC. Although marine terminals occupy a large surface, there are only a few parcels with this land use in the BINMIC. Warehouses make up the largest percentage of parcel counts, followed by industrial general purpose.

Without taking rail, marine terminals or transportation terminals into account, 51% of parcels are industrial and 42% of total acreage in the BINMIC is industrial. With those areas included, the industrial use is 57% of parcels and 70% of total acreage.



BINMIC Non-Industrial Land Use

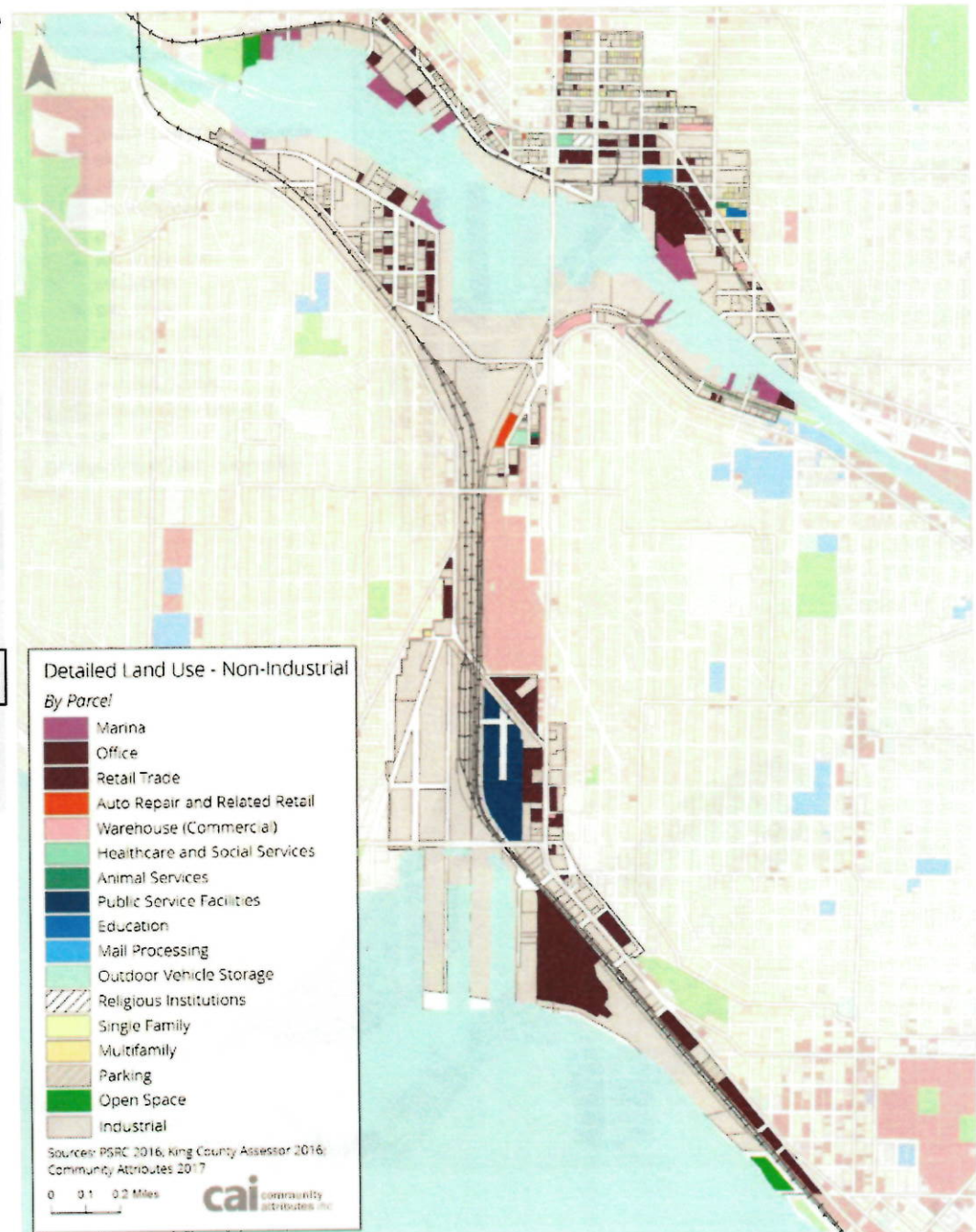
Parcel Count and Acreage by Non-Industrial Land Use



Each non-industrial land use category is displayed by the share of total number of parcels and total acreage in the MIC.

In the BINMIC, the majority of non-industrial parcels are used as office space, single family residences, marinas or for retail trade.

Parcels used for single family residences are not very numerous (0.4% of total parcel count), but they account for 5% of total acreage in the BINMIC.



BINMIC Improvement Value

This map displays the improvement value per square foot of land. This is the ratio of the assessed value of improvements to the square footage of land. Typically high improvement values denote parcels used more intensively.

Improvement Value per Square Foot of Land

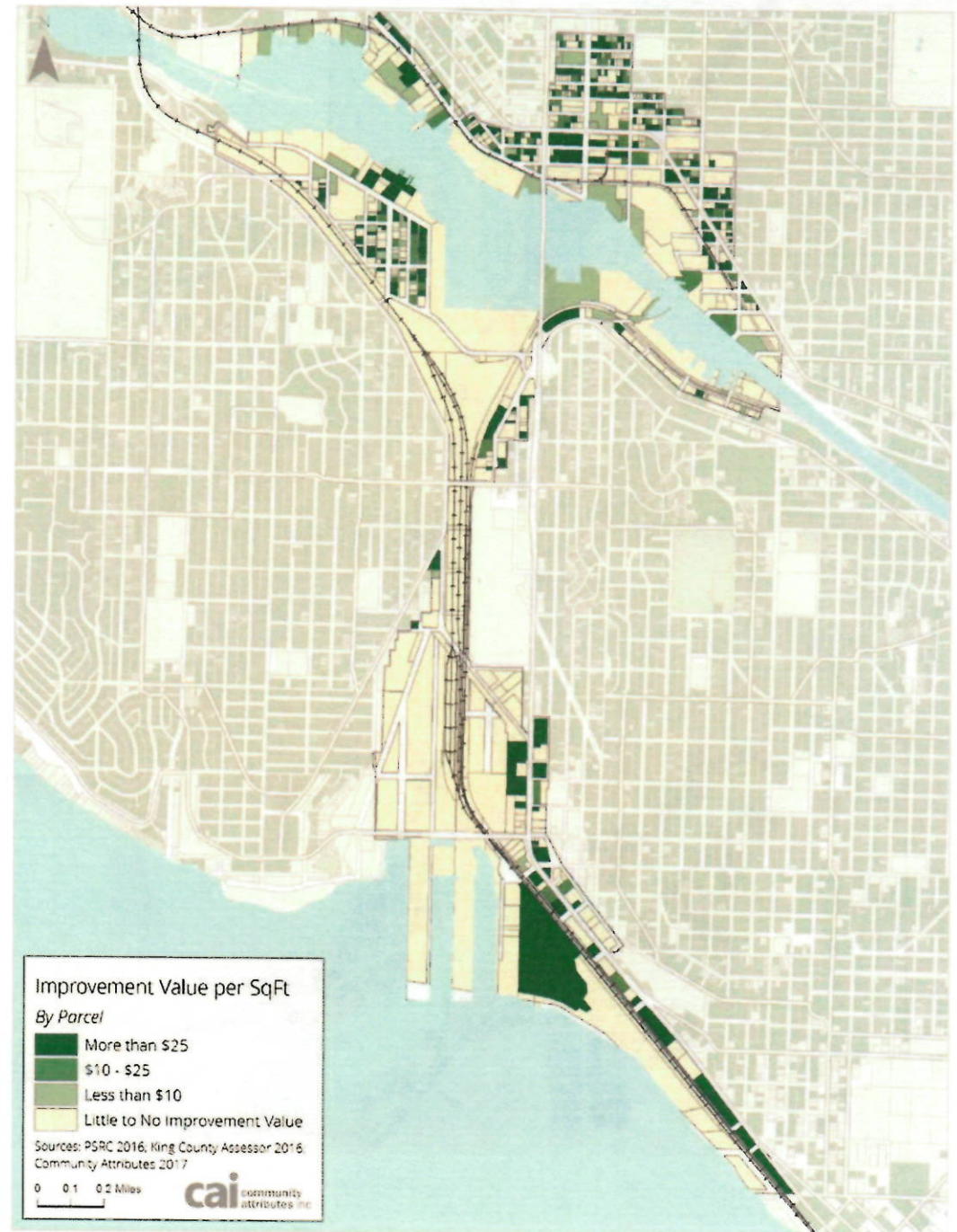
Impr. Value per SqFt	# of Parcels	Average
More than \$50	140	\$150
\$10 - \$50	153	\$28
Less than \$10	62	\$6
Little to No Impr. Value	451	\$0.04
Total & Average	806	\$46

A majority parcels in the BINMIC have little to no improvement value. This includes parcels with a total improvement value of \$1,000 or less, regardless of size.

Industrial Improvement Value per Square Foot

Impr. Value per SqFt	# of Parcels	Average
More than \$50	70	\$99
\$10 - \$50	99	\$28
Less than \$10	48	\$6
Little to No Impr. Value	240	\$0.05
Total & Average	457	\$33

Improvement value per square foot is an imperfect measure for industrial areas given the land consumptive nature of industrial uses and the relative age of buildings on these parcels. Land can be in productive industrial use even if the improvements on it are not significant. It is an industry-accepted metric, however, that can be useful to evaluate the use of non-industrial land.



BINMIC Floor Area Ratio

Floor Area Ratio (FAR)

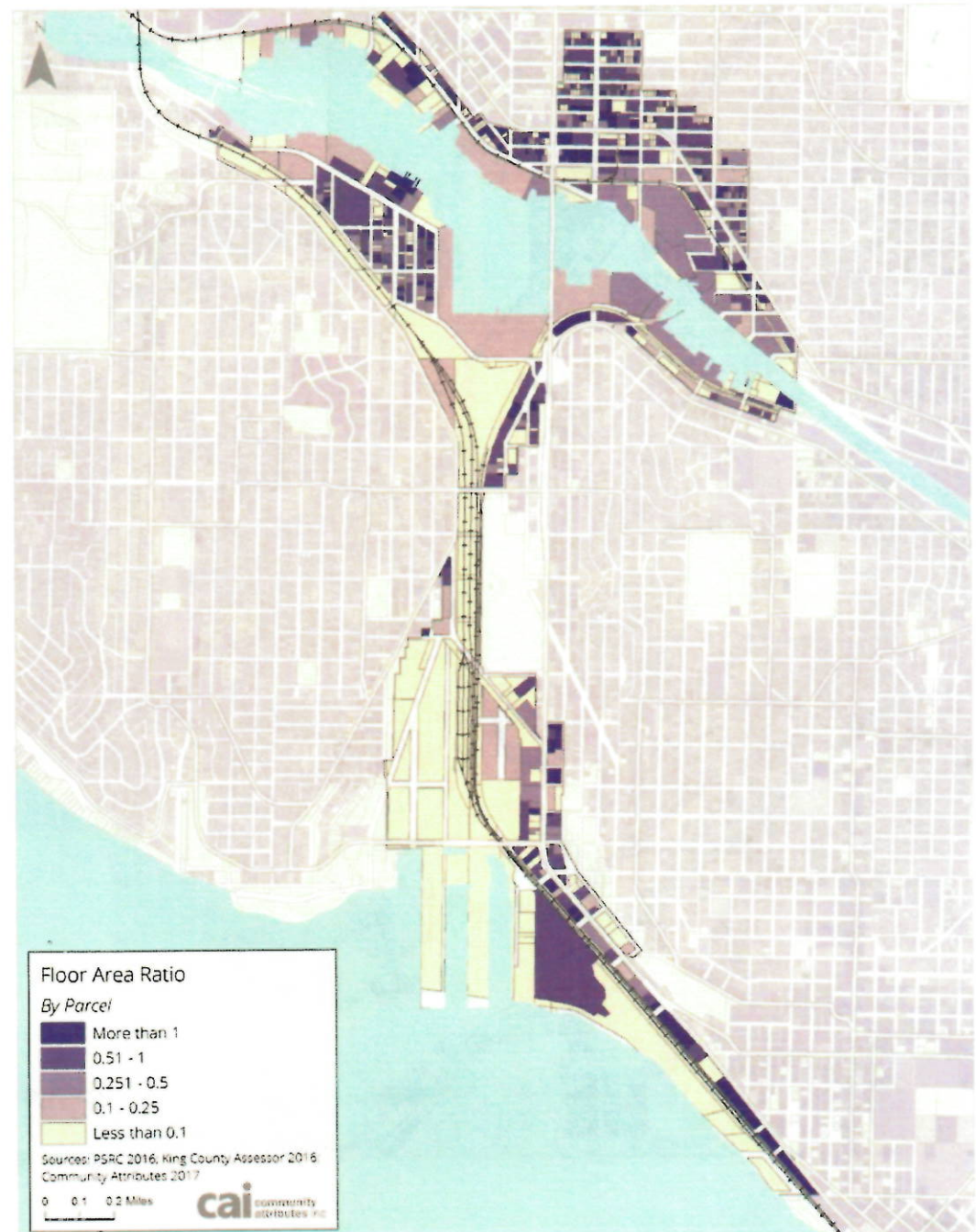
Floor area ratio is a means of relating the bulk of buildings to the acreage of land, and to other buildings in the vicinity. It is used as regulatory tool to establish an overall volume limit. It is calculated using simple formula – floor area divided by the lot area. The maximum allowable FAR for industrial zones (IG1 and IG2) in Seattle's MICs is 2.5.

As a bulk control, the floor area ratio is less useful in industrial areas than in other type of use districts given the wide variety of uses that are considered industrial. Many industrial operations, such as grain elevators and railyards do not have floor areas as such.

FAR	# of Parcels	Average
More than 0.75	248	1.4
0.51 - 0.75	114	0.64
0.26 - 0.5	116	0.38
0.1 - 0.25	58	0.18
Less than 0.1	270	0.01
Total & Average	806	0.52

Parcel Size	# of Parcels	Acres
More than 1 Acre	146	703
20,001 SqFt - 1 Acre	100	69
10,001 - 20,000	156	53
5,000 - 10,000	234	37
Less than 5,000 SqFt	170	14
Total	806	876

Bldg Size (SqFt)	# of Parcels	SqFt
More than 20,000	119	9.2 M
10,001 - 20,000	104	1.4 M
5,001 - 10,000	139	1.0 M
1,000 - 5,000	181	530 K
Less than 1,000	263	14 K
Total	806	12.2 M



Land Use Inventory BINMIC

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Industrial Land Use	Parcels		Lot Acres		Buildings	Building SqFt	Total Improvement Value	Avg Improvement Value per Land SqFt
	#	%	#	%				
Marine Terminal	7	1%	130.9	15%	23	413,829	\$1,775,200	\$0.31
Industrial (Heavy Marine)	8	1.0%	112.5	13%	26	396,572	\$1,000	\$0.00
Transportation Terminal	21	3%	88.7	10%	16	172,842	\$6,000	\$0.00
Warehouse	190	24%	82.4	9%	244	2,611,021	\$69,344,200	\$19.33
Ship Yard	19	2%	66.9	8%	58	919,884	\$12,816,400	\$4.40
Industrial(Gen Purpose)	109	14%	45.1	5%	150	1,269,081	\$24,960,700	\$12.71
Railroad	20	2%	29.7	3%	-	-	\$0	\$0.00
Industrial(Light)	42	5%	27.1	3%	62	777,464	\$14,202,800	\$12.02
Ship Yard - Water	13	2%	7.6	0.9%	-	-	\$3,000	\$0.01
Industrial Staging	4	0.5%	7.0	0.8%	-	-	\$0	\$0.00
Utilities	7	0.9%	6.0	0.7%	6	107,488	\$1,000	\$0.00
Marine Terminal - Water	2	0.2%	5.0	0.6%	-	-	\$0	\$0.00
Industrial(Heavy)	11	1.4%	4.2	0.5%	16	80,756	\$1,640,300	\$8.96
Vocational Training	1	0.1%	1.8	0.2%	3	7,224	\$0	\$0.00
Distribution	2	0.2%	1.6	0.2%	3	22,968	\$1,000	\$0.01
Transp. Fleet Support Services	1	0.1%	0.3	0.0%	1	4,000	\$0	\$0.00
BINMIC Total	806		875.6		798	12,158,966	\$732,714,900	\$19.21

November 2017

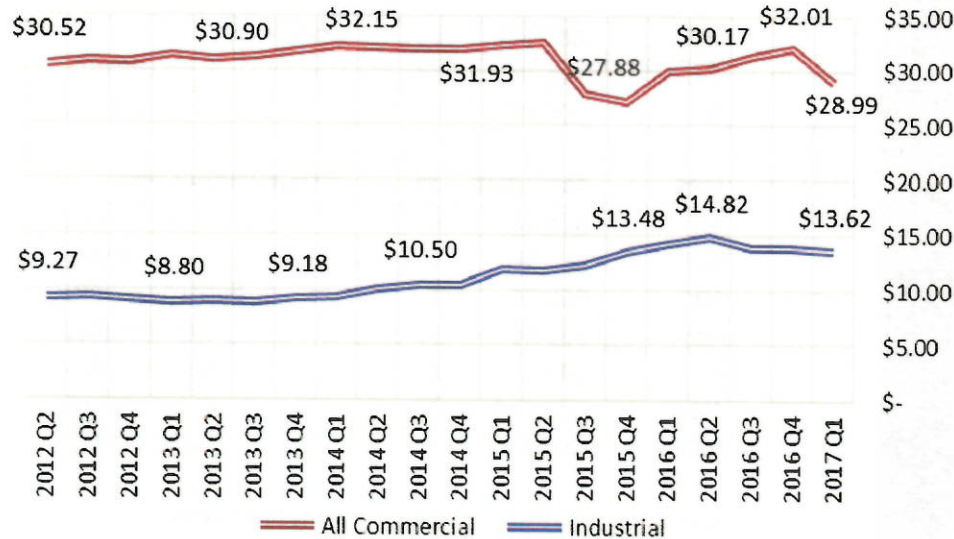
Land Use Inventory BINMIC

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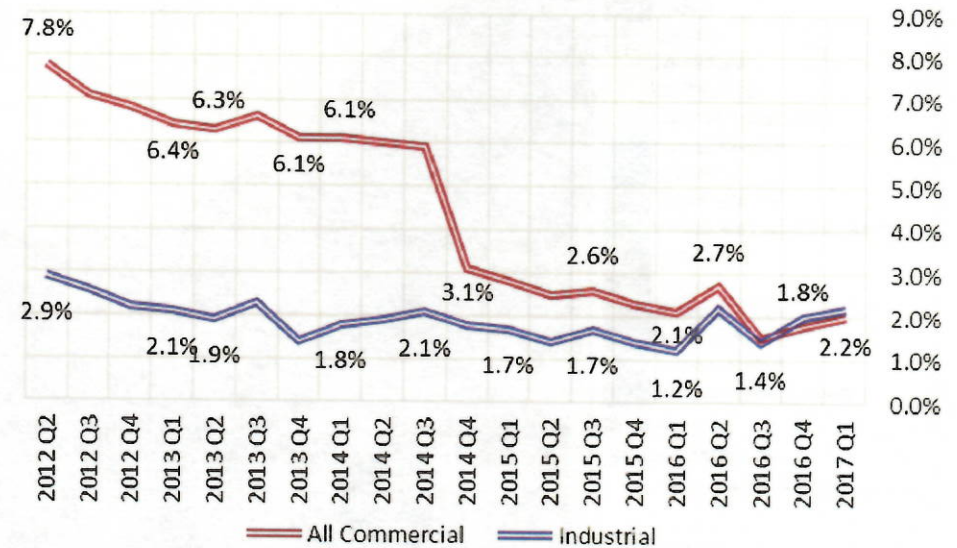
Non-Industrial Land Use	Parcels		Lot Acres		Buildings	Building SqFt	Total Improvement Value	Avg Improvement Value per Land SqFt
	#	%	#	%				
Office	62	8%	60.4	7%	72	3,467,091	\$502,813,900	\$191.04
Retail Trade	49	6%	36.3	4%	44	819,865	\$45,599,400	\$28.86
Marina	14	2%	34.0	4%	28	172,863	\$1,810,500	\$1.22
Open Space	3	0.4%	22.4	3%	1	10,000	\$0	\$0.00
Public Service Facilities	2	0.2%	21.0	2%	2	82,706	\$0	\$0.00
Parking	29	4%	8.9	1%	-	-	\$1,000	\$0.00
Marina - Water	9	1%	5.1	0.6%	-	-	\$4,000	\$0.02
Warehouse (Commercial)	6	1%	5.1	0.6%	7	381,599	\$23,741,800	\$107.51
Single Family	38	5%	3.5	0.4%	7	51,082	\$3,863,600	\$25.22
Multifamily	18	2%	2.5	0.3%	17	120,459	\$7,680,800	\$71.61
Mail Processing	1	0.1%	2.1	0.2%	1	21,463	\$0	\$0.00
Auto Repair and Related Retail	3	0.4%	1.8	0.2%	3	77,708	\$5,845,000	\$73.45
Religious Institutions	1	0.1%	1.3	0.1%	1	40,445	\$4,461,800	\$79.10
Outdoor Vehicle Storage	1	0.1%	1.2	0.1%	-	-	\$0	\$0.00
Healthcare and Social Services	1	0.1%	1.0	0.1%	1	92,092	\$10,865,400	\$244.28
Education	3	0.4%	0.8	0.1%	2	23,574	\$1,246,700	\$34.17
Animal Services	3	0.4%	0.7	0.1%	4	14,890	\$20,400	\$0.64
BINMIC Total	806		875.6		798	12,158,966	\$732,714,900	\$19.21

November 2017

Rents, BINMIC, 2012-2017



Vacancy, BINMIC, 2012-2017



Source: CoStar, 2017

Note: "2017 Q1" covers January 1 – February 2, 2017

These exhibits compare average vacancy rates and rental rates for BINMIC industrial and commercial properties over the last five years, using data from CoStar.

As shown, the value of rent for commercial space has dropped below \$30 per square footage in the second part of 2015, following a period of low fluctuations. Commercial rent values recovered in 2016 reaching a peak of \$32 towards the end of the year, only to decrease again in the first quarter of 2017.

The value of rent for industrial space has seen a more stable increase, with a slight dip from \$14.82 in Q2 of 2016 to \$13.62 in Q1 of 2017.

Commercial vacancy rates have decreased significantly between 2012 and 2017, reaching the lowest rate in Q3 of 2016 of 1.4% from 7.8% at the beginning of 2012.

Industrial vacancy rates have not changed as much but remained very low during the same period. In the first quarter of 2017 vacancy rates for industrial space were approximately 2.2%.

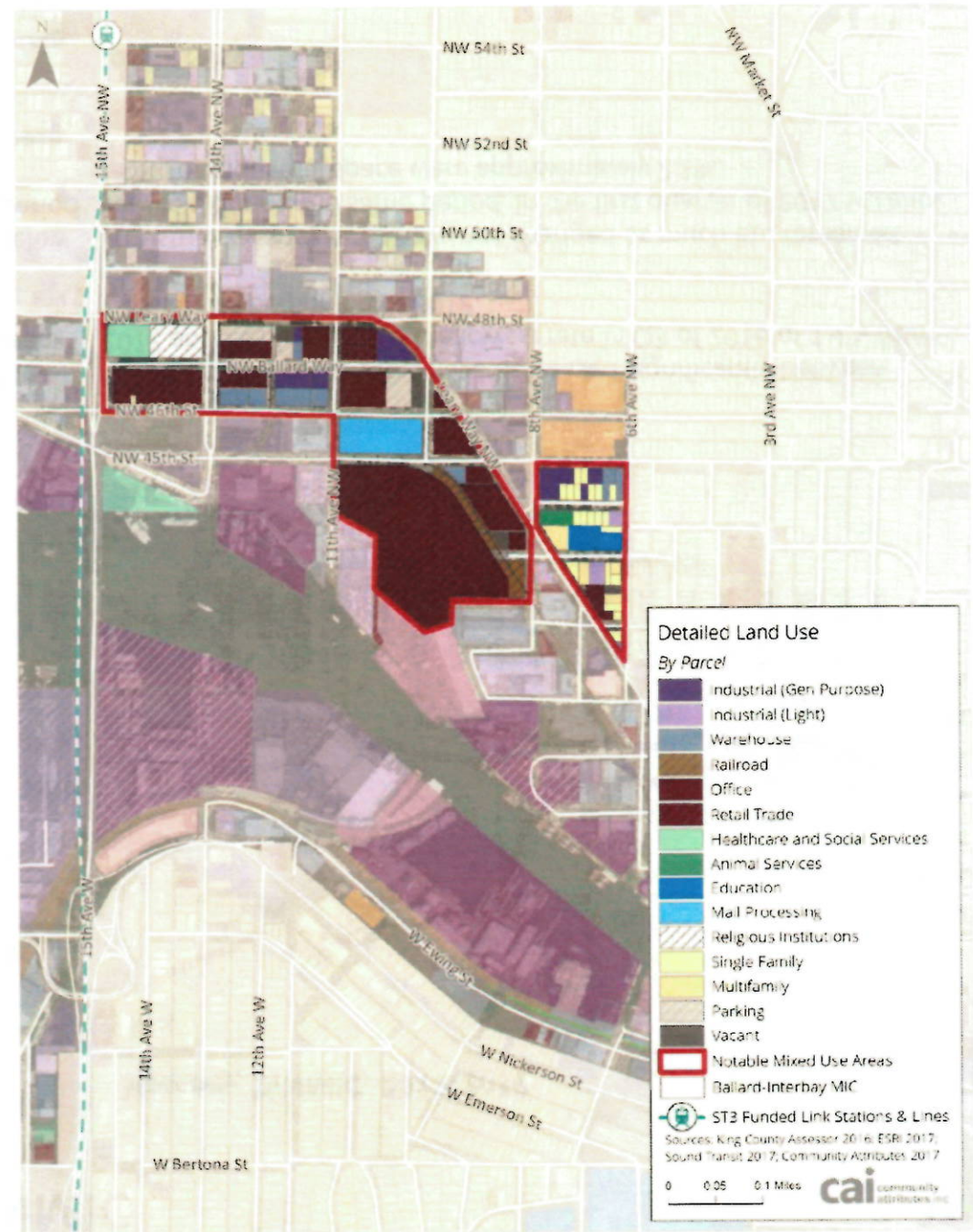
BINMIC Notable Mixed Use Areas

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There are a few areas within BINMIC that have higher concentrations of non-industrial uses. North of the water, residential and commercial uses are more prevalent (see map). Within the residential area selected, 21% of the land area is residential with 57% mixed industrial uses.

The combined areas are composed of 33% industrial uses and 58% non-industrial. Commercial use (office and retail) accounts for 39% of the total square footage. Residential use is close to 10% of the selected areas, compared to less than 1% in the entire MIC.

Detailed Land Use	Parcels	Site SqFt	% SqFt of All Uses
Industrial(Gen Purpose)	33	322,214	13%
Warehouse	39	317,454	12%
Industrial(Light)	14	144,490	6%
Railroad	2	54,989	2%
Industrial Uses	88	839,147	33%
Retail Trade	22	916,993	36%
Single Family	37	149,117	6%
Other Services	3	117,419	5%
Multifamily	16	93,764	4%
Mail Processing	1	93,000	4%
Office	5	90,572	4%
Education	3	36,480	1%
Non-Industrial Uses	87	1,497,345	58%
Vacant	23	118,607	5%
Parking	11	110,575	4%
Other Uses	34	229,182	9%



November 2017