

Industrial and Maritime Strategy
Comprehensive Plan Amendments
Revised Draft Letter

Timeline

- February 23 – Discussion
- March 9 – Staff Draft Letter
- March 23 (today) – Revised Draft Letter
- April 13 – Action on Final Draft Letter
- April 26 (tentative) – City Council Land Use Committee public hearing

Revised Draft Comprehensive Plan Amendments Letter

- Minor edits to the following sections:
 - Introduction
 - Equity and Environmental Justice
 - Climate Change/Resilience
- Substantive edits to:
 - Land Use Element
 - Transportation
 - Shoreline Areas
 - Cultural Resources

Land Use Element

New Industrial Zones

~~In contrast,~~ The new II and UI zones, as proposed Comprehensive Plan goal LU G11 states, “Support employment-dense emerging industries that require greater flexibility in the range of on-site uses and activities.” **These new zones represent the evolving future of industry and are intended to respond to issues, challenges, and opportunities for the maritime and industrial sectors and adjacent communities.**

Land Use Element

Industry and Innovation

The Planning Commission has reviewed the proposed revision to the following existing policy related to parking and loading requirements in industrial zones. We recommend more definitive language than “Consider limiting...” such as ‘Limit parking in the industry and innovation zone...’

LU 10.1214 Set parking and loading requirements in industrial zones... Consider limiting parking in the industry and innovation zone located in the vicinity of high-capacity transit stations.

Land Use Element

Industry and Innovation

As these zones are located around the future light rail stations and are intended to leverage significant transit investments, the City should discourage parking of non-industrial vehicles and encourage workers to use alternatives such as walking, biking, and other non-motorized modes.

Land Use Element

Housing

While the Planning Commission supports increasing housing choice throughout residential areas of the city, we remain concerned about providing housing options in industrial areas, especially because those most likely to live in units targeted to industry-related workers will be cost-burdened low-income households or moderate-income households who cannot afford housing options elsewhere in the city. This would result in perpetuating environmental injustice issues and ensuring the residents in these communities lack access to neighborhood amenities and opportunity that all Seattleites, no matter their income, deserve. We understand that the time to debate this issue has passed and offer our comments below in hopes of improving implementation of this policy.

Land Use Element

Housing

The Planning Commission has consistently voiced our ongoing concerns related to the environmental health impacts of housing in proximity to air quality and noise emissions from industrial and maritime uses. We encourage the City to be more explicit in **acknowledging and addressing** ~~recognizing~~ the historic and ongoing environmental injustice related to locating housing in or adjacent to industrial areas that has had disproportionate impacts on low-income and BIPOC populations.

Land Use Element

Housing

We recommend the City consider the public health risks of industry-supportive residential uses through an environmental justice lens by identifying and mitigating any potential **air quality, heat island, contamination, and noise** impacts on future residential uses in or near industrial areas.

Transportation

Freight mobility and access for workers are issues of critical importance for successful economic development... The Planning Commission recommends a review of existing transportation policies related to freight mobility and logistics.

We recommend the City work with private industry stakeholders and organizations such as the University of Washington's Urban Freight Lab to address issues related to the proliferation of smaller delivery vehicles and the need for dedicated loading zones, curb space, and/or parking.

Transportation

~~It is important that~~ The City **should** continue to make **important** investments in and enhancements to quality multi-modal access, connections, and infrastructure including sidewalks, transit access, bike lanes, and trails that get workers to their jobs. ~~The hundreds of workers needing to access future~~ **Future** employment centers ~~that are accessible by hundreds of workers will require~~ located within industrial and maritime areas **deserve** significant multi-modal improvements that both improve the speed and ease of their transportation options while relieving car congestion on our streets.

Transportation

The Planning Commission recommends policy language prioritizing walking and biking ~~facilities~~ **connections** in industrial areas **in a thoughtful manner that both completes these missing links while minimizing conflicts with freight and other motorized traffic. Examples, including include** investments in sidewalks, bikeshare, **motorized vehicle speed reduction and/or lane separators along highly trafficked pedestrian and bicycle routes**, and last mile connections, especially around future light rail stations.

Shoreline Areas

The City should add or revise policy language encouraging restoration of lands and shorelines with industrial contamination to reduce public health concerns, including contaminants in fish from waterways adjacent to industrial areas, especially within the watershed of Urban Industrial areas where limited housing will be permitted.

Cultural Resources

In cases where the City cannot prevent unavoidable new or continued impacts of industrial uses or other practices that block the legally protected rights of these tribes to fishing or harvesting at their usual and accustomed grounds, we recommend that the City develop and adopt a policy framework for meaningful mitigation strategies in direct collaboration with affected tribes.

Timeline

- March 23 (today) – Revised Draft Letter
- March 31 COB – send suggested revisions to John
- April 13 – Action on Final Draft Letter
- April 26 (tentative) – City Council Land Use Committee public hearing

Comments/Discussion