

INDUSTRIAL AND MARITIME STRATEGY

Seattle Planning Commission Staff Draft Recommendations

Timeline for SPC Recommendations Letter

May 13 Full Commission

- Update from OPCD staff re: Citywide Advisory Group
- SPC staff draft recommendations, discussion

May 20 Land Use & Transportation Committee

- Follow-up discussion

June 10 Full Commission

- Staff draft letter

June 24 Full Commission

- Approve final draft letter

SPC Staff Draft Recommendations Letter

- Staff Draft Letter Outline and Briefing Memo sent to Commissioners for review in advance of May 13 meeting
- Staff Draft Letter Outline subject headings reference the latest titles of the potential strategies reviewed by the Industrial and Maritime Strategy citywide and neighborhood advisory groups
- Briefing Memo includes compilation of past comments from the Planning Commission on this topic
- Draft letter will include consensus-based themes and recommendations from past and current comments

Introduction

- I. Unique Characteristics of Seattle's Industrial Lands
- II. Ongoing Challenges
- III. Previous SPC Reports and Recommendations

Investment Strategies

IV. Workforce Investments

- a) Industrial sector is still very white and male-dominated
- b) Importance of retaining diverse employment sectors
- c) Increase maritime and industrial opportunities for women, people of color, people with special needs and disabilities

Investment Strategies

V. Public Safety Partnerships

- a) Recognize the concern with transient populations and the homeless community in industrial areas

Investment Strategies

VI. Transportation Investments

- a) Conflicts between freight traffic, pedestrians, and bikes
- b) Prioritize the need for sidewalks, bikeshare, last mile connections in specific places within industrial areas, especially considering proximity to transit stations
- c) Equity perspective should be applied to a prioritization; some communities do not have sufficient infrastructure or resources

Investment Strategies

VII. Environmental Initiatives

- a) Recognize the potential impacts of sea level rise on industrial properties, transportation and freight mobility
- b) Encourage a focus on indigenous land; coordinate with the Duwamish Tribe and other tribes that claim rights to our waterways
- c) SODO, South Park, and Interbay will experience sea level rise
- d) Increase and/or improve parks, open space, trees, and green landscaping in and near M/ICs
- e) Onsite stormwater management for industrial property owners
 - green roofs and similar green infrastructure

Land Use Strategies

VIII. Stronger Protections

- a) Resilience of industrial businesses is reflected by low industrial vacancy rates
- b) May need more industrial capacity; increased interest in industrial lands as a result of the demand for deliveries
- c) Support for closing existing loopholes for auto-dependent uses (such as car dealerships)
- d) Analysis of land around shorelines to identify possibilities for expanding maritime, manufacturing, and logistics uses

Land Use Strategies

IX. Dense Industrial Development

- a) Industrial uses are changing, especially integration of manufacturing, high-tech research, office, logistics, and deliveries
- b) More information on examples of innovative industries with higher density potential is warranted
- c) Concern about environmental hazards that come with those industries; need land use policy and code requirements to address these hazards

Land Use Strategies

IX. Dense Industrial Development

- d) Office uses should not be allowed in industrial areas unless they are accessory to a true industrial use
- e) West Seattle and Ballard Link Extensions will bring 7 stations in or near industrial lands; allow increased flexibility within station areas (for Commission discussion – what kind of flexibility?)
- f) Urge City to address desired and allowed land uses around the light rail stations now, rather than wait until after they are built; show how these stations will interact with industrial lands

Land Use Strategies

X. Healthy Transitional Areas

- a) Concern about not going far enough to make successful transitions between industrial uses and urban uses
- b) Neighborhood Industrial zone concept has potential to allow dedicated space for creatives, provide access to opportunity
- c) Makerspaces represent a DIY culture, opportunities for people to start businesses in their communities; affordable commercial space strategy could encourage those uses in urban villages
- d) Suggest looking at other locations for makerspaces throughout the city in addition to industrial lands, such as Neighborhood Commercial zones within Urban Villages

Land Use Strategies

XI. No Significant Housing

- a) Affordable housing is important for industrial workforce; there are some that support housing in industrial areas to reduce commutes, while others believe there should not be residential uses in industrial zones (for Commission discussion)
- b) Concerns with the logistics and viability of combining residential uses with light industrial; allowing even minimal residential into industrial areas could further increase pressure of more residential creeping into the industrial zones
- c) Need to consider balancing the need for industrial land and workforce housing; conversation to be informed with data

Land Use Strategies

XI. No Significant Housing

- d) Residential uses in industrial areas raises concerns of environmental justice and possible disenfranchisement
- e) SODO, South Park, and Interbay will experience sea level rise; housing should not be built in these locations based on future impacts
- f) Environmental review should study the public health impacts of housing near industrial areas, including noise and air quality

Land Use Strategies

XII. Georgetown and South Park

- a) South Park will experience sea level rise; housing should not be built in this location based on future impacts

Action Strategies

XIII. WOSCA and Armory

- a) Southern portion of the BINM/IC now has storage and strip commercial developments; worst case for the future of this area would be more auto-dependent commercial use
- b) Interbay will have two future light rail stations a mile apart; Armory site is within the walkshed; treating that as traditional industrial land is a missed opportunity
- c) Concern with the lack of environmental review on the consideration of residential uses on the Interbay Armory site; consider environmental impacts of housing adjacent to train tracks and in an area of future sea level rise impacts

Action Strategies

XIV. Stewardship Entities

Questions/Comments/Discussion