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2015

# Industrial Lands Policy Discussion Summary and Recommendations



City of Seattle  
Department of Planning and Development

# Industrial Lands Policy Discussion Summary and Recommendations December, 2015

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## Executive Summary

DPD has been engaged in numerous studies and has conducted extensive community outreach on the topic of Seattle’s designated Manufacturing/Industrial Centers (M/ICs). We have examined their importance to the local, regional and global economy, their physical characteristics, challenges and opportunities for the future. We have also studied the specific challenges for neighborhood areas located within or on the periphery of the M/ICs. The opinions about the present and potential future of Seattle’s industrial lands continue to be diverse.

This report summarizes the recent history of work focused on Seattle’s industrial lands, which led to a series of community outreach meetings conducted between November 2014 and March of 2015. At the meetings, DPD engaged with people living and working in and near designated M/ICs— business owners, landowners, residents and others—on the direction we were headed with draft industrial lands policies proposed for Seattle 2035.

The public draft of Seattle 2035 was released on July 8<sup>th</sup> and incorporates new industrial lands policies as well as recommendations for the Stadium District Area. There are additional actions the City can take related to the ongoing viability of our industrial lands. These recommendations are presented in Section 5 of this report for your consideration and feedback. The content of this report is organized as follows:

### What has been done?

Numerous studies have been undertaken by DPD looking at City’s industrial lands overall, as well as neighborhood-based studies focused on the Stadium District, Ballard, Interbay, Georgetown and the North Duwamish areas. Each area has its own unique mix of traditional industrial uses along with smaller local production or “maker” businesses. Each also has experienced pressure for conversion of industrial lands to non-industrial use. The outcome of these studies is the identified need to strengthen policies to protect the ongoing viability of traditional industrial sectors while allowing some flexibility of uses in certain geographic areas – particularly along M/IC edges where industrial lands transition to adjacent commercial and residential zones.

### What did we hear?

The input we received during the community outreach meetings indicate that opinions regarding the current and future use of the City’s industrial lands are as varied as the individual interests. There appears to be overall general community support for the major industries in Seattle including port operations, transportation, maritime and fishing. People also expressed a desire for a certain amount of flexibility in the use of industrial lands. There are shared concerns about the physical character of our industrial areas including aesthetics, safety, noise and pollution. We also heard specific concerns relating to the Georgetown Neighborhood (<http://www.seattle.gov/dpd/cityplanning/completeprojectslist/georgetown/default.htm>).

### What do we recommend moving forward?

DPD has drafted new comprehensive plan policies for industrial lands and a Stadium District designation along with proposed Stadium District goal and policies (see Section 5). The new industrial lands policies are significantly revised from the original draft policies that were recommended by the Duwamish Industrial Lands Study (2013) and presented during the March 2015 community outreach meetings. The July 2015 Draft Comprehensive Plan includes these new policies about the Manufacturing/Industrial Centers:

- GS2.20 Retain land in the Manufacturing/Industrial Centers for industrial uses and develop criteria for evaluating requests to remove land from a M/IC, recognizing the important economic resource the land in these centers represents.
- LU1.22 Limit the future application of the IC zone inside the M/IC boundaries to prevent the expansion of offices and other non-industrial uses.

In addition to the actions that can be implemented via the major comprehensive plan update, this report presents additional recommendations for evaluating the performance of several industrial land designations—including the Industrial Commercial and Industrial Buffer zones, and a clarification of the amount of commercial and office space that can be developed on an industrial parcel (see Section 5).

Finally, DPD is working on legislation that would better facilitate the ongoing use of existing single family homes located in the Georgetown area M/IC (see Section 6).

## 1. Introduction

This report provides background information about the City’s industrial land policies and summarizes a number of studies the City has conducted recently about certain industrial areas. It also reports on the Department of Planning and Development’s public outreach during late 2014 and early 2015 to discuss and obtain feedback on recommended Comprehensive Plan policies that would strengthen the City’s commitment to protect industrial land.

The City’s Comprehensive Plan contains policies that support the retention of industrial lands in the city for continued industrial use. A proposal in 2013 to build a new basketball arena on industrially zoned land near the existing baseball stadium and industrial zoning in the Duwamish Manufacturing/Industrial Center (M/IC) raised concerns about how the City could protect industrial land. The memorandum of understanding the City signed with King County and the arena proponent directed DPD to identify policies that could help maintain an industrial sanctuary while accommodating an expanding role for the stadium district. The City Council and Mayor subsequently directed DPD to conduct additional outreach to community stakeholders.

This report summarizes:

- Stadium District study and recommendations
- Duwamish Industrial Land Study and recommendations
- Interbay recommendations
- Local Production Study
- Georgetown Community Conversation
- DPD’s public outreach on recommended Comprehensive Plan industrial policies to Georgetown, Ballard, Interbay and North SODO stakeholders during the first quarter of 2015.

## 2. Background

Since Seattle’s founding, industrial activities developed and expanded along transportation corridors – ports and waterways first, then railroads, then highways. As the city’s residential and commercial development increased, industrial uses were less welcome in some parts of the city. Gradually, areas where industry could be located were scaled back to the core industrial areas we have today.

As Seattle’s regional economy continues to grow and change, the demand for land to serve the many needs of its residents and businesses and visitors is increasing. Currently there are 5,142 acres of industrially zoned land within Seattle, which is 12% of the total land area of the city. This is a decrease from the 5,698 acres, or 14% of the city’s land area zoned industrial in 1984. The continuing low vacancy rates for industrial property (approximately 4%) in Seattle demonstrates the high demand for this land. Converting more industrially zoned

land to non-industrial uses further reduces the options for industrial firms that want to locate or expand in the city.

Commercial (office and retail) development in industrial areas can have several profound, negative effects on an industrial area particularly when that development is not associated with an industrial use. When a commercial use develops in an industrial area it reduces the supply of land that could be used for industrial activities. Typically, commercial users are financially able to pay higher prices to purchase or rent land than industrial users. When large commercial uses are allowed in the industrial area, other nearby land owners may raise rents to reflect the commercial market and thereby possibly deter industrial businesses from staying, expanding or relocating in the industrial area.

Many industrial businesses rely on the efficient movement of trucks as the primary means for receiving and shipping the freight that is critical to their operations. Additional traffic caused by commuters or consumers attracted to commercial uses can interfere with this freight movement, causing delays and adding costs to industrial operations.

Experience in Seattle and in other cities shows that, once in place, office workers and retail customers in the industrial area often complain about the noise, dust, odor and other impacts of industry and lobby for regulatory changes to restrict industrial activities. Commercial uses also generate demand for increased amenities in an area to meet the daily needs of workers or to complement the retail uses. Those amenities, such as open space, landscaping and leisure facilities can further decrease the amount of land available for industrial uses and interfere with industrial operations.

Seattle's M/ICs are two of eight designated in the Puget Sound Regional Council's (PSRCs) VISION 2040 for the four-county region. VISION 2040 discourages non-supportive land uses in M/ICs, such as retail, non-related offices, or housing, in order to preserve the basic sector industries located in these centers. In March, 2015, PSRC issued the report titled *Industrial Lands Analysis for the Central Puget Sound Region* which assessed regional trends in industrial development and forecast future employment and industrial land area needs. This study concluded that both of Seattle's M/ICs along with the Kent-Renton and Sea Tac-Des Moines subareas would experience strong demand with limited capacity to accommodate employment growth forecast between 2012 and 2040.

The City has a strong commitment to the protection of industrial uses in designated Manufacturing/Industrial Centers (M/ICs) consistent with VISION 2040. The City's current Comprehensive Plan includes goals and policies that:

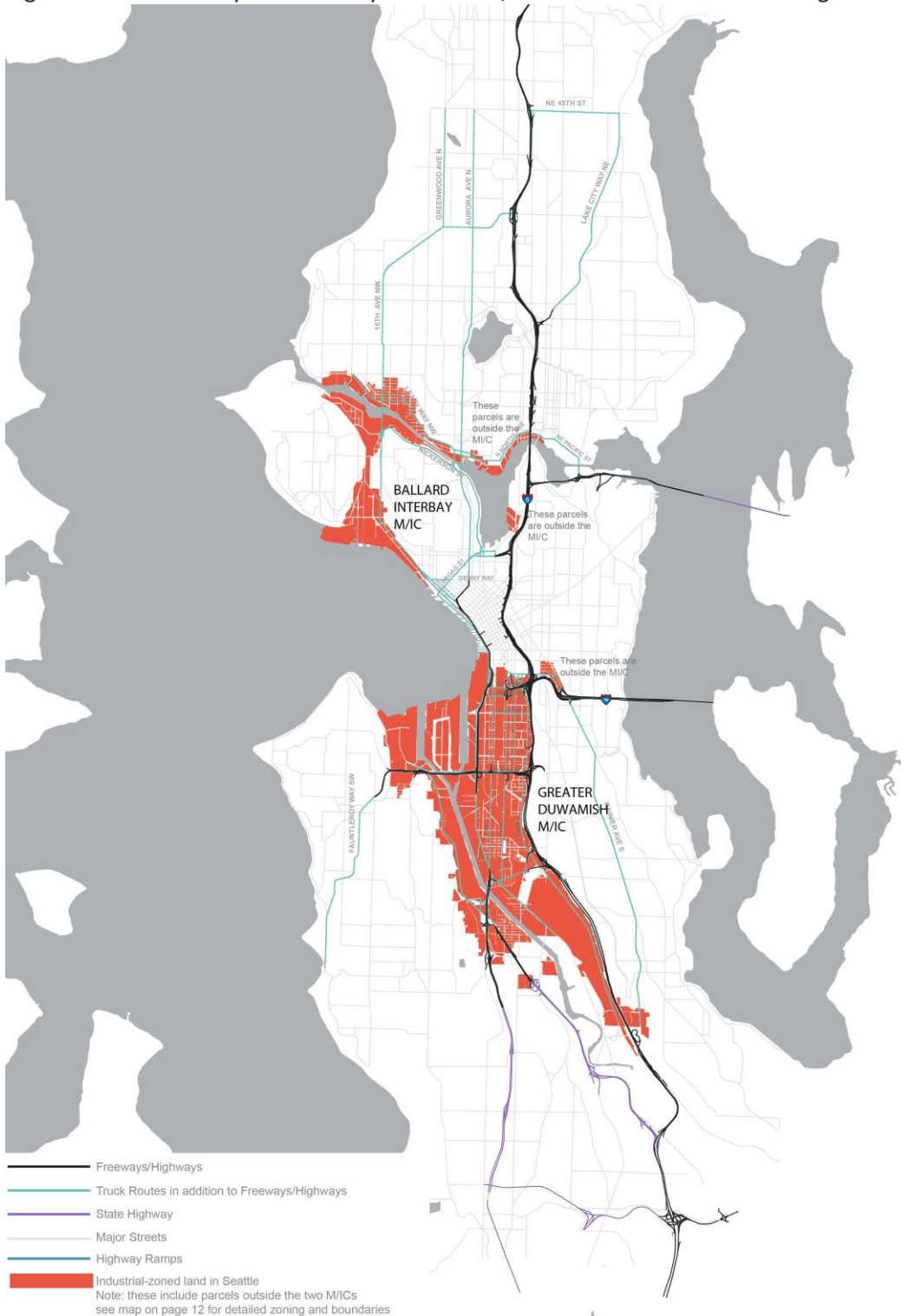
- Promote the use of industrial land for industrial purposes.
- Promote high value-added economic development by supporting growth in the industrial and manufacturing employment base.
- Restrict or prohibit uses that may negatively affect the availability of land for industrial activity, or that conflict with the character and function of industrial areas.

By continuing to protect industrial lands and industrial uses Seattle:

- Protects and promotes family wage jobs
- Provides for economic resilience
- Recognizes that industrial land area is limited and vacancy rates are low

- Supports international trade
- Recognizes that industrial lands generate 1/3 of the City's sales tax revenue and B&O tax revenue

Figure 1 shows the city's industrially-zoned land, most of which is within a designated M/IC.



- Almost all of the city's 6,000 acres of industrially zoned land is in the Ballard/Interbay and Greater Duwamish Manufacturing/Industrial Centers (M/ICs)
- The Duwamish M/IC is much larger (4,900 acres vs. 900) than Ballard/Interbay M/IC
- The Land Use Code designates 4 industrial zones – IG1, IG2, IC and IB

Figure 1: Map of Industrially-zoned land

Even with the regionally recognized M/IC designation and existing land use policies that address the importance of preserving industrial land for industrial use, there is ongoing pressure to convert industrial lands to non-industrial uses. As documented in the *Duwamish M/IC Policy and Land Use Study*, between 2007 and 2013, there were 52 permits issued by DPD that involved a change of use on industrial-zoned property in the Duwamish M/IC. Within this six-year period, 20% of the permits were for changes from one industrial use to another industrial use. Half of the permits issued were for a change from industrial to non-industrial use. The remaining 30% were for establishing a new use, such as when parking lots or vacant lots converted to other uses. Of the new uses permitted, two-thirds were non-industrial uses.

The Ballard-Interbay M/IC is also under great pressure to convert to non-industrial uses because of its prime locational advantages such as proximity to the waterfront, transit, and desirable, high income residential areas. A related concern is that land zoned Industrial Commercial (IC) is being developed primarily with office uses and little to no industrial use. There has also been growing interest in changing the allowed uses or densities for IG-zoned land within designated M/ICs to IC for the purpose of developing additional commercial and office space.

*Appendix C* lists recent requests to amend the City's Comprehensive Plan in order to remove land from a M/IC. The Comp Plan does not currently contain criteria to assist in making decisions about such requests.

In response to the increased pressure to convert land within the M/ICs to non-industrial use, the City has conducted a series of land use studies during the last 2-3 years. These studies include:

- The Duwamish Industrial Lands Study
- The Stadium District Study
- The Interbay Study and
- The Local Production Study
- Georgetown Community Conversations

The following sections provide a summary of each of these efforts and their outcomes, which influence the recommended Seattle 2035 industrial lands policies currently under consideration and other potential actions for consideration outlined in Section 4 of this report.

### **Duwamish M/IC Policy and Land Use Study:**

The City, King County and the proponents of a new basketball arena on South Holgate St. entered into a memorandum of understanding (MOU) in 2012 about conditions for developing that arena. The MOU called for the City to conduct two studies related to land use. One of those studies was to “evaluate the necessary policies, land uses, and zoning mechanisms ... to protect maritime and industrial uses and reinforce the role of the MIC as a manufacturing and industry sanctuary.”

The second study was to reevaluate the effectiveness of the Stadium transition Area Overlay District in light of major transportation changes underway in the area, the Central Waterfront Plan and a separate plan prepared by the two stadium districts for the area.

In 2013, City staff worked with an advisory committee to identify the ongoing challenges facing the M/IC, as well as potential effects of the proposed arena on surrounding industrial land. That process also reviewed potential policies that could help sustain the M/IC. The planning effort built on the City's Comprehensive Plan policies and goals for the M/IC and the Container Port Element, the M/IC Neighborhood Plan, and the Port of Seattle's Century Agenda.

The objectives of this planning effort were to strengthen the long-term viability of the M/IC, protect industrial uses and Port operations, such as at Terminal 46, outside of the Stadium Transition Area Overlay District from encroachment and conversion to non-industrial uses and coordinate with the Seattle Department of Transportation's Industrial Areas Freight Access Project.

In December 2013, DPD released a study that contained recommendations focused on changes to the City's Comprehensive Plan and Land Use Code to limit activities that could interfere with industry and port operations in the M/IC. The following is a summary of the concerns identified in the study and their recommendations.

**Concern:**

Industrial land may erode or transition to non-industrial use, particularly if more non-industrial uses develop within the stadium district.

**Recommendation from the advisory committee:**

Adopt the following specific policy in the Comprehensive Plan that will provide criteria for assessing requests to remove land from a M/IC, with the objective of restricting removal of land from the M/ICs:

Do not remove land from a designated Manufacturing/Industrial Center unless:

- the proposed use for the land is identified
- there is insufficient appropriately zoned land elsewhere in the city for the proposed use
- the proposed use would not displace an existing industrial use; and
- the proposed use would not adversely affect nearby industrial operations

The committee argued that this policy would provide clear criteria for making future decisions about reducing the amount of industrial land in the M/ICs. The policy reinforces the Comp Plan's urban village strategy of concentrating office, retail and residential growth in walkable urban neighborhoods. It recognizes the existing significant zoning capacity in the City's designated urban centers and urban villages. It also responds to a suggestion from the Seattle Planning Commission that language should be added to the Comprehensive Plan to provide more specific guidance for making decisions that would affect the amount of industrial land in the city.

**Concern:**

Over the past years, Industrial Commercial (IC) zoning has mainly produced large, single-use office buildings, due to its generous allowances for office and retail uses.

**Recommendation from the advisory committee:**

Do not allow any new IC zoning in the M/IC.

The committee said that, because the M/ICs are the industrial areas where the City wants to direct and maintain the most intensive industrial uses, having an industrial zone like the IC that attracts significant amounts of non-industrial uses in the M/ICs is contrary to the City's goals. The proposed policy would prevent use of the IC zone in those areas and help achieve the objective of promoting industrial uses in the M/ICs. The policy would still allow development in the existing IC zones and would allow use of the IC zone in areas outside the M/ICs, where the desire is to provide a zone that can accommodate employment without residential uses.



## The Stadium District Study

The City worked with a stakeholder group on the Stadium District Study in parallel with the Duwamish M/IC Policy and Land Use Study. Its goals included:

- Creating a stronger, more vibrant stadium district
- Preserving industry in the Duwamish manufacturing industrial center
- Improving pedestrian, bicycle, and transit connections to and from stadiums
- Strengthening beneficial relationships with Pioneer Square, International District / Chinatown and other neighborhoods
- Capitalizing on sustainability opportunities among stadiums



Figure 2: Stadium District Possibilities - A Snapshot

The Stadium District Study recommends establishing a new Stadium District neighborhood that will focus on sports and entertainment and related businesses, such as hotels, which are not currently allowed by the zoning rules. The study also recommends improvements to open spaces and sidewalks such as an Occidental Avenue Promenade near the stadiums.

The Industrial and Stadium District studies are closely linked because allowing a wider array of pedestrian-attracting uses in the stadium area is seen as potentially conflicting with the nature of the industrial area. The industrial study was intended to insulate the industrial area from encroachment by those types of activities. Therefore, both studies were undertaken at the same time, and their recommendations were expected to be evaluated in the context of one another, to help maintain a balance between the competing demands for land in the city.

## The Interbay Study

The Interbay Study commenced in the fall of 2012 as the Ballard/Interbay Study. The project was initiated to identify possible changes that could provide more definition to this corridor where the surrounding terrain, railroad yard and public golf course limit the development potential. This study had 2 phases, with the first focused on the Interbay area south of the Ship Canal. The second phase covers the area north of the Ship Canal and has been integrated into the Ballard Urban Design and Transportation Framework (UDTF) which is currently underway (see *Ballard Urban Design and Transportation Study* section below). Topics in the Interbay study included:

- Traffic congestion & freight mobility
- Connections to Magnolia
- More affordable workforce housing
- Retail to serve adjacent communities
- Living wage / industrial jobs
- Coordination with other planning studies
- Addressing Comprehensive Plan amendment requests
- Mix and balance of land uses
- Potential development related to transit investments
- Opportunities for an improved public realm

In the Interbay area, recent retail, residential, and office developments have caused an increase in property values, which could potentially squeeze-out industrial uses and jobs. However, some property owners would like more flexibility to develop their property. The potential for expanded future transit service is yet another reason to rethink the future of this area.

The Interbay area study, conducted with extensive input from the community, analyzed existing conditions and explored options for future land use. The study considered three possible land use concepts:

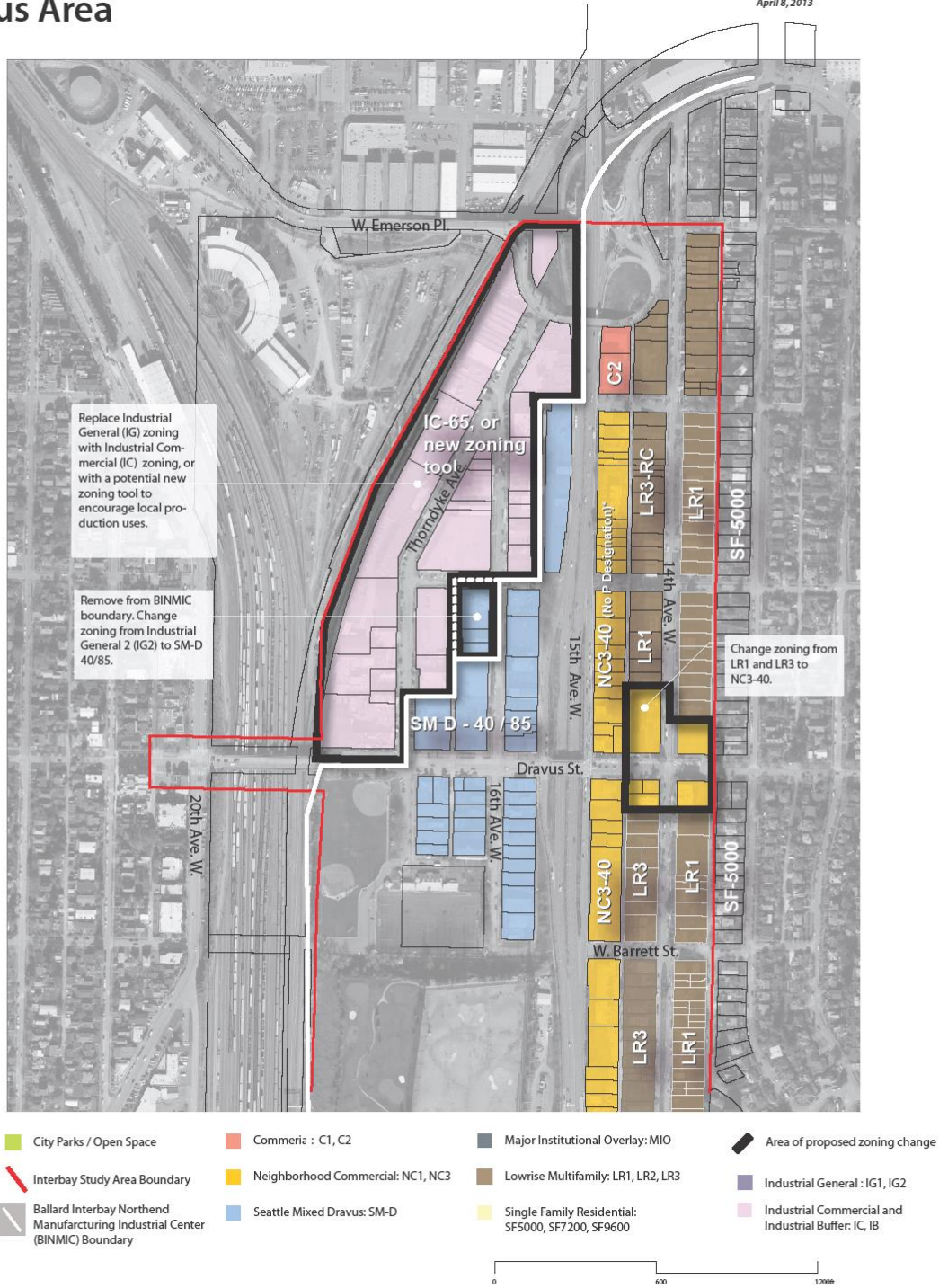
- Industrial / commercial corridor - essentially no change
- A local production district that assumes new investment in buildings for both new and existing production, distribution and repair (PDR) uses.
- An urban village - a transition to a walkable mixed-use district with additional residential, retail and offices uses. Assumes most of the PDR uses will move elsewhere.

The urban village concept was rejected because the small amount of land that could be potentially available for mixed-use development would not be able to achieve a mix and level of uses that would constitute an urban village. Still, community comments suggested that the area was ready for some type of change, and the study then focused on the middle option as the preferred alternative. The result was a change to the Comprehensive Plan's Future Land Use Map (FLUM) in April 2014, to remove a small area from the M/IC and re-designate it from Industrial to commercial/mixed-use.

Figure 3: Interbay Zoning and Land Use Recommendation – Dravus Street Area

# Zoning & Land Use Recommendation Dravus Area

**DRAFT**  
April 8, 2013



Recommendations for the Dravus Street area that were identified in the Interbay Corridor Study are depicted in Figure 3 and described as follows:

- Encourage the existing SM-D zone to infill and intensify.
- A new, more flexible industrial zone would encourage new investment.
- The IC zone would allow PDR activities and larger retail and office development.
- New zone standards might be developed to encourage new construction/renovation for PDR uses – either as an incentive or a requirement for new buildings.

The study also included recommendations to strengthen pedestrian connections on Dravus Street and 16<sup>th</sup> Avenue including a small area rezoned on 16<sup>th</sup> Street to have pedestrian friendly zoning on both sides of the street. Another rezone on Dravus Street would change the future use from single-purpose residential to a commercial zone that would allow more active uses -- retail or restaurant -- on the street level. 15<sup>th</sup> Avenue will continue to be very challenging for pedestrians. The study recommended that properties along this street not be designated with a pedestrian zone.

Despite the potential for improved transit service, the Interbay study did not recommend residential uses west of 15<sup>th</sup> Ave in the Armory area (see figure 4) because of environmental conditions, poor connections to adjacent neighborhoods and community facilities, and noise impacts from the railyard. New residential development would be better suited to the designated urban villages, which are the City's priority areas for receiving growth.

The study recommended changes in the area outlined in black in Figure 4 - replacing the IG zone with a more flexible industrial zone. This could be the IC zone which allows PDR uses to mix with larger scale office and retail, or a new zoning tool that more specifically encourages small-scale local production uses. This change would reinforce the emerging pattern of retail and office development in the corridor.

The 26-acre Armory site presents an opportunity, but one with much uncertainty. Waiting until the current owner, or more likely a future owner, offers a specific plan for the site will enable the City to evaluate that plan and to conduct coordinated planning for infrastructure, access, and urban design.

One of the outcomes of the Interbay Study was the recognition of the importance of smaller-scale, local businesses including artisan or craft businesses, and service operations that prefer industrial-zoned locations. This led to the *Local Production Study* which is summarized in the following section.

# Zoning & Land Use Recommendation Armory Area

**DRAFT**  
April 6, 2013

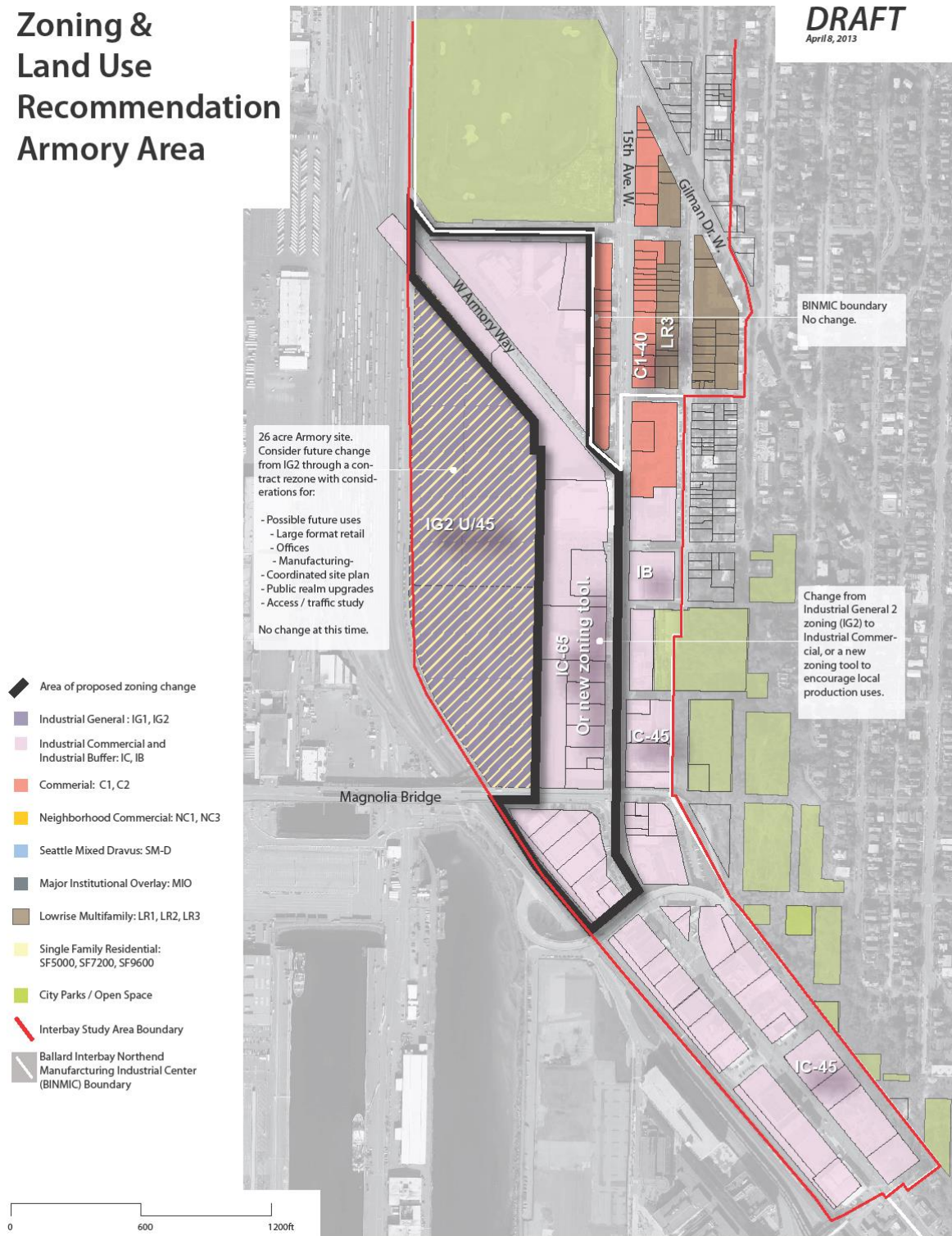


Figure 4: Interbay Zoning and Land Use Recommendation – Armory Area

## The Local Production Study

The Local Production Study looked at three categories of smaller-scale and locally-owned businesses that either require or prefer to locate within industrial areas: 1. local production, artisanal/craft and other; 2. local industrial services, distribution and repair; and 3. general/export-oriented industrial. The report evaluated the industrial categories in four case study areas: Ballard, Interbay, Georgetown and I-90/Mt Baker. Examples below:



Segment 1a: Local Production:  
Artisanal/Craft Industrial  
Segment 1b: Local Production: Other



Segment 2: Local Industrial Services,  
Distribution and Repair



Segment 3: General / Export-Oriented  
Industrial

The following are the key findings of the Local Production Study:

- In general, industrial uses in the study areas are strong and remain the predominant use of land and primary business activity.
- Local production is an important but relatively small segment of industrial activities.
- Local production businesses share similar concerns with other industrial businesses about their location. (i.e. parking, access, affordability of space).
- Some additional characteristics of local production uses:
  - Preference for urban design and neighborhood character
  - Proximity to workforce in nearby urban communities
  - Incubator / graduation to export-oriented segment
- Current policies that protect all industrial uses also benefit local production uses.

## Ballard Urban Design and Transportation Study

After many years of modest growth, Ballard began experiencing dramatic residential growth and change in its commercial activities around 2008. DPD is working with the community to develop an Urban Design and Transportation Framework (UDTF) that presents a shared vision to help guide growth and provide the needed improvements to sustain a healthy community.

Significant for the long-term, Sound Transit's Long Range Plan states the agency's intent to connect Ballard and Downtown with high capacity transit. This infrastructure will fundamentally change Ballard, potentially spurring sustained development. The Ballard M/IC area lies just south of the Ballard Hub Urban Village. The map below (Figure 5) highlights the area that is the focus of the UDF study area and also indicates potential light rail station locations. Depending on whether light rail expansion comes to Ballard, and where stations are located, there could be additional pressure for non-industrial land uses within part of the designated M/IC. In particular, note the areas located within a 10-minute walk of potential station locations.

## Ballard Urban Design Framework Focus Area Map

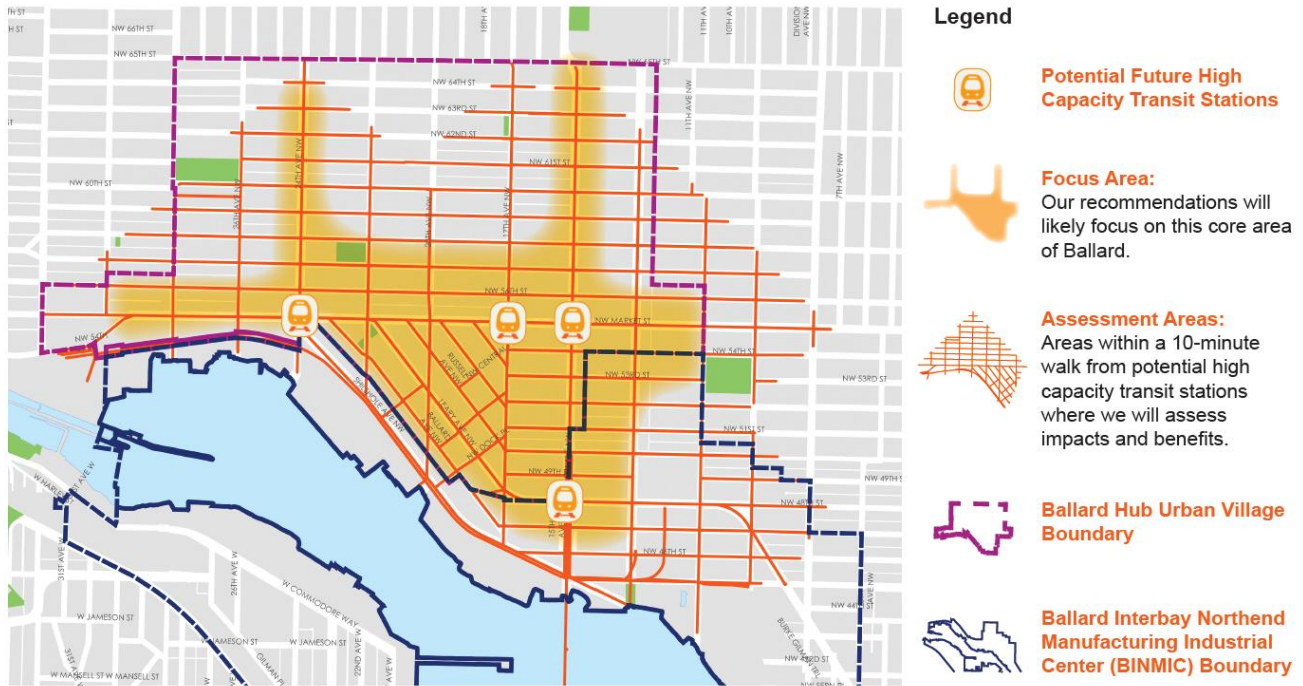


Figure 5

The draft UDF contains a recommendation to not rezone the Industrial areas within the Urban Village and near potential transit station locations: When Sound Transit selects a final HCT alignment and station locations, the City should initiate station area planning to consider issues and opportunities identified in the Station Area Assessments.

For more information on the Ballard Urban Design and Transportation Study see:  
[www.seattle.gov/dpd/cityplanning/completeprojectslist/ballard/whatwhy/default.htm](http://www.seattle.gov/dpd/cityplanning/completeprojectslist/ballard/whatwhy/default.htm)

### Georgetown Community Conversations

In late 2014, Seattle DPD planners began meeting with members of the Georgetown community to understand community concerns and identify issues for a possible future land use evaluation. Staff held numerous meetings with community stakeholders and two large community meetings. Constituent groups included residents, business owners, industrial interests, visitors and workers. A background report identifies existing conditions, including land use and zoning conditions and pedestrian-related infrastructure. While DPD did not undertake a full-scale community planning initiative at the time, subsequent work was undertaken by the Seattle Department of Transportation and an interdepartmental team in concert with members of the Urban Land Institute. Legislation addressing non-conforming single family structures is expected later in 2015.

For more information about the background work and outreach:  
[www.seattle.gov/dpd/cityplanning/completeprojectslist/georgetown/projectdocuments/default.htm](http://www.seattle.gov/dpd/cityplanning/completeprojectslist/georgetown/projectdocuments/default.htm)

### 3. Highlights of Community Outreach Comments

In 2014, the City Council and Mayor directed DPD to conduct additional outreach to neighborhoods that could be affected by changes to policies governing industrial lands. The following is a description of community meetings held in neighborhood locations to discuss a variety of neighborhood concerns, with a focus on industrial lands policies that were recommended in the 2013 Duwamish M/IC Policy and Land Use Study. The following is the draft policy language that was presented at the outreach meetings:

**Recommended Draft Policy 1:** *Do not remove land from a designated Manufacturing/Industrial Center unless:*

- *the proposed use for the land is identified;*
- *there is insufficient appropriately zoned land elsewhere in the city for the proposed use;*
- *the proposed use would not displace an existing industrial use; and*
- *the proposed use would not adversely affect nearby industrial operations.*

**Recommended Draft Policy 2:** *Because of its higher allowance for non-industrial activities, such as offices, the Industrial Commercial (IC) zoning designation is not appropriate in the City's Manufacturing/Industrial Centers,*

#### Opportunities for Comment on Draft Proposed Policies

DPD conducted neighborhood meetings in:

- Georgetown, November 2014 (approximately 60 attendees)
- Ballard, March 3, 2015 (approximately 50 attendees)
- Interbay, March 11, 2015 (approximately 30 attendees)
- Georgetown, March 12, 2015 (approximately 35 attendees)
- North Duwamish, March 13, 2015, meeting organized by NAIOP (approximately 20 attendees)

DPD used multiple methods to invite residents, business representatives and property owners to provide comments on the proposed policies including:

- Project Listserve
- Flyer drops at high traffic retail businesses
- Media outreach especially to neighborhood blogs
- Online survey
- Other DPD communication channels (Twitter, Facebook, DPD Info Newsletter)

The comments highlighted in this report reflect feedback from the four meetings and the online survey.

Over 150 people turned out for the community meetings, participating in thoughtful discussions and providing many written comments. We received over 150 responses to our surveys, which were available online and at the outreach meetings.

#### What did we hear at the Outreach Meetings?

Roughly one half of the people who attended the meetings identified as residents, approximately 20% as property owners, and another 20% as working in or owning a business in a M/IC. Other participants stated they were just interested in the policy discussion in general.



Comments received on the proposed policies covered a wide range of opinions, from: *“The proposed policy does not adequately protect M/IC designated land; it contains too many exceptions and loopholes.”* to: *“I do not think this is a good policy for industrial areas. It does not provide enough flexibility to change the zoning based on future needs.”* In addition, a wide range of comments, suggestions, and concerns regarding industrial areas was shared. Some people cited unique sites they felt should be exempted from the policies, or be allowed to develop with certain non-industrial uses. People also shared concerns or desires regarding aesthetics, environmental protection, recreation opportunity, transportation, and public safety-related issues within the M/IC areas.

There were comments and suggestions about the potential for industrial and non-industrial development to coexist in a neighborhood. Many people commented about the importance of maintaining or creating “buffer areas” between industrial and non-industrial uses/areas. Other people commented about the potential for industrial uses to be able to integrate with office, commercial and even residential uses if industry is of non-polluting, non-noisy type, and if care is taken with the design of buildings, sites and streetscape.



Ballard neighborhood meeting

**Ballard** The Ballard and Interbay meetings were conducted in a similar format. The meetings began with an open house period to view display boards with background information on land use planning activities either underway or recently completed. In addition to information on the proposed industrial land policies, there was also information on the Local Production Study findings for each neighborhood. Staff gave a PowerPoint presentation on the neighborhood-specific issues related to industrial land use and development, the basis for the proposed industrial lands policies, and next steps for the Comprehensive Plan. Following the presentation, there was time for public comment and questions of staff. We wrapped up each meeting with additional open house time for review of presentation boards and informal conversation.

- Most who spoke at the meeting were supportive of the draft proposed Comprehensive Plan policies
- There was support for allowing application of the IC zoning, especially at the M/IC edges/buffers.
- Concerns about quality of life issues around the buffer areas were expressed including:
  - Crime and Public Safety
  - Homeless populations living in industrially-zoned areas
  - General appearance of private property and public rights-of-way
  - Quality of infrastructure
  - Level of public investment

- Adjacency to urban high-density neighborhoods



Interbay neighborhood meeting

### ***Interbay***

The public comments at the Interbay meeting can be summarized as follows:

- People were receptive to planning for the future of the area and glad that staff came out to meet with them
- People expressed concerns about traffic
- Real estate and developer representatives wanted more flexibility in the policies and zoning
- Small parcels were mentioned as having limited redevelopment options
- Some commented that the proposed policies were more favorable to existing industrial businesses and owner-occupants
- Some business owners felt the proposed policies were not strong enough to protect them from redevelopment and loss of work space



Georgetown neighborhood meeting March 2015

### ***Georgetown - November 2014***

The purpose of this meeting was to review proposed Comprehensive Plan industrial lands policy amendments and their potential impact on the Georgetown neighborhood, and to gain understanding of what the community envisions for the future of the neighborhood.

Over 60 people from the Georgetown neighborhood joined 16 City staff at the November 5, 2014 meeting. The meeting was advertised through printed flyers (over 900 distributed throughout the neighborhood), through email and online through DPD's website and social media. The meeting was attended by Georgetown residents, people who work in industry and businesses, artists, property owners and others who have invested in the neighborhood. Included were people who have been a part of the neighborhood for decades and those who are new.

The community meeting featured an open house during the 1st hour with staff available to talk with participants at thematic stations that allowed participants to provide feedback and receive information about:

- Priorities for improving Georgetown
- Concerns about street safety and comfort
- Areas to preserve, improve, or change
- The update to the City's Freight Master Plan
- Proposed comprehensive plan amendments
- Department of Neighborhood's programs
- Office of Economic Development's work and programs

#### *What we learned:*

- The majority of meeting participants live in Georgetown.
- There was a mix of long-term residents and those that are newer to the neighborhood.

- Most residents own their homes.
- Most are first-generation residents.
- The top five reasons participants live, work, shop or visit Georgetown are:
  - Creative energy, cultural activities, live entertainment
  - Restaurants, shopping, atmosphere and character
  - Affordability
  - Jobs
  - Diverse community
- The top three priorities participants noted for improving Georgetown are:
  - Retaining the existing residential neighborhood.
  - Strengthening the economic vibrancy of Georgetown’s business district.
  - Preserving the historic character.

Many residents at the meeting said that the neighborhood or portions of the neighborhood surrounding the residentially- and commercially-zoned areas should be exempted from the proposed Industrial Lands policies in order to allow future study of land use and zoning in Georgetown.

In addition, some were concerned about the existing nonconforming residential uses in designated industrial zones and would like to have mechanisms in place that would allow greater flexibility to change and improve those uses. DPD has drafted legislation that would allow existing nonconforming residential uses to remain, be improved and expanded

A third topic that received a great deal of comment was the condition of rights-of-way – sidewalks, crossings, paving, parking, street trees, landscaping, etc. Community members expressed a desire to work with SDOT on right-of-way improvements focusing on aesthetics, safety and better connectivity between residential and neighborhood commercial areas.

**Georgetown - March 2015** A follow-up meeting was conducted in March to provide the Georgetown neighborhood with responses to what we heard in November. Staff presented options that could be considered for allowing areas in Georgetown to be studied further and possibly removed from the M/IC. We also presented a proposal to draft legislation that would allow existing single family homes to remain in industrially-zoned areas, and more easily be improved and expanded for continued residential use. In general, there was more support for industrial uses in Georgetown among participants at the March meeting than the November meeting.

The following are some of the additional comments we heard:

- Concerns about traffic and pollution
- Attendees are generally in favor of more study of the neighborhood prior to specific actions regarding land use and zoning
- Some discussion as to whether the current M/IC boundaries are the correct boundaries
- Industrial Commercial (IC) is a non-issue in this neighborhood as it is not applied in this area

For more information on the Georgetown Neighborhood Conversation see:

[www.seattle.gov/dpd/cityplanning/completenesslist/georgetown/whatwhy/default.htm](http://www.seattle.gov/dpd/cityplanning/completenesslist/georgetown/whatwhy/default.htm)

### ***North Duwamish Meeting***

Most of the attendees at this meeting were property owners invited by the local chapter of the National Association of Industrial and Office Properties (NAIOP)], and in general they were not supportive of the draft proposed industrial lands policies.<sup>1</sup> While the meeting attendees stressed that they were supportive of Port operations, they felt there should be flexibility in zoning to allow for additional office, retail and even residential development. There was some consensus that there could be a distinction between what is appropriate north of Spokane St. and south of Spokane St, with areas south of Spokane St being more industrial in character. Some property owners in the Stadium Transition District were unaware of the development potential the current zoning allows them and believed that they needed a zoning change to build non-industrial uses.

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<sup>1</sup> Those who responded to the online survey (see following section) and selected “North Duwamish” as a neighborhood area of interest were more apt to support the industrial land policies (46%) than those at the NAIOP meeting. Survey respondents were also mostly residents (43%) as compared to property owners (19%), and we believe this explains the disparity.

## Community Comments via Online Survey

### Who responded?

One hundred fifty (150) people responded to the online survey, which asked opinions about the proposed industrial lands policies. When asked which industrial areas respondents were interested in, most selected Ballard or Interbay (54% and 51% respectively), 23% selected Georgetown, 14% selected North Duwamish and 7% selected “other”. Of those selecting “other” they listed North SODO or “all industrial areas” as their area of interest. Most who responded to the survey were residents who live in or near a designated M/IC.

<b>Who Responded to the Survey</b> (respondent could pick more than one category for neighborhood area of interest and how they characterized themselves)					
	<b>Ballard</b>	<b>Interbay</b>	<b>Georgetown</b>	<b>North Duwamish</b>	<b>Overall</b>
<b>Resident</b>	<b>68%</b>	<b>74%</b>	<b>54%</b>	<b>43%</b>	<b>68%</b>
<b>Property Owner</b>	18%	25%	25%	19%	23%
<b>Business Owner</b>	11%	8%	11%	10%	9%
<b>Work in Area</b>	11%	17%	14%	14%	11%
<b>Other</b>	16%	14%	31%	29%	17%
<b>Other categories listed</b>	<ul style="list-style-type: none"> <li>• Bike through area</li> <li>• Concerned citizen</li> <li>• Architect</li> <li>• Socialize in the area</li> </ul>	<ul style="list-style-type: none"> <li>• Bike through area</li> <li>• Concerned citizen</li> <li>• Care about manufacturing/ small business</li> </ul>	<ul style="list-style-type: none"> <li>• Bike through area</li> <li>• Concerned citizen</li> <li>• Attorney,</li> <li>• Architect</li> <li>• Developer</li> <li>• Socialize in the area</li> </ul>	<ul style="list-style-type: none"> <li>• Concerned citizen</li> <li>• Interested in industrial areas</li> </ul>	

### What did they say?

The survey questions were open-ended and asked people to share their thoughts on the two proposed industrial lands policies. Respondents were asked to consider whether they thought the proposed policy would work to preserve industrial land in the future, whether the policy would work in their neighborhood, and whether they had any suggestions about how to improve the policy. Open-ended surveys encourage people to share ideas and nuances about a topic that might not be captured by a defined response-survey. However, it is more difficult to assess the overall reaction to a topic. As responses were quite varied in terms of length and specificity, in reviewing the responses we noted whether the written comments were generally supportive or not.

If a response said the policies were not strong enough to protect industrial lands, we considered that response as generally supportive of the policy as the intent of the proposed policies is to strengthen the protection of industrial lands. If a respondent did not indicate in any way whether or not they supported the policies (some chose to respond by commenting on a particular concern such as bicycle connections, public safety,

environmental issues, etc.) or it was unclear, they were counted as “did not specify/unclear”. The following table summarizes the general level of support for the policies.

<b>M/IC Policy Question: Do not remove land from a designated M/IC unless: a list of criteria are met (% of total responses: 105 people answered this question)</b>					
	<b>Ballard</b>	<b>Interbay</b>	<b>Georgetown</b>	<b>North Duwamish</b>	<b>Overall</b>
<b>General Support</b>	<b>45%</b>	<b>35%</b>	25%	<b>46%</b>	<b>39%</b>
<b>Did not support</b>	25%	33%	<b>50%</b>	40%	30%
<b>Did not specify/unclear</b>	30%	32%	25%	13%	32%

**Response to proposed policy limiting removal of lands from designated M/ICs:**

Overall, more people supported this policy than opposed it, or said it needed to be even stronger (39% supported vs 30% did not support). The one neighborhood where more people opposed the policy is Georgetown, where only 25% of respondents specified they supported the policy. The fact that 32% of respondents did not specify or were unclear about their support for this policy probably reflects the complexity of the topic.

<b>IC Policy Question: The IC zoning designation is not appropriate in the City’s M/ICs; the City should not rezone land in the M/ICs to IC. (% of total responses: 92 people answered this question)</b>					
	<b>Ballard</b>	<b>Interbay</b>	<b>Georgetown</b>	<b>North Duwamish</b>	<b>Overall</b>
<b>General Support</b>	<b>52%</b>	37%	40%	50%	<b>42%</b>
<b>Did not support</b>	34%	<b>47%</b>	<b>48%</b>	50%	39%
<b>Did not specify/unclear</b>	14%	16%	12%	0%	18%

**Response to proposed policy that would not allow rezoning of land in a M/IC to IC zoning:**

Overall, a slightly higher percentage of people were supportive of this policy than the other policy (42% vs 39%), although the differential between support and opposition was narrower. Fewer respondents overall (18%) did not specify or were unclear in their responses which would indicate those who responded were more certain of their feelings about this policy or found it easier to evaluate. Overall Summary of Community Input

## 4. Overall Summary of Community Input

There were some recurring statements in the comments received on the survey:

- Preservation of industrial lands is not just about preservation of large-scale manufacturing and industrial uses, but all industrial uses of various sizes and types
- Look for greater flexibility in the types of uses allowed in designated M/ICs
  - Consider whether there are areas where non-industrial uses can coexist with industrial uses

- Consider “new” types of industrial uses – don’t assume the traditional large-scale, noisy, dirty uses will continue
- The buffer areas where M/IC boundaries abut non-industrial areas are very important
  - Better attention should be paid to development allowed in transition zones/buffer areas
    - Look at blending or better integration of edges of M/ICs with surrounding neighborhoods rather than hard buffers
    - Evaluate whether/how to include additional residential, commercial and office uses in transition zones/buffer areas.
- Recommend infrastructure investments and improvements in conjunction with land use policy to improve the appearance and function of M/IC areas for all users
  - Improve non-motorized routes through M/IC areas
  - Look at modifications to development or design standards to improve quality of new development within M/ICs
  - Require design review for industrial development
  - Address safety, crime, litter, junk in industrial areas
- Consider environmental impacts of development on the shoreline environment
  - Increase public access to shorelines
  - Improve shoreline environmental/habitat function

In summary, the opinions continue to be varied on what types of uses are appropriate in industrial areas and the value of preserving industrial lands for continued industrial development. Some feel industrial areas should be preserved as is, some feel that certain areas should be completely re-developed or allowed to transition to non-industrial uses, and some feel there might be a middle ground where industrial and non-industrial uses can coexist in the same neighborhood. There seems to be the most agreement on the importance of the quality of development and the infrastructure that serves industrial areas. Where industrial areas are maintained, the treatment of buffer or transition areas is of great importance.

## 5. Industrial Lands Policy Recommendation and Options for Consideration

### Industrial Lands Policies

The Draft Seattle 2035 Comprehensive Plan (Draft Plan) contains two proposed industrial lands policies that are significantly modified from the original DPD recommendation. The revised policies in the Draft Plan are:

- GS2.20 Retain land in the Manufacturing/Industrial Centers for industrial uses and develop criteria for evaluating requests to remove land from an M/IC, recognizing the important economic resource the land in these centers represents.
- LU11.22 Limit the future application of the IC zone inside the M/IC boundaries to prevent the expansion of offices and other non-industrial uses.

### Stadium District Recommendation

In addition to the proposed new industrial lands policies identified above, the Draft Plan also contains a proposed Stadium District designation on the Future Land Use Map (FLUM) along with the following proposed Stadium District goal and policies:



## ***Draft Stadium District Goal and Policies***

### **GOAL**

- LUG15 Recognize the Stadium District as a unique sports and entertainment district that includes a range of complementary uses, has businesses that are active both day and night, and capitalizes on the public investment in stadium infrastructure, while supporting the continued viability of industrial and cargo container operations in the Duwamish Manufacturing/Industrial Center.

### **POLICIES**

- LU15.1 Limit residential uses in the Stadium District to land no farther south than 200 feet south of the S. Charles St. right-of-way, and the residential use only in combination with public benefits in the area.
- LU15.2 Site and design residential uses to minimize negative impacts on nearby activities including industry and transportation.
- LU15.3 Allow lodging uses within the Stadium District to accommodate visitors to stadiums and event centers.
- LU15.4 Allow building heights that are compatible with the historic development pattern in the area, generally 65 to 85 feet, except for stadiums, and except for a limited quantity of tower structures that may be permitted on sites where residential uses would be allowed.
- LU15.5 Reflect the character of historic development in the design and massing of infill structures and encourage preservation of character buildings.
- LU15.6 Design towers in the limited area where they are permitted in ways that contribute to the downtown skyline.
- LU15.7 Encourage new development to contribute to the creation of a network of public spaces and streetscapes that accommodates patrons before and after events, supports social interaction, promotes activity seven days a week and contributes to a safe and vibrant district, without adversely affecting neighboring industrial activity, stadium and event center operations, and traffic flow.
- LU15.8 Encourage transportation management strategies by major sports and entertainment uses and other large uses in the district to minimize the need for parking facilities and limit the traffic impacts associated with events, by encouraging patrons to ride transit and choose non-motorized modes of travel.
- LU15.9 Encourage major uses in the district to use coordinated and shared parking strategies to address unique event-related parking needs. If new parking facilities are added, they should be co-located with or adjacent to existing parking and designed to be compatible with the pedestrian-friendly character intended for the district.

LU15.10 Continue to support the unique transportation operations of stadiums and event centers, such as event staging, temporary alteration of normal traffic patterns, nighttime operations, and accommodating buses and trucks.

LU15.11 Site and develop new land uses in the Stadium District in ways that minimize incompatibilities at the edges of the district, with regard to light, glare, noise, access and mobility.

### **Additional Options for Consideration:**

#### ***Zoning Evaluation***

In addition to the proposed industrial lands policies, several community members suggested the City evaluate zone standards for ways to accommodate small-scale production uses and provide a buffer between less-intensive uses (such as residential) and industrial/light industrial activities.

This recommendation emerged from the Interbay, Georgetown and Local Production Studies. The idea is to see if zone standards could be devised that would better respond to the wide variety of potential industrial activities, especially near the edges of M/ICs, (e.g. IB-zoned areas). The emphasis would be on accommodating smaller businesses and local production uses and providing appropriate transitions between other zones of differing intensities. The new zone could be responsive to the desire expressed for more flexibility of uses within M/ICs and especially along M/IC boundaries or buffer areas adjacent to residential and neighborhood commercial centers.

#### ***Total amount of non-industrial uses allowed on parcels within M/ICs***

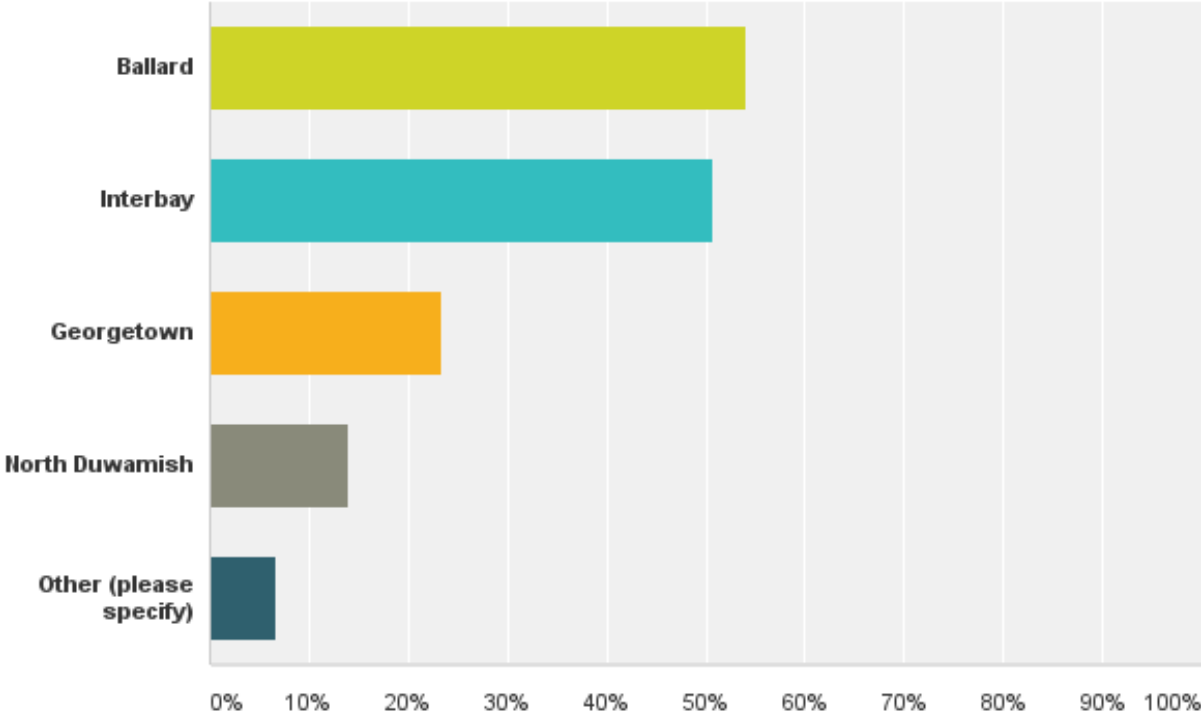
The Duwamish Lands Study also contained a recommendation to clarify the total amount of non-industrial uses that are allowed on parcels in the M/ICs. The code currently sets size limits for a number of discreet uses. Placing one of each of these uses on a parcel can add up to a large amount of non-industrial uses.



# Appendix A: Survey Results

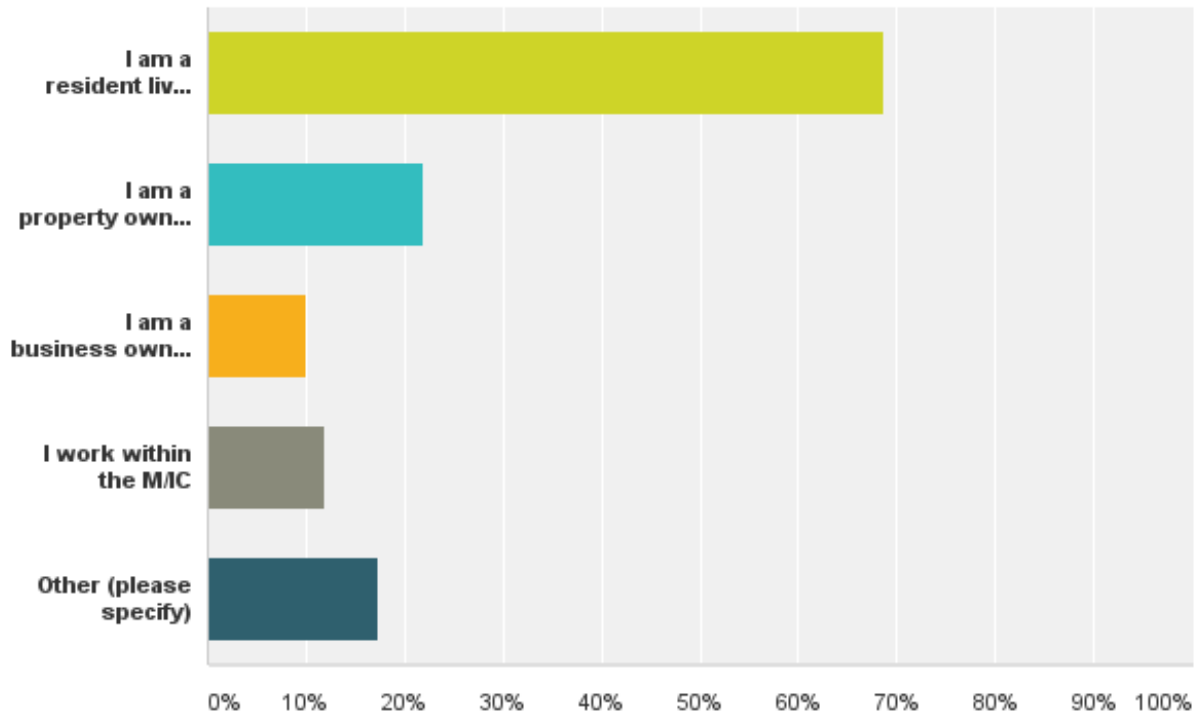
## Q1 Which area(s) within the designated Manufacturing/Industrial Center (M/IC) are you most interested in/concerned about?

Answered: 150 Skipped: 0



## Q2 Which of the following best describes you (check all that apply)?

Answered: 150 Skipped: 0



**Q3 Please share your thoughts on the following recommended Comprehensive Plan Urban Village Element policy. Do not remove land from a designated Manufacturing/Industrial Center unless: the proposed use for the land is identified there is insufficient appropriately zoned land elsewhere in the city for the proposed use; • the proposed use would not displace an existing industrial use; and the proposed use would not adversely affect nearby industrial operations. Provide your comments in the space provided below and consider the following questions:**

**a. In general, do you feel this policy will work well to preserve land for industrial use in the future?**

**b. Do you think this policy will work for the industrial land in your neighborhood?**

**c. Do you have any suggestions that you think would improve this policy?**

Answered: 105 Skipped: 45

**# Responses Date**

1 a. sure b. probably c. what about the seemingly abandoned and or contaminated properties and if a non industrial developer would improve the property? 3/31/2015 9:35 PM

2 My concern is for property in the existing industrial zone (and currently used for manufacturing) but surrounded by non-industrial/manufacturing businesses and/or residential property. It is admirable to preserve industrial land for future industrial use but it is not reasonable to tie the hands of property owners who may not be able to attract a manufacturing operation to a site which is zoned for industrial but surrounded by retail, residential and commercial operations. In these areas where the use is already mixed...a buffer zone must be created to allow for flexibility of use within these mixed boundaries. Specifically I'm concerned about the Ballard area north of NW Leary Way and East of 15th Ave NW. 3/31/2015 5:02 PM

3 a) No. b) No. C) Do not remove land from a designated Manufacturing/Industrial Center, period. 3/29/2015 6:41 PM

4 I believe that industrial uses should not be protected. The only reason I have heard to protect industrial uses is to preserve working class jobs. If employers can only provide such jobs by drastically lowering the city's tax base through zoning then those uses should be allowed to die out. 3/29/2015 9:23 AM

5 Bad idea 3/28/2015 9:10 PM

6 I would want to make sure that land used for biking and walking access through industrial areas is protected, and that this policy would not prevent new biking and walking access where this can be provided without displacing industrial use. 3/28/2015 7:53 PM

7 Not sure. 3/28/2015 10:46 AM

8 Interbay is well positioned near downtown and on transit routes. Seattle residents would be better served by office buildings, retail, and residential development on this land. 3/27/2015 8:45 PM

9 I do not think property North of Spokane St. should be zoned Heavy Industrial. I think we should allow rezoning of IG-1 an IG-2 to allow for development of bio-tech and software complexes, as well as multi use and housing. 3/27/2015 6:05 PM

10 InterBay should have far more residential and supporting businesses instead of so many acres of underutilized land. Consider housing on platforms over the train tracks like most major cities have 3/27/2015 1:14 PM

11 I support no net loss of industrial properties. While this is a better approach then the current IC zoning it has enough subjective holes in it to allow for to much loss of industrial land. Seattle needs to actively encourage industrial use to help provide a broader economic base then our current "white collar" pursuit. 3/27/2015 12:10 PM

12 Add allowed uses and let the property owners determine what they would like to do with their land. 3/26/2015 4:24 PM

13 This policy is outdated and does not recognize that most industrial uses are not going to locate in Seattle because the cost of the land and other taxes are too high. Industrial uses have been leaving Seattle for some time. 3/26/2015 8:06 AM

14 u No. This policy is too restrictive for a growing city. We should protect some industrial lands, but not this much and not to this extent. for instance, in North Seattle, we need more land for schools as more families with school aged children choose to stay in Seattle. Industrial lands often have some of the only assemblages that are large enough to accommodate a school and outdoor play area. Generally, I think in a city that is growing as fast as Seattle, we need more flexibility, not less. Industrial uses are important but they aren't more important than everything else. They need to be part of the flexible solution and part of the trade-offs we consider in land use. 3/26/2015 7:24 AM

15 The proposed use should not include residential units in specific terms. The policy in points 2 and 4 as written are open for interpretation, therefore they do not offer any protection to the land of current usage. 3/26/2015 7:15 AM

16 I agree with the idea except along the Duwamish River and tributaries. If a use is not marine related it should not be on the water. There needs to be land available for habitat restoration. 3/25/2015 9:06 PM

17 A. I think it will work well for industrial use if the land was used appropriately (environmentally safe) and it didn't take away from the current neighborhood feel or safety. B. It will work for Interbay if sufficient means of traffic routes are available with additional businesses/people coming in (possibly a fourth way into Magnolia). 3/25/2015 8:58 PM

18 a. No b. No c. Provide options for the city to supplement land use. 3/25/2015 8:52 PM

19 I think this policy is unnecessarily restrictive in a rapidly evolving economy. But if it's implemented, I believe an exception should be made for property acquisition that may be necessary for the build out of multiuse trails. 3/25/2015 8:10 PM

20 This policy is written vaguely and basically prevents any land from leaving a M/IC at any time. Not a good policy idea, in my opinion. It's basically a ban. 3/25/2015 6:40 PM

21 I'm sure developers will find ways around this plan. Please make sure that no existing businesses are put OUT of business. 3/25/2015 6:01 PM

22 It is important to make sure that there is safe access for people on bikes travelling through industrial areas. Multiuse trails, like the Burke-Gilman are important corridors that need to be considered in these areas. 3/25/2015 4:40 PM

23 A) Yes B) Yes C) Exception for walking, biking, and multiuse trails needed 3/25/2015 4:23 PM

24 Please, please do not preserve this land for only industrial use. This area is absolutely filthy and near many residential neighborhoods. What this city needs is more walkable urban neighborhoods and less industrial use. Keeping it industrial is only forcing all of us in Magnolia and Western Queen Anne to drive in cars to other neighborhoods. 3/25/2015 4:06 PM

25 I believe this policy is too restrictive. The definition of industrial use needs to be updated and expanded to allow for more uses including office and some retail. 3/25/2015 3:26 PM

26 It does not sound like the above description would be stringent enough to allow for long term continued industrial use. As I read it, it would allow for commercial use to creep into industrial use areas. The effect if this would likely be increased traffic and parking issues that would impact the industrial operations. How would the above statements be measured? Who defines if the use would not adversely affect nearby operations? 3/24/2015 9:46 PM

27 ok 3/24/2015 8:40 PM

28 I don't think this will work because I feel the industrial zoning is meant to prevent co-use and neighborly use of the area. Please note the opposition to the Missing Link of the Burke Gilman trail. And it prevents designing transportation systems that work for all. In addition, in the case of Ballard, a fast growing neighborhood needs good job centers close by. I don't think the zone should prevent other commercial jobs and I would welcome new art and creative upstart manufacturing 3/24/2015 7:44 PM

29 yes 3/24/2015 3:54 PM

30 C. It should also consider the impact on family wage jobs in the area 3/24/2015 1:52 PM

31 We would like to see Interbay changed to industrial commercial. 3/24/2015 1:16 PM

32 clean up the area behind the QFC store it's so dingy and the street surface are almost non-existent 3/24/2015 12:35 PM

33 Height restrictions should not be lifted. 3/24/2015 12:25 PM

34 I don't believe that Ballard industrial Land should be preserved beyond the properties adjacent to the Ballard/Fremont cut. The density of Ballard/Fremont, the proximity to Downtown business and commercial areas (especially South Lake Union) and the demand for more residential and jobs in Ballard don't point towards keeping these lands industrial. B. It may work for the industrial land and their business owners but it does not work for the residents living nearby. C. This policy assumes that industrial lands are inherently a good thing for Seattle. I think that they are were they make sense. The Ballard Fremont area has grown beyond being an area that can support both. This is why we are seeing a dramatic rise in crime from the homeless encampments that riddle the industrial (mostly in the industrial buffer areas where parking overnight is allowed) area in Ballard. In other industrial zones you simply don't push up against residential as frequently as Ballard and Fremont. In fact, the industrial buffer areas, which are meant to buffer industrial uses from residential neighborhoods, create areas where they are neither residential nor industrial. This condition creates a situation of ambiguity that almost completely solely hurts nearby residential. If these zones were drawn to major streets instead of ones that are really in a neighborhood (see 45th and 6th NW) then we wouldn't be having to fight with drug addicts, worry about people breaking into our homes, fight to stop (and lose because it is industrial buffer) a rock venue from coming into the neighborhood and witness two camper vans burn to the ground just feet from our homes. This is a bad policy that is too broad. Also please consider redrawing the industrial buffer zone to 8th removing the areas east of 8th. 3/24/2015 12:19 PM

35 I would remove the second proposal: "There is insufficient appropriately zoned land elsewhere in the city for the proposed use" as this can be used to justify taking industrial land. Industrial land has lost in the past and is under threat constantly. 3/24/2015 12:10 PM

36 businesses locate in a particular area for convenience, efficiency and price. Government shouldn't make the business decision because it will get it wrong so the fact they could locate somewhere else is irrelevant. This policy has nothing to do with preserving industrial land, North of Spokane St industrial uses are leaving because the lots and yard space are insufficient for 53 foot long trucks. You're trying to preserve something that's leaving anyway you should look to the future and attract modern industries that need close in locations to attract employees. This is why King 5, Garden City, Amazon and Starbucks to name a few are in SODO. 3/24/2015 12:09 PM

37 This policy seems fine for protecting the interests of Manufacturing and Industrial businesses, but it seems like it would inhibit improvements to residential areas that neighbor the industrial areas. Those areas need to be considered clean and safe if they are to continue to share in the economic boom Seattle is experiencing. 3/24/2015 11:57 AM

38 The second point does not take in consideration the value of location. Just because there is land for a specific use in the city does not mean that the location will work for the industrial user. Some need rail, some need freeway or port proximity. The solution should be along the lines of what would best work based on neighborhood variables (livability & workability) and industrial demand. 3/24/2015 11:34 AM

39 moving small portions of the M/I C to mixed commercial, such is the limited area around Airport Way in Georgetown, may be appropriate  
3/24/2015 10:47 AM

40 I'm mostly concerned about Interbay. I've lived on Thorndyke since 2004, near the rail yard. I've heard that there have been proposals to open up the mostly unused large parking area near Piers 91 & 92 (the bike trail encircles this.) I would love to see that happen, and have some businesses & possibly residential units use that space. I saw a plan years ago that had something like this, removal of the fence and opening up of that space. I would support whatever policy would enable something like that to happen. I also want to see the industrial areas preserved, but this particular area is woefully underused. 3/24/2015 10:42 AM

41 Do not proceed with this Comprehensive Plan policy. This is not the appropriate way to preserve land for industrial use. Our company owns 20+ acres of industrial land in the City of Seattle. Each of our parcels are different; some are highly desirable for industrial users and others have sat nearly vacant for 20+ years. The simple fact is that all properties are different and that times change. The City should not disallow property owners the autonomy necessary to shift land uses based on the attributes of individual properties or market conditions as they change throughout time. An example: Just imagine if, 100 years ago, The City passed the same type of ordinance for the South Lake Union area. At that point in time the SLU area proliferated with lumber and manufacturing jobs. However, times changed, the logging industry withered and new industries were born with the advent of the internet. In hindsight should have we limited property owner's ability to shift this area from industrial lands to the SM zone that now supports a thriving tech center? There were certainly other properties within the entirety of the City limits that could have supported this use. Small industrial uses were displaced from this area... This Comprehensive Plan Policy should not be allowed to proceed. It is short sighted, causes undo harm to existing industrial landowners and does not take into consideration the unique attributes of individual pieces of land. 3/24/2015 10:24 AM

42 Residential needs should be considered. This survey is confusing. 3/24/2015 10:21 AM

43 The proposed policy does not adequately protect M/I designated land; it contains too many exceptions and loopholes. If the purpose is to protect existing M/I designated land (as it should be), it should so state. To protect land owners of M/I designated land in the event there is not interest by a prospective M/I tenant in such land, a short- or medium-term temporary use could be permitted on the land for a period of say, 15-20 years, after which such land would have to be made available for a possible M/I tenant. 3/24/2015 9:08 AM

44 Industrial Zone Lands Comments for on line Survey 3.24.15 3. I think you are trying to make a one policy fit all for industrial zoned lands and industrial areas. Each case and each area should have its own flexibility to develop, grow, evolve, or change without sacrificing industrial lands...Also what plans are in effect to create more industrial zoned lands? 3/24/2015 8:50 AM

45 I think this ammendment is short-sighted and misguided in that it severely reduces the City's ability to adapt to the changing needs of residents and businesses in Seattle. My feeling is that this policy is being put forward at the behest of the Port of Seattle to counteract the proposed stadium development in SoDo. In the process, residents and small business owners who might otherwise be able to use MIC lands in an innovative manner are being swept aside. I do not think that it is DPD's job to protect large multi-national corporations from billionaires who want a basketball team, and therefore do not support this plan in any way. 3/24/2015 8:17 AM

46 Interbay has become a Ballard>Downtown>Ballard commuting corridor. It is less and less necessary to have this area for industrial use, rather, it would better serve the region of the old warehouses, and dilapidated industrial buildings were razed and low level office and combined use buildings were built to replace-- similar to the F5 and Amgen facilities, or what has taken place in South Lake Union. 3/24/2015 8:08 AM

47 I would like to see a policy that actively encourages much of the run-down or abandoned industrial areas and buildings to be converted into small businesses and other living space use. Right now, it sometimes feels like we live in a transitory wasteland between two otherwise respectable neighborhoods. Interbay is the home of an increasing number of residents and it would bring in much revenue and permanent residence if we encourage the growth of resident-oriented businesses. 3/24/2015 7:37 AM

48 There's a lot of grey area here ("the proposed use would not adversely affect..."). Seems like it opens up a lot of room for litigation, etc. That said, I think we need to re-think the way we see industrial lands in heavily-populated urban areas. They are NOT mutually exclusive. There are so many amazing examples of heavy industry integrated with living areas in a safe, clean way. (volkswagen's new plant in Germany is one example). I also saw some amazing industrial areas in Kaohsiung, Taiwan, that integrated amazing art and pedestrian ways into industrial areas. So they don't need to be a "no-man's" land as they currently are. Parts of Interbay are pretty bad in terms of litter, abandoned trash, pedestrian ways, general aesthetics, and it doesn't have to be this way. I think it could be a win-win for businesses there not to exclude the nearby population but to invite them in to see what is going on right around the corner. I've walked that areas many times and there's all kinds of cool stuff going on. 3/24/2015 6:56 AM

49 Ensure right of way access to all, i.e., shoreline access via walk into paths, etc. 3/24/2015 1:09 AM

50 In general I do not believe this policy works within the framework of Georgetown Residents wishes, or some of the inherent conflict with existing zoning that does not reflect current use, or consistent zoning ruling. In other words, there are lands now zone industrial that are used for residential and need to rezone residential, and there are lands that are zoned residential that will never be used for residential (adjacent to the airport). Georgetown residents are owed these "residential" areas. 3/23/2015 11:58 PM

51 What industry is interested in locating in the Interbay area? Is this area even safe for development given the topography/geography? The already dense traffic in this region should be considered in any further development. Additional, improved pedestrian and cyclist access to and from the Magnolia village should be prioritized. 3/23/2015 11:08 PM

52 I favor a more blended approach of industrial and broader community services/facilities eg. YMCA, creative commercial uses. 3/23/2015 11:05 PM

53 no comment 3/23/2015 10:46 PM



54 This suggestion is too restrictive. I would eliminate the last two bullet points, at minimum. I want more offices and small businesses in my neighborhood. Seattle has terrible east/west corridors that all of Magnolia, QA and Ballard use to get to better shopping / business districts. Allowing shopping and office buildings in Interbay will improve quality of life, reduce congestion and traffic and ultimately improve quality of life for the many deep residents of Magnolia/QA/Ballard. 3/23/2015 8:43 PM

55 I think the third bullet point needs to be removed. Currently many of the Interbay Industrial lands are not in their best use as evidenced by the run down buildings and graffiti. Making it easier for small businesses and offices to use Interbay lands will bring more family wage jobs and generally improve the area. 3/23/2015 8:34 PM

56 I feel that if there is insufficient appropriately zoned land elsewhere in the city, we should upzone the existing land, rather than remove the industrial zoning. 3/23/2015 8:02 PM

57 Yes as long as they look all over the city for other land not just in the neighborhood. 3/23/2015 7:24 PM

58 a. Yes, though I could see the process could be gamed. I am not a huge fan of the MIC goals, so, for me, it is not a problem. b. Yes, I think it will deter conversion to residential/housing - the most probable outcome in the absence of any planning tools. It will act to retain industrial uses. c. No 3/23/2015 7:19 PM

59 NO. There is land lots of land zoned commercial. The current boom will end, but industrial land is not being created and we must be ready for the next phase and the next and the next. 3/23/2015 7:07 PM

60 All of the Interbay area should be zoned commercial. Land owner have a better idea what could be done in this area. 3/23/2015 7:03 PM

61 a. No, the exceptions are vague- first bullet- meaning? second bullet I don't understand at all- implies that if there's not enough land zoned for something you want (more condos?), you could remove the land b. don't know 3/23/2015 6:36 PM

62 Yes. 3/23/2015 6:19 PM

63 For the most part, yes, not having seen the rest of the survey. Interbay is not solely manufacturing and industrial. It also encompasses retail and other commercial operations which should also be respected. Policies impacting Interbay may or may not have a positive or negative impact on the Magnolia and Queen Anne residential neighborhoods. ALL property owners should have the opportunity to vote on changes that might impact their neighborhoods. Solely asking the community councils/clubs to comment is not sufficient. 3/23/2015 6:03 PM

64 I wonder about the perpetuation of light industry such as repair shops. I am concerned that, over time, it will turn in to nothing but giant rectangular boxes of no use to locals and having no character. I like seeing the small old houses mixed in too. 3/23/2015 6:01 PM

65 The city needs to invest in it's industrial areas beyond the bridges and highways that serve the entire community. I do not think the above policy has or will work. The very nature of industrial use is evolving and the city should put its effort into developing great infrastructure (road & sidewalk improvements, electrical, water/sewer and communications grids). The best of Seattle's industrial areas do not measure up to the worst of those in Kent and surrounding communities. 3/23/2015 5:34 PM

66 I think this policy is too vague. The main advantage of industrial spaces within Seattle are they they allow for a huge number of industries to remain within the city center. While there may be other locations for these uses they are often much farther out and would have terrible consequences for those who work in and use these areas. Already there are less and less options for large scale manufacturing spaces within the city. The loss of these central area would be a deter int from having more work sites close to where people live. The answer needs to be in making these areas safer for surrounding uses to coincide with them. More regulations on noise ordinances and air quality are much more important that just changing the zoning of these areas. 3/17/2015 11:47 AM

67 xxx 3/11/2015 9:45 AM

68 u Policy is way too restrictive. You can't pretend that industrial lands won't need to change in the future. This policy invites having a dead zone of industrial land in a City that is otherwise trying to grow and thrive. 3/11/2015 9:20 AM

69 Sounds reasonable. 3/10/2015 10:39 PM

70 There is no need for this policy. Currently, comp plan amendments proposed each year are voted on by Council. Council can and does choose to vote down amendments. This proposed policy prevents rather than prepares us for the way industrial looks in the future: smaller footprints, live/work spaces, incubators, 3D printing. We need to be flexible and adaptable. 3/8/2015 7:58 AM

71 Seattle needs to maintain diversity of land use to keep diverse jobs, economy and work force. Any nonconforming use should be required to restore the land when the non-conforming use changes. Land use will drift toward greater profits for the owner. 3/7/2015 12:42 PM

72 Sounds good. 3/6/2015 10:38 PM

73 While I support industry in Ballard, I see a need for additional open space and want to support a balance of open space and industry along the waterfront. 3/6/2015 10:19 AM

74 This could use up appropriate land real fast. Then what? How and who would define what is sufficient, what would be adverse affects? If left to DPD there's no hope, just like is happening to sf residential. 3/5/2015 5:47 PM

75 Leave the industrial areas alone, stop pandering to developers throwing up shoddy buildings with more unnecessary 'retail space' and overpriced apartments/condos. 3/5/2015 4:50 PM

76 a. yes b. yes. 3/5/2015 1:23 PM

77 s The policies seem fine but the proof of their effectiveness in their implementation. All of these policies have a significant subjective component. 3/5/2015 9:38 AM

78 A. Yes, as long as all four conditions are met and no exceptions are made. B. Probably. C. There could be opportunities to expand industrial land. 3/5/2015 8:11 AM

79 Who gets to decide whether the above conditions are being met? Will there be any exceptions to these conditions? I would rather see performance zoning definitions that clearly define adverse affects. 3/4/2015 11:39 PM

80 s Generally it sounds good -- but the City must develop strong regulations to implement it. 3/4/2015 9:56 PM

81 This is stupid. Why are you breaking existing residential areas in a misguided giveaway to giant businesses that want more cheap industrial land. 3/4/2015 9:28 PM

82 I do not think any manufacturing or industrial lands should be removed from that category. Just because there is another desired use, does not mean that light industry won't need spaces in future. If a completely updated neighborhood plan is done, maybe some land could be rezoned if urban village boundaries were expanded. However, these lands are an important resource for our city. 3/4/2015 8:21 PM

83 Remove M/IC in East Ballard. Replace with residential and commercial zoning. Please make it tall too. 3/4/2015 8:06 PM

84 don't know 3/4/2015 7:12 PM

85 Don't allow loopholes. 3/4/2015 6:37 PM

86 As drafted, the policy makes it more difficult to alter industrial land designations and, therefore, works to keep industrial land. But keeping industrial land is not the same thing as assuring it gets developed with industrial uses. You should consider adding a proviso about the market viability of ever having any industrial development on the land. Finally, the policy should include a requirement to analyze the likely substantial differences in traffic generation between M/IC uses and other uses prior to the change in the designation being adopted. 3/4/2015 5:21 PM

87 It is time that Seattle stopped the urban village concept period. Let the that are industrial remain so. You have only to look at the mess the planners created at Interval with all the apartments and only one way out, overcrowding Davis Street. Stop changing things before you planners make it even worse. You have no wisdom, just infatuation with any new urban planning idea coming out of the UW. 3/4/2015 4:44 PM

88 No, no, no 3/4/2015 4:38 PM

89 I think this is appropriate with the exception of sweeping land use changes that private property owners decide upon, such as Stimpson Marina shifting to large scale office use. How much of that did the City have any control over? And is it such a bad decision for the neighbors? Another example would be what is happening or planned for the old American diner at 5265 Shilshole Ave NW with the large empty parking lot? It's in the M/I area but had a different purpose than M/I when it was active. I wish the owner would do something with that property. These two are examples where you don't necessarily want to get in the way of a property owner who has decided to convert to a different purpose than M/I that is important to the area. 3/4/2015 4:30 PM

90 Do not remove land from designation unless "employment rolls" in the new usage would be at least 20% higher (number of employees X amount paid per employee). Do not remove from designation unless an independent evaluation shows that economic activity (employment, secondary effects) are at least greater than the last 15 years on the site (using some arbitrary historical number). 3/4/2015 4:26 PM

91 I think that this might work if the city thinks industry is as important as urban villages and apartments and consider all of the people of Seattle instead of just the developers. 3/4/2015 4:19 PM

92 This policy sounds like a loophole, designed to facilitate non-industrial uses. 3/4/2015 4:19 PM

93 I favor clear policy for "No net loss" of industrial land. I also believe the zoning classification that permits large offices in industrial zones (M/IC?) is far too permissive. 3/4/2015 4:11 PM

94 I think it should work. 3/4/2015 4:09 PM

95 I have concerns about the criteria that will be used to judge "adverse affect" on industrial operations (fourth policy statement" In last night's presentation the terms "adversely interfere" was used. Do you have an objective set of criteria that will be used to measure adverse impacts? 3/4/2015 4:08 PM

96 This policy implies industrial lands are currently being used efficiently and are more important than other uses (residential or commercial). I disagree with this premise 3/4/2015 4:08 PM

97 I think you need to add design review and a minimum FAR to any non-industrial development in the MIC that also passes the above thresholds. Also, rather than insufficient zoned land in the city, I think it should be in the county or region. We need to start thinking regionally. 3/4/2015 4:06 PM

98 I feel like the policy is too rigid and doesn't allow for changes that reflect changing demographics. 3/4/2015 4:06 PM

99 The ability to preserve industrial land with this policy is wholly dependent on demand of other land use types. It has the potential to removed a lot of land from this designation. A better policy may be to expand the allowed uses in the M/IC designation and keep it in place, if not expand it. 3/4/2015 4:03 PM

100 If followed, it should work well. It's hard to see how anything would qualify, though. It would be easy enough to identify a proposed use, and probably rather easy to demonstrate there's no other land in the city that the proposed use could happen. But displacing existing use? Does that mean if the land is vacant, it's technically displacing nothing and so is OK? That means if one industrial business shuts down, the land could immediately be lost to industry forever. We'd want to make sure this does not happen. 3/4/2015 4:03 PM

101 This policy could work well to preserve land for industrial use in the future, although it seems vague to say that "the proposed use for the land is identified." Also this assumes that our knowledge of what is industrial today will always remain true for the foreseeable future. Would a 3D printing facility qualify as industrial use? 3/4/2015 4:00 PM

102 I'd like to see flexibility for industrial land to be used for social services - for example, the Urban Rest Stop being built in the Ballard retail core. We will eventually need more space to support our growing homeless community and it would make sense to have Industrial space have zoning exceptions for select types of services like health care, foodbanks, housing, and other facilities. 3/4/2015 3:53 PM

103 a 3/4/2015 3:48 PM

104 No, it chokes out users. It does not work for the industrial land in the neighborhood. This is a bad policy. 3/4/2015 3:46 PM

105 yes 3/4/2015 11:52 AM

**Q4 Please share your thoughts on the following recommended Comprehensive Plan Land Use Element policy. Because of its higher allowance for non-industrial activities, such as offices, the Industrial Commercial (IC) zoning designation is not appropriate in the City's Manufacturing/Industrial Centers, and the City should not rezone land in the M/ICs to IC. Provide your comments in the space provided below and consider the following questions:**

**a. In general, do you feel this policy will work well to preserve land for industrial use in the future?**

**b. Do you think this policy will work for the industrial land in your neighborhood?**

**c. Do you have any suggestions that you think would improve this policy?**

Answered: 92 Skipped: 58

**# Responses Date**

1 a. probably b. i dont understand the priority of keeping land in the inner city industrial. are they providing important jobs and products? c. no 3/31/2015 9:45 PM

2 No, I don't think that will work in the Ballard area north of Leary Way because IC zoning has already been allowed within the M/IC area. It might be appropriate to keep M/IC areas that are currently 'used exclusively' for manufacturing zoned only for manufacturing, however, it is not reasonable (or good policy) to restrict the use of a property to 'manufacturing only' when that property is already surrounded by non-industrial activity. 3/31/2015 5:02 PM

3 s a) Yes. b) Yes. c) No, that is a good policy. There are plenty of places to locate offices, but once an industrial property goes non-industrial, it will never go back. 3/29/2015 6:42 PM

4 I fully support switching all M/ICs to IC. 3/29/2015 9:24 AM

5 Rezone it 3/28/2015 9:10 PM

6 I don't know enough to have a solid opinion, but it does seem that Seattle has plenty of room for offices without increasing office space in M/ICs. 3/28/2015 7:54 PM

7 nterbay is well positioned near downtown and on transit routes. Seattle residents would be better served by office buildings, retail, and residential development on this land. 3/27/2015 8:46 PM

8 We should not hold properties hostage to IG-1 and IG-2 so close to the city center. We could develop work and housing space to meet the needs of what the definition of manufacturing is in today's world. 3/27/2015 6:10 PM

9 As a homeowner, I much prefer non-industrial uses in InterBay which has the benefit of being close to downtown and South Lake Union. 3/27/2015 1:16 PM

10 The IC zoning has proven over the last thirty years it does not save industrial lands and instead encourages developers to purchase low cost industrial land and convert to small office buildings. This is a short term gain for speculators and a long term loss to the city. The IC zoning should be removed and a no net loss policy be implemented 3/27/2015 12:13 PM

11 The zoning with the largest number of allowed uses will allow property owners to use their land as the choose. 3/26/2015 4:26 PM

12 This is a bad idea. IC zones are important transitional areas. Retail and office uses are important to integrating industrial zones into the fabric of the city, providing around the clock use, eyes on the street and keeping these neighborhoods safer. Plus, per my response on the last question, we need MORE flexibility not LESS, given the population growth in seattle. We need our urban land to WORK HARDER, not be earmarked off into more restricted uses. 3/26/2015 8:28 AM

13 This policy is also outdated. See comments to Question #3. 3/26/2015 8:07 AM

14 It will work well. 3/26/2015 7:16 AM

15 Manufacturing will change and lighter industries will continue to become more dominant. Zoning cannot control the economy. The City would be better off creating incentives for businesses that provide the types of jobs we want rather than trying to restrict which business can locate here. 3/25/2015 9:10 PM

16 a. No b. No c. Is the coy going to subsidize the cost of the rezone? 3/25/2015 8:53 PM

17 My answer is the same as before. 3/25/2015 8:11 PM

18 The IC zone represents about 8% of industrial zoned land. IG1 and IG2 is about 87%. There is no massive threat to industrial lands such that banning IC zones is warranted. IC serves as the 'buffer' zone between IG zones and zones like C, NC and others. (IB is barely used) I do not support this amendment or it sweeping policy change. 3/25/2015 6:42 PM

19 I fear that this proposal would make decisions that will be regretted. Once land is occupied by nonindustrial use, it will be too late for new industrial uses. 3/25/2015 6:03 PM

20 I think it is good as long as there is a safe place for people to be in these industrial spaces. 3/25/2015 4:41 PM

21 no comment 3/25/2015 4:24 PM

22 Again, use this land for non-industrial activities. The Whole Foods in that area is booming and I keep seeing more and more people biking along 15 ave. This is becoming a very dense city and this kind of industry is not what's fueling our economy. There should be offices, restaurants and better bike/pedestrian infrastructure. Move the industry to Sumner. 3/25/2015 4:09 PM

23 I disagree. Seattle's industrial lands are full of non-conforming uses that technically should not be allowed. The Starbucks Headquarters is one example. Further restrictions will hamper adaptive reuse of functionally obsolete vacant industrial buildings into vibrant places for people (jobs) to work. 3/25/2015 3:31 PM

24 I agree with this statement. I would like to see industry preserved in the area and not be replaced by office buildings or office parks. It is nice to have a diverse mix of businesses in interbay 3/24/2015 9:48 PM

25 ok 3/24/2015 8:40 PM

26 u I am fine with mixed Industrial commercial lands Ballard industrial core is located next to what has to be the fastest growing neighborhood in the city. Seems industrial commercial use would be a good way to bring more and good jobs close to the neighborhood 3/24/2015 7:44 PM

27 A: eliminating industrial zones eliminates manufacturing jobs,essential to the balance of the community 3/24/2015 1:54 PM

28 Industrial commercial would greatly improve our neighborhood. 3/24/2015 1:18 PM

29 You should rezone areas that border residential areas as IC. Keep the core of the M/IC zoned as is, but allow the border areas to change to IC so that as residential areas grow in economic strength the areas can serve the people who live there. 3/24/2015 12:46 PM

30 it's hard to say something needs to be done 3/24/2015 12:37 PM

31 A. Disagree B. No. Ballard has too much demand for more jobs to have this policy apply to it. If we want to be a truly green city then we should try to create jobs for the people that live close by. With housing prices in the area I would imagine that industrial jobs are often not held by those living in the area. C. Delete the policy. This is pandering to a few and disregarding the many. Commercial developments/office can support way more jobs than industrial jobs can in the same area. Even if you consider the vacancy rates for industrial lands versus commercial and office, you still have more people employed with commercial and office in the same amount of land. 3/24/2015 12:25 PM

32 rezone is fine 3/24/2015 12:25 PM

33 I think 4 will work. 3/24/2015 12:12 PM

34 As stated above youre trying to preserve uses that are leaving anyway. Take an inventory of industrial use today vs 10 years ago 3/24/2015 12:10 PM

35 We may be limiting the neighborhoods future potential future getting rid of the IC zoning. 3/24/2015 11:43 AM

36 I basically agree. Some areas of Georgetown might work better at IC tho 3/24/2015 10:48 AM

37 I think industrial zones should be preserved, but as I mentioned in my previous comment, there are particular areas that are not being used, and are very close to residential units. I think a more mixed-use approach for areas like the parking lot (used to be used as a school bus parking area) behind Piers 91 & 92 (Smith Cove area) is a prime example of this. This particular area would be ideal for a mix of office space, retail, residential, and light industrial. 3/24/2015 10:44 AM

38 I do not support this Comprehensive Plan Policy. Some properties within the MIC do not function well as heavy industrial property. There are numerous properties that are adjacent to heavy industrial, commercial and residential uses. The IC zone was created in order to provide a buffer area between heavy industrial areas and neighboring land uses. The IC zone is appropriate for transitioning parcels. How else does the City propose to transition from heavy industrial from neighboring uses? This policy should not move forward. 3/24/2015 10:28 AM

39 The Industrial Commercial (IC) zoning designation IS appropriate in the City's Manufacturing/ Industrial Centers, and the City SHOULD consider rezoning land in the M/ICs to IC. 3/24/2015 10:22 AM

40 No, I do not feel this is appropriate. I feel that the subtext of this is that the IC zoning designation does not work to preserve the type of industrial uses preferred by the Port of Seattle. In the process of protecting the Port (an organization 49% owned by a huge multi-national corporation that I do not feel requires DPDs support to represent its interests), alternative, perhaps more innovative, perhaps more appropriate-for-being-in-the-middle-of-Seattle industrial uses will be stifled. This will be particularly devastating to areas that are not directly adjacent to the waterfront, such as Georgetown. 3/24/2015 8:20 AM

41 I think rezoning for office space/mixed used IS a good idea, as long as proper infrastructure-- parking, etc, is available. Interbay (Elliott Ave) is an over-traveled arterial street already. Making sure the traffic flow works, as people commute to SLU and downtown, is important. 3/24/2015 8:10 AM

42 I believe residents in these neighborhoods would benefit more from small business, retail, and living space development than more industrial buildings. 3/24/2015 7:38 AM

43 The experts on zoning should make the decision. I'm aware that little loopholes can ruin what seems like a good idea. We need to maintain the appropriate balance of land in the city---we plan for parks, etc. so we should also plan for industrial areas. The most lucrative land use is not always the best land use in terms of livability and providing the most good for all. --interpretation: we should preserve industrial lands by not changing the zoning designation if there's a consensus among educated, forward-thinking zoning folks (and some basis in proven study-cases) that preserving industrial lands in urban areas is for the greater good. 3/24/2015 7:06 AM

44 Make and enforce no-idling rules for engines/motors 3/24/2015 1:10 AM

45 I can't answer the question the way it is phrased. MIC needs to be redefined in areas that are currently subdividing residential and office zoning in Georgetown. 3/24/2015 12:01 AM

46 I think this needs to be looked at on a case by case basis. For the Interbay area, a balance between industrial and non industrial is appropriate. 3/23/2015 11:11 PM

47 I advocate for selective rezoning to enhance use for the whole community, families and industry use. 3/23/2015 11:08 PM

48 no comment 3/23/2015 10:47 PM

49 I disagree with this recommendation. The city should be lobbying for IC use in places like Interbay so the land can achieve its highest use. This policy is antiquated and dated; we are a knowledge economy and should be zoning accordingly; this isn't a fad, the activities in Seattle will continue to tilt in that direction. 3/23/2015 8:46 PM

50 I wholeheartedly disagree with this policy. The industrial commercial zoning would be beneficial to the entire Interbay community. 3/23/2015 8:36 PM

51 This type of rezoning will drive up rent and will push manufacturing businesses out so yes I agree. 3/23/2015 7:26 PM

52 a. Yes, it will be effective at that goal. b. Yes, but it may encourage retention of resource extracting / polluting industry, rather than cleaner industrial/commercial uses. c. Eliminate it. 3/23/2015 7:21 PM

53 AGREE, totally. 3/23/2015 7:08 PM

54 Interbay is not an Manufacturing/Industrial center. The city should rezone the area for better uses. 3/23/2015 7:05 PM

55 a. not sure- but offices generally don't mix well with industrial uses b. don't know- c. All of these statements are not policies and need much more text which reveals your thinking..... 3/23/2015 6:38 PM

56 I believe 50 story office buildings should be prohibited; however, some small offices may be appropriate if sufficient numbers of jobs and parking are required. We actually prefer that to environmentally unfriendly manufacturing complexes that may be in stalled. 3/23/2015 6:06 PM

57 I have no evidence that this will create the desired effect. Do you? Just wondering, not doubting 3/23/2015 6:02 PM

58 The policy is misguided. Seattle has consistently lost industrial jobs for decades and using regional jobs data is illusionary. We are not seeing significant reinvestment in industrial properties and this policy is a mistake. 3/23/2015 5:36 PM

59 generally yes 3/17/2015 11:48 AM

60 Rather than prohibiting IC zoning in the M/ICs, consider modifying the uses allowed uses in the IC zone to more narrowly target the uses you are trying to avoid. The current proposal is too restrictive and doesn't allow for the kind of transitions that the City is likely to see as it continues to grow. 3/11/2015 9:23 AM

61 It goes against basic planning principles to apply a one-size fits all approach to industrial zoning. Each of our industrial areas is unique and should be studied, reviewed and approached separately. 3/8/2015 8:00 AM

62 IC zoning should be allowed to convert to M/IC where it is adjacent (down-zoning). Offices require increased road capacity, parking, sewage, drainage and other utilities. 3/7/2015 12:48 PM

63 Thanks for differentiating between offices and manufacturing/industrial. Is there some way to make sure industrial areas continue to provide a diversity of small, local businesses to keep this sector vibrant? 3/6/2015 10:39 PM

64 I agree that Industrial Commercial zoning does not help preserve industrial properties. 3/6/2015 10:20 AM

65 This would help. 3/5/2015 5:48 PM

66 The citizens of Seattle no longer trust city officials to make the right decisions. They only pander to the wealthy developers, and leave us, the real taxpayers out of the decision making process. 3/5/2015 4:51 PM

67 a. yes 3/5/2015 1:26 PM

68 This policy sounds fine as long as it is enforced. 3/5/2015 9:39 AM

69 Doesn't seem to be working right now. Again the city needs performance zoning criteria for manufacturing/industrial commercial uses. There should be standards for noise, use and storage of hazardous materials, emissions, heavy vehicle traffic, screening, etc. Get past the old concept of manufacturing and industrial. There are clean and quiet manufacturing that would be compatible with office and commercial uses and there are industrial uses that would have significant adverse impacts on office and commercial uses. 3/4/2015 11:44 PM

70 Yes - I think that this policy will help prevent conversion of industrial land to non-industrial uses. Again - its important to implement with zoning and regulations. 3/4/2015 9:57 PM

71 Leave existing land uses alone. 3/4/2015 9:28 PM

72 I'd prefer to promote light industry, and the only relaxing I think might make sense is some related retail purposes as opposed to offices. 3/4/2015 8:23 PM

73 Industrial commercial is a better use of the M/IC land. Residential is even better. 3/4/2015 8:07 PM

74 I don't agree with the blanket prohibition, would like there to be conditional use allowances depending on the project proposal. 3/4/2015 7:13 PM

75 There should be a time limit before rezoning. 3/4/2015 6:38 PM

76 a. yes b. yes - but see comments above about fallow industrial land not really doing anyone any good, and, c. yes, see comments above related to b and the need for transportation analysis before changes are made to industrial lands 3/4/2015 5:22 PM

77 Leave industrial land industrial. 3/4/2015 4:46 PM

78 Help companies stay in business and support union wages 3/4/2015 4:40 PM

79 I don't know, given that I just gave one example of conversion from M/IC to IC. I honestly don't know how you are going to uphold this policy. I'm thinking about Ballard and parts of Interbay on Fisherman's Bay that have already been successfully converted to IC. I would not take those developments back. I work in M/IC upland from the water. We are fairly dense M/IC but I don't think it would be against the purpose of this land to convert some of it to IC. It really depends. Some heavy industry has noise and odor issues. We produce some odor at my company. I understand that there could be problems with full-on offices complaining about odor/noise. But the fact is this area is mixed. There are offices and manufacturing here (in Magnolia Interbay) already. I think the city needs to keep a light hand on the policy, make sure all the neighboring owners are in on any land use changes and let private owners and developers do what they need to do. We certainly need office space in Ballard and Magnolia. You cannot have all the workers going downtown with the increase in population we are expecting in the next 20 years. I think our carbon would be lower if we had more mixed use in both Ballard and Magnolia, to tie residential workers to their jobs within a 2 mile walk/bike/ride area. 3/4/2015 4:38 PM

80 I agree with this. IC zoning is a slippery slope and will rapidly degrade the economic vitality of the areas in Ballard and Interbay beyond any possible recovery. We already have plenty of office space. 3/4/2015 4:28 PM

81 This should work as long as mixed use is not allowed in industrial areas and again stop pandering to the developers. 3/4/2015 4:24 PM

82 I agree with the policy. In addition, prior rezones to IC should be repealed. 3/4/2015 4:20 PM

83 See previous comment. In general, I agree. IC might be appropriate in some locations, if there were a finer grain of industrial zones. 3/4/2015 4:12 PM

84 a. Yes b. Yes 3/4/2015 4:10 PM

85 I completely disagree with this statement. 3/4/2015 4:09 PM

86 Agreed. 3/4/2015 4:09 PM

87 I think it's a step... in the process to preserved MIC land... 3/4/2015 4:08 PM

88 Agreed the city should not rezone M/IC to IC. However, the city may consider rezoning some land that is SR5000 or LR1 to IC where appropriate. Or perhaps allowing mixed use (include housing) in the IC zones, to relieve the pressure changing the use of M/IC zones. 3/4/2015 4:07 PM

89 Seem like it will work to preserve industrial activity, but a greater question is if that is the only activity that our industrial centers should seek to accommodate. Perhaps a ratio is more appropriate. 3/4/2015 4:02 PM

90 Yes, Agree with the statement. We should preserve the Ballard MIC land as MIC, with exceptions as noted in my earlier answer (for social services such as foodbanks, urban rest stops etc) or building of parking structures to support growing transportation needs. 3/4/2015 3:55 PM

91 It does not work well. This policy should not be adopted, businesses are having trouble with other city regulations and this zoning designation has nothing to do with it. All it does is freeze zoning in "amber"—if zoning and lands don't allow flexibility and change with the times they necessarily harm businesses! 3/4/2015 3:47 PM

92 yes 3/4/2015 11:52 AM

# Appendix B: Meeting Presentations

## Ballard Meeting Presentation

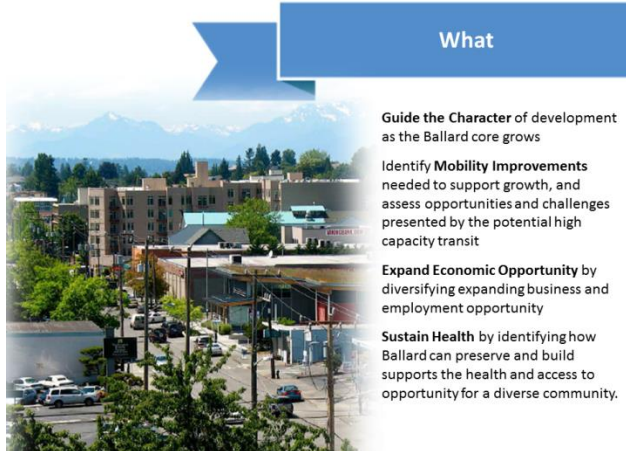


### Ballard Urban Design

**Create a vision that will shape growth & guide development**

- Land Use Regulations
- Design Guidelines
- Streetscape Design
- Open Space
- Mobility Improvements
- Expanding Economic Opportunity

[Seattle.gov/DPD/Ballard](http://Seattle.gov/DPD/Ballard)



### What

**Guide the Character** of development as the Ballard core grows

**Identify Mobility Improvements** needed to support growth, and assess opportunities and challenges presented by the potential high capacity transit

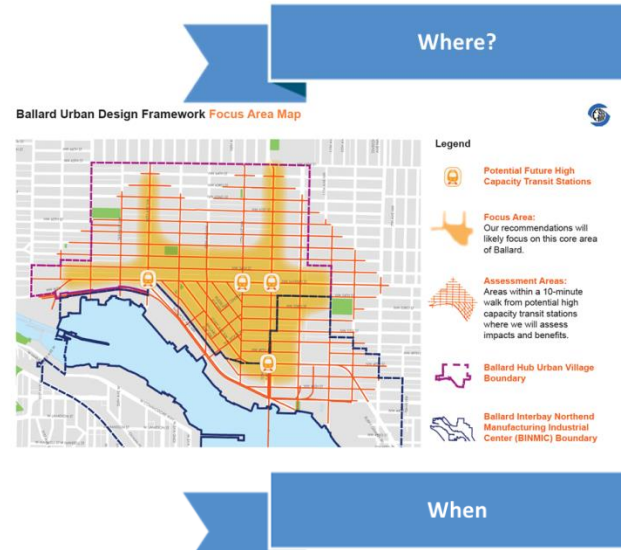
**Expand Economic Opportunity** by diversifying expanding business and employment opportunity

**Sustain Health** by identifying how Ballard can preserve and build supports the health and access to opportunity for a diverse community.



### Context

- Seattle 2035
- B2D HCT Study
- Lowrise Code Corrections
- Ship Canal Crossing Study
- Freight Access Project
- Parking Study
- Ballard Open Space



### Where?

**Ballard Urban Design Framework Focus Area Map**

**Legend**

- Potential Future High Capacity Transit Stations
- Focus Area: Our recommendations will likely focus on this core area of Ballard.
- Assessment Areas: Areas within a 10-minute walk from potential high capacity transit stations where we will assess impacts and benefits.
- Ballard Hub Urban Village Boundary
- Ballard Interbay Northend Manufacturing Industrial Center (BINMIC) Boundary

### When

1999 Plan

2009 Status Check

2013 Ballard Partnership for Smart Growth

2013 Ballard to Downtown HCT Study

Open House (May)

Summer (Define Priorities)

Open House (Fall)

Review & Refine Draft Update

Open House (Winter)

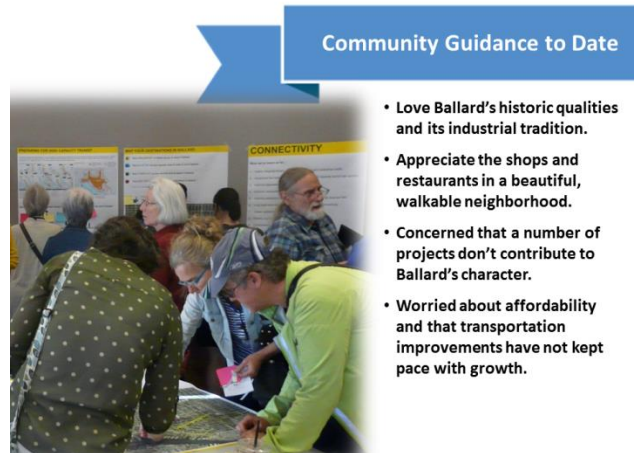
Transportation & Land Use Integration

Spring (Finalize UDF)

2015 (Possible Additional Meetings)

Publish Final Plan

Implementation Council Action



### Community Guidance to Date

- Love Ballard's historic qualities and its industrial tradition.
- Appreciate the shops and restaurants in a beautiful, walkable neighborhood.
- Concerned that a number of projects don't contribute to Ballard's character.
- Worried about affordability and that transportation improvements have not kept pace with growth.



## Community Guidance to Date



### Amend Standards

- Reinforce the role of different areas in downtown Ballard
- Reduce upper-level building bulk
- Create better street-level standards appropriate to different areas (commercial, residential)
- Provide design guidance to improve character, quality & permanence
- Support job creation in specific areas

### Reinforce "Public Realm"

- Designs for "green street" & "festival streets" that support streets as open space
- Target specific intersection improvements
- Integrate Groundswell NW open space recommendations

## Next Steps



### Multimodal Analysis

- Integrate Pedestrian, Bicycle, Transit & Freight modal plans
- Identify & prioritize improvements

### Station Area Assessment

- Review station options and recommend which best serves Ballard Urban Village & BINMIC
- Identify improvements needed to optimize the function of each option
- Scope topics for station area planning when Sound Transit selects alignment

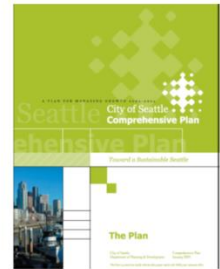
### Housing Affordability

### Health & Livability



## Seattle's Comprehensive Plan

- City policies about where and how the city will grow
- 20 years of job and housing Growth
- Urban Village Strategy



## Current Industrial Policies

The City's Comprehensive Plan says:

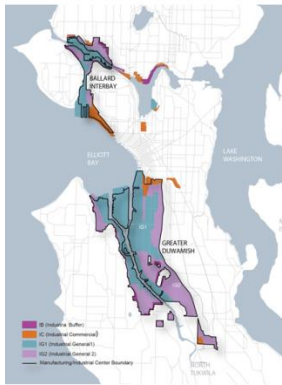
- Promote the use of industrial land for industrial purposes.
- Promote high value-added economic development by supporting growth in the industrial and manufacturing employment base.
- Restrict or prohibit uses that may negatively affect the availability of land for industrial activity, or that conflict with the character and function of industrial areas.

## Why City Policies Protect Industrial Land

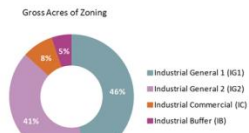
- Family wage jobs
- Economic resilience
- Support for international trade
- 1/3 of City's sales tax revenue
- 1/3 of City's B&O tax revenue



### Seattle's Industrial Lands M/Cs and Zoning

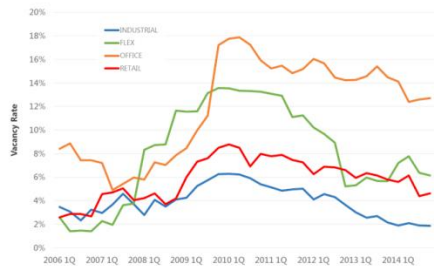


- Almost all of the city's 6,000 acres of industrially zoned land is in the Ballard/Interbay and Greater Duwamish M/Cs
- Duwamish is much larger (4,900 acres vs. 900) than Ballard/Interbay
- Land use code has 4 zoning designations – IG1, IG2, IC and IB



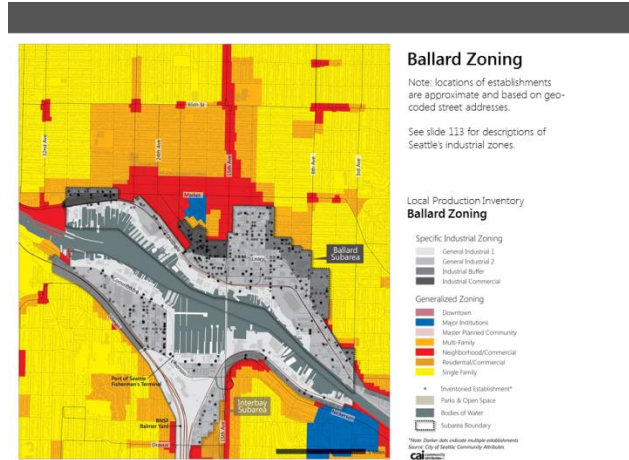
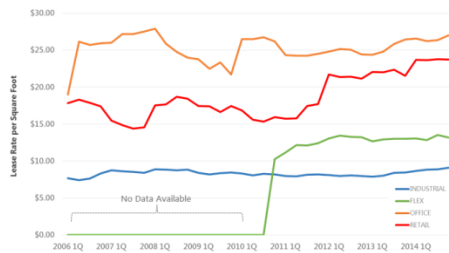
### Vacancy Rates (All Subareas)

Vacancy Rates by Development Type



### Lease Rates (All Subareas)

Lease Rates by Development Type



### Ballard Zoning

Note: locations of establishments are approximate and based on geocoded street addresses.

See slide 113 for descriptions of Seattle's industrial zones.

### Local Production Inventory Ballard Zoning

#### Specific Industrial Zoning

- General Industrial 1
- General Industrial 2
- Industrial Buffer
- Industrial Commercial

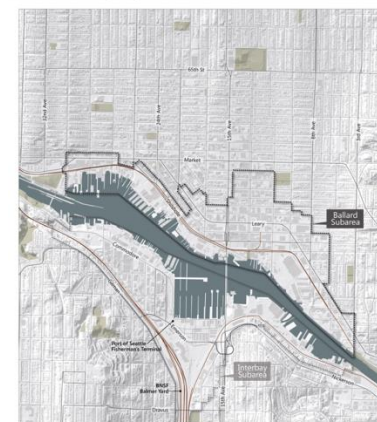
#### Generalized Zoning

- Downtown
- Major Institutions
- Master Planned Community
- Multi-Family
- Neighborhood Commercial
- Residential Commercial
- Single Family

#### Other Features

- Incentivized Establishment\*
- Parks & Open Space
- Bodies of Water
- Subarea Boundary

### Inventory by Subarea: BALLARD



### Ballard Subarea

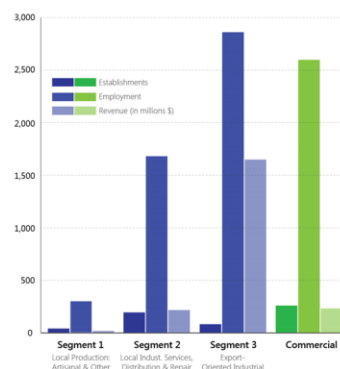
- ☐ 252 parcel acres
- ☐ approximately 590 establishments
- ☐ employing 7,450 people

### Local Production Inventory Ballard Subarea

- Parks & Open Space
- Bodies of Water
- Subarea Boundary

### Inventory by Subarea: BALLARD

### Establishments, Employment & Revenue by Segment



In the Ballard Subarea, business activity in terms of revenue and employment is dominated by Export-Oriented industrial activities. In terms of employment only, Commercial activities and Local Industrial Services, Distribution & Repair are also significant with 2,602 and 1,685 employees respectively.

While employment levels are similar for Segment 3 and Commercial activities, revenues generated are far higher for Segment 3 Industrial.

Local Production is a smaller presence in terms of all three categories, employing only 192 in Ballard.

**Inventory by Subarea: BALLARD**



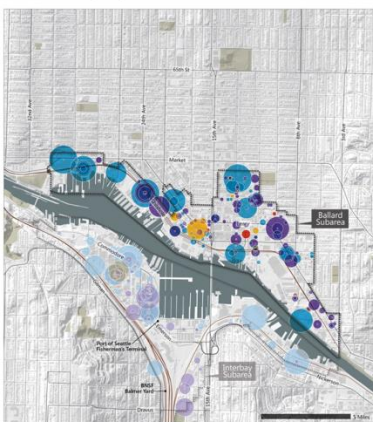
**Commercial & Industrial Establishment Locations**

Local Production Inventory  
**Ballard Subarea: Commercial & Industrial**

- All Industrial Establishments
- All Commercial Establishments
- Parks & Open Space
- Bodies of Water
- Subarea Boundary

Source: Hoover's 2014 Community Attributes  
 cal

**Inventory by Subarea: BALLARD**



**Industrial Establishment Locations by Segment**

Local Production Inventory  
**Ballard Subarea: Industrial Segments**

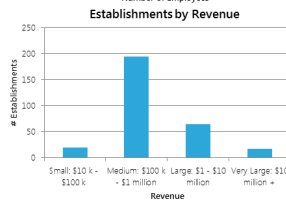
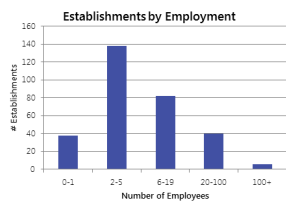
- Local Production: Artisanal Craft Establishments
- Local Production: Other Establishments
- Local Industrial Services, Distribution & Repair Establishments
- Export-Oriented Industrial Establishments

Parks & Open Space  
 Bodies of Water  
 Subarea Boundary

Source: Hoover's 2014 Community Attributes  
 cal

**Inventory by Subarea: BALLARD**

**Establishment Size Profiles**



- Many small employers: 220 establishments employing 2 to 19 people
- Only 6 large (100+ employee) establishments.
- Most industrial businesses in Ballard are mid-size:

More industrial establishments (195) report revenues in the mid-size range (from \$100,000 to \$1 million per year) than the combined total of Small, Large, and Very Large revenue-generating establishments.

*Note: Industrial activities only; 1 establishment with 0 employment*  
 Source: Hoover's 2014 Community Attributes

**Proposed New Policy**

Criteria for reviewing requests to remove land from a M/IC:

- ▣ Specify the use for the land
- ▣ Demonstrate there is no other land in the city suitable for that use
- ▣ Proposed use would not replace an industrial use
- ▣ Proposed use would not interfere with nearby industrial operations

**Proposed New Policy**

Prohibit future use of Industrial/Commercial (IC) zone in M/ICs



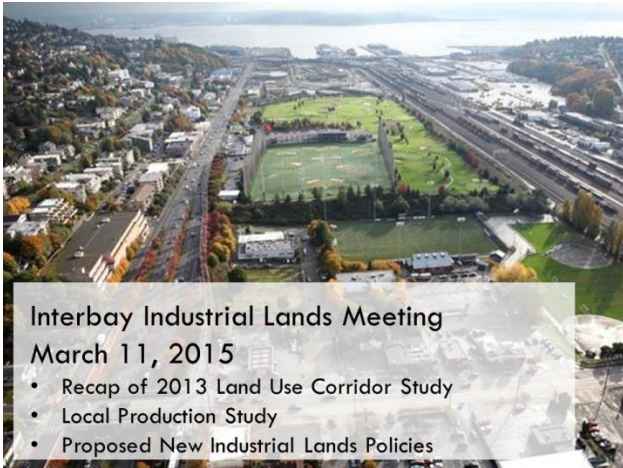
## Next Steps for these Policies

- Include policies in Seattle 2035
- Draft environmental impact statement (EIS) **May 2015**
- Draft revised Comprehensive Plan **July 2015**
- Final EIS and Plan **December 2015**
- Council action on Plan **2016**

Seattle  
2035  
YOUR CITY. YOUR FUTURE



## Interbay Meeting Presentation



### Interbay Industrial Lands Meeting March 11, 2015

- Recap of 2013 Land Use Corridor Study
- Local Production Study
- Proposed New Industrial Lands Policies

## 2013 Land Use Study: Purpose

- Address Comp. Plan amendment requests
- Mix and balance of land uses
- Potential development related to transit investments
- Opportunities for an improved public realm



## 2013 Outreach

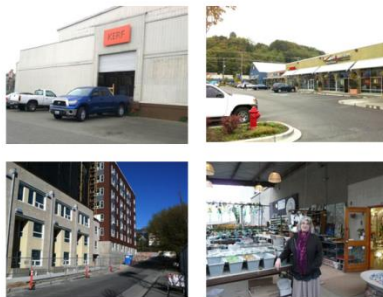
- Website & listserv
- Working Group
- Briefings
- Small business chats
- Media
- Walking Tour
- Community Meeting 4/29/13.



## 2013 Stakeholder Concerns

- Traffic congestion & freight mobility
- Connections to Magnolia
- More affordable workforce housing
- Retail to serve adjacent communities
- Living wage / industrial jobs
- Coordinate with other planning studies

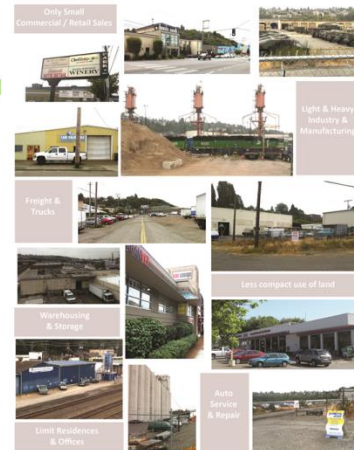
## 2013 Data Collection & Observation



## 2013 Alternatives

### Industrial / Commercial Corridor

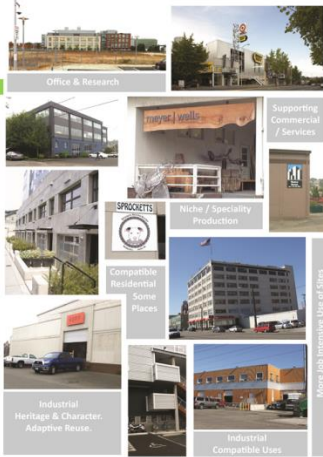
- Maintain protection of industrial lands for industrial uses.
- Few or no policy or code changes are needed.
- Industrial, light industrial, and small retail uses continue to be the predominant use of land.



## 2013 Alternatives

### Local Production District

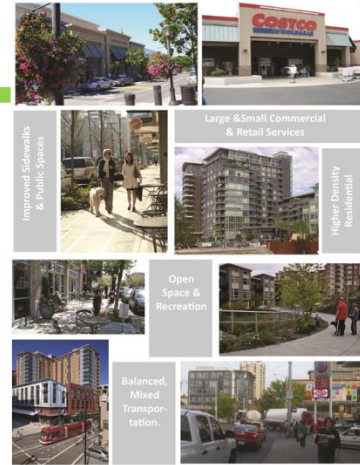
- Support niche and custom local production uses.
- Proximity of local production uses to more mixed uses and urban amenities is desirable, including retail and office uses.
- Potential for more compact and transit support industrial uses.
- Minor changes to increase flexibility, but retain industrial designation and character.



## 2013 Alternatives

### Urban Village

- Intensify and diversify land uses.
- A mixed use urban village, live/work/play environment.
- Residential uses and retail uses serving adjacent communities expand.
- Major policy and land use code changes would be needed.
- Greatest potential for impacts (i.e., transportation).



## 2013 Land Use Concepts

Industrial/  
Commercial  
Corridor

- There was room for some more flexibility

Local Production  
District

- Good to aim for a balance

Urban Village

- Not a good fit for the area at this time.

## 2013 Goals

Balance of commercial, industrial, and Local Production uses

Support the citywide growth strategy

Make walking, biking, transit more attractive

Mitigate traffic impacts of new development

## Industrial Zones

### General Industrial (IG-2)

Allows a broad range of manufacturing / commercial uses

Stricter maximum use limits  
Office 25K  
Retail 25K  
Restaurant 5K

### Industrial Commercial (IC)

Allows same uses as IG except heavy manufacturing

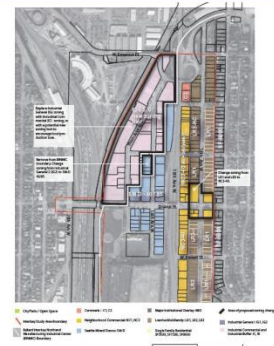
Fewer maximum use limits  
Office No Max  
Retail 75K  
Restaurant No Max

Or...

Other zoning options to support the desired land use concept?

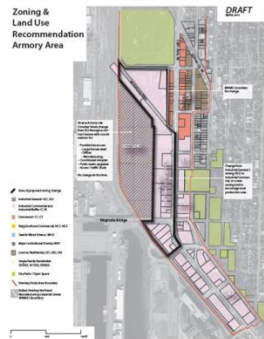
## 2013 Draft Recommendations Dravus Area

- Maintain the BINMIC boundary, but use more flexible zoning
  - IG2 to IC-65, IB or New Zone
  - 15.5 Acres, 25 Parcels
- Strengthen pedestrian character of 16<sup>th</sup> Avenue and Dravus Street
  - IG2 to SM-D 40/85
  - 0.7 Acres, 3 Parcels
  - LR1/LR3 to NC3-40
  - 1.6 Acres, 6 Parcels
  - Remove pedestrian designation from 15<sup>th</sup> Avenue W

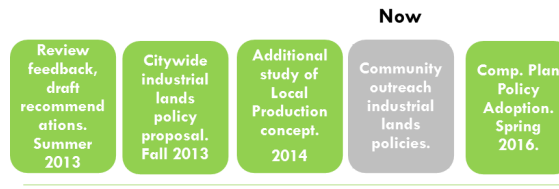


# 2013 Draft Recommendations Armory Area

- Do not expand residential west of 15<sup>th</sup> Avenue W
- Maintain the BINMIC boundary, but use more flexible zoning
  - Change from IG2 to IC-65, IB or New Zoning Tool
  - 23.1 Acres, 19 Parcels
- Support the expansion of retail (or other non-residential uses) on Armory site through contract rezone
  - Defer any change to IG2 on Armory site
  - 26 Acres, 1 Parcel



# Timeline



City of Seattle  
Department of Planning and Development

## Local Production Study



Draft January 28, 2015

## Local Production Study



### Methods

1. Study Areas
2. Definition of Industrial Segments
3. Inventory & Data
4. Business case study interviews
5. Strategic Directions

Source: Hoover's 2014 Community Attributes  
cai

## Local Production Study

Segment 1a: Local Production: Artisanal / Craft  
Segment 1b: Local Production: Other



Segment 2: Local Industrial Services, Distribution and Repair



Segment 3: General / Export-Oriented Industrial



## Local Production Study



### Industrial Establishment Locations by Segment

Local Production Inventory  
Ballard Subarea:  
Industrial Segments

1a. Local Production: Artisanal/Craft Establishments

- 10-20 Establishments
- 20-30 Establishments
- 30-40 Establishments
- 40-50 Establishments

1b. Local Production: Other Establishments

- 10-20 Establishments
- 20-30 Establishments
- 30-40 Establishments
- 40-50 Establishments

2. Local Industrial Services, Distribution & Repair Establishments

- 10-20 Establishments
- 20-30 Establishments
- 30-40 Establishments
- 40-50 Establishments

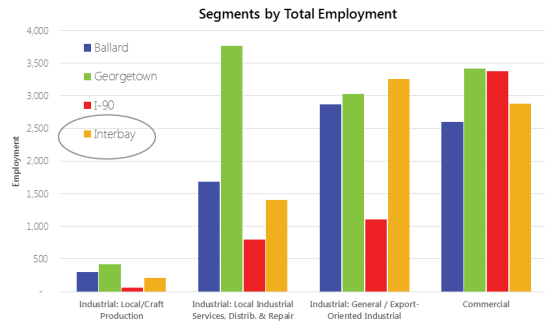
3. Export-Oriented Industrial Establishments

- 10-20 Establishments
- 20-30 Establishments
- 30-40 Establishments
- 40-50 Establishments

Source: Hoover's 2014 Community Attributes  
cai

Local Production Study

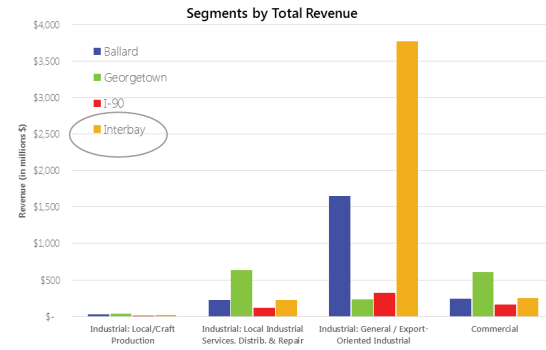
Segments by Subarea



19

Local Production Study

Segments by Subarea



20

Local Production Study

Select Findings / Directions

- In general, industrial uses in the study areas are strong and remain the predominant use of land and primary business activity.
- Local production is an important but relatively small segment of industrial activities.
- Local production businesses share similar concerns to other industrial businesses about their location. (i.e., parking, access, affordability of space).
- There could be some policy reasons for targeted support of local production uses.
  - Preference for urban design and neighborhood character
  - Proximity to workforce in nearby urban communities
  - Incubator / graduation to export-oriented segment
- Many policies that protect all industrial uses would benefit local production uses.

21

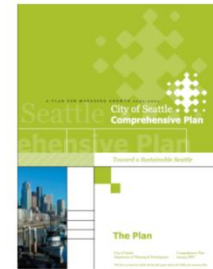


22



Seattle's Comprehensive Plan

- City policies about where and how the city will grow
- 20 years of job and housing Growth
- Urban Village Strategy





# Current Industrial Policies

The City's Comprehensive Plan says:

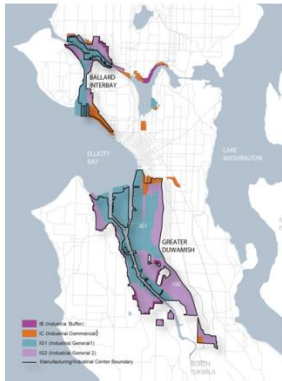
- Promote the use of industrial land for industrial purposes.
- Promote high value-added economic development by supporting growth in the industrial and manufacturing employment base.
- Restrict or prohibit uses that may negatively affect the availability of land for industrial activity, or that conflict with the character and function of industrial areas.

# Why City Policies Protect Industrial Land

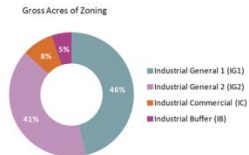
- Family wage jobs
- Economic resilience
- Support for international trade
- 1/3 of City's sales tax revenue
- 1/3 of City's B&O tax revenue



## Seattle's Industrial Lands MICs and Zoning



- Almost all of the city's 6,000 acres of industrially zoned land is in the Ballard/Interbay and Greater Duwamish MICs
- Duwamish is much larger (4,900 acres vs. 900) than Ballard/Interbay
- Land use code has 4 zoning designations – IG1, IG2, IC and IB



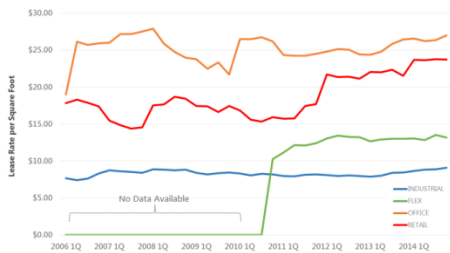
## Vacancy Rates (All Subareas)

Vacancy Rates by Development Type

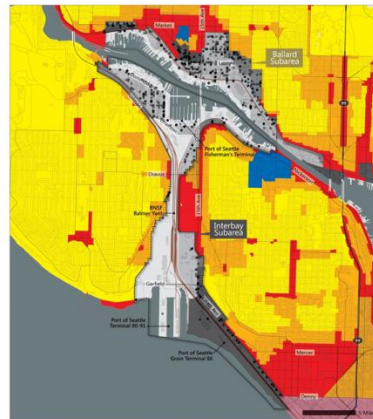


## Lease Rates (All Subareas)

Lease Rates by Development Type



## Inventory by Subarea: INTERBAY



## Interbay Zoning

### Local Production Inventory Interbay Zoning

- Specific Industrial Zoning**
  - General Industrial 1
  - General Industrial 2
  - Industrial Buffer
  - Industrial Commercial
- Generalized Zoning**
  - Elementary
  - Major Institutions
  - Major Planned Community
  - Multi-Family
  - Neighborhood Commercial
  - Neighborhood Commercial
  - Single Family
- Other**
  - Inventoried Establishment\*
  - Parks & Open Space
  - Block of Water
  - Subarea Boundary

Inventory by Subarea: INTERBAY

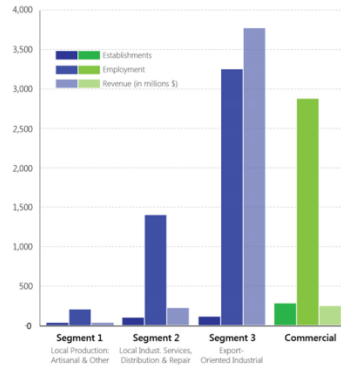


Interbay Subarea

- 791 parcel acres
- 520 establishments
- 7,750 jobs in commercial and industrial activities.

Inventory by Subarea: INTERBAY

Establishments, Employment & Revenue by Segment



Export-Oriented industrial leads Interbay employment with 3,260 jobs.

Revenues generated are far higher for Segment 3 industrial than any other Segment.

Local Production businesses employ only 156 at 10 establishments.

Inventory by Subarea: INTERBAY



Commercial & Industrial Establishment Locations

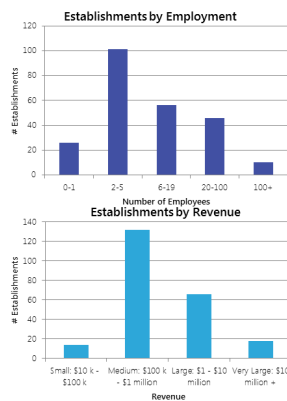
Inventory by Subarea: INTERBAY



Industrial Establishment Locations by Segment

Inventory by Subarea: INTERBAY

Establishment Size Profiles



- Most industrial establishments in Interbay have fewer than 20 people.
- There are only 10 large (100+ employee) establishments.

- Most industrial establishments in Interbay have revenues in the small to medium range (under \$1 million per year).

Note: Industrial activities only; 2 establishment with 0 employment  
Source: Hoover's 2014, Community Attributes

Proposed New Policy

Criteria for reviewing requests to remove land from a M/IC:

- Specify the use for the land
- Demonstrate there is no other land in the city suitable for that use
- Proposed use would not replace an industrial use
- Proposed use would not interfere with nearby industrial operations

## Proposed New Policy

Prohibit future rezones to Industrial/  
Commercial (IC) zone inside M/ICs



## Next Steps for these Policies

- Include policies in Seattle 2035
- Draft revised Comprehensive Plan **July 2015**
- Final EIS and Plan **December 2015**
- Council action on Plan **2016**





## BUILDINGS & ACTIVITIES: PRESERVE, IMPROVE OR CHANGE

The purpose of this exercise is to identify areas in Georgetown that you think should be preserved/ stay the same, improved or changed. Please place a dot and add notes describing what specific aspects of a property you are referring to (note the address, business name or intersection if known).

- **PRESERVE / STAY THE SAME** - Put a **BLUE DOT** on buildings or activities (i.e. type of business) you would like to keep the same.
- **IMPROVE**: Put a **YELLOW DOT** on the buildings or activities (i.e. type of business) that you would like to improve.
- **CHANGE**: Put a **GREEN DOT** on buildings or activities (i.e. type of business) that should be changed.



## Georgetown March Meeting Materials

# Welcome

## Thank You For Coming!

Tonight we are asking for your input on recommended Comprehensive Plan policies that are intended to preserve industrial land in designated M/Cs and limit conversion of these areas to non-industrial uses.

### Program

6:00pm - 6:30pm:

Open House - visit stations and talk with staff

6:30pm - 6:45pm:

Welcome remarks

6:45pm - 8:00pm:

Open House continues - Make sure you complete a comment form before you leave this evening.

### Tonight We Are Here To:

- ▶ Hear your opinions and ideas on the proposed manufacturing/industrial land use policies
- ▶ Discuss the unique qualities of your neighborhood as it relates to the proposed policies
- ▶ Share information from the Local Production Study and Freight Master Plan

### What Happens Next?

City staff will collect your comments and feedback, and:

- ▶ Use the feedback on the Industrial Lands to inform recommendations on the proposed comp plan amendments
- ▶ Take the input we hear back to the Mayor and City Council
- ▶ Report back to the community on the City's website

5



## Local Production Study

In 2014 DPD conducted a study to better understand business activity in industrial areas to inform future land use decisions. The study considered three sub segments of industrial uses:

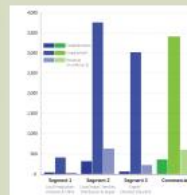
- ▶ Segment 1: Local Production.
  - i. Artisanal and Craft businesses
  - ii. Other Local Production Businesses
- ▶ Segment 2: Local Industrial Services - Distribution and Repair
- ▶ Segment 3: General / Export Oriented Industrial

### Establishments, Employment & Revenue by Segment

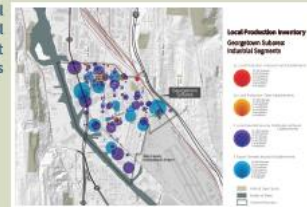
In the Georgetown Subarea, business activity in terms of employment is dominated by Segment 2 & 3 Industrial and Commercial activities which employ 3,790, 3,025 and 3,410 respectively. (As in I-90/Mt. Baker, the Subarea includes non-industrial zoned land, accounting for increased commercial employment.)

Reported revenues for Georgetown firms - both industrial and commercial - were lower overall than in the other three Subareas.

Local Production is a more significant presence in Georgetown, employing 418 at 49 establishments.



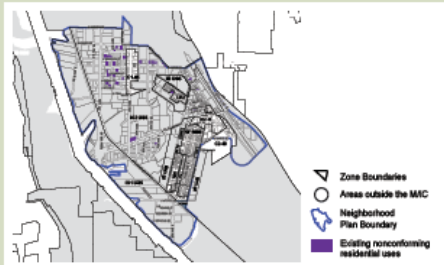
### Commercial & Industrial Establishment Locations



## Residential Uses in Industrial Zones

At the Georgetown community meeting in November we heard concern about the loss of existing residential uses in industrial zones. Based on that feedback, we are considering changes to the Land Use Code that would:

- ▶ Make existing nonconforming residential uses, within the Georgetown Neighborhood Plan Boundary, a permitted uses.
- ▶ Allow additions to existing structures (within limits)
- ▶ Allow the addition of accessory dwelling units



What do you think? (your comments below)



## Industrial Lands Draft Comprehensive Plan Amendments

We want to get additional feedback on the proposed Comprehensive Plan Industrial lands policies, their potential impact on the Georgetown neighborhood and how the policies would or would not support the vision for the neighborhood.

Our options for moving forward include:

- ▶ Do nothing to change the current Industrial Land Policies.
- ▶ Move the proposed policies forward, to cover all industrial lands in Manufacturing and Industrial Centers (MIC).
- ▶ Revise the proposed policies so that they only apply to certain industrial areas until further study can be done in specific geographic areas, such as Georgetown.

We received feedback from you at the Georgetown community meeting in November. Based on that feedback, we are considering areas to exclude from the proposed policies to allow further consideration of Georgetown issues in the future.

Which areas on the map should be studied further in light of unique neighborhood needs?

Which areas on the map are important for industrial-related businesses and jobs?



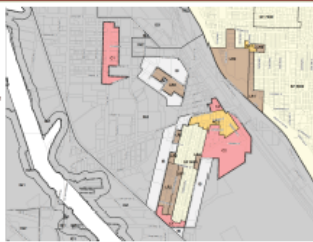
Note: The exclusion of certain industrial areas from the proposed policies would not be a determination or recommendation to change the zoning or modify the MIC boundaries in those areas. Any exclusion would acknowledge that future study and discussion of land use and zoning is needed before determining if these policies are appropriate in these areas.

Areas identified by multiple community members as areas to improve or change

## Industrial Lands: Policy Background and Zoning

Seattle has four industrial zoning classifications: General Industrial 1 (IG1), General Industrial 2 (IG2), Industrial Buffer (IB) and Industrial Commercial (IC)

- ▶ IG1 allows the most intensive industrial uses.
- ▶ IG1 and IG2 combine to cover about 90% of industrial land
- ▶ Size of use limits restrict the amount of office and retail uses that can be built on lots in IG1, IG2 and IB zones
- ▶ IC allows larger non-industrial activities, such as office and retail uses.



### Background

#### King County County-wide Planning Policies

DP-35: Adopt in city comprehensive plans a map and employment growth targets for each Manufacturing/Industrial Center and adopt policies and regulations for the Center to ... strictly limit residential uses and discourage land uses that are not compatible with manufacturing and industrial uses, such as by imposing low maximum size limits on offices and retail uses that are not necessary to an industrial use;

#### Seattle's Comprehensive Plan

UN-2: Promote manufacturing and industrial employment growth, including manufacturing uses, advanced technology industries, and a wide range of industrial-related commercial functions, such as warehouse and distribution activities, in manufacturing/industrial centers.

UN-3: Limit in manufacturing/industrial areas those commercial or residential uses that are unrelated to the industrial function, that occur at intensities posing short- and long-term conflicts for industrial uses, or that threaten to convert significant amounts of industrial land to non-industrial uses.

#### Georgetown Neighborhood Plan - Adopted Neighborhood Plan Goals

- G-01: A healthy Georgetown area economy that capitalizes on the presence of the regionally significant design and gift centers and the related wholesale, retail, design, and manufacturing trades to foster economic development and physical vitality of these industries.
- G-02: A residential community that recognizes, preserves and enhances Georgetown's residential area as a viable place where people live, raise families, enjoy open spaces, and celebrate its unique historic character and buildings.
- G-03: A community that is safe and is perceived as safe for living, working, and doing business.
- G-04: An economically strong and vital manufacturing and industrial center that places priority on job creation, business growth, and ways for linking Georgetown residents to local jobs.
- G-05: A community that receives responsible and efficient City action in the abatement of illegal and criminal uses.
- G-06: A community that continues to support its businesses, promotes job growth, and receives the necessary public investment in infrastructure to continue economic vibrancy.
- G-07: An integrated transportation network that addresses the freight mobility, highway access, and efficiency demands of all users; the non-motorized and pedestrian needs of area residents; and that is supported by the basic services of good roads, transit service, and efficient area-wide circulation.
- G-08: A community sensitive to environmental quality with a recognition and respect for the vital natural environment and ecosystems, such as the Duwamish River, that survive in Georgetown in the presence of commerce and industry

## Appendix C: Requests to Remove Land from Manufacturing/Industrial Centers

Unless noted, the requests to remove land from a designated M/IC summarized in the table below have not been approved. The following are some recent changes that have been supported by the city:

- Designated a portion of the Duwamish M/IC as Stadium Overlay, allowing large office developments there;
- Changed land designated Industrial in South Lake Union to Commercial/Mixed-use;
- Changed designation of Goodwill site from Industrial to commercial/mixed-use, (later changed it back); and
- Changed area south of Dearborn from IG to IC

Year	Proposal
2014-2015	Pier 1, removing land from Duwamish MIC to mixed use commercial
	Remove area bounded by NW 51st, NW 54 <sup>th</sup> , 11 <sup>th</sup> and 15 <sup>th</sup> from BINMC and redesignate as mixed-use/commercial
2013-2014	Ballard Blocks (Interbay), removing land from BINMIC to mixed use commercial
	Interbay Armory, removing land from BINMIC to mixed use commercial
2012-2013	Interbay Armory, removing land from BINMIC to mixed use commercial
	Amend FLUM to remove an area northwest of the intersection of 15th Avenue West and W. Bertona Street in Interbay from the Ballard North End MIC and to change the FLUM designation for the area from Industrial to Commercial / Mixed Use.
	Amend the FLUM for an area east of 15th Avenue West between NW 51st Street and NW 48th Street to remove the area from the Ballard North End MIC and to change the FLUM designation for the area from Industrial to Commercial / Mixed Use.
2011-2012	South Charles, removing land from Duwamish MIC to Downtown.
	Ballard II, removing land from BINMIC to mixed use commercial

	Pier 1, removing land from Duwamish MIC to mixed use commercial
	Port 106, removing land from BINMIC to mixed use commercial
2009-2010	A proposal to remove land in the Interbay area from the BINMIC (north of Dravus to Emerson, approximately between 15th on the East, and west of 17th on the West).
	Amend the FLUM to redesignate an area east of Harbor Ave SW and North of SW Spokane St, known as the Harbor Avenue Corridor Property, from Industrial to Commercial/Mixed-Use and remove the area from the Duwamish MIC. (Pier 1)
	Amend the FLUM to redesignate a one block area, bounded by 15th Ave NW to the east, NW 50th St to the north, 17th Ave NW to the west, and NW 49th ST to the south, from Industrial to Commercial/Mixed Use.
2008-2009	Amend the FLUM to redesignate a one block area, bounded by 15th Av. NW to the east, NW 50th St. to the north, 17th Av. NW to the West and NW 49th St. to the South, from Industrial to Commercial / Mixed Use.
	Amend the FLUM to redesignate an area east of Harbor Av. SW and North of SW Spokane St., known as the Harbor Avenue Corridor Property, from Industrial to Commercial / Mixed Use and remove the area from the Duwamish MIC. (Pier 1)
	Amend the FLUM to redesignate an area bounded by Airport Way S. to the north and east and interstate access ramps to the south and west, known as the Stadium East Property, from Industrial to Commercial / Mixed Use and remove the area from the Duwamish / MIC.
	A proposal to remove land in the Interbay area from the BINMIC (north of Dravus to Emerson, approximately between 15th on the East, and west of 17th on the West).
2007-2008	South Lake Union FLUM amendment to change land from industrial to mixed use/commercial <b>APPROVED</b>
	South Downtown FLUM amendment to change land from industrial to mixed use/commercial
2006-2007	Amend the Future Land Use Map to redesignate land in the International District, between I-5 and Rainier Avenue South, south of South Jackson Street from "Industrial"



	to “Commercial Mixed Use.” <b>APPROVED but later changed back</b> (Goodwill site)
	Remove the Washington Oregon Shippers Cooperative Association (WOSCA) site and the Frye Property from the Duwamish Manufacturing/Industrial Center and incorporate them into the Downtown Urban Center.
	Permit the redesignation of vacant, industrially zoned parcels of ten or more acres that are located near the boundary of the Duwamish Manufacturing/Industrial Center to promote the redevelopment of contaminated sites that could provide transitional uses to abutting residential or pedestrian-oriented commercial uses.