



Industrial and Maritime Strategy Proposed Land Use Legislation Policy Slides May, 2023



Proposal Key Features

Strengthening land use protections for core industrial areas:

- 85%+ of industrial lands would be in the protective Maritime, Manufacturing and Logistics (MML) zone
- limit future removal of land from industrial zoning
- Close zoning loopholes that allow big box stores, mini-storage facilities and other non-industrial uses

Upzoning for Transit Oriented Development (TOD) near light rail:

- Allow dense office and tech development near light rail in SODO and Ballard (future), mixed with light industry

Adding capacity for 3,000+ units of new housing, focusing on workforce/middle-income housing:

- About half in new mixed-use areas like Judkins Park, Ballard and Georgetown
- About half in industrial areas with a workforce housing requirement

Addressing livability and environmental justice in edge neighborhoods

- Better landscaping/trees, new housing areas, and streetscape improvements

Purpose

This action would:

- **Protect and grow the 95,000+ workforce jobs that are on industrial land.**
 - Two-thirds are accessible without a 4-year degree
 - Many remain unionized with quality benefits
 - Starting salaries exceed \$70,000 in key fields
- **Maintain stable economic sectors that are insulated from major ups-and-downs.**
- **Preserve the function of infrastructure of regional and Statewide significance.**
- **Address issues and opportunities for Seattle's industrial land use regulations.**
- **Build on the June 2021 consensus of a 60+ member stakeholder advisory council, and the September 2022 Final EIS was not appealed.**



Implementing Consensus Recommendations

The proposed legislation directly implements 7 of the Advisory Council's 11 consensus recommendations.

Investment Strategies

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

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

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

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

Land Use Strategies

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

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

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

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

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

Action Strategies

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

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

Workforce Equity Partnerships

Office of Economic Development provided support for access to maritime jobs for BIPOC youth in 2022/23.

- **Washington Maritime Blue \$92,000.** Recruits BIPOC and underrepresented populations into the maritime sector.
- **Seattle Maritime Academy \$956,000.** SMA will contract with BIPOC led organizations to recruit BIPOC youth between the ages of 16 and 24.

Seattle area colleges that house technical and vocational programs are inclusive.

- **Renton Technical College:** 72% of students identified as a race other than white.
- **South Seattle College:** 64% of students identified as a race other than white.

Seattle has more participating employers in the AJAC advanced manufacturing apprenticeships program than any other City in Washington State.

Seattle's Industrial Lands

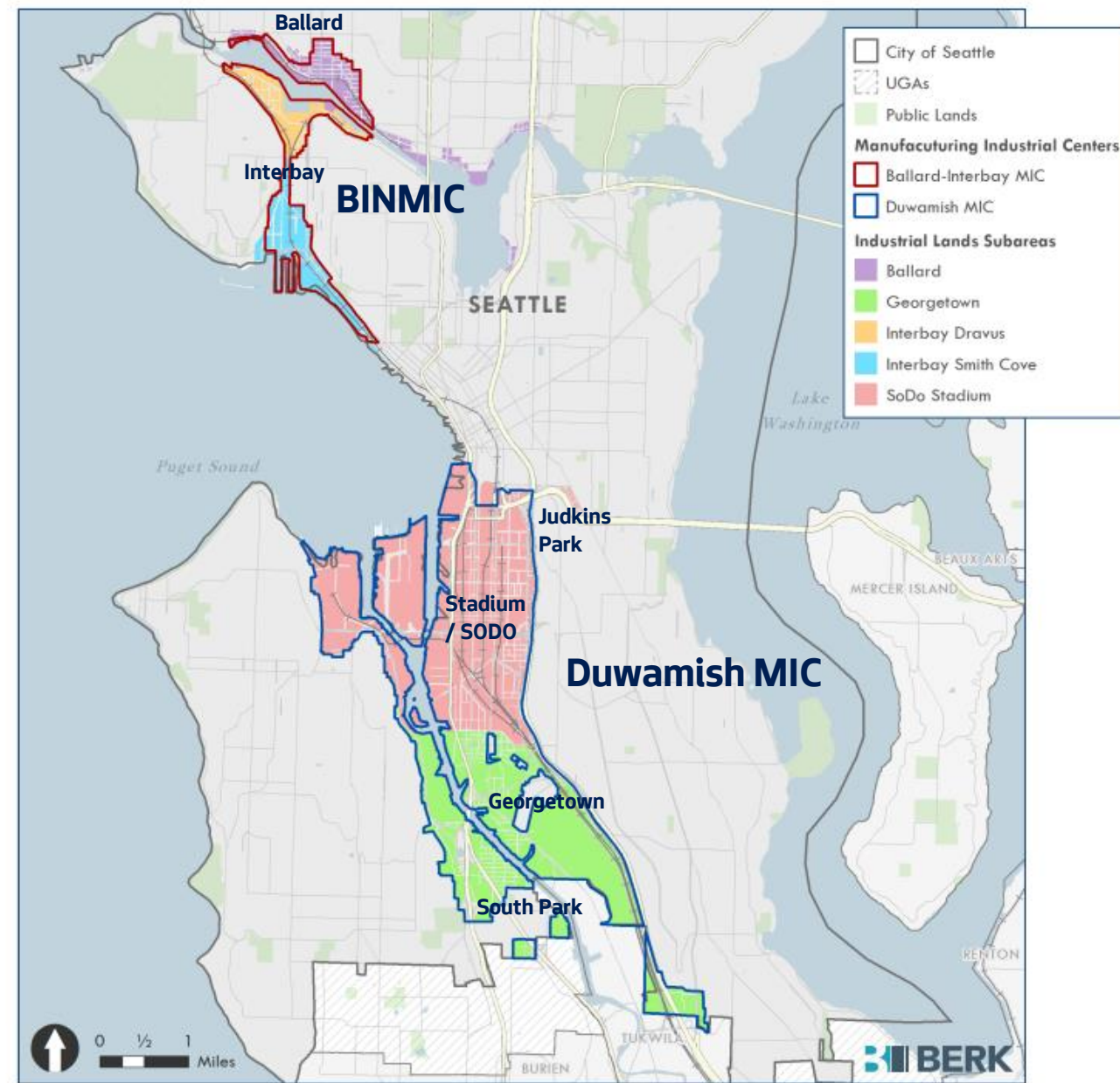
This action would update land use policies and zoning for:

Seattle's two regionally-designated Manufacturing and Industrial Centers (MICs):

- Ballard Interbay Northend (BINMIC)
- Greater Duwamish (Duwamish MIC)

Edges of industrial areas near neighborhoods:

- Ballard
- Interbay
- SODO / Stadium Area
- Georgetown / South Park
- Judkins Park



Proposed Ordinances

1. Comprehensive Plan Amendments.

- Text amendments to establish an updated vision for industrial land use.
- Map amendments to the Future Land Use Map (FLUM) to change map designations in Judkins Park, Georgetown and South Park.

2. Land Use Code Text Amendments. An ordinance creating a new Chapter 23.50A establishing the three new industrial zones and sets out development regulations for those zones. This ordinance amends the commercial Chapter 23.47A adding new provisions for areas of Neighborhood Commercial zoning that will be applied to the Georgetown neighborhood. It amends other sections of the Land Use Code that are related to establishing the new Chapter 23.50A.

3. Relocating Industrial Commercial Zone Text. An ordinance removing provisions for the Industrial Commercial zone from existing Chapter 23.50 and relocating them to the new Chapter 23.50A. The Industrial Commercial zone remains a useful and relevant zone in line with proposed policies for some areas and therefore will be relocated to new Chapter 23.50A. (If all zoning map changes are adopted Chapter 23.50 could be deleted entirely).

4. Zoning Map Changes. An ordinance applying the new industrial zone classifications to the official zone map.

5. Noise Ordinance Amendment. An ordinance amending the City's noise ordinance to address challenges to ongoing industrial activity in the shoreline areas of the Ballard Interbay Northend Manufacturing Industrial Center (BINMIC) that are experiencing encroachment from nonindustrial activity.

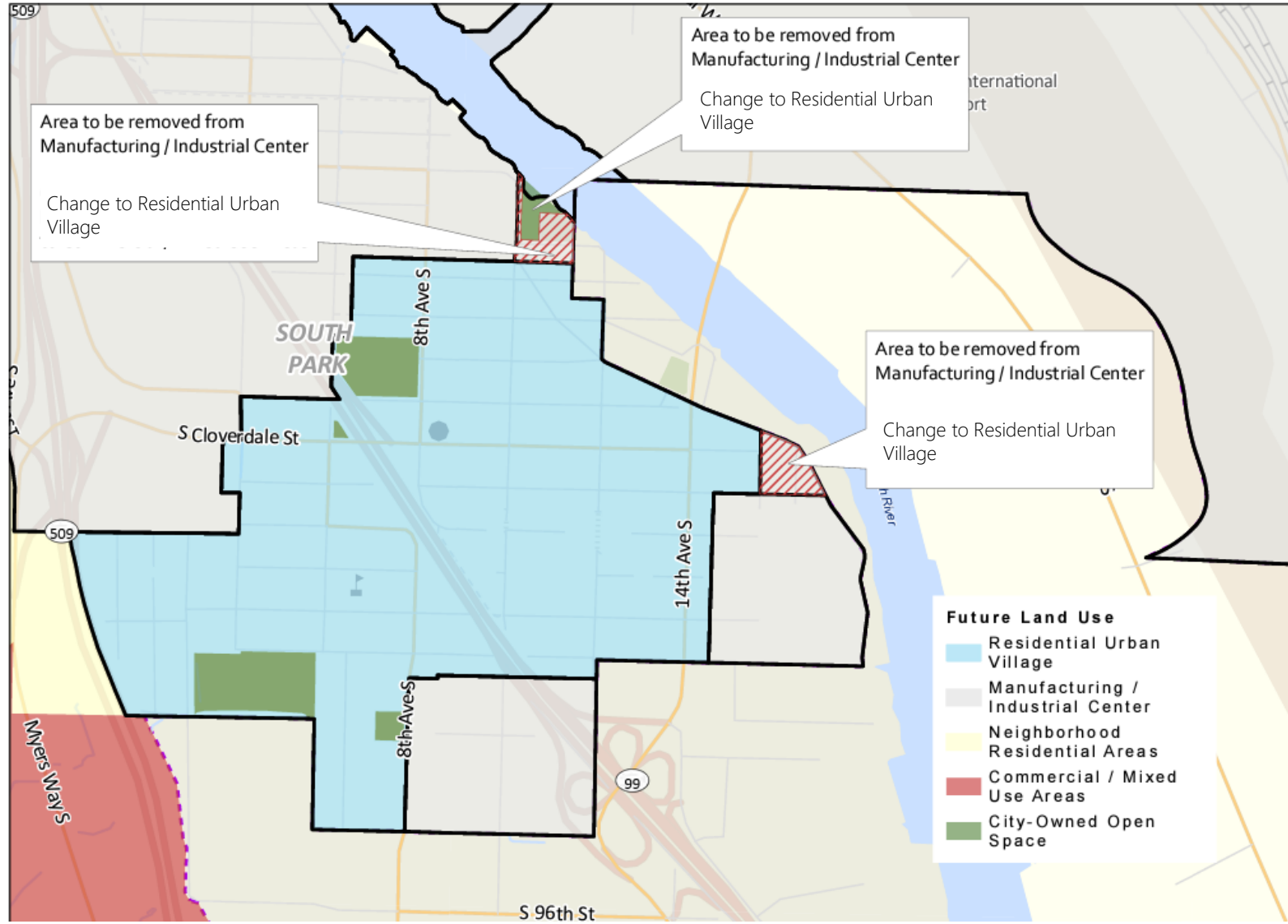
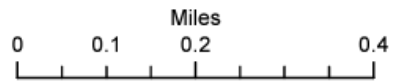
Comprehensive Plan Text Amendments

- Two new Land Use **Goal Statements** are added to provide updated guidance for the City's overall approach to industrial land. One addresses transit-oriented areas, and one addresses edges of industrial areas near residential neighborhoods.
- Six New **Land Use Policy Statements** that establish the three new industrial zones and set out guidance for their locational criteria and intent.
- New **policy statement for stronger protection of industrial land**, limiting removal of land from a designated manufacturing / industrial center. There should be no reclassification of industrial land to a non-industrial land use category except as part of a City-initiated comprehensive study and review of industrial land use policies or as part of a major update to the Comprehensive Plan
- New policy statement calling for site-specific master planning for the publicly owned **WOSCA and Armory Sites**.

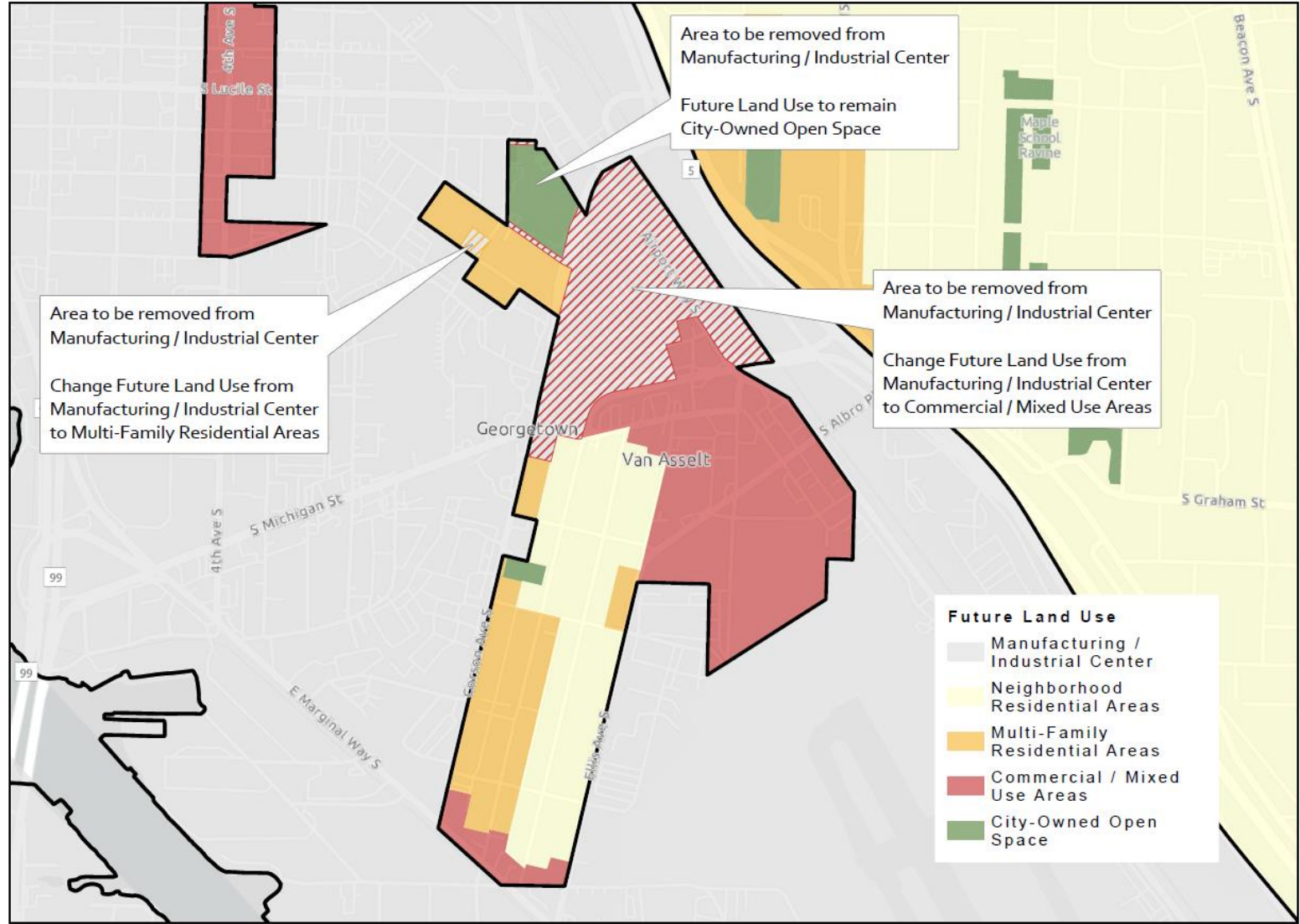
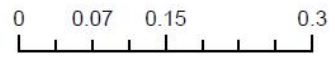
Proposed Comprehensive Plan FLUM Amendments

- **Georgetown:** Removes land from the Greater Duwamish MIC and designates it as mixed-use commercial.
- **South Park:** Removes land from the MIC and designates it as Residential Urban Village, adding to the South Park Urban Village. The two areas in South Park proposed for removal from the MIC are at the north and south edges of the urban village adjacent to the Duwamish River, and both include or are next to a public open space.
- **Judkins Park:** Removes land along Rainer Ave. S. from the Industrial land use designation and designates it mixed use commercial. The area is very close to the Judkins Park light rail station.

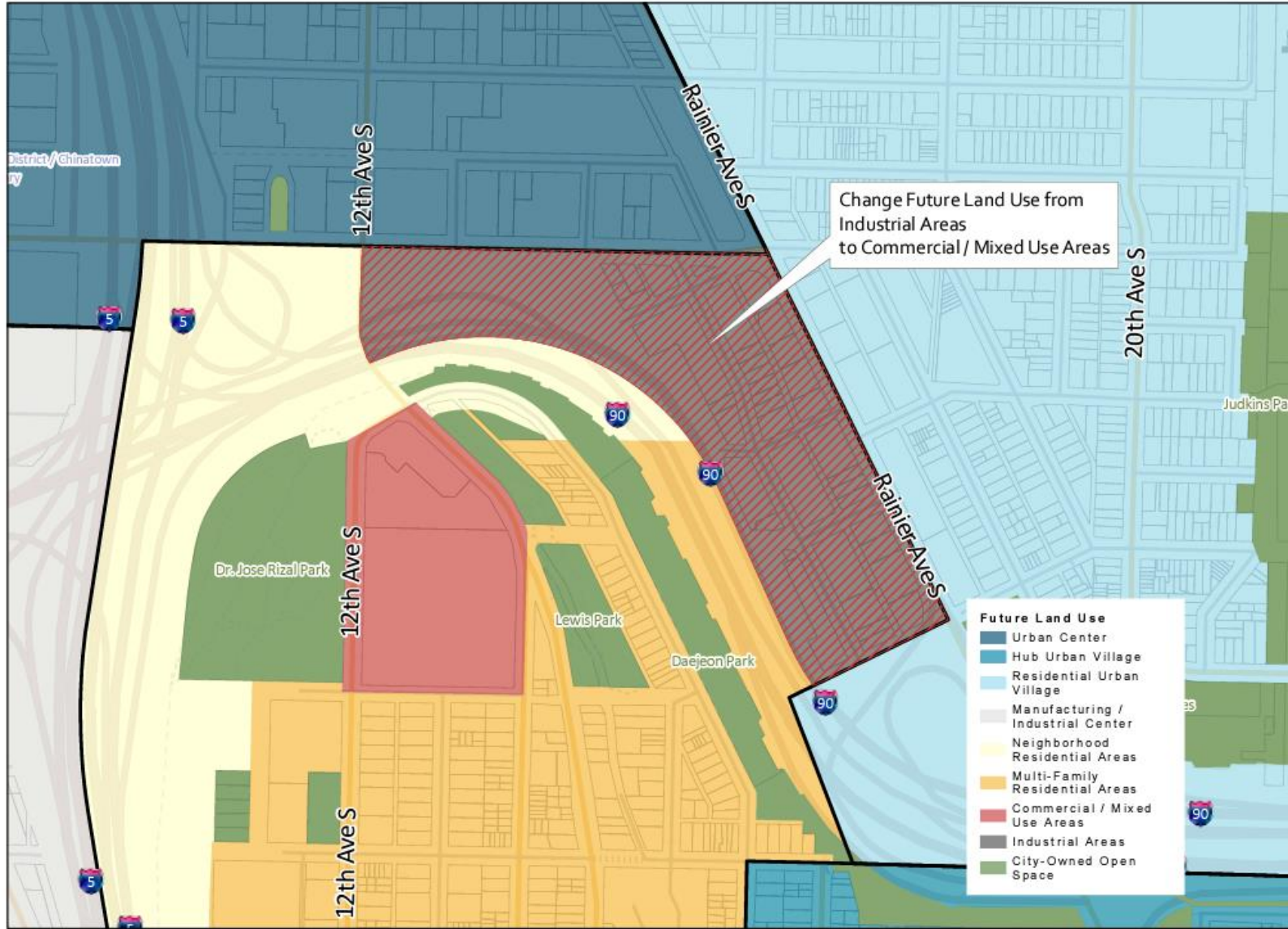
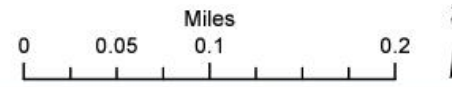
Greater Duwamish Proposed Changes to Manufacturing / Industrial Center Boundary and Future Land Use



Greater Duwamish Proposed Changes to Manufacturing / Industrial Center Boundary and Future Land Use



Proposed Changes to Future Land Use



Proposed New Industrial Zones - New Chapter 23.50A

MARITIME + MANUFACTURING + LOGISTICS

Strengthen established economic clusters to protect economic diversity and opportunity

INDUSTRY + INNOVATION

Support modern industrial innovation and capitalize on major transit investments

URBAN INDUSTRIAL

Foster vibrant districts that support local manufacturing and entrepreneurship and limited industry supportive housing

A new Chapter 23.50A Industrial would be added to the Land Use Code.

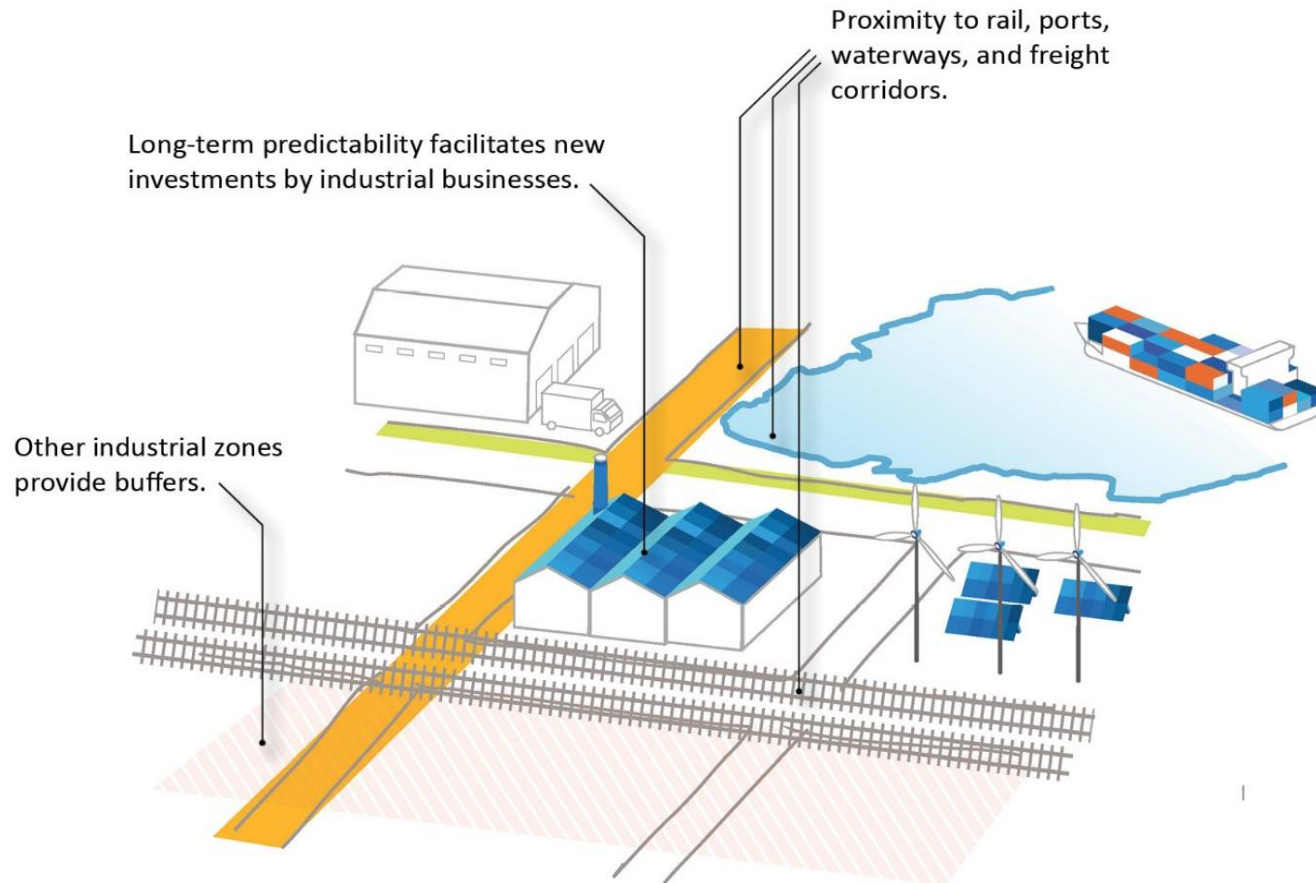
Structural Changes That Apply to All New Industrial Zones

New Industrial / Nonindustrial Use Identification. Clarifies uses that are "industrial" or "non-industrial" by adding a new column in the allowable uses table would indicate whether each use (i.e. Light Manufacturing, General Retail etc.) qualifies as industrial.

Prohibit Mini Storage Warehouses: In recent years, mini storage facilities have been an increasingly common use in industrial areas. It would become a prohibited use in all the industrial zones.

Non-Conforming Use Provisions: The new zoning framework adjusts development standards and allowable uses. To provide leeway for existing uses to continue, new non-conforming use provisions are included in the Chapter. New development would conform to the proposed new zoning standards.

Maritime, Manufacturing and Logistics (MML)

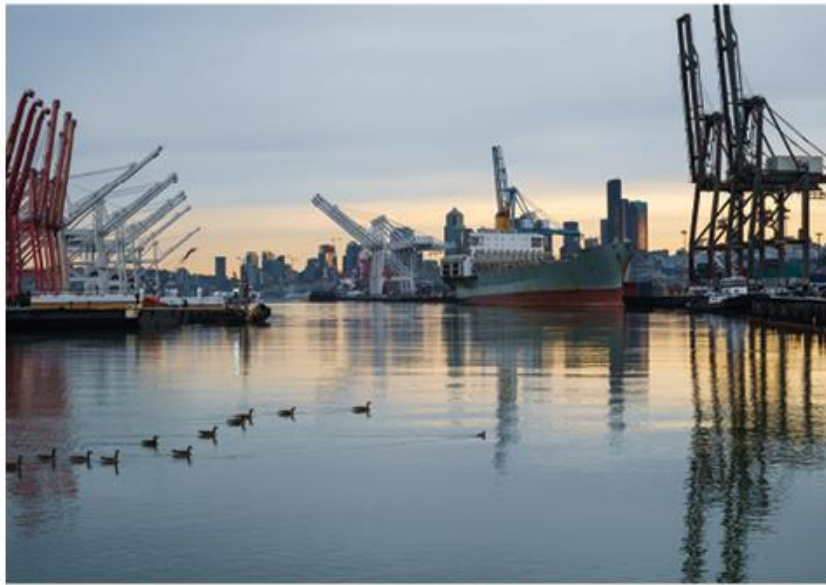
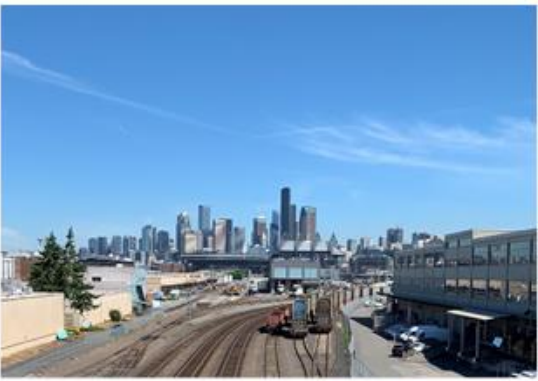


Locational Criteria: The Maritime Manufacturing and Logistics (MML) zone designation is most appropriate in areas generally characterized by the following:

- Areas within Seattle's Manufacturing/Industrial Centers (MICs);
- Areas with proximity to rail and/or freight infrastructure;
- Areas with proximity to the shoreline, deep-water ports, and water bodies;
- Areas around existing clusters of industrial or maritime suppliers and services; and
- Areas that are generally flat.

Proportion of MIC Land in This Zone:

- Proportion of BINMIC land in the MML zone is 76%.
- Proportion of Greater Duwamish MIC land in the MML zone is 93%.



Function and Purpose: An existing industrial area with a concentration of core industrial and maritime uses including manufacturing, warehousing, shipping, and logistics activities and is well served with truck, rail, and maritime or freight infrastructure. The MML zone is intended to provide long term predictability to landowners, business owners and investors that the area will remain an industrial area. The zone is intended to reduce speculative development pressure.

Land Use Issues / Opportunities Addressed:

- Speculative pressure
- Zoning loopholes that allowed non-industrial development
- Better protections against heavy manufacturing uses

Where It Is Mapped:

- Generally replaces existing IG1 and IG2 zoned areas

Maritime, Manufacturing and Logistics - Development Standards

Allowable Uses: Allows a broad range of heavy and light manufacturing uses. Industrial uses would be permitted outright with no maximum size of use limits. A broad range of warehousing / distribution, marine and logistics transportation uses, utility uses, warehouse uses, laboratory, and research and development uses, food processing and craft work, automotive uses would all be permitted outright.

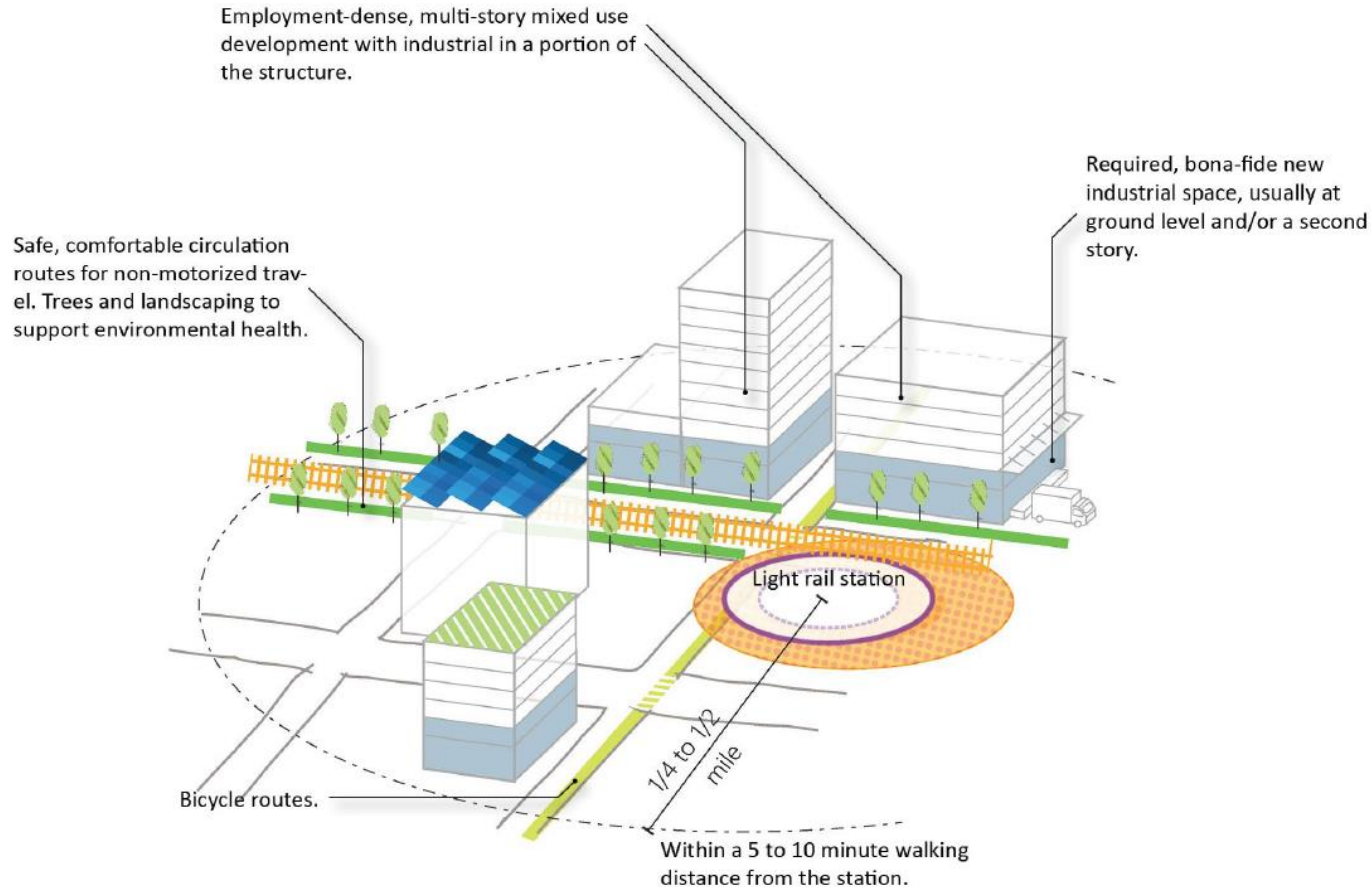
Floor Area Ratio (FAR)

- 2.5 (The same as the existing IG1 and IG2 zones)
- New 0.4 Maximum Floor Area Ratio (FAR) Limit on Non-Industrial Uses

Maximum Size of Use Limits: Reduces size limits for several uses including office, retail sales compared to the existing IG2 zone.

New Heavy Manufacturing Conditional Use Performance Criteria. New heavy manufacturing use in the MML zone would need to obtain a conditional use permit if it is located within 1,500 linear feet of residentially zoned *and* residential developed or neighborhood commercial zoned. (Except across I-5)

Industry and Innovation (II) Zone Standards



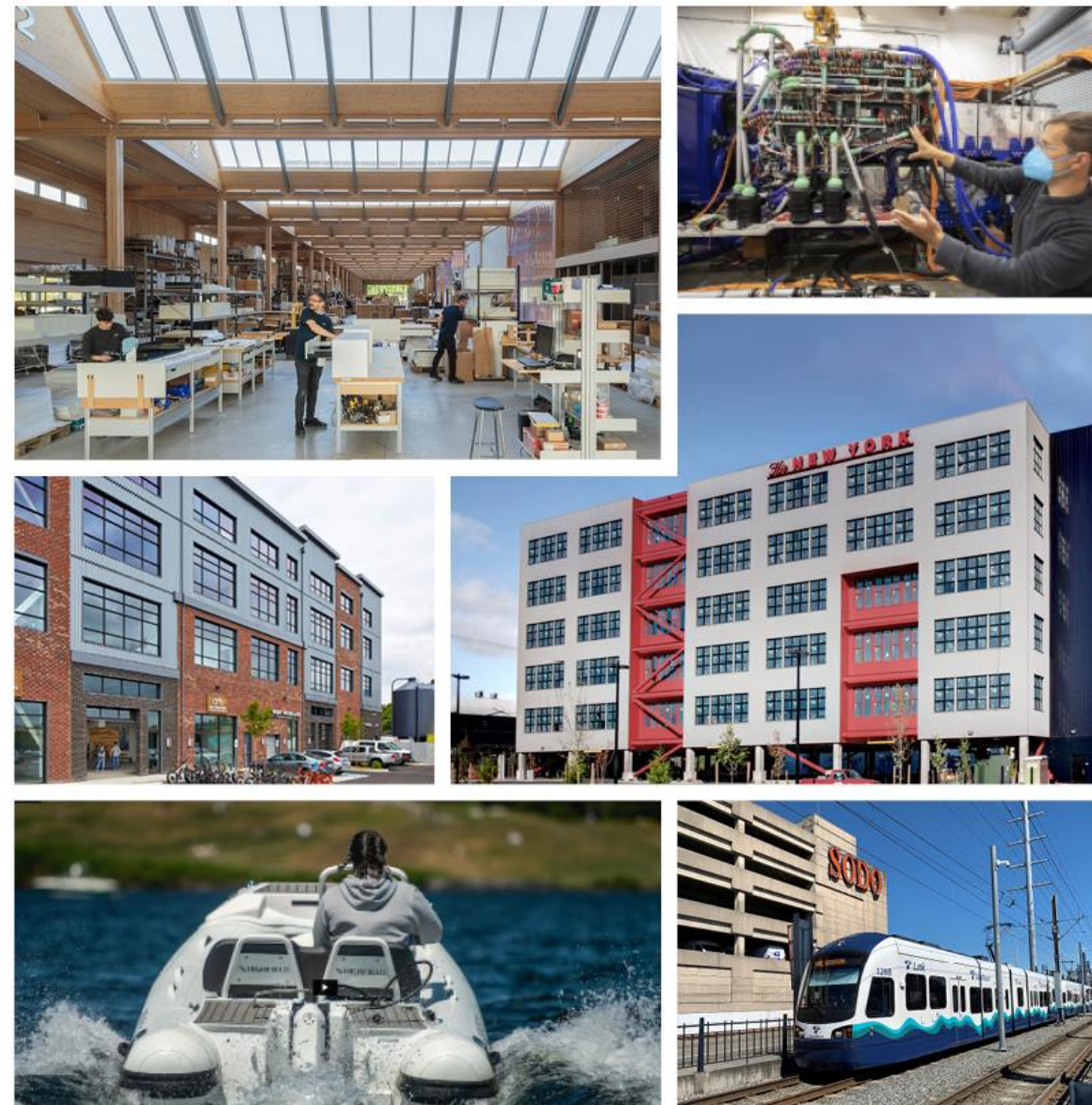
Locational Criteria: Industry and Innovation (II) zone designation is most appropriate in areas generally characterized by the following:

- Areas in Seattle's Manufacturing/Industrial Centers (MICs).
- Areas within an approximately one-half mile distance from existing or future light rail stations.
- Areas with a high potential to attract new investment in buildings and infrastructure that supports dense, knowledge-based employment.

Proportion of MIC Land in This Zone:

- 19% of the BINMIC land area
- 3% of Duwamish MIC land area

Industry and Innovation (II) Zone Standards



Function and Purpose: Create a transit-oriented area characterized by modern industrial buildings that supports a mix of economic innovation and emerging industries, and commercial development with high employment density. The zone would encourage new development in multi-story buildings that accommodates dense employment uses such as research, design, offices and technology.

Land Use Issues / Opportunities Addressed:

- Current zoning and development would not create enough density near light rail to support a transit-oriented land use pattern or high transit ridership.
- Redevelopment costs are very expensive due to potential environmental clean ups and infrastructure needs.
- The City's current Industrial Commercial (IC) zone has been dominated by new office developments without any industrial uses.

Where It Is Mapped:

- In areas within ½ mile of existing or future light rail
- In existing IC-zoned areas in MICs
- Replaces some IG zones in SODO and Ballard near existing or future light rail

Industry and Innovation (II) Zone Standards

Incentive-Based System: An incentive-based system is fundamental to the proposed II zone. Developers would earn "bonus" development to build non-industrial spaces for uses like offices, only if an amount of dedicated bona-fide industrial space is included.

Floor Area Ratio: The maximum FARs in the II zone enact the system of a base maximum and extra floor area that can be gained. For any development electing to participate in the incentive system, a minimum amount of industrial space floor area would be required, and this amount qualifies for the bonus. For each sq. ft. of industrial space a developer could build 5 sq. ft. of unrestricted space. (4 for ICT, see below).

Information Computer Technology (ICT): In the II zone only, ICT would be considered an eligible industrial use that could occupy the industrial portion of a structure. This is proposed because ICT uses are productive economic uses that often have dense employment and generate secondary multiplier effects in the economy.

Industry and Innovation (II) Zone Standards

FAR Limits Proposed Industry and Innovation (II) Zones*

Zone	Minimum Industrial Use FAR	Maximum FAR with Tier I	Maximum FAR with Tier II
II 125	0.5	5.25	5.75
II 160	0.5	6.0	6.5

* Table shows select II zones for summary purposes. Not all II zones are included in the table.

Tier I: The Tier I bonus space is accessed by providing bona-fide industrial space.

Tier II: The Tier II bonus space is accessed by either of:

- Using mass timber construction
- Using transfer of development rights for upgrading an unreinforced masonry (URM) structure in the same MIC

Industry and Innovation (II) Zone Standards

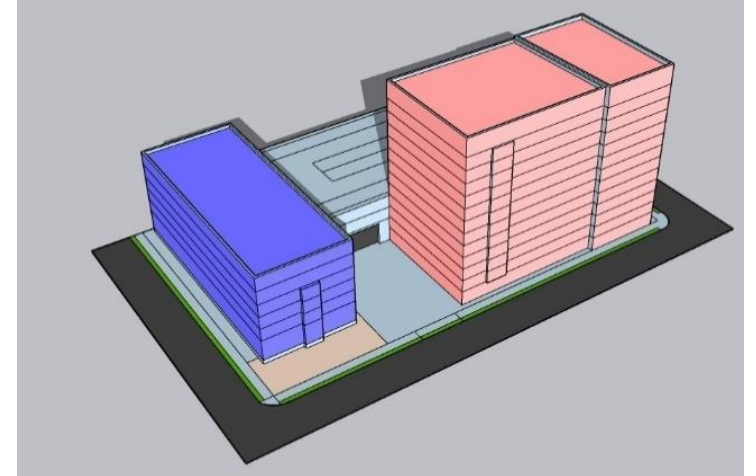
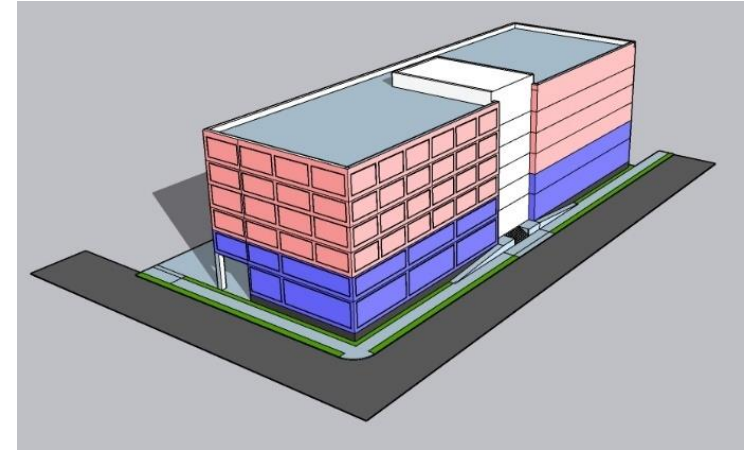
Bona-Fide Industrial Space: May only be occupied by industrial uses and must meet the following development standards:

- Load bearing floors with 250 lbs. per sq. ft. capacity for ground level and 125 lbs. per sq. ft. other floors.
- Floor-to ceiling clearances of at least 16 feet.
- Seattle Building Code Group occupancy classifications for an industrial use
- Serviced directly by a loading dock or bay, or freight elevator with a minimum capacity of 8,000 lbs.

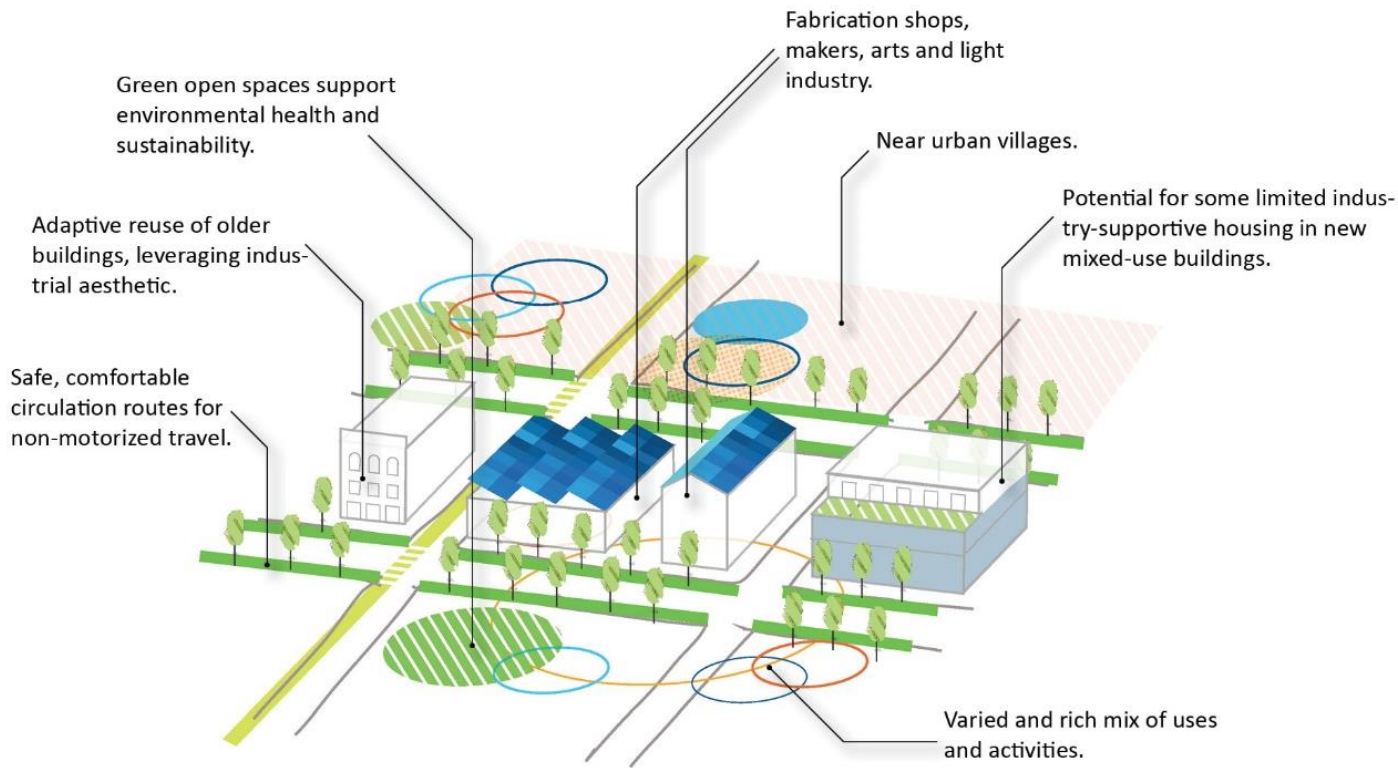
Other Notable Standards:

- No parking required and parking maximums
- Transportation Demand Management (TDM) required for major employers
- High quality street improvement standards

Industry and Innovation (II) Zone Standards



Urban Industrial (UI) Zone



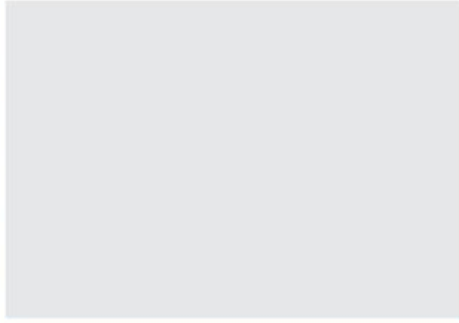
Locational Criteria: Urban Industrial (UI) zone designation is most appropriate in areas generally characterized by the following:

- Areas at the transition between core industrial areas in Maritime Manufacturing and Logistics zones and non-industrially zoned areas or urban villages or centers;
- Areas generally within designated Manufacturing/Industrial Centers (MICs), although the UI zone could be located in limited instances outside of MICs.
- Areas in MICs characterized by small parcel sizes and a variety of small existing industrial and non-industrial structures.

Proportion of MIC Land in This Zone:

5% of the BINMIC land area
4% of Duwamish MIC land area

Urban Industrial (UI) Zone Standards



Function and Purpose: Foster vibrant districts that support a mix of local manufacturing, production, arts, and a sense of place. This zone advances the stakeholder strategy of creating healthy transitions between core industrial areas and nonindustrial areas. This is a zone that due to its proximity to nonindustrial areas and businesses could draw customers from adjacent neighborhoods. It includes provisions for safe movement of pedestrians and freight.

Land Use Issues / Opportunities Addressed:

- Need to improve livability and environmental health in areas near residential neighborhoods.
- Opportunity to recognize the changing nature of industrial areas in urban locations.

Where It Is Mapped:

- Generally replaces existing Industrial Buffer (IB) zones.
- Some new areas that were formally zoned IG in Georgetown and South Park

Urban Industrial (UI) Zone Standards

Ancillary Uses. Many of the types of industrial uses that would be found in this zone have a greater proportion of public facing functions than traditional industrial uses. Examples include breweries or distilleries which conduct industrial .

Size of Use Limits. Consistent with existing Comprehensive Plan policies to preserve industrial land for industrial uses and the stakeholder strategy to provide stronger protections for industrial land, the size of use limits for nonindustrial uses in the UI zone are stricter than the most comparable existing zone the Industrial Buffer (IB) zone. These

Landscaping Requirements. In addition to new street improvement requirements landscape requirements will enhance the transition from core industrial areas to nonindustrial areas. New landscape requirements expand existing street tree requirements and apply green factor requirements to new projects, and provides for vegetated walls or

Urban Industrial (UI) Zone - Limited Housing Allowance

Limited Workforce Housing. Small amounts of workforce housing are allowed through a conditional use process. The intent is not to generate significant amounts of housing, but to provide housing that might be affordable to local workers in these industrial areas.

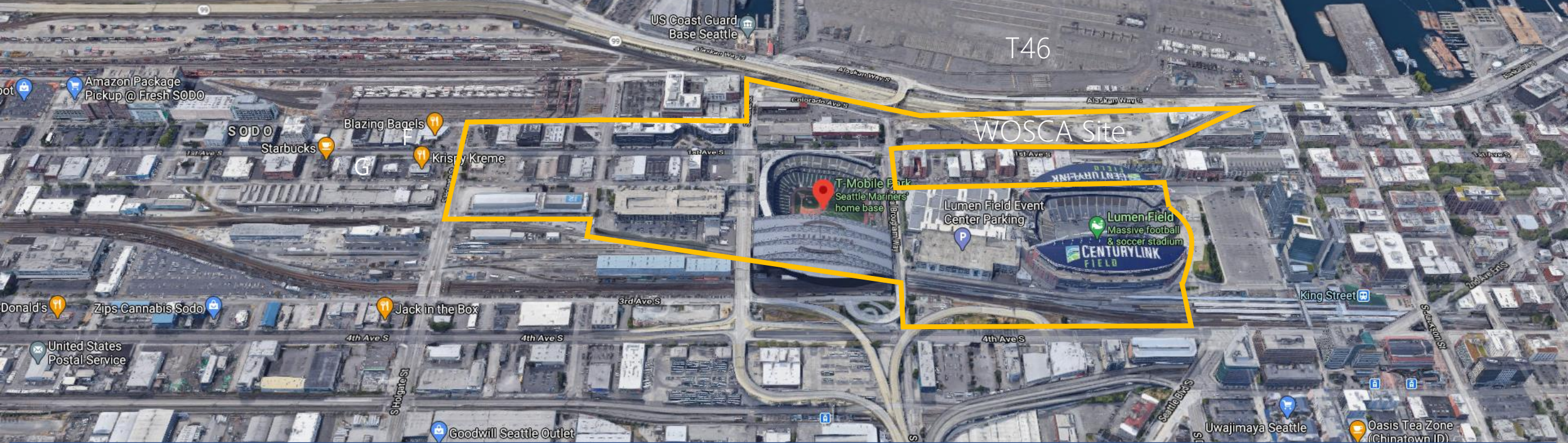
Conditions that must be met to develop workforce housing:

- 50 dwelling units per acre maximum density
- Not within 200 feet of a shoreline.
- Not within 200 feet of a major truck street.
- Sound-insulating windows
- Located to reduce conflict with adjacent businesses.
- The owner must sign an acknowledgement accepting the industrial character of the neighborhood
- The housing does not exceed 50% of the floor area of the mixed-use project.
- The residential uses must either:
 - a.) Live-work or qualify as caretakers quarters for a business on the same site; or
 - b.) Be workforce housing affordable to incomes below 60 percent AMI for SEDUs, 80 percent AMI for studio and one-bedroom units, and 90 percent AMI for two-bedroom and larger units.



Klotski Building in Ballard is new construction in the proposed Urban Industrial zone area that includes a caretakers quarters. Photo credit Kevin Scott, DeZeen Magazine.

Stadium Transition Area Overlay District



- Does not include an allowance for limited workforce housing in the stadium overlay in response to their proximity to T46 container port terminal.
- Stadium area overlay would continue and include new flexibility for hotels, removal of a design review requirement, and more flexibility for restaurants, retail etc.

Stadium Overlay District that is maintained and updated.

Overall Projected Effects - Housing



Estimated Additional Housing Units in Proposal Area	
New Mixed-Use Areas	
Ballard	565
Judkins Park	625
Georgetown	570
South Park	295
Subtotal	2,055
Urban Industrial Zones – (Ballard, Georgetown, and South Park)	
Urban Industrial Zones	880
Total	2,935

- Overall housing increases by 2,935 units.
- Generates \$19.5M of MHA funds.







Overall Projected Effects - Jobs

Total Employment in Proposal Area		
2019	2044 Projection	
Existing	No Action	Proposed Legislation
98,500	122,000	134,000
Increase:	+ 23,500	+35,500

Changes in Industrial Employment in Proposal Area			
	2019	2044 Projection	
	Estimate	No Action	Proposed Legislation
Total Industrial Employment	54,500	66,400	70,850
Total Share Industrial Employment	55.3%	54.4%	52.8%

- Overall Employment increases by 35,500 jobs overall
- Overall employment increases by 12,000 compared to no action.
- Industrial employment increases by 4,400 compared to no action.
- Share of industrial employment remains above 50%.

Proposed New Zoning Map

-  **Maritime, Manufacturing and Logistics zone: 86%***
-  **Industry/Innovation zone: 8%***
1/2 mile radius from light rail stations and current Industrial Commercial areas.
-  **Urban Industrial zone: 6%***
Near urban villages and neighborhood areas.
- * Percentage refers to percent of land area in MICs
-  **New Mixed Use zones.** Georgetown, South Park, Judkins Park, Ballard.
-  **Retain Industrial Commercial.** Outside of MICs.
-  Existing / future light rail station



Noise Ordinance Amendment

BINMIC Only. The exterior sound level limit from a sound source that originates on property within 200 feet of a shoreline would be the industrial district level limit regardless of whether the sound level receiving property is in a residential, commercial or industrial district. (The footnote below is proposed to be added to the code table)

Table A for 25.08.410 Exterior sound level limits

District of sound source	District of receiving property		
	Residential (dB (A)) (Leq)	Commercial (dB (A)) (Leq)	Industrial (dB (A)) (Leq)
Residential	55	57	60
Commercial	57	60	65
Industrial	60 (1)	65 (1)	70 (1)

New Footnote for Table A for 25.08.410 (1) Except the sound level limit from a sound source that originates on property in the Ballard Interbay Northend Manufacturing Industrial Center (BINMIC) and is within 200 feet of a shoreline is 70 (dB(A))(Leq) in both residential and commercial receiving property districts.