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CITY OF SEATTLE
ORDINANCE 126863
COUNCIL BILL 120569

AN ORDINANCE relating to land use and zoning; amending Chapter 23.32 of the Seattle Municipal Code at pages 52, 53, 54, 55, 71, 72, 73, 74, 75, 76, 77, 78, 85, 86, 87, 89, 90, 91, 97, 98, 99, 102, 115, 116, 117, 118, 125, 126, 127, 128, 129, 130, 131, 138, 139, 140, 141, 142, 143, 152, 153, 154, 155, 156, 157, 167, 168, 169, 170, 171, 172, 182, 183, 184, 185, 186, 187, 189, 190, 214 and 215 of the Official Land Use Map to rezone land in the Seattle’s Industrial areas.

WHEREAS, in 2019, the City convened an Industrial and Maritime Strategy Council to advise the City on development of an Industrial and Maritime Strategy; and

WHEREAS, the stakeholder committee consisted of a City-wide committee and four regional committees representing Georgetown/South Park, SODO, Interbay, and Ballard; and

WHEREAS, the principles that guided the Industry and Maritime Strategy Council focused on:

- Actions to strengthen racial equity and recovery;
- Using the power of local workers and companies to chart a blueprint for the future using the principles of restorative economics to support the cultural, economic, and political power of communities most impacted by economic and racial inequities;
- Strengthening and growing Seattle’s industrial and maritime sectors so communities that have been excluded from the prosperity of our region can benefit from our future growth;
- Promoting equitable access to high quality, family-wage jobs and entrepreneurship for Black, Indigenous, and People of Color through an inclusive industrial economy and ladders of economic opportunity;

- 1 • Improving the movement of people and goods to and within industrial zones and
- 2 increasing safety for all travel modes;
- 3 • Aligning Seattle’s industrial and maritime strategy with key climate and
- 4 environmental protection goals; and
- 5 • Developing a proactive land use policy agenda that harnesses growth and economic
- 6 opportunities to ensure innovation and industrial jobs are a robust part of our future
- 7 economy that is inclusive of emerging industries and supportive of diverse
- 8 entrepreneurship; and

9 WHEREAS, in May 2021, the Industrial and Maritime Strategy Council issued a report
10 recommending 11 strategies to advance the guiding principles of the Council; and

11 WHEREAS, six of the 11 strategies recommended some changes to land use; and

12 WHEREAS, on July 8, 2021, pursuant to the State Environmental Policy Act (SEPA) and the
13 City’s environmental polices set out in Seattle Municipal Code Chapter 23.50, the Office
14 of Planning and Community Development (OPCD) issued a Determination of
15 Significance and initiated a SEPA scoping period to seek public comment on four distinct
16 land use alternatives, each based on a new industrial land use policy framework,
17 reflective of the Strategy Council’s recommendations and received 105 comments; and

18 WHEREAS, on December 15, 2021, OPCD issued the Industrial and Maritime Strategy Draft
19 Environmental Impact Statement; and

20 WHEREAS, OPCD held two public hearings during a 75-day public comment period and
21 received 142 comments; and

22 WHEREAS, in September 2022, OPCD issued a Final Environmental Impact Statement
23 featuring a preferred alternative; and

1 WHEREAS, OPCD is proposing five ordinances that together implement the land use strategies
2 recommended by the Industrial and Maritime Strategy Council and were studied in the
3 Industrial and Maritime Strategy Environmental Impact Statement, including: (1) an
4 ordinance amending Seattle’s Comprehensive Plan to create a new land use policy
5 framework, (2) an amendment to the Seattle Municipal Code to establish new industrial
6 zones and development standards consistent with the proposed Comprehensive Plan
7 Policies, (3) an ordinance to remove the provision of the Industrial Commercial zone
8 from the existing Seattle Municipal Code Chapter 23.50, (4) an ordinance amending
9 Seattle Municipal Code Title 25 to address noise in the shoreline areas of the Ballard
10 Interbay Northend Manufacturing Center, and (5) an ordinance to apply the proposed
11 new zones to land in Seattle’s industrial areas; and

12 WHEREAS, the proposed ordinance amending the Official Zoning Map is consistent with the
13 range of alternative studied in the Industrial and Maritime Environmental Impact
14 Statement; and

15 WHEREAS, these proposed amendments to the Official Land Use Map provide for 85 percent of
16 Seattle’s industrial land to be in the core Manufacturing, Maritime, and Logistics zone,
17 intended to protect legacy industries and builds on the City’s historical investments in
18 industrial infrastructure including its deep-water port, rail, and freight transportation
19 infrastructure; and

20 WHEREAS, the proposed amendments in the suite of bills that implement the maritime and
21 industrial strategy leverage future investments of up to five Sound Transit light rail
22 stations by applying a new zone that facilitates employment dense, industrial transit-
23 oriented development and space for emerging industries; and

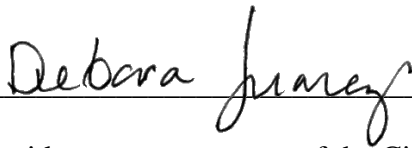
1 WHEREAS, the proposed amendments apply a new zone to provide healthier transitions
2 between industrial and nonindustrial areas; NOW, THEREFORE,

3 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**


4 Section 1. The Official Land Use Map, Chapter 23.32 of the Seattle Municipal Code, is
5 amended to rezone land located on pages 52, 53, 54, 55, 71, 72, 73, 74, 75, 76, 77, 78, 85, 86, 87,
6 89, 90, 91, 97, 98, 99, 102, 115, 116, 117, 118, 125, 126, 127, 128, 129, 130, 131, 138, 139, 140,
7 141, 142, 143, 152, 153, 154, 155, 156, 157, 167, 168, 169, 170, 171, 172, 182, 183, 184, 185,
8 186, 187, 189, 190, 214 and 215 of the Official Land Use Map, all as shown on Attachment 1 to
9 this ordinance.

1 Section 2. This ordinance shall take effect and be in force: 90 days after its approval or
2 unsigned and returned by the Mayor; 90 days after the City Council's reconsidered passage after
3 its veto by the Mayor; or, if not returned by the Mayor within ten days after presentation, 105
4 days after its passage by the City Council.


5 Passed by the City Council the 18th day of July, 2023,
6 and signed by me in open session in authentication of its passage this 18th day of
7 July, 2023.

8 
9 President _____ of the City Council

10 Approved / returned unsigned / vetoed this 25th day of July, 2023.

11 
12 Bruce A. Harrell, Mayor

13 Filed by me this 25th day of July, 2023.

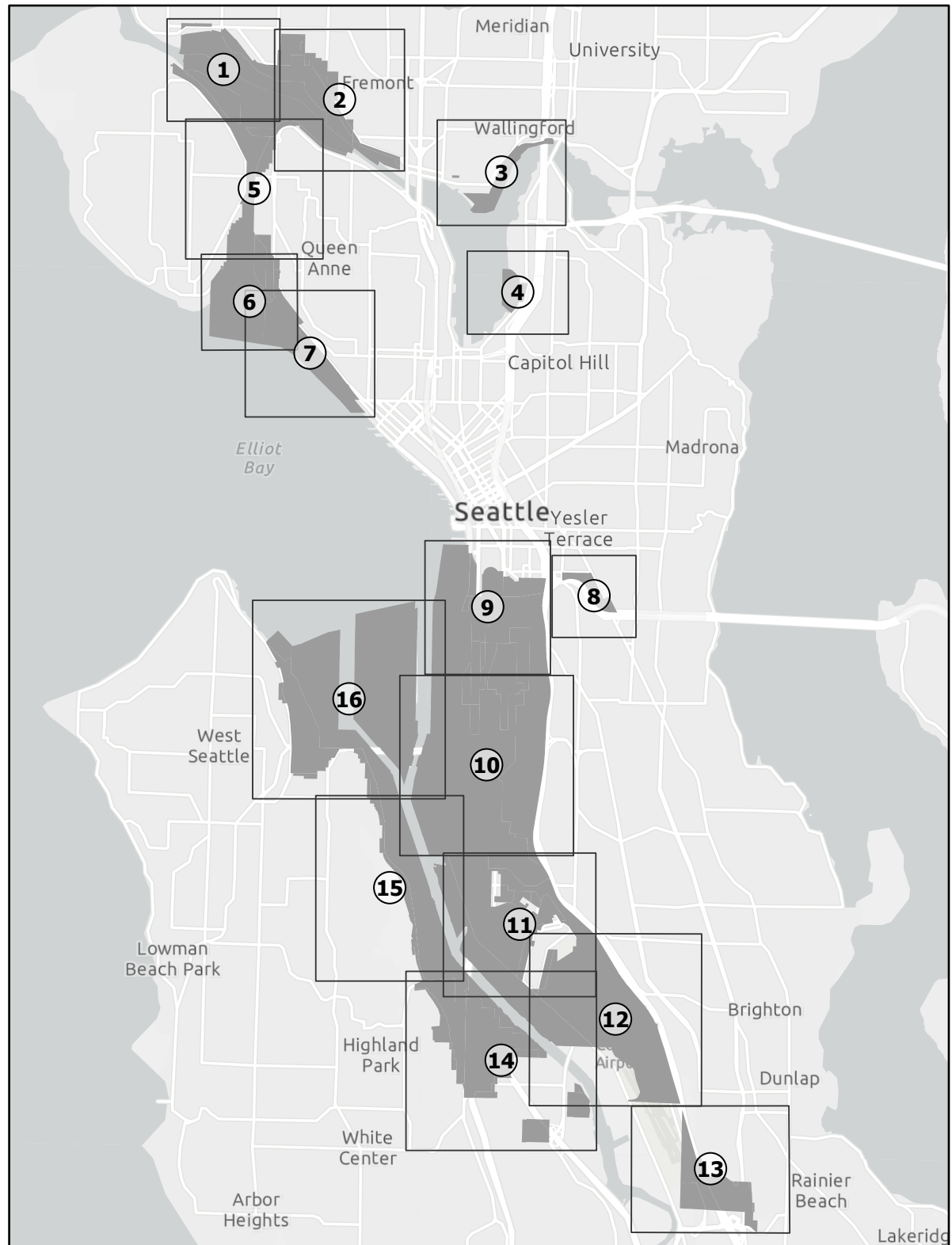
14 
15 Scheereen Dedman, City Clerk

16 (Seal)

17 Attachments:
18 Attachment 1 – Industrial & Maritime Rezone Maps
19

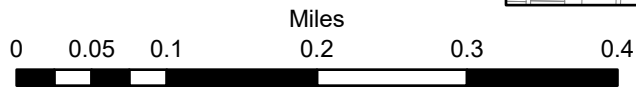
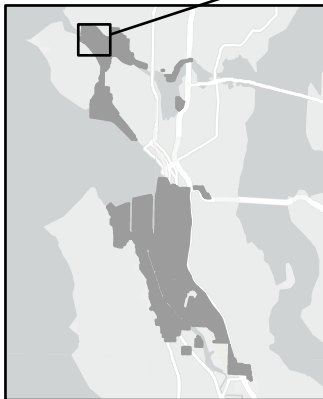
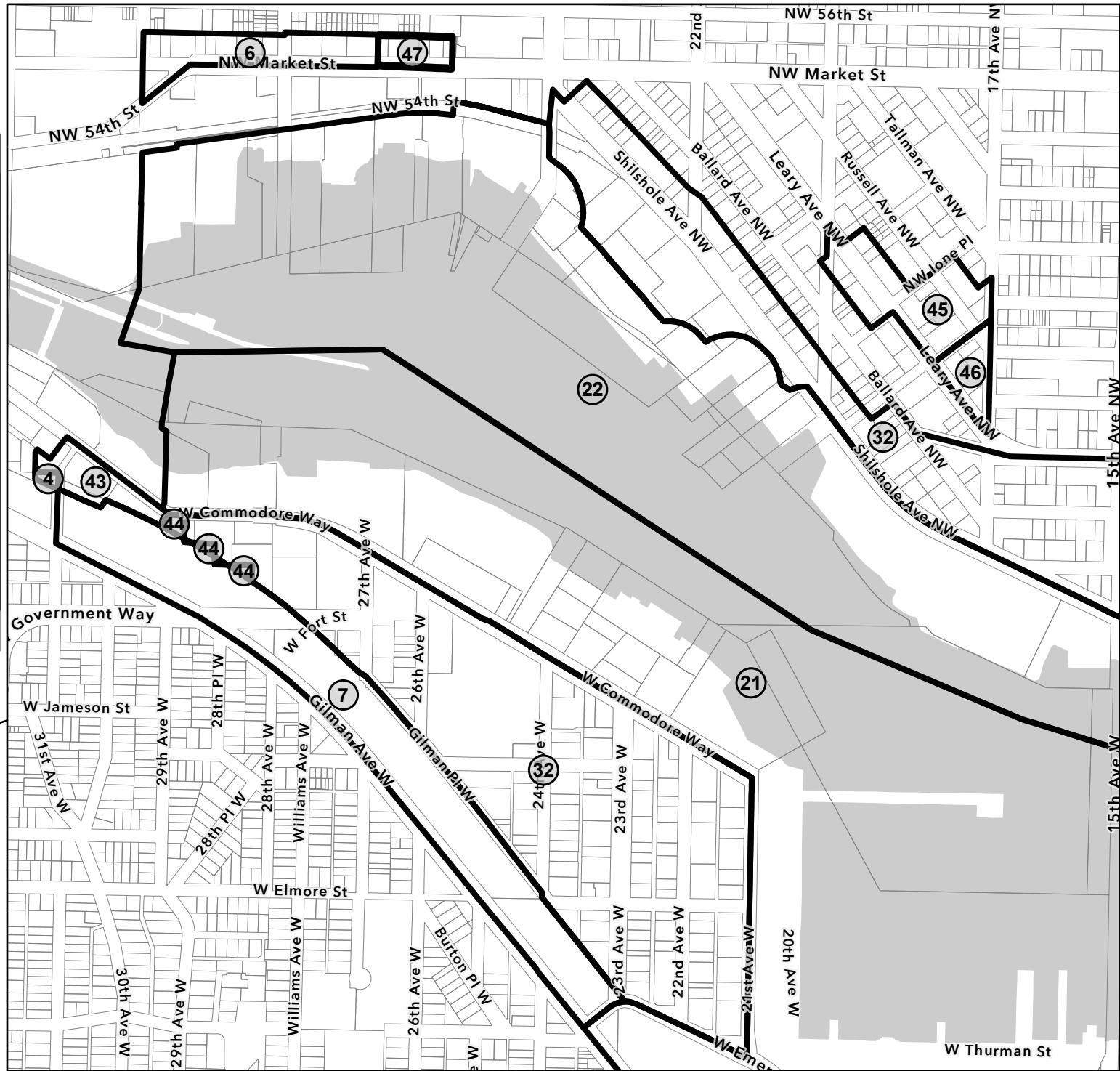
Maritime Industrial Strategy Rezoning

Page Number	Area Name
1	West Ballard
2	East Ballard / Fremont
3	Wallingford
4	Eastlake
5	Fisherman's Terminal / Dravus
6	Terminal 91
7	Terminal 86
8	Judkins Park
9	SODO
10	S Spokane St
11	Georgetown
12	Boeing Field
13	S MLK / Airport Way S
14	Southpark
15	Terminal 115
16	Terminal 5 and 18



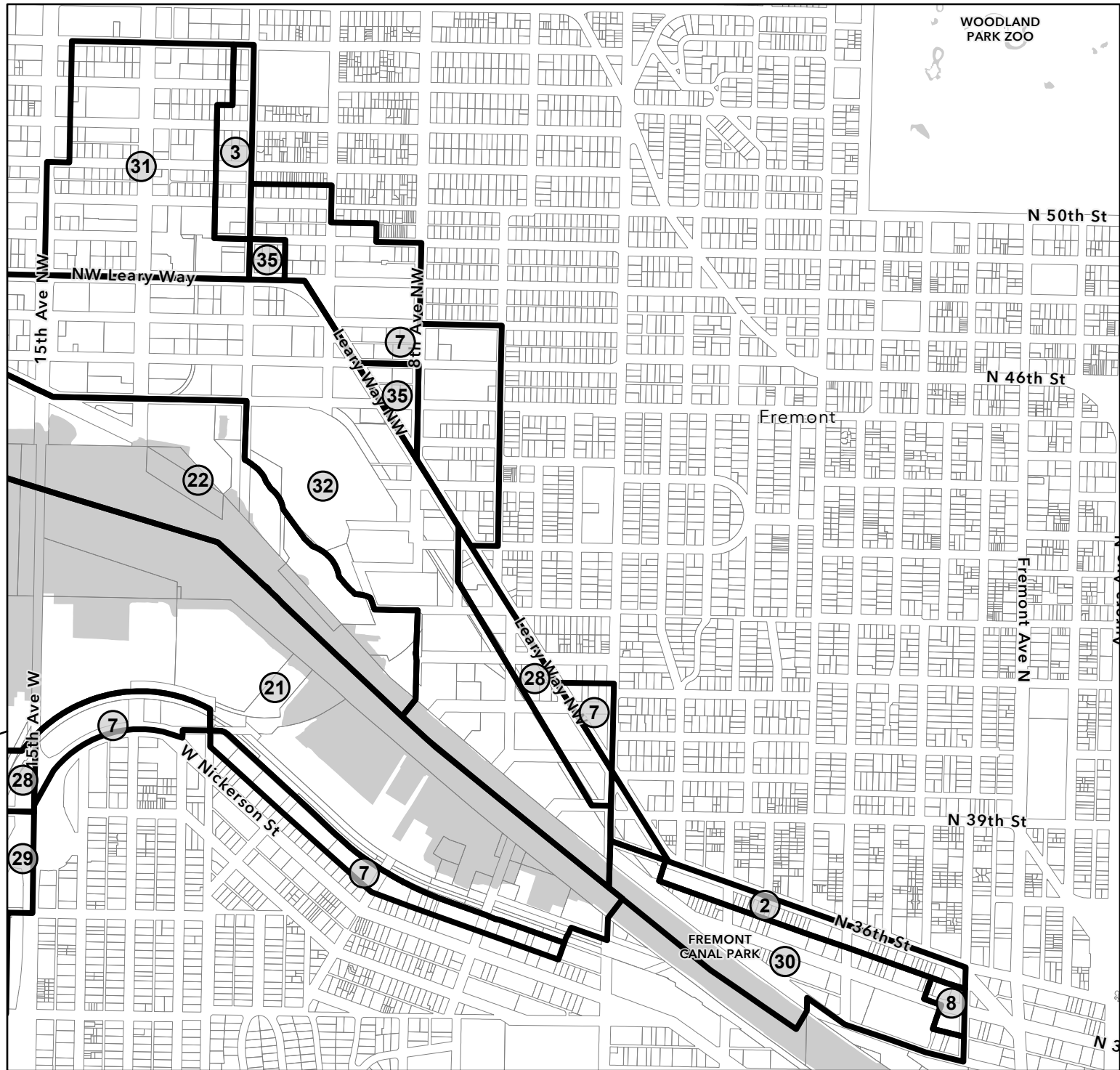
West Ballard Rezone Map

Label	Rezone
4	NR3 to C2-40 (M)
6	IB U/45 to NC3-75 (M2)
7	IB U/45 to UI U/45
21	IG1 U/45 to MML U/45
22	IG1 U/65 to MML U/65
32	IG2 U/65 to MML U/65
35	IG2 U/65 to UI U/45
43	IB U/45 to C2-40 (M)
44	IB U/45 to MML U/65
45	IC-65 (M) to UI U/65
46	IC-65 (M) to NC3-75 (M1)
47	IB U/45 (no change)



East Ballard / Fremont Rezone Map

Label	Rezone
2	IB U/45 to IC-45
3	IB U/45 to II U/125
7	IB U/45 to UI U/45
8	IB U/65 to IC-65 (M)
21	IG1 U/45 to MML U/45
22	IG1 U/65 to MML U/65
28	IG2 U/45 to MML U/45
29	IG2 U/45 to UI U/45
30	IG2 U/65 to IC-65 (M)
31	IG2 U/65 to II U/125
32	IG2 U/65 to MML U/65
35	IG2 U/65 to UI U/45



WOODLAND
PARK ZOO

N 50th St

N 46th St

Fremont

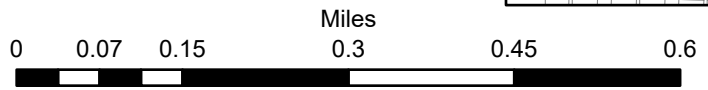
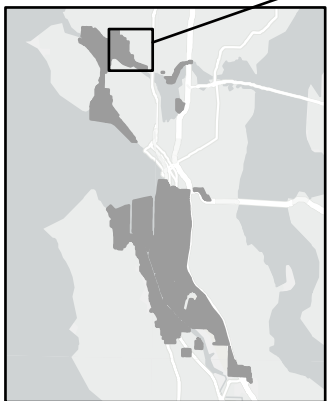
Fremont Ave N

N 39th St

FREMONT
CANAL PARK

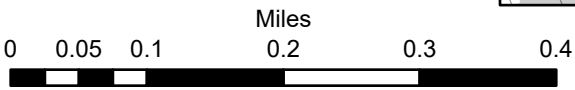
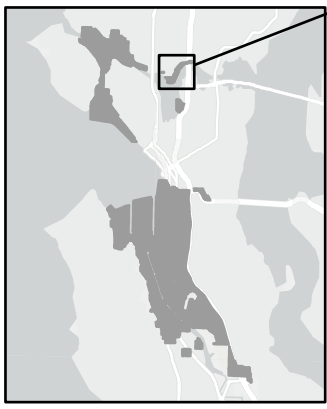
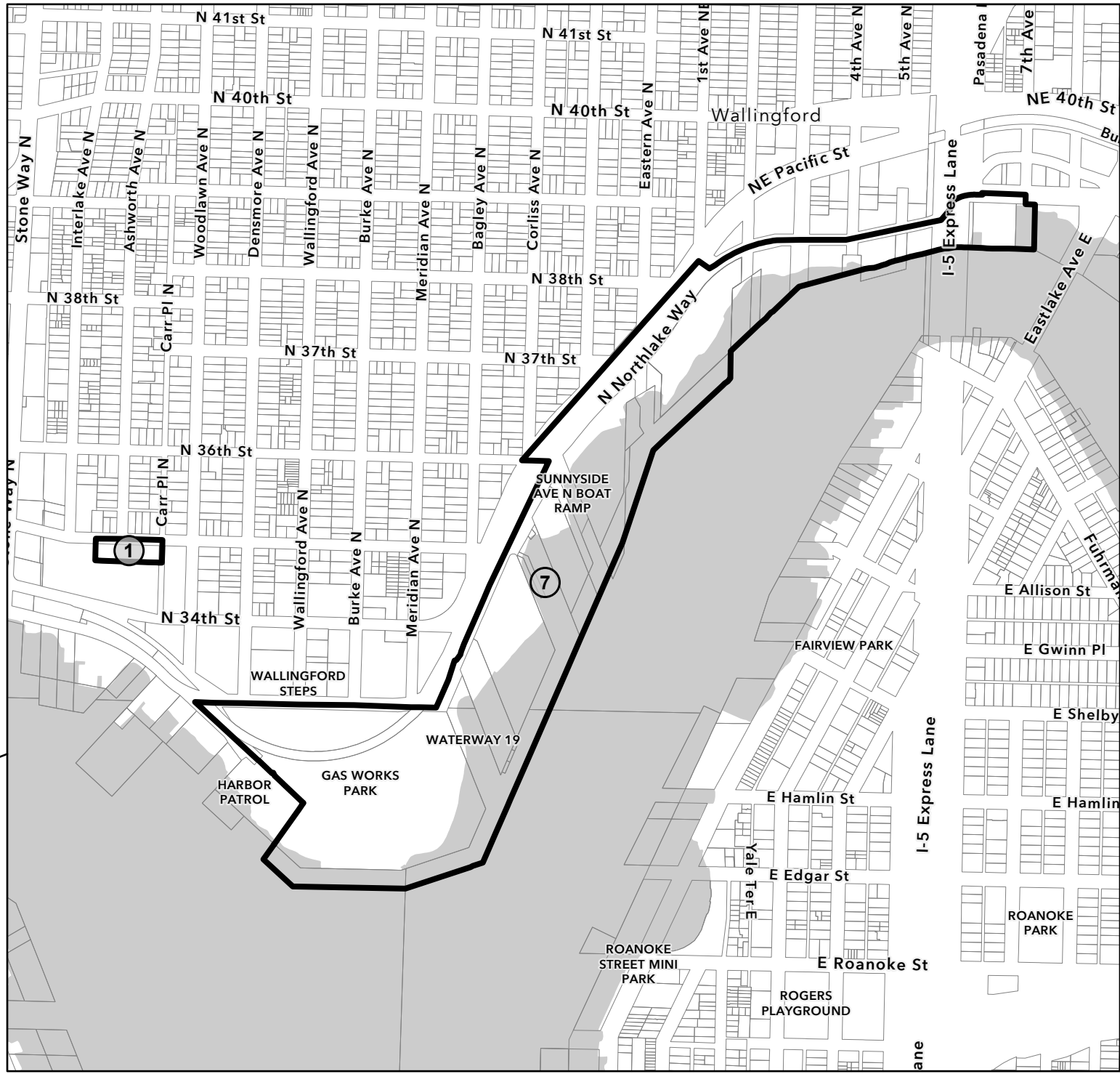
N 36th St

N 3



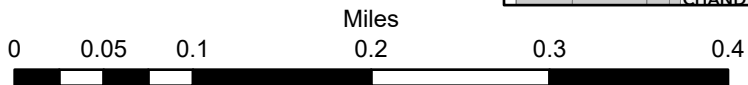
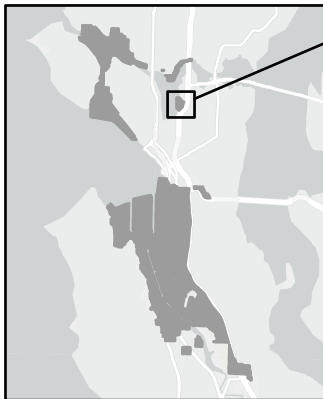
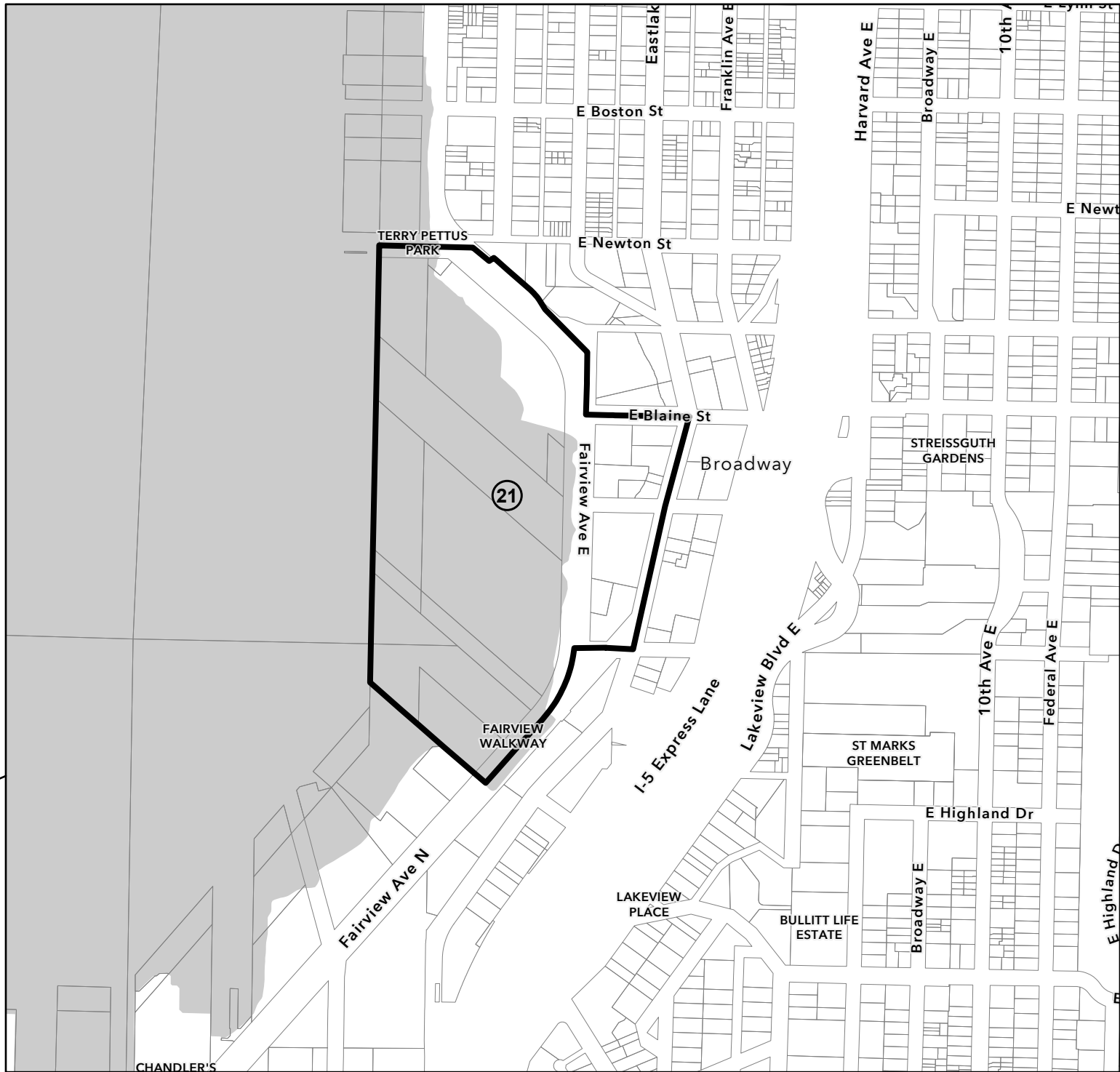
Wallingford Rezone Map

Label	Rezone
1	IB U/30 to UI U/30
7	IB U/45 to UI U/45



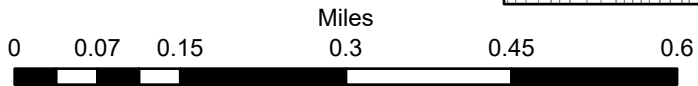
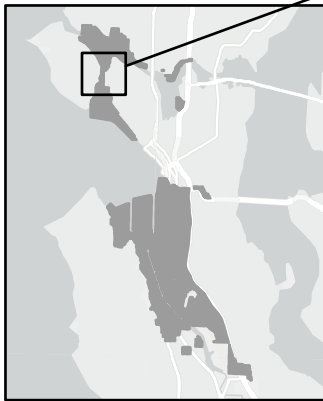
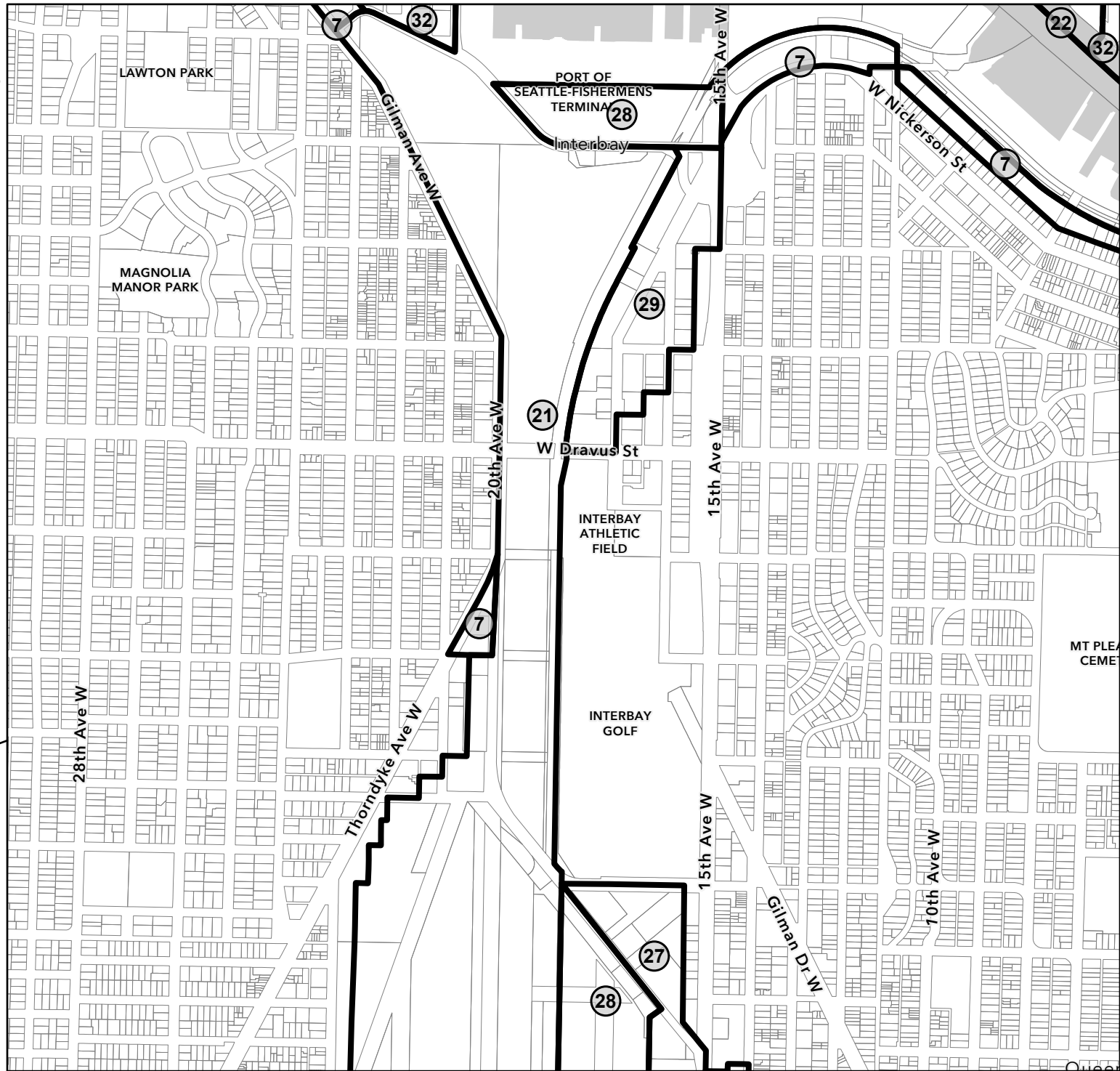
Eastlake Rezone Map

Label	Rezone
21	IG1 U/45 to MML U/45



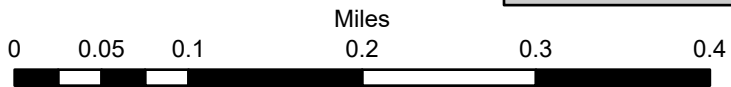
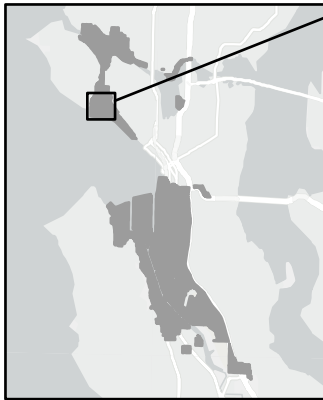
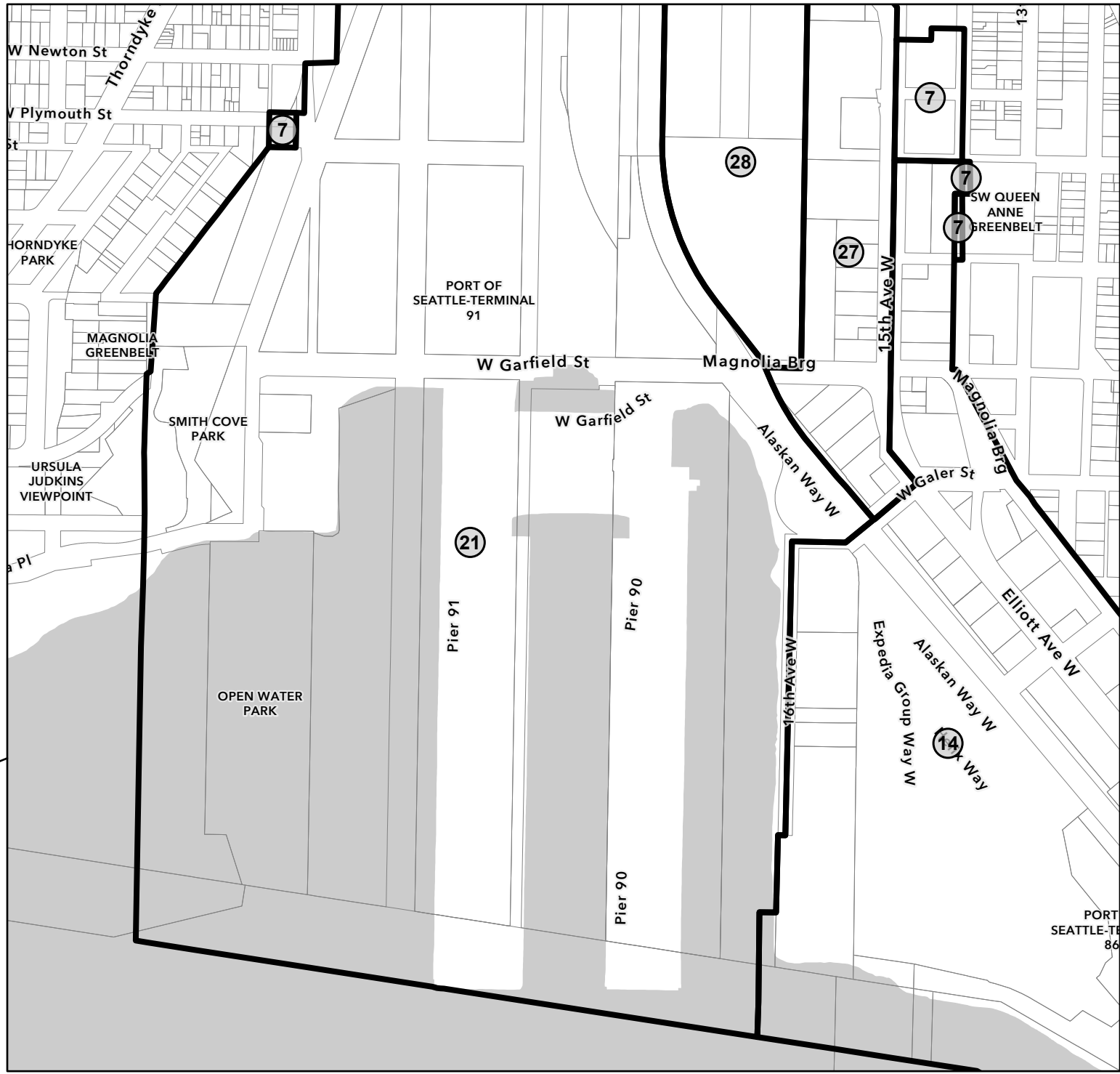
Fisherman's Terminal / Dravus Rezone Map

Label	Rezone
7	IB U/45 to UI U/45
21	IG1 U/45 to MML U/45
22	IG1 U/65 to MML U/65
27	IG2 U/45 to II U/85
28	IG2 U/45 to MML U/45
29	IG2 U/45 to UI U/45
32	IG2 U/65 to MML U/65



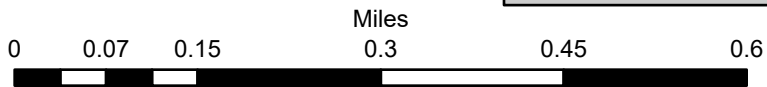
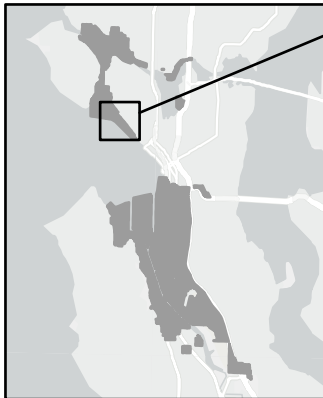
Terminal 91 Rezone Map

Label	Rezone
7	IB U/45 to UI U/45
14	IC-65 (M) to II U/85
21	IG1 U/45 to MML U/45
27	IG2 U/45 to II U/85
28	IG2 U/45 to MML U/45



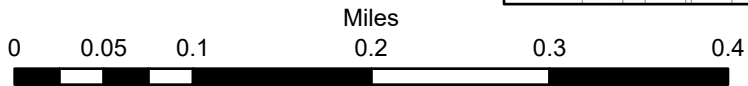
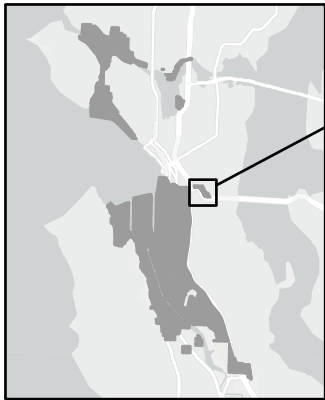
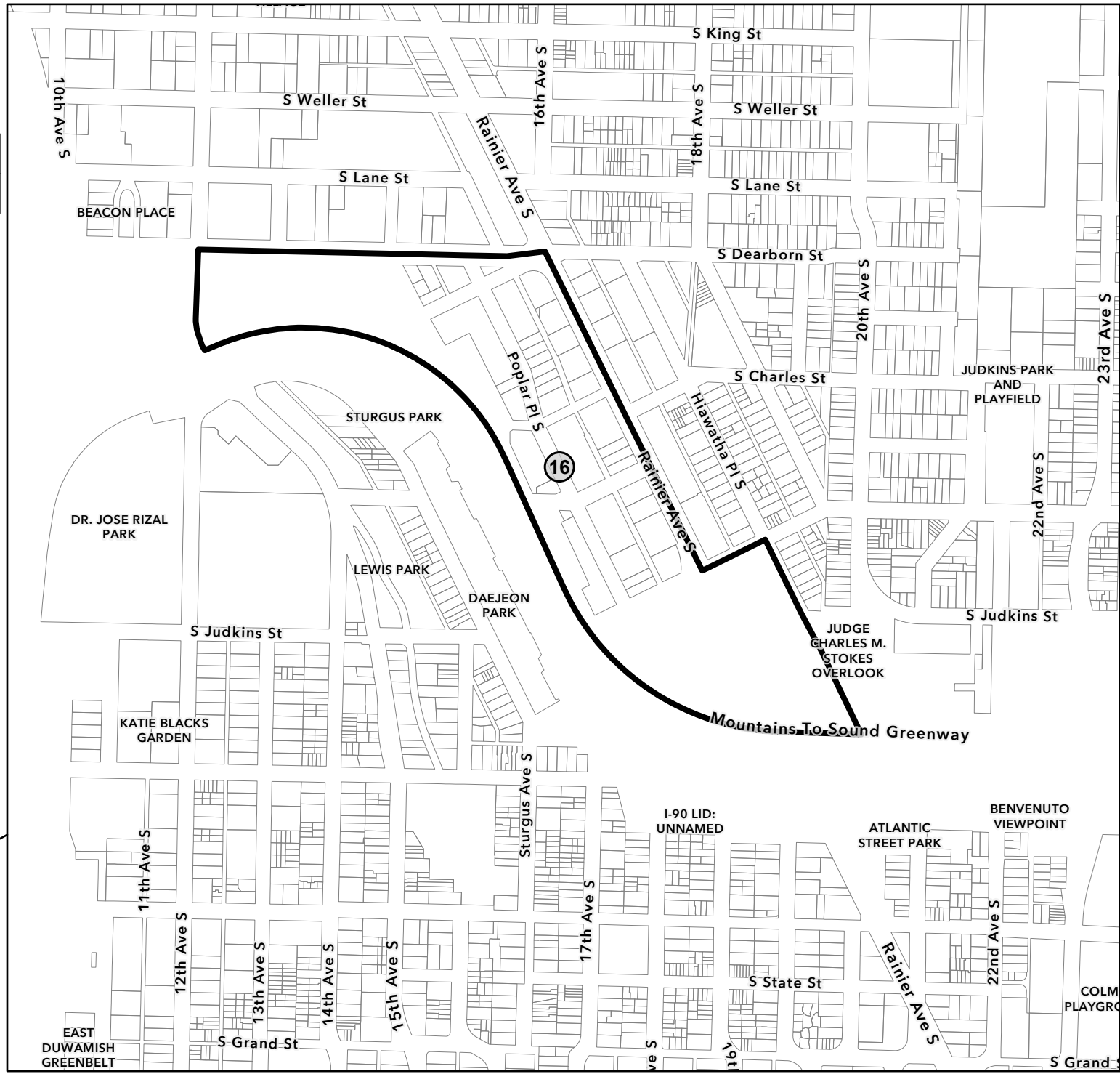
Terminal 86 Rezone Map

Label	Rezone
14	IC-65 (M) to II U/85
21	IG1 U/45 to MML U/45
27	IG2 U/45 to II U/85
42	IC-65 (M) to II U/125



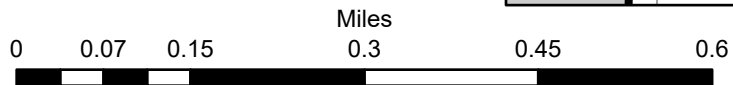
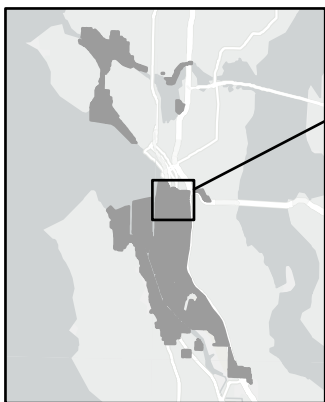
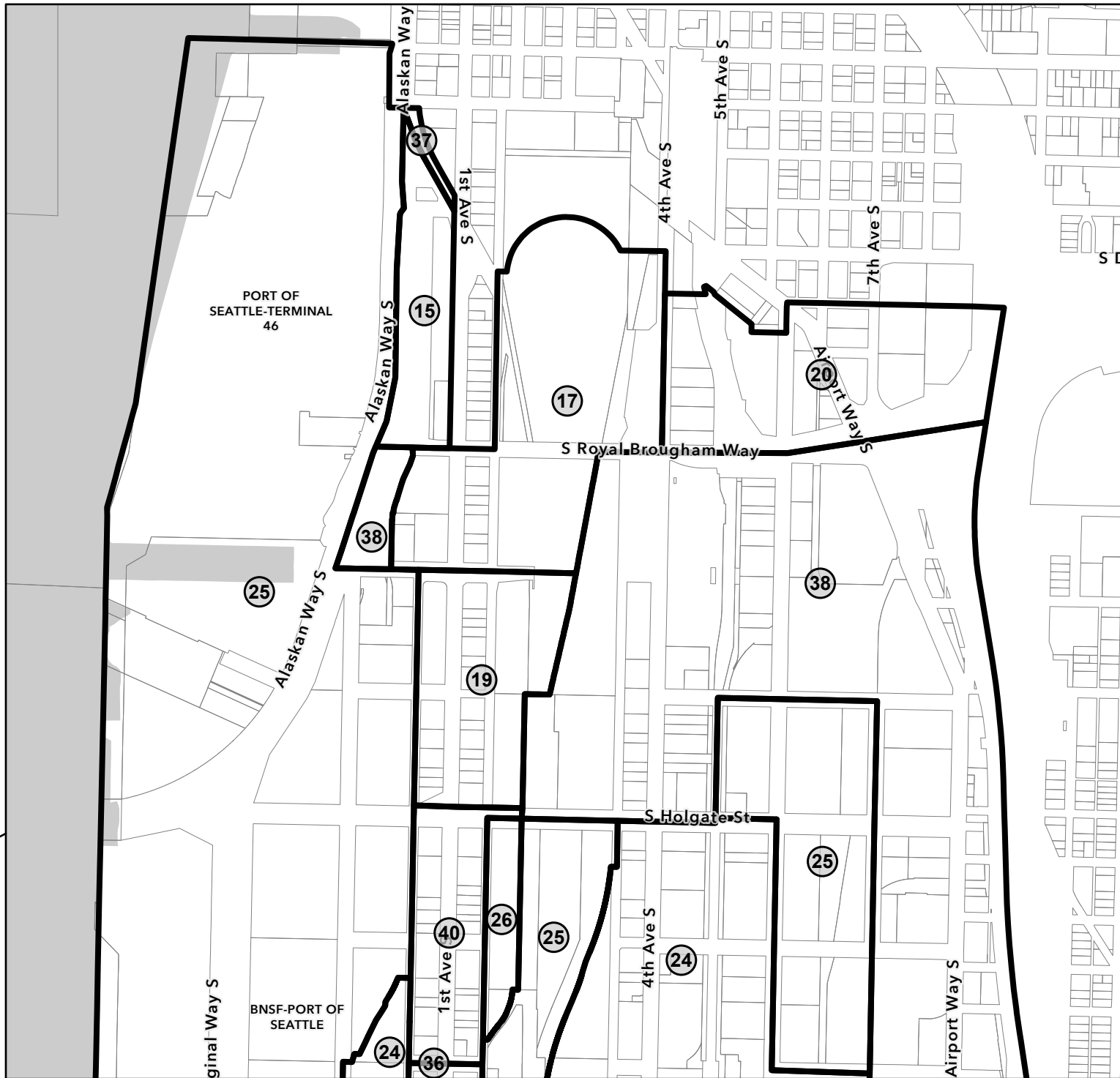
Judkins Park Rezone Map

Label	Rezone
16	IC-65 (M) to NC3-75 (M2)



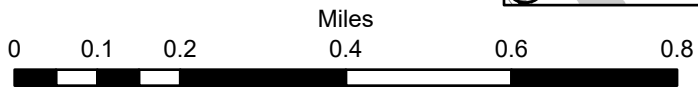
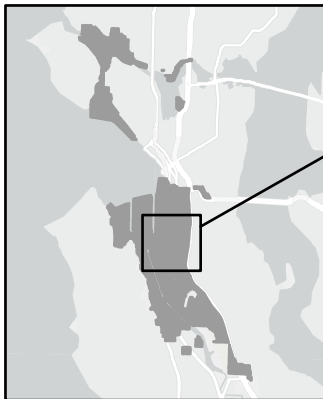
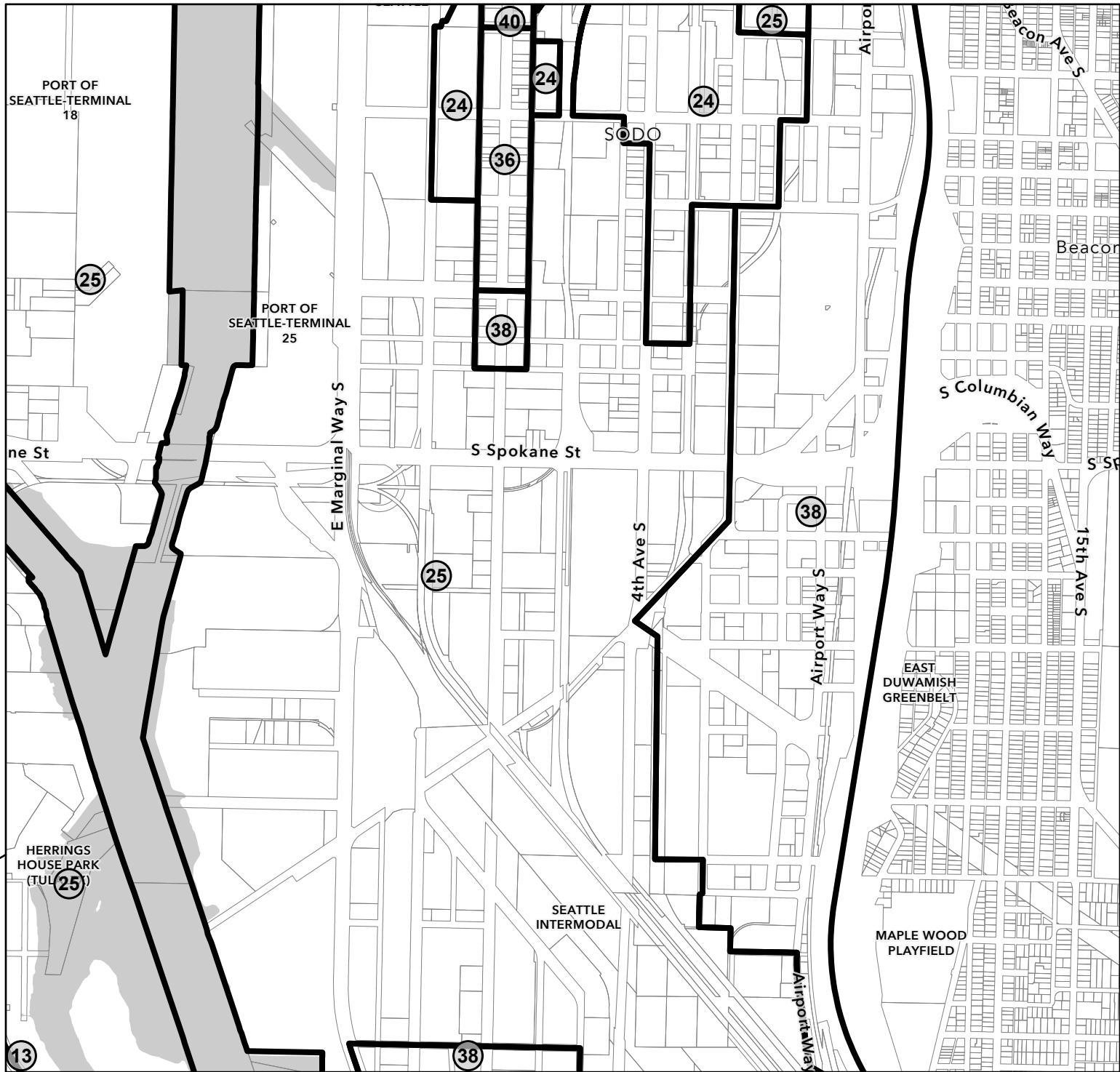
SODO Rezone Map

Label	Rezone
15	IC-65 (M) to MML U/65
17	IC-65 (M) to UI U/85
19	IC-85 (M) to UI U/85
20	IC 85-175 to II 85-240
24	IG1 U/85 to II U/160
25	IG1 U/85 to MML U/85
26	IG1 U/85 to UI U/85
36	IG2 U/85 to II U/160
37	IG2 U/85 to MML U/65
38	IG2 U/85 to MML U/85
40	IG2 U/85 to UI U/85



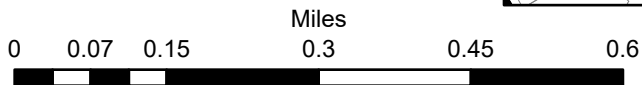
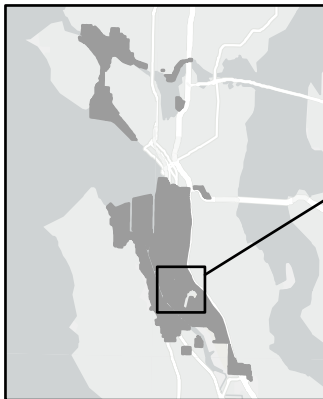
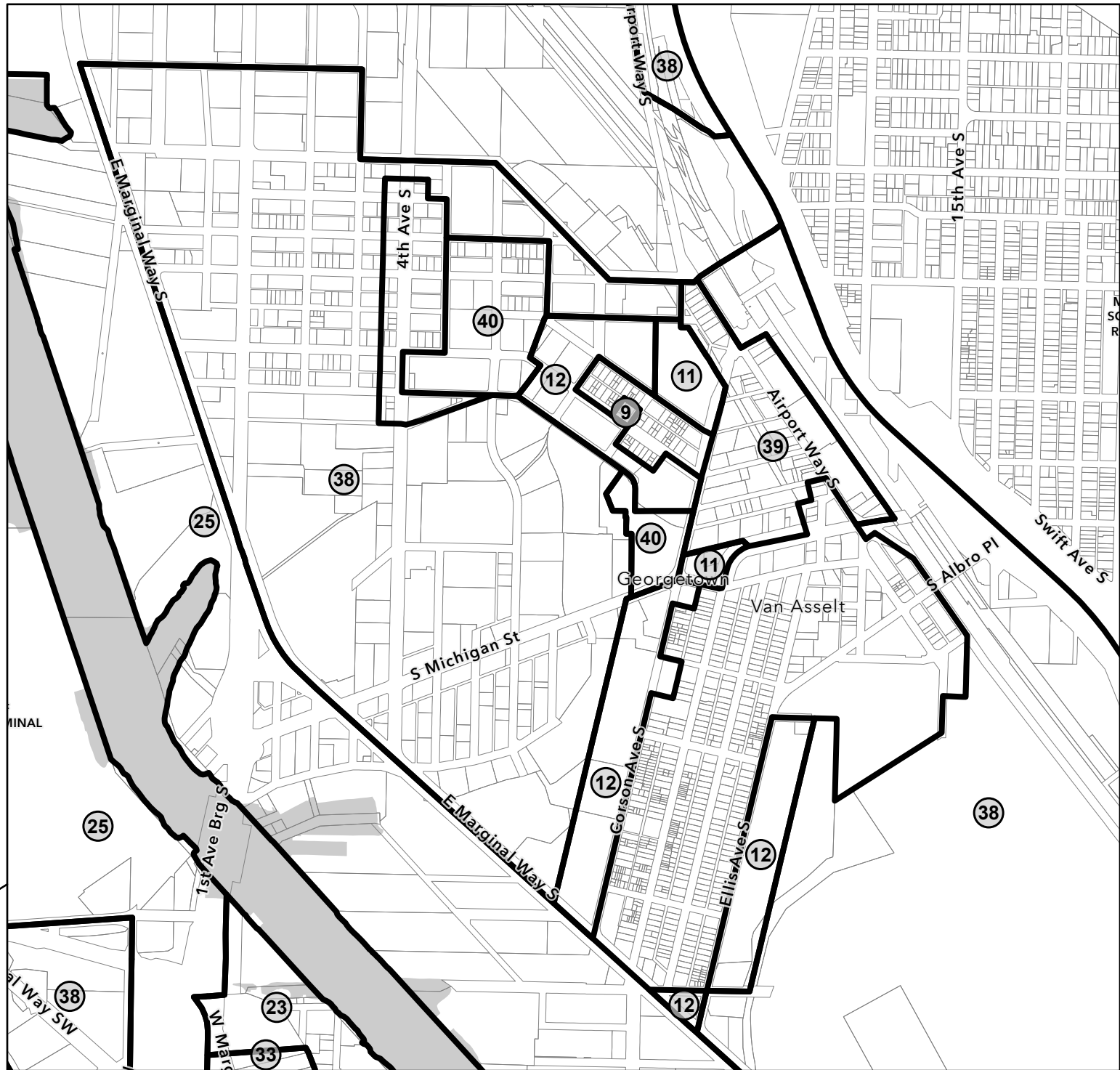
S Spokane St Rezone Map

Label	Rezone
13	IB U/85 to UI U/85
24	IG1 U/85 to II U/160
25	IG1 U/85 to MML U/85
26	IG1 U/85 to UI U/85
36	IG2 U/85 to II U/160
38	IG2 U/85 to MML U/85
40	IG2 U/85 to UI U/85



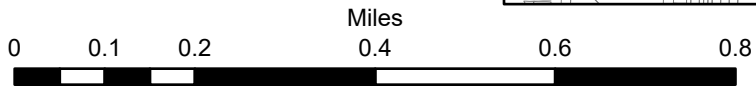
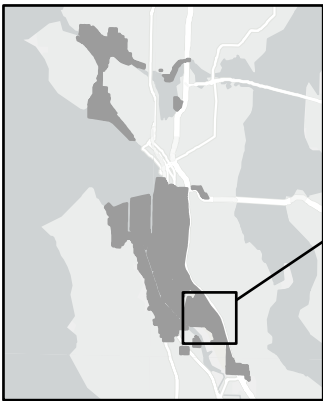
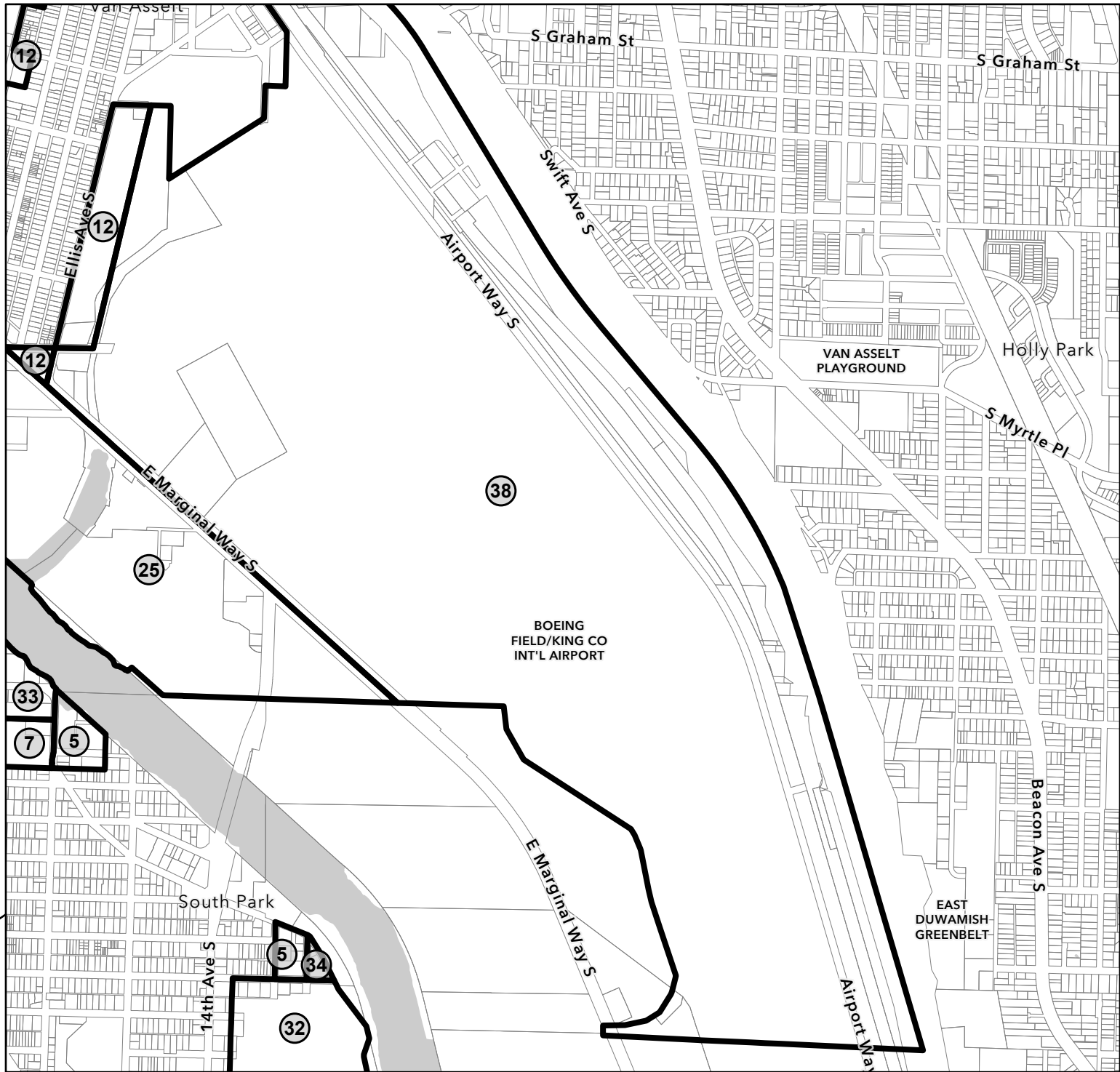
Georgetown Rezone Map

Label	Rezone
9	IB U/65 to LR2
11	IB U/65 to NC3-55 (M)
12	IB U/65 to UI U/65
13	IB U/85 to UI U/85
23	IG1 U/65 to MML U/85
25	IG1 U/85 to MML U/85
33	IG2 U/65 to MML U/85
38	IG2 U/85 to MML U/85
39	IG2 U/85 to NC3-55 (M)
40	IG2 U/85 to UI U/85



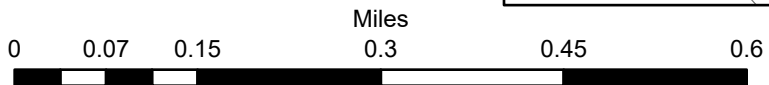
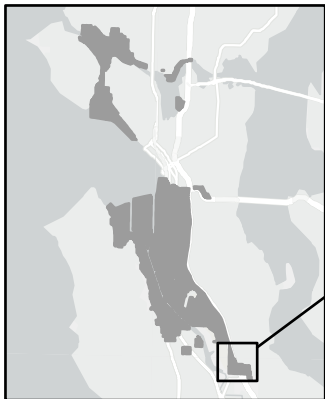
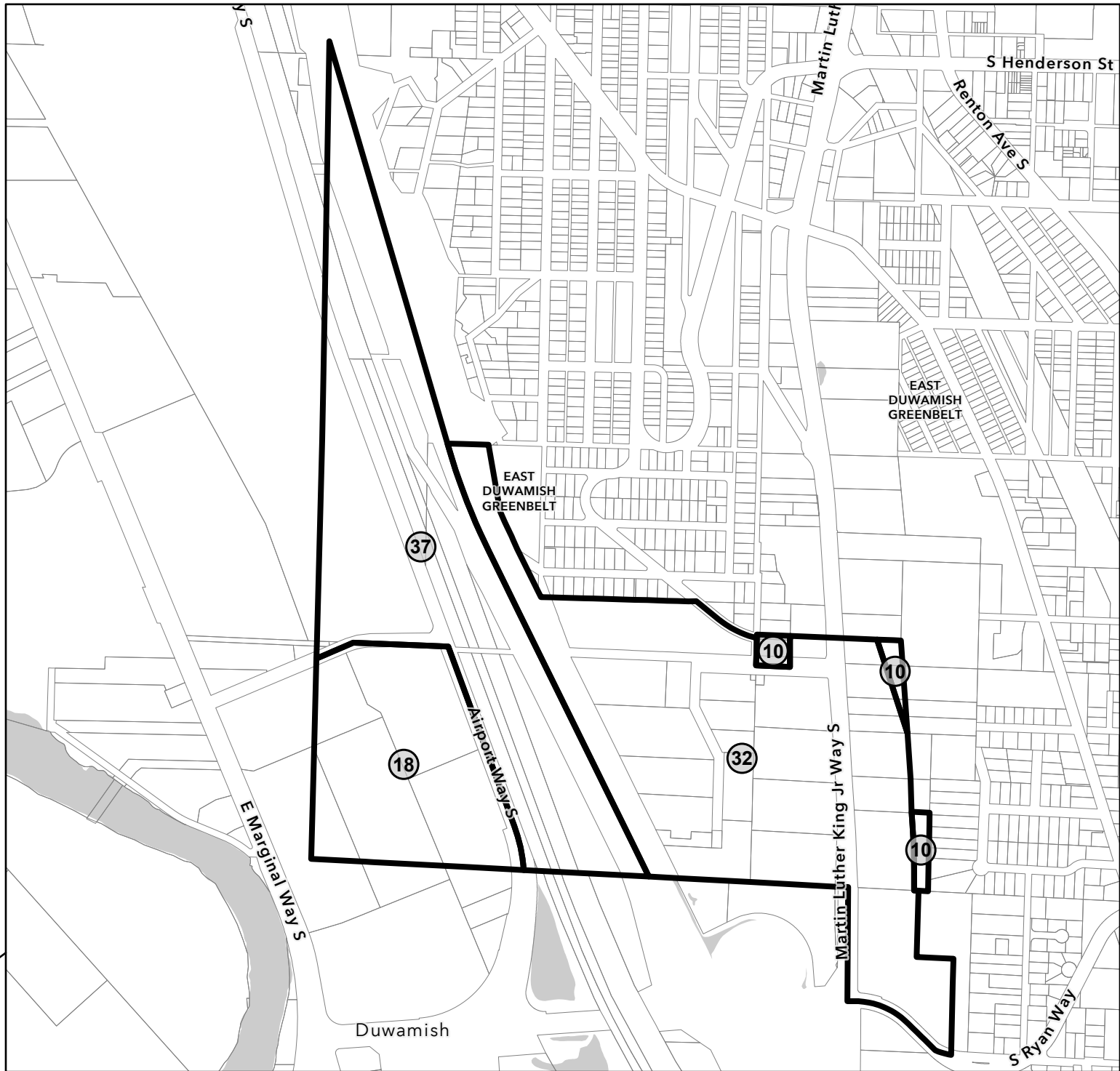
Boeing field Rezone Map

Label	Rezone
5	IB U/45 to NC3-55 (M)
7	IB U/45 to UI U/45
12	IB U/65 to UI U/65
25	IG1 U/85 to MML U/85
32	IG2 U/65 to MML U/65
33	IG2 U/65 to MML U/85
34	IG2 U/65 to NC3-55 (M)
38	IG2 U/85 to MML U/85



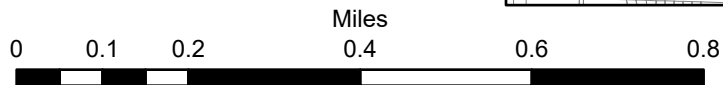
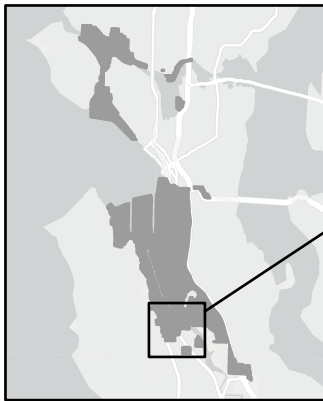
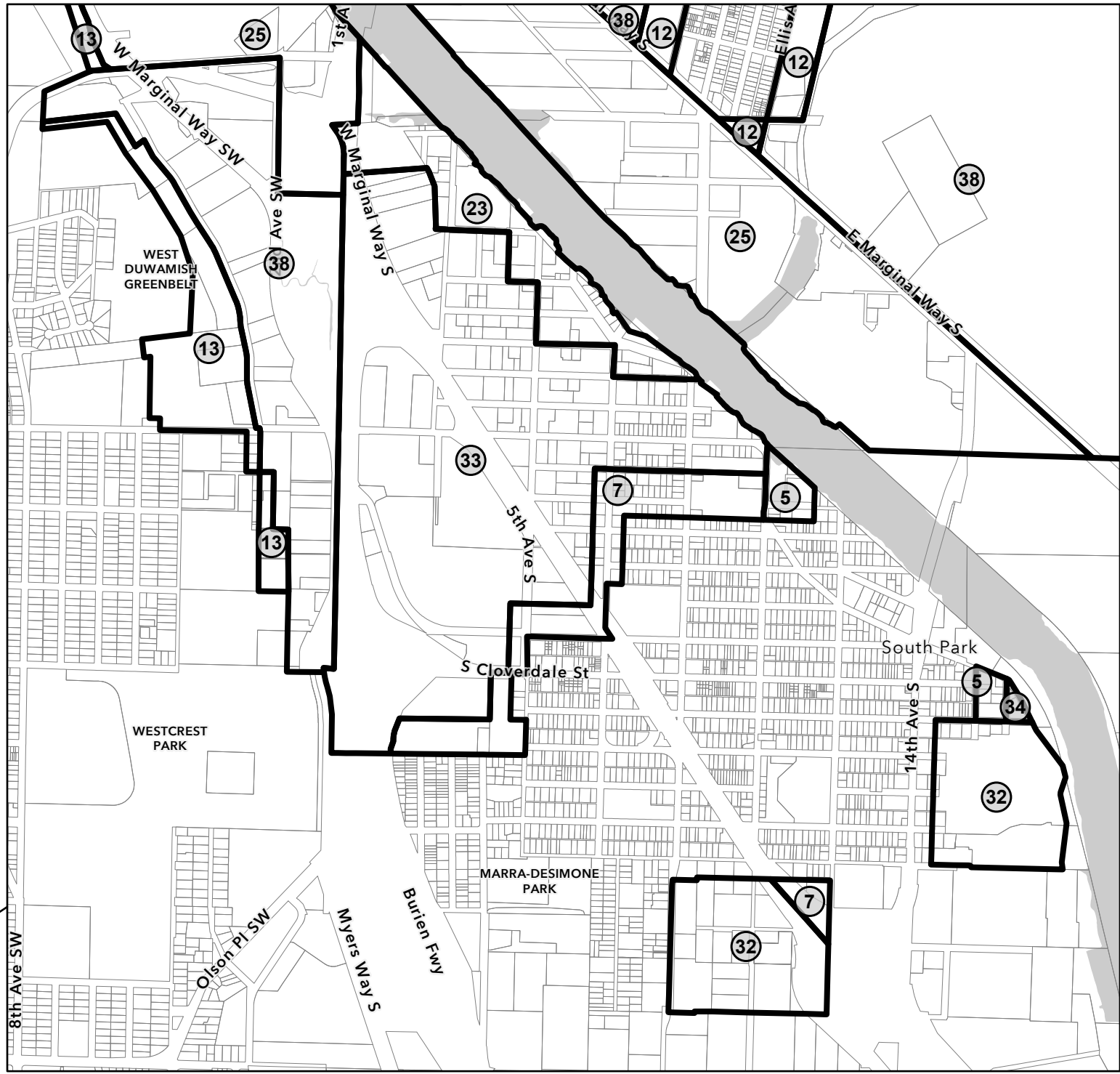
S MLK / Airport Way S Rezone Map

Label	Rezone
10	IB U/65 to MML U/65
18	IC-85 (M) to MML U/85
32	IG2 U/65 to MML U/65
37	IG2 U/85 to MML U/65



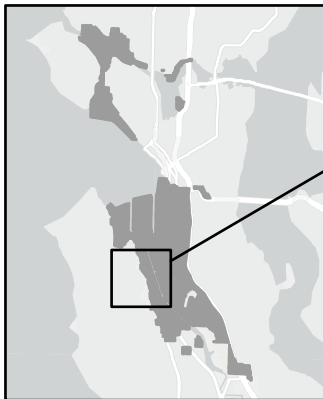
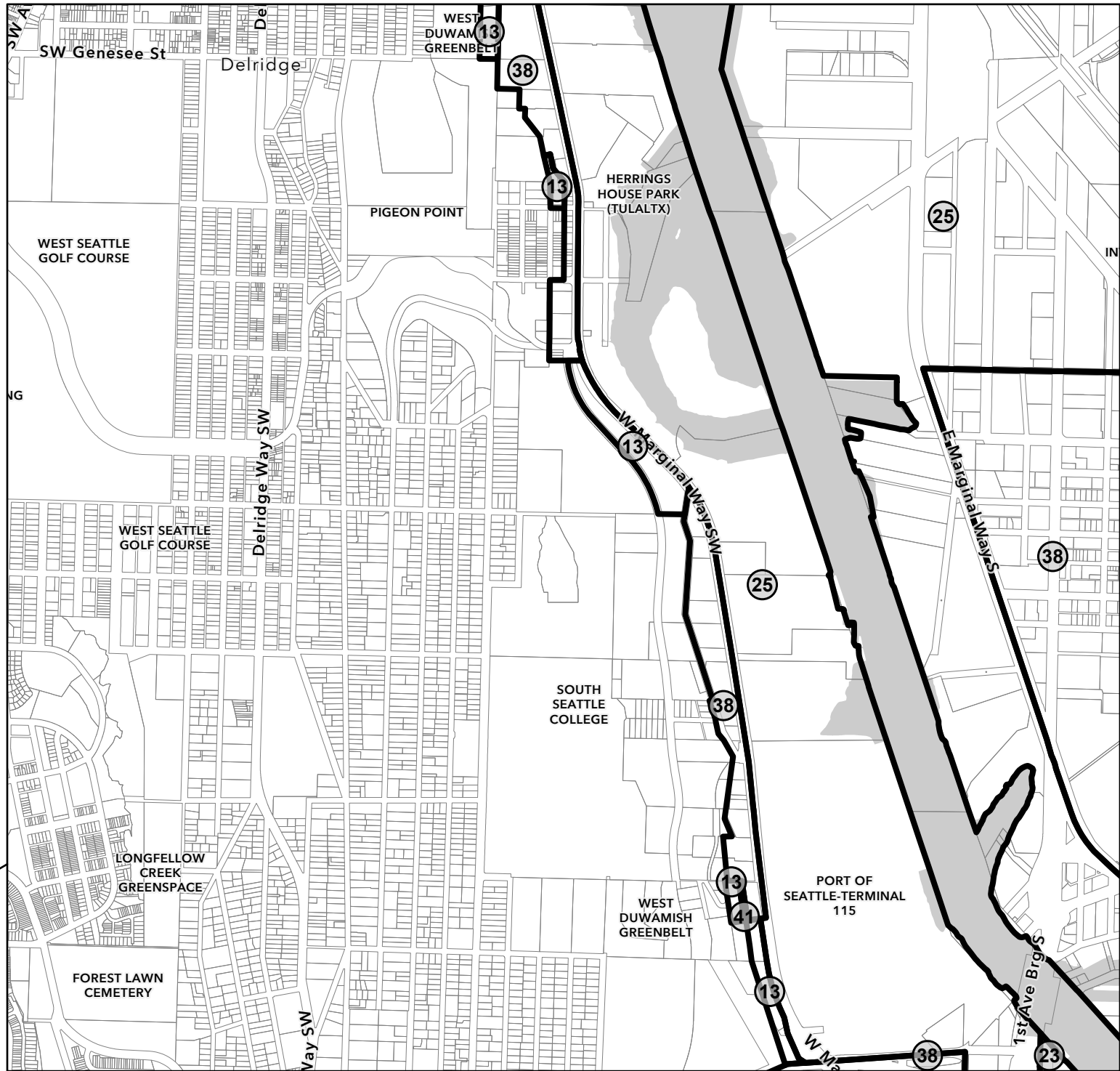
Southpark Rezone Map

Label	Rezone
5	IB U/45 to NC3-55 (M)
7	IB U/45 to UI U/45
12	IB U/65 to UI U/65
13	IB U/85 to UI U/85
23	IG1 U/65 to MML U/85
25	IG1 U/85 to MML U/85
32	IG2 U/65 to MML U/65
33	IG2 U/65 to MML U/85
34	IG2 U/65 to NC3-55 (M)
38	IG2 U/85 to MML U/85



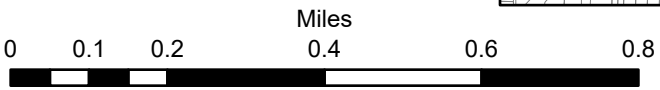
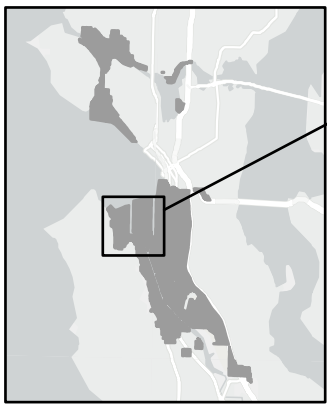
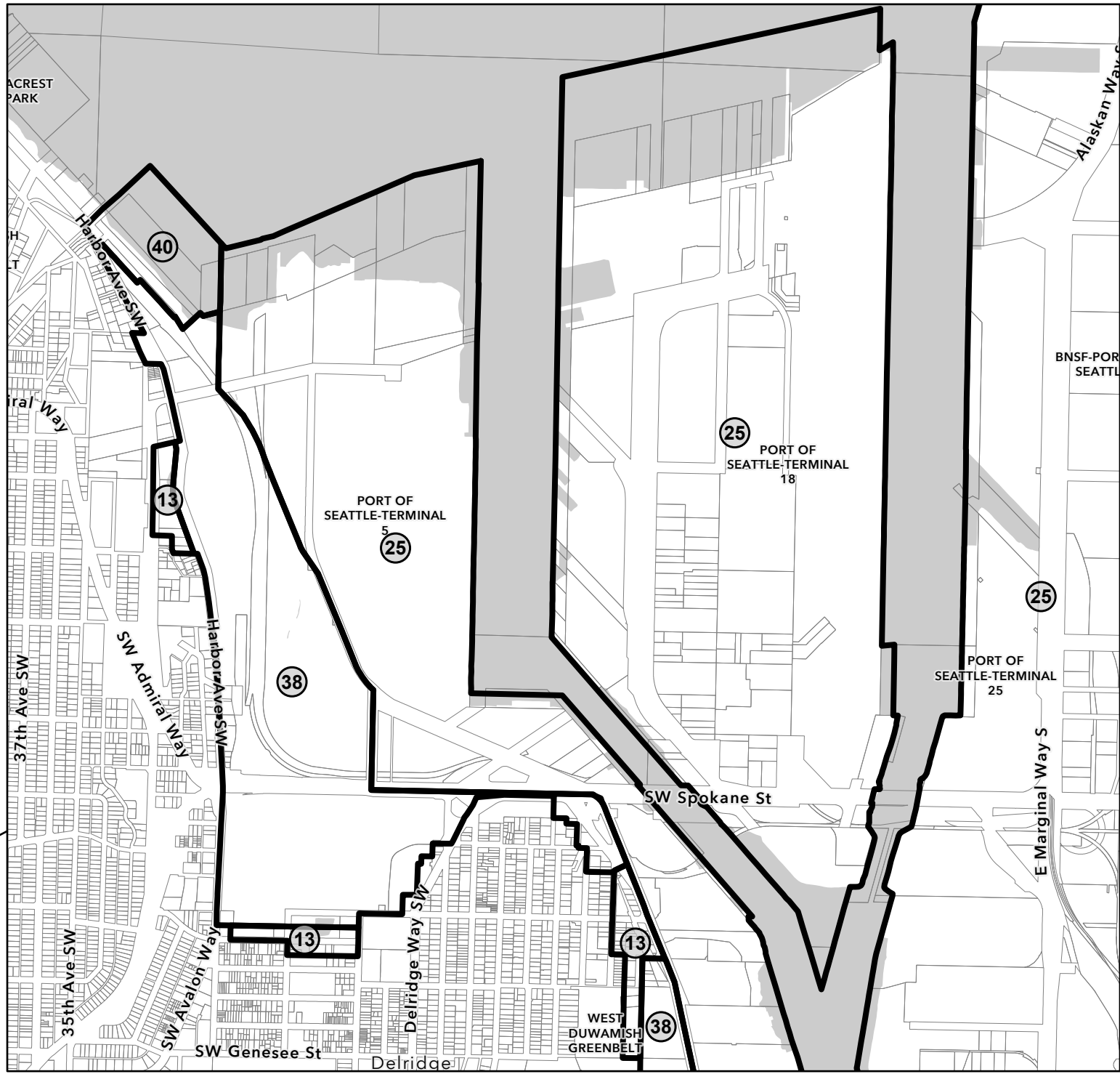
Terminal 115 Rezone Map

Label	Rezone
13	IB U/85 to UI U/85
23	IG1 U/65 to MML U/85
25	IG1 U/85 to MML U/85
38	IG2 U/85 to MML U/85
41	NR2 to UI U/85



Terminal 5 and 18 Rezone Map

Label	Rezone
13	IB U/85 to UI U/85
25	IG1 U/85 to MML U/85
38	IG2 U/85 to MML U/85
40	IG2 U/85 to UI U/85



July 31, 2023

MEMORANDUM

To: File
From: Lish Whitson, Analyst
Subject: Corrections to the Attachment to Ordinance 126863 (Council Bill 120569)

On July 18, 2023, the City Council adopted Ordinance 126863, introduced as Council Bill (CB) 120569, and on July 25, 2023, the Mayor signed the ordinance. The ordinance is effective October 23, 2023.

Subsequent to the signing of the ordinance, the Office of Planning and Community Development alerted me to a clerical error in Attachment 1 to the ordinance. That error resulted in areas that were supposed to have a label of 7, which indicates a rezone to Urban Industrial with an unlimited/45 foot height limit (UI U/45) instead being labeled with the number 43, which indicates a rezone to the Commercial 2 zone with 40 foot height limit and a Mandatory Housing Affordability Suffix (C2-40 (M)).

This memorandum discusses the history of the proposed rezones, and the Council's and Mayor's intent to rezone most areas on the map that are labelled 43, to instead be labelled 7.

Bill as introduced

CB 120569 was one of a package of five pieces of legislation implementing a "Industrial and Maritime Strategy." Included in the package of legislation was:

1. [CB 120567](#): a bill creating new industrial zoning districts, and updating land use regulations;
2. [CB 120568](#): a bill amending Seattle's Comprehensive Plan, including amending the Future Land Use Map (FLUM) and goals and policies related to Seattle's industrial areas;
3. [CB 120569](#): a bill rezoning most of the City's industrial areas, implementing the changes to the Comprehensive Plan in CB 120567 and applying the new zoning districts created under CB 120567;
4. [CB 120570](#): a bill amending the land use code related to the industrial commercial zone; and
5. [CB 120571](#): a bill amending the noise code.

On the FLUM, industrial areas are shown as either light gray if they are in Manufacturing/Industrial Centers (MICs), and dark gray if they are outside of MICs. Attachments to CB 120568 showed a few targeted amendments to the FLUM indicating that areas were being changed

from MIC or industrial areas outside of MICs to Commercial/Mixed Use zones. These changes were further reflected in CB 120569, which showed those same areas as being rezoned to commercial zones. For example, Attachment 3 to CB 120568 showed an amendment to the FLUM to change an area near the intersection of Rainier Avenue S and S Dearborn Street from “Industrial Areas” to “Commercial/Mixed-Use Areas.” That change was reflected on Page 8 to Attachment 1 to CB 120569, which showed a rezone from Industrial Commercial-65 to Neighborhood Commercial 3-75. All areas intended to be rezoned from industrial to commercial zones in areas with a current industrial designation on the FLUM were reflected in the maps in the attachments to CB 120568.¹

Attachment 1, [version 1](#), to Council Bill 120569 – the version of the attachment transmitted by the Executive to Council and referred to the Land Use Committee (Committee) on May 9 - included areas on pages 1, 2, 3, 5, 6, 12 and 14 that are labeled with 7. These areas were intended to be rezoned from Industrial Buffer with an unlimited or a 45 foot height limit depending on the use (IB U/45) to Urban Industrial with the same height limit (UI U/45). No areas in the bill as introduced Attachment 1, version 1, were rezoned to Commercial 2 zones.

Committee Amendments

At its June 8 meeting, the Committee voted on and passed a number of amendments to CB 120569, which were shown in my [memo](#) for the June 8 Committee meetings. Amendments 10, 11, 13, 14 and 15 amended the zoning map as shown on attachment 1 to CB 120569. Of note is amendment 13, which amended CB 120568 to amend the FLUM to change an area along W Commodore Way from industrial to Commercial/Mixed Use and rezoned property in that area to Commercial 2-40 (C2-40) and Maritime, Manufacturing, and Logistics Unlimited/65 (MML U/65). Amendment 13 is the only amendment that applied the C2-40 zone to any property being rezoned under the bill.

Like a number of the amendments that rezoned areas from industrial to commercial zones, this amendment included a change to CB 120568 to amend the FLUM to remove the area from the MIC, and add it to Mixed-Use Commercial Areas.

Post-Committee Publication of an Updated Map

After the Committee vote, I worked with OPCD to update Attachment 1 to CB 120569 to reflect the Committee’s amendments. OPCD prepared Attachment 1, [version 2](#) to the bill, which was placed in front of the Council for a vote on July 18.

In incorporating the amendments to the bill, three new rezone categories were added, labeled 43-46. The rezone to the area shown on amendment 13 was the only area intended to be included in area 43. However, in a clerical error, areas on maps 2, 3, 5, 6, 12 and 14 that should

¹ There are areas within the Ballard Hub Urban Village that have been zoned industrial and are rezoned to a commercial zone. Those areas have the Hub Urban Village designation on the FLUM, which is not changed.

have had the label 7, were instead labeled 43. There was no accompanying change to CB 120568 to change the FLUM related to these areas. They should have continued to be labeled 7, indicating that they were being rezoned to Urban Industrial U/45.

Compare for example, Page 3 of Version 1 of the Attachment to Page 3 of Version 2 of the map:

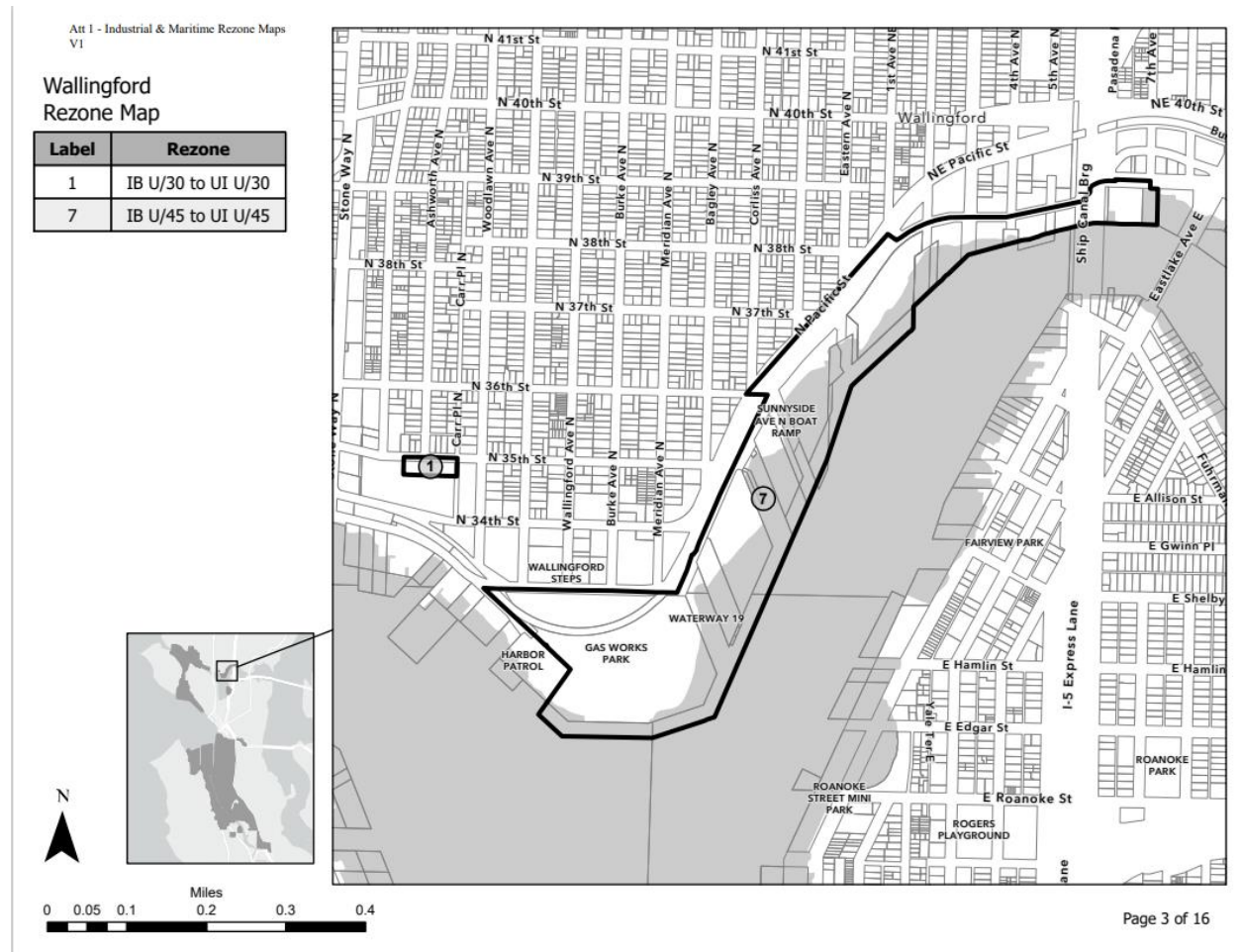


Figure 1: Page 3 of Attachment 1 to CB 120569, Version 1

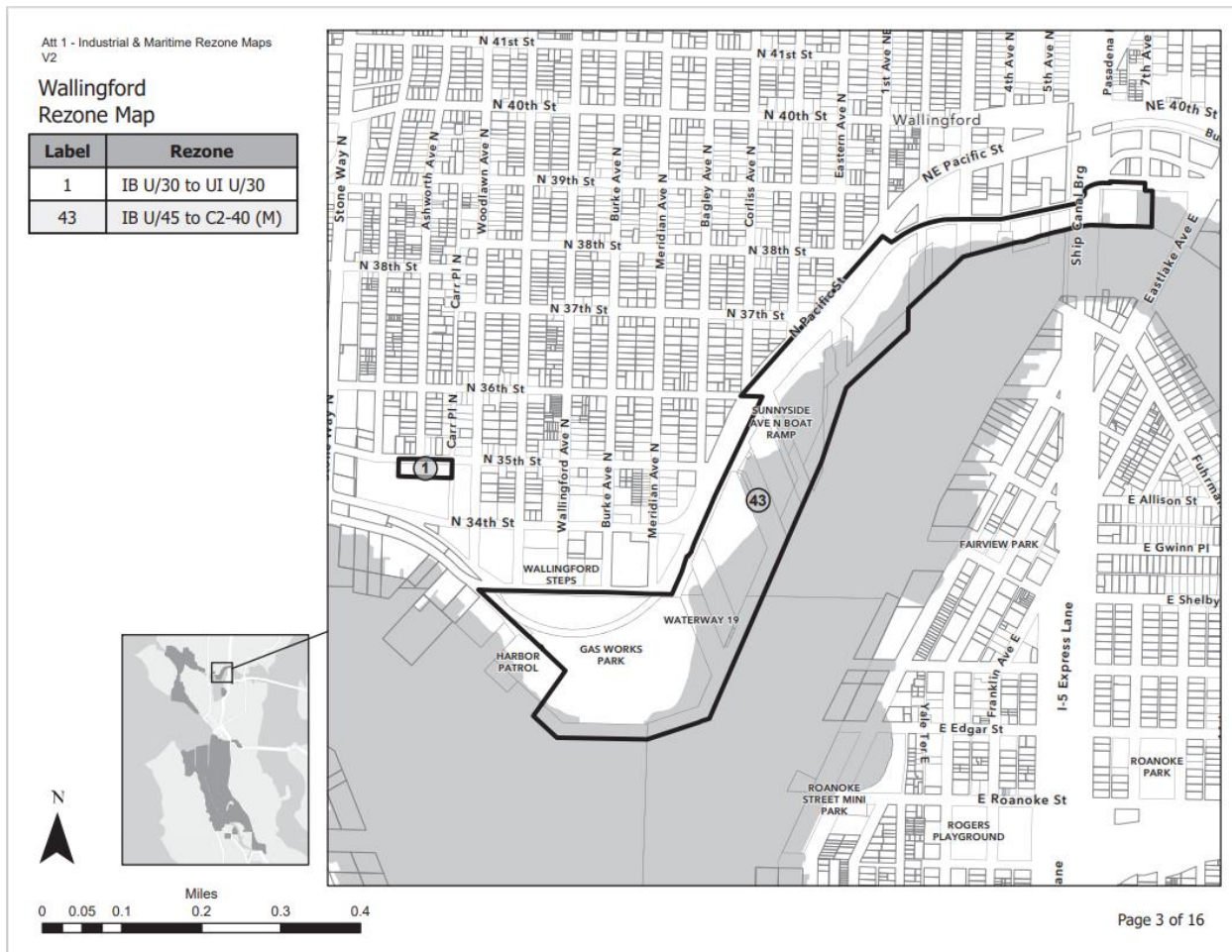


Figure 2: Page 3 of Attachment 1 to CB 120569, Version 2

This area, which is outside of the Manufacturing/Industrial Centers would require an amendment to the FLUM to be changed to a Commercial zone. There is no FLUM amendment related to this area, and it is clearly an error to show it going to a commercial zone. Because these areas were not expected to be changed, the mislabeling was not noticed.

City Council Action

The Council voted on CB 120569, with the other four bills at its July 18 meeting.

There was one amendment to CB 120569 that was passed by the Council on July 18. That amendment was to an area shown on page 1 of Attachment 1. An updated version of the amended attachment, including a new version 3 of page 1 of the attachment was produced and added to the record for the bill after the Council's action. There were no changes to pages 2 through 16 of Attachment 1.

Final Comments

Adding the label 43 to any page of Attachment 1 to CB 120569, other than page 1, was clearly a technical error that arose through the creation of Version 2 to the Attachment to the CB.

While the label 43 did appear on those pages on the attachment that was in front of the Council, all of the background information, including the environmental review and Director's Report, and the other bills indicates that this was not intended.