



# Industrial and Maritime Strategy Transit Oriented Development December 15, 2023

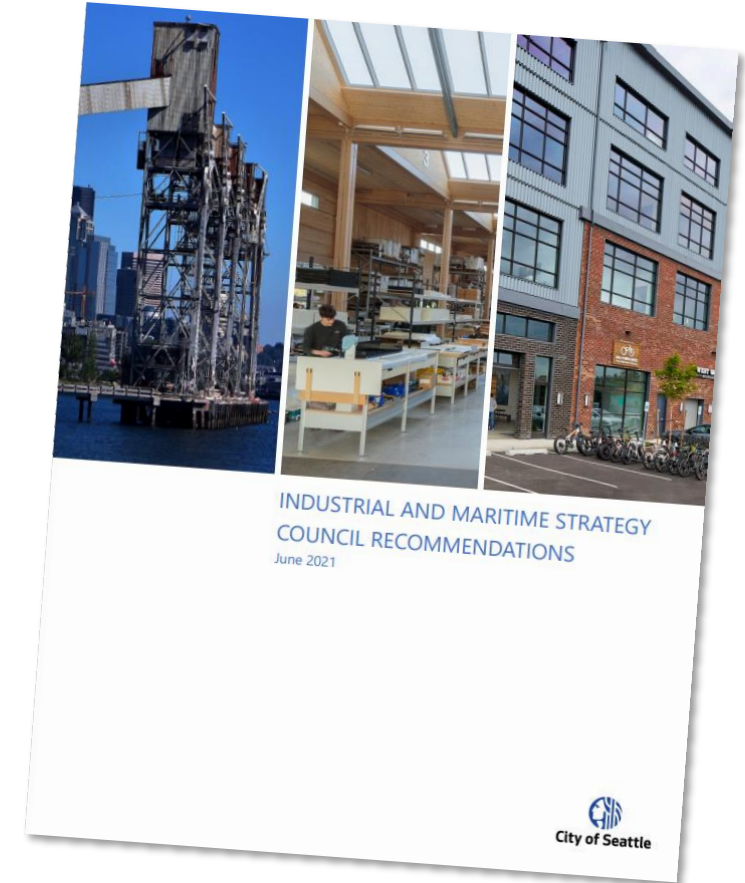


City of Seattle

# 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.**



# 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



# 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.

# 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.

# 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.**

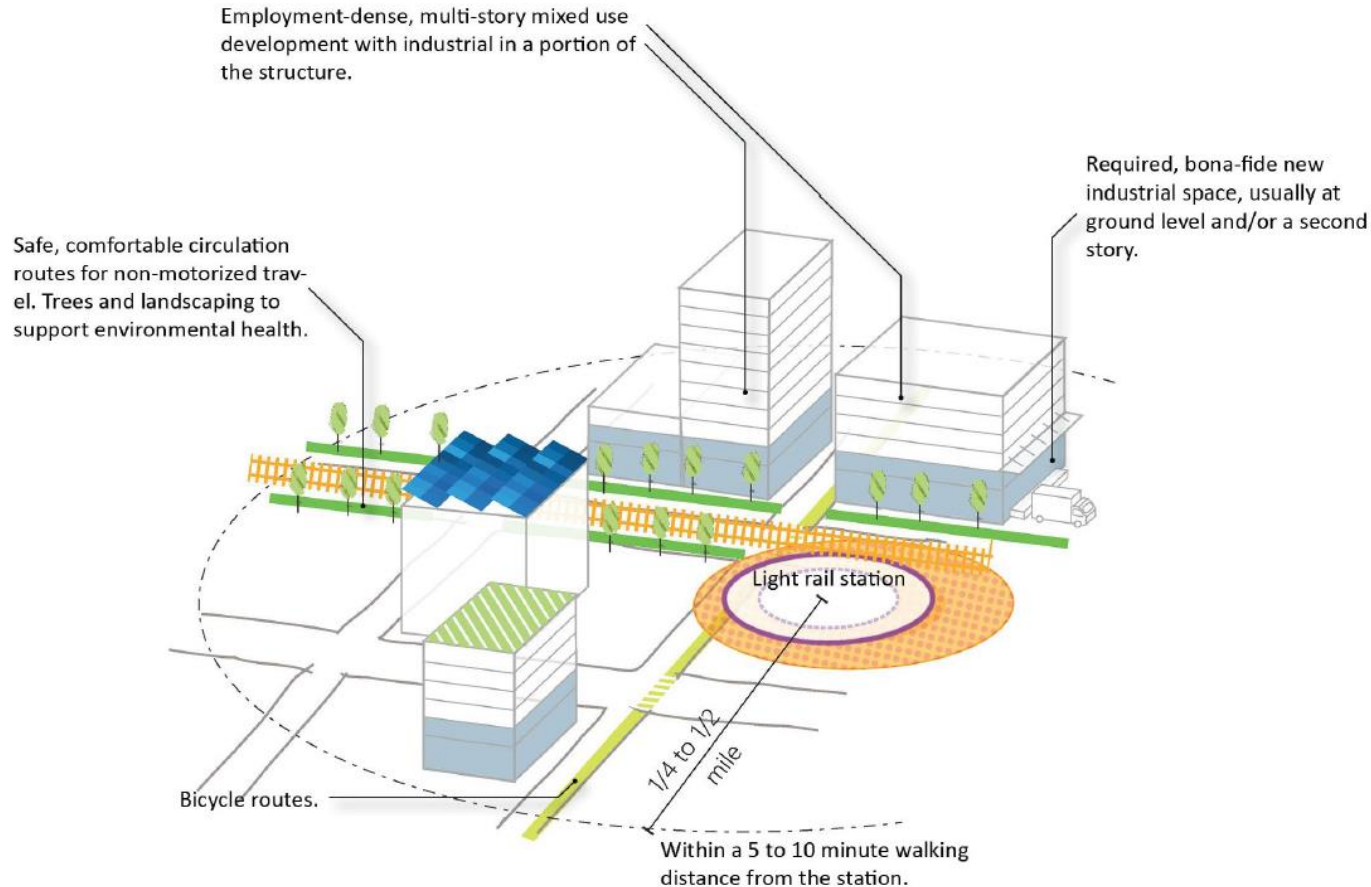


# Proposed New Zoning Map

-  **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



# Industry and Innovation (II) Zone Standards



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

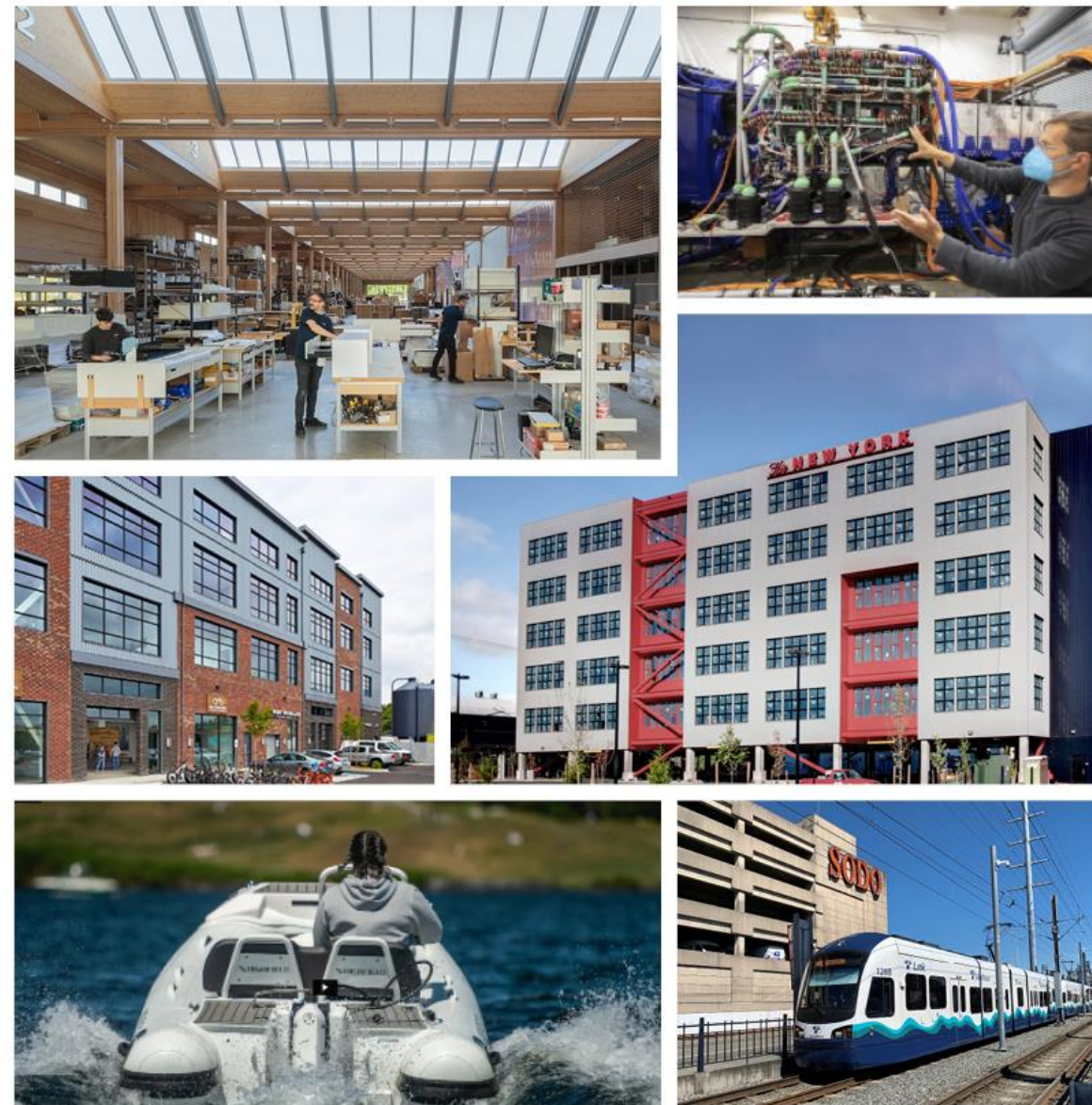
- Areas in Seattle's Manufacturing/Industrial Centers (MICs).
- Areas within an approximately one-half mile distance from existing or future light rail stations.
- Areas with a high potential to attract new investment in buildings and infrastructure that supports dense, knowledge-based employment.

**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

**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

