Industrial Lands Policy and Planning

City of Seattle
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Overview

City and regional industrial lands policies

Recent studies and planning initiatives

Issues, opportunities and challenges

Highlights from recent work in Interbay
Seattle Comprehensive Plan

Policies about where and how the city will grow

Updated in 2016

Anticipates at least 70,000 housing units and 115,000 jobs over 20 years

Consistent with GMA, VISION 2040

Guides city regulations, programs, and investments
Growth Strategy

- Direct over 80% of expected growth to:
  - 6 urban centers
  - 6 hub urban villages
  - 18 residential villages

- Provide these areas with transit and other public services

- Also identifies 2 Manufacturing/Industrial Centers (Greater Duwamish and Ballard-Interbay)

- At least 9,000 jobs added to industrial areas by 2035 (3,000 in BINMIC)
Regional Industrial Lands

- Regional designation of **Manufacturing and Industrial Centers** by Puget Sound Regional Council
- Includes Ballard-Interbay and Duwamish
- Prioritized for transportation funding
- Planning requirements and performance criteria
Many reasons to protect industrial lands

- Carrying out regional growth strategy
- Promotes economic resilience
- Retain and create family wage jobs
- Support for international trade
- 1/3 of City’s sales tax revenue
- 1/3 of City’s B&O tax revenue
- And others
Comprehensive Plan on Industrial Lands

Policy Goal: Provide sufficient land with the necessary characteristics to allow industrial activity to thrive in Seattle and protect the preferred industrial function of these areas from activities that could disrupt or displace them.

Policies address:

• Use of industrial land primarily for industrial purposes
• Sufficient land supply and accessibility
• Connections to key infrastructure and mobility
• Preventing incompatible or conflicting uses
Industrial Zoning

Almost all of the city’s 6,000 acres of industrially zoned land is located within the two 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
Current Limits on Non-Industrial Uses

IG zones generally allow maximum of:
- 10,000 square feet for retail
- 25,000 square feet for office
IC zone allows 75,000 square feet – or more – for office
IB zone provides buffer between core industrial areas and neighborhoods
Development of housing is not permitted in any industrial zones
Recent Industrial Lands Studies / Initiatives

- Ballard-Interbay Land Use Corridor Study (2013)
- Duwamish M/IC Policy and Land Use Study (2013)
- Local Production Study (2015)
  - Background research
  - Draft recommendations
Background

Why Study Interbay

- Three mile corridor between Interbay and Ballard
- No plan to guide development
- Rising property values
- Desire for more flexibility for industrial lands
- Potential for high capacity transit

Scope

- Clarify the desired mix and balance of land uses
- Assess impact of potential new transit investment
- Identify streetscape improvements to support future development
Outreach

- Website & listserv (260+ people)
- Working Group (met 6x October 2012-April 2013)
- Briefings (9 organizations)
- Small business chats
- Media
- Walking Tour (40 people)
- Community Meeting on Preliminary Recommendations (April 2013)
Working Group Members

- Residents
  - Magnolia Community Club
  - Queen Anne Community Council
  - Uptown Alliance
  - Ballard District Council
  - Interbay Neighborhood Association

- Industrial Interests
  - Port of Seattle
  - North Seattle Industrial Association
  - Seattle Freight Advisory Board

- Local Businesses
  - Blackstock Lumber, GM Nameplate, Kerf Design

- Developers
  - KG Investment Management, Freehold Group LL, Kauri Investments, Goodman Real Estate

- Washington National Guard
Initial Concerns

- Traffic congestion
- Connections to Magnolia
- Residential, especially affordable housing
- Retail to serve adjacent communities
- Living wage / industrial jobs
- Coordinate with other planning studies
Analysis

- Existing Land Use
- Jobs and Population
- Businesses
- Roads, Traffic and Transit
- Environmental Constraints
Alternative Land Use Concepts

Industrial/Commercial Corridor
- Interbay will continue to be what we see now, but with less new investment in the industrial zone.

Local Production District
- New investment in buildings for both new uses and PDR uses we see here now.

Urban Village
- Transition to a walkable mixed-use district-residential, retail and offices uses
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 16th 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 15th Avenue W
Armory Area

- Do not expand residential west of 15th Avenue W
- Maintain the BINMIC boundary, but use more flexible zoning
- Support the expansion of retail (or other non-residential uses) on Armory site through contract rezone
Mixed Feedback on Proposal

- Industrial – Strong support for industrial
- Retail - Mixed response
  - preference for smaller or local businesses,
  - Need for larger stores or a University Village retail development
  - Signals a transition away from industrial uses and towards more expansive land values
- Housing – Mixed responses
  - Not a good place- traffic, noise environmental hazards, conflicts with industrial
  - Affordable housing not expensive housing
- Traffic – Opportunities for improvement
Follow-up

- More citywide discussion about industrial land
- More detailed study of local production district concept
- No major change to industrial land policy as part of the Seattle 2035 Comprehensive Plan Update
- Minor change to BINMIC boundary near QFC
Key industrial lands issues for the City of Seattle going forward include...

- Growth pressures citywide
- Speculation and land prices
- ST3 light rail stations
- Industry and economic changes
- Investment in new and expanded industrial uses
- Expansion of non-industrial uses and potential use conflicts
- Freight mobility and access
- Generally, balancing the need to plan for and accommodate growth with the needs of Seattle’s maritime and manufacturing industries
QUESTIONS?