

# Attachment 1

## Amendments to the Land Use Element

### Land Use

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### Industrial Areas

#### Discussion

Seattle has a long history as the main shipping, manufacturing, and freight-distribution center for the region. These days, those activities take place mostly in industrial zones located in the city's two manufacturing/industrial centers. These industrial areas are large and generally flat. In these areas, City zoning rules allow industrial activity such as manufacturing, warehousing, and shipping of goods through waterways, railways, and highways. Industrial zones are an important source of living wage jobs and ~~((make))~~ improve the diversity and resilience of the local and regional economy, making the local economic base more stable. Having industrial activity in the city makes Seattle less vulnerable to shifts in the economy. Due to the volume of truck traffic, the need some industrial businesses have for access to rail service, and the large sites that many of those businesses need, it is important to provide large, separate areas for these activities.

### GOAL

LU G10 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.

LU G10.1 Support employment-dense emerging industries that require greater flexibility in the range of on-site uses and activities.

LU G10.2 Develop transitions between industrial areas and adjacent neighborhoods that support healthy communities, reduce adverse environmental impacts, and minimize land use conflicts.

### POLICIES

LU 10.1 Designate industrial zones generally where

- the primary functions are industrial activity and industrial-related commercial functions,
- the basic infrastructure needed to support industrial uses already exists,
- areas are large enough to allow a full range of industrial activities to function successfully, and

- sufficient separation or special conditions exist to reduce the possibility of conflicts with development in adjacent less intensive areas.

LU 10.2 Preserve industrial land for industrial uses, especially where industrial land is near rail- or water-transportation facilities, in order to allow marine- and rail-related industries that rely on that transportation infrastructure to continue to function in the city.

LU 10.3 Ensure predictability and permanence for industrial activities in industrial areas by limiting changes in industrial land use designation. 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.

LU 10.4 Accommodate the expansion of current industrial businesses and promote opportunities for new industrial businesses and emerging industries within Seattle to strengthen the city's ~~((existing))~~ industrial economy.

LU 10.~~((4))~~5 Restrict to appropriate locations within industrial areas those activities that—by the nature of materials involved or processes employed—are potentially dangerous or very noxious.

LU 10.~~((5))~~6 Provide a range of industrial zones that address varying conditions and priorities in different industrial areas. Those priorities include maintaining industrial areas that have critical supporting infrastructure, leveraging investments in high-capacity transit service, providing transitions between industrial areas and less intensive areas, and promoting high-quality environments attractive to business expansion or to new industrial activities.

LU 10.7 Use the following industrial land use designations

- Maritime, Manufacturing and Logistics: This designation would be intended to support the city's maritime, manufacturing, logistics and other industrial clusters. Areas that have significant industrial activity, accessibility to major industrial infrastructure investments, or locational needs (Port facilities, shipyards, freight rail, and shoreline access) may be considered for the maritime, manufacturing, and logistics designation.
- Industry and Innovation: This designation would be intended to promote emerging industries and leverage investments in high-capacity transit. These industrial transit-oriented districts may be characterized by emerging industries and high-density industrial employment that combine a greater mix of production, research and design, and offices uses found in multi-story buildings. Areas in MICs and are generally within one quarter and one-half mile of high-capacity transit stations may be considered for the industry and innovation designation.

- Urban Industrial: This designation would be intended to encourage a vibrant mix of uses and relatively affordable, small-scale industrial, makers and arts spaces. Areas located at transitions from industrial to commercial and residential areas traditionally zoned for buffer purposes may be considered for the Urban industrial designation.

- LU 10.~~((6))~~8 Prohibit new residential development in industrial zones, except for certain types of dwellings, such as caretaker units or, potentially in urban industrial zones, dwellings for workers that are related to the industrial area and that would not restrict or disrupt industrial activity.
- LU 10.~~((7))~~9 Use the general industrial or maritime, manufacturing, and logistics zones to promote a full range of industrial activities and related support uses.
- LU 10.~~((8))~~10 Apply the general industrial zones mostly within the designated manufacturing/industrial centers, where impacts from industrial activity are less likely to affect residential or commercial uses. Outside of manufacturing/industrial centers, general industrial or the maritime, manufacturing, and logistics zones may be appropriate along waterways used for maritime uses. Consider applying the maritime, manufacturing, and logistics designation mostly within the designated manufacturing/industrial centers and it may also be appropriate outside of manufacturing/industrial centers along waterways used for maritime uses.
- LU 10.~~((9))~~11 Avoid placing industrial zones within urban centers or urban villages. However, in locations where a center or village borders a manufacturing/industrial center, use of the industrial commercial within the center or village where it abuts the manufacturing/industrial center may provide an appropriate transition to help separate residential uses from heavier industrial activities. Consider using the urban industrial zone in locations where a center or village borders a manufacturing/industrial center, where it abuts the manufacturing/industrial center may provide an appropriate transition to help separate residential uses from heavier industrial activities.
- LU 10.~~((10))~~12 Limit the density of development for nonindustrial uses in the manufacturing/industrial centers to reduce competition from nonindustrial activities that are better suited to other locations in the city, particularly urban centers and urban villages, where this Plan encourages most new residential and commercial development. Permit a limited amount of stand-alone commercial uses in industrial areas as workforce amenities~~(, or only if they reinforce the industrial character, and strictly)~~ Strictly limit the size of office and retail uses not associated with industrial uses~~(,)~~ in order to preserve these areas for industrial development.
- LU 10.~~((11))~~13 Recognize the unique working character of industrial areas by keeping landscaping and street standards to a minimum to allow flexibility for industrial

activities, except along selected arterials where installing street trees and providing screening and landscaping can offset impacts of new industrial development in highly visible locations.

- LU 10.~~((12))~~14 Set parking and loading requirements in industrial zones to provide adequate parking and loading facilities to support business activity, promote air quality, encourage efficient use of the land in industrial areas, discourage underused parking facilities, and maintain adequate traffic safety and circulation. Allow some on-street loading and occasional spillover parking. Consider limiting parking in the industry and innovation zone located in the vicinity of high-capacity transit stations.
- LU 10.~~((13))~~15 Maintain standards for the size and location of vehicle curb cuts and driveways in industrial zones in order to balance the need to provide adequate maneuvering and loading areas with availability of on-street parking and safe pedestrian, bike, and transit access.
- LU 10.~~((14))~~16 Permit noise levels in industrial areas, except buffer areas, that would not be allowed in other parts of the city, in recognition of the importance and special nature of industrial activities.
- LU 10.~~((15))~~17 Classify certain industrial activities as conditional uses in industrial zones in order to accommodate these uses while making sure they are compatible with the zone's primary industrial function and to protect public safety and welfare on nearby sites. Require mitigation of impacts on industrial activity and on the immediate surroundings, especially nearby less intensive zones.
- LU 10.~~((16))~~18 Prohibit uses that attract large numbers of people to the industrial area for nonindustrial purposes, in order to keep the focus on industrial activity and to minimize potential conflicts from the noise, nighttime activity, and truck movement that accompanies industrial activity. Consider allowing such uses in the urban industrial zone only.
- LU 10.19 In the industry and innovation zone, consider development regulations that are compatible with employment-dense transit-oriented development. Seek to establish minimum density standards to ensure employment density at a level necessary to leverage transit investments. Consider upper-level density limits to discourage higher value ancillary uses that are more appropriate in non-industrial areas.
- LU 10.20 In the Industry and Innovation zone, consider development standards that promotes development that meets the needs of industrial businesses including load-bearing floors, freight elevators, and adequate freight facilities.
- LU 10.21 In the industry and innovation zone, consider limiting non-industrial floor area to no more than 50 percent of any individual business.

LU 10.~~((17))~~22 (~~Establish the industrial buffer~~) Consider using the urban industrial or industrial buffer ((zone)) zones to provide an appropriate transition between industrial areas and adjacent residential or pedestrian-oriented commercial zones.

LU 10.23 In the urban industrial zone, consider allowing a range of ancillary non-industrial uses. Recognize that industrial businesses in this zone have a greater need for a limited amount of space for such uses as tasting rooms and retail facilities that directly support the industrial activity of the business.

LU 10.24 In the urban industrial zone, consider establishing buffer standards to ease the transition from industrial areas to urban villages and other non-industrial parts of Seattle.

LU 10.25 Recognize the unique development opportunities that the Washington National Guard Armory in the BINMIC and the WOSCA site in the Duwamish MIC represent. Work with the State of Washington or other future owners of these sites to develop a comprehensive industrial redevelopment plan that maximizes public benefits and reflects its location within a manufacturing / industrial center. This plan should include features such as green infrastructure, district energy and waste management programs, and workforce equity commitments.

LU 10.~~((18))~~26 Allow the widest possible range of manufacturing uses and related industrial and commercial activities within the industrial buffer zone, while ensuring compatibility the activity and physical character of neighboring less intensive zones.

LU 10.~~((19))~~27 Include development standards or performance standards for the industrial buffer zone that protect the livability of neighboring areas, promote visual quality, and maintain a compatible scale of development along zone edges. Apply these standards only in places where existing conditions do not adequately separate industrial activity from less intensive zones.

LU 10.~~((20))~~28 Limit the height of structures on the borders of industrial buffer zones where streets along the zone edge do not provide sufficient separation for a reasonable transition in scale between industrial areas and less intensive neighboring zones, taking into consideration the permitted height in the abutting less intensive zone.

LU 10.~~((21))~~29 Allow a wide mix of employment activities in the industrial commercial zones, such as light manufacturing and research and development.

LU 10.~~((22))~~30 Limit development density in industrial commercial and maritime, manufacturing, and logistics zones in order to reflect transportation and other infrastructure constraints, while taking into account other features of an area.

LU 10.~~((23))~~31 Include development standards in the industrial commercial zone designed to create environments that are attractive to new technology businesses and that

support a pedestrian-oriented environment, while controlling structure height and scale to limit impacts on nearby neighborhoods.

LU 10.~~((24))~~32 Provide a range of maximum building height limits in the industrial commercial zones in order to protect the distinctive features that attract new technology businesses to the area—such as views of water, shoreline access, and the neighborhood scale and character—to make sure that these features will continue to be enjoyed, both within the zone and from the surrounding area.

LU 10.~~((25))~~33 Assign height limits independently of the industrial zoning designation to provide flexibility in zoning-specific areas and to allow different areas within a zone to be assigned different height limits according to the rezone criteria.

LU 10.~~((26))~~34 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.

LU 10.~~((27))~~35 Consider high value-added, living wage industrial activities to be a high priority.

LU 10.~~((28))~~36 Permit commercial uses in industrial areas to the extent that they reinforce the industrial character, and limit specified non-industrial uses, including office and retail development, in order to preserve these areas for industrial development.