

# Discussion: Industrial and Maritime Strategy Comprehensive Plan Amendments

# Background

- September 2022 – I/M Strategy FEIS published
- October 2022 – FEIS overview at LUT Committee
- January 12, 2023 – Comprehensive Plan Amendments update at Full Commission meeting
- January 26 – Comprehensive Plan Amendments preliminary discussion

# Timeline

- February 23 (today) – Discussion
- March 9 – Staff Draft Letter
- March 23 – Revised Draft Letter
- April 13 – Action on Final Draft Letter
- April 24 (tentative) – City Council Land Use Committee public hearing

# Proposed Comprehensive Plan Amendments

- The text of the proposed amendments can be reviewed on pp. 47-53 of Chapter 6 (Appendices) of the Industrial and Maritime Strategy Final Environmental Statement.
- A link to the FEIS and its individual chapters is located here: <https://www.seattle.gov/opcd/ongoing-initiatives/industrial-and-maritime-strategy#projectdocuments>

# Proposed Comprehensive Plan Amendments

- We will not be discussing the specifics of the Industrial and Maritime Strategy itself. The Stakeholder Advisory Group's recommendations were documented in a final report and studied in both a Draft and Final EIS.
- The proposed Comprehensive Plan amendments are the first step in adopting and implementing the Industrial and Maritime Strategy recommendations.

# Proposed Comprehensive Plan Amendments

- Majority of the proposed amendments are in the Land Use Element. Minor edits are proposed to the Container Port Element Land Use Policies.
- The Shoreline Areas Element contains land use policies for industrial land adjacent to Seattle's shorelines.

# Land Use Element - Goals

**LU G11** Support employment-dense emerging industries that require greater flexibility in the range of on-site uses and activities.

**LU G12** Develop transitions between industrial areas and adjacent neighborhoods that support healthy communities, reduce adverse environmental impacts, and minimize land use conflicts

# Land Use Element - Policies

**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 or amendments to the boundaries of manufacturing industrial centers 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.

# Land Use Element - Policies

LU 10.7 Transition to the following zones for industrial lands in Seattle:

- 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.

# Land Use Element - Policies

- 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.

# Land Use Element - Policies

- 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.
- Industrial Commercial: This designation is for industrial land located outside of Manufacturing Industrial Centers and is intended to permit a range of activities such as light industrial uses, research and development uses, and offices.

# Land Use Element - Policies

- **LU 10.68** Prohibit new residential development in industrial zones, except for certain types of dwellings, such as caretaker units or, potentially in urban industrial zones, dwellings targeted to workers that are related to the industrial area and that would not restrict or disrupt industrial activity.

# Land Use Element - Policies

- **LU 10.911** Avoid placing industrial zones within urban centers or urban villages. ... Consider using the urban industrial zone in locations within or outside urban centers or villages that borders a manufacturing/industrial center to help provide an appropriate transition and promote complimentary land use patterns between industrial and non-industrial activities.

# Land Use Element - Policies

- **LU 10.1012** Limit the density of development for nonindustrial uses in the manufacturing/industrial centers... 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 limit the size of office and retail uses not associated with industrial uses, in order to preserve these areas for industrial development, except for areas eligible for the Industry and Innovation zone.

# Land Use Element - Policies

- **LU 10.1214** 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.

# Land Use Element - Policies

- **LU 10.1315** 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.

# Land Use Element - Policies

- **LU 10.19** In the industry and innovation zone, consider development regulations that are compatible with employment-dense transit-oriented development. Seek to establish development standards that ensure employment density at a level necessary to leverage transit investments.

# Land Use Element - Policies

- LU 10.20 In the Industry and Innovation zone, consider development standards that promotes development that meets the needs of industrial businesses including loadbearing floors, freight elevators, and adequate freight facilities.

# Land Use Element - Policies

- LU 10.21 In the industry and innovation zone, consider an incentive system whereby nonindustrial floor area may be included in a development as a bonus if new bona-fide industrial space is included.

# Land Use Element - Policies

- **LU 10.1722** ~~Establish the industrial buffer~~ Consider using the urban industrial or industrial buffer zones to provide an appropriate transition between industrial areas and adjacent residential or pedestrian-oriented commercial zones.

# Land Use Element - Policies

- **LU 10.23** In the urban industrial zone, consider allowing a range of ancillary nonindustrial 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.

# Land Use Element - Policies

- 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.

# Land Use Element - Policies

- LU 10.25 Recognize the unique development opportunities that the Washington National Guard Armory in the BINMIC and the WOSCA (Washington Oregon Shippers Cooperative Association) represents. Work with the State of Washington or other future owners of this site to develop a comprehensive industrial development plan. This plan should include green infrastructure, consolidated waste management programs, and workforce equity commitments.

# Land Use Element - Policies

- **LU 10.2230** 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.

# Container Port Element

The container port element contains land use, transportation, economic development, and environmental policies to guide and support container port activities in Seattle. The land use policies emphasize ensuring adequate land area needs for port expansion, avoiding land use conflicts. These policies focus more specifically on the maritime industry than the land use policies above.

# Container Port Element

- **CP 1.3** Discourage non-industrial land uses, such as stand-alone retail and residential, in industrially zoned areas to minimize conflicts between uses and to prevent conversion of industrial land in the vicinity of cargo container terminals or their support facilities.

# Container Port Element

- **CP 1.5** Consider the value of transition areas at the edges of general industrial and maritime, manufacturing and logistics zones which allow a wider range of uses while not creating conflicts with preferred cargo container activities and uses. In this context, zoning provisions such as locational criteria and development standards are among the tools for defining such edge areas.

# Shoreline Areas Element

As part of the Shoreline Master Program, the shoreline areas element contains land use policies for industrial land adjacent to Seattle's shorelines. These policies are implemented through the Shoreline Master Program which designates which shorelines are industrial in use and establishes development regulations for those uses within 200-feet of the shoreline.

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# Comments/Discussion