



**Interbay Working Group Meeting
February 13, 2013**

Attendees:

Adam Silvers, Resident
Betsy Blackstock, Blackstock Lumber & Interbay P-Patch
Bob Beebe, KG Investment Management
Carol Pawlak, Amgen
Charles Wathen, Interbay Urban Center
Don Root, GM Nameplate
Eugene Wasserman, North Seattle Industrial Association
Gene Hogle, Magnolia Community Council
Jeff Thompson, Freehold
Jeffrey Hummel, Hummel Architects, Interbay Urban Center
Joe Giaccio, WA Army National Guard
John Coney, Queen Anne Community Council /Uptown Alliance
Joseph Gellings, Port of Seattle
Karen Waterman, Sound Transit
Kent Angier, Kauri Investments
Martin Kaplan, Queen Anne Community Council
Steve Gillespie, Foster Pepper

City Staff:

Patrice Carroll, Senior Planner, DPD
Geoff Wentlandt, Senior Planner/ Urban Designer, DPD
Michael James, SDOT – Ballard Transit Expansion Study
Sandra Gurkewitz, SDOT Magnolia Bridge EIS
Mark Mazzolla, SDOT Magnolia Bridge EIS

At this meeting we discussed zoning concepts for the study area.

Update on Related Studies

Downtown to Ballard Transit Expansion Study – Community open house will be held in March. More information can be found at the [project website](#).

Magnolia Bridge EIS – SDOT will be updating the EIS for the Magnolia Bridge project. This will include new traffic counts for 15th Ave.

Zoning Overview

The study area contains 11 different zones:

- 3 Low rise residential zones (LR1, LR2, LR3). These three zones range from the least intensive LR1 zone that is most similar in scale to single family on minor or collector streets to LR3 which is primarily multi-story apartments located on arterial streets.
- 2 Neighborhood Commercial zones (NC2, NC3) are for pedestrian-oriented shopping area. NC2 is smaller in size and scale, and serves a local clientele. NC3 is larger and serves a citywide or regional clientele. Volume of foot traffic would be greater in NC3. There is also a “P” designation that is sometimes used with NC zones that requires certain uses at street level, and applies development standards to make the facades more transparent and interesting to pedestrians.
- 2 Commercial zones (C1, C2) are for auto oriented shopping and commercial areas. C1 is primarily retail while C2 is intended for non-retail commercial. C2 can also include manufacturing and warehousing.
- 1 Seattle Mixed Dravus (SM-D) provides for a wide range of uses, to encourage development of the area into a mixed-use neighborhood and includes a zoning incentive to include affordable housing.
- 3 Industrial zones (IG2, IB, IC) Allow a mix of industrial and a set amount of non-industrial uses. Residential use is not allowed. IG is the most restrictive while IC allows unlimited office development but caps retail at 75,000 sf.

(See [website](#) for zoning summary chart)

Based on discussion of land use concepts at the last meeting, DPD dismissed concepts to support a continuation of existing land use pattern or to support a complete transition to urban mixed use area. A range of zoning options that increase flexibility in Interbay were drafted for discussion.

A concept for a new zone, Mixed Use Production, was introduced which would be the most flexible

Options for the North Area

Four options to increase flexibility in the use of industrial lands in the north area near Dravus were presented.

- Alt. A - Retain more restrictive IG zoning adjacent to the RR. Rezone remaining industrial lands from IG to IC which will allow larger retail stores, and no size restriction for office development. No change to BINMIC boundary.

- Alt. B – Rezone almost all of IG zoned lands to IC. Small change to BINMIC boundary which removes 1.1 acres from the BINMIC to be rezoned to SM-D to reflect the existing commercial development.
- Alt. C –Expand the SM zone west along Dravus St. and north of Bertona St. to encourage more residential development. Designate a segment of Dravus St. a class 1 pedestrian street to encourage active street level uses. Expand NC zone on eastside of 15th Ave. Remove 8.7 acres from BINMIC. Rezone remaining industrial lands adjacent to RR and Emerson to IC.
- Alt. D – Rezone all the industrial land to Mixed Local Production, a new industrial zone that would not have maximum use restrictions, but would require some (~25%) of building to be reserved for light manufacturing/ production uses. No change to BINMIC boundary.

Comments and Feedback on Zoning Options for North Area:

- Request to present “change” objectively. A proposal could be a major change for some and minor change for others.
- Developers do need some incentive to build- current situation just doesn’t work.
- Focus on allowing range of uses, and let it evolve on its own. If there is no market, that use won’t occur.
- Option A is simply a change from IG (general industrial) to IC (industrial commercial).
- There is no demand for small scale retail space in this area.
- Interbay is a good location for affordable, lower cost housing.
- No support for Mixed Local Production - a zoning incentive to support manufacturing / production uses.
- This incentive approach was tried with street level commercial uses and didn’t work. Makes whole development more expensive by requiring uses there is no market demand for. Let the market decide what use is needed.
- How would the new zoning idea incentivize small/local manufacturing ? It is difficult to comment without more information on how it would work. Also, what exact types of small local manufacturing would be incentivized?
- Small manufacturing / production is not new, this activity has been here.
- Small parcel size will help retain small manufacturers.
- The only difference between Seattle Mixed (SM) and the proposed Mixed Local Production is that SM allows residential.
- Residential development is the most profitable. More residential will drive industry out.
- Along the RR not appropriate for residential. It is a good location for auto/ repair businesses being squeezed out of Ballard.
- Support the basic planning concept of not locating residential directly adjacent to industry. There should be a buffer between the rail line and any residential uses.
- Train/ railyard noise and vibration noise is just as loud in existing residential areas on Magnolia Hill. Noise from trains is low frequency and can be attenuated with right construction.

- Vibration is also an issue for adjacent sites and cannot be mitigated.
- Retaining industrial zoning in a strip along the RR is not feasible. You might as well make it all residential.
- Some limited higher density or mixed use east of 15th Ave near Dravus St. makes sense.

Prefer Alt B or Alt C the most.

Options for the South Area

Three options to increase flexibility in the use of industrial lands in the south area near Whole Foods were presented.

- Alt. A – Retain more restrictive IG zoning adjacent to the RR (Amory site). Rezone the remainder of the industrial lands from IG to IC which will allow larger retail stores and no use limit on office development. No change to BINMIC boundary.
- Alt. B – Remove properties near Armory Way and the Interbay Urban Center from the BINMIC (15.7 ac) and rezone from IG to C2 which would allow even larger (big box) retail stores. Rezone remaining industrial lands (mostly Port and Armory property) from IG to new zone - Mixed Local Production.
- Alt. C – Remove Armory Way properties and the Amory from the BINMIC (41.7 ac). Rezone Armory Way properties as commercial (same as Alt. B). Do not rezone the Amory site at this time, but encourage or require any future rezone to be based on a master plan for this site.

Comments and Feedback on Zoning Options for South Area:

- See comments above regarding Mixed Local Production District.
- Expanding the IC zoning on west makes sense.
- Not in favor of residential west of 15th Ave.
- Developers want to develop office and retail, not housing.
- Interbay is a good location for housing- good road access and transit.
- C zones allow residential as of right (C-1) or as a conditional use (C-2)
- Seattle lacks a “pure commercial” zone- one that would allow any size retail, but prohibit residential. This study should look at modifying a C zone to allow large commercial but not residential.
- IC zone would not allow big box retail. Those retailers need 100,000 sf or more. C2 is the only zone that would allow big box retail.
- Owner of Interbay Urban Center is adding a traffic light at Howe Street at his own expense to improve access to site and safety.
- Traffic and circulation impacts associated with large format retail would have to be evaluated.
- These materials will be taken back to the Magnolia Community Club, and more complete comments will be returned to the project team.
- Port would strongly object to expanding the commercial zone if it allows residential even as a conditional use.

- Not necessary to rezone the Amory site at this time because there are no plans to move.
- Could there be an amendment to the commercial zone that would prohibit residential at this location?
- The Armory site should be rezoned for commercial, if there was a restriction against residential.
- Would like to explore the possibility of a bicycle trail through the Interbay Urban Center and the city-owned golf course, through the Dravus area, and ultimately connect to the Ship Canal trail.
- Amgen is interested in hearing about/ discussing any public realm/pedestrian improvements near their campus.
- Amgen's master plan identified certain view corridors across their property. Identification of views on upland properties should take the Amgen master plan into account.