

D Draft Comprehensive Plan Goal & Policy Language

Seattle Comprehensive Plan Policy Amendments

The land use policies, below, include both the existing policy framework and the proposed amendments to the Comprehensive Plan that are a part of this proposal. The proposed amendments are indicated with underlined, and deletions are in ~~strikethrough~~.

Land Use Element

Goals

***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 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.*

Policies

***LU 10.1** Designate industrial zones generally where*

- 1. the primary functions are industrial activity and industrial-related commercial functions,*
- 2. 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*
- 3. 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 10.34 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 10.45 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 10.56 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 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.
- 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 10.68 Prohibit new residential development in industrial zones, except for certain types of dwellings, such as caretaker units or, potentially in urban industrial zones, dwellings for workers that are related to the industrial area and that would not restrict or disrupt industrial activity.

LU 10.79 Use the general industrial or maritime, manufacturing, and logistics zones to promote a full range of industrial activities and related support uses.

LU 10.810 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 10.911 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 10.1012 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 limit the size of office and retail uses not associated with industrial uses, in order to preserve these areas for industrial development.

LU 10.1113 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 10.1214 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.

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.

LU 10.1416 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 10.1517 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 10.1618 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 an incentive system whereby non-industrial floor area may be included in a development as a bonus if new bona-fide industrial space is included.

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.

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 opportunity that the Washington National Guard Armory in the BINMIC 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.

LU 10.1826 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 10.1927 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 10.2028 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 10.2129 Allow a wide mix of employment activities in the industrial commercial zones, such as light manufacturing and research and development.

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.

LU 10.2331 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 10.2432 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 10.2633 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 10.2634 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 10.2735 Consider high value-added, living wage industrial activities to be a high priority.

LU 10.2836 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.

Container Port Element Land Use Policies (from Seattle 2035)

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 land use policies are below:

CP 1.1 Help preserve cargo container activities by retaining industrial designations on land that supports marine and rail- related industries including industrial land adjacent to rail or water-dependent transportation facilities.

CP 1.2 Continue to monitor the land area needs, including for expansion, of cargo container related activities and take action to prevent the loss of needed land that can serve these activities.

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.

CP 1.4 Consider how zoning designations may affect the definition of highest and best use, with the goal of maintaining the jobs and revenue that cargo container activities generate and to protect scarce industrial land supply for cargo container industries, such as marine and rail-related industries.

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 (from Seattle 2035)

As part of the Shoreline Master Program (discussed below), 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.

SA P37 Support the retention and expansion of existing conforming water-dependent and water-related businesses and anticipate the creation of new water-dependent and water-related development in areas now dedicated to such use.

SA P38 Identify and designate appropriate land adjacent to deep water for industrial and commercial uses that require such condition.

SA P39 Provide regulatory and nonregulatory incentives for property owners to include public amenities and ecological enhancements on private property.

SA P40 *Identify and designate appropriate land for water-dependent business and industrial uses as follows:*

- 1. Cargo-handling facilities*
- 2. Tug and barge facilities*
- 3. Shipbuilding, boatbuilding, and repairs*
- 4. Moorage*
- 5. Recreational boating*
- 6. Passenger terminals*
- 7. Fishing industry*

(See Seattle 2035 for Detailed policy guidance provided for each)

SA P41 *Allow multiuse developments including uses that are not water dependent or water related where the demand for water-dependent and water-related uses is less than the land available or if the use that is not water dependent is limited in size, provides a benefit to existing water-dependent and water-related uses in the area, or is necessary for the viability of the water-dependent uses. Such multiuse development shall provide shoreline ecological restoration, which is preferred, and/or additional public access to the shoreline to achieve other Shoreline Master Program goals.*