

UNFILED PROCEEDS 123086
Ordinance No. _____

Council Bill No. 116554

An ordinance relating to land use and zoning; amending page 189 of the Official Land Use Map, Seattle Municipal Code Section 23.32.016 to rezone an area south of South Norfolk Street, west of Airport Way South, and east and north of the City boundary with the City of Tukwila from General Industrial 2 with an eighty-five foot height limit (IG-2/U-85) to Industrial Commercial with an eighty-five foot height limit (IC/U-85).

Related Legislation File: _____

Date Introduced and Referred: <u>6-8-09</u>	To: (committee): Planning, Land Use & Neighborhoods (PLUNC)
Date Re-referred:	To: (committee):
Date Re-referred:	To: (committee):
Date of Final Action: <u>9-14-09</u>	Date Presented to Mayor: <u>9-15-09</u>
Date Signed by Mayor: <u>9.21.09</u>	Date Returned to City Clerk: <u>9.24.09</u>
Published by Title Only _____	Date Vetoed by Mayor:
Published in Full Text <u>X 2</u>	
Date Veto Published:	Date Passed Over Veto:
Date Veto Sustained:	Date Returned Without Signature:

The City of Seattle – Legislative Department

Council Bill/Ordinance sponsored by: Samy S. Linn

Committee Action:

Date	Recommendation	Vote
<u>9-9-09</u>	<u>PASS</u>	<u>3-0 SC, TR, TB</u>

This file is complete and ready for presentation to Full Council. _____

Full Council Action:

Date	Decision	Vote
<u>9-14-09</u>	<u>Passed</u>	<u>9-0</u>

Law Department

ORDINANCE 123086

1
2 AN ORDINANCE relating to land use and zoning; amending page 189 of the Official Land Use
3 Map, Seattle Municipal Code Section 23.32.016 to rezone an area south of South Norfolk
4 Street, west of Airport Way South, and east and north of the City boundary with the City
of Tukwila from General Industrial 2 with an eighty-five foot height limit (IG-2/U-85) to
Industrial Commercial with an eighty-five foot height limit (IC/U-85).

5 WHEREAS, the property south of S. Norfolk St. and west of Airport Way lies partially in the
6 City of Seattle and partially in the City of Tukwila; and

7 WHEREAS, the City of Tukwila recently rezoned the portion of the property within its borders
8 to a light industrial classification that allows a wide variety of commercial uses and
structures up to ten stories in height; and

9 WHEREAS, general zoning principles discourage the application of inconsistent zoning
10 designations on a parcel; and

11 WHEREAS, the Industrial Commercial zone is the Seattle designation that most closely matches
12 the zoning designation recently applied by the City of Tukwila to the portion of the site in
that city;

13
14 NOW, THEREFORE,

15 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

16 Section 1. The Official Land Use Map, Section 23.32.016, Page 189, is hereby amended
17 to change the zone classification of the designated area from General Industrial 2 with an eighty-
18 five foot height limit (IG2/U-85) to Industrial Commercial with an eighty-five foot height limit
19 (IC/U-85), as shown on Attachment 1.

20
21 Section 2. This ordinance shall take effect and be in force thirty (30) days from and after
22 its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days
23 after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.
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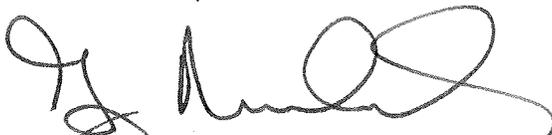
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Passed by the City Council the 14th day of September, 2009, and
signed by me in open session in authentication of its passage this
14th day of September, 2009.



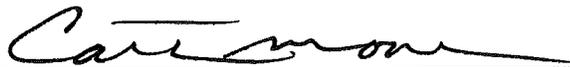
President _____ of the City Council

Approved by me this 21st day of September, 2009.



Gregory J. Nickels, Mayor

Filed by me this 24th day of September, 2009.



City Clerk

(Seal)

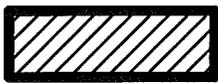
Attachment 1: Map of Proposed Rezone



Rezone
from IG2 U/85
to IC U/85

IG2 U/85

IG2 U



Rezone
from IG2 U/85
to IC U/85



0 135 270 540 Feet

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Rezone at S. Norfolk St,
Airport Way S and
South Seattle City Limits

Attachment 1 to the United Grocers Rezone Ordinance

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	DOF Analyst/Phone:
DPD	Tom Hauger/48380	Karen Grove/45851

Legislation Title:

An ordinance relating to land use and zoning; amending page 189 of the Official Land Use Map, Seattle Municipal Code Section 23.32.016 to rezone an area south of South Norfolk Street, west of Airport Way South, and east and north of the City boundary with the City of Tukwila from General Industrial 2 with an eighty-five foot height limit (IG-2/U-85) to Industrial Commercial with an eighty-five foot height limit (IC/U-85).

• **Summary of the Legislation:**

The ordinance would rezone approximately 29 acres from General Industrial 2 (IG2) to Industrial/Commercial (IC).

• **Background:**

The land that would be rezoned is the former Associated Grocers site, now called Unified Grocers. The site is just south of Boeing Field and lies partially in the City of Tukwila. Tukwila recently changed the zoning on the portion in its jurisdiction to a designation that permits more commercial development than is allowed by Seattle's IG2 designation. Changing the Seattle zoning will ensure that similar uses could be permitted across the entire site. The site is currently used for wholesale distribution. The zoning change would permit a wide variety of commercial uses, including office, retail and lodging. (See attached Director's Report for more information.)

• *Please check one of the following:*

This legislation does not have any financial implications.

Attachment A: Director's Report and Recommendation



DIRECTOR'S REPORT AND RECOMMENDATION
Unified Grocer Site Rezone

Introduction

The Department of Planning and Development (DPD) proposes rezoning an area in the southeast portion of the Duwamish Manufacturing/Industrial Center from General Industrial 2 (IG2) to Industrial Commercial (IC). The height limit, currently 85 feet, is proposed to remain the same. The rezone will complement zoning in the adjoining City of Tukwila.

Background

The Unified (formerly Associated) Grocers warehouse and distribution center occupies approximately 62 acres, straddling the border between Seattle and Tukwila. Approximately 33 acres of the site are within the City of Tukwila, and the remaining approximately 29 acres are within the City of Seattle and bounded on two sides by Tukwila.

In 2007 the City of Tukwila adopted a Comprehensive Plan amendment and a rezone of approximately 33 acres of the site from Manufacturing/Industrial Center—Heavy (MIC-H) to Light Industrial (LI), with a height limit of ten stories. The LI designation allows a broader range of uses than the MIC-H zone.

In Seattle, the land adjoining the area rezoned by the City of Tukwila is zoned IG2-U/85 (General Industrial 2, with unlimited height allowed for industrial uses and an 85-foot height limit for non-industrial uses). IG zoning encourages uses and activities that are consistent with traditional manufacturing and industrial employment generating activities. Non-industrial uses that unfavorably compete with industrial and manufacturing uses are discouraged.

The current proposal is to rezone the Seattle portion of the site to Industrial Commercial (IC-85). The IC zone is intended to promote development of businesses which incorporate a mix of industrial and commercial activities, including light manufacturing and research and development, while accommodating a wide range of other employment activities. This proposal affects approximately four tax lots.

The rezone will give the property a consistent set of development regulations for the entire site, recognizing the divided jurisdiction of this large property. A consistent zone designation will allow the property to be developed in a coherent manner, furthering the economic development objectives of both the City's of Seattle and Tukwila.

DPD has reviewed a SEPA checklist for the proposed rezone and issued a Determination of Non-Significance. Future development proposals on the site, that exceed SEPA thresholds, will require environmental analysis of the impacts associated with such a proposal.

Rezone Analysis

The Land Use Code, Seattle Municipal Code (SMC) 23.34.007, states that “no single criterion or group of criteria is applied as an absolute requirement or test of the appropriateness of a zone designation, nor is there a hierarchy or priority of rezone considerations, unless a provision indicates the intent to constitute a requirement or sole criterion... Compliance with the provisions of Chapter 23.34 constitutes compliance with the Comprehensive Plan for the purpose of reviewing proposed rezones....”

In Section 23.34.008, the Code states that “the most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation.”

The site is currently zoned IG2-U/85. The proposal is to change the zoning to IC-85. These zones are described generally as follows:

General Industrial 2 (IG2). The Land Use Code defines the function of the IG2 zone as an area providing opportunities for new industrial development and that accommodates a broad mix of activity, including additional commercial development, when such activity improves employment opportunities and the physical conditions of the area without conflicting with industrial activity.

Industrial Commercial (IC). The Land Use Code says the IC zone is intended to promote development of businesses which incorporate a mix of industrial and commercial activities, including light manufacturing and research and development, while accommodating a wide range of other employment activities.

The site also lies within the Airport Height Overlay District due to its location immediately south of the runway for the King County Airport. The purpose of this overlay is to ensure safe and unobstructed takeoff and landing approach paths to and from the airport. Overlay provisions limit the allowable height of structures, depending on their proximity to the end of the runway. The proposed rezone would not alter the Airport Height Overlay District.



General Rezone Criteria

Table 1 compares the proposed rezone to the General Rezone Criteria found in SMC 23.34.008.

Table 1: General Rezone Criteria

<p>Zoned Capacity</p>	<p>SMC 23.34.008.A.1. In urban centers and urban villages the zoned capacity for the center or village taken as a whole shall be no less than one hundred twenty-five percent (125%) of the growth targets adopted in the Comprehensive Plan for that center or village.</p> <p>SMC 23.34.008.A.2. For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Urban Village Element of the Comprehensive Plan.</p> <p><i>Analysis:</i> <i>The rezone area is not located in an urban center or urban village.</i></p>
<p>Match Between Zone Criteria and Area Characteristics</p>	<p>SMC 23.34.008.B. The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation.</p> <p><i>Analysis:</i> <i>See discussion of locational criteria in Table 2, 3 and 4.</i></p>
<p>Zoning History and Precedential Effect</p>	<p>SMC 23.34.008.C. Previous and potential zoning changes both in and around the area proposed for rezone shall be examined.</p> <p><i>Analysis:</i> <i>The 33-acre portion of the site located in the City of Tukwila was recently rezoned from Heavy Industrial—Manufacturing-Industrial Center” to “Light Industrial-10 Stories.” IC would be more compatible with the new designation on the Tukwila portion of the site compared with the current IG2 designation on the Seattle portion.</i></p>
<p>Neighborhood Plans</p>	<p>SMC 23.34.008.D.1. For the purposes of this title, the effect of a neighborhood plan, adopted or amended by the City Council after January 1, 1995, shall be as expressly established by the City Council for each such neighborhood plan.</p> <p>SMC 23.34.008.D.2. Council-adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration.</p>



SMC 23.34.008.D.3. Where a neighborhood plan adopted or amended by the City Council after January 1, 1995 establishes policies expressly adopted for the purpose of guiding future rezones of particular sites or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan.

Analysis:

The City Council adopted the Greater Duwamish Manufacturing/Industrial Center Neighborhood Plan as amendments to the Seattle Comprehensive Plan by Ordinance 119973 on June 12, 2000, including the following goals and policies:

GD-G1: The Duwamish Manufacturing/Industrial Center remains economically vital.

GD-G3: Land in the Duwamish Manufacturing/Industrial Center is maintained for industrial uses including the manufacture, assembly, storage, repair, distribution, research about or development of tangible materials and advanced technologies; as well as transportation, utilities and commercial fishing activities.

BD-P1: Recognize the significant contribution of the industries and businesses in the Duwamish Manufacturing/Industrial Center in terms of the jobs they create, and the export and tax revenues they generate.

GD-P2: Strive to retain existing businesses and promote their viability and growth, with particular emphasis on small businesses.

GD-P4: Encourage site assembly that will permit expansion or new development of industrial uses.

GD-P5: Limit the location or expansion of non-industrial uses, including publicly sponsored non-industrial uses, in the Duwamish Manufacturing/Industrial Center.

GD-P6: Strive to separate areas that emphasize industrial activities from those that attract the general public.

The Greater Duwamish Manufacturing/Industrial Center Neighborhood Plan does not establish policies expressly guiding future rezones. Nor does the Plan specifically address preferred use of the subject site. The proposed IC is an industrial zone and would continue to allow industrial activities; however, it would also allow a broader range of commercial uses, such as office and retail, at a larger scale than in the IG2 zone. Such uses would have the potential to create more jobs than the current warehousing uses, while still allowing the existing warehousing and distribution uses to continue, helping the area remain vital.

<p>Zoning Principles (transition between categories, physical buffers, zone boundaries)</p>	<p><i>The site, including the Tukwila portion, is bounded on three sides by four-lane, two-way streets: Airport Way, Boeing Access Road and E. Marginal Way. South Norfolk Street is the site's northern boundary. The Duwamish River is on the west side of Marginal Way, across from the site. North, across S. Norfolk Street, is the King County Airport. Abutting land in Seattle is zoned IG2-U/65.</i></p> <p><i>Because of the arterials, the river and the airport, the site is somewhat isolated from other industrial land in Seattle. Therefore, the relationship between this site and the surrounding area is less a factor than it would be on a site where a proposed rezone immediately abuts a site with a different zoning designation.</i></p> <p><i>The site lies in two cities and so it has historically had two different zoning designations. The southern portion of the site, which is in the City of Tukwila, was recently rezoned to Light Industrial-10 stories and the northeastern (Seattle) portion of the site is zoned IG2.</i></p> <p><i>Tukwila's zone, Light Industrial-10 Stories, permits a very wide range of uses, including: all types of retail and office with no size limitations, adult entertainment, convention facilities, funeral homes, manufacturing of heavy machinery, private clubs, food processing, restaurants, theaters, lodging, salvage operations, warehouses and self-storage facilities, among many other uses.</i></p> <p><i>Seattle's IG2 zone in the Duwamish Manufacturing/Industrial Center does not permit some uses that the Tukwila zone permits, such as lodging, theaters, adult entertainment and private clubs. The IG2 also sets a maximum size of 25,000 square feet per lot for office and retail uses. Other commercial uses, such as medical offices, lodging and entertainment are limited to 10,000 square feet.</i></p> <p><i>Seattle's IC zone permits office and retail uses at larger scales than the IG2 zone and, therefore, more similar to the Tukwila designation.</i></p>
<p>Impact Evaluation:</p> <p>1. Factors (housing, public services, environmental factors, pedestrian safety, manufacturing)</p>	<p><i>Both the current and proposed zones are industrial, and neither permits housing; therefore, the rezone would have no direct impact on housing.</i></p> <p><i>The proposed IC zone allows more office and retail development than under the current IG2 zone, which limits office and retail uses to 25,000 square feet. The existing uses would be allowed to remain; more commercial activity other than warehousing, could help increase employment in this area. The rezone would not cause view or public access impacts.</i></p>



<p>activity, employment activity, shoreline views, public access, etc.)</p> <p>2. Service Capacity (streets, transit, utilities, parking, etc.)</p>	<p><i>If more commercial development were to occur in place of the current warehousing use, there would be potential for more vehicular traffic, but less freight traffic. There is no known project proposed for the site at this time. If the rezone were approved, a development proposal for the site would be required to comply with the City's SEPA Ordinance and to prepare appropriate environmental analysis. At that time, more specific information about the nature and extent of project impacts would be reviewed.</i></p>
<p>Changed Circumstances</p>	<p><i>The principal changed circumstance is the City of Tukwila's rezone of 33 acres of the site to a "Light Industrial" designation. The Seattle zoning designation that is most similar to Tukwila's Light Industrial zone is the IC zone.</i></p>
<p>Critical Areas</p>	<p><i>The Seattle portion of this site is designated a liquefaction area. The site is currently developed; any future development on the site will need to comply with Chapter 25.09 SMC, which regulates Environmentally Critical Areas. The rezone would not increase the impacts to the Environmentally Critical Area on this already-developed site.</i></p>
<p>Height Limits</p>	<p>The designation of height limits in the Industrial Commercial zone is independent of the designation of the zone. Thus, the following provisions from SMC 23.34.009 apply:</p> <p><u>Function of the zone.</u> Height limits shall be consistent with the type and scale of development intended for each zone classification. The demand for permitted goods and services and the potential for displacement of preferred uses shall be considered.</p> <p><i>Analysis:</i> <i>The height limit for non-industrial uses on the site is currently 85 feet and that height limit would not be changed under the proposed rezone.</i></p> <p><u>Topography of the Area and its Surroundings.</u> Height limits shall reinforce the natural topography of the area and its surroundings, and the likelihood of view blockage shall be considered.</p> <p><i>Analysis:</i> <i>The site is flat, and it sits well below the elevation of Interstate 5, which lies across Airport Way and the railroad line to the east.</i></p>



Height and Scale of the Area. The height limits established by current zoning in the area shall be given consideration. In general, permitted height limits shall be compatible with the predominant height and scale of existing development, particularly where existing development is a good measure of the area's overall development potential.

Analysis:

The portion of the site in the City of Tukwila has a height limit of 10 stories. The Seattle portion of the site currently has a height limit of 85 feet; no revisions to the height are proposed. The uses permitted by the IC designation may increase the likelihood that some structures approaching the 85-foot height limit would be built on those portions of the site where height is not limited by the Airport Height Overlay.

Compatibility with Surrounding Area. Height limits for an area shall be compatible with actual and zoned heights in surrounding areas excluding buildings developed under Major Institution height limits; height limits permitted by the underlying zone, rather than heights permitted by Major Institution designations, shall be used for the rezone analysis. A gradual transition in height and scale and level of activity shall be provided unless major physical buffers, as described in SMC 23.34.008.D.2 are present.

Analysis:

The current height limit on the site is 85 feet, and is not proposed to be changed. The portion of the parcel in the City of Tukwila is zoned for a 10-story height. Land in Seattle north of the parcel has a height limit of 65 feet.

Neighborhood Plans. Particular attention shall be given to height recommendations in business district plans or neighborhood plans adopted by the City Council subsequent to the adoption of the 1985 Land Use Map. Neighborhood plans adopted or amended by the City Council after January 1, 1995 may require height limits different than those that would otherwise be established pursuant to the provisions of this section and SMC 23.34.008.

Analysis:

The Duwamish Manufacturing/Industrial Center Neighborhood Plan does not include guidance regarding height limits.



Table 2 compares the site's characteristics with the Land Use Code's criteria for the designation of industrial zones found in SMC 23.34.090.

Table 2: Designation of Industrial Areas

Adopted Criteria	Meets Criteria			Analysis
	Yes	No	Maybe	
A. Industrial zones are intended to support existing industrial activity and related businesses and provide for new industrial development, as well as increased employment opportunities.	X			The proposed rezone is to change the designation of this property from one industrial zone to another industrial zone. The rezone from IG2 to IC would allow a wider range of uses and potentially more employment on the site.
B. Industrial areas are generally well-served by rail, truck, and water transportation facilities and do not require direct vehicular access through residential zones.	X			The subject site is well-served by rail, air, and truck transportation facilities, with connections to E. Marginal Way, Airport Way, Boeing Access Road and I-5. The King County Airport is immediately north of the site. Access to the site does not require direct vehicular access through any residential zone.
C. Relative isolation from residential zones either by distance or by physical buffers shall be preferred in the creation of new industrial zones.	X			This rezone does not involve the creation of a new industrial area. The closest residential zone in Seattle is across I-5 to the east. I-5 serves as a physical buffer from residentially zoned areas.
D. Areas where the infrastructure (streets, water, sewer, electrical, and other facilities) are adequate, or can be upgraded at a reasonable cost, are preferred to accommodate an industrial designation.	X			The infrastructure is adequate for current and future industrial uses. The area would continue to have an industrial designation.



Adopted Criteria	Meets Criteria			Analysis
	Yes	No	Maybe	
<p>E.1. Increasing industrially-zoned land shall be favorably considered when such action will provide additional opportunities for business expansion, retention of manufacturing opportunities in Seattle, or increase employment, especially employment that adds to or maintains the diversity of job opportunities in Seattle. Land proposed to be assigned to an industrial designation shall be suitable for manufacturing, research and development and other industrial uses and shall meet the locational criteria for the industrial zone.</p> <p>2. The rezone shall enhance and strengthen the industrial character of an area.</p>	X			<p>The rezone to IC would not increase industrially zoned land, but would continue industrial zoning on the site. Industrial uses would be allowed and the current warehousing and distribution use would be allowed to continue. The rezone to IC would allow a broader range of commercial uses on the site. Commercial uses, in particular, tend to have higher employment densities than industrial activities, and so the proposed zoning change could increase employment on the site. The commercial uses permitted by the IC zone are more likely to take advantage of the 2.5 FAR limit on the site and could produce considerably more building square footage than would traditional industrial uses. With its proximity to I-5 and the King County Airport, the site is well-suited for a range of industrial uses.</p>
<p>F. In determining appropriate boundaries with residentially and commercially zoned land, the appropriate location and rezone criteria shall be considered.</p>	X			<p>The proposal does not border residential or commercial zones.</p>
<p>G. Rezoning of industrial land to a less-intensive zone shall be discouraged unless most of the following can be shown...2) The rezone will not decrease</p>			X	<p>The proposal is to retain the industrial zoning, rather than changing to a less intensive commercial zone. However, IC is a less intensive industrial zone than the IG, because of its more generous allowance for commercial uses.</p>



Adopted Criteria	Meets Criteria			Analysis
	Yes	No	Maybe	
industrial development and employment potential, especially manufacturing employment...				While the rezone could decrease the potential that manufacturing employment would occur on the site in the future, there is currently no manufacturing use on the site.
<p>H. In general, a transition in scale and character shall be provided between zones. A gradual change in height limit or an area of transition (e.g., commercial zone between residential and industrial zones) shall be provided when the area lacks physical edges. Rezones shall achieve a better separation between residential and industrial zones, significantly reducing or eliminating major land use conflicts in the area. The following elements shall be considered physical edges or buffers:</p> <ol style="list-style-type: none"> 1. Natural features such as topographic breaks, lakes, streams, ravines, and shorelines; 2. Freeways, expressways, other major arterials, and railroad tracks, 3. Changes in street layout and block orientation; 4. Open spaces and greenspaces. 	X			The proposed height is the same as the current height; therefore, there is no change in transition. The rezone site does not border residential or commercial zones, and physical features, arterials and topography, define the edges of the site.



Adopted Criteria	Meets Criteria			Analysis
	Yes	No	Maybe	
I. Consideration shall be given to whether the area is primarily industrial, commercial, residential, or a mix, and whether the area is fully developed and in need of room for expansion, or minimally developed with vacant parcels and structures.			X	The site is currently used primarily for warehouse and distribution uses that support industrial activities. The IC zone would not limit such activity on the site in the future.

Table 3 compares conditions on the site to the locational criteria for the Industrial Commercial zone, as found in SMC 23.34.096.

Table 3: Locational Criteria for the Industrial Commercial (IC) Zone

Adopted Criteria	Meets Criteria			Industrial/Analysis
	Yes	No	Maybe	
SMC 23.34.096.A Areas with amenities such as shoreline views, proximity to downtown, or access to public open spaces that could provide an attraction for new businesses, particularly new technology-oriented and research and development activities which might otherwise be likely to seek locations outside the City.	X			The large subject site has shoreline views of the Duwamish River. While there are no significant amenities in the vicinity, the large size of the site may be attractive to firms searching for a place to locate a research & development campus.
B. Areas in close proximity to major institutions capable of providing support for new technology-			X	The subject site is within a few miles of the Aviation High School and South Seattle Community College's Georgetown Campus, which includes the Puget Sound Industrial Excellence



Adopted Criteria	Meets Criteria			Industrial/Analysis
	Yes	No	Maybe	
oriented and research and development businesses.				Center and the Apprenticeship and Education Center.
C. Former industrial areas which are undergoing a transition to predominantly commercial or mixed commercial and industrial activity, but where transportation and/or other infrastructure capacities are constrained and can only accommodate modest growth without major improvements.	X			This site has not been used for manufacturing for a number of decades, but has been used as a large warehouse and distribution facility. While there have not been changes to land use in the vicinity that suggests a "trend" toward commercial uses, the City of Tukwila's zoning change to allow more commercial activity, is an indication of changes anticipated or encouraged by that city.
D. Areas where there is an existing concentration of technology-oriented and research and development uses which may be subject to displacement by commercial development.		X		The Boeing Company maintains research and development facilities in the vicinity.
E. Areas which are underutilized and, through substantial redevelopment, could provide the type of campus-like environment attractive for new technology-oriented	X			The subject site has been in use as a warehouse/distribution site for over 50 years. The large size of the site, combined with its location and easy access to major transportation routes, makes it particularly attractive for a corporate campus-like development, or other large-scale commercial



Adopted Criteria	Meets Criteria			Industrial/Analysis
	Yes	No	Maybe	
industrial and commercial development.				developments.

Table 4 compares conditions on the site to the locational criteria for the IG2 zone, as found in SMC 23.34.093

Table 4: Location Criteria for General Industrial 2 (IG2) Zone

Adopted Criteria	Meets Criteria			Analysis
	Yes	No	Maybe	
A. Function. An area with existing industrial uses that provides space for new industrial development and accommodates a broad mix of activity, including additional commercial development, when such activity improves employment opportunities and the physical conditions of the area without conflicting with industrial activity.			X	The site currently contains warehouse and distribution activities, and has not been used for manufacturing or heavy industrial use in decades. Current zoning on the portion of the site that lies within the City of Seattle provides opportunities for a wide range of industrial uses, as well as some limited commercial development. The proposed rezone would allow similar industrial opportunities, as well as permitting more extensive commercial development.
B. Locational Criteria. General Industrial 2 zone designation is most appropriate in areas generally characterized by the following: 1. Areas that are developed with industrial activity or a mix of industrial	X			The site is currently developed with warehouse and distribution activities.



Adopted Criteria	Meets Criteria			Analysis
	Yes	No	Maybe	
activity and a wide range of commercial uses.				
2. Areas where facilities, such as the Kingdome or Design Center, have established a more commercial character for the surroundings and have created the need for a broader mix of support uses.		X		The site is not near the sports stadiums or the Design Center, and the area surrounding the site does not have a commercial character that suggests the need for support uses.
3. Areas with adequate access to the existing and planned neighborhood transportation network; where additional trips generated by commercial densities can be accommodated without conflicting with the access and circulation needs of industrial activity.	X			The site has direct access to Airport Way, E. Marginal Way and I-5.
4. Areas where increased commercial densities would allow the economic reuse of small sites and existing buildings no longer suited to current industrial needs.		X		The proposal is for one large site that is currently in active warehouse and distribution use.



Adopted Criteria	Meets Criteria			Analysis
	Yes	No	Maybe	
5. Areas that because of their size and isolation from a larger industrial area due to separation by another type of zone or major physical barrier, such as an arterial or waterway, can accommodate more non-industrial activity without conflicting with the industrial function of the larger industrial area.	X			The site is separated from other City of Seattle industrial areas because it is bordered on two sides by property in the City of Tukwila, on a third side by the King County Airport and on the fourth side by the Airport Way/I-5 corridor.
6. Large areas with generally flat topography.	X			The 29-acre site is generally flat.
7. Large areas platted into large parcels of land.	X			The four lots that comprise the 29-acre site range in size from 0.8 acres to just over 25 acres.

Recommendation

The Director recommends that the proposed Industrial Commercial zone with an 85-foot height limit (IC-U/85) be adopted. The changed circumstances, a result of the rezone of the Tukwila portion of the site, weigh in favor of amending the zoning on the Seattle portion of the site.

There is no known project that would take advantage of the rezone at this time. When a specific development is proposed for the site, a more detailed environmental review will be conducted.





City of Seattle

Gregory J. Nickels, Mayor

Office of the Mayor

May 26, 2009

Honorable Richard Conlin
President
Seattle City Council
City Hall, 2nd Floor

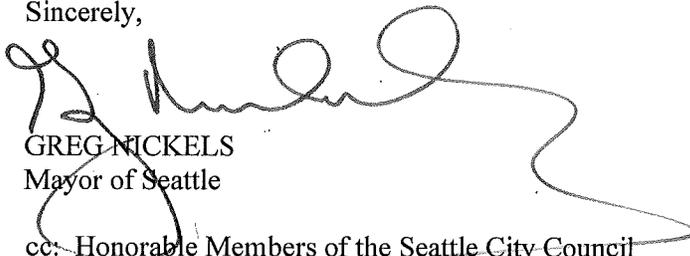
Dear Council President Conlin:

I am pleased to transmit the attached Council Bill to change the zoning for a property south of Boeing Field. The bill would change the zone designation on a 29-acre parcel from General Industrial 2 to Industrial/Commercial. The site is separated from the majority of the Duwamish manufacturing and industrial center by the City of Tukwila.

The land that the bill would rezone constitutes about half of the Unified Grocers (formerly known as Associated Grocers) site, with the other half lying inside the City of Tukwila. In 2008 Tukwila rezoned the portion of the site in its jurisdiction to a "light industrial – ten stories" designation. Changing the Seattle portion of this parcel to IC will make the range of uses permitted by both cities more consistent and will therefore help avoid the concerns raised by split-zoning parcels.

Thank you for your consideration of this legislation. Should you have questions, please contact Tom Hauger in DPD at 684-8380.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Nickels", written over a circular stamp that partially overlaps the signature.

GREG NICKELS
Mayor of Seattle

cc: Honorable Members of the Seattle City Council

600 Fourth Avenue, 7th Floor, P.O. Box 94749, Seattle, WA 98124-4749

Tel: (206) 684-4000, TDD: (206) 615-0476 Fax: (206) 684-5360, Email: mayors.office@seattle.gov

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STATE OF WASHINGTON – KING COUNTY

--SS.

245556
CITY OF SEATTLE, CLERKS OFFICE

No.

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

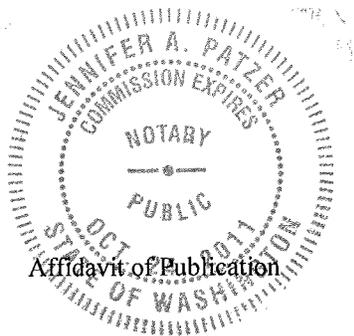
The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:123086 ORDINANCE

was published on

10/02/09

The amount of the fee charged for the foregoing publication is the sum of \$ 99.05, which amount has been paid in full.



Affidavit of Publication

[Signature]

Subscribed and sworn to before me on
10/02/09
[Signature]

Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

City of Seattle

ORDINANCE 123086

AN ORDINANCE relating to land use and zoning, amending page 189 of the Official Land Use Map, Seattle Municipal Code Section 23.32.016 to rezone an area south of South Norfolk Street, west of Airport Way South, and east and north of the City boundary with the City of Tukwila from General Industrial 2 with an eighty-five foot height limit (IG-2/U-85) to Industrial Commercial with an eighty-five foot height limit (IC/U-85).

WHEREAS, the property south of S. Norfolk St. and west of Airport Way lies partially in the City of Seattle and partially in the City of Tukwila; and

WHEREAS, the City of Tukwila recently rezoned the portion of the property within its borders to a light industrial classification that allows a wide variety of commercial uses and structures up to ten stories in height; and

WHEREAS, general zoning principles discourage the application of inconsistent zoning designations on a parcel; and

WHEREAS, the Industrial Commercial zone is the Seattle designation that most closely matches the zoning designation recently applied by the City of Tukwila to the portion of the site in that city;

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Official Land Use Map, Section 23.32.016, Page 189, is hereby amended to change the zone classification of the designated area from General Industrial 2 with an eighty-five foot height limit (IG2/U-85) to Industrial Commercial with an eighty-five foot height limit (IC/U-86), as shown on Attachment 1.

Section 2. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the 14th day of September, 2009, and signed by me in open session in authentication of its passage this 14th day of September, 2009.

Richard Conlin

President of the City Council

Approved by me this 21st day of September, 2009.

Gregory J. Nickels, Mayor

Filed by me this 24th day of September, 2009.

Attachment 1: Map of Proposed Rezone

See City Clerk for Attachment

Publication ordered by the City Clerk

Date of publication in the Seattle Daily Journal of Commerce, October 2, 2009.

10/2(245556)