

# Duwamish MIC

Founded in 1869, the City of Seattle is the leading commercial, cultural and advanced technology center of the U.S. Pacific Northwest, and a major port city for trans-Pacific and European trade. With a 2010 population of more than 608,000, the city is the region's largest and most diverse in terms of population, economic activity, and transportation options. In addition to six designated regional growth centers, the city has two manufacturing/industrial centers: Ballard-Interbay and Duwamish. The MICs were established to ensure that adequate accessible industrial land is available to promote a diversified employment base and sustain Seattle's contribution to regional high-wage job growth.

The Duwamish manufacturing/industrial center is one of the largest and most intensely developed manufacturing/industrial areas in the Pacific Northwest, and its significance to the city and the region cannot be overemphasized. The Duwamish MIC has been in industrial use for nearly 100 years, and in 2010, had nearly 60,000 jobs within its boundaries. The MIC is a vital international trade and transportation crossroads, receiving and distributing goods via roadway, water, rail and air. The Duwamish MIC is located just south of downtown Seattle, covering nearly 5,000 acres and including most of the industrial land in the city. The center is roughly bounded by South Jackson Street on the north, I-5 on the east, Boeing Access Road on the south (Seattle's south city limit), and West Margin Way on the west. The center adjoins the south margin of Elliott Bay, includes Harbor Island, and extends about 5 miles southward, along the Duwamish River. At its southern end, the center includes about 2/3 of King County International Airport/Boeing Field, adjoining the North Tukwila MIC. The Duwamish MIC excludes the residential section of Georgetown, which appears as an "island" on the center map.

The Duwamish center is the Port of Seattle's primary marine shipping area, with deep water berths, wharfs, piers, shipyards, dry-docks, container cranes, on-dock rail, container yards, cargo distribution and warehousing, oil and petroleum storage facilities, and major railroad yards. Pier 48 (the northern end of Duwamish center) is the southern terminus of the Alaska Marine Highway System, offering passenger and freight service between Seattle and southeast Alaska. Safeco Field and Century Link Field are located at the north end of the center.

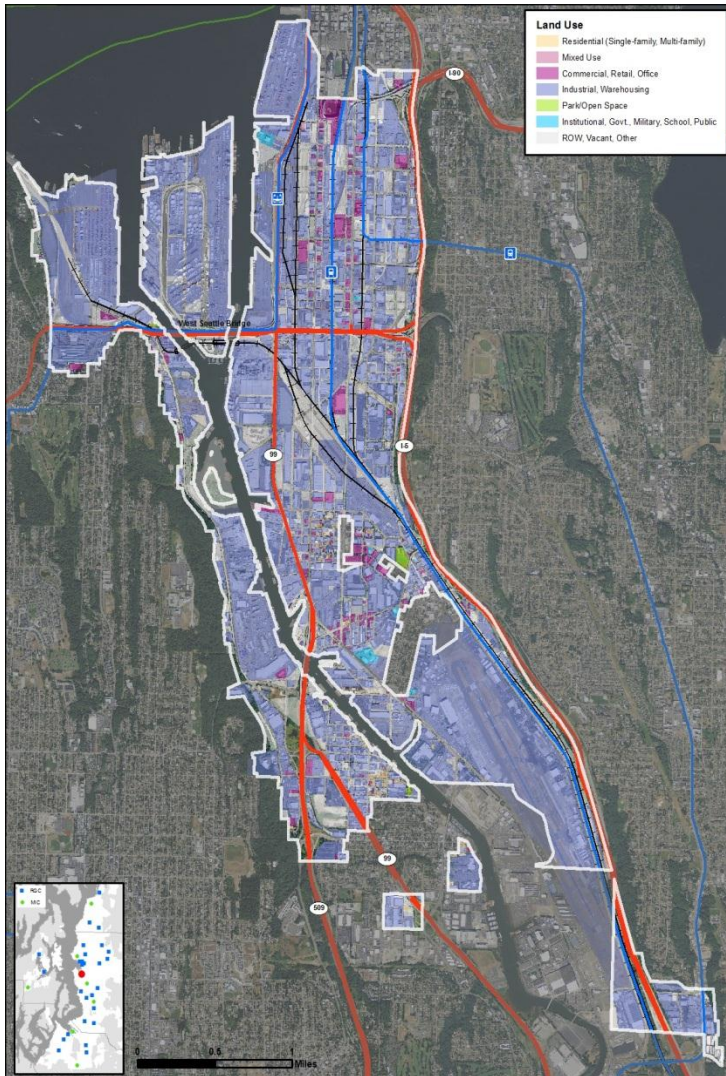
## Acreage, Density & Mix of Activity

Duwamish is among the largest regional manufacturing/industrial centers in terms of total gross acreage (5,062 acres) with a net developable acreage of 3,618 acres (71% of gross acres). In terms of its role in the city, the Duwamish regional center contains 9 percent

## 2010 Summary Statistics

<b>Land use</b>	
Gross acreage	5,062
Average block size (acres)	11.2
Average parcel size (acres)	2.0
<b>Mix of uses</b>	
Population/Employee ratio	.2 : 10
<b>Population</b>	
Total population	1,376
Change (2000–2010)	-513
<b>Housing</b>	
Total housing units	523
Change (2000–2010)	-143
<b>Employment</b>	
Total employment	58,771
Change (2000–2010)	-9,050
<b>Transportation</b>	
Employee access to transit	68%
Work-based mode share	
SOV / HOV	73% • 9%
Walk & Bike / Transit	3% • 15%

of the city's overall land area, 0.2 percent of the population, 0.2 percent of the housing, and 12.7 percent of the city's employment. Compared to centers as a whole, Duwamish has largest number of total activity units (60,147), with the largest number of jobs (58,771 total jobs), and is almost fully commercially-oriented (98% jobs/2% residents). At 11.9 activity units per acre, Duwamish is more dense than the 8.1 average for manufacturing/industrial centers.

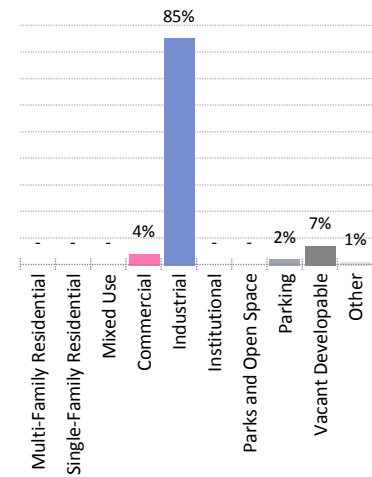


### Land Use & Urban Form

The major land use in Duwamish is industrial (85%); the remaining parcels are largely vacant developable (7%). About 89 percent of the center's 3,618 net acres are in employment-related use. Duwamish's average parcel size is 2.0 acres, which is significantly smaller than the average 7.0-acre size for MI centers. The center's average block size is 11.2 acres, smaller than the average 55.4-acre size among manufacturing/industrial centers. Duwamish has a moderate network of sidewalks (59% coverage).

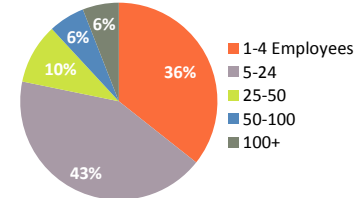
### Current Land Use

(3,618 net acres)



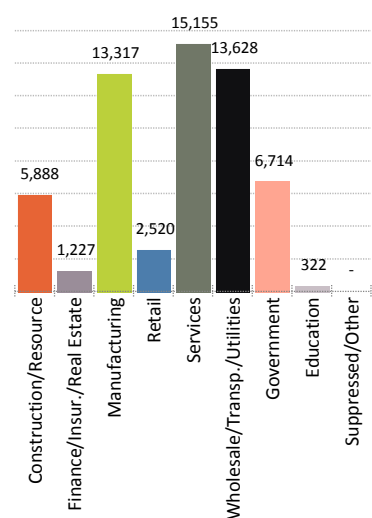
### Size of Businesses

(1,861 workplaces)



### Jobs by Sector

(58,771 jobs)



### Population

The total population in Duwamish is 1,376 , and it has decreased by 513 residents over the past 10 years.

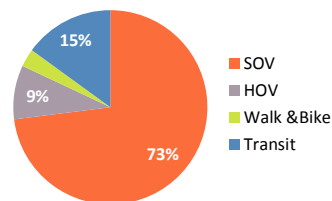
### Employment

The total employment in Duwamish is 58,771, which has decreased by 9,050 jobs over the past 10 years. The major industry sectors are Services (26%), Manufacturing (23%), and Wholesale, Transportation & Utilities (23%). Of the total number of jobs, about half (56%) are in 'goods dependent' industries that are typically appropriate for regional manufacturing/industrial centers. Some of the largest employers in the center are Boeing and Starbucks.

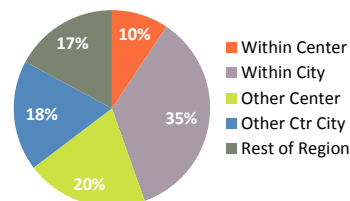
### Housing

Duwamish has 523 total housing units, with a density of 0.1 housing units per gross acre. Over the past 10 years, housing has decreased by 143 units (a 21% decrease). The center includes some unique housing, including caretaker residences and artist live /work spaces, and no new housing is permitted.

### Mode Shares



### Trip Destinations



### Transportation

For work-based trips, the Duwamish regional center's travel characteristics are somewhat different from the region as a whole, with fewer single-occupant vehicle (SOV) and slightly more transit trips. The region's SOV share is 76 percent, while the center's is 73 percent. The region's non-SOV mode share is 24 percent, with 10 percent in transit and 5 percent in walk/bike. The center's non-SOV share is 27 percent, with 15 percent in transit and 3 percent in walk/bike. The total daily trips from Duwamish are highly focused on destinations in regional centers (29% of all trips); this includes trips that stay within the center (9%) and trips that go to other centers (20%).

In terms of employee access to transit, Duwamish has moderate access, with 68 percent of employees within a 1/4 mile walk to a transit stop. For the 1/2 mile walkshed, the center has nearly complete levels of employee access to transit (90%).

### Plan Overview

Seattle includes a section in its Neighborhood element dedicated to the Duwamish manufacturing/industrial center. Through its neighborhood planning process, Seattle has developed neighborhood plans for both of its manufacturing/industrial centers. Though the plans were recognized as the vision and goals of neighborhoods, only the subset of policies adopted in the Neighborhood element of its comprehensive plan are considered adopted city policy. Policies included in the element are based on the *Greater Duwamish Neighborhood Plan* completed in 1999. The Duwamish subsection of the Neighborhood element emphasizes supporting waterfront industries and long-term preservation of industrial land uses. The Neighborhood element includes policies addressing jobs and economics, land use, transportation, utilities, environmental remediation and public safety.

### Comparison to Center Plan Checklist

The city's primary center planning document was reviewed to evaluate the extent to which the plan addresses topics in the PSRC Regional Center Plan Checklist. Both the Urban Village element and the relevant section of the Neighborhood element were reviewed for this analysis. This policy-level review of the current plan is intended both to provide preliminary assessment of consistency of the plan with center guidelines and to evaluate the Regional Centers Checklist for any potential improvements. Goals established through the Urban Village element in Seattle's comprehensive plan are applicable to both the Ballard Interbay and Duwamish manufacturing industrial centers. Urban village policies address a

number of aspects of the center plans checklist. These include promoting industrial land for industrial purposes, ensuring availability of land to sustain a diverse employment base and supporting retention and expansion of existing industrial businesses and opportunities for new compatible businesses. The city seeks to designate centers consistent with the countywide planning policies by establishing zoning that promotes industrial uses and discourages incompatible uses, maintaining buffers to minimize impact of industrial activities, encouraging assembly of large parcels suitable for industrial activity, providing zoning capacity to accommodate at least 10,000 jobs, and maintaining reasonable transportation access.

Most Regional Manufacturing/Industrial Center Plan Checklist topics are addressed through the plan element. The plan describes a general vision through a series of goal statements. Included in the plan is a map of the center boundaries, along with policies to expand industrial land uses if additional land is annexed. The plan includes strategies regarding incompatible uses, including a policy that encourages other public entities to avoid locating non-industrial facilities, consolidate existing public facilities, and pursue joint operations and co-location of facilities in the center. The economic role of the center and key industries in the center are addressed. The plan provides strategies to support or maintain manufacturing and industry, including considering financial incentives, encouraging site assembly to permit expanded businesses, and encouraging public agencies to explore making property available for private industrial uses when disposing of property. A number of strategies address freight movement, including signal coordination, roadway channelization, grade separation, pavement rehabilitation, and utilizing under-used facilities. The plan also addresses commute traffic and freight by considering speed limits for trains to reduce blocked intersections, encouraging railroad switching and signaling to improve speed and reliability of passenger and freight trains, and promoting employee commuting by public transport.

The Duwamish Neighborhood element addresses many of the existing expectations of the Regional Manufacturing/Industrial Center Plan Checklist, though there are aspects that the plan does not address or that could be strengthened in future updates. The plan doesn't yet speak to design standards in the center to mitigate industrial impacts. A stronger emphasis on the environment could be incorporated in the plan, including policies addressing stormwater, air pollution, and greenhouse gas emissions. A market analysis of the center's development potential has not been included. Given the element's policy focus, it provides a limited amount of information on existing conditions, including the percentage of planned land use and zoning for industrial uses and transportation networks within the center. Finally, the plan does not yet include mode split goals.

#### **Planning Challenges & Implementation Strategies**

As noted by the city in its July 2012 presentation to the Growth Management Policy Board, the Seattle Duwamish center's challenges include real estate speculation, a declining work force, encroaching uses, and age of buildings and infrastructure. Other challenges unique to Duwamish include disruption from Alaskan Way Viaduct tunnel construction, Port of Seattle challenges to stay competitive, and need for resiliency in the face of sea level rise and other environmental threats. The increasing importance of multi-modal freight and high cost of land compared to locations outside the city are challenges to the long-term competitiveness of the center.

Seattle recognizes significant assets in the center, including unique qualities of close proximity to downtown and Boeing, large container terminals, and freeway and rail access. The city has employed strategies to address challenges and plan for the success of its manufacturing/industrial center, including lowered zoning size limits for office and retail. The city is also developing an Industrial Development District (IDD) in partnership with King County and the State of Washington to support innovative pilot projects in the Duwamish that have been challenging to implement due to regulatory, policy, or financial issues.