

Ballard-Interbay 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 Ballard-Interbay manufacturing/industrial center (BINMIC) is located in the northwest part of the City of Seattle, and extends some 3 miles from the northwest corner of downtown Seattle to Ballard. The industrially zoned BINMIC is a thriving urban industrial center with a diverse mix of businesses. The center spans from Elliott Bay to Salmon Bay, and includes some of the city’s most productive working waterfront, wharfs, shipyards, and rail yards. Salmon Bay is home to Fisherman’s Terminal, one of the largest commercial fishing terminals in the northwest. The Salmon Bay area, stretching from the Ballard Locks to Fremont, also supports intense marine-related industrial and manufacturing uses. The Interbay part of the center, located between Salmon Bay and Elliott Bay, contains one of Seattle’s major railroad yards. At the south end of the center, Smith Cove on Elliott Bay is home to Terminal 91 (a large general cargo terminal complex) and Pier 86 (a Port of Seattle export grain terminal). The BINMIC is also the home port of the North Pacific Fishing Fleet. While maritime uses are important industry, economic activity in the center includes a diverse mix of businesses. 82% of the businesses in BINMIC have 25 or fewer employees. GM Nameplate is the largest manufacturing employer in the center, and some of the largest employers in Interbay are grocery and retailers.

Acreage, Density & Mix of Activity

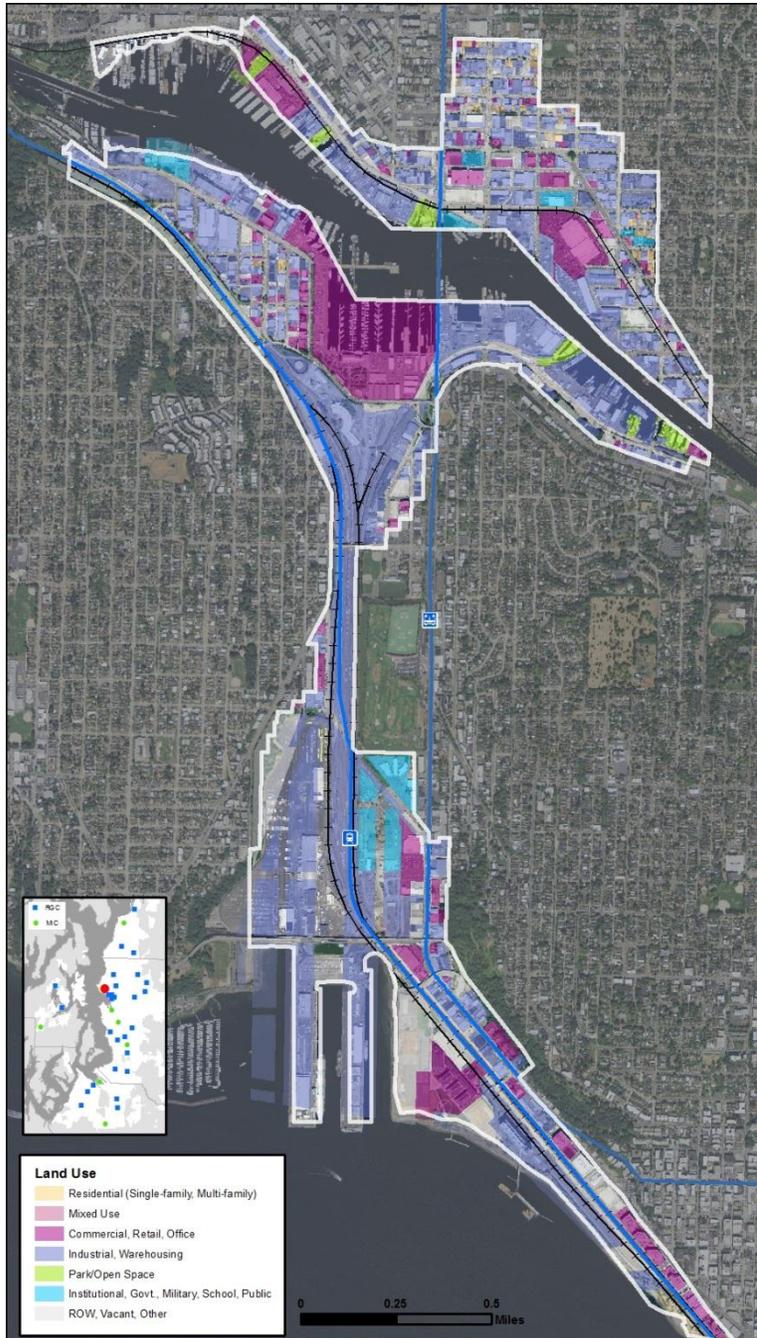
Ballard-Interbay is among the smallest regional manufacturing/industrial centers in terms of total gross acreage (971 acres) with a net developable acreage of 749 acres (77% of gross acres). In terms of its role in the city, the Ballard-Interbay regional center contains 2 percent of the city’s overall land area, 0.3 percent of the population, 0.3 percent of the housing, and 3.1 percent of the city’s employment. Compared to centers as a whole, Ballard-Interbay has medium number of total activity units (16,083), with a larger number of jobs (14,237 total jobs), and is heavily employment oriented (89% jobs/11% residents). At 16.6 activity units per acre, Ballard-Interbay is significantly more dense than the 8.1 average for manufacturing/industrial centers.

2010 Summary Statistics

Land use	
Gross acreage	971
Average block size (acres)	5.8
Average parcel size (acres)	1.2
Mix of uses	
Population/Employee ratio	1.3 : 10
Population	
Total population	1,846
Change (2000–2010)	467
Housing	
Total housing units	780
Change (2000–2010)	199
Employment	
Total employment	14,237
Change (2000–2010)	- 398
Transportation	
Employee access to transit	68%
Work-based mode share	
SOV / HOV	68% • 9%
Walk & Bike / Transit	7% • 16%

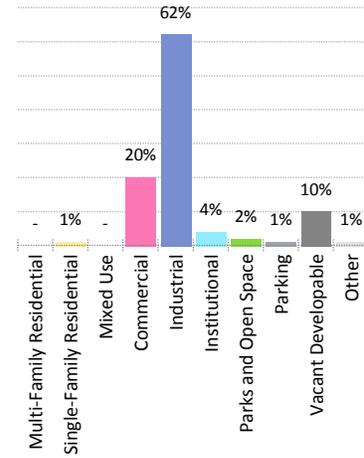
Land Use & Urban Form

The major land uses in Ballard-Interbay are industrial (62%), commercial (20%), and vacant developable (10%). About 86 percent of the center's 749 net acres are in employment-related use. Ballard-Interbay's average parcel size is 1.2 acres, which is significantly smaller than the average 7.0-acre size for MI centers. The center's average block size is 5.8 acres, compared to an average 55.4-acre size among manufacturing/industrial centers. Ballard-Interbay has a nearly complete network of sidewalks (96% coverage).



Current Land Use

(749 net acres)



Population

The total population in Ballard-Interbay is 1,846, and it has grown by 467 residents over the past 10 years.

Employment

The total employment in Ballard-Interbay is 14,237, and has decreased by 398 jobs over the past 10 years. The major industry sectors are Services (43%), Manufacturing (22%), and Wholesale, Transportation & Utilities (14%). Of the total number of jobs, about half (45%) are in 'goods dependent' industries that are typically appropriate for regional manufacturing/industrial centers. BINMIC includes 6,170 jobs in industry clusters, with 2,609 jobs in the Maritime cluster alone.

Housing

Ballard-Interbay has 780 total housing units, with a density of 0.8 housing units per gross acre. Over the past 10 years, housing has increased by 199 units, a 34% increase in residential population. Many of the residential units are unusual for an industrial district, including houseboats and live-aboards.

Transportation

For work-based trips, Ballard-Interbay's travel characteristics are different from the region as a whole, with fewer single-occupant vehicle (SOV) and more transit trips. The region's SOV share is 76 percent, while the center's share is 68 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 32 percent, with 16 percent in transit and 7 percent in walk/bike. Among the MICs, Ballard-Interbay has the lowest SOV share and the highest transit share. The total daily trips from Ballard-Interbay are highly focused on destinations in regional centers (26% of all trips); this includes trips that stay within the center (7%) and trips that go to other centers (20%).

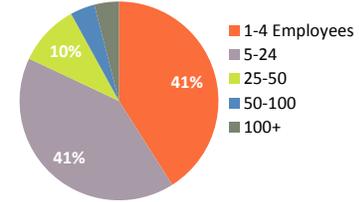
In terms of employee access to transit, Ballard-Interbay has moderate access, with 68 percent of employees within a 1/4 mile walk to a transit stop. For the 1/2 mile walkshed, the center has nearly complete levels of employee access to transit (95%).

Plan Overview

Seattle includes a section in the Neighborhood element of its comprehensive plan dedicated to BINMIC. 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

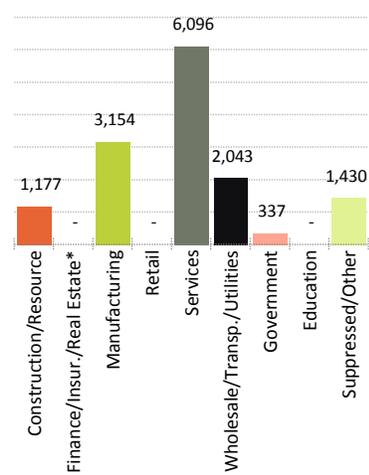
Size of Businesses

(674 workplaces)

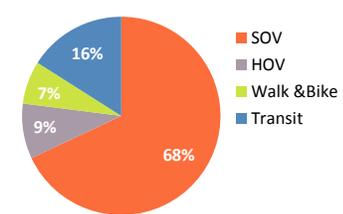


Jobs by Sector

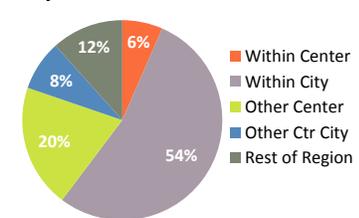
(14,237 jobs)



Mode Shares



Trip Destinations



plan are considered adopted city policy. Policies included in the element are based on the *BINMIC Neighborhood Plan* completed in 1999. The BINMIC subsection of the Neighborhood element emphasizes supporting waterfront industries and long-term preservation of industrial land uses for marine/fishing, high tech, and small manufacturing/industrial activities. The Neighborhood element includes policies addressing economic development, freight mobility and transportation, maritime industry and fishing industry, and public services, utilities, and infrastructure.

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 of the Regional Manufacturing/Industrial Center Plan Checklist topics are addressed in the Neighborhood element. The BINMIC section includes boundaries for the center, as well as growth targets, although the employment target identified in the Neighborhood element is higher than the target established in the Urban Village Appendix. The plan includes policies to preserve land for industrial activities and enforce regulations to retain water-dependent uses. Strategies are included to support manufacturing and industry. These include emphasis on land assembly on the waterfront to accommodate heavier maritime uses and opportunities for industrial reuse of vacant governmentally owned property within the BINMIC. The plan identifies key sectors and industry clusters in the center and strategies that address freight movement. These strategies include improving turning radii, sight lines, clearance and lane configuration of streets within the BINMIC and providing adequate right-of-way for truck loading and grade separation between streets and rail lines. The plan includes policy to work with King County Metro to improve transit access to and within BINMIC, along with strategies that address freight movement and employee commuting.

The BINMIC 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, Ballard-Interbay's challenges include real estate speculation, a declining work force, and barriers to accessing the regional highway system. In the center, much of the industrial-zoned property is assessed for higher value non-industrial uses, and increasing population is driving new development and higher rents. BINMIC is under greater pressure to convert to other uses than other MICs because of its prime location, with proximity to the waterfront, transit, desirable residential areas and downtown Seattle. The center also confronts planning challenges from Shoreline Master Program and balancing the demand for waterfront land.

Seattle recognizes significant assets in the center, including existing concentration of the Pacific fishing fleet and other maritime uses. The city has employed strategies to address challenges and plan for the success of its manufacturing/industrial center, including a programmatic Environmental Impact Statement to streamline environmental review and lowered size limits for office and retail.