Ballard Interbay Northend Manufacturing and Industrial Center (the BINMIC) Subarea Plan

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City of Seattle
Office of Planning and Community Development

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Overview

The Ballard Interbay Northend Manufacturing and Industrial Center (the BINMIC) is one of Seattle's original industrial areas. Beginning in the late 1800s it was a home to sawmills, commercial fishing, railroad lines, and boat building industries. Today, while still predominantly focused on maritime, the BINMIC has diversified its industrial landscape to include emerging sectors like breweries, manufacturing operations, marine terminals, warehousing, logistics, and other businesses crucial to Seattle's economy. Due to its importance to the county and regional economy, the BINMIC is designated as a regional Manufacturing and Industrial Center (MIC) by the King County Growth Management Planning Council and by the Puget Sound Regional Council.

A defining feature of the BINMIC is its location along the shores of Salmon Bay, Lake Washington Ship Canal, and north Elliott Bay. The name Interbay is a reference to the land between the two water bodies. The BINMIC's position on the waterbodies is the reason for the dominant economic role that the maritime sector plays in this Manufacturing and Industrial Center. The Hiram M. Chittenden Locks at the west end of Salmon Bay connects the Lake Washington Ship Canal System and the Puget Sound. Salmon Bay's location above the locks in fresh water protects it from tidal flooding, sea level rise, and shelters it from winter storms. Separately, the south end of the BINMIC sits on Elliott Bay - a partially enclosed saltwater embayment on Puget Sound.

The BINMIC is approximately 1,458 acres in size. It includes the lowlands along 15th/Elliot Ave Wand rail tracks stretching from the north side of Elliott Bay (Terminal 91) to Salmon Bay and Fisherman's Terminal (including the grain terminal, the Balmer Yard, and the Ballard Terminal Shortline Railway). The BINMIC includes shoreline lands along the Lake Washington Ship Canal and uplands adjacent to the Ballard Regional Center. Uplands portions of the BINMIC contain legacy industrial uses, an emerging cluster of breweries and food processors, makers, and sales and services that support maritime uses. The BINMIC also includes technology companies and other office-based uses.

This subarea plan for the BINMIC complements broader citywide Comprehensive Plan land use policies for industrial areas with specific geographic guidance tailored to the BINMIC's unique characteristics. Informed by the City's 2023 Industrial and Maritime Strategy (see discussion below), this plan aims to sustain and enhance the industrial vitality of the BINMIC ensuring its ongoing significance as a key economic asset to the city and region.

Citywide Industrial and Maritime Strategy

In 2019 the City began a planning process that led to the creation of the Industrial and Maritime Strategy. The process culminated in July of 2023 when the City Council adopted a set of new and amended policies in the Comprehensive Plan. The City adjusted the boundaries of the two designated Manufacturing and Industrial Centers in the city, including both the Greater Duwamish MIC and the BINMIC, and adopted a new set of industrial zones into its Land Use Code to implement the future vision for growth and development within each MIC. The Industrial and Maritime Strategy was a re-evaluation and recommitment to the long-term health and vitality of the MICs by the City. The strategy recognized

that the MICs function as part of a holistic industrial and maritime economy and cultural ecosystem, and that they share many issues and challenges. In addition, the City Council adopted a Major Update to the Comprehensive Plan on December 16, 2025. Given the recent 2023 Industrial and Maritime Strategy resulting in new Comprehensive Plan policies, goals and development standards, the City made no additional changes to MIC boundaries or industrial goals and policies.

Advisory Council

The Industrial and Maritime Strategy was informed by the deliberations of the Mayoral appointed Maritime and Industrial Strategy Advisory Council in 2019, which was charged with a mission to develop a blueprint for the future of industrial land in Seattle with a focus on providing equitable access to high-quality, family-wage jobs and entrepreneurship opportunities. Stakeholders considered five categories of issues including land use, transportation, environmental sustainability, workforce development, and public safety. The Advisory Council included representation from citywide stakeholders and stakeholders from four neighborhood subareas including Ballard, Interbay, SODO/Stadium District, and Georgetown/South Park. The Advisory Council represented a diverse range of interests including maritime and industrial businesses, labor, residents of adjacent neighborhoods, developers, public agencies including the Port of Seattle, a city council member, and industry groups. In May 2021, the Advisory Council recommended 11 broad strategy statements. Consensus on the strategy statements represented approval votes by over 85% of voting members.

Data Collection and Analysis

The Industrial and Maritime Strategy process included robust data collection and analysis. This included an economic analysis of employment, analysis of development feasibility for various types of buildings, and a complete array of environmental analyses of policy options within an EIS. The EIS included detailed transportation modelling for freight, general purpose traffic, and non-motorized modes of travel in and near the MICs. Studies also included land use impacts analysis for future land use regulatory scenarios. Studies were also prepared related to environmental elements with an emphasis on future climate change impacts including potential for sea level rise.

This subarea plan for the BINMIC represents one of the final implementation actions of the Industrial and Maritime Strategy. Much of the analysis and data in the subarea plan is leveraged from work completed for the Industrial and Maritime Strategy. Most of the land use policies that were added or amended through the Industrial and Maritime Strategy process relate specifically to industrial land within the city's two MICs and will achieve many of the goals and aspirations for the BINMIC subarea. Therefore, this BINMIC subarea plan builds substantially on the Industrial and Maritime Strategy while focusing on topics and issues that are unique to the BINMIC.

Community Engagement for the Industrial and Maritime Strategy

In addition to the Industrial and Maritime Strategy Advisory Council, the Industrial and Maritime Strategy featured broad-based community engagement. City staff conducted direct engagement to groups including residents of neighborhoods adjacent to industrial areas, labor leaders, environmental groups, and others. The process featured direct in-person and written survey engagement with BIPOC

youth to collect their input about access to careers in industrial and maritime sectors. The City received roughly 150 comments on the Industrial and Maritime Strategy Draft Environmental Impact Statement (EIS) and the comment period included a special extension for members of the adjacent residential communities of Georgetown, South Park, and Ballard. All these engagements informed the final legislation transmitted to the City Council. The City Council process included 5 committee briefings and a public hearing before Council took final action to adopt the Strategy.

Tribal Engagement

Early notification during the Industrial and Maritime Strategy planning process prior to issuance of a Draft EIS was provided to five potentially affected Federally recognized Tribes (Muckleshoot, Suquamish, Tulalip, Snoqualmie, Puyallup) plus the Duwamish Tribe. Guidance received from the Tribes at that time suggested that the City's Office of Planning and Community Development (OPCD) should make more meaningful efforts to consult with Tribes on a regular, ongoing and relational basis outside of project timelines – rather than through the lens of a city-led planning process. Based on that guidance in October of 2022 the OPCD Director sent personalized letters to the chairs and other leadership of all six Tribes, which resulted in the OPCD Director having in person meetings with several Tribal leaders.

Relational dialogue between OPCD and Tribes has advanced and improved during the intervening time. Representatives from the Suquamish and Muckleshoot Tribes formally participate in a government/agency roundtable that convenes regularly to address all planning and agency-led major projects in South Downtown, including topics pertaining to the north part of the Duwamish MIC. OPCD has added an Indigenous Planner to its staff to guide and advise on all outreach and consultation efforts pertaining to Tribes and urban-indigenous groups. OPCD remains in regular dialogue with Tribes about topics and issues that are of interest to them and are a priority to them, within the MIC and the city.

Equity Work Informing the Subarea Plan

As part of the Industrial and Maritime Strategy process, the City used a racial equity toolkit (RET) to identify inequities in the previous policy framework for industrial lands and to identify ways the Industrial and Maritime Strategy could furthermore equitable outcomes. The RET is a set of questions to guide the development, implementation, and evaluation of policies and initiatives to address impacts on racial equity. The RET focused on the following racial equity outcomes for industrial and maritime areas including for the BINMIC:

Improve equitable access to living wage jobs;
Remove disparities related to environmental health impacts;
Assist communities to enable them to prosper in place; and
Improve safety and health for workers.

The RET was prepared concurrently with the Industrial and Maritime Strategy to help identify benefits and/or burdens of the strategies that the Advisory Committee was considering and to identify ways to advance opportunity or minimize harm. Engagement to supplement the RET included direct outreach to BIPOC youth to identify barriers to entry to industrial and maritime sectors, particularly as they may be disproportionately experienced by women and people of color. This engagement informed the workforce

strategy focus in the Industrial and Maritime Strategy. The RET also included a focus on communities that are adjacent to industrial lands (including several racially diverse neighborhoods), the disproportionate impacts they have faced, and how the proposed strategies could mitigate or address those impacts.

Equity concepts from the Industrial and Maritime Strategy are incorporated in this the BINMIC subarea plan. A focus on equity is included in every element of the subarea plan. A discussion of environmental justice is included in the Environment and Open Space element. Policies that further equity or address environmental justice are found in the Land Use element (BLU.4), Transportation element (BT.4), Economy element (BED.2), and Environment and Open Space element (BEN.4).

Subarea Plan Organization

The BINMIC subarea plan is organized to include a vision statement and the following elements: Land Use, Transportation, Economy, and Environment and Open Space. Each element begins with a profile of existing conditions, then a discussion of key issues or opportunities that are specific to the BINMIC. Following these sections are the BINMIC goals and policies. Goals are statements about the desired future outcome or objective for the BINMIC consistent with the vision statement. Policies are the principles that the City and its partners will use to guide decision-making to implement the goals.

The BINMIC subarea plan policies fall into two categories: 1) the Industrial and maritime policies included in the Citywide Policies section of the One Seattle Plan that advance the BINMIC plan goal, and 2) unique policies that are specific to the BINMIC.

For each Duwamish MIC goal, citywide Comprehensive Plan policies that advance the goal are summarized first along with a discussion of relevant citywide regulations and programs that will help implement the vision advanced by those policies. Following citywide policies, regulations, and programs, Duwamish MIC-specific policies are discussed. In addition to the work done through the Industrial and Maritime Strategy, other documents and plans that advance the subarea plan goals include the Seattle Transportation Plan, and the Climate Action Plan. These plans are not formally incorporated as part of this plan; they are discussed due to their contribution to advancing plan goals.

Figure 1: Boundary Map of the BINMIC

VISION

The BINMIC features the irreplaceable asset of Salmon Bay, which serves as a home port for an oceangoing fishing fleet that plies the waters off the coast of Alaska, Washington, Oregon and California.

Photo credit: Port of Seattle.

Regional Role of Manufacturing and Industrial Centers (MICs)

According to the Puget Sound Regional Council's (PSRC) Regional Centers Framework, MICs preserve land for family-wage jobs in basic industries and trade and provide areas where that employment may grow in the future. MICs form a critical regional resource that provides economic diversity, supports national and international trade, and offers higher than average wages. PSRC's VISION 2050 calls for the recognition and preservation of existing centers of intensive manufacturing and industrial activity and the provision of infrastructure and services necessary to support these areas. Vision 2050 contains Multicounty Planning Policies (MPPs) specifically about MICs including:

MPP-RGS-10 Focus a significant share of employment growth in designated regional manufacturing/industrial centers.

MPP-DP-50 Protect industrial zoning and manufacturing/ industrial centers from encroachment by incompatible uses and development on adjacent land.

MPP-EC-22 Maximize the use of existing designated manufacturing/industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.

MPP-T-25 Ensure the freight system supports the growing needs of global trade and state, regional and local distribution of goods and services.

As one of only ten designated MICs in the 4-county Central Puget Sound Region the BINMIC plays an important role in providing accessible high-wage jobs critical to the economic health of Seattle and its surroundings. Nearly 7,000 industrial jobs are currently located in the BINMIC and there are approximately 18,000 total jobs based here. (See further discussion in the Economy element.) The BINMIC is an important employment location that serves both current and long-term regional economic objectives.

The vision statement and the goals and policies in this BINMIC plan are intended to guide future growth and change in the BINMIC in a manner that is consistent with VISION 2050.

BINMIC Vision Statement

The Ballard Interbay Northend Manufacturing Industrial Center (the BINMIC) is a pillar of Seattle's economy, offering a wide array of well-paying jobs to residents of Seattle and the region. With a diverse economy and unique locational advantages for the maritime and industrial sectors, the BINMIC is envisioned as:

A hub for innovation in industrial and maritime sectors

A protected and modernized waterfront that supports maritime activities

A place that honors the heritage and value of industrial and maritime work

A home to employers offering good access to living wage jobs that are accessible without traditional four-year college degrees or English fluency

A place with nodes of Transit Oriented Development that is appropriate for an industrial area – with a mix of innovative technology businesses and light industrial businesses in dense multi-story formats

A place with healthy and safe transition areas between industrial and non-industrial districts containing uses and activities that support both

A district that benefits from public and private investments to enhance infrastructure necessary to sustain existing and emerging industrial uses

A hub for companies committed to environmental stewardship

An industrial center that harmoniously integrates with its very urban neighboring mixed use and residential communities

A stable maritime and industrial center that is successful and viable for the very long term, and evolves to meet future challenges

A place where transportation flows safely and efficiently on well-maintained streets and bridges

A close-in industrial area that supports the urban and residential centers of the city

A place where the streets are free of debris and well cared for to improve the safety and security of all modes of travel within the industrial area.

LAND USE

The Interbay portion of the BINMIC features flat, low-lying land spanning the area between Elliott Bay and Salmon Bay. It includes the existing BNSF railway tracks and will be a future route for Sound Transit's Ballard Link Expansion (BLE) light rail line.

Photo credit: Wikimapia.org

Land Use - Background and Existing Conditions

The Land Use element guides land use and development in the BINMIC. It aligns with industrial land use policies in the Citywide Policies section of the Comprehensive Plan, and regional goals and criteria for MICs. In general, both the City and regional policies prioritize land uses in MICs that will support vibrant and stable industrial activities and protect these activities and lands from conflicts with non-industrial uses. The Land Use element of the BINMIC strives to achieve these priorities while also addressing the complexities of the BINMIC's location within one of the most urbanized and highest density areas in Washington. The Land Use element balances the need for stability and predictability for industrial and maritime uses with providing pathways for growth, change, and investment that are characteristics of a dynamic major city like Seattle.

The BINMIC Land Use Overview

The Puget Sound Regional Council has established designation criteria for MICs. The BINMIC was first designated regionally in 1994 and met or exceeded the designation criteria and guidance for MIC designation at the time. Review of the BINMIC conditions today relative to these criteria frames key issues for the BINMIC. This plan seeks to address any areas where the BINMIC is not currently meeting a criterion and intends to guide future growth and development in a way that will achieve all criteria within the planning time horizon. It is the City's strong intent to ensure continued viability of the BINMIC as a regionally designated MIC. The discussion that follows identifies many of the key land use features, challenges, opportunities, and policies addressing PSRC criteria. Two key criteria for MIC designation address industrial zoning and industrial jobs:

Industrial Zoning: The regional criterion for existing MICs is for at least 75% of land area to be in a core industrial zone. 99% of the land in the BINMIC is in a core industrial zone.

Industrial Jobs: The regional criterion for MICs is for at least 50% of existing jobs within the MIC to be in industrial sectors. Currently, 36% of jobs in the BINMIC are industrial jobs. (See discussion in the Economic Development Element for how planned growth will make progress towards meeting the jobs criterion.)

The development pattern in the BINMIC has vestiges of the era when it was first developed as an urban area in the late 1800's to early 1900's. With this history, the BINMIC is different than other more recently established modern industrial centers. Industry over a century ago was smaller in scale, often water dependent, and viewed by local regulatory jurisdictions as not substantially different than other types of commercial development. Having developed over a long period of time, the BINMIC is a true urban industrial center with a greater mix of land uses, both industrial and non-industrial, than newer manufacturing and industrial centers. In the BINMIC the overall job density of 15 jobs per acre and the industrial jobs density of 6 jobs per acre is higher than most other MICs in the region.

A distinguishing feature of the BINMIC is its irreplaceable asset of the Salmon Bay and Elliott Bay waterways. The BINMIC's shorelines sustain a critical regional concentration of maritime and other interconnected water dependent industrial uses. The BINMIC also contains large fixed investments in existing industrial infrastructure, such as the mainland rail corridor, the Balmer, Terminals 91 and a major grain terminal (Terminal 86) and Fisherman's Terminal.

An overview of the BINMIC's land uses within two subareas – Ballard north of Salmon Bay, and Interbay south of Salmon Bay, follows.

Ballard Land Use

Shoreline lands in the Ballard subarea of the BINMIC stretch from the Hiram M. Chittenden Locks at the western the BINMIC boundary to 3rd Ave NW at the eastern the BINMIC boundary. This portion of the shoreline contains a variety of maritime uses and marine services on a series of docks and piers that extend into Salmon Bay. Industrial marine services and businesses on the shoreline include shipyards, marine services, and the Seattle Maritime Academy.

The Ballard uplands south of Leary Way are the location for a series of large footprint non-industrial uses including Ballard Blocks 1 (retail), Ballard Blocks 2 (retail), a small shopping center, medical services, a large format retail business, and a variety of smaller shops and restaurants. Together these non-industrial uses occupy about 22 acres of land. A wide variety of industrial uses are co-mingled and adjacent to or across the street from these non-industrial uses. Industrial activities in the Ballard uplands include breweries and distilleries, car repair services, building/trades supply and services, and other light manufacturing. There are other large-footprint uses of note in this area including a place of worship at Leary/14th Ave NW, and a whole-block USPS mail distribution facility at 11th Ave NW and NW 46th St.

The Ballard uplands north of Leary Way include a diverse array of industrial, commercial/retail, office, storage, and even some residential uses. There is an emerging concentration of breweries and tap rooms. Several large-scale industrial operations occupying whole blocks are present in this area. A few scattered non-conforming residential single family and multi-family homes are found in blocks flanking 14th Ave NW towards the north end of the subarea.

Interbay Land Use

The Interbay subarea is flanked by the Queen Anne and Uptown neighborhoods to the east, the Magnolia neighborhood to the west, Salmon Bay to the north, and Smith Cove/Elliott Bay to the south.

The shoreline of Salmon Bay, between the Hiram M. Chittenden Locks and 3rd Ave NW, features substantial maritime industries, general industrial uses, and the Port of Seattle's Fisherman's Terminal. This area encompasses shipyards, marine terminals, fishing, and warehousing. The BNSF railroad switching yard abuts the shoreline land uses. W Dravus St is an arterial roadway in this area and is one of the few roads traversing the BNSF railyard. A node of land uses near W Dravus St in the BINMIC includes a combination of manufacturing, warehousing, office uses, and indoor sports.

Smith Cove in Elliott Bay serves as the southern limit of the BINMIC. It hosts major port facilities (Terminal 91 and Terminal 91 Uplands), the Washington National Guard Armory site, Expedia's corporate headquarters, and a diverse array of maritime, industrial, commercial, and retail uses.

The port facilities in Smith Cove play a crucial role in Seattle's maritime sector, providing moorage for various vessels and supporting fish processing, cold storage, and repair services. The Terminal 91 Uplands development project by the Port of Seattle aims to add new flexible, light industrial spaces over two phases to support maritime manufacturers and fishing industry suppliers in the BINMIC. To the east of this project is the Washington State National Guard Armory site, a 26-acre property entirely within the BINMIC and owned by Washington State. Long range plans by the State call for relocation for operational reasons of the National Guard to another location in the region– rendering the property a key candidate for future redevelopment within industrial zoning.

To the south of the Armory site between the BNSF rail tracks and the shore of Elliott Bay is the Expedia corporate campus, which contributes to Seattle's technology sector and includes large employment and office structures, associated amenities, and a high density of jobs. This area also contains the Port of Seattle's Pier 86 Grain Terminal, which serves as an important transfer point for grain by railcar to ocean going ships.

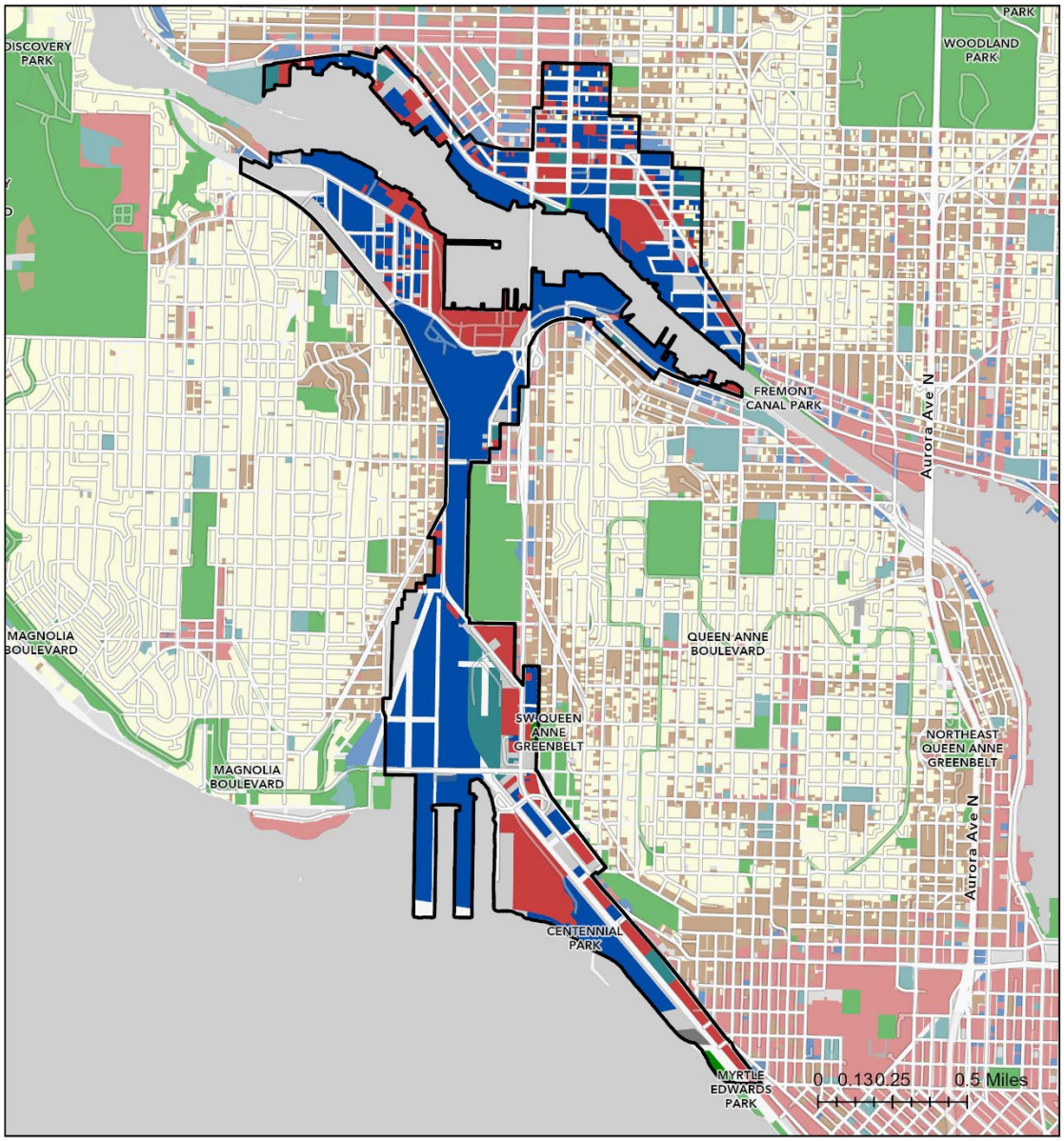
Overall Land Uses Quantities

The table below breaks down industrial land use in the BINMIC by land use category, which is shown on the land use map in Figure 3. Collectively, acreage for industrial land uses accounts for 59% of all acreage in the BINMIC[1].

Figure 2: BINMIC Land Use by Acre		
Land Use	**Net Acres**	**Percent**
Industrial	465.7	59.88%
Commercial/Mixed Use	158	20.32%
Vacant	104.5	13.44%
Major Institution and Public Facilities/Utilities	38	4.89%
Parks/Open Space	4.1	0.53%
Single Family	3.5	0.46%
Unknown	2.3	0.29%
Multi-family	1.5	0.20%
Reservoirs/Water Bodies	0.1	0.20%
Easement	.002	0.01%
Total	777.8	100%

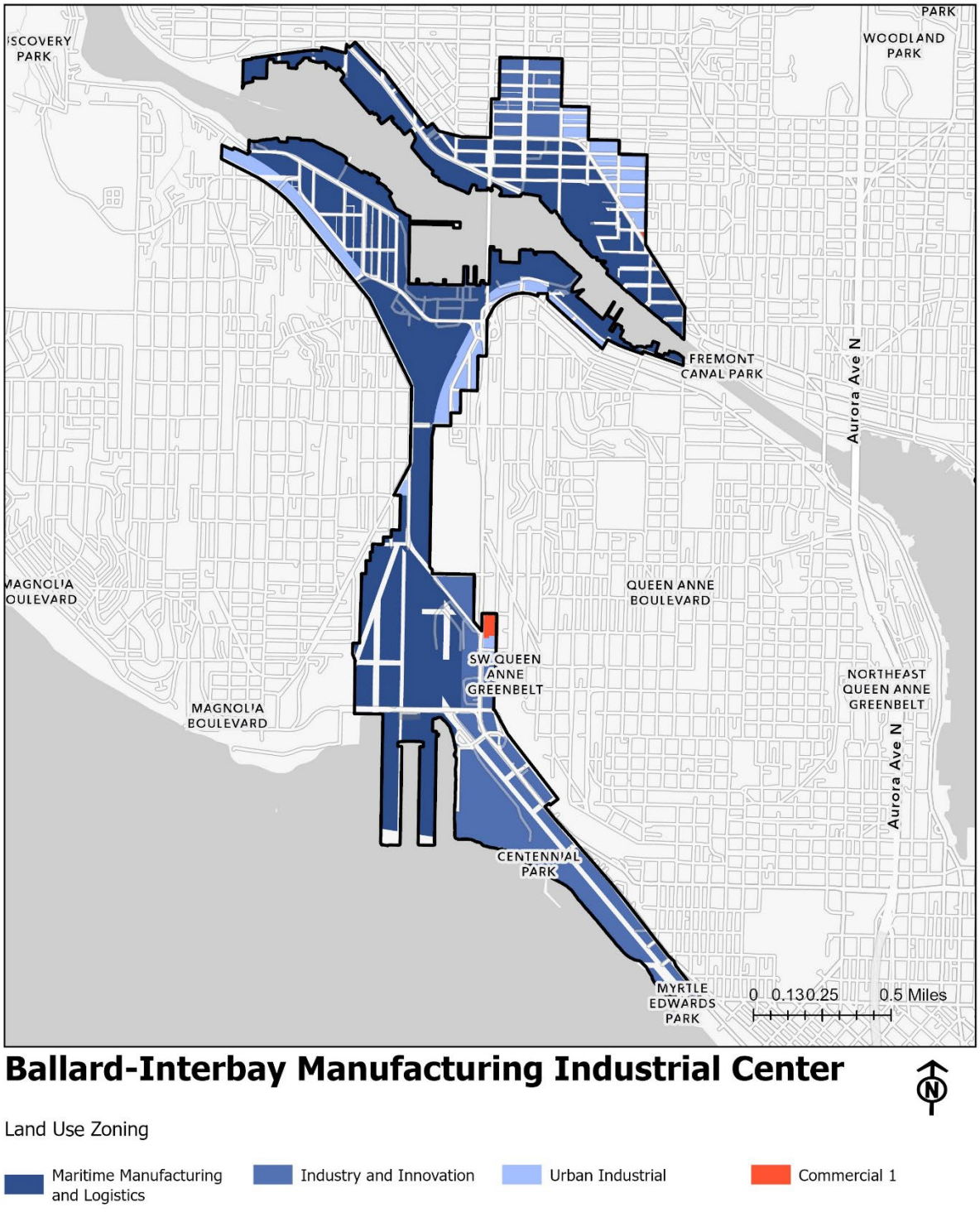
[1] King County Assessor land use classifications are used for this analysis. The King County Assessor's Office classifies railroad terminal and marine terminals as utilities. Both the Port of Seattle and BNSF railroads have significant facilities in the BINMIC and are reclassified from utility uses to industrial uses in this analysis.

Figure 3: Land Use Map of the BINMIC



* per King County Assessments present use code aggregated to 10 categories by City of Seattle

Figure 4: Zoning Map of the BINMIC



Land Use Regulations

Seattle's Land Use Code was updated in July of 2023 to establish three new core industrial zones (see Figure 4), and nearly all the land within the BINMIC is within one of the three zones:

*Maritime, Manufacturing, and Logistics zone (*MML): The MML zone is for well-established industrial areas with a focus on core industrial and maritime activities like manufacturing, warehousing, shipping, and logistics. These areas have strong truck, rail, and maritime infrastructure. The zone ensures long-term predictability for landowners, businesses, and investors, reinforcing the area's industrial character. It also prevents speculative development by setting standards that limit nonindustrial projects, such as big box retail stores, and prohibits new mini storage facilities.

Industry and Innovation zone (II): The purpose of the II zone is to promote transit-oriented development that is appropriate within an industrial area. It is designed to accommodate and promote a blend of economic innovation, emerging industries, light industrial uses, and high-density commercial employment near transit stations.

Urban Industrial (UI): The Urban Industrial (UI) zone aims to cultivate lively neighborhoods that accommodate a blend of local manufacturing, production, arts, and a distinct sense of community. This zone actively promotes the objective of establishing seamless connections between core industrial zones and nonindustrial areas. Given its proximity to nonindustrial spaces and businesses, the UI zone has the potential to attract customers from nearby neighborhoods. Additionally, it incorporates measures to ensure the safe movement of both pedestrians and freight.

Figure 5: BINMIC Zoning by Acre		
Core Industrial Zones	**Acres**	**Percent**
Maritime Manufacturing and Logistics Zone (MML))	548.33	70.42%
Industry and Innovation (II)	164.64	21.14%
Urban Industrial (UI)	63.58	8.17%
Commercial 1 Zone	2.1	.27%
Total	**777.8**	**100%**

The 2023 Industrial and Maritime Strategy legislation establishing new industrial zones for Seattle addressed current policy issues pertaining to the City's industrial land. Significant policy changes in the new zones included:

Decreasing the maximum size of permitted non-industrial uses with the intention of limiting future incompatible development (MML zone)

Prohibiting new mini-storage warehouses (all industrial zones)

Establishing an incentive structure to require a quantity of bona-fide industrial space constructed to a minimum standard, as a condition for development of office or commercial space (II zone)

Establishing a system of ancillary uses to encourage public-facing retail, tasting room or brewery spaces co-located with production uses (UI zone)

Increasing the standard for landscaping, tree planting, and pedestrian infrastructure with new development (UI zone)

Land Use - Key Issues and Opportunities

Many issues and opportunities facing industrial land in Seattle are shared between both MICs and are addressed in Citywide Comprehensive Plan policies, land use regulations, and other City initiatives. This BINMIC plan builds on those citywide actions to address key land use issues and opportunities that are specific to this area and are discussed below:

Irreplaceable Water-Dependent Uses. The BINMIC features the irreplaceable asset of water-dependent maritime uses and associated infrastructure on the shores of both Salmon Bay and Smith Cove. This includes Fisherman's Terminal and moorage for the Pacific Northwest's fishing fleet, Smith Cove Pier 91, and the Pier 86 grain terminal.

Dravus Neighborhood Center and future light rail. The One Seattle Plan designates a mixed commercial and residential area adjacent to the BINMIC as a new Neighborhood Center, reflecting the mix of land uses already present. Neighborhood Centers are intended to be compact walkable neighborhoods with residential uses served by a neighborhood business cluster. Additionally, a future light rail station is planned to be in the BINMIC adjacent to the Dravus Neighborhood center. The planned location of the light rail station combined with growth in the Dravus Neighborhood Center may place pressure on land in the BINMIC to convert to non-industrial mixed-use development.

Ballard uplands and future light rail. A planned light rail station in the vicinity of 15th Ave NW and NW Market St will directly abut the BINMIC land. This light rail station proximity will advance transportation mode split goals for the BINMIC and policies elsewhere in this plan propose last mile bike and pedestrian infrastructure. Once the final station location is determined, Sound Transit has expressed interest in potential changes to the BINMIC boundaries to advance transit-oriented development adjacent to the station. Sound Transit development should not limit freight mobility as 15th Avenue provides connection to Interstate 5 via Homan Road.

Residential encroachment. Residential encroachment on industrial land and resulting conflicts between industrial activity and nearby residents the BINMIC is an ongoing issue. Encroachment issues are of particular concern adjacent to the BNSF facilities and the north side of Salmon Bay where important maritime uses directly abut non-industrial uses without a substantial transition zone. Appropriate development standards for adjacent nonindustrial land uses can reduce these conflicts.

Interbay Armory. The Interbay Armory is a major redevelopment opportunity as the National Guard prepares to relocate. Redevelopment of this 26-acre site will occur under the jurisdiction of the

Interbay Armory Redevelopment Commission. Land Use jurisdiction remains with the City of Seattle, and the Comprehensive Plan calls for industrial redevelopment of this site (Policy LU 13.26).

Land Use - Goals and Policies

Goal BLU 1: Water-dependent maritime uses and associated infrastructure on the shores of Salmon Bay and Smith Cove, which are of exceptional value to the city and the region, remain viable and protected for the very long term.

BLU 1 Existing citywide policies, regulations and programs

Goal BLU 1 is advanced through citywide goals and policies in the Shoreline Areas element of the Comprehensive Plan. Specific policies in this element address prioritizing retention and expansion of water dependent and water related businesses on appropriate shorelines (SA P37), designation of appropriate land adjacent to deep water for industrial uses that require such conditions (SA 38), and identifying and designating land for water-dependent businesses and industrial uses such as cargo-handling facilities, tug and barge facilities, ship building and repair, and support for the fishing industry (SA 40). These policies are implemented in part through the Shoreline Master Program which designates land for water dependent industrial uses and establishes use and development regulations for parcels within 200 feet of the shorelines of Salmon Bay and Smith Cove.

BLU 1 BINMIC-specific policies

BLU 1.1 Protect from encroachment of industrial and maritime lands by non-industrial uses near shorelines by applying the Maritime Manufacturing and Logistics (MML) zone generally to shoreline-adjacent parcels plus a buffer of one or two city blocks.

BLU 1.2 Avoid siting major new land uses that could disrupt the functionality of critical rail and truck infrastructure links to water-dependent uses.

BLU 1.3 During the five-year period following adoption of the BINMIC subarea plan, evaluate the potential for other remaining water-dependent maritime industrial uses on Salmon Bay and Lake Union not currently within the BINMIC boundary to be added into the BINMIC, even if they are non-contiguous by land.

Goal BLU 2: Predictable land use policies result in continued industrial activity in the BINMIC.

BLU 2 Existing citywide policies, regulations and programs

As part of the Industrial and Maritime Strategy the City adopted Comprehensive Plan policies and zoning regulations intended to prioritize industrial land for industrial uses in MICs, including in the BINMIC. These included:

Limits on removing industrial land from Manufacturing and Industrial Centers. Policy LU 13.3 in the Land Use element limits opportunities to remove land from MICs to major updates of the Comprehenisve Plan (every 10 years) or as part of a City-led comprehensive evaluation of industrial land uses. The intent of this policy is to reduce speculation that leads to industrial displacement and to prevent establishment of new adjacent incompatible land uses through piecemeal removal of lands from the MICs.

Size of use limits. Development regulations place restrictions on the maximum size of use of incompatible land uses within Manufacturing and Industrial Centers. These regulations were initially adopted in 2007 and updated in 2023 to place tighter limits on incompatible uses. Additionally, ministorage facilties are prohibited in MICs (SMC 23.50A.008).

BLU 2 BINMIC-specific policies

BLU 2.1 Support viability of legacy / longterm major industrial tenants, particularly water-dependent maritime uses, by limiting the impact of encroaching incompatible non-industrial uses through development standards that may mitigate conflcts.

Goal BLU 3: High-capacity transit lines in the BINMIC support employment density that is compatible with industrial activity.

BLU 3 Existing citywide policies, regulations and programs

The BINMIC will be the location of three Sound Transit Link light rail stations (Smith Cove, Dravus, and Ballard). Comprehensive Plan policies (Policy LU 13.7) and development regulations (SMC 23.53A) address the unique challenges of leveraging the benefits of high capacity transit within an industrial land use context. The Industrial and Maritime Strategy established a new zone, the Industry and Innovation (II) zone (discussed above) for areas surrounding future stations. This zone requires 'bonafide' industrial land uses (SMC 23.50A.120) built to industrial standards (23.50A.120.A.2) as a condition for allowance of commercial uses on the same site through an incentive system. The goal of this zone is to achieve employment density in proximity to stations. Residential uses are not permitted in the II zone. Other standards include requirements for transportation demand management programs, parking maximums, and St types that can safely accommodate both pedestrian and freight movement.

BLU.3 BINMIC-specific policies

BLU 3.1 Maintain Industry and Innovation zoning in the vicinity of the future Sound Transit light rail stations at Smith Cove and Ballard in order to promote industrial transit oriented development and high-density employment in proximity to transit.

BLU 3.2 In the vicinity of the future Dravus Link light rail station encourage a mix of small light industrial businesses, creative and arts uses, and indoor sports and recreation uses in a compact, walkable environment that is consistent with the UI zone.

BLU 3.3 Encourage new innovative forms of industrial transit-oriented development that include structures with a combination of industrial uses and activities on the ground floor and employment dense commercial and technology uses in upper floors.

BLU 3.4 Future redevelopment of the Interbay National Guard Armory should capitalize on future light rail service at Smith Cove, and include industrial uses as a major component of a coordinated, largescale future development. (See also policy BED 4.2).

BLU 3.5 Consider potential onetime adjustments to BIMMIC boundaries once Link light rail station locations are finalized. One-time adjustments should only occur if they result in no net-loss of industrial land in the BINMIC.

Goal BLU 4: Healthy transitions exist between core industrial areas and nonindustrial areas.

BLU 4 Existing citywide policies, regulations and programs

Comprehensive Plan policies (see LU 13.7, LU 13.12, LU 13.23, and LU 13.25) and development regulations (SMC 30.010) include establishment of the Urban Industrial (UI) zone within MICs. The UI zone provides a transition between core industrial areas and nonindustrial areas. The intent of this zone is to create a healthier transition to nonindustrial areas, minimize impacts of heavy duty industrial uses on nonindustrial areas, and accommodate a growing sector of low-impact industrial uses with public facing components such as breweries and makers spaces. St improvement standards for these areas also require full St improvements, St trees, and a St type that allows for the safe movement of pedestrians and freight. In the BINMIC the UI zone is found in the northeast portion of the Ballard subarea and at Dravus St in the Interbay subarea.

BLU 4 BINMIC-specific policies

BLU 4.1 Encourage accessibility of industrial areas in northeast Ballard to patronage by nearby residents, to uses such as breweries and distilleries and maker businesses. Consider the Urban Industrial zone in this area.

TRANSPORTATION

15th Ave. NW / the Ballard Bridge is a critical north/south transportation corridor in the BINMIC for freight, Rapid Ride buses and other vehicles, as well as non-motorized travelers.

Photo credit: City of Seattle Department of Transportation (SDOT)

Transportation - Background and Existing Conditions

Multi-modal transportation infrastructure is critical to the BINMIC's continued vitality as a MIC. Vehicle transportation infrastructure facilitates efficient movement of freight, public transit provides access to the BINMIC jobs, and bike and pedestrian facilities provide safe non-motorized movement throughout the area. A multi-modal transportation network reduces reliance on single occupancy vehicles thereby advancing the City's climate goals.

The Seattle Transportation Plan (STP), a 20-year blueprint to modernize and adapt Seattle's streets to meet our needs today and tomorrow, was adopted in April 2024. It guides how Seattle will provide mobility through the city to promote movement of freight and workers to and within the BINMIC. The STP includes six overarching goals and numerous policies ("key moves") to advance the goals. The Transportation element of this plan draws heavily from the STP.

BINMIC Freight Network

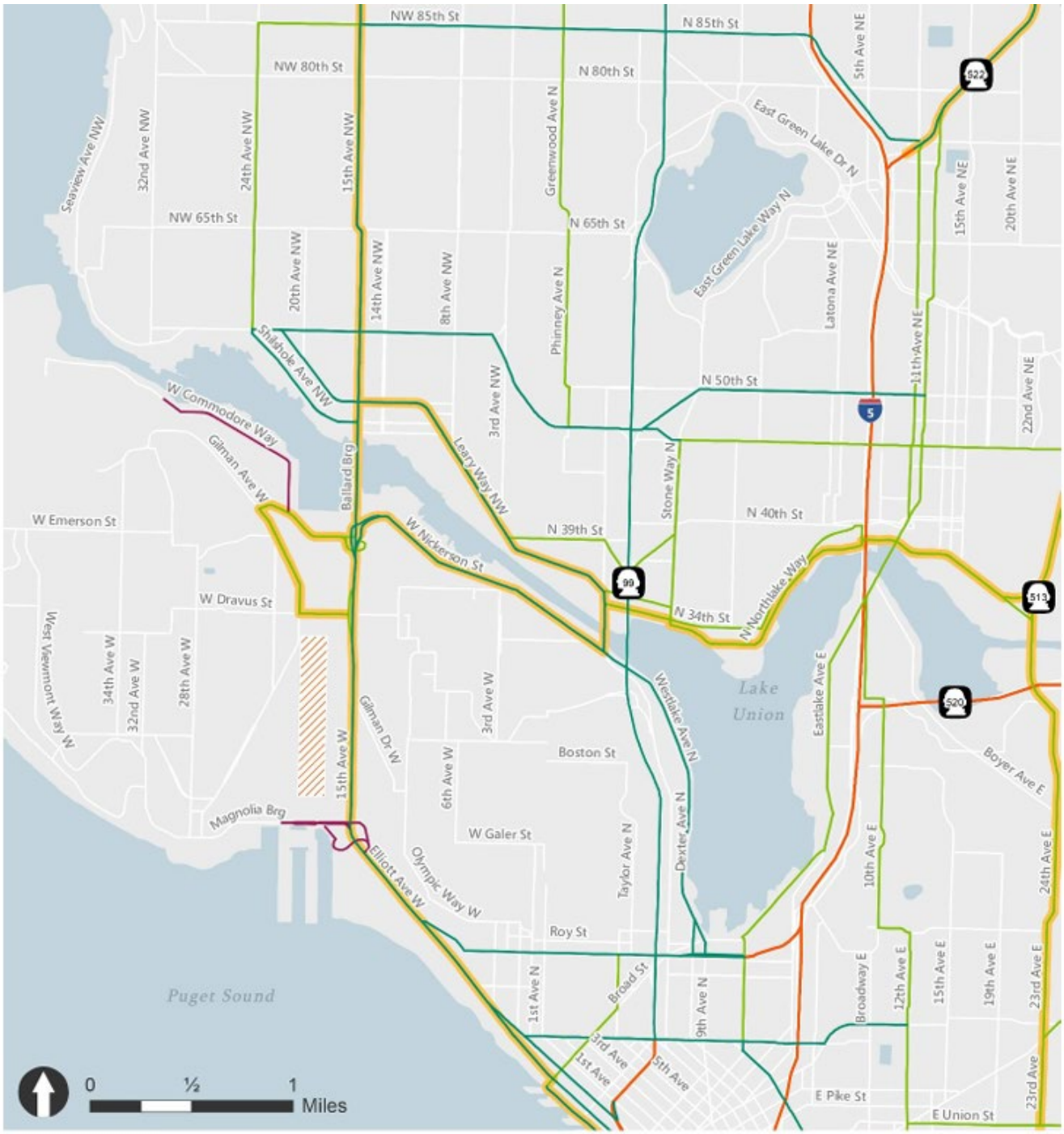
Although trucks are allowed to drive on all arterials and on non-arterials when necessary to reach their destination, an effective network for freight movement is a critical component for a designated Manufacturing and Industrial Center. The STP identifies a citywide network for freight movement. The freight network designations indicate key routes that trucks use to access the Port, key freight designations, and the regional highway system. Limited access facilities are connected to major trucks and, to a lesser degree, by minor truck streets. This network uses four designations based on truck volumes, land use connections, network connectivity, and roadway classifications. The freight network designations indicate key routes that trucks use to access Port of Seattle facilities, freight destinations, and regional highways. Limited access facilities are connected to major truck streets and, to a lesser degree, to minor truck streets. First-/last-mile connectors are primarily accessed by major and minor truck streets and are located within the MICs.

Designated Major Truck streets within the BINMIC include Elliot Ave W, 15th Ave W, NW Leary Way, Market St NW, W. Nickerson St, and W Emerson St. A traffic study conducted as part of the Industrial and Maritime Strategy did not identify any gaps in the freight network but found that over the next 20 years increased demand by all vehicular traffic could increase congestion and reduce reliability of the freight network.

Rail also plays an important role for freight movement in the BINMIC. The BINMIC includes a Class 1 railroad (BNSF) with a mainline that extends north to south through Seattle via a double-tracked tunnel through downtown and serving the Balmer Yard that is in the center of the BINMIC. The BINMIC includes a variety of active and inactive local rail spurs that provide direct rail service to businesses at the Port of Seattle's' Terminal 91.

As the city continues to grow, so does the demand for freight transport. This includes the delivery of urban goods and services in a range of forms, from heavy duty commercial trucks to medium-duty delivery vans to light-duty trucks. With limited rights-of-way (ROWs), the future of freight movement for urban goods will rely on using existing available roadway lane capacity more efficiently.

Figure 6: BINMIC Freight Network Map - 2026



BINMIC Transit Network

The BINMIC and surrounding neighborhoods are served by King County Metro and Sound Transit public transit including local, rapid, and express fixed route bus services and in the future, light rail. King County Metro operates a fixed route bus system that includes several routes that provide direct service within the BINMIC. These are:

RapidRide D Line. Part of Metro's separately branded bus rapid transit frequent transit service, the D line runs through the center of the BINMIC along 15th Ave. W. and Elliott Ave. W. providing service between Downtown and Ballard.

Route 32. Provides service between Seattle Center and the University District running on 15th Ave. W.

Route 40. Provides service running through the BINMIC on Leary Ave. NW with service between Downtown and Northgate.

Route 44. Provides service at 15th Ave. NW and NW Market St. adjacent to the BINMIC, with service between Ballard and the University District.

The Metro transit routes provide connections to Sound Transit Express and Community Transit buses that provide service from outside the city. Existing Sound Transit Link light rail stations Downtown and the University District can be accessed from the BINMIC via the Metro transit routes listed above. Sounder commuter trains that provide service from King St Station north to Everett and south to Tacoma, can also be accessed from the BINMIC via bus connections.

Planned future expansion of Sound Transit's Link light rail has important implications for the BINMIC. The Ballard Link Extension (BLE) will add 7.7 miles of light rail service from downtown Seattle to Ballard with a large portion of the new rail line running in a north/south direction through the BINMIC. Three new light rail stations are planned for within or directly adjacent to the BINMIC at: Smith Cove, W. Dravus St., and 15th Ave./NW and NW Market St. The construction of the BLE and the eventual expanded light rail transit service to the BINMIC area are important factors addressed in this subarea plan.

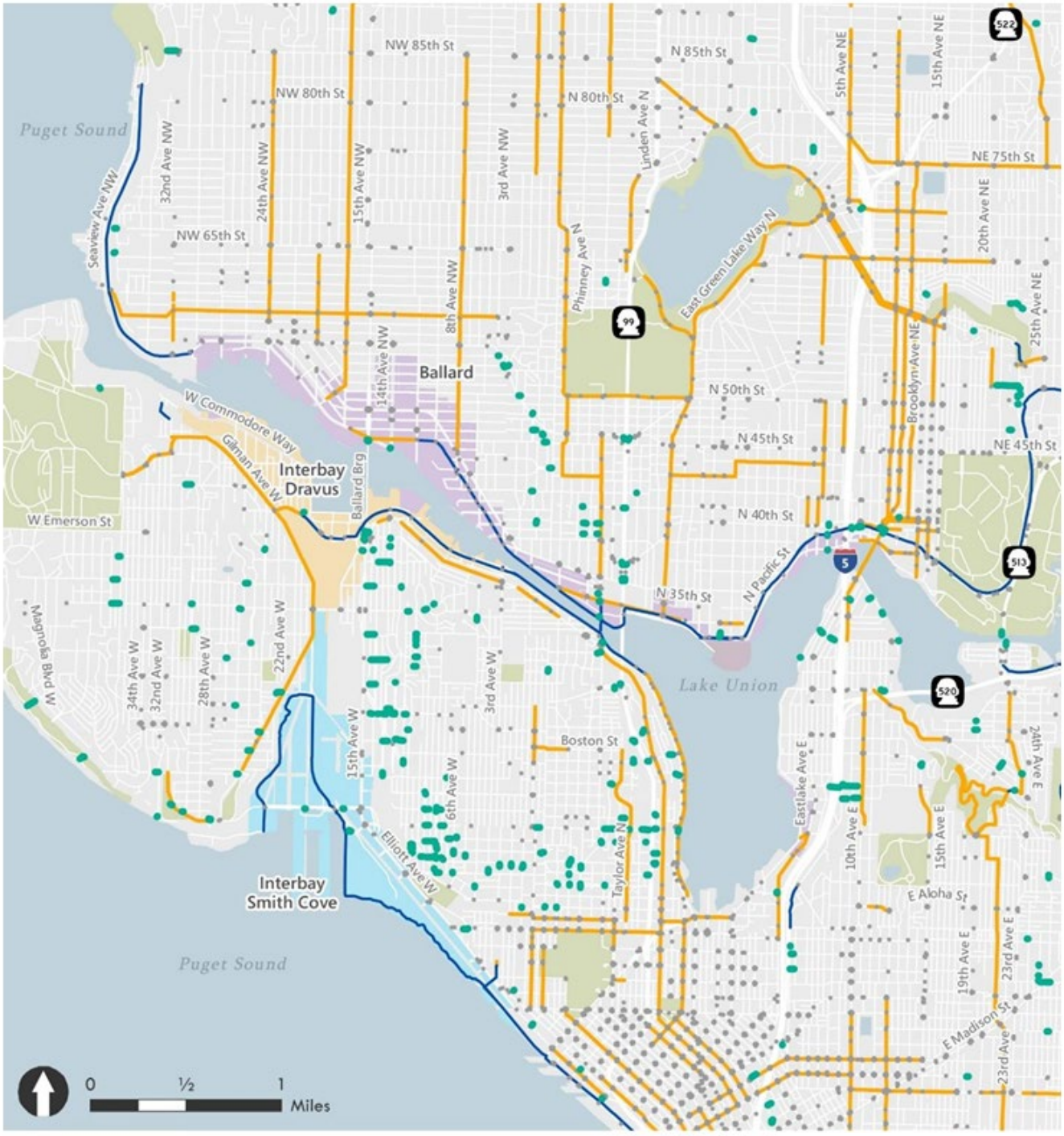
Active Transportation Network and Safety

The active transportation network consists of pedestrian and bicycle facilities. The Seattle Transportation Plan finds that while there are adequate active transportation facilities near and adjacent to the BINMIC, within the BINMIC some gaps exist. Figure 7 is a map of the active transportation network.

In the Ballard portion of the BINMIC, sidewalks exist on most streets but are limited to near the waterfront. Marked crosswalks are primarily located on Leary Way NW. The Burke-Gilman Trail runs through the BINMIC. Near W Dravus St in Interbay, main arterials have sidewalks, but other roads lack sidewalks. Sharrows and sidewalks exist on W Dravus St for east-west traffic, with bike lanes connecting to the Elliott Bay Trail for north-south traffic. This trail provides a significant corridor for many cyclists commuting to work, and to recreational cyclists. In the Smith Cove vicinity of Interbay, public pedestrian facilities are minimal. Throughout the BINMIC, east-west active transportation connectivity is limited due

to the divide created by the BNSF railway tracks. Options for active transportation across the tracks include the Elliott Bay Trail and the Magnolia Bridge and the Dravus Bridge. This area is also served by several pedestrian bridges including the Prospect St helix, the Thomas St Overpass, and a pedestrian bridge/bike path adjacent to the Galer Flyover.

Figure 7: Snapshot of BINMIC Active Transportation Network Map



Conflicts between trucks, pedestrians, and bicyclists (or micromobility users such as people riding scooters) are of particular concern given the size, operating characteristics, and volume of trucks and the vulnerability of people walking and biking. As documented in the STP, collisions with trucks typically represent a higher proportion of fatal collisions than any other type. Data from the Industrial and Maritime Strategy EIS shows that in the Ballard portion of the BINMIC collisions are most concentrated along Leary Way, in particular at the intersection of Leary Way NW and 15th Ave NW, and in the Interbay portion of the MIC most collisions occur along the 15th Ave NW corridor with a higher concentration of collisions near the intersections of the Galer Way Flyover and Magnolia Bridge.

Future Projects and Funding
The STP guides future transportation funding, including local, state, and federal funding. The STP provides a list of potential transportation system investments for the next 20+ years. This project list is used to create a long-term funding strategy to build the projects, implement the programs, and maintain the transportation assets that the BINMIC and all of Seattle needs. Appendix A lists freight projects identified in the STP (STP Freight Element Appendix A) that are directly relevant to this the BINMIC plan and are included as an appendix to this subarea plan. It should be noted that the project list is for all freight related projects serving both the BINMIC and the Duwamish MIC (and some outside the MIC boundaries).

The Seattle Department of Transportation (SDOT) routinely seeks Federal Railroad Administration (FRA), FHWA, Federal Transit Administration (FTA), and other federal grants available to address freight improvements. The City pursues grants that align project delivery timelines with federal funding opportunities. This includes advancing entire corridor improvements that can be constructed in partnership with public and private sector partners to raise investment for complex freight projects.

In November 2024 the City of Seattle passed an eight-year $1.55 billion local transportation levy to maintain and modernize Seattle's transportation infrastructure. The levy includes $45 Million dedicated specifically to freight and goods movement. Other major components of the levy, including Bridges & Structures and St Maintenance & Modernization, will benefit transportation infrastructure in the BINMIC as well. The City will prepare and publish eight annual levy delivery plans that set a framework for improvements across the city, with an emphasis on safety, infrastructure, and community-driven projects. A levy oversight committee monitors budgets, and track progress on projects, and makes sure the funds are used as promised to Seattle voters. Numerous projects identified in the levy, including upgrades and maintenance of the Ballard Bridge, will serve the BINMIC.

Transportation - Key Issues and Opportunities

Several key issues and opportunities for the transportation network in the BINMIC are highlighted below. These inform the BINMIC plan's transportation goals and policies.

Maintaining an effective and Efficient Freight Network. Freight connections between the two MICs, to the regional highway system, and last mile connections to industrial uses and shoreline maritime uses

are all critical to the ongoing success of the MICs and must be maintained and enhanced as the city continues to grow. Freight and Bus Lanes may provide one option depending on results from pilot project to be completed in 2027.

Integrating the Sound Transit Ballard Link Extension (BLE). Three future Sound Transit Link light rail stations will be added in or directly adjacent to the BINMIC. These stations can be an asset to the BINMIC by providing excellent access to jobs and by providing alternatives to general-purpose vehicle trips in key corridors. However, the BLE also creates risk for the BINMIC due to potential for disruption during construction, and potential for pressure on industrial land uses near stations. The full benefits of the BLE stations will be realized with intentional decisions about their thoughtful integration into the BINMIC and avoiding freight impacts.

15th/ Elliott Ave. W corridor (including the Ballard Bridge). 15th Ave. W is a constrained corridor providing most north/south roadway connectivity through Interbay and Ballard. Studies prepared at the time of the Industrial and Maritime Strategy found that the corridor (especially northbound) between the Magnolia Bridge to NW Leary Way is likely to have a very low level of service during peak travel times – negatively affecting freight, auto, and bus travel times.

East–west Connectivity in Interbay. East-west connections across railway tracks are limited in Interbay. Studies prepared at the time of the Industrial and Maritime Strategy found that the W Dravus St corridor between 15th Ave W and 20th Ave is likely to have a very low level of service during peak travel times – negatively affecting freight and auto travel times.

Transportation Safety. Multi-modal safety challenges in the BINMIC are localized and context specific. The City's Vision Zero Action Plan identifies steps towards improving safety and reducing severe and fatal injuries. Vision Zero identifies comprehensive strategies. Street improvements in the BINMIC require project specific safety/risk analysis so that the operating characteristics of trucks and non-motorized modes are carefully considered.

Freight Network. Recent studies identify several areas to improve the freight network. In particular:

The W. Dravus St. corridor is a critical east-west link identified as having a low level of service during certain times of the day and includes an aging bridge structure over the BNSF tracks that will need eventual replacement.

The Ballard Bridge is a critical north-south link identified as having a low level of service during certain times of the day, features limited facilities for pedestrian and bicycle travel, and the structure is over 100 years old and will continue to need monitoring.

If the Magnolia Bridge were to fail, more traffic would be pushed onto the 15th Ave W Corridor through Interbay, exacerbating traffic demand on a constrained roadway.

Active transportation gaps, especially on local streets and near shorelines.

Transportation - Goals and Policies

Goal BT 1: By 2044, Existing constraints and weak points in the BINMIC's transportation network have been addressed and improved during the time horizon of the subarea plan.

BT.1 Existing citywide Policies, Regulations, and Programs

The Comprehensive Plan Transportation element contains policies to enhance the freight network connecting the MICs to the regional transportation network (Policies T 6.1, T 6.2, and T6.3. The STP identifies key moves that will help address constraints and weak points in the BINMIC transportation network. For example, the STP places a high priority on improvements to the active transportation network (Key Move PG2); supports access to jobs, freight movement, and growth in deliveries (Key Move PG4); and prioritizes incorporating planned safety and network improvements with maintenance work (Key Move MM1). The STP has eight elements that focus on different parts of the transportation network. Elements with a clear connection to the BINMIC Goal BT.1 include the *Freight and Urban Goods Movement Element* and the *Transit Element*. These elements have numerous implementation strategies directly addressing Goal BT.1.

In addition to transportation investments by the City and its partners, new development will also contribute to transportation improvements consistent with recently adopted land use code changes. New Urban Industrial and Industry and Innovation zones include requirements the BINMIC for development to make contributions to sidewalks, pedestrian lighting, and non-motorized infrastructure.

BT 1 BINMIC-specific policies

BT 1.1 Continue to implement phases of maintenance and upgrades to the Ballard Bridge to ensure its long-term integrity and effectiveness, including electrical and mechanical updates, structural repairs, and enhancement of pedestrian and non-motorized facilities on the bridge.

BT 1.2 Strive to improve east-west roadway connections in the north portion of Interbay within the W. Dravus St. and W. Emerson St. corridors for all modes of travel

BT 1.3 Include Street typologies in Streets Illustrated to guide St improvements that are implemented in conjunction with new development in Urban Industrial and Industry and Innovation zoned areas of the BINMIC to provide for safe pedestrian movement while protecting freight functionality.

Goal BT 2: High efficiency use of limited rights of way achieves a well-functioning transportation network for freight and all other modes to and through the BINMIC.

BT 2 Existing citywide policies, regulations and programs

The STP identifies key moves and implementation strategies that advance Goal BT.2 especially within the *Freight and Urban Goods Movement*, and the *New and Emerging Mobility* elements. Particularly relevant are F40 about expanded use of digital technologies for vehicle loading/unloading; and F42 concerning real-time information; F36 exploring implementation of dedicated freight (truck-only) lanes and freight-and-bus (FAB) lanes. The STP also includes direction to "work with employers and property managers to provide sustainable transportation options, education, and incentives for shift workers, non-peak hour commuters, small business employees, and workers in MICs." Many other STP key moves support Goal BT.2 as well.

Recently adopted land use policies will also advance Goal BT 2. The Industry and Innovation zone requires employers with 50 or more employees to develop a transportation demand management plan at the time of new development, and the zone limits the amount of parking for private vehicles that may be included in new development (see SMC 23.54.015.C.5).

BT 2 BINMIC-specific policies

BT 2.1 Pursue strategies over the short and longer term to preserve capacity for freight and to promote efficient movement of freight and transit in the 15th Ave. NW and Elliott Way corridors, including implementation of- freight-and-bus (FAB) lanes or dedicated freight (truck-only) lanes.

BT 2.2 Design and implement last mile connections from the BINMIC transit stations and stops - anticipating arrival of future Link light rail – that make trips to industrial and non-industrial jobs a convenient option for workers.

BT 2.3 Support continuance of heavy rail operations within and through the BINMIC and preserve the viability of existing and potential future heavy rail connections to maritime functions (e.g. Pier 86 Grain Terminal and Terminal 91).

BT 2.4 Expand use of Transportation Demand Management (TDM) strategies beyond those currently required in the Industry and Innovation zone.

BT 2.5 Integrate smart technology for freight access, real time information, and curb space management for deliveries into the design of new developments the BINMIC, especially at large-scale redevelopment sites such as the Armory Site and Terminal 91.

BINMIC Goal BT 3: The BINMIC's shoreline and maritime uses have strong intermodal connections to local, regional, and national distribution networks.

BT.3 Existing citywide policies, regulations, and programs

The Transportation element of the Comprehensive Plan includes policies directing the City to work with freight stakeholders and the Port of Seattle to maintain and improve intermodal freight connections (T 5.7) and the Container Port element contains several policies addressing efficient access to intermodal facilities (CP 1.6, CP 1.7, CP 1.8). The STP also advances this goal, stating: "Preserve and enhance access to employment and mobility for freight and goods movement—especially east-west connections—between MICs, neighborhoods, accessing ports and working waterfronts, inter-modal facilities, and other key destinations. (PG5)"

BT 3 BINMIC-specific policies

BT 3.1 Pursue opportunities to resurface and improve local roadways and approaches to Salmon Bay and Smith Cove shorelines that are in substandard condition with a priority on movement of goods between water and land.

BT 3.2 Design any future potential replacement, upgrade, or alteration of bridge structures (e.g., W. Dravus St., Ballard Bridge, Magnolia Bridge) to reflect and protect the viability of maritime uses, both in water and on land.

BT 3.3 Support continuance of heavy rail operations within and through the BINMIC and preserve the viability of existing and potential future heavy rail connections to maritime functions (e.g. Pier 86 Grain Terminal).

BINMIC Goal BT 4: The BINMIC has a network of pleasant and safe multi-modal trails and pedestrian pathways that harmoniously co-exist with vehicle and freight circulation.

BT 4 Existing citywide policies, regulations, and programs

The City has a Vision Zero policy that aims to reduce the number of fatalities and serious injuries to zero by 2030 - a goal with policies and strategies supporting it. Recent examples of policy changes that further the Vision Zero goal include widespread reductions in speed limits along city streets and the introduction of leading pedestrian intervals (timing signals to give people walking a head start before the vehicles receive a green light) to make people walking more visible to vehicles. SDOT also regularly studies intersections and corridors that have been identified by the community or through collision data review as needing safety improvements. The City will continue to monitor traffic safety and take any necessary steps to address areas of high need particularly to protect the most vulnerable users.

BT 4 BINMIC-Specific Policies

BT 4.1 When designing transportation improvements in the BINMIC provide dedicated facilities to separate pedestrians and bike riders from motorized traffic and freight whenever possible.

BT 4.2 Add design elements to the BINMIC transportation system that make bike riders and pedestrians more visible to truck and auto drivers, including: signals to make crossing

roadways easier, rapid flashing beacons to alert drivers to people crossing the street, curb bulbs or extensions to shorten crossing distances, and protected and buffered bicycle lanes and multi-use trails.

BT 4.3 Connect and enhance the quality of multi-modal trails in and through the BINMIC in a manner that does not impact freight access to industrially zoned and maritime lands. (see also Environment and Open Space element).

ECONOMY

A cluster of breweries and distilleries is in the northwest portion of the BINMIC in the Ballard area, drawing patrons from nearby neighborhoods.

Photo credit: Absolutebeer.com.

Economy - Background and Existing Conditions

The BINMIC is a critical regional resource that provides economic diversity for Seattle, supports national and international trade, and provides a variety of family-wage jobs that are accessible to workers. It is an employment location that serves both current and long-term regional economic objectives. Six economic sectors that are important to the BINMIC's existing and future economy are highlighted in the following sections.

Maritime
The maritime sector, recognized as part of PSRC's Regional Economic Strategy, is among Washington's oldest and most diverse economic sectors. In 2018, the central Puget Sound region directly employed 26,000 workers in maritime jobs. An estimated 8,600 of those maritime jobs were based in Seattle's industrial areas, and 2,343 of those were in the BINMIC. Maritime jobs are in subsectors such as:

Commercial fishing and seafood processing;
Maritime logistics and shipping;
Passenger water transportation;
Recreational boating and boat building;
Ship building, repair and maintenance; and
Maritime support services.

Maritime activity thrives in the BINMIC because of its location on the shores of Salmon Bay and Smith Cove. The North Pacific fishing fleet is homeported in Salmon Bay at Fisherman's Terminal. The fleet is a beneficiary of the Alaskan fisheries, and many of these jobs are high paying. Additionally, numerous seafood processing activities occur on and near Port of Seattle Terminal 91 on Smith Cove. The presence of fishing and seafood processing in the BINMIC is a unique and valuable feature of Seattle's culture and history.

Other maritime subsectors have a strong presence in the BINMIC. Ship building, repair, and maintenance businesses are located on Salmon Bay, including Stabbert Marine Industrial Shipyard and Waypoint Marine, along with the Seattle Maritime Academy and numerous recreational marina services. Port of Seattle's Pier 91 at Smith Cove is the primary homeport for many Alaska cruise ship sailings.

Maritime innovation is occurring in the BINMIC. In 2024 Port of Seattle opened the Maritime Innovation Center (MInC) at Fisherman's Terminal - an incubator space to foster collaboration around maritime industry needs and opportunities. It houses the Maritime Blue program for concept and early-stage maritime-focused startups.

Transportation and Logistics
Statewide, the transportation and logistics sector directly employed 94,000 workers in 2017, including jobs in warehousing, logistics, intermodal operations, and freight forwarding. In the BINMIC this sector provides approximately 1,100 jobs.

The BNSF Balmer Rail Yard in the center of the BINMIC is over 80 acres in size and includes more than 40 parallel rail tracks for rail car joining and switching. Recently, BNSF paused car switching and repairs at this location, but the yard remains important for positioning cars for future shipments that include intermodal, lumber, and grain shipments.

The Pier 86 grain terminal is another important piece of logistics infrastructure in the BINMIC. Agricultural products such as wheat, soybeans, and corn are loaded by railroad cars into silos and then transferred by conveyor to ocean-going ships. The railyard and grain terminal are infrastructure that has regional and statewide significance and economic benefit. A wide variety of other small and medium-sized shipping and supply businesses are interspersed throughout the BINMIC, including supply and distribution for consumer materials and goods.

Construction and Utilities Sectors

In 2018, the Construction and Utilities sectors employed 34,400 workers in Seattle, including self-employed individuals. The industry is reliant on industrial lands for assembly areas, production space, home offices, and vehicle and equipment storage. In the BINMIC, this sector accounts for approximately 1,300 jobs. Some construction and utilities economic activity in the BINMIC is linked to waterways. For example, the Salmon Bay Sand and Gravel company transits barges of sand and gravel to and from its shoreline site on Shilshole Ave NW in Ballard for distribution to Seattle and throughout the region and the world.

Food & Beverage Production

Industrial lands are increasingly home to small and medium-scale food and beverage production, including wineries and breweries. A growing brewery district in Ballard that features a concentration of breweries and tap rooms is part of this trend. Over a dozen breweries, distilleries, and cideries are located here. These uses generate support and attract patrons from neighboring nonindustrial areas.

The food and beverage processing and manufacturing industry in industrial areas is forecasted to grow at 2.5% per year on average, adding roughly 3,400 jobs by 2044. Breweries, wineries, and frozen and canned food products are some of the largest sectors in the food and beverage production cluster. This sector currently provides approximately 700 jobs in the BINMIC.

Manufacturing

Various types of manufacturing operations are in Seattle and specifically the BINMIC. In 2018 there were an estimated 7,900 jobs in the aerospace subsector and an additional 10,600 jobs in other types of manufacturing in Seattle. Although aerospace manufacturing is a critical subsector within the region, it does not have a strong presence in the BINMIC. Types of manufacturing in the BINMIC include metalworking, paper and packaging, printing and publishing, woodworking, and furniture. Some manufacturing activities in the BINMIC are operations that have been in place for many decades. An example is the Bardahl Manufacturing Corporation that has been headquartered in Ballard for over 100 years, and which produces innovative fuel additives for the automotive industry and sells them worldwide in over 90 countries.

Information and Computer Technology

The information and computer technology (ICT) sector[2] is an important part of the business mix in the BINMIC. Integration of information and technology is happening in all fields, including industrial processes. ICT includes the following subsectors:

ICT Business Services;
Internet Services and Publishing;
Web hosting and data processing;
Manufacturing;
Software; and
Telecommunications Services.

Numerous ICT companies are based in the BINMIC and vicinity and feature a high concentration of employees. A notable large employer is the Expedia headquarters near Smith Cove. Several innovative technology companies related to maritime activity were supported by the Washington State Maritime Blue initiative and are examples of businesses that are extensively engaged in ICT intellectual property creation that also have a direct link to maritime and industrial sectors.

Overall Industrial and Non-Industrial Employment

the BINMIC is a legacy industrial and maritime area that has been in place for over a century and, with the growth of Seattle, is now within a dense urban environment. Due to encroaching nonindustrial uses, and strong growth of nonindustrial sectors over time, the proportion of industrial jobs in the BINMIC is currently below the regional target of 50% industrial employment for MICs. As seen in the table below, industrial sectors account for 37% of all employment in the BINMIC.

Figure 8: BINMIC Employment by Sector - 2023[3]

Employment Sector	Employment	Proportion of All Employment
Manufacturing	2,648	14.7%
Construction	1,326	7.4%
Transportation, Distribution & Logistics	1,130	6.3%
Warehousing & Wholesale	963	5.4%
Other Industrial	554	3.1%
Total Industrial Employment	**6,621**	**36.8%**
Total Non-Industrial Employment	**11,353**	**63.2%**
Total Employment	**17, 974**	**100%**

[2] developed by CAI in the Washington Technology Industry Association ICT Economic and Fiscal Impact Study, February 2015.
[3] PSRC, Covered Employment Database

However, the BINMIC remains regionally significant as a designated industrial center for several important reasons that have been highlighted in the sections above. The BINMIC's strategic location on two waterfronts, with critical marine and rail infrastructure, and longstanding industrial and maritime companies and services collectively represent an irreplaceable resource for the economies of the city and region. A key goal of this subarea plan is to grow industrial employment in the BINMIC, and some subsectors are already growing. Future growth will result from redevelopment of existing land, shaped and supported by the policies in this plan and by updated development regulations that promote the growth and investment in industrial space. The growth target for the BINMIC in the City's Comprehensive Plan is 6,000 new jobs by 2044. The City's economic analysis estimates that by 2044, industrial employment will be 23,599 and will make up approximately 52% of all jobs in the BINMIC.

Economy - Key Issues and Opportunities

Several key issues and opportunities for the economy in the BINMIC are highlighted below. These inform the BINMIC plan's goals and policies.

Brewery District. Ballard's Brewery District is revitalizing portions of the BINMIC with reuse of older existing industrial buildings and the attraction of nearby residents to visit this public facing industrial use. The cluster is generally located south of NW Market St between 8th Ave NW and 15th Ave NW.

Interbay Armory Site. The Washington National Guard Armory is located on 26 acres of land in the BINMIC. The National Guard is planning to relocate in the next 10 years, and the State passed legislation setting up a framework for a future public development authority to determine how to dispose of the land for redevelopment. As part of the Industrial and Maritime Strategy the City established a Comprehensive Plan policy stating that future redevelopment of the site should be through a joint master planning process with the State of Washington, and that the land should remain industrial. This land abuts active BNSF rail activity and Port of Seattle facilities and is in a liquefaction zone.

Encroaching residential land uses. As noted in the land use section, encroaching residential uses have resulted in conflicts between new residents and legacy shoreline industrial uses.

Expanding light rail. Expansion of light rail via the Ballard Link Extension has important implications for the BINMIC economy. Good transit access is attractive to employers, particularly in ICT and office uses. Locations in the BINMIC will have very good access to the region's growing population and economy. It will be important that light rail construction not compromise freight mobility, either during construction or due to design.

Climate change. Climatic changes have negatively impacted some Pacific fisheries. Decreasing catch directly impacts the profitability and viability of fishing operations based in Seattle. The fishing and maritime industries will need to adjust and adapt as the climate changes.

Maritime innovations. Extensive innovation is taking place in maritime and ocean-related fields. Advancements are occurring related to the transition of fleets and vessels to cleaner fuels, investments

in wind and wave energy technologies, and advancements related to ocean biology and climate. The BINMIC is well-positioned to capture economic growth driven by maritime innovation.

Workforce development. As the maritime and industrial workforce ages it is important to maintain and increase investments in vocational training and apprenticeships to maintain viability.

Economy - Goals and Policy

Goal BED 1: A Strong presence and growth of firms and sectors that are drivers of maritime and industrial jobs continues in the BINMIC.

BED 1 Existing citywide policies, programs, and regulations

As discussed in the Land Use element, citywide industrial land use policies in the Comprehensive Plan advance the goal of supporting and retaining manufacutring and industrial jobs and businesses in the BINMIC and are complimentary to Economic Development Goal BED.1. As part of the Industrial and Maritime Strategy both the Comprehensive Plan and the city's zoning code were amended to strengthen policies and regulations to prevent industrial displacement in the MICs. These recent actions include:

Limits on removal of land from MICS (Policy LU 13.3);
Limits on the size of use of nonindustrial uses (SMC 23.50A.018);
Prohibition of new ministorage warehouses (SMC 23.50A.040);
A zoning framework that provides for the majority of land in the BINMIC to be in a core industrial zone; and
Noise ordinance amendment to support operation of shoreline businesses.

Additionally, the Comprehensive Plan's Economic Development element calls for retaining and supporting key economic sectors or clusters, including martime and industrial. Relevant Comprehensive Plan Economic Development policies include supporting industrial and maritime structures through workforce development programs and regional partnerships (ED 2.1 and ED 2.2).

BED 1 BINMIC-specific policies

BED 1.1 Work with non-governmental partners and other government agencies to do broad public education about the value of maritime and industrial activities to the Seattle and regional economies.

BED 1.2 Ensure that major public works projects are designed to preserve functionality and operation of maritime and industrial operations, in addition to serving new transportation demands.

BED 1.3 Establish regular communications and dialogue between government agencies and logstanding industrial and maritime businessses in the BINMIC so the needs and challenges of continued operation in a legacy location are understood.

Goal BED 2: Equitable access to the living wage jobs provided in the industrial and maritime sectors exists.

BED 2 Existing citywide policies, regulations, and programs

The Economic Development element of the Comprehensive Plan contains numerous policies addressing MIC workforce development goals. These include policies to promote access by traditionally marginalized communities to living wage jobs (Policy ED 4.1), expand internships and apprenticeships (ED4.4), and to reduce barriers to training programs (ED 4.7). The City also provides direct financial support to workforce development through programs including ANEW Construction Pre-Apprenticeship Training Programs, Seattle Colleges District work and Learn Ecosystem, and Maritime Blue.

BED.2 BINMIC-specific policies

BED 2.1 Leverage opportunities provided by the location of the Seattle Maritime Academy in the BINMIC to connect students with entry level careers with maritime businesses.

BED 2.2 Promote and raise awareness of maritime sector careers at vocational training programs, high schools, and middle schools.

BED 2.3 Establish information sharing between labor and trade organizations and local government so that high quality data about the composition and demographics of the industrial and maritime workforce are collected and tracked over time.

Goal BED 3: The BINMIC is home to new and emerging subsectors of the industrial and maritime economy.

BED 3 Existing citywide policies, programs, and regulations

Policies in the City's economic development element of the Comprehesnive Plan have a strong emphasis on supporitng innovation and growth in emerging fields. Many policies in this subject area connect to regional economc development goals such as regional partnerships to sustain and grow maritime and manufacturing sector jobs (ED 2.2), promoting linkages between industry clusters and research institutions (ED 2.3), and improving the ability of industry clusters to transfer technology (ED 2.5).

BED.3 BINMIC-specific policies

BED 3.1 Support the vitality of the cluster that includes breweries and distilleries in the BINMIC through relevant infrastructure investments and assistance with marketing and promotions.

BED 3.2 Continue to work with partners to support maritime sector innovations, including the creation of a hub for business incubation and research and development at Fisherman's Terminal.

BED 3.3 Identify needs and seek to provide support that enables workforce members with high-value and specialized maritime and industrial skills to live near the BINMIC, with convenient access to their jobs.

Goal BED 4: A blend of Information Computer Technology (ICT) and traditional industrial and maritime employers is located near high-capacity transit.

BED 4 Existing citywide policies, regulations and programs

As discussed in the Land Use element (policy 13.7), citywide industrial land use policies in the Comprehensive Plan advance goal BED 4 by establishing the policy basis for the Industry and Innovation zone. The intended funciton of the Industry and Innovation zone in the Seattle Municipal Code (SMC 23.50A) is: "A transit-oriented area characterized by modern industrial buildings that supports a mix of economic innovation and emerging industries, and commercial development, characterized by high employment density." The Comprehenisve Plan calls for the zone to be located in areas of MICs that are within an approximately one-half mile distance from existing or future light rail stations and that have a high potential to attract new investment in buildings and infrastructure that supports dense, technological employment (LU 13.3). The zone has a sytem of incentives that allow for development of non-industrial space contingent on provision of bona-fide industrial space in the same building.

BED 4 BINMIC-specific policies

BED 4.1 Encourage future clusters of computer and biotechnology uses to locate in employment campuses that also include light industrial and manufacturing firms near major transit hubs in the Ballard (15th Ave. NW vicinity) and Smith Cove areas.

BED 4.1 Work with industry, trade, and economic development organizations to promote the concept of employment campuses that include a mix of industrial and non-industrial uses.

BED 4.2 Plan for the eventual relocation of the National Guard from the Interbay Armory campus, and work with partners to create an innovative master plan for site reuse. Features of the master plan should include:

Minimum component of industrial and maritime uses;
Dense overall employment concentration;
Siting innovative advanced technology manufacturing companies;
Sophisticated systems for priority freight access and loading;
Integration with transit and very low SOV trip generation;

Highly sustainable utility infrastructure and aggressive use of green building;
A pleasant network of trails and walkways for internal circulation; and
Abundant greenery, landscaping and habitat restoration.

ENVIRONMENT AND OPEN SPACE

Several important multimodal trails traverse the BINMIC including the Elliott Bay Trail, pictured.

Photo Credit: Seattle OPCD

Environment and Open Space - Background and Existing Conditions

This element addresses several subject areas related to the natural environment and open spaces. Environmental stewardship is part of the BINMIC vision. Environmental policies for the BINMIC recognize that it is important that new development and redevelopment projects contribute to the rehabilitation and health of the BINMIC's natural environment.

Water and Sea Level Rise

The BINMIC study area includes or borders the waterways of Salmon Bay and Elliott Bay.
Sea level in Elliot Bay has been monitored since 1899. Sea level has historically rose by 0.68 feet over the past 100 years. By comparison, recent work by the UW Climate Impacts Group (Miller et al. 2018) provides mid- to high-end estimates of future sea level rise of 2.3-5.1 feet by 2100. Sea level rise projections apply to tidally influenced water bodies including Puget Sound, Elliott Bay, and the Duwamish River and may also affect water levels near the outlets of creeks. The Ship Canal and Lake Union are above the Hiram M. Chittenden Locks, so they are not affected by sea level rise. Sea level rise may also affect groundwater levels, which has the potential to cause flooding and affect underground infrastructure.

In general, the overall water quality in Puget Sound and Elliott Bay is good based on water quality parameters such as bacteria, nutrients, temperature, chlorophyll, dissolved oxygen, solids, and transparency. However, fecal coliform bacteria have exceeded allowable levels in some areas of these marine waters, most notably Elliott Bay, that are designated by the U.S. EPA as impaired waters. As urban waterways, waterbodies in the BINMIC are affected by a broad range of discharges including those related to industrial activities as well as those from other sources typical of urban environments.

King County has characterized water in the Ship Canal and Lake Union as "fair" for most parameters important to fish and wildlife and to humans. The water in these areas is flushed rapidly with good quality outflow from Lake Washington. Salmon Bay is on the 303(d) list for total phosphorus, fecal coliform bacteria, lead, and aldrin.

Groundwater elevation in the Ship Canal area, which is generally a shallow confined aquifer, ranges from 10 to 30 feet below the ground surface. Groundwater discharge from the shallow unconfined aquifer is primarily into the Ship Canal. Shallow groundwater wells have shown contamination for petroleum hydrocarbons, heavy metals, dry cleaning and degreasing solvents, and asbestos.

Plants and Animals

The BINMIC is a heavily urbanized area that includes streets, parking lots, commercial and industrial properties, and railroad rights of way. Over the last 150 years, urban development has eliminated most native vegetation. Small pockets of native vegetation remain within protected park and green belt areas, protected shorelines, and undeveloped steep slopes. Additional vegetation exists as St trees and related street scape vegetation in the rights of way and yards. The BINMIC can be broken down into the following landscapes: approximately 20% vegetation; approximately 62% hardscape; approximately 18% water.

The BINMIC contains a variety of fish and wildlife habitats and species. Terrestrial animals in the area are generally limited to those well adapted to living in a highly altered urban landscape. Both marine and freshwater environments are present in the study areas, resulting in substantial diversity for aquatic species. Lake Union, the Ship Canal, and nearshore areas of Elliott Bay are designated critical habitat for bull trout and Chinook salmon.

Elliott Bay is also designated as a critical habitat for several species of fish and its deeper waters are critical habitat for the Southern Resident orcas. Shallow nearshore marine areas in Elliott Bay, Smith Cove, and downstream of Hiram Chittenden Locks also include bull kelp and eelgrass beds, important habitats for many species of fish and wildlife. The Ship Canal, Lake Union, and Elliott Bay are essential fish habitat for groundfish, chinook, and coho salmon. Bald eagles forage in Lake Union, the Ship Canal, Elliott Bay, and the Duwamish River. A variety of other migratory birds are present in the BINMIC.

Soils and Geology

Much of the BINMIC has a history of artificial fill and the low flat areas, many of which are former tidelands, tend to contain alluvial or sandy soil conditions that could be subject to greater movement and/or liquefaction during major earthquake events. Known soil and geological issues in the BINMIC are:

Areas of historical artificial fill;
Several steep slopes and landslide-prone-areas along the east and west edges of the center;
Nearly all the study area is prone to liquefaction;
The Interbay Landfill; and
A historical landfill located just south of Shilshole Ave NW.

The Interbay Landfill is located beneath Interbay Golf Course and includes a 1,000-foot methane buffer that extends into the MIC and the Dravus Neighborhood Center. The methane buffer is meant to allow for methane gas monitoring and mitigation. Landfills and other areas containing solid waste, refuse, or artificial fill soils can be challenging to develop due to poor or unpredictable soil characteristics.

Wastewater and Combined Sewer

The BINMIC has a combination of a partially separated and combined sewer system. The installation of the combined sewer system is older; most pipes date back to the late 1800s and early 1900s. The partially separated system is more recent, with most pipes installed in the 1960s. During wet weather, combined wastewater and stormwater flows in combined sewer systems can exceed the system's capacity. Depending on the severity of the storm, stored stormwater flow is conveyed to West Point or the Elliott West Wet Weather Treatment Facility (Elliott West) for treatment prior to discharge. During the largest storms—on average, once a year—flows may exceed pumping capacity of Elliott West and are discharged untreated. This untreated flow is known as a "combined sewer overflow" (CSO). Climate change may increase the frequency of severe storm events and sea level rise may impact wastewater conveyance and treatment infrastructure. SPU and King County Wastewater Treatment Division have made significant upgrades in recent years to the conveyance and detention capacity of the combined sewer system to limit these overflows.

Stormwater

Stormwater runoff from impervious surfaces in the BINMIC is collected and conveyed from streets and properties through the stormwater collection system. A portion of the system is managed by the Port of Seattle's Marine Stormwater Utility and much of the water is conveyed to receiving water bodies by SPU storm drain system. The combined and partially separated systems are described in the wastewater discussion, above. The stormwater drainage system within the partially separated areas includes a series of catch basins running along main drainage lines to take surface water runoff from roadways. In some areas, stormwater flows from these lines are conveyed back into the combined sewer system. In other areas, stormwater flows continue within the drainage system and discharge at outfalls to Elliott Bay.

Environmental Justice

The City of Seattle developed a Racial and Social Equity Index that combines data on race, ethnicity, and socioeconomic and health disadvantages to identify neighborhoods with large proportions of priority populations as residents. Although neighborhoods near the BINMIC are not among the highest disadvantage areas of the city, a localized pattern of multi-family rental housing with relatively lower rents is present at the edges of the BINMIC. Residents of these areas are more likely to be priority populations, and they may be exposed more often to safety risks when walking and biking (see Transportation element) more often than residents of other areas. Another primary equity and environmental justice concern is emissions associated with industrial activities and road transportation which may impact vulnerable communities on the periphery of industrial areas and alongside higher volume transportation routes that carry a lot of freight traffic. Emissions of air pollutants from mobile sources could concentrate along routes that pass through vulnerable communities, leading to inequitable exposure to air pollution.

The city's industrial areas, including the BINMIC, are likely to be more vulnerable to heat island effects that are increasingly dangerous due to climate change. A sizeable proportion of land in the BINMIC is impervious surfaces, and tree canopy in the city's industrial areas is generally lower than many other parts of the city. Similarly, industrial areas, including the BINMIC are more vulnerable to sea-level rise than many other parts of the city because they are low-lying and adjacent to water bodies.

Exposure to the environmental justice impacts described in this subsection are present not only for residents in the vicinity, but also for members of priority populations who are employees in the BINMIC and work regularly in the area.

Open Space

The BINMIC includes a wide variety of open spaces including parks, trails, and waterways that provide shoreline access for recreational uses. The tables, below, inventory parks and open spaces in the BINMIC. These include shoreline parks, trails, street ends, and waterways that provide water access, view access, and boat launches. In total there are 65 acres of parks and public open space within the BINMIC. Due to the flat topography of land in Interbay and the conversion of former rail lines to trails, the BINMIC features several important pedestrian/bike trails that are part of the regional trail system.

Figure 9: Parks in the BINMIC	
Seattle Parks	**Size (Acres)**
Interbay Golf Center	45
Smith Cove Park	9.51
Myrtle Edwards/Centennial Park	4.8
Interbay Athletic Field	2.05
Waterway 19	1.86
Waterway 20	1.77
Terry Pettus Park	0.097
14th Ave Boat Ramp	0.018

Figure 10: Trails and Multi-Use Paths in the BINMIC	
Trails	**Trail Length (Miles)**
23rd Ave W	0,14
Elliot Bay Trail	3.12
Burke Gilman Trail	2.1
Ship Canal Trail	1.27
John Coney Bridge	0.021
3rd Ave W	0.01

Figure 11: Shoreline Access Points in the BINMIC	
Shoreline Access Point	**Access Type**
11th Ave NW and NW 45th St.	View Only
20th Ave NW and Shilshole Ave NW	View Only
24th Ave NW and NW 54th St	Water Access
28th Ave NW and NW Market St	Water Access
15th Ave NW and Ballard Bridge	Water Access
11th Ave NW and NW 45th St.	View Only

Figure 12: Map of Parks, Trails, and St Ends in the BINMIC - 2026

The 2017 Seattle Parks and Recreation Gap Analysis Update identified gaps in park access inside and outside of Urban Villages, Urban Centers, and Manufacturing and Industrial Centers based on distances greater than 10-minutes to a park. This analysis found that although some gaps in walkability exist in the Ballard subarea near the shoreline and within the Interbay subarea in the vicinity of Smith Cove, the BINMIC was assessed to be among the least disadvantaged areas of the city in access to parks and open space.

Environment and Open Space - Key Issues and Opportunities

Contamination and fill. Contaminants have been detected in shallow groundwater within the BINMIC, and there is a former landfill in the Interbay area. Many areas have historical fill soils or other

liquefaction prone soils. These pollutants and soil conditions present a challenge to redevelopment and increase the cost of new buildings relative to other areas of the city. In some cases, expensive cleanup may be required.

Combined Sewer Overflows. Seattle's combined sewer system carries both stormwater (rain) and wastewater (which includes sewage). During heavy rains the system can overflow into local waters; these are called Combined Sewer Overflows or CSOs. There are six combined sewer overflows in the BINMIC which can result in contaminated waters.

Sea Level Rise. While the locks provide protection to maritime industries on Salmon Bay, sea level rise may affect groundwater levels in the area, which has the potential to cause flooding and affect underground infrastructure, including the wastewater, combined sewer, and stormwater infrastructure. The Smith Cove area may have some direct exposure to Sea Level rise risks in the long term.

Bike Trail Connectivity. The quality of bike connections in the city's bike network through Interbay is very important because the flat geography makes it a desirable route for bicycle routes. Achieving future trail enhancements and completions that are harmonious with the movement of freight is an important issue for the BINMIC.

Nearshore Habitat Corridors. Shoreline and nearshore aquatic and marine habitat provide an important migratory corridor for anadromous fish such as Chinook salmon. The BINMIC includes shoreline modifications which can create impediments to migration, including overwater cover, piling, and bulkheads. The impacts of these features, which are often essential for water dependent uses, should be minimized and offset with restoration actions where possible.

Environment and Open Space - Goals and Policies

Goal BEN 1: Promote the rehabilitation of critical/environmentally sensitive areas.

BEN.1 Existing citywide policies, regulations and programs

The Shoreline element of the One Seattle Comprehensive Plan has numerous citywide goals and policies that promote the rehabilitation of environmentally sensitive areas. Individual polices limit shoreline uses to ones that restore and enhance natural areas and ecological processes (SA P1), require no net loss of shoreline ecological function (SA G10), protect environmentally critical areas in shoreline districts (SA P26), consider the WRIA 8 Chinook Salmon Conservation Plan (SA P28), and encourage use of a restoration plan to identify areas that have potential for shoreline habitat restoration (SA P33). Additionally, the City's Shoreline Master Program (SMP) and Critical Areas Ordinance preserve and protect shoreline habitat and water quality in the BINMIC area. Specifically, the SMP limits the types of activity that can happen in or over water and restricts activities that would compromise shoreline habitat.

BEN 1 BINMIC-specific policies

BEN 1.1 Work with property owners to encourage natural shoreline restoration options on Salmon Bay and Elliott Bay when major upgrades or redevelopments of shoreline properties are pursued.

Goal BEN 2: Stormwater management in the BINMIC uses innovative and effective measures.

BEN 2 Existing citywide policies, regulations and programs

The Seattle Stormwater Code (SMC Title 22, Subtitle VIII) requires redevelopment projects in the BINMIC to implement on-site stormwater management measures to infiltrate, disperse, and retain stormwater runoff to the maximum extent feasible. Where a development site's stormwater flow rates or pollutant generation potential is expected to exceed the allowable thresholds, flow control and/or water quality treatment measures are required. As a result of these requirements and given that much of the existing development predates modern stormwater requirements, it is expected that there would be a reduction in uncontrolled flow rates and an increase in water quality in the BINMIC over time.

The 2021 Stormwater Code also supports incentives for retrofitting existing development, such as opportunities for property owners to reduce their drainage rate if they install flow control and/or treatment facilities designed per the Code, which can include reducing impervious surfaces.

Comprehensive Plan policies advancing this goal include policies that support treating stormwater runoff from roadways and high pollutant surfaces using green infrastructure (CE.13.2) and working with stakeholders to advance stormwater management measures for existing marine industrial properties (CP1.18).

Goal BEN 3: A high-quality network of open spaces and trails interspersed throughout the BINMIC that coexists harmoniously with industrial and maritime activities.

BEN 3 Existing citywide policies, regulations and programs

Parks and trails along the Salmon Bay and Smith Cove shorelines provide an open space and recreational resource. The Comprehensive Plan includes a policy that supports improving St ends to enhance public access (Policy P1.14). While most street ends in the BINMIC are used for industrial and maritime purposes, street ends may in some cases provide opportunities in the BINMIC for water viewing and/or direct water access.

New industrial zoning regulations enacted as part of the Industrial and Maritime Strategy include standards for development frontage improvements, tree planting, and pedestrian lighting that will provide improved spaces for pedestrian and bicycle circulation (SMC 23.50A).

The Industry & Innovation zone includes standards for frontage improvements (sidewalks, pedestrian lighting, etc.), trees and landscaping, and maximum limits for vehicle parking areas. Application of this

zone in the BINMIC will help create a safer and more walkable environment near existing and future transit such as the area of Ballard near 14th Ave. NW and the Elliott Ave. W. corridor in Interbay.

The Urban Industrial zone incorporates development standards requiring open space and green factor landscaping, as well as standards for frontage improvements (sidewalks, pedestrian lighting, etc.) Application of this zone in the BINMIC is found in northeast edge of the BINMIC in Ballard, and the Dravus area in Interbay.

BEN 3: BINMIC-specific policies

BEN 3.1 As part of the update of the City's Streets Illustrated right-of-way improvement manual, develop St types that provide safety and comfort for pedestrians in the Industry and Innovation and Urban Industrial zones while maintaining the street's principal role for freight movement.

BEN 3.3 Continue to connect and enhance the quality of multi-modal trails in and through the BINMIC in a manner that does not impact freight access to industrially zoned and maritime lands.

BEN 3.4 Enhance and maintain street ends at the BINMIC's waterways to provide pleasant and safe public access for shoreline viewing or water access, and work with property owners to help steward the street end spaces.

Goal BEN 4: Environmental impacts on vulnerable populations living near or working in the BINMIC are avoided.

BEN 4 Existing citywide policies, regulations and programs

The Climate and Environment element contains goals and policies that seek to minimize impacts on vulnerable populations. Specific policies pertain to reducing water quality pollution (CE 13.2) and preserving native vegetation and limiting on impervious surface (CE 13.2). Other policies focus on community-based climate resilience including policies that prioritize partnerships and actions that reduce disproportionate impacts on vulnerable populations (CD 8.1), working towards achieving racial and social equity in health outcomes (CD 8.5).

In addition, the City of Seattle adopted the 2013 Climate Action Plan (CAP), 2018 Climate Action Strategy and the 2017 Preparing for Climate Change report (the Climate Action Plan is currently being updated and is anticipated in the third quarter of 2026). These plans and studies include City actions that will increase resilience to the likely impacts of climate change. The CAP provides for community equity in planning for climate impacts with priority given to actions that help vulnerable populations moderate potential impacts.

Development regulations could also result in improvements that mitigate environmental justice disparities for neighborhoods with histories of long-term underinvestment. This is true for Industry and Innovation and Urban Industrial zoned areas because those zones have development standards requiring frontage improvements such as sidewalks, pedestrian lighting, and St trees—all of which could be beneficial in progress toward more safe, connected, and accessible neighborhoods.

Goal BEN 5: A Reduction in the amount of air pollution and greenhouse gas emissions that are generated from the BINMIC is achieved.

BEN.5 Existing citywide policies, regulations and programs

The City's 2013 Climate Action Plan (CAP) and the 2018 Climate Action Strategy include strategies and actions to help limit atmospheric warming. The strategies and actions focus primarily on road transportation and building energy, which comprise most local emissions and drive GHG emissions in the City and in the BINMIC. Among the CAP strategies that help reduce emissions in the BINMIC are the following:

All buildings with 50,000 square feet or more of non-residential space (excluding parking) must comply with the Building Tune-Ups requirement every five years (SMC 22.930). Building Tune-Ups involve assessment and implementation of operational and maintenance improvements to achieve energy (and water) efficiency, which helps to reduce GHG emissions.

The Port of Seattle is increasing shore power availability at terminals to reduce maritime emissions.

Washington State Energy Code: Development the BINMIC would be subject to the requirements of the Washington State Energy Code, which regulates the energy-use features of new and remodeled buildings.

Additionally, the Industry and Innovation zone adopted as part of the 2023 Industrial and Maritime Strategy anticipates significant employment density in proximity to light rail stations consisting of industrial and commercial space. This zone allows 5 bonus square feet of commercial space for every 1 square foot of industrial space with bonus allowances for height and total floor area. The intent is to promote transit-oriented development around transit stations in industrial areas. It requires large new development that will have 50 or more employees to prepare Transportation Demand Management plans for their workforce.

Seattle's Comprehensive Plan advances goal BEN 5 with policies in the Transportation element. Specifically, the Comprehensive Plan includes a policy that the City will manage the transportation system to support a shift to electrification and clean fuels (Policy T4.5) and a policy that encourages use of electric freight vehicles and expansion of charging stations for industrial fleets (Policy T4.6).

The Seattle Transportation Plan further addresses goal BEN.5 with the strategy to "collaborate with private sector partners on pilots and programs that accelerate the shift of freight trips to more

sustainable low- and zero emissions vehicles, such as electric cargo bikes to replace a portion of last-mile deliveries made by larger vans and trucks in densely developed areas."

BEN.5 BINMIC-Specific Policies

BEN 5.1 Encourage investment in new structures with flexible modern light industrial spaces in areas near frequent transit service in the BINMIC, as new structures that meet current energy codes will have high energy performance compared to many existing industrial structures that were built before modern energy codes.

BEN 5.2 Consider implementing a green building standard through requirements or incentives for new development in industrial areas.

BEN 5.3 Encourage the use of electrical infrastructure, rather than natural gas, to serve industrial processes and space heating needs.

BEN 5.4 Provide safe, convenient last mile connections for people within the BINMIC, especially from regionally serving transit to job sites, by walking, biking, shuttle, micromobility, etc.

BEN 5.5 Leverage ST3 station access funds for future sidewalk and bike facility investments on routes to and from the future LINK light rail stations at Smith Cove, Dravus, and Ballard.

BEN 5.6 Expand electric transportation and marine infrastructure, including expansion of electrical shore power and charging infrastructure for heavy duty equipment and freight.

BEN 5.7 Provide assistance to operators of vessels in the fishing fleet and other maritime companies based in Salmon Bay and Elliott Bay to transition over time to alternative fuels with fewer emissions.

BEN 5.8 Work toward achieving a mode split goal of no more than 50% of employment related trips to the BINMIC to be by single-occupancy vehicle over the next 20 years.

Goal BEN 6: Use of innovative green building practices in design, materials selection, construction, and maintenance.

BEN 6 Existing citywide policies, regulations and programs

Changes to development regulations occurring through implementation of the Industrial and Maritime Strategy include application of Seattle Green Factor to new industrial buildings and incentives in the Industry and Innovation zone to use mass timber for construction.

BEN 6 BINMIC-specific policies

BEN 6.1 Promote incorporation of Green Stormwater Infrastructure (GSI) into new development in the BINMIC, especially near shorelines.

BEN 6.2 Encourage the reuse of small-scale older industrial buildings in cases where they are conducive to the needs of companies in a growing industry cluster – such as the BINMIC breweries and distilleries.

BEN 6.3 Incentivize and encourage mass timber construction in the BINMIC.

Public Services

Public safety and emergency services on Seattle's waterways are provided by the Seattle Police Department Harbor Patrol, the Seattle Fire Department and several other local agencies.

Photo credit: Seattle Police Foundation

Public Services – Background and Existing Conditions

The Public services discussed in this element include fire, police, school, and library services. The primary providers of these services are the Seattle Fire Department (SFD), the Seattle Police Department (SPD), the Port of Seattle Police Department (POSPD), Seattle Public Schools (SPS), and the Seattle Library System (SLS). Emergency services and school services are provided according to a citywide strategy and operational plans, which are summarized below. Due to the citywide nature of service provision for these services the BINMIC-specific goals and policies are limited. Note that stormwater and sanitary sewer services are addressed in the Environment and Open Space element.

Fire & Emergency Services
The Seattle Fire Department provides fire and rescue response, fire prevention and public education, fire investigation, and emergency medical services (EMS) throughout the city, including the BINMIC. Emergency medical services include basic life support (BLS) and advanced life support (ALS). SFD also has specially trained technical teams that provide technical and heavy rescue, dive rescue, tunnel rescue, marine fire/EMS response, and hazardous materials response. SFD provides emergency response services through five battalions consisting of 33 fire stations (plus Battalion 3/Medic One at Harborview Medical Center) strategically placed around the city to maximize coverage and minimize response time.

A variety of ladder trucks, fire engines, fireboats, aid cars (BLS), medic units (ALS), and other specialty teams are housed at stations serving the study area. Ladder trucks and fire engines are staffed by teams of four personnel while aid cars are staffed by teams of two personnel. Medic One at Harborview Medical Center also provides the city with ALS activities that, in the past, could only be performed by licensed physicians. In addition to responding to medical emergencies, medic units respond to all working fires, hazardous materials, and rescue responses citywide. All SFD stations are staffed 24 hours a day, seven days a week, by four separate shifts of firefighters.

Marine fire response is provided by Station 3 at Fisherman's Terminal. Fire boats at this station are prepared to respond to ship fires, marina fires, water rescues, and other water related emergencies. Lands in the BINMIC are served by the stations and associated equipment and staffing as summarized below:

The Ballard Subarea is in the service area of stations 9 and 18. Station 18—the primary station serving the Ballard portion of the study area—houses Fire Engine 18, Ladder Truck 8, Medic Unit (ALS) 18, Hose 18, and Battalion 4 while Station 9 in Fremont houses one fire engine.

Interbay Dravus: The Interbay Dravus area is in the service area of stations 3, 20, and 41. Station 3 at Fisherman's Terminal houses Fireboat Chief Seattle, Fireboat 1, FB1, FB3, and FB4. Station 20 in Interbay and Station 41 in Magnolia each house a fire engine.

Interbay Smith Cove: The Interbay Smith Cove Subarea is in the service area of stations 5, 8, and 20. Station 8 in Queen Anne houses a fire engine and ladder truck while Station 20 in Interbay has a single

fire engine. Station 5 is located on the downtown Seattle waterfront and houses two fire boats, one rescue boat, one fire engine, and the specialty unit PT520 – which will respond via water to Smith Cove.

Facilities

In 2003, a Fire Facilities and Emergency Response Levy was approved by Seattle voters. The levy provided funding for major facility improvements across the Seattle Fire Department including upgrades, renovations, or replacements of 32 neighborhood fire stations (including stations serving the BINMIC), construction of a new training facility, establishment of emergency preparedness facilities, renovation of the Chief Seattle Fireboat (located at Station 3 Fisherman's Terminal), and construction of 2 new fireboats (Department of Finance and Administrative Services 2021). New facilities were built with excess physical capacity.

Seattle's Capital Improvement Plan (CIP) includes funding for new stations and general maintenance to facilities system-wide. Annual budgets in recent years included added funding to enhance SFD operations in several areas including emergency responses, diversity recruitment, dispatch training, and IT system upgrades. The department's strategic plan sets forth goals and related strategies and action steps to address challenges and to support the Department's mission. One of the goals is to maintain quality equipment, apparatus, facilities, and technology.

Police

The Seattle Police Department, Port of Seattle Police Department, and Burlington Northern Santa Fe Railroad Police provide police services in the BINMIC.

Seattle Police Department

The Seattle Police Department (SPD) provides police protection services to the City of Seattle, including the BINMIC. Its primary duties include foot, car, and bike patrols, harbor patrols, 911 calls, investigations, traffic enforcement, parking enforcement, homeland security, and specialty units such as Special Weapons and Tactics (SWAT), gang, bomb/arson, and canine units. The Department is divided into five precincts, each with a police station that serves as the base of operations for that precinct. The BINMIC portion is in the North and West precincts. Precincts are further divided into smaller geographic areas called sectors and beats (there are three beats per sector; e.g., Ocean Sector is divided into beats O1, O2, and O3). Individual patrol officers are assigned responsibility based on beats.

Port of Seattle Police Department

The Port of Seattle Police Department (POSPD) provides the primary law enforcement service to the Port's seaport properties. The Port of Seattle Police patrol more than 30 miles of waterfront property, piers, marinas, cargo and cruise ship terminals and are the primary first responders for all reported crimes and incidents within its jurisdiction. The Department's Waterfront Office is located at Terminal 30 (2715 East Marginal Way South, Building A-5).

The POSPD consists of commissioned police officers and non-commissioned personnel—including 911 communications specialists who receive and coordinate all calls for service for both the Port of Seattle Fire and Police Departments and the Burlington Northern Santa Fe Railroad Police. The Department also

has several specialized units, including a Marine Patrol Unit, a Dive Team, and a Commercial Vehicle Enforcement Unit to support seaport activities.

The Transportation Security Administration, as an agency of the federal Department of Homeland Security, oversees the security efforts for all Port properties. Currently, the U.S. Coast Guard maintains responsibility for shoreline security for the Port. TSA provides support to the Coast Guard in its maritime security efforts and focuses primarily on passenger security and intermodal connectivity to ports. In partnership with the Coast Guard, TSA administers the Transportation Worker Identification Credential program, which is required for workers who need access to secure areas of the nation's maritime facilities and vessels.

Burlington Northern Santa Fe Railroad Police

The Burlington Northern Santa Fe (BNSF) Railroad Police provide police services along the BNSF railway within the study area. Systemwide, BNSF Police's jurisdiction is 32,500 miles long and 100 feet wide, crisscrossing hundreds of local and state jurisdictions along the way. BNSF Police analyze statistical data to discover crime trends, use K-9 units and proactive uniformed patrol to combat trespassing and cargo thefts, and actively participate with SPD and the Port of Seattle Police Department to investigate crimes committed on railroad property.

Performance

In 2020, SPD received approximately 343,100 calls for service citywide, 100,000-130,000 calls lower than each of the previous 4 years. Total calls were likely lower in 2020 due to the COVID19 pandemic. In 2019, SPD received 461,328 calls for service—approximately 66% of these were dispatched calls and 34% were on-view incidents. Total calls for service increased by 5% from 2016 through 2019.

SPD tracks average response time for priority one calls by precinct and sector. Citywide, SPD has met its seven-minute response time target in each of the last five years. Median response times within different precincts and sectors vary. Response time information for the BINMIC areas is summarized below:

Ballard: The Ballard part of the BINMIC is in Sector B in the North Precinct. The Department fell short of meeting its seven-minute response time target in Sector B in 2019 and 2020, with median response times of 8:45 and 9:36 in those years respectively.

Interbay Dravus and Interbay Smith Cove areas: The Interbay parts of the BINMIC are in Sector Q in the West Precinct. The Department met its seven-minute response time target in Sector Q from 2016 to 2020, with median response times of 6:30 and 6:37 in those years respectively.

Micro-Community Policing Plans

The Seattle Public Safety Survey collects data at the micro-community level about perceptions of crime and public safety, and police-community interactions. Micro Community Policing Plans (MCPP) are tailored strategies developed by the Seattle Police Department to address the unique needs of diverse neighborhoods, enhancing community engagement and public safety. The top five public safety concerns

in 2020 within the BINMIC were police capacity, property crime, and homelessness. MCPP priorities for each subarea are summarized below:

Ballard: The Ballard Subarea includes the Ballard South and Fremont MCPPs. The top five public safety concerns in these MCPPs as identified in the 2020 Seattle Public Safety Survey included homelessness, property crime, police capacity, and community and public safety capacity. Respondents in Ballard South also included drugs and alcohol among their top five concerns while those in Fremont included traffic safety.

Interbay Dravus: The Interbay Dravus Subarea includes the Magnolia and Queen Anne MCPPs. The top five public safety concerns in these MCPPs as identified in the 2020 Seattle Public Safety Survey included police capacity, property crime, homelessness, and community and public safety capacity. Respondents in Magnolia also included drugs and alcohol among their top five concerns while those in Queen Anne included traffic safety.

Interbay Smith Cove: The Interbay Smith Cove Subarea includes the Magnolia and Queen Anne MCPPs. The top five public safety concerns in these MCPPs as identified in the 2020 Seattle Public Safety Survey included police capacity, property crime, homelessness, and community and public safety capacity.

Port of Seattle Police Performance

In 2020, the Port of Seattle Police Department's patrol team responded to 106,463 calls for service jurisdiction wide (airport and seaport properties), including 55,000 self-initiated contacts (area checks, subject contacts, traffic stops, and checkpoint alarm checks).

Schools and Libraries

The Seattle School District serves the city. It operates 106 schools and employs over 7,500 staff including over 6,000 educators that are school based. There are no public schools in the BINMIC. There is one private school in Ballard. There are schools in proximity to industrial zones outside of the BINMIC. For the few residences in the study area, they would attend a variety of schools based on the service areas. Schools are generally discouraged from being in industrial zones by the city's policies and zoning.

The Seattle Public Library system offers 27 locations. As of 2020, they provide access to millions of print materials, media, e-books and streaming and downloadable media. The system also offers virtual classes, events, and activities including classes and to learn skills, find job resources and make social connections. There are no libraries in the BINMIC. The Seattle Industrial zones prohibit libraries.

Schools and libraries serving each subarea are summarized below:

Ballard: The Ballard part of the BINMIC is served by BF Day Elementary and Adams Elementary Schools and Hamilton and Whitman Middle Schools based on service areas. There is one private school known as Modern Pilot, offering simulation-based flight training and curriculum, and located on Russel Ave NW.

Interbay Dravus: There are no public or private schools in the Interbay Dravus area. To the west is a public school, Lawton Elementary School, which is separated from the study area by topography and a strip of commercial and residential zones. The area is served by Lawton, Code, and Magnolia Elementary Schools and McClure Middle School. There are no libraries in the subarea.

Interbay Smith Cove: There are no public or private schools or libraries in the subarea. The subarea is served by Magnolia, Code, and Hay Elementary Schools and McClure Middle School.

Public Services - Key Issues and Opportunities

In-Water Fire/EMS and Police Services: Seattle's harbors and waterways support a variety of in-water commerce, transportation and recreational activity that present unique public safety demands. the BINMIC plays an important role as a base for the city's waterborne marine fire/EMS response services and police harbor patrols.

Public safety challenges in industrial areas: During Industrial and Maritime Strategy outreach, some community members, employees and property owners expressed concerns that crime and St disorder in industrial areas feels heightened compared to many other parts of the city, because there are fewer residents present during nighttime hours. Some community members also believed that encampments and storage of personal property in vehicle parking areas was more prevalent in industrial areas compared to some other parts of the city.

Public Services Goals and Policies

Goal BPS 1: A network of waterborne emergency and police services keeps all the commercial, recreational and transportation activities on Seattle's waterways safe.

BPS 1 BINMIC-specific policies

BPS 1.1 Support ongoing presence of a range of shoreline public safety facilities and maintain industrial lands in waterfront areas as a measure to maintain space for these services.

Goal BPS 2: Crime protection for community members and for properties in industrial areas is provided at a level that is consistent with other mixed-use and residential areas of the city.

BPS.2 BINMIC-specific policies

BPS 2.1 Establish strong and regular communication between property owners and businesses in the BINMIC and local law enforcement to coordinate approaches to prevent and deter crime, especially during nighttime hours when few residents are present.

Appendix A: Freight Project List

APPENDIX A: FREIGHT PROJECTS
The table below lists freight network projects within the Manufacturing and Industrial Centers as well as those outside of the MICs. A functioning freight network requires capital investments outside the MICs as freight connects to the regional transportation system. This project list is also contained in the Seattle Transportation Plan. The Seattle Transportation Plan superseded the Freight Master Program which previously listed future freight projects. The 'FMP' number for each project refers to the number originally assigned to the project in the Freight Master Program.

Projects 1 through 5 are large catalyst projects that will require multiple funding partners to implement.

FMP Project Name

1 Ballard Bridge Project

Replace structure to increase capacity and improve access.

2 SODO Rail Corridor Grade Separation

Improve access to manufacturing and industrial center and Port of Seattle facilities. May include non-motorized grade separation to increase safety and reduce modal conflicts.

3 4th Ave S Viaduct Replacement (4th Ave S grade crossing over Union Pacific Railroad Argo Yard)

Replace the viaduct structure spanning the Union Pacific Railroad (UPRR) yard at the conclusion of its service life, which is expected to occur within the 20-year planning timeframe (by 2035). The new structure will increase vertical clearance above the railroad tracks to improve safety and rail operations. Columns and pier walls will be removed to increase and optimize rail yard functionality and operations.

4 1st Ave S Viaduct

Replacement (Grade crossing over Union Pacific Railroad Argo Yard) Replace the existing viaduct structure spanning the Union Pacific rail yard at the end of its useful life span

6 BINMIC Truck Route Improvements (Area bounded by W Dravus St, W Nickerson St, NW Market St, and Fremont Ave N)

This project will evaluate truck freight movements to identify projects to address geometric and operating challenges for trucks. The projects will be focused on

readily implementable improvements with primary consideration given to safety and freight connectivity. They may include signal timing adjustments, additional signage or wayfinding, larger intersection turn radii, lane width adjustments, and joint use of bus lanes.
Phase I: Collect data on needs through a detailed assessment of truck volumes, truck sizes, and over-dimensional truck activity. Build from the forecasts developed in the Freight Access Project and work with stakeholders to identify and prioritize specific truck route projects.
Phase II: Implement top priority projects given funding availability and opportunities. Develop a long-term budget and funding strategy to implement remaining projects.

7 15th Ave W Spot Improvements at W Dravus St and W Emerson St

This project addresses turn radii issues for trucks and enhanced multimodal operations through small-scale geometric and intersection operational improvements along 15th Ave W. Trucks of all sizes experience challenges traveling on the elevated structures at W Emerson St and W Dravus St. 15th Ave W, W Emerson St, and W Dravus St are vital connections for freight traveling to and from the Ballard-Interbay-Northend Manufacturing/Industrial Center (BINMIC). This project includes two components to implement changes at these locations.
The W Emerson St ramp over 15th Ave W serves trucks going to and from W Nickerson St. This component includes moving the centerline on the ramp to provide a greater turning radius for trucks and making adjustments to the stop bars channelization at the intersection on the west side of the ramp.
W Dravus St is used by trucks of all sizes, including over-legal vehicles unable to pass underneath the bridge on 15th Ave W. Northbound trucks have particular difficulty turning left onto W Dravus St from the off-ramp. This component of the project includes upgrading signal timing and hardware at the ramp terminals to ensure vehicle queues on the bridge clear to allow trucks adequate space to turn at the intersection. This project can be bundled with Ballard Bridge Access improvements.

8 15th Ave NW/ NW Market St Intersection Improvement

Improve southeast corner curb radius, which would impact existing signal equipment.

9 15th Ave W/ Elliot Ave

Reconstruct and make operational/ ITS improvements to 15th Ave W/Elliott Ave W.

10 Dynamic message signs along 15th Ave NW corridor (Ship Canal to Holmon Rd NW)

Install dynamic message signs to provide travel conditions on major freight corridors prior to connecting to major truck streets.

11 **NW Leary Way at NW 46th St or NW 45th St (NW 46th St to Shilshole Ave NW)**
Intersection operations should be evaluated and treatments considered to improve access to/from NW 46th Street or NW 45th St. Type of improvements to be coordinated with outcomes of the BINMIC Truck Route Improvements.

12 **W Emerson St/21st Ave W/W Commodore Way Corridor Improvements**
Reconstruct the existing intersection at 21st Ave NW and W Commodore Way to improve truck safety and mobility and improve bike/ped/truck facilities on W Emerson Place and 21st Ave W.

13 **NW Market St / Leary Way NW / N 36th St Improvements**
Reconstruct and make operational/ITS improvements to Leary Way NW corridor to facilitate freight movement. This project would coordinate specific truck operational improvements with the BINMIC Truck Route Improvements.

14 **Mobility improvements along NW Market St between 8th Ave NW and Stone Way N**
Restrict left turns at non-critical intersections to improve east/west mobility for freight.

16 **Intersection Improvements at 4th Ave N, Westlake Ave N, Dexter Ave N, and Nickerson St**
Evaluate the intersection of 4th Ave N, Westlake Ave N, Dexter Ave N, and Nickerson St to improve freight mobility.

17 **Intersection Improvements at 6th Ave NE and NE 40th St**
Eliminate the height restriction and turning movement conflicts on 6th Ave NE at the Burke-Gilman Trail bridge.

18 **3870 Montlake Blvd NE - Montlake Blvd NE height restriction**
Eliminate the height restriction on Montlake Blvd NE at the pedestrian bridge connecting UW to the Alaska Airlines Arena.

19 **Ballard Bridge Access and Seismic Improvements**
Address capacity constraints for bikes and pedestrians and seismic improvements to the Ballard Bridge.

20 **7th Ave NE/ NE 40th St Intersection improvements**
Reconfigure intersection to facilitate turning and crossing movements at 5-leg intersection.

21 **Integrated corridor management system on N 85th St between 15th Ave. NW/Holman Rd NW and I-5**
Implement Integrated Corridor Management (ICM) and provide the opportunity for freight to avoid congestion on a given facility when it is present. Consider dynamic message sign and/or push out data on I-5 conditions and back-ups. Implement additional permanent surface street data collection.

22 **ITS Improvements N 85th St from Aurora Ave N to I-5**

Install traffic signal control improvements (either traffic adaptive or responsive) to provide consistent travel times on freight corridor. Implement additional detection to provide congestion information.

23 Dynamic message signs along 25th Ave NE corridor (Ship Canal to Montlake Blvd NE / NE 75th St)

Install dynamic message signs to provide travel conditions on major freight corridors prior to connecting to Major Truck Streets

24 ITS improvements Aurora Ave N

Modify signal timing on northbound Aurora Ave N to improve freight traffic during the morning peak.

25 W Galer St Interchange Ramp

Construct ramp to improve access over BNSF mainline tracks and storage yard.

26 Nickerson St / W Nickerson St Reconstruction

Reconstruct Nickerson St and improve freight movement alternatives in the Ballard Interbay-Northend Manufacturing/Industrial Center.

27 Denny Way ITS (Denny Way from I-5 to Western Ave.)

Update signal timing, vehicle detection, CCTV cameras, dynamic message signs, and fiber communications to improve traffic flow and provide enhanced traveler information along Denny Way from I-5 to Western Ave.

29 I-5 Connector ITS (areas surrounding I-5)

Installation of CCTV cameras along streets that provide Center City access to I-5/I-90 to provide congestion monitoring of traffic interchanging with the freeway.

30 ITS upgrades on Boren Ave from Howell St to S Jackson St (Rainier Ave S to Denny Way)

Upgrade all signals in Major Truck Street corridor to current standards and improve north-south mobility in center city.

31 East Marginal Way S Corridor Reconstruction and Safety Enhancements (S Spokane St to S Michigan St)

Reconstruct a core freight route to heavy haul vehicle standards, add safety and advanced management systems and incorporate separate bicycle and pedestrian facilities while maintaining freight efficiency. Central Segment: S Spokane St to Diagonal Ave S; South Segment: Diagonal Ave S to S Michigan St. (Project is projected may be completed in 2025.)

32 East Marginal Way S / 8th Ave S / S Myrtle St Intersection Improvements

Improve intersection geometry, revise signalization, upgrade drainage, rehabilitate pavement at railroad tracks, and install streetscaping. Project should be coordinated with Next Generation ITS.

33 East Marginal Way S/ S Hanford St Intersection Improvements

Upgrade the signal, lengthen the northbound right-turn lane, improve the railroad crossing pavement, and evaluate the need for railroad crossing gates at the

Whatcom track crossings. The project also includes rebuilding the intersection and its approaches to Heavy Haul route requirements. This project will also clearly delineate parking on the southeast corner of the intersection. (Project is projected to be completed in 2024 with Project 31: East Marginal Way S Corridor Reconstruction and Safety Enhancements.)

35 Duwamish Local Freight Access Improvements (S Holden St/ 5th Ave S/ S Kenyon St/ 8th Ave S)

Reconstruct roadway with drainage, curb, sidewalks, and landscaping. Coincides with W Duwamish Trail construction and, Seattle Public Utilities drainage substation proposal.

36 S Spokane St Freight-only Lanes Pilot

Pilot project to design, implement, and evaluate freight-only lanes on the corridor. The first phase of the project would determine project limits and identify design options, and new infrastructure needed to implement the pilot. The second phase would implement modifications to roadway channelization for truck-only lanes,

35 Duwamish Local Freight Access Improvements (S Holden St/ 5th Ave S/ S Kenyon St/ 8th Ave S)

install signal and signage upgrades and provide ITS equipment such as variable message signs and detection equipment. The project would evaluate time-of-day operations, while providing a contingency for allowing all traffic to use the lanes in the event of an incident on the upper bridge.

37 S Holgate St Rail Crossing Improvements (S Holgate St from Occidental Ave S to 4th Ave S)

Reconstruct the pavement to Heavy Haul route requirements, and improve channelization, signage, and pedestrian and bicycle environment.

38 S Atlantic St Corridor Reconstruction (S Atlantic St - Alaskan Way to 1st Ave S)

Reconstruct and make operational ITS improvements.

39 S Spokane St ITS Upgrades (Chelan Ave SW to S Airport Way)

Install ITS equipment along the corridor to collect and provide real-time travel time information for trucks and the general public. Specific equipment would include Bluetooth readers and dynamic message signs installed along the corridor to collect and disseminate travel time information between S Airport Way and Chelan Ave SW, including access to Port Terminal 5. An additional project component, which has not yet been evaluated for cost, may be to improve the signal system at the intersection of Chelan Ave SW at the western terminus of the corridor.

40 SW Spokane Pl Reconstruction

Reconstruct and make operational/ITS improvements to SW Spokane Pl.

42 Railroad Crossing Delay Warning System (S Holgate St, S Spokane St, and S Horton St)

Install ITS equipment to monitor and inform the public of road closures due to train activity and provide alternative routing options via dynamic message signs that display real-time information to drivers at key locations.

43 **S Hanford Reconstruction**
Improve access to the Main Seattle International Gateway (SIG) Yard. Examine the feasibility of installing a traffic signal and other potential changes to facilitate traffic flow in the area. If or when warranted, a traffic signal at the Main SIG entrance could alleviate congestion and allow for improved truck access to the yard.
This project also rebuilds the segment of Hanford St between the East Marginal Way S and 1st Ave S to Heavy Haul route standards, including new pavement at railroad crossings. It may include rail crossing gates or other devices, if needed.

44 **S Michigan St ITS Improvements (East Marginal Way S to Corson Ave S)**
Update signal timing, vehicle detection, CCTV cameras, dynamic message signs and fiber communications to improve traffic flow and provide enhanced traveler information along S Michigan St

45 **West Marginal Way SW/ Chelan St SW Intersection Improvement**
Intersection signal operational improvements for freight. There is another study underway to improve access for cyclists. (Expected project completion in 2024)

46 **W Marginal Way SW Reconstruction**
Reconstruct and make operational/ITS improvements to West Marginal Way SW.

47 **1st Ave S Bridge ITS**
SDOT and Port of Seattle partnership to determine best mode to disseminate route information to area trucking industry. Provide information and advance warnings about bridge openings during peak travel times for freight based on historical statistics and real-time information.

48 **Airport Way S / S Edmunds St intersection improvement**
Monitor and evaluate for future signal warrants and address geometric issues.

49 **S Bailey St Channelization and Operational Improvements (S Michigan St to Carleton Ave S)**
Improvements for the eastbound left-turn movement to access the I-5 ramps, including a review of signal operations and channelization changes.

50 **16th Ave S and East Marginal Way S Intersection Improvements**
Improve northbound right-turn curb radius.

51 **S Lucile St Reconstruction (S Airport Way to SR 99)**
Reconstruction and make operational/ITS improvements.

52 **S Massachusetts St Rebuild (access road – Colorado Ave S to 1st Ave S)**
Reconstruct S Massachusetts St to improve safety and access to North SIG Yard, while maintaining two-way operations. Seek to provide separated travel lanes for general purpose and truck traffic. Provide improved truck access/operations at the 1st Ave S / S Massachusetts St intersection.

53 Diagonal Ave S / S Oregon St / Denver Ave S Reconstruction (East Marginal Way (SR 99) to Union Pacific Argo Yard)
Rebuild existing truck route facility.

54 S Dallas Ave / 14th Ave S Intersection Improvement
Improve curb radius for northbound and westbound turning movements.

55 West Seattle Bridge access to Port Terminal 18 and Terminal 5
Provide access improvements from the West Seattle Bridge to Terminal 18 and/or Terminal 5 from West Seattle Bridge.

57 SODO Phase 1 ITS (SODO area)
Provide advanced warning for railroad closures to minimize queuing as well as improve traffic monitoring capabilities for major haul routes in the SODO area.

58 S Holden St Reconstruction
Reconstruct and make operational/ITS improvements to S Holden St.

59 1st Ave S Reconstruction
Reconstruct and make operational/ITS improvements to 1st Ave S.

60 6th Ave S Reconstruction
Reconstruct and make operational/ITS improvements to 6th Ave S.

61 Duwamish Ave S Reconstruction/East Marginal Way Grade Separation Reconstruction
Reconstruct and make operational/ITS improvements to Duwamish Avenue S, Duwamish Ave Bridge and S Spokane St.

62 Harbor Island Access Improvements
Reconstruct and make operational/ITS improvements to 11th Ave SW, SW Florida St, 16th Ave SW and Klickitat Ave SW. Project does not include non-City right of way (T18 access portions).

63 SW Klickitat Way Reconstruction
Reconstruct and make operational/ITS improvements to SW Klickitat Way.

65 4th Ave S Reconstruction and ITS Implementation
Reconstruct and make operational/ITS improvements to 4th Ave S.

66 S Industrial Way
Reconstruct and make operational/design improvements to S Industrial Way.

67 Citywide Small Spot Improvement Program
Freight spot improvement program to help trucks move more quickly at key bottlenecks.

68 Integrated Corridor management on WSDOT operated facilities
NB SR 99 at SW 103rd St
SB SR 99 at N 145 St
I-5 at NE 145th St

69 Northgate Way between SR 99 and SR 522

Implement integrated corridor management (ICM) by establishing relationships with other jurisdictions to install dynamic message signs ahead of major connections between I-5, SR 99 and SR 522 that would provide the opportunity for freight to avoid congestion on a given facility when it is present. Install dynamic message sign and/or push out data on I-5 conditions and back-ups. Implement additional permanent surface street data collection.

70 New Railroad Crossing Program

Maintain and update Rail crossings in coordination with railroads (Class I and Short line).

New Railroad Removal Program

Remove identified unused rail to upgrade street pavement.

New Freight Program (vs. Freight Spot Improvement Program)

Planning, design, research, and program management.