Summary and Fiscal Note

1. Legislation Summary

Department: Office of Planning and Community Development

Title: An ordinance relating to land use and zoning; amending the Seattle Comprehensive Plan to incorporate changes proposed as part of the 2026 Comprehensive Plan annual amendment process.

Background:

The Subarea Plans (Northgate and Downtown Regional Centers, Greater Duwamish and Ballard Interbay Northend Manufacturing/Industrial Centers) are required by PSRC as a condition for center redesignation. This redesignation maintains the eligibility of these centers for federal transportation funds. Each plan includes a vision statement, and goals and policies related to land use, economic development, transportation, the environment and open space, and public services. PSRC sets out criteria for recertifying plans and including that each plan has a twenty-year growth target, transportation project list, transportation mode split goals, and policies related to reducing greenhouse gas emissions, equity (in access to jobs and housing).

Summary Attachments:

Summary Attachment A – Industrial and Maritime Strategy Racial Equity Toolkit

2. Capital Improvement Program (CIP)

Does this legislation create, fund, or amend a CIP Project?

☐ Yes

☒ No

3. Summary of Financial Implications

Does this legislation have financial impacts to the City?

☐ Yes

☒ No

3d. Other Financial Impacts

a. Does this legislation create any other financial impacts for The City of Seattle, such as direct or indirect costs, one-time or ongoing, that aren't mentioned above? If yes, please explain these impacts.

No.

b. If the legislation has costs that can be covered within the current budget, explain how. Does the department have extra resources in its budget to handle these costs? Or does the department need to shift resources away from other work to handle these costs?

Not applicable

c. What financial costs or other impacts might happen if this legislation is not implemented? Adoption of the subarea plans is required for recertification as Regional Centers and Manufacturing/Industrial Centers by the Puget Sound Regional Council of Governments. This recertification is required for the city to be eligible for federal transportation funding of transportation projects within each center. There are no costs to expand the Central District Urban Center.

d. How might this legislation affect other City departments besides the one that proposed it? The subarea plans include land use, transportation, economic development, environmental, and public service policies to guide city investments by a cross section of city departments in facilities and services within each center including SPU, SCL, SDOT among others.

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4. Other Impacts

a. Does this legislation require a public hearing?

☒ Yes

☐ No

b. Does this legislation require a notice to be published in The Daily Journal of Commerce and/or The Seattle Times?

☒ Yes

☐ No

c. Does this legislation affect a piece of property?

The Manufacturing/Industrial Center subarea plans apply generally to a large area within the city that are within the area regionally designated as a Manufacturing and Industrial Center and shown on the Comprehensive Plan Future Land Use Map. These MIC subarea plans contain no new goals/policies that require amendments to development regulations within each center.

The Regional Center plans apply to all property within the Downtown Regional Center or the Northgate Regional Center as shown on the Future Land Use Map of the Comprehensive Plan. The Northgate Regional Center does contain a future land use map that indicates where taller buildings are allowed, but existing development regulations are consistent with this map. Future changes to development regulations will only occur after a planning process and appropriate SEPA review.

d. Race and Social Justice Initiative impacts:

1. How does this legislation affect vulnerable or historically disadvantaged communities? How did you come to this conclusion?

Please consider both impacts within City government (like employees and internal programs) and in the broader community.

The Manufacturing/Industrial Center Subarea Plans are one of the final products of the Industrial and Maritime Strategy Planning Process. Goals of this process include 1) retention and creation of quality jobs that are available to people without a college degree or who have nontraditional educational paths, and 2) providing equitable access to these opportunities, particularly in BIPOC and other communities who have faced barriers to entry into these careers. Both MI/C Subarea Plans include goals and policies to promote equitable access to industrial jobs.

In the early phases of the Regional Centers planning process, OPCD staff used the City's Racial Equity Toolkit to identify historically underrepresented populations to prioritize during outreach as well as key outcomes and subject areas to discuss with these populations and consider during policy development. Details can be found in the "Plan Process" section of the Downtown plan and the "Key Planning Outcomes" of the Northgate plan.

1. Please attach any Racial Equity Toolkits or other racial equity analyses used to develop or assess this legislation.

No Racial Equity Toolkits were prepared specifically for the four plans proposed as part of this action.

3. What is the Language Access Plan for communicating with the public about this legislation?

Accessible versions of these plans are or will be placed on the OPCD website prior to Council consideration. OPCD will make translated documents available on request.

e. Climate change impacts:

1. Emissions: Will this legislation significantly increase or decrease carbon emissions? Attach any studies or materials that inform your answer.

None of these amendments is a capitol project and adoption of these amendments will not directly increase or decrease carbon emissions. The Manufacturing and Industrial Center Plans include goals and policies such as encouraging the use of alternative fuels in the maritime industry, electrification of port operations, and transportation demand management program that will

reduce single occupancy vehicle use that together will reduce carbon emissions. These plans are, however, for Regional Centers and Manufacturing and Industrial Centers where the Comprehensive Plan directs substantial shares of citywide growth over the next 20 years. It is likely that new building construction will result in an indirect increase of carbon emissions through embedded carbon, emissions related to construction, and emissions related to operation of these buildings.

2. Resiliency: Will this legislation make Seattle more or less able to adapt to climate change? If it reduces resiliency, explain what can be done to lessen the impact.

This proposal is unlikely to affect Seattle's resiliency to adapt to climate change in a material way.

f. If this legislation creates a new program or expands an existing one, what are the long-term, measurable goals? How will this legislation help achieve those goals? What methods will be used to track progress?

This legislation does not create a new program. All of these subarea plans include mode split goals which will be addressed through increased transit and expansion of Transportation Demand Management (TDM) programs for projects with greater than 50 employees. As of 2026, The City uses Replica (https://replicahq.com/), a data modeling service for the built environment, to estimate citywide and subarea mode splits. The City may use an equivalent service in the future to estimate mode splits as data modeling needs change or existing contracts expire.

g. Does this legislation create a non-utility CIP that involves shared funding with a non-City partner or organization?

No.