

Manufacturing and Industrial Center Subarea Plans July 23, 2026



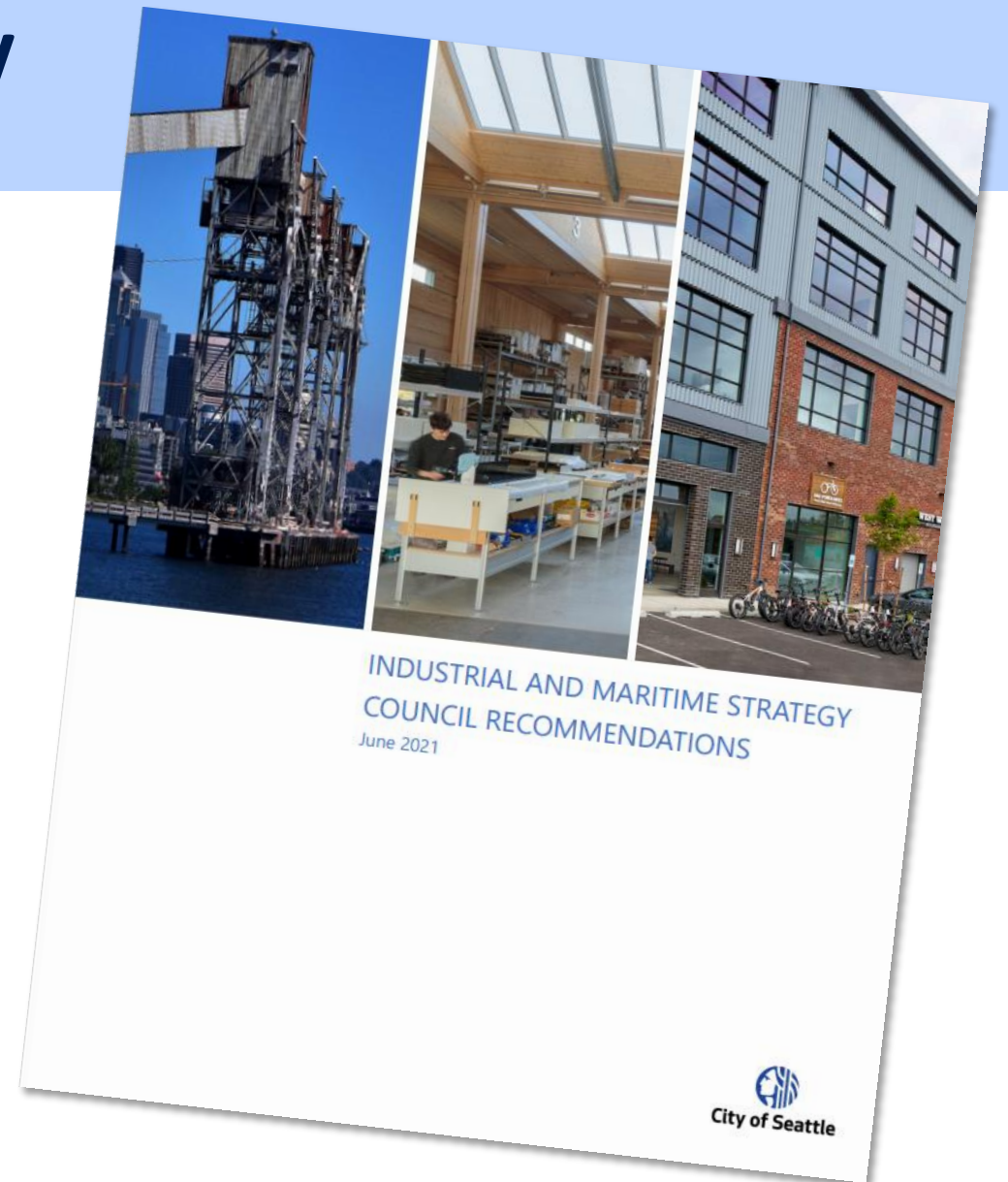
City of Seattle

Industrial and Maritime Strategy

Citywide Strategy Council convened in fall 2019

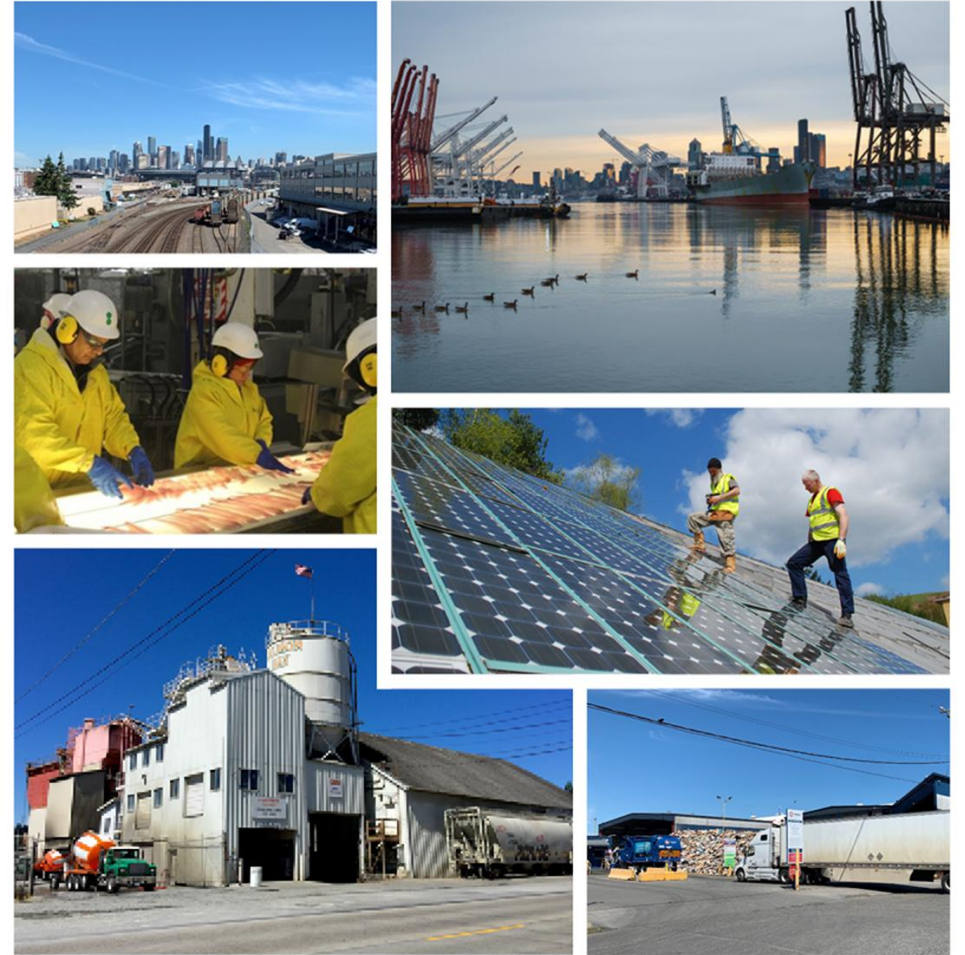
- Interdepartmental team
- 60+ community stakeholder representatives
- Professionally-facilitated meetings
- 4 neighborhood sub-groups
- Engagement with BIPOC youth
- Outreach to South Park and Georgetown communities

Consensus Recommendations in June 2021



Industrial and Maritime Strategy Implementation Actions

- Consensus Recommendations in June 2021
- 2022 budget actions to support implementation (Workforce Development and Environmental Strategies, Stewardship Entity, Transportation Study)
- New Industrial Zoning Framework adopted 2023
- New Industrial Comprehensive Plan Policies adopted 2023 and reaffirmed with 2025 One Seattle Plan adoption.
- WOSCA Master Planning
- Manufacturing and Industrial Center Plans 2026



Advisory Council Recommendation

Advisory Council recommended a package of 11 strategies, with 85% consensus, in June 2021. Policies in the MIC subarea plans address each of these strategies.

Investment Strategies	Land Use Strategies	Action Strategies
1. Workforce Investments	5. Stronger Protections	10. WOSCA & Armory
2. Public Safety Partnerships	6. Dense Industrial Development	11. Stewardship Entities
3. Transportation Investments	7. Healthy Transitional Areas	
4. Environmental Initiatives	8. No New Residential Uses	
	9. Georgetown & South Park	

MIC Subarea Plans

PSRC Certification Requirements

- Descriptive Information and Data
- Goal/Policy Requirements
- Adopt as part of the Comprehensive Plan

Subarea Plan Chapters

Vision Statement

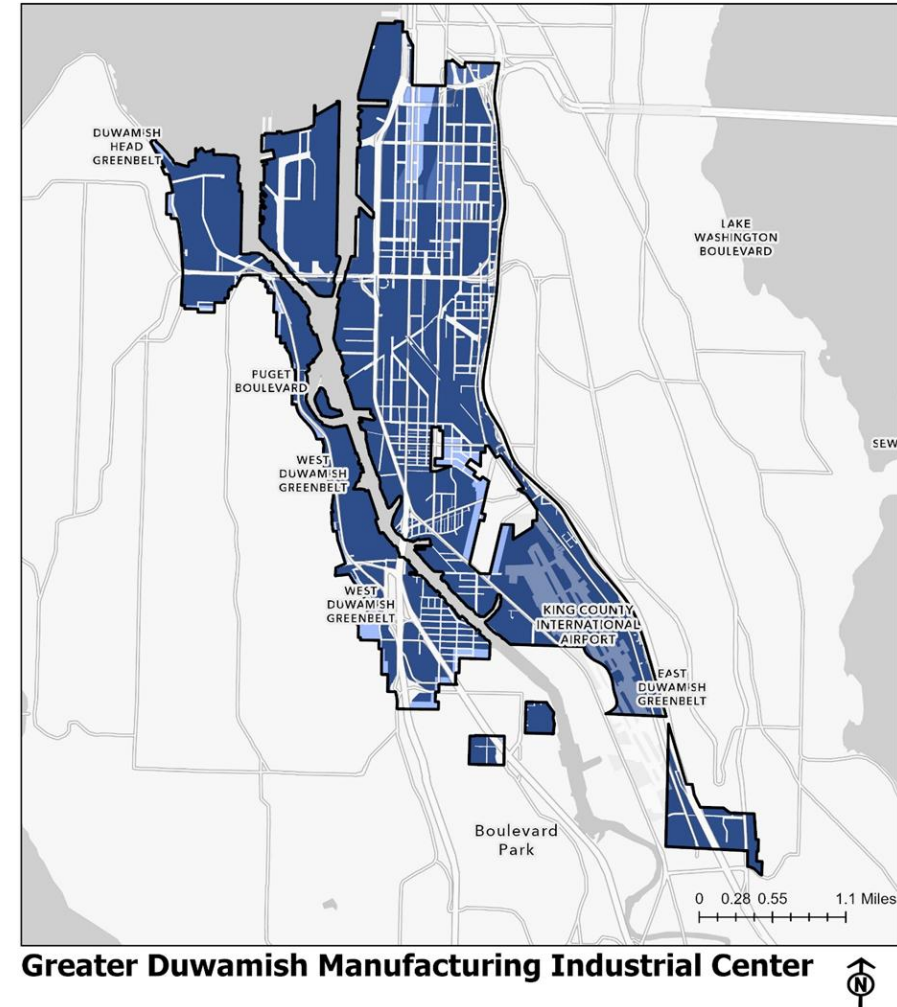
Land Use

Transportation

Economic Development

Environment

Public Services



MIC Subarea Plan Structure

Chapter Background

- Overview and background information
- Key Challenges and Opportunities
- Goals and Policies

Goals and Policies

- MIC Goal
 - Citywide Comprehensive Plan Policies
 - Growth Strategy Element
 - Land Use Element
 - Transportation Element
 - Shoreline Areas Element
 - Container Port Element
 - Climate Element
 - Economic Development Element
 - Other City Policies
 - Existing Regulations
 - MIC Specific Policy

Land Use Chapter



Land Use – Key Opportunities and Challenges

BINMIC

- Sound Transit Light Rail Stations (Ballard, Dravus, Smith Cove)
- Residential Encroachment
- Interbay Armory
- Irreplaceable Water Dependent Uses – Salmon Bay

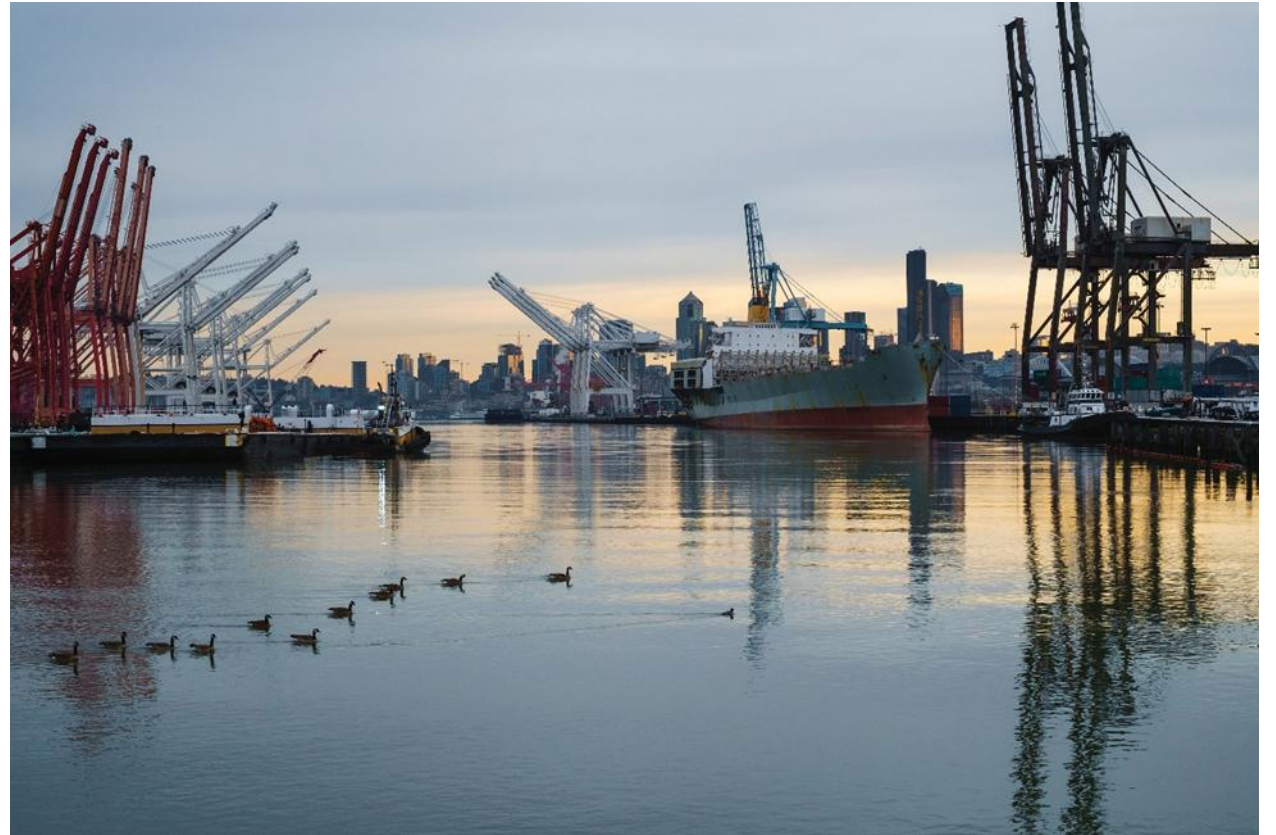
Greater Duwamish MIC

- Sound Transit Light Rail Stations (CID, SODO, Delridge)
- Residential Encroachment
- WOSCA
- Seattle's Container Port
- Georgetown and South Park Adjacencies
- Reconnect South Park
- Stadium District Compatibility

Land Use - Goals for both MICs

In twenty years, the MICs will be defined by:

- **Strong presence of industrial activity.**
- **Predictable land use policies.**
- **Transit that supports and is compatible with industrial activity.**
- **Healthy transitions between industrial and non-industrial areas.**



Land Use Policy Highlights

- Guidance on Armory Master Planning (BINMIC).
- Guidance on WOSCA Master Planning (Duwamish MIC).
- 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 (BINMIC).
- Avoid siting major new land uses that could disrupt the functionality of critical rail and truck infrastructure links to water-dependent uses (BINMIC).
- One time boundary adjustment for ST stations (BINMIC and Duwamish MIC).
- No housing in the STAOD (Duwamish MIC).
- Working Group to guide future planning for STAOD and adjacent areas (Duwamish MIC).

Transportation Chapter



Transportation – Key Opportunities and Challenges

BINMIC

- Maintaining freight network
- Integrating ST stations (Ballard, Dravus, Smith Cove)
- Safe active transportation network
- Travel time reliability of the freight network
- 15th Ave W Corridor including Ballard Bridge
- East-west connectivity in Interbay

Greater Duwamish MIC

- Maintaining freight network
- Integrating ST stations (CID, SODO, Delridge)
- Safe active transportation network.
- Travel-time reliability of the freight network
- Reconnect South Park

Transportation Goals for both MICs

In twenty years, the MICs will be defined by:

- High-efficiency use of limited rights of way and a robust freight network
- Strong intermodal connections
- Active transportation network safely coexisting with freight network



Transportation Policy Highlights

- New street typologies in the Urban Industrial and Industry and Innovation zones (BINMIC and Duwamish MIC).
- Improve last mile connections between transit stations and employment locations (BINMIC and Duwamish MIC).
- Resurface and improve roadways and approaches to Smith Cove and Salmon Bay that are in substandard conditions (BINMIC).
- Improve visibility of pedestrian and bike riders to truck and car drivers. Seek to separate active transportation facilities (BINMIC and Duwamish MIC).

Economy Chapter



Economy – Key Opportunities and Challenges

BINMIC

- **Encroaching Land Uses**
- **Light Rail**
- **Maritime Innovations**
- **Climate Change**
- **Brewery District**
- **Interbay Armory**

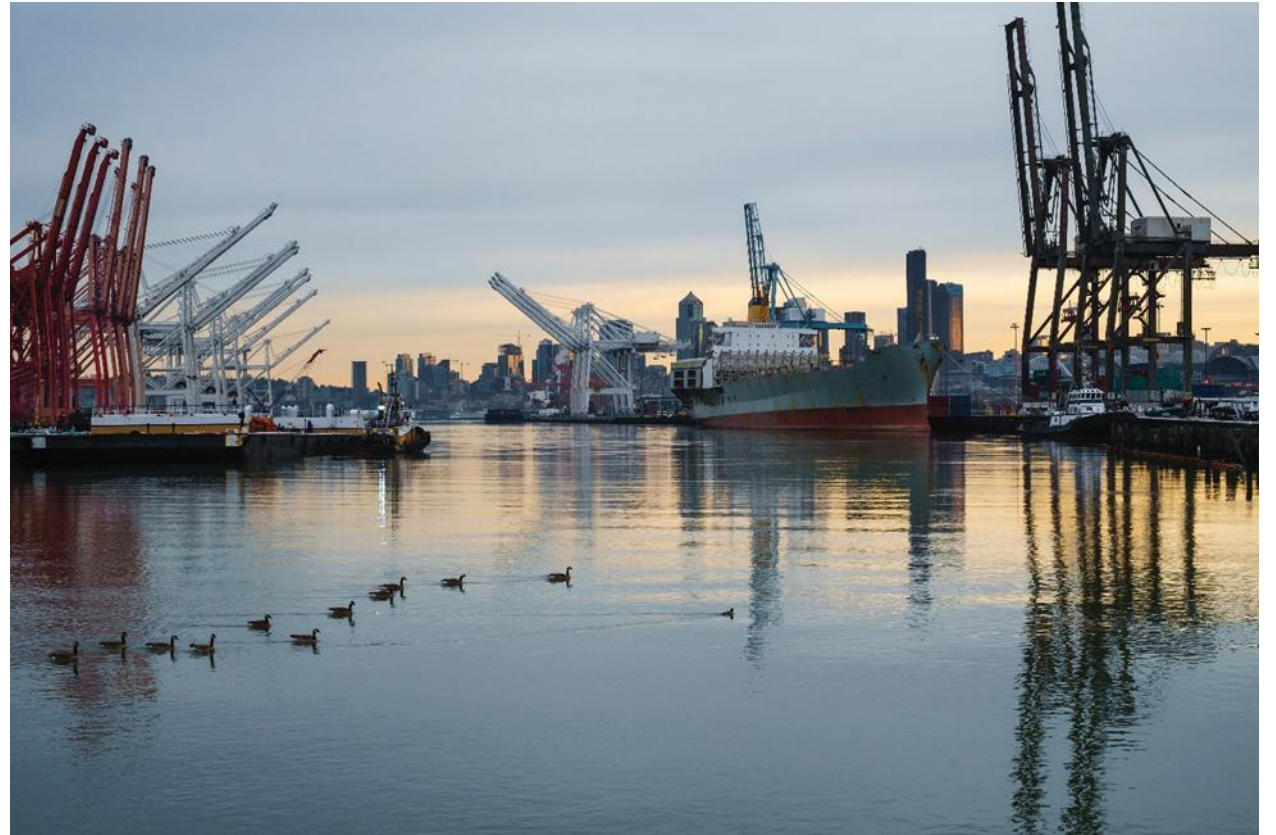
Greater Duwamish MIC

- **Encroaching Land uses**
- **Light Rail**
- **Maritime Innovation**
- **Climate Change**
- **Seattle's Container Port**

Economy - Goals for both MICs

In twenty years, the MICs will be defined by:

- Strong presence of industrial/maritime sectors and the living-wage jobs they provide
- Equitable access to living-wage jobs
- Home to emerging subsectors of the industrial/maritime economy
- High-density employment anchored by industrial activity near light rail stations



Economy Policy Highlights

- Support for the Ballard Brewery District (BINMIC).
- Promote and raise awareness of maritime sector careers at vocational training programs, high schools, and middle schools (BINMIC and Duwamish MIC).
- 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 (BINMIC and Duwamish MIC).
- Encourage new industrial projects near residential areas to offer job training and internship opportunities to the local workforce (Duwamish MIC).
- Continue to work with stakeholders to support maritime sector innovations to ensure a thriving and modern container port operation (Duwamish MIC).

Environment and Open Space Chapter



Environment – Key Opportunities and Challenges

BINMIC

- Contamination and Fill
- Sea Level Rise
- Bike Trail Connectivity
- Interbay Armory
- Combined Sewer Overflow

Greater Duwamish MIC

- Contamination and Fill
- Sea Level Rise
- Bike Trial Connectivity
- Environmental Justice
- Water Quality

Environment and Open Space - Goals for both MICs

In twenty years, the MICs will be defined by:

- Rehabilitation of environmentally critical areas
- Innovative stormwater management
- High-quality network of open spaces and trails
- Avoidance of environmental impacts on vulnerable populations
- Reduction in greenhouse gasses
- Innovative green building practices



Environment and Open Space Policy Highlights

- Encourage Shoreline Restoration (BINMIC and Duwamish MIC).
- 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 (BINMIC).
- Incentivize/Encourage mass timber construction in the BINMIC (BINMIC and Duwamish MIC).
- Use publicly owned remnant spaces for open space to serve nearby residents and workers (Duwamish MIC).
- Work with property owners along the shoreline to identify coordinated public/private investments to make the most of sea level rise protection investments (Duwamish MIC).
- Expand electric transportation and marine infrastructure, including expansion of electrical shore power and charging infrastructure for heavy duty equipment and freight (BINMIC and Duwamish MIC).