



## City of Seattle

Seattle Planning Commission

Xio Alvarez and Matt Hutchins, Co-Chairs  
Vanessa Murdock, Executive Director

### SEATTLE PLANNING COMMISSION

Thursday, April 23, 2026  
Approved Meeting Minutes

**Commissioners Present:** Rebecca Brunn McCaela Daffern, Andrew Dannenberg, Dylan Glosecki, Matt Hutchins, Rose Lew Tsai-Le Whitson, Radhika Nair, Dhyana Quintanar, Dylan Stevenson, Kelabe Tewolde

**Commissioners Absent:** Xio Alvarez, Cecelia Black, Margaret Szeles, Nick Whipple

**Commission Staff:** Vanessa Murdock, Executive Director; John Hoey, Senior Policy Analyst; Olivia Baker, Planning Analyst; Robin Magonegil, Commission Coordinator

*Seattle Planning Commission meeting minutes are not an exact transcript and represent key points and the basis of discussion.*

#### Chair's Report & Minutes Approval

Co-Chair Matt Hutchins called the meeting to order at 7:34 am. Co-Chair Hutchins offered the following land acknowledgement:

*'As we begin our meeting, we respectfully acknowledge that our meeting today is taking place on occupied Coast Salish land. We pay respect to Coast Salish Elders past and present and extend that respect to their descendants and to all Indigenous people. To acknowledge this land is to recognize the history of physical and cultural genocide and settler colonialism, which continues to displace Indigenous people today. It is to also recognize these lands, waters, and their significance for the resilient and wise peoples who continue to thrive in this region despite the consequences of displacement and broken treaties. Those who hold settler privilege in this city must work towards supporting the Coast Salish people and all Indigenous people using the various forms of wealth and privilege they reap due to it.'*

Co-Chair Hutchins noted that this meeting is a hybrid meeting with some Commissioners and staff participating remotely while other Commissioners and staff are participating in the Boards and Commissions Room at Seattle City Hall. He asked fellow Commissioners to review the Color Brave Space norms and asked for volunteers to select one or more of the norms to read aloud. He suggested to Commissioners that they collectively agree to abide by these norms.

#### Announcements

Vanessa Murdock, Seattle Planning Commission Executive Director, announced several upcoming Commission meetings and reviewed the format of this meeting.

**ACTION: Commissioner Rose Lew Tsai-Le Whitson moved to approve the April 9, 2026 meeting minutes. Commissioner Rebecca Brunn seconded the motion. The motion to approve the minutes passed.**

### **Public Comment**

Ms. Murdock noted that public comment may be provided in person at City Hall, submitted in writing via email at least eight hours before the meeting, or offered on the hybrid meeting platform MS Teams. Public comment must be able to be given in two minutes or less.

There was no public comment.

### **Discussion: SPC comments on the Draft Manufacturing and Industrial Center Plans**

John Hoey, Seattle Planning Commission staff, provided an overview of the Commission's comments on the Draft Manufacturing and Industrial Center Plans. He stated that the City Council adopted legislation in 2023 that represented major implementation actions for the Industrial and Maritime Strategy, including:

- New Comprehensive Plan policies
- Adjustments to the boundaries of the Duwamish Manufacturing and Industrial Center (MIC) and the Ballard Interbay Northend Manufacturing Industrial Center (BINMIC)
- Significant update to industrial zoning regulations with new zones:
  - Maritime, Manufacturing, and Logistics zone (MML)
  - Industry and Innovation zone (II)
  - Urban Industrial zone (UI)

He stated that the Planning Commission conducted thorough review and comment on the Industrial and Maritime Strategy. The Commission submitted a detailed comment letter on the Industrial and Maritime Strategy Draft EIS in February 2022 and a detailed comment letter on the Industrial and Maritime Strategy Comprehensive Plan Amendments in April 2023.

Mr. Hoey introduced the Greater Duwamish MIC Subarea Plan and the BINMIC Subarea Plan. He stated that these subarea plans are key to redesignation of the centers by the Puget Sound Regional Council (PSRC) and ensure both centers remain competitive for federal transportation funding. These plans represent another implementation action of the Industrial and Maritime Strategy and once adopted will become part of the City's Comprehensive Plan. Both plans rely heavily on existing Comprehensive Plan policies from the following elements:

- Growth Strategy
- Land Use
- Transportation
- Shoreline
- Climate
- Economic Development

The Office of Planning and Community Development (OPCD) did not want to repeat information in existing plans and policies. The Transportation section is consistent with the Seattle Transportation Plan, including its mitigation measures. The content of both plans meets PSRC requirements for recertification of the MICs.

Mr. Hoey summarized three major policy moves included in the MIC plans:

- No new residential uses in the Stadium District
- Both plans allow for a one-time boundary adjustment related to future Sound Transit stations by meeting specific criteria
- New policies related to the Reconnect South Park project

Commissioners inquired about the boundary adjustments at a previous meeting, asking to clarify what is meant by "Boundary adjustments can be accommodated and result in no net loss of viable industrial land." OPCD staff responded that "viable industrial land" to be transferred would need to be of a size that is usable and contiguous to the MIC/BINMIC.

Commissioners commented at a previous meeting that the definition of the Reconnect South Park within the MIC Plan does not reflect the neighborhood intent of the project. Mr. Hoey clarified that the MIC Plan is only intended to address the industrial land within the Reconnect South Park project area. The Plan includes the following language, from the Land Use – Key Issues and Opportunities section:

Reconnect South Park is an early-stage evaluation of long-term options for the State Route 99 corridor between S Holden Street and Tukwila International Boulevard. Alternatives range from full decommissioning of SR 99 to targeted measures such as new overhead crossings. Potential corridor changes could add new usable industrial land through adjustments to former right-of-way and ramp areas.

Policy DLU 4.3: If changes to transportation infrastructure as part of Reconnect South Park occur, explore potential for making land available for potential new investment and development, encourage a revitalized use of land with a mix of industrial and non-industrial uses consistent with the intent of the Urban Industrial zone.

Commissioners commented at a previous meeting regarding consistency with the Seattle Transportation Plan (STP) that access to transit is critical. Commissioners would like to see design improvements to freight routes to incorporate Vision Zero principles with a specific focus on speed and crossings.

Commissioners asked at a previous meeting if there were any references to the potential for disruption to industrial jobs by artificial intelligence (AI) and how automation is anticipated to affect industrial uses in Seattle. OPCD staff responded that these topics were not discussed during the Industrial and Maritime Strategy stakeholder process. OPCD staff stated that AI and automation are interesting topics and worthy of their own workplan.

Mr. Hoey noted that the Commission's final comments would be submitted prior to the Draft Manufacturing and Industrial Center Plans' comment period closing on May 5.

### Commission Discussion

- Commissioners expressed concern about the criteria listed for a one-time boundary adjustment related to future Sound Transit light rail stations and guideways. Commissioners noted that future light rail stations will be located either on or near industrial land. Sound Transit will need language in the MIC plans to accommodate some flexibility for the light rail stations.
- Commissioners stated that Sound Transit will need to acquire land for the guideway to support construction of the rail. What happens to that land afterwards is a consideration, using the tools that we have as a region. Having the flexibility to adapt to existing conditions along the guideway and station areas will be key.
- Commissioners stated that supporting industrial land boundary adjustments is a departure from past Commission comments. However, the Commission is also supportive of building light rail.
- Commissioners stated that the MICs include very important freight network but there are also very important active transportation networks through and around the MICs. Commissioners emphasized the importance of providing a connected non-motorized transportation network and the need to fill some key gaps in the MICs to complete the network.

### **Briefing: Seattle Transportation Plan Performance Report**

Jonathan Lewis, Seattle Department of Transportation (SDOT)

Mr. Lewis provided an overview of the Seattle Transportation Plan Performance Report project. SDOT staff is just beginning work on the Performance Report, which has the following four objectives:

- Transparency
- Accountability
- Equity
- Excellence

Mr. Lewis stated that the City Council adopted the STP in April 2024. The Plan directs a 3-5 year Implementation Plan with a biannual Performance Report. The Plan integrates and replaces the bike, pedestrian, freight, and transit modal plans. The STP was co-created over 2 years and is responsive to community input.

Mr. Lewis stated that the STP establishes a twenty-year vision for Seattle's transportation system. The plan is framed by the following six goals:

- Safety
- Equity
- Sustainability
- Mobility and Economic Vitality
- Livability
- Maintenance and Modernization

Each goal is supported by three to five Key Moves — cross-cutting strategies to achieve SDOT’s vision. Each Key Move identifies a range of specific Implementation Actions that SDOT is working toward.

Mr. Lewis provided an overview of the Performance Report Requirements, as stated in the STP Adopting Resolution:

Section 8. To track progress on the Seattle Transportation Plan implementation, SDOT will prepare and submit to the City Council a biennial progress report covering the prior two years’ achievements. Progress reports will include:

- A. Status of performance measures relative to established STP baselines;
- B. Analysis of several metrics evaluating performance by demographics and/or geography using the City’s Race and Social Equity Index (RSEI) and/or race so that SDOT can pivot as needed to meet equity goals over the next 20 years; and
- C. Status of the delivery of large capital projects that advance the STP.

A. Status of Performance Measures

Tier 1 (STP Generally)

- Number of traffic-related deaths
- Number of traffic-related serious injuries
- Greenhouse gas emissions from vehicle trips
- Vehicle miles traveled (VMT)
- Percent of people walking, biking, or riding transit
- Percent of households within a 10-minute walk via sidewalks or 5-minute ride via AAA bikeways of frequent transit
- Percentage of household income dedicated to transportation
- Key infrastructure in state of good repair—good to fair condition

Tier 2 (Transit Specific)

- Increase walking, rolling, biking, and transit mode share
- Increase access to frequent transit
- Increase satisfaction waiting at bus stops during the day and at night
- Improve reliability of bus transit service
- Reduce cost barriers to transit
- Support a well-maintained transit network

Tier 2 (Freight Specific)

- End traffic deaths and serious injuries on streets
- Improve reliability of freight corridors
- Decrease the carbon footprint of in-City package delivery
- Support a well-maintained freight network

## B. Analysis of metrics using the Racial & Social Equity (RSE) Index

- The RSE Index was developed in 2017 by OPCD
- Updated every three years; most recent update in 2023
- Identifies high equity priority areas based on census tracts where disadvantaged/priority populations make up a large share of residents
- Used by the City of Seattle to inform design and prioritization of programs and investments

## C. Status of the Delivery of Large Capital Projects

Example corridors with levy funding include:

- N 130th St
- NW Market St
- Mercer – Harrison St
- Rainier Ave S
- Beacon Ave S
- S Graham St
- 35 Ave SW

Mr. Lewis summarized what to expect next in the STP Performance Report process:

- Build on and complement the STP Implementation Outlook
- Connect the performance measures to our work across SDOT
- Submit to the City Council in 2026
- Engagement with Boards and Commissions
  - Pedestrian, Bicycle, Freight, Transit
  - Transportation Equity Workgroup
  - Planning Commission
- Leverage the report to identify opportunities

He provided the following questions for discussion:

- What does STP accountability look like to you?
- Any thoughts or ideas for our follow up meeting and report review?

### Commission Discussion

- Commissioners stated that it would be helpful to have a simplified way to view the baseline, improvements, and trends to track progress on VMT and other indicators.
- Commissioners asked how SDOT accommodates input from residents who use the Find It/Fix It app and those who do not have access to the app. Mr. Lewis stated that the department tries to use customer feedback in a global way.

- Commissioners suggested that SDOT should limit the size of the report; otherwise, many may not read it. Commissioners suggested developing some dashboards as an alternative. Mr. Lewis asked Commissioners to share examples of good reports that they are aware of.
- Commissioners stated that the STP Performance Report may be an opportunity to inform the next phase of the One Seattle Plan, specifically how to grow around Frequent Transit routes. Mr. Lewis stated that he will work in collaboration with OPCD staff.
- Commissioners requested more information on how VMT connects to mobility and economic vitality in the Tier 1 measures. Mr. Lewis stated that VMT is a clear nexus between these indicators. A decrease in VMT can indicate a positive trend in economic vitality, especially in pedestrian-oriented areas.
- Commissioners asked if the report includes a measure for transit ridership. Mr. Lewis stated that the report includes ridership indicators in Tier 1, then gets more specific in Tier 2.
- Commissioners suggested shifting the balance between the goals included in Tier 1. The goals currently overemphasize safety and livability.
- Commissioners suggested utilizing the STP Performance Report and the One Seattle Plan to prioritize future transit planning, particularly along corridors designated for growth.

**The meeting was adjourned at 9:00 am.**