# Industrial and Maritime Strategy SCOPING REPORT

## Introduction

Seattle has planned for maritime and industrial land uses primarily in Seattle's Greater Duwamish Manufacturing and Industrial Center (Duwamish MIC) and Ballard Interbay North Manufacturing Industrial Center (BINMIC).

With policies that are more than 35-years old, the City of Seattle is responding to changing trends with extensive stakeholder and community engagement and by studying a proposal to update its industrial and maritime policies and industrial zoning. The City of Seattle is evaluating that proposal and alternatives in an Environmental Impact Statement (EIS). Through the EIS the City will identify potential adverse impacts and possible mitigation.

### Process

The scoping period is the first step of the EIS process. This period is an opportunity for the public to tell the City what elements of the built and natural environment should be studied in the EIS and to provide feedback on the proposed alternatives for study. The Diagram below shows the steps in the EIS process from the scoping period to the issuance of the Final EIS.



#### Exhibit 1. EIS Process

Source: BERK, 2021.

This scoping report summarizes comments received during the scoping process and the City's response to issues raised.

To gather public and agency input into the scope of the EIS, the City issued a scoping notice on July 8, 2021. The notice was published in the Daily Journal of Commerce, the Seattle Department of Construction and Inspections Land Use Information Bulletin, emailed to agencies and interested parties, posted to the SEPA Register, and broadly disseminated through social media. City staff also held informational meetings with several stakeholder groups and organizations. OPCD requested written comments regarding the potential alternatives and elements of environment to be studied be submitted by August 9. In addition to the written comment opportunity, the City offered an online interactive story map and survey. The City also held two informational meetings in a virtual setting on July 21, 2021 at 9 am and July 26, 2021 at 6 pm.

The input received during the scoping period included:

- Written Comments: 105 commenters
- Survey: 46 participants
- Virtual meeting participants: 7 participants

## Written Comments

About 105 commenters provided written scoping comments. Most commenters were individuals; some represented governmental agencies, community groups, or property and business owners. Commenters are listed by name below. A summary of comments is provided that consolidates overlapping comments into themes. Original comments are included in their entirety in an Appendix A to this scoping report.

#### LIST OF COMMENTERS, BY LAST NAME

Achak, Ramin Matthew Anane, Layla Aupperlee, Kathryn Bergauist, Carl Blanchette, Alexa Bleck, Patrick Bodnar, Jenni Boogie, TJ Burton, Kimberly Cannard, Matt Carow, Paul S Carow, Patricia C Chase, Mackenzie, Seattle Metropolitan Chamber of Commerce Clawson, Jessica M.: Pier One Clawson, Jessica M.: Port 106 LLC Corbin, Lisa, Seattle Sports **Complex Foundation** Creal, Case Cunningham, Elizabeth Curtis, Joshua, Washington State **Ballpark Public Facilities District** Dagg, Steve DeBiase, Sofia Dee, Kate Delman, Joel Dickinson, Anne Dickinson, Corey Dillon, Ann DiMartino, Janie and Nick Dubicki, Raymond Essa, Ameena Farid, M.T.E., P.E., Abdy Ffitch, Eric, Port of Seattle: Port Commission Ffitch, Eric, Port of Seattle: **Stakeholders** Fiorito, Dan Flanagan, Dani Frishholz, Christine Goldman, Shana

Grantham, Michele Greene, Marke Gryniewski, Bruce Hackleman, Rob Hadaway, Shelley Hammerberg, Rita Hedger, Dustin Hedrick, Josh R. Henzke, Len Herzog, Madeline, Vulcan Corporate Properties LLC: 2233 1st Avenue LLC Herzog, Madeline, Vulcan **Corporate Properties LLC:** Cedarstrand Properties LLC Hinthorn, Tim Howard, Lisa Dixon, Alliance for **Pioneer Square** Johnson, Kathleen, Historic South Downtown Kartchner, Dylan Katz, Andy Kelton, Megan Lau, Wayne Lavine, Josh Le, Nam Lewis, Elizabeth Lewis, Maggie and Bob Huppe Little, Jason Livingston, Robert, HomeStreet Bank M <quikwithquip@XXX.com> M <veloslug@XXX.com> MacQuarrie, Irvin Main, Bonnie Marti, Miranda, 350 Seattle **Maritime Solutions Team** McCone, Andy McCray, Glenn, Sports in Schools McFarlane, Matt McIntosh, Jennifer McNeill, Holly Menin, Andrea

Miller, Ashley Murdock, Vanessa, Seattle Planning Commission Murphy, Colleen Oaks, Stacy, Seattle Cruise Control Ossenkop, Alicia Peach, Allan Perry, Charles Pfeiffer, Baily, King County Department of Natural **Resources & Parks** Poledna, Aaron Quick. Natalie on behalf of NAIOP Richard K. Robinson, Kathryn Roy, Julie Parisio Scharrer, Christine Schwartz, Steve Seaverns, Glenn Shaffer, Brett Stafie, Kris Sundquist, Steve Tim Trohimovich, Futurewise Topp, Gina Tucker, Tarrance D., III Turcotte, Faye Turcotte, Joe Turner, Mark Underwood-Bultmann, Liz, Puget Sound Regional Council Vanderburg, Julie Vlasaty, Tina Wakefield, Jill Weagraf, Sarah Wesselhoeft, Conrad Westerlind, Linnea Williams, Dennis Wood, Maria Wood, Shawn

### **Summary of Written Comments**

Written comments are summarized in thematic and topical areas, followed by a brief response for how the City has considered the comment theme and how it will be addressed in the EIS.

#### **Environmental Topics**

Commenters made suggestions for the environmental topics that should be included in analysis in the EIS. Topics for study that were suggested, sometimes by multiple commenters, include the following:

- Vulnerable Communities and Equity/Environmental Justice. Comments suggested the EIS address environmental justice, including historic and continuing environmental and health impacts to vulnerable communities, and that the EIS should include an overview of past and historic land use actions that harmed vulnerable communities or were racially unjust.
- Greenhouse Gas/Air Quality Approach. Some commenters suggested that an air quality and greenhouse gas analysis should be included that addresses how regional transportation and tourism, including maritime transportation, contributes to emissions.
- Climate Change / Sea Level Rise. Several commenters desired that the EIS thoroughly address climate change and sea level rise.
- Transportation and Freight. Comments suggested that the transportation analysis needs to consider all modes of travel in the study area and should also include an analysis of the role that heavy rail plays in the transportation system.

*Response - Vulnerable Communities and Equity/Environmental Justice:* The EIS will include a review of past plans and policies, including consideration of racial inequities and effects on indigenous peoples. The EIS scope includes an evaluation of the current and future location of land uses, housing, and jobs and the likely impacts related to air, noise, glare, and contamination. The mitigation measures section could identify actions or programs that the City could pursue to address potential impacts on vulnerable populations. The objectives of the proposal include: "Improve environmental health for people who live or work in or near industrial areas – especially at transitions to residential areas or urban villages." Mitigation measures that further equity and environmental justice can be linked to this objective.

*Response - Greenhouse Gas/Air Quality Approach:* The EIS scope includes air quality and greenhouse gas emissions comparisons due to the future mix of land uses and vehicle miles traveled. Available state or regional inventories, programs, and policies (e.g. ships, freight) can be referenced and included in the analysis to the extent feasible. The City intends to include analysis on the effect of electric shore power and other fleet electrification efforts on emissions. In response to this area of comment the City will include as an integrated part of the proposal a new Comprehensive Plan text policies about electrification in one or more of the action alternatives. Additionally, the mitigation measures section could identify actions or programs that the City could pursue to address potential greenhouse gas and air quality impacts.

*Response – Climate Change / Sea Level Rise:* The EIS scope includes an evaluation of sea level rise and climate change potential under each of the alternatives. The EIS will include a baseline of expected changes to climate and future sea level rise and will include discussion of how these changes will affect industrial lands for each alternative.

*Response - Transportation:* The transportation analysis will include all known or planned transportation infrastructure changes that will occur during the EIS's time horizon. The transportation evaluation will consider changes in the study area in the context of citywide traffic trips using the citywide traffic model. Heavy rail will also be considered in the EIS.

#### **Housing / Economics**

Commenters made several suggestions related to housing and economics. Many of these suggestions were for features that commenters wished to see in the proposal. These suggestions include:

- MIC boundaries. Some commenters suggested industrial land / MIC boundaries should be retained, while others wished to retain the current practice of allowing MIC boundary changes through the annual amendment process.
- Transit Oriented Development (TOD) / Housing. Some commenters suggest the City should study traditional TOD around transit stations that would include housing. Some felt that due to housing affordability considerations or particular site considerations, the City should allow for more housing. Other commenters believe that housing is incompatible with industrial areas and expansions of housing allowances should not be studied.
- Consistency with regional plans. Some commenters emphasized that the proposal should ensure consistency with regional plans and policies for growth including the VISION 2050 plan and the Puget Sound Regional Council's (PSRC) MIC subarea plan requirements.
- Industrial definitions. Several commenters argued that the nature of industry is changing and the city should reevaluate what it considers industrial activity.
- **Employment projections.** Commenters suggested that the alternatives should include projections for the amount and type of future employment.
- **Economic feasibility or market analysis.** Some commenters expressed concerns that some of the land use concepts may not be economically feasible and the City should conduct economic feasibility analysis to ensure zoning changes are viable for development.

*Response -MIC Boundaries:* The City anticipates considering whether to limit MIC Boundary changes to the Comprehensive Plan Periodic Review (next in 2024) or allow it as part of its annual docket process. This policy option is part of the proposal under study. Final decisions by the Mayor and Council would decide whether to implement such a policy change. Alternatives 3 and 4 in the proposal include minor changes to MIC boundaries.

*Response - Transit Oriented Development / Housing:* Consistent with the PSRC criteria for designating Manufacturing Industrial Centers to focus industrial uses in the MIC, the EIS will not study allowing residential uses in majority of the study area. EIS alternatives include range of additional employment densities at existing and future light rail stations with a focus on a land use concept of transit-oriented employment or industrial TOD. To ensure consistency with PSRC Regional

Centers criteria, the focus of land uses in the study area are non-residential. Alternatives 3 and 4 considers limited additional flexibility of existing allowances for Artist/Studio Housing and Caretakers Quarters housing in the proposed Urban Industrial zone only. The amount of housing varies from 600 to 2,200 industry supportive units between Alternatives 3 and 4 and the EIS will study the impact of that housing on all elements of the environment including land use compatibility. Final calibration of standards may be informed by the EIS and related studies.

*Response - Consistency with Regional Plans:* The EIS will address the policy framework for MIC designation including the Growth Management Act (GMA) and PSRC Vision 2050. The land use section of the EIS will also address the role of the Container Port Element of the Comprehensive Plan. The EIS and planning effort leading to a legislative recommendation will be consistent with subarea planning guidance from PSRC. The EIS will study applicable PSRC Regional Centers Framework and its MIC standards to retain a large majority of study area land in industrial use.

*Response - Address Industrial Definitions:* The EIS will include study of revised zones (MMI, II, and UI). The EIS will help the City eventually develop a proposal that will identify the specific zones standards including uses.

*Response - Employment Projections:* The EIS and related studies are anticipated to consider accessibility to a range of job types and quantities, and this will form the basis to compare impacts between alternatives. For each alternative, the EIS will include a numerical projection for jobs by sector and subarea within the study area through 2044.

*Response - Economic Feasibility or Market Analysis:* SEPA does not require cost-benefit or economic analysis (WAC 197-11-448 and 450). Separate from the EIS, the City will consider economic feasibility information in preparation of any zoning change and/or Comprehensive Plan change proposal.

#### **Property Requests**

Some commenters made suggestions for zoning or comprehensive plan designation change that should be included for study for certain specific properties. Suggestions for specific sites and areas are summarized in Exhibit 2.

#### **Exhibit 2. Property Requests**

Issue	Response
About 76 comments supporting removal of land from the MIC adjacent to SW Harbor Blvd and T5 to support development of Seattle Sports Complex. Alternatively, they suggested increasing the maximum size of use limit for indoor recreation facilities.	The City will study an increase in the maximum size of use for indoor recreation uses in one of the action alternatives.
Remove more land from MICs. Locations suggested in Ballard, W. Armory Way, Pier One. Expand Seattle Mixed (SM) to more areas. Consider prior EIS for Terminal 5. Study impacts of redevelopment options other than proposed in the alternatives.	The City of Seattle, as the Lead Agency, has the prerogative to define the range of alternatives it studies in the EIS. The EIS represents an implementation action of the recently completed Industry and Maritime Strategy and the alternatives are heavily informed by the recommendations of that strategy, including adding no significant new housing in industrial areas. The EIS will also include proposed Comprehensive Plan amendments that implement the Industry & Maritime strategy, including polices related to establishing new zone classifications, master planning future redevelopment of the Interbay Armory and WOSCA sites, removal of targeted areas of Georgetown and South Park from the MIC, and the timing of Comprehensive Plan amendments that removes land from MICs. The EIS will consider a policy to allow for MIC boundary adjustments during the periodic review or during the annual amendment process. The EIS may consider prior SEPA documents prepared by the City or other entities, but the EIS will focus on the programmatic implementation of the Industry and Maritime Strategy.
The project overview makes assumptions about future redevelopment of T46, the Coast Guard Facility, and the Interbay Armory that are premature.	None of the EIS alternatives includes an analysis of different land uses on the referenced sites. The project overview describes potential redevelopment projects that based on current information are reasonably foreseeable. Any change in land use on these sites would be the result of processes outside the scope of this EIS. This project does include language related to master planning at the WOSCA and Armory sites, but that is simply to establish the City's role in any future discussions of land use on those sites.

Issue	Response
Armory	The proposal includes a policy change calling for collaborative master planning of the Armory site. The site is within the MIC, and the proposal is that updated MIC policies and industrial zone designations will apply to the site. Should the State and partners wish to pursue non-industrial future uses, that would have to be determined through a master planning process in partnership with the City and other entities and would be the subject of a separate environmental review.
Fiorito properties one half block located in the Ballard Interbay MIC. This block abuts the border of the BINMIC.	The properties are studied for Urban Industrial in both Alternatives 3 and 4. These alternatives including differing allowances for industry-supportive housing.
Cederstrand Properties – This property is just south of the Stadium District.	Alternative 4 extends the Urban Industrial zone south along 1 st Ave. S. as far as S. Stacy St. and would about the Industry and Innovation zone in this option.
Urban Industrial (UI) as described, is inappropriate for the Stadium District.	The comment is noted. See the discussion of the Stadium District in the proposed Industrial and Maritime Strategy.

#### Process

Some commenters were concerned about the timing of the DEIS issuance and comment period overlapping that of the Sound Transit West Seattle and Ballard Link Extension DEIS also anticipated to be issued in late 2021.

*Response – Process:* The Sound Transit EIS is a different proposal from the Industrial Maritime Strategy. City staff are coordinating information and data from Sound Transit to the greatest extent possible. City staff understand the time and challenge of preparing EIS comments. City staff are coordinating with Sound Transit and striving to avoid overlap of DEIS comment periods. In the range of alternatives, the proposed land uses are informed largely by the expected future transit stations.

## **Survey Responses**

During the scoping period a survey was available on the project website and story map, using the platform Survey Monkey. The survey asked twelve questions. 44 people responded to the survey, and about 35 people completed the survey entirely. A brief summary of the responses is provided here and the full extent of the survey responses is included in Appendix B.

The first question asked about the environmental topics that should be included for study. The top response receiving 20 responses was Air Quality and Greenhouse Gases, followed closely by Transportation and Contamination that received 19 responses. Land and Shoreline Use received 17 responses. 11 other topics received ten or fewer responses.

Questions 2 – 5 asked responders to comment about what they liked or didn't like for each of the proposed alternatives.

For the No Action Alternative, some appreciated the current Comprehensive Plan and zoning for its maintenance of industrial and maritime uses and development standards in the MICs while others do not like retaining the No Action Alternative. Suggestions for change included allowed land uses either inside the study area or adjacent (e.g. allow more housing adjacent to the study area to live near work or changes in West Seattle), or improved environmental or development standards, alternative transportation standards, etc. Questions about the No Action Alternative addressed economics, taxes, and the usefulness of this alternative. It should be noted that the No Action Alternative is required to be studied by the State Environmental Policy Act (SEPA).

For the Future of Industry Limited (Alternative 2), some commented that the alternative is aligned with the proposed Industrial and Maritime Strategy and is more protective of the industrial uses. Some would like to see an even higher share of industrial uses and less non-industrial uses, while others would like to see more housing. Some would like to see more mitigation, e.g. past contamination. Some wanted information on feasibility.

For the Future of Industry Targeted (Alternative 3), some appreciated the rethinking of uses near transit, as well as supporting primary industrial uses and limiting housing. Some wanted more housing or mixed uses. Some were concerned about focused removals of land from the MIC. Comments also addressed the need to consider climate change, sea level rise, and trees.

For the Future of Industry Expanded (Alternative 4), some liked the expanded allowances for housing and adjustments to MIC boundaries in Georgetown and South Park. Some were still concerned about jobs/housing and commuting, and others did not like the approach to housing and less protection for industrial. Comments also addressed the need to consider contamination. Some thought the distinction between alternatives was not easy to discern.

Questions 6 – 10 asked about how the responders experience or use the study area, and demographic information about the responders.

When asked how they experience the study area:

- 78% go to shops, office, or services in one of the areas
- 44% live near an industrial area
- 30% work at a business in one of the areas
- 12% own a business in one of the areas

When asked where they lived, the highest volume of responses were from the West Seattle and Delridge areas. Aside from those, numerous other areas of the city were represented with two or less. West Seattle was also the most common work location for responders.

Nearly two thirds of the responders identified as White and about 10% as Hispanic/Latinx. 21% of responders were 35-44 years of age, 30% were 45-54 years of age, and 26% were 55-64 years of age.

Question 11 was a final open ended question allowing respondents to share anything else on the Industrial and Maritime Strategy. Some identified properties of concern, some wanted to emphasize the need to protect industrial uses from encroachment, some identified environmental justice topics, and others reflected on availability of land for the range of industrial uses.

## **Stakeholder Informational Meetings**

During the scoping phase City staff held virtual information meetings or telephone calls with individuals and stakeholder groups known to have an interest in topics that would be addressed in the EIS. Stakeholder meetings included an overview of the EIS process and general two-way discussion of maritime and industrial strategy topics. Some participants in these meetings later submitted written scoping comments. City staff gained an understanding of issues of interest through the stakeholder meetings. Meetings with the following groups were held:

- Burlington Northern Santa Fe (BNSF)
- Chinatown / International District Public Development Authority (SCIPDA)
- Duwamish Tribe
- Fremont Dock Company
- Futurewise
- Georgetown Community Council
- GotGreen Seattle
- Group meeting with heads of labor organizations
- Historic South Downtown
- Housing Development Consortium
- National Association of Investment and Office Properties (NAIOP)
- North Seattle Industrial Association (NSIA)
- Seattle 350 / Seattle Cruise Control
- Seattle Jobs Initiative
- Seattle Planning Commission staff
- Share the Cities / The Urbanist
- South Park Neighborhood Association / SPARC
- Union Pacific Railroad
- Vipond Group

## **Public Meetings**

Two one-hour virtual workshop sessions were scheduled on July 21 (9am) and July 26 (6 pm). There were about 7 participants beyond city staff and consultants. The primary purpose of the meetings was to share the Industrial and Maritime Strategy, the EIS Scoping process and how to comment, and to allow for participant questions. Comments and Questions:

- A commenter asked if the City was aware of where employees in industrial areas reside, and if commutes to work would be considered. The commenter suggested that employees in the study area should be engaged in the process.
  - Response Engagement: There are multiple opportunities for engagement in the EIS process and subsequent decision making processes. The City is committed to proactive outreach to those who may be affected, or are traditionally excluded from government processes. Outreach will occur through numerous methods including social media, one on one meetings, community meetings as requested, and targeted contacts with stakeholders including labor organizations and others. There will be a formal public comment period and public hearing following release of the Draft EIS. There will be additional engagement, including comment periods for any future land use or policy changes resulting from this study.
- A commenter asked staff whether different future land uses could be considered for the Harbor Boulevard Site in West Seattle. The commenter and members of her group would like to see land use regulations that would allow for a larger sized athletic / tennis center at the property.
  - Response Harbor Blvd. Site: In response to the comments about the Harbor Boulevard Site, Alternative 4 will study modification of the maximum size of use limit for sport and recreation uses to allow larger sized sports are recreation facilities.



#### Exhibit 3. Screenshot of July 26, 2021 Virtual Meeting

Source: City of Seattle, BERK 2021.

## Seattle Industrial and Maritime Strategy Scoping Report APPENDIX A– SCOPING COMMENTS

The letters appear in this order, generally in reverse chronological order of email receipt (most recent on top).

#	Name on Email	Attachment	Date
1.	Pfeiffer, Baily, King County Department of Natural Resources & Parks	Х	8/16/21
2.	Ffitch, Eric, Port of Seattle		8/12/21
	A. Stakeholders	Х	
	B. Port Commission	Х	
3.	Flanagan, Dani		8/10/21
4.	Creal, Case		8/9/21
5.	Miller, Ashley		8/9/21
6.	Lau, Wayne		8/9/21
7.	Chase, Mackenzie, Seattle Metropolitan Chamber of Commerce	x	8/9/21
8.	Westerlind, Linnea		8/9/21
9.	Turner, Mark	x	8/9/21
10.	Hammerberg, Rita		8/9/21
11.	Quick, Natalie on behalf of NAIOP	X	8/9/21
12.	A. Carow, Paul S	******	8/8/21
	B. Carow, Patricia C		
13.	Bodnar, Jenni		8/9/21
14.	Wakefield, Jill		8/9/21

#	Name on Email	Attachment	Date
15.	Johnson, Kathleen, Historic South Downtown	X	8/9/21
16.	Dagg, Steve		8/9/21
17.	Topp, Gina		8/9/21
18.	Oaks, Stacy, Seattle Cruise Control	X	8/9/21
19.	Lewis, Elizabeth		8/9/21
20.	Tucker, Tarrance D., III		8/9/21
21.	M <veloslug@yahoo.com></veloslug@yahoo.com>		8/9/21
22.	M <quikwithquip@gmail.com></quikwithquip@gmail.com>		8/9/21
23.	Bergquist, Carl		8/9/21
24.	Marti, Miranda, 350 Seattle Maritime Solutions Team	X	8/9/21
25.	Clawson, Jessica M.	Х	8/9/21
	A. Pier One B. Port 106 LLC	Х	
26.	Hackleman, Rob		8/9/21
27.	Bleck, Patrick		8/9/21
28.	Corbin, Lisa, Seattle Sports Complex Foundation	X	8/9/21
29.	Murphy, Colleen		8/9/21
30.	Main, Bonnie		8/9/21
31.	Sundquist, Steve		8/9/21
32.	Fiorito, Dan	X	8/9/21
33.	Le, Nam		8/9/21

#	Name on Email	Attachment	Date
34.	DiMartino, Janie and Nick		8/9/21
35.	Poledna, Aaron		8/9/21
36.	Little, Jason		8/9/21
37.	Frishholz, Christine		8/9/21
38.	Essa, Ameena		8/9/21
39.	Cunningham, Elizabeth		8/8/21
40.	Dubicki, Raymond	X	8/8/21
41.	Katz, Andy	Х	8/8/21
42.	Perry, Charles		8/8/21
43.	DeBiase, Sofia		8/8/21
44.	McIntosh, Jennifer		8/8/21
45.	Vanderburg, Julie		8/8/21
46.	Vlasaty, Tina		8/8/21
47.	Weagraf, Sarah		8/8/21
48.	McFarlane, Matt		8/8/21
49.	Menin, Andrea		8/7/21
50.	Anane, Layla		8/7/21
51.	Schwartz, Steve		8/7/21
52.	Goldman, Shana		8/7/21
53.	Stafie, Kris		8/7/21

#	Name on Email	Attachment	Date
54.	Wesselhoeft, Conrad		8/7/21
55.	Robinson, Kathryn		8/7/21
56.	Dickinson, Anne		8/7/21
57.	Lavine, Josh		8/7/21
58.	Hedrick, Josh R.		8/7/21
59.	Henzke, Len		8/7/21
60.	Seaverns, Glenn		8/7/21
61.	Hedger, Dustin		8/7/21
62.	Achak, Ramin Matthew		8/7/21
63.	Delman, Joel		8/7/21
64.	Greene, Marke		8/7/21
65.	Turcotte, Joe		8/7/21
66.	Burton, Kimberly		8/7/21
67.	Williams, Dennis		8/7/21
68.	Kelton, Megan		8/7/21
69.	Grantham, Michele		8/7/21
70.	Turcotte, Faye		8/7/21
71.	Herzog, Madeline, Vulcan Corporate Properties LLC A. 2233 1st Avenue LLC	X	8/6/21
	B. Cedarstrand Properties LLC	X	
72.	Tim Trohimovich, Futurewise	Х	8/6/21

#	Name on Email	Attachment	Date
73.	Murdock, Vanessa, Seattle Planning Commission		8/6/21
74.	Underwood-Bultmann, Liz, Puget Sound Regional Council	Х	8/6/21
75.	Howard, Lisa Dixon, Alliance for Pioneer Square	X	8/6/21
76.	Hadaway, Shelley		8/6/21
77.	Farid, Abdy		8/6/21
78.	Kartchner, Dylan		8/6/21
79.	Lewis, Maggie and Bob Huppe	X	8/5/21
80.	Ossenkop, Alicia	X	8/5/21
81.	Shaffer, Brett		8/4/21
82.	McCray, Glenn, Sports in Schools		8/4/21
83.	Hinthorn, Tim		8/4/21
84.	Livingston, Robert, HomeStreet Bank		8/4/21
85.	Scharrer, Christine		8/4/21
86.	Aupperlee, Kathryn		8/4/21
87.	McNeill, Holly		8/4/21
88.	Dillon, Ann		8/4/21
89.	Roy, Julie Parisio		8/4/21
90.	Gryniewski, Bruce		8/3/21
91.	Dee, Kate		8/3/21
92.	Curtis, Joshua, Washington State Ballpark Public Facilities District	X	8/2/21

#	Name on Email	Attachment	Date
93.	Peach, Allan		8/2/21
94.	Richard K.		8/2/21
95.	Wood, Shawn		8/2/21
96.	Dickinson, Corey		8/2/21
97.	Blanchette, Alexa		8/2/21
98.	Cannard, Matt		8/2/21
99.	MacQuarrie, Irvin		8/2/21
100.	Wood, Maria		8/1/21
101.	McCone, Andy		8/1/21
102.	Boogie, TJ		7/9/21

Letter 1

#### Holmes, Jim

From: Sent: To: Cc:	Pfeiffer, Bailey <bpfeiffer@kingcounty.gov> Monday, August 16, 2021 4:46 PM Wentlandt, Geoffrey; Holmes, Jim; PCD_Industry_And_Maritime_Strategy Fischer, Katherine; Bolger, James</bpfeiffer@kingcounty.gov>
Subject:	King County Department of Natural Resources & Parks Comment: Seattle's Industrial
Attachments:	and Maritime Strategy EIS Scoping Re: EXTENSION REQUEST: Seattle's Industrial and Maritime Strategy EIS Scoping Comment Deadline; KCDNRPComment081321.pdf
Importance:	High

**CAUTION: External Email** 

Hello Jim,

Attached please find King County Department of Natural Resources & Parks comments on the Determination of Significance and Request for Comments on Scope of EIS for the Industrial and Maritime Strategy project that proposes to update the City of Seattle's Industrial and Maritime policies and industrial zoning.

We appreciate your patience and understanding in regard to granting DNRP an extension to allow for time to compile information for this comment letter.

Thank you for the opportunity to review and comment on this project.

Bailey Pfeiffer

Environmental Planner

King County DNRP - Wastewater Treatment Division o 206-263-0611| c 206-718-7901 <u>bpfeiffer@kingcounty.gov</u> 201 S Jackson St, Suite 5505 | Seattle, WA 98104



Department of Natural Resources and Parks King Street Center, KSC-NR-5505 201 South Jackson Street Seattle, WA 98104-3855

August 16, 2021

sent via email: Jim.Holmes@seattle.gov OAP Ref No. 1852

Jim Holmes City of Seattle Office of Planning & Community Development P.O. Box 94788 Seattle, WA 98124-7088

Dear Jim Holmes:

The King County Department of Natural Resources and Parks (DNRP) has received the Determination of Significance and Request for Comments on Scope of EIS for the Industrial and Maritime Strategy project that proposes to update the City of Seattle's Industrial and Maritime policies and industrial zoning.

DNRP has various "Utility Service Uses" facilities, as defined by City code, within the current industrial zone designations. The proposed comprehensive plan designated manufacturing/industrial center area (MIC) would have impacts to our current and future facilities. Each DNRP division manages existing facilities within the MIC:

- The Wastewater Treatment Division has enclosed a list of all affected facilities.
- The Water and Land Resources Division manages the King County Environmental laboratory (KCEL) which is located within the project area at 322 West Ewing St, Seattle. KCEL has a valid water right certificate G1-24659C for an onsite well used for fish propagation.
- The Solid Waste Division owns property commonly known as the former Fischer Flour Mill located within the project area at 3235 16th Avenue SW, Seattle. This 14-acre parcel includes 12.8 acres of uplands and 54,201 square feet of tidelands leased from the State Department of Natural Resources. This waterfront property with dual rail service was acquired for the possible future use of waste export or other related utility services.

DNRP requests there be analysis in the EIS regarding potential effects of the proposed strategies on its existing and future facilities in the following elements of the environment:

- Biological resources and resiliency (climate change impacts to DNRP facilities in the subject areas);
- Land and Shoreline Use (potential zoning change impacts on the ability of DNRP to maintain and expand its existing facilities, and to development new facilities as needed in the future);
- Public Services (public safety); and
- Utilities (potential impacts of proposed changes to sewer infrastructure).

August 16, 2021 Page 2 of 2

Of the eleven strategies outlined in the Industrial and Maritime Strategy Council Recommendations Strategy Report dated June 2021, the land use/zoning strategy is the one that may impact DNRP facilities the most due to proposed zoning changes. Two other strategies of interest are public safety and environmental justice and climate change but wouldn't have the regulatory impact that zoning changes could bring. Below are the strategies and how they could impact our facilities:

- Land Use Strategies Stronger Protections for Industrially Zoned Land. DNRP facilities defined as utility services use (SMC 23.84A.040) are a permitted use within the currently zoned industrial areas of IB, IC, IG1, and IG2 (SMC 23.50.012). DNRP would like to ensure that this permitted use for its facilities is maintained in any zoning updates for existing or new utility services use/facilities that need to be built in the future.
- Investment Strategies Public safety partnership to support maritime and industrial areas: This strategy is to help develop and implement a proactive safety response to elevated levels of crime within the maritime and industrial lands. DNRP facilities have been impacted by trespassing and crime in industrial areas and suggest that DNRP would support the City's efforts to protect the safety of King County staff and facilities.
- Investment Strategies Environmental Justice and Climate Action. Due to the location of DNRP facilities in the maritime/industrial areas, preparing for climate change at these facilities may be required in the future. These facilities may necessitate improvements and would like to see that modifications or expansion of existing facilities or siting and building of new facilities within the proposed zoning areas still be permitted.

DNRP requests that City of Seattle Office of Planning & Community Development include DNRP in future comment review for this project in order to identify specific impacts to our facilities.

Thank you for the opportunity to review and comment on the scope of this proposal.

Sincerely,

Bailey Geiffer

Bailey Pfeiffer Environmental Planner

e-cc: Mark Lampard, Local Public Agency Coordinator

Enclosure

Wastewater Treatment Division Facilities within MIC Area

PUMP STATION	<b>REGULATOR STATION</b>	WWTF	CSO OUTFALL	0	DOR CONTROL FACILITIES	
Duwamish	8th Ave	Elliott West	8th Ave S	Denny Regulator Station	Wet Well Odor Control Unit	OCU780108
East Marginal	Allentown		Ballard E/11th Ave NW	ELLIOTT WEST CSO	ECSO-OCU SCREEN ROOM # 1	OCU792SR101
Interbay	Ballard		Ballard Siphon	ELLIOTT WEST CSO	ECSO-OCU SCREEN ROOM # 2	OCU792SR102
West Marginal	Brandon		Brandon St	ELLIOTT WEST CSO	ESCO-OCU WET WELL # 1	OCU792WW101
	Chelan		Chelan Ave	ELLIOTT WEST CSO	ESCO-OCU WET WELL # 2	OCU792WW102
	Connecticut		E Duwamish	ELLIOTT WEST CSO	ECSO-OCU SCREEN ROOM # 1	ODOR792101
	Hanford 2		E Marginal	ELLIOTT WEST CSO	ECSO-OCU SCREEN ROOM # 2	ODOR792102
	Harbor		Hanford 1	ELLIOTT WEST CSO	ESCO-OCU WET WELL # 1	ODOR792103
	King		Hanford 2	ELLIOTT WEST CSO	ESCO-OCU WET WELL # 2	ODOR792104
	Lander 1		Harbor Ave	KING ST ODOR CONTROL	ODOR CONTROL UNIT	OCU795300
	Lander 2		King St			
	Michigan		Kingdome			
	W Michigan		Lander St			
			Michigan			
			Terminal 115			
			W Duwamish			
			W Michigan			
	I		l	l	1	1

### Wastewater Treatment Division Facilities within MIC Area

PUMP STATION	ADDRESS
Duwamish	4501 E Margina Way S
East Marginal	7319 E Marginal Way S
Interbay	1601 W Garfield St
West Marginal	7119 W Marginal Way SW

### Wastewater Treatment Division Facilities within MIC Area

<b>REGULATOR STATION</b>	ADDRESS
8th Ave	760 S Portland St
Allentown	Airport Way S & S Norfolk St
Ballard	5110 Shilshole Ave NW
Brandon	5241 E Marginal Way S
Chelan	3455 Chelan Ave SW
Connecticut	1199 Alaskan Way S
Hanford 2	2999 E Marginal Way S
Harbor	3432 Harbor Ave SW
King	401 Alaskan Way S
Lander 1	2499 E Marginal Way S
Lander 2 Colorado Ave S & S Lander St	
Michigan	159 S Michigan St
W Michigan	6769 W Marginal Way SW

Wet Weather Treatment Plant	ADDRESS
Elliott West	545 Elliott Ave W

### Wastewater Treatment Division Facilities within MIC Area

CSO OUTFALL	FACILITY ADDRESS
8th Ave S	760 S Portland St
Ballard E/11th Ave NW	No Site Address
Ballard Siphon	5110 Shilshole Ave NW
Brandon St	5241 E Marginal Way S
Chelan Ave	3455 Chelan Ave SW
E Duwamish	No Site Address
E Marginal	No Site Address
Hanford 1	No Site Address
Hanford 2	2999 E Marginal Way S
Harbor Ave	3432 Harbor Ave SW
King St	401 Alaskan Way S
Kingdome	No Site Address
Lander St	2499 E Marginal Way S
Michigan	159 S Michigan St
Terminal 115	No Site Address
W Duwamish	No Site Address
W Michigan	6769 W Marginal Way SW

FACILITY	ТҮРЕ	ASSET#	ADDRESS
Denny Regulator Station	Wet Well Odor Control Unit	OCU780108	3165 Alaskan Way
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ELLIOTT WEST CSO	ESCO-OCU WET WELL # 2	ODOR792104	545 Elliott Ave W
KING ST ODOR CONTROL	ODOR CONTROL UNIT	OCU795300	No Site Address

Wastewater Treatment Division Facilities within MIC Area

#### Holmes, Jim

From:	Wentlandt, Geoffrey
Sent:	Tuesday, August 10, 2021 3:13 PM
То:	Pfeiffer, Bailey; PCD_Industry_And_Maritime_Strategy; Holmes, Jim
Cc:	Fischer, Katherine; Sussex, Jim
Subject:	Re: EXTENSION REQUEST: Seattle's Industrial and Maritime Strategy EIS Scoping Comment Deadline

Sorry for the confusion. Receiving the comment on Monday the 16th is fine.

Geoff

From: Pfeiffer, Bailey <bpfeiffer@kingcounty.gov>
Sent: Tuesday, August 10, 2021 3:02 PM
To: Wentlandt, Geoffrey <Geoffrey.Wentlandt@seattle.gov>; PCD\_Industry\_And\_Maritime\_Strategy
<PCD\_Industry\_And\_Maritime\_Strategy@seattle.gov>; Holmes, Jim <Jim.Holmes@seattle.gov>
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Thank you,

Bailey Pfeiffer

Environmental Planner King County DNRP - Wastewater Treatment Division o 206-263-0611 | c 206-718-7901 <u>bpfeiffer@kingcounty.gov</u> 201 S Jackson St, Suite 5505 | Seattle, WA 98104

From: Wentlandt, Geoffrey <Geoffrey.Wentlandt@seattle.gov>
Sent: Friday, August 6, 2021 7:30 AM
To: Pfeiffer, Bailey <bpfeiffer@kingcounty.gov>; PCD\_Industry\_And\_Maritime\_Strategy
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То:	Pfeiffer, Bailey; PCD_Industry_And_Maritime_Strategy; Holmes, Jim
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Importance:	High

**CAUTION: External Email** 

Hello,

I wanted to follow up on my request below. DNRP would like to request an extension of the August  $8^{th}$  comment deadline.

#### Thank you,

# Bailey Pfeiffer

Environmental Planner King County DNRP - Wastewater Treatment Division o 206-263-0611 | c 206-718-7901 bpfeiffer@kingcounty.gov 201 S Jackson St, Suite 5505 | Seattle, WA 98104

From: Pfeiffer, Bailey
Sent: Tuesday, August 3, 2021 4:39 PM
To: PCD\_Industry\_And\_Maritime\_Strategy@Seattle.gov; jim.holmes@seattle.gov; Geoffrey.Wentlandt@seattle.gov
Cc: Fischer, Katherine <Katherine.Fischer@kingcounty.gov>
Subject: EXTENSION REQUEST: Seattle's Industrial and Maritime Strategy EIS Scoping Comment Deadline
Importance: High

Hello,

My name is Bailey Pfeiffer, and I am an Environmental Planner within King County's Department of Natural Resources and Parks (DNRP). I am reaching out on behalf of DNRP regarding commenting on the Seattle Industrial and Maritime Strategy EIS. We just received the EIS notice this week and would like to request additional time to submit a comment letter. An extension of the comment deadline would allow DNRP to compile information regarding our impacted facilities.

Please let me know if you are able to grant King County DNRP an extension on the August 8<sup>th</sup> comment deadline.

Thank you for the opportunity to review and comment on this project.

Bailey Pfeiffer

Environmental Planner King County DNRP - Wastewater Treatment Division

o 206-263-0611| c 206-718-7901 <u>bpfeiffer@kingcounty.gov</u> 201 S Jackson St, Suite 5505 | Seattle, WA 98104

From:	Pfeiffer, Bailey <bpfeiffer@kingcounty.gov></bpfeiffer@kingcounty.gov>
Sent:	Thursday, August 05, 2021 4:24 PM
То:	Wentlandt, Geoffrey; PCD_Industry_And_Maritime_Strategy; Holmes, Jim
Cc:	Fischer, Katherine; Sussex, Jim
Subject:	RE: EXTENSION REQUEST: Seattle's Industrial and Maritime Strategy EIS Scoping
	Comment Deadline

**CAUTION: External Email** 

Hello Geoff,

Thank you for your response! DNRP will be ready to submit comments by 8/15. We very much appreciate the additional time you have granted us. 😊

Thanks again for your understanding and consideration!

Bailey Pfeiffer

Environmental Planner King County DNRP - Wastewater Treatment Division o 206-263-0611 | c 206-718-7901 bpfeiffer@kingcounty.gov 201 S Jackson St, Suite 5505 | Seattle, WA 98104

From: Wentlandt, Geoffrey <Geoffrey.Wentlandt@seattle.gov>
Sent: Wednesday, August 4, 2021 3:43 PM
To: Pfeiffer, Bailey <bpfeiffer@kingcounty.gov>; PCD\_Industry\_And\_Maritime\_Strategy
<PCD\_Industry\_And\_Maritime\_Strategy@seattle.gov>; Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Fischer, Katherine <Katherine.Fischer@kingcounty.gov>; Sussex, Jim <Jim.Sussex@kingcounty.gov>
Subject: Re: EXTENSION REQUEST: Seattle's Industrial and Maritime Strategy EIS Scoping Comment Deadline

[EXTERNAL Email Notice!] External communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Hi Bailey,

I called and left you a VM message. Jim and I discussed, and think it's appropriate to offer you some more time to prepare your comments. Do you think you could have comments ready by the following Monday August 15th? Since the scope of your comments is on a focused subject matter, our consultants should be able to accommodate that amount of additional time and still be able to incorporate your information into the current schedule for preparing a DEIS.

Please let me know if you could be ready by 8/15. Additionally, Jim or I would be happy to meet with you if there are any questions, or to discuss.

Thanks, Geoff From: Pfeiffer, Bailey <<u>bpfeiffer@kingcounty.gov</u>>

Sent: Wednesday, August 4, 2021 3:17 PM

To: PCD\_Industry\_And\_Maritime\_Strategy <<u>PCD\_Industry\_And\_Maritime\_Strategy@seattle.gov</u>>; Holmes, Jim <<u>Jim.Holmes@seattle.gov</u>>; Wentlandt, Geoffrey <<u>Geoffrey.Wentlandt@seattle.gov</u>> Cc: Fischer, Katherine <<u>Katherine.Fischer@kingcounty.gov</u>>; Sussex, Jim <<u>Jim.Sussex@kingcounty.gov</u>> Subject: RE: EXTENSION REQUEST: Seattle's Industrial and Maritime Strategy EIS Scoping Comment Deadline

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**Environmental Planner** 

King County DNRP - Wastewater Treatment Division o 206-263-0611 | c 206-718-7901 <u>bpfeiffer@kingcounty.gov</u> 201 S Jackson St, Suite 5505 | Seattle, WA 98104

From: Pfeiffer, Bailey Sent: Tuesday, August 3, 2021 4:39 PM

To: <u>PCD Industry And Maritime Strategy@Seattle.gov</u>; <u>jim.holmes@seattle.gov</u>; <u>Geoffrey.Wentlandt@seattle.gov</u> Cc: Fischer, Katherine <<u>Katherine.Fischer@kingcounty.gov</u>> Subject: EXTENSION REQUEST: Seattle's Industrial and Maritime Strategy EIS Scoping Comment Deadline Importance: High

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Thank you for the opportunity to review and comment on this project.

Bailey Pfeiffer

**Environmental Planner** King County DNRP - Wastewater Treatment Division o 206-263-0611 | c 206-718-7901 <u>bpfeiffer@kingcounty.gov</u> 201 S Jackson St, Suite 5505 | Seattle, WA 98104

From: Sent: To: Cc: Subject:	Pfeiffer, Bailey <bpfeiffer@kingcounty.gov> Tuesday, August 03, 2021 4:39 PM PCD_Industry_And_Maritime_Strategy; Holmes, Jim; Wentlandt, Geoffrey Fischer, Katherine EXTENSION REQUEST: Seattle's Industrial and Maritime Strategy EIS Scoping Comment Deadline</bpfeiffer@kingcounty.gov>
Importance:	High

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Bailey Pfeiffer

Environmental Planner King County DNRP - Wastewater Treatment Division o 206-263-0611 | c 206-718-7901 bpfeiffer@kingcounty.gov 201 S Jackson St, Suite 5505 | Seattle, WA 98104

From:	ffitch, Eric <ffitch.e@portseattle.org></ffitch.e@portseattle.org>
Sent:	Thursday, August 12, 2021 9:48 AM
То:	Holmes, Jim
Subject:	RE: [EXTERNAL] Re: Maritime industrial stakeholder letter

**CAUTION: External Email** 

Thanks Jim!



Eric ffitch **External Relations** Mobile: (206) 369-4968

From: Holmes, Jim <Jim.Holmes@seattle.gov> Sent: Thursday, August 12, 2021 9:24 AM To: ffitch, Eric <ffitch.E@portseattle.org>; Kitchen, Chase <Chase.Kitchen@seattle.gov>; Wentlandt, Geoffrey

<Geoffrey.Wentlandt@seattle.gov>

Cc: Charlie Costanzo (ccostanzo@americanwaterways.com) <ccostanzo@americanwaterways.com> Subject: [EXTERNAL] Re: Maritime industrial stakeholder letter

WARNING: External email. Links or attachments may be unsafe.

We will use this one.

From: ffitch, Eric < ffitch. E@portseattle.org> Sent: Thursday, August 12, 2021 9:11 AM To: Kitchen, Chase <<u>Chase.Kitchen@seattle.gov</u>>; Wentlandt, Geoffrey <<u>Geoffrey.Wentlandt@seattle.gov</u>>; Holmes, Jim <Jim.Holmes@seattle.gov> Cc: Charlie Costanzo (ccostanzo@americanwaterways.com) <ccostanzo@americanwaterways.com> Subject: RE: Maritime industrial stakeholder letter

**CAUTION: External Email** 

Chase, Geoff, and Jim—When I sent you the maritime stakeholder comment letter on Monday, I made one major oversight! Charlie Costanzo, from American Waterways Operators, was one of our original drafters and I somehow still omitted his org's name/logo.

This is the final version, with 10 orgs listed. Any way this can replace what I sent you on Monday? Sorry for all the hassle, thanks for any help you can provide!

-Eric f.



Eric ffitch **External Relations** Mobile: (206) 369-4968 From: ffitch, Eric Sent: Monday, August 9, 2021 5:01 PM

**To:** Kitchen, Chase <<u>Chase.Kitchen@seattle.gov</u>>; Wentlandt, Geoffrey <<u>Geoffrey.Wentlandt@seattle.gov</u>>; Jim Holmes (jim.holmes@seattle.gov) <<u>jim.holmes@seattle.gov</u>>

**Cc:** <u>john.m.persak@gmail.com</u>; Chad See (<u>chadsee@freezerlongline.biz</u>) <<u>chadsee@freezerlongline.biz</u>>; Terri IBU <<u>Terri@ibu.org</u>>; Tarabochia, Peter <<u>ptarabochia@ebdg.com</u>>; Jordan Royer - Pacific Merchant Shipping Association (<u>jroyer@pmsaship.com</u>) <<u>jroyer@pmsaship.com</u>>; Dave Gering (<u>dgering@seattleindustry.org</u>)

<<u>dgering@seattleindustry.org</u>>; Eugene Wasserman (<u>eugene@ecwassociates.com</u>) <<u>eugene@ecwassociates.com</u>>; Dan McKisson <<u>danmckisson@yahoo.com</u>>

Subject: Maritime industrial stakeholder letter

Chase – Please see attached for a letter related to PEIS scoping from a range of industrial and maritime stakeholders. Thank you!



Eric ffitch State Government Relations Manager Tel: (206) 787-3199| Mobile: (206) 369-4968

From:	ffitch, Eric <ffitch.e@portseattle.org></ffitch.e@portseattle.org>
Sent:	Monday, August 09, 2021 5:01 PM
То:	Kitchen, Chase; Wentlandt, Geoffrey; Holmes, Jim
Cc:	john.m.persak@gmail.com; Chad See (chadsee@freezerlongline.biz); Terri IBU;
	Tarabochia, Peter; Jordan Royer; Dave Gering (dgering@seattleindustry.org);
	Wasserman, Eugene; Dan McKisson
Subject:	Maritime industrial stakeholder letter
Attachments:	2021 08 09 LTR Maritime Stakeholder Review of Industrial Lands PEIS FINAL.pdf
Cc: Subject:	john.m.persak@gmail.com; Chad See (chadsee@freezerlongline.biz); Terri IBU; Tarabochia, Peter; Jordan Royer; Dave Gering (dgering@seattleindustry.org); Wasserman, Eugene; Dan McKisson Maritime industrial stakeholder letter

## **CAUTION: External Email**

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Eric ffitch State Government Relations Manager Tel: (206) 787-3199| Mobile: (206) 369-4968



August 9, 2021

The Honorable Jenny Durkan Mayor, City of Seattle 600 4<sup>th</sup> Ave., 7<sup>th</sup> Floor Seattle, WA 98104

Mayor Durkan:

As the stakeholders who represented the City's maritime and industrial sectors on your Industrial and Maritime Strategy process, we write to share our perspective on the proposed Environmental Impact Statement (EIS) for the strategy's final recommendations.

First, we are grateful to you for convening a process that prioritized the integrity of the city's Manufacturing/Industrial Centers (MICs) and evaluated the best ways to enhance the viability of Seattle's manufacturing and industrial workforce. Lands that are currently zoned for industrial use were protected through the Growth Management Act and by the Puget Sound Regional Council precisely because previous generations foresaw the pressure that would come to develop them for other purposes, irrespective of the value they provide to the trade gateway in our state.

Second, the entire EIS would benefit from the inclusion of more hard data. Direct job numbers, worker demographics, and overall economic impact to the city—from tax revenue to indirect jobs supported – would enhance the context of this EIS. For example, during the Industrial and Maritime Strategy process we compared vacancy rates within the MICs to the demand for industrial development within the city. Both were very strong indicators of the importance of maintaining industrial lands protections. Any discussion of potential rezones should look directly at the inherent tradeoffs. For example, if 600 more residential units are developed within the MICs, what is the corresponding reduction in square footage available for industrial development? How does that reduction in square footage translate directly to job numbers?

Data can also help illustrate the concerns of the industrial and maritime community with freight mobility to industrial lands, including shoreline properties, and incompatible development. Taking the example above, how will 600 new residential units in the MICs manifest in new single-occupancy vehicle trips? And what impact would that have on the time it takes a drayage truck carrying a container, or other large (WB-67) truck to reach its destination? Likewise, how will these additional residential units impact

the safety of freight transportation to and from industrial lands? Such real-world impacts have demonstrable economic and human consequences. The EIS would be strengthened by carefully and deliberately enumerating such tradeoffs. A careful analysis might also determine what the risk would be to industrial and maritime operations of allowing incompatible development close-in to industrial lands, including shoreline properties. An example would be to quantify the impact of additional residential units on noise or nuisance complaints about existing industrial and maritime operations and to catalog potential measures for new developments to minimize these complaints. What have other cities that have sought to integrate residential and industrial development experienced? Does one or the other get pushed out when market forces are left to decide the best disposition of available land?

We appreciate your attention to these few brief, but important, reflections as you begin the EIS, and we look forward to continuing to work with you to ensure our critical industrial lands are preserved.

Sincerely,

The American Waterways Operators Freezer Longline Coalition Inlandboatmen's Union of the Pacific International Longshore & Warehouse Union – Washington Area District Council Manufacturing Industrial Council North Seattle Industrial Association The Northwest Seaport Alliance Port of Seattle Pacific Merchant Shipping Association Seattle Marine Business Coalition



August 9, 2021

OLDER LETTER

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From:	ffitch, Eric <ffitch.e@portseattle.org></ffitch.e@portseattle.org>
Sent:	Monday, August 09, 2021 4:56 PM
То:	Kitchen, Chase
Cc:	Wentlandt, Geoffrey; Holmes, Jim; Bolieu, Sabrina; Lise, Kyra; Gellings, Joseph; Poor,
	Geraldine
Subject:	Port of Seattle-NWSA comment letter/appendix for Industrial Maritime Strategy PEIS
Attachments:	2021 08 09 APPENDIX Port and NWSA detailed technical comments on PEIS.pdf; Port of
	Seattle-NWSA letter to Mayor Durkan re Industrial Lands PEIS - FINAL (8.9.21).pdf

**CAUTION: External Email** 

Chase—Please see attached for a letter from our commission leadership on the PEIS scoping process. Thank you!



Eric ffitch State Government Relations Manager Tel: (206) 787-3199| Mobile: (206) 369-4968





#### ATTACHMENT A – TECHNICAL COMMENTS:

Request for comments on the scope of the City of Seattle's Programmatic Environmental Impact Statement (PEIS) for the Industrial and Maritime Strategy.

Thank you for the opportunity to provide these scoping comments. We look forward to integral involvement in the environmental review of the Industrial and Maritime Strategy PEIS. We request that the PEIS comprehensively analyze the issues raised in this letter and identify potential effects, along with opportunities to modify the project plans to avoid or minimize negative impacts. The comments are organized in the following fashion, with not all sections of the Story Map deemed by staff as requiring our comment:

- 1. Project Overview
- 2. EIS Scoping and Objectives
- 3. Mobility and Freight
- 4. Land Use Concepts and Alternatives

## 1. Project Overview:

*Growth Management Act context:* The Port of Seattle (Port) and The Northwest Seaport Alliance (NWSA) support the Project Overview overall but seeks the inclusion of additional context and historical background on the Growth Management Act (GMA), the "Container Port Element" of the GMA, and the designation and recertification of the city's Manufacturing/Industrial Centers (MICs).

The paragraphs provided below could form the basis for language that would improve the Project Overview's background on the GMA and includes actual legislative language from the GMA and adopted policy language from the Puget Sound Regional Council (PSRC) that the City should include in this overview as well:

"The Growth Management Act (GMA) recognized the importance of port terminals by designating them as "essential public facilities" (RCW 47.06.140). The critical economic role of the marine cargo facilities was reinforced by the 2009 inclusion of the requirement for a Container Port Element, RCW 36.70A.085, for the cities of Seattle and Tacoma.

The 2009 amendment to the GMA (ESHB 1959)<sup>1</sup> showed legislative support for the continued economic development generated by Washington's major ports by declaring that:

"It is the intent of the legislature to ensure that local land use decisions are made in consideration of the long-term and widespread economic contribution of our international container ports and related industrial lands and transportation systems, and to ensure that container ports continue to function effectively alongside vibrant city waterfronts."

<sup>&</sup>lt;sup>1</sup> State of Washington, 61<sup>st</sup> Legislature, Engrossed Substitute House Bill 1959: Marine Container Ports—Use and Planning, Passed in 2009, <u>http://lawfilesext.leg.wa.gov/biennium/2009-10/Pdf/Bills/Session%20Laws/House/1959-</u> <u>S.SL.pdf?cite=2009%20c%20514%20%C2%A7%201</u>. Accessed Aug. 4, 2021.





Further, Manufacturing Industrial Centers are designated by the Puget Sound Regional Council. The Growth Management Act gave counties the authority to plan for areas of specific industrial development, and the PSRC now re-certifies these Manufacturing/Industrial Centers on a regular basis, based on clear certification criteria."

As the City updates the Project Overview to provide additional GMA context, we also request a section that describes how this PEIS process is consistent with the PSRC subarea planning process. With the MIC recertification up shortly, and a subarea plan a component of all regional center certification, details on that process would be a good addition to this document. The PSRC's VISION 2050 includes the following language, relevant to this conversation:

"To preserve existing centers of intensive manufacturing and industrial activity, the region should provide necessary infrastructure and services and restrict incompatible land uses in these areas. The Regional Centers Framework calls for strictly limiting commercial uses in manufacturing/industrial centers. These centers are also not appropriate for residential uses."<sup>2</sup>

We are requesting that the PEIS include a more direct discussion of how any land use changes contemplated would interact with protections put in place by the GMA, the Container Port Element, and how changes might impact the designation and recertification of the MIC. Together, those dynamics emphasize the statewide significance of our deepwater port and the industrial infrastructure that is necessary to support their efficient operation.

*Dynamics of land demand in real estate markets:* The POS and NWSA also request additional discussion in the overview of a key, if hidden, dynamic at play in the zoning conversation undertaken by the PEIS: the one-way nature of re-zones that remove land from industrial zoning and allow residential, or other incompatible, development. In other words, any PEIS that evaluates the re-zoning of land currently protected for industrial use must state clearly that such industrial protections will never be achieved again.

One reason that the POS and NWSA adopted guiding principles in 2016 that emphasized the "no net loss of industrial lands" principles is because these lands are a finite resource that cannot be moved or replaced. Once land in the industrial area is made available for residential development, and subsequent demand for market-rate development has increased property values, it will never be rezoned as land where industrial development is prioritized as a matter of policy. We feel strongly that the dynamic described above must be accounted for in the PEIS.

*Pending Port, Transportation, and new Industrial Building Typology:* The City's "Project Overview" refers to potential developments at T46 proposed by the Port of Seattle and the US Coast Guard. Neither the Port nor the Coast Guard has released even a draft environmental review document. Therefore, it is not reasonable for the City's PEIS to assume any particular

<sup>&</sup>lt;sup>2</sup> Puget Sound Regional Council, VISION 2050: A Plan for the Central Puget Sound Region, Adopted October 2020, <u>https://www.psrc.org/sites/default/files/vision-2050-plan.pdf</u>. Accessed Aug. 4, 2021.





future development at T46, let alone to assume that these two proposals will lead to future residential or commercial development.

The remainder of that particular section makes other assumptions that we would caution against overstating in the PEIS. First, to suggest that the arrival of light rail stations in the industrial areas will be a "catalyst for change" may be true, but the City's Industrial and Maritime Process just arrived at a new vision for the Industry and Innovation land concept, characterized by "high density industrial development." That concept is distinct from a vision for transit-oriented development that assumed housing as a prerequisite near light rail. For that reason, we would urge the PEIS to evaluate the potential arrival of light rail stations from a perspective of promoting access to high-capacity transit without assuming a fundamental change in the character of the area. Once again, referencing Puget Sound Regional Council guidance from its VISION 2050 document might be helpful here:

"Transit-oriented development in or near manufacturing/industrial centers needs to function differently with different uses than other centers to maintain a focus on protecting industrial zoning, jobs, and the region's overall economic vitality."<sup>3</sup>

And finally, we have repeatedly raised this issue with the City throughout our engagement in this process, but at this time the State of Washington *does not have any plans to sell the Armory property at Interbay*. Like the WOSCA property in SODO, the sale and redevelopment of these parcels has been raised for several years running by proponents of up-zoning the area, as an example that things are surely changing. We know from our engagement with the state on the Interbay Public Lands Development Advisory Committee, and from conversations across public agencies, that there will need to be major federal or state funding support before the National Guard's Readiness Center can be moved to its proposed location in North Bend. While we understand the interest in being prepared for an eventual transition out of National Guard use, in ten years or so, we caution against the PEIS assuming it as a given for purposes of evaluating zoning alternatives.

*Equity and Accessibility:* We wholeheartedly agree that "Providing entryways to these careers for Black, Indigenous and people of color (BIPOC) communities is one way that Seattle can advance its commitment to an equitable economy."<sup>4</sup> However, the section begins by highlighting the unequal access to careers in maritime and industrial occupations for BIPOC communities. While we don't dispute that, we would assert that those barriers to access exist in virtually every employment sector in the state. And further, to make that assertion broadly about the entire maritime industry neglects to consider certain segments, like the fishing industry, where BIPOC communities are better represented.

We suggest updating this section by removing the first sentence under "Equity and Accessibility" in the Project Overview to better reflect the challenges that our entire economy has in providing access to BIPOC communities. Data to demonstrate the demographics represented across

<sup>&</sup>lt;sup>3</sup> Ibid.

<sup>&</sup>lt;sup>4</sup> City of Seattle, Industrial and Maritime Strategy, Overview, <u>https://storymaps.arcgis.com/collections/c2bb359825564eb59a2448d61ada631a?item=2</u>. Accessed Aug. 4, 2021.





Washington's employment sectors would be helpful in that comparison. And finally, given the efforts underway by some in the maritime and industrial sector to attract employees from BIPOC communities, we believe the PEIS would benefit from an active discussion of those efforts as well.

#### 2. EIS Scoping and Objectives:

The description of the PEIS proposal states there is an opportunity to build an updated *comprehensive* strategy to strengthen and grow Seattle's industrial and maritime sectors for the future. And, that the City of Seattle is studying a proposal to update its industrial and maritime policies and industrial zoning. Four alternatives, including the no action alternative, have been identified for study in an Environmental Impact Statement.

Our concern is that the alternatives proposed are focused only on zoning and land use. This results in a less than *comprehensive* review of potential impacts.

For a comprehensive review, according to the PSRC's Regional Manufacturing Industrial Center Plan Checklist<sup>5</sup>, the city should consider the following topics and areas of analysis in the PEIS:

- A vision for the center. This should include a commitment to preservation of an urban industrial land base describing the economic role of the center within the city, county, and the region.
- Relationship of the center plan to the city's comprehensive plan, as well as its relationship to VISION 2050 and the countywide planning policies.
- A market analysis of the center's development potential.
- Critical/environmentally sensitive areas in the manufacturing/industrial center and a reference to relevant policies and programs in place to protect those areas.
- Policies and programs for innovative stormwater management.
- Policies and programs to reduce air pollution and greenhouse gas emissions.
- Demonstrate and explain the defined boundaries and shape for the center. Planning area boundaries should fully encompass the designated regional manufacturing/industrial center.
- Employment growth targets that accommodate a significant share of the jurisdiction's manufacturing/industrial employment growth and demonstrate capacity to accommodate these levels of growth. [Note: growth targets are the amount of growth a jurisdiction has agreed to plan for, through the countywide process, throughout its comprehensive plan elements over the 20-year horizon of the comprehensive plan. The targets include both the baseline density (current) plus the 20-year growth. Distinct from growth targets, zoned development capacity is not time-bound and, therefore, can allow higher levels of development.]
- The percentage of planned land use and zoning in the center for industrial and manufacturing uses.

<sup>&</sup>lt;sup>5</sup> Puget Sound Regional Council, Regional Center Plans Checklist, June 2014, <u>https://www.psrc.org/sites/default/files/centerschecklist.pdf</u>. Accessed Aug. 4, 2021





- Strategies to avoid land uses that are incompatible with manufacturing, industrial uses, such as large retail uses, concentrations of housing, or non-related office uses (other than as an accessory use).
- Design standards that help mitigate aesthetic and other impacts of manufacturing and industrial activities both within the center and on adjacent areas.
- Strategies to support or maintain manufacturing industrial industries (i.e., workforce, apprenticeships, land value policies, parcel aggregation, etc.)
- Reference local capital plans for infrastructure, as well as their financing (such as sewer, water, gas, electric, telecommunications). Explain strategies to ensure facilities are provided consistent with targeted growth.
- Transportation networks to and within the manufacturing/industrial center and plans to identify and address deficiencies.
- Strategies that address freight movement (such as rail, trucking facilities, or waterway, as appropriate), including local and regional distribution.
- Strategies that address employee commuting (such as by encouraging modes such as fixed-route and high-capacity transit).
- Relationships to regional high-capacity transit (including bus rapid transit, commuter rail, light rail, and express bus) and local transit, and coordination with transit agencies.

Additionally, the current narrow approach and process outlined by the PEIS scoping documents overlooks the City's responsibility to collaborate with the Port according to RCW 36.70A.085 Comprehensive Plans – Port elements.

## 3. Mobility and Freight:

In the PEIS, please provide information to the public and decision makers regarding the potential effects/impacts of the alternatives on the transportation system, and especially the unique characteristics of Freight Mobility in the Manufacturing & Industrial Centers. The City of Seattle has completed a number of planning documents addressing freight including the Comprehensive Plan Transportation Element, the Container Ports Element, the Freight Master Plan, and the Industrial Areas Freight Access Project. There are unique designations for truck streets, including Major Truck Streets, and a tiered classification system, the Over-Legal route and permit system, the Heavy Haul Network and the unique treatment of Major Truck Streets in the Complete Streets Ordinance—which warrant calling out with regard to impacts. A telling identifier that demonstrates the importance of freight mobility in the MICs is the percentage of trucks vis a vis other traffic on streets in the MICs, and we expect that the PEIS will identify those relative to other city streets

The PEIS should also recognize the multiple freight modes in the city, including freight rail, marine cargo and support services (fueling, tugs, waterside accesses, etc.), and air cargo/package delivery. Together these are the international, national, and local supply chain, provided by both public and private sector interests. While not all modes are under Seattle's jurisdiction, the city does influence the interfaces between these modes and the road system, including truck access to freight intermodal facilities. This includes marina, rail and air cargo transfer terminals, at grade road/rail crossings/closures, bridges (openings to water or roads)





and corridors (railway, waterways and canals such as the Duwamish Waterway and Lake Washington Ship Canal). Impacts on the supply chain, especially City facilities, should be reviewed and disclosed.

As the effects of changes to development regulations are considered, please evaluate how potential new uses affect freight mobility, and in particular the high percentage of truck movements in the MICs compared with overall vehicle activity on any given arterial. This may include the unique size, turning radii, limited driver visibility, acceleration and stopping timing, parking needs when not in use, among others. The PEIS should evaluate potential negative effects on truck mobility and identify solutions:

- The Duwamish MIC sits at the intersection of two major freight corridors of statewide, local, and regional significance, Interstates 5 and 90 (I-5 and I-90), giving it superb access to the national freight network. Those corridors are defined as "major" based on criteria set forth by the Federal Highway Administration.<sup>6</sup> South Atlantic Street, Spokane Street and Michigan serve as the connections between I-5 and I-90 and the Duwamish MIC. Several streets or corridors are Truck Freight Economic Corridors in Washington State's Freight and Goods Transportation System, carrying more than 10 million tons/year. Some serve as NHS Freight Intermodal Corridors. The East Marginal Way and lower Spokane Street corridors have some of the highest truck trip percentages of any corridor in Seattle.
- To the north, the Ballard Interbay North MIC (BINMIC) relies on connectors such as Holman Road, the Mercer Corridor, and Denny Way to connect with the regional system. Key north/south streets also function for transit, including Elliott/15<sup>th</sup> Ave W, Westlake, and the ship canal bridges.
- Between these MICs, as developed in the Industrial Areas Freight Access Project document, please note the connectors between these two MICs and the Regional Highway System are also critical to the city's freight functions.
- Increases in commuting traffic, especially by active transportation modes, may have impacts on the freight system that need to be addressed. Georgetown and South Park illustrate the difficulties of living in, or adjacent to, a MIC. New light rail stations in the MICs will require a different mix of land uses than traditional residential based transitoriented development, as directed by PSRC's guidelines.

In addition, many drayage trucks in the industry are operated by independent BIPOC owners/operators. Any negative impact on truck mobility is likely to have equity impacts that should be addressed by the PEIS.

## 4. Land Use Concepts and Alternatives:

*Overall – Data to aid in comparison:* As we have noted earlier in our comments, we would like to see more detailed data included to help the discussion undertaken by this PEIS. In the alternatives table,

<sup>&</sup>lt;sup>6</sup> U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, 2013. <u>https://ops.fhwa.dot.gov/freight/freight\_analysis/nat\_freight\_stats/mjrfreightcorridors.htm</u>. Accessed Aug. 4, 2021.





we specifically see a use in comparing the potential increase in new residential units with the associated decrease in land available for industrial development. We have seen in prior studies the ability to quantify the economic value of an industrial job to the city's economy, and the number of jobs in the industrial, maritime, and manufacturing sectors that can be supported by a certain square footage of available land. Those include the 2015 PSRC "Industrial Lands Analysis" for the Central Puget Sound region, the 2017 "Industrial Land Use and Employment Study" that was commissioned by the City of Seattle itself, as well as updated numbers that Community Attributes provided to our group at the outset of the Industrial and Maritime Strategy process.

We request adding data on job numbers, salaries, and economic impacts of reducing land available for industrial use by transitioning even a small portion to residential.

#### "Urban Industrial" Land Use Concept:

- The allowances for housing in the Urban Industrial Land Use Concept are being described as very limited with individual developments not being allowed to be 100 percent residential. Buildings that combine bona fide industrial space with residential use will be very foreign to the local developer community. The EIS should explore what are the likely models, if any, for such developments to manifest. This exploration should start by gathering information about historic utilization of the Caretakers Quarters and Artist Studio Dwelling code allowances.
- The Urban Industrial Land Use Concept is being described as targeting startup industrial and maker firms. The EIS should study the degree to which zoning regulations alone can stimulate this segment of industrial activity beyond what it would be under the local economy and business climate. This would include analysis of the role of new development and adaptive building reuse in the stimulus strategy. This is important because these firms are limited in the lease rates they can pay and yet the developments only "pencil-out" when the rental incomes are sufficiently strong. Renovation of older buildings can be particularly expensive for mixed use.

The preceding point about whether zoning regulations alone will stimulate desired outcomes also applies to the other two land use concepts. We are noting that the point is salient for the Urban Industrial land use concept since the startup firms that are targeted have very critical needs.

 An issue with all of the build alternatives is the application of the Urban Industrial (UI) land use concept to the stadium area along 1st Avenue South. As a land use concept, UI has been defined with notions that include small lots, affordable spaces, and targeting of startup firms. The PEIS analysis will need to establish that these conditions exist in the stadium area because the process only established that they exist in the proposed UI areas at the outer boundaries of the MIC's than the conditions in the stadium area.

#### "Industry and Innovation" land use concept:





• The Industry and Innovation Land Use Concept is being described as seeking high employment density but with only a portion of developments required to be in industrial use. The track record of Seattle's Industrial Commercial Zone in producing single-purpose offices underscores the need to carefully account for market forces when crafting the allowances for this new concept. It is possible that market demand research will identify a high-density industrial use such as biotech, but the number of working models for this are very limited. Pursuing such firms through loosening of the zoning must account for the pressure of similar looking non-industrial uses wanting to exploit that loosening.

From: Sent: To: Subject: Dani Flanagan <daniflanagan1@gmail.com> Tuesday, August 10, 2021 10:09 PM PCD\_Industry\_And\_Maritime\_Strategy Support for use of the Maritime Industrial Lands

#### **CAUTION: External Email**

I am writing in support of the idea of providing an opportunity for a community sports complex on the land parcel # 766670-4010, which has remained vacant for 55 years. Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

An indoor sports complex is needed in our community. I used to drive my children over the West Seattle Bridge to participate in sports such as soccer, rock climbing and gymnastics. It would be amazing to have something all kids could use in our area particularily those who are underserved. Please consider increasing the building size limit to 60,000 sq ft. as this is necessary to build such a facility.

Thank you for your thoughtful consideration of the needs in the Delridge, White Center and West Seattle community. Dani Flanagan

From:	Case Creal <case_creal@gensler.com></case_creal@gensler.com>
Sent:	Monday, August 09, 2021 11:36 PM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	Ryan Haines; Kristin Jensen; Karen Thomas; Scott Dunlap
Subject:	SODO comment regarding council recommendations

#### **CAUTION: External Email**

Since 2016, Gensler has been engaged with master planning efforts within the SoDo neighborhood. During that time, we have spoken extensively with workers, business owners, land owners and public organizations about SoDo's current and future needs. Several of the outcomes from these studies run counter to the findings in the City of Seattle's Industrial and Maritime Strategy Council Recommendations. The report notes eleven recommended strategies; we would like to address three of these:

2. Public Safety Partnership to Support Maritime and Industrial Areas. The report notes an increase in crime within the industrial lands. A recognized strategy for reducing various types of crime has been fostering a sense of ownership within a neighborhood. The net impact of the eleven proposed strategies is to reduce the impacts of communities that can claim ownership within SoDo. Prohibiting housing and reducing district-wide commercial opportunities means that fewer groups have the ability to be stakeholders across the whole neighborhood and throughout the day. This leaves large gaps in what would at its best be a community approach to public safety, and necessitates a 'policing' of the area likely be by those outside of the community.

**5. Stronger Protections for Industrially Zoned Lands.** This point specifically notes the closing of loopholes that have allowed non-industrial development within industrially zoned lands. This is mis-leading as it relates to SoDo. The amount of new *development* within SoDo is very small when compared to the size of the district. The trend that this point addresses is the growth of commercial uses in old, unimproved existing spaces that are struggling to find modern industrial tenants. While a certain amount of restriction on commercial uses is needed, the addition of small-scale food and beverage, retail and service offerings serving the workers of SoDo helps to enliven the neighborhood and is a significant reason why workers and visitors come to the area. It helps drive the growth of industrial employment. Increasing the population of industrial workers via actionable strategies is better addressed in points 1, 6 and 7.

8. No New Residential Uses. In our conversations, workers within SoDo indicated that they were struggling to commute from distant, more affordable towns to SoDo. The costs and time associated with the commute were pushing workers out of the district. The prohibition on housing within SoDo is short-sighted. SoDo represents one Seattle's largest opportunities to address the crisis in housing affordability. There is a natural nexus between affordable housing, equity and industrial employment – the opportunities that point 1 seeks to expand for BIPOC, youth and women are best supported through development of housing in close proximity to those jobs.

Since its opening, SoDo Station has seen the fewest number of users of all stations. This is due largely to the size of the community it serves. The city is in the early days of investing in an expansion of light rail and last mile transit connections within the district. It would be unfortunate if the city wastes these investments by supporting short-sighted policies that stunt the growth of the surrounding community.

Expanding the diversity of job opportunities across the district to include modern industrial uses and the businesses that support them and bringing residential options to the neighborhood's diverse workers would make SoDo a model for equitable, sustainable growth.

We would be happy to discuss these further.

Thank you,

Case

Letter 4

#### **Case Creal** Senior Associate

#### Gensler Seattle

+1 206.654.2134 Direct +1 206.654.2100 Main

From: Sent: To: Subject: Ashley Miller <amiller@evo.com> Monday, August 09, 2021 6:13 PM PCD\_Industry\_And\_Maritime\_Strategy Comment regarding parcel # 766670-4010

CAUTION: External Email

To Whom it May Concern:

I am writing in support of the development of a new Seattle Sports Complex. As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.

Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas. Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft. This building has incredible potential for our community.

Many thanks,

Ashley Miller

Ashley Miller General Manager of Community Impact

evo HQ 401 N 36th Street, Suite 200, Seattle, WA 98103 Visit us in-store> Travel with us> Letter 5

From:
Sent:
To:
Subject:

Wayne Lau <whlau50@gmail.com> Monday, August 09, 2021 5:01 PM PCD\_Industry\_And\_Maritime\_Strategy Comment on Land Use Parcel 766670-4010

**CAUTION: External Email** 

I am writing to express my strong beliefs regarding the above-referenced parcel in West Seattle.

My comments and points are as follows:

In accordance with your principles as stated in Industrial and Maritime Policy every effort should be made to utilize the site that would further restorative economics to support the cultural, economic, and political power of communities most impacted by economic and racial inequities

The site has been undeveloped and unutilized for over 50 years. It is not bringing any income to the ownership, Port of Seattle.

Unless variances and changes in policy are promulgated, the condition of the site as brownfields and currently utilized as a landfill cannot be developed to its highest and best use. This has made development of the site a very low priority for developers and potential users.

I am a resident of West Seattle, live within within 2 miles of the site (I live on Harbor Avenue SW). I would advocate increasing the permitted square footage of a proposed building, and seek to work with a group, Seattle Sports Complex Foundation, so that a public-benefit recreational facility can be constructed that would benefit the nearby residents. In particular, as racquet sports have been more and and more popular with communities of color (of which I am also a member), this would have great benefits in narrowing the racial and economic equity gaps.

Thank for your giving careful consideration in your planning process and doing the right thing for the People of Seattle.

Wayne Lau 206 769-1046

From:	Mackenzie Chase <mackenziec@seattlechamber.com></mackenziec@seattlechamber.com>
Sent:	Monday, August 09, 2021 5:00 PM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	Alicia Teel
Subject:	Seattle Metro Chamber - Comments on the scope of the EIS for the Industrial and Maritime Strategy update
Attachments:	SMCC Comments - EIS for the Industrial and Maritime Strategy Update.pdf

**CAUTION: External Email** 

Dear Planning and Community Development Staff:

On behalf the Seattle Metropolitan Chamber of Commerce and our 2,500 members, attached please find comments on the scope of the EIS for the Industrial and Maritime Strategy update.

Thank you, Mackenzie

# **Mackenzie Chase**

Director of Policy <u>Seattle Metropolitan Chamber of Commerce</u> <u>mackenziec@seattlechamber.com</u> | **d**: 206-389-6397

The Seattle Metropolitan Chamber of Commerce continues to work remotely and we are hosting our events as <u>webinars</u>. <u>Click here</u> for coronavirus resources for your business.

City of Seattle Planning and Community Development P.O. Box 94788 Seattle, Washington 98124-7088

Dear Planning and Community Development Staff:

Subject: Comments on the scope of the EIS for the Industrial and Maritime Strategy update

On behalf of the Seattle Metropolitan Chamber of Commerce and our 2,500 members, thank you for the opportunity to provide comments on the scope of the EIS for the Industrial and Maritime Strategy update.

We strongly encourage you to include jobs and economic impact as one of the topics to be considered. Seattle's industrial lands offer some of the few high-wage job opportunities available to people without a four-year degree, and any impacts on high-quality jobs should be considered and analyzed. We also encourage you to ensure that the EIS reviews any impacts to freight mobility and freight corridors.

Finally, the Chamber remains a strong supporter of transit-oriented development. We encourage the City to consider how transit-oriented development might look different in industrial lands, while still achieving the goal of denser opportunity without complete dependence on a car. For example, while citing dense housing developments around transit stations in a residential neighborhood makes sense, it might make more sense to cite job-dense developments without housing near transit in industrial zones.

Seattle has limited and irreplaceable industrial lands, many of which are physically tied to Seattle's port and cannot be relocated. If industrial lands are rezoned for residential development, history tells us that lands will quickly become unaffordable for industrial purposes.

Sincerely,

Alicia Teel Senior Vice President of Public Affairs and Communications

Linnea Westerlind <lkwesterlind@yahoo.com> Monday, August 09, 2021 4:41 PM PCD\_Industry\_And\_Maritime\_Strategy Parcel # 766670-4010

**CAUTION: External Email** 

I'm writing to express my support for using city of Seattle land parcel # 766670-4010 for community/recreational benefit. This land has been vacant and underutilized for 55 years.

As you conduct the EIS study of industrial and marine land, please consider how this and other parcels could be maximized for public benefit. One thing that would help is increasing the building size limit.

As a Seattle resident with three kids under 18, I'd love to see the city's underutilized land be put to great use for recreation--parks, a rec center, tennis facility or other community use. We have such limited available land in Seattle, let's use every great inch!

Thanks, Linnea Westerlind Ikwesterlind@yahoo.com Resident, West Seattle

Letter 9

From:
Sent:
To:
Cc:
Subject:

Mark Turner <mnturnermsod@gmail.com> Monday, August 09, 2021 4:38 PM PCD\_Industry\_And\_Maritime\_Strategy Ilcorbin@gmail.com Approve request!!!

**CAUTION: External Email** 

# Please approve this request:

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.

Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas. Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-act

Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Sincerely, MNT

#### CAUTION: External Email

As you conduct the EIS study and potential changes to policies and zoning for the Maritime industrial lands, please take a very close look at Parcel #76670-4010.

Land is scarce in Seattle and, we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly In the Underserved South and West Seattle areas.

We have little or no access to indoor tennis or soccer sports.

We are without the W.S. bridge so, tennis lessons or games at Amy Ye's indoor courts is nearly impossible. We have no indoor soccer fields for practice or games.

Seattle is a rainy city during most of the year and Seattlites are very health conscious and sports enthusiasts. The city has taken away tennis courts in Lincoln Park and, are threatening to take away our beautiful tennis court in a fabulous pocket park named Lowman Beach Park.

Please consider our plea for an indoor sports complex on Harbor Avenue and increase the building size to 60,000 square feet.

Also known as the CEM site, this land is the former W.S. Landfill. The challenging characteristics of the 13 acre brownfield have kept it from being developed by a maritime business or other industry for decades.

Sincerely, Rita and Chuck Hammerberg

From:	Natalie Quick <natalie@nataliequick.com></natalie@nataliequick.com>
Sent:	Monday, August 09, 2021 4:16 PM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	Peggi Lewis Fu; Ian Morrison
Subject:	Scoping comment letter from NAIOP
Attachments:	NAIOP Industrial Lands SEPA scoping 8.2021.pdf

#### **CAUTION: External Email**

On behalf of NAIOP Commercial Real Estate Development Washington State ("NAIOP") and our industrial, office and residential property owner / developer members, this letter provides scoping comments as part of the City of Seattle's 2021 Industrial and Maritime Strategy's upcoming Environmental Impact Statement (EIS) process.

Thank you, Natalie

--

Natalie Quick | President & CEO Natalie Quick Consulting 206-779-0489 (p) natalie@nataliequickconsulting.com (e) Find me online: http://www.nataliequickconsulting.com/


August 9, 2021

Seattle Office of Planning and Community Development c/o Jim Holmes

To Whom It May Concern:

On behalf of NAIOP Commercial Real Estate Development Washington State ("NAIOP") and our industrial, office and residential property owner / developer members, this letter provides scoping comments as part of the City of Seattle's 2021 Industrial and Maritime Strategy's upcoming Environmental Impact Statement (EIS) process.

NAIOP and our members have been deeply involved in policy conversations around the future of Seattle's industrial lands for decades. We continue to support the City's commitment to protecting our working waterfront and the core industrial lands that are vital to protecting family-wage jobs and the efficient flow of freight and cargo goods in and out of our region.

That said, we do not believe all 5,000 acres of our City's industrial lands should be treated the same. We applaud OPCD staff for evaluating a range of possible uses in areas that are no longer in "core" industrial use, especially near transit areas. New policy direction included in the Industrial and Maritime Strategy would strengthen the market for new light industrial jobs, as well as adding high-density employment near transit stations, if the project includes industrial uses in the same project.

We believe in some areas, this work could go further, and our request is for the following topics to be analyzed as part of the EIS process, ensuring that this effort fully considers the billion-dollar taxpayer investment in current and future light-rail transit stations that fall within this study area.

Our recommendations include:

- Expanding study of the Seattle Mixed zone in Interbay (including the Armory site), Ballard and areas of SODO within a ¼ mile of an existing or future transit station.
- Exclude adoption of the current Comprehensive Plan Amendment that would prohibit removal of land within the MIC or BINMIC until the 10-year Comprehensive Plan update process. There has not been adequate discussion or public vetting of this very restrictive policy among impacted parties and it is also unclear how removing this much land from any future non-industrial use would impact long-term housing supply and affordability.
- Include a modern definition of "industrial" uses, to ensure that the opportunity for adding employment near transit stations, if industrial uses are included in the same project, attracts businesses that are part of today's evolving industrial workforce.

Thank you for the opportunity to provide these comments to the City of Seattle's 2021 Industrial and Maritime Strategy's upcoming Environmental Impact Statement (EIS) process. We look forward to continuing to engage with you on these new polices as they move forward.

Sincerely,

Peggi Lewis Fu Executive Director NAIOP Washington State

From: Sent: To: Subject: bluewillowcater@aol.com Monday, August 09, 2021 3:44 PM PCD\_Industry\_And\_Maritime\_Strategy Fwd: Seattle sports complex

**CAUTION: External Email** 

8/8/21

As A West Seattle resident all my life, please consider these comments when making choices for the future use of this area-

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.

- Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.
- Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thank you, Sincerely, Paul S Carow 206-876-0004

From: Sent: To: Cc: Subject: bluewillowcater@aol.com Monday, August 09, 2021 3:41 PM PCD\_Industry\_And\_Maritime\_Strategy Ilcorbin@gmail.com Seattle sports complex

#### **CAUTION: External Email**

8/8/21

As A West Seattle resident all my life, please consider these comments when making choices for the future use of this area-

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.

- Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.
- Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thank you, Sincerely, Patricia C Carow 206-851-7843

#### Letter 13

#### Holmes, Jim

From:	Jenni Bodnar <jennbod@gmail.com></jennbod@gmail.com>
Sent:	Monday, August 09, 2021 3:37 PM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	Lisa Corbin
Subject:	Available land for community enhancement at parcel # 766670-4010

**CAUTION: External Email** 

Hello,

I am writing this email regarding the future development possibilities of parcel # 766670-4010.

I am a 4th generation West Seattle resident who over time has seen the incredible growth of both Seattle at-large and also the significant increase in population in and around the Duwamish peninsula.

This parcel just off of Harbor Avenue, has been vacant for 55+ years and would make an incredible impact to the local community by being available for development. I would be very much in favor of it becoming a recreation facility for all ages in our underserved South and West Seattle communities.

Knowing this is the former West Seattle Landfill site, and that is considered 13 acres of brownfield, there is a committed group of citizens who would love to see this site become a wonderful addition that supports the health and wellness of our community.

We are hoping to locate a 60,000 square foot multi-purpose building to host sports and recreation leagues that could potentially also be used as an event center for numerous activities.

This is an opportunity to create a vibrant community enhancement that will bring new life, new growth opportunities to our area.

Thank you for your thoughtful and visionary consideration,

Jenni Bodnar 1727 Harbor Avenue SW Seattle, WA 98126

Sent from my iPad

From:	Jill Wakefield <jwakefi777@comcast.net></jwakefi777@comcast.net>
Sent:	Monday, August 09, 2021 3:33 PM
То:	PCD_Industry_And_Maritime_Strategy
Subject:	Suggestion for PCD Industry and Maritime Strategy

**CAUTION: External Email** 

As you conduct the EIS study and potential changes to zoning for the Maritime Industrial lands, I am asking that you review parcel #766670-4010 which has remained vacant for 55 years.

I believe that this site could be used for community benefit, particularly the underserved communities in South and West Seattle.

This site (CEM) is a former landfill. As a 13 acre brownfield, it has been challenging to development by a maritime business or other industry. Please increase the building size limit to 60,000 square feet.

Sincerely,

Jill Wakefield Resident of West Seattle

From:	Kathleen Johnson <kathleen@historicsouthdowntown.org></kathleen@historicsouthdowntown.org>
Sent:	Monday, August 09, 2021 3:27 PM
То:	PCD_Industry_And_Maritime_Strategy
Subject:	Scoping Comments Historic South Downtown
Attachments:	Seattle Industry and Maritime Scoping Comments HSD 8 9 2021.pdf

#### **CAUTION: External Email**

Please find attached our scoping letter. Thank you for the opportunity to comment.

Kathleen Barry Johnson Executive Director Historic South Downtown historicsouthdowntown.org 206-351-4813



Kathleen Barry Johnson, Executive Director

#### **BOARD OF DIRECTORS**

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Karen True

August 9, 2021

Submitted via email to: PCD\_Industry\_And\_Maritime\_Strategy@seattle.gov

Seattle Industrial and Maritime Strategy, c/o Geoff Wentlandt City of Seattle Office of Planning and Community Development 600 4<sup>th</sup> Ave, 5<sup>th</sup> Floor Seattle, WA 98104

Re: Scope of the EIS for Industrial and Maritime Strategy Project

Dear Mr. Wentlandt:

This letter is submitted on behalf of the Pioneer Square International District Community Preservation & Development Authority (dba Historic South Downtown, *hereinafter* HSD). HSD appreciates the opportunity to submit input on the scope of the environmental impact study for the Industrial and Maritime Strategy project. Below you will find background on HSD and the two communities we serve, in support of our single scoping comment: that the SEPA EIS process for the Seattle Industrial and Maritime Strategy be delayed until the impacted communities can complete their work on the pending WSBLE DEIS and Section 106 work.

# ABOUT HISTORIC SOUTH DOWNTOWN AND OUR STAKEHOLDERS

HSD was created by the Washington State Legislature in 2007 in response to unprecedented impacts of ongoing construction of major public facilities, public works, and capital projects in and around the Pioneer Square and Chinatown-International Historic Districts. It was created to preserve, restore, and promote the health, safety, and cultural identity of Seattle's Pioneer Square and Chinatown-International District neighborhoods. HSD is governed by a board of directors elected to represent local government and business, residents, arts organizations, non-profits, and historic and cultural organizations from each neighborhood.

Because of our focus on the vitality of the south downtown neighborhoods, Historic South Downtown and our stakeholder partners are keenly aware of the importance of the long-term nature of the work at hand. We view every land use decision as a 100-year impact decision. Pioneer Square abuts the SODO planning area. Visitors, workers, trucks and trains connected to the Industrial and Maritime areas currently travel through South Downtown. When the West Seattle Ballard Link Extension (WSBLE) project is complete, trains that connect through South Downtown will serve Ballard, Interbay, SODO and West Seattle/Harbor Island maritime and industrial areas, as well as transporting workers from as far away as Everett and Tacoma. One reason that HSD was formed by the State to partner with the communities of South Downtown is the limited capacity and very high demand upon these neighborhoods for awareness and participation in major publicly-funded developments. In recent years neighborhood organizations and individuals have been asked to consult on the massive Alaskan Way Viaduct Replacement Project, the Elliott Bay Seawall Project, the Seattle Waterfront, and the Streetcar projects. Rebuilding of Alaskan Way continues to disrupt the Pioneer Square neighborhood, and area-way issues impact the flow of heavy truck traffic throughout the area. Pioneer Square and the Chinatown-International District are still recovering from construction of the First Hill Streetcar and the cancellation of the 1<sup>st</sup> Ave segment. More than a dozen private construction projects are in various stages of development. Both neighborhoods face ongoing public construction impacts from sewer, water, and lighting system upgrades meant to benefit all of Seattle, as well as unaddressed failing infrastructure. Community members feel the burden of a hot real estate market on rents and cost of living.

All of this occurs in the context of and independently of the ongoing Global Pandemic Emergency, spiraling homelessness and violent crime, particularly incidents aimed at API residents. All of this is taxing our resources and challenging our resilience.

According to the U.S. Census, over three-quarters of the population of the Chinatown-International District and over 40 percent of the Pioneer Square identifies as minority (2012-2016 American Community Survey). Nearly 30 percent of the population in both neighborhoods have incomes below the federal poverty level (2012-2016 American Community Survey). The highest concentration of homeless people in King County is in Pioneer Square, with over 44 percent of the population homeless (2010 U.S. Census). In the three Census block groups that comprise the Chinatown-International District, 12 to 30 percent are seniors and 25 to 40 percent of households are linguistically isolated (2012-2016 American Community Survey).<sup>1</sup>

Data from the Chinatown-International District 2020 Healthy Community Action Plan (<u>https://living-future.org/wp-content/uploads/2017/08/2020-CID-Healthy-Community-Action-Plan.pdf</u>) shows that, when compared with other neighborhoods in Seattle and King County, the Chinatown-International District shows the highest rates of mental distress, diabetes, preventable hospitalizations, and poor housing conditions. According to the authors of the Chinatown-International District 2020 Healthy Community Action Plan, these complex health and social issues result from years of historic disinvestment and institutional racism.

Despite the challenges Pioneer Square and Chinatown-International District residents face, our neighborhoods have community cohesion, or linkages that neighbors feel to one another and community services, and resources to support them. For example, there are many health and human services providers throughout Pioneer Square and the Chinatown-International District, including: International Community Health Services (ICHS), Chief Seattle

<sup>&</sup>lt;sup>1</sup>According to the U.S. Census Bureau, a linguistically isolated household is defined as a household in which no person age 14 and over speaks a language other than English speaks English "very well".

Club, Seattle's Union Gospel Mission Men's Shelter, Chinese Information and Service Center, Downtown Emergency Services Center, Compass Housing Alliance, Interim Community Development Authority, and Seattle Chinatown-International District Public Development Authority (SCIDpda). There are community gathering places where neighbors come together, including: Occidental Square, Hing Hay Park, the public plazas at Union and King Street stations, Donnie Chin International Children's Park, and the Danny Woo Community Garden.

In addition to being home to vulnerable people, Pioneer Square and Chinatown-International District are the site of some of the most precious historic resources in Seattle. The Pioneer Square Historic District was one of the first districts to be listed on the National Register of Historic Places as a district, as well as containing many buildings that are individually listed on the National Register. Pioneer Square is "Seattle's First Neighborhood," home of its first major business district and the location of many of the significant events during its early history. Pioneer Square also housed the city's original Chinatown. The center blocks of Seattle's current Chinatown-International District were added to the National Register in 1986; the neighborhood also contains many individual buildings that are both city landmarks and listed on the National Register. Chinatown-International District as a whole has played a central role in the development of Seattle and the region, as it has been home to waves of immigrants from China, Japan, and other parts of Asia who have passed under the China Gate and claimed their version of the American Dream. It is essential that any significant public investment, such as West Seattle/Ballard Link, be designed and constructed to preserve, and not impair, the historic resources of these two historic neighborhoods.

Since 2019, HSD has been working with the neighborhoods to build capacity in preparation for the release of Sound Transit's Draft EIS document for the WSBLE project, which we continue to expect during the third quarter of 2021. HSD has received approximately \$200,000 in support from the City of Seattle to consult, assist in community outreach and prepare for the EIS process. We have worked with the City and Sound Transit on the implementation of a critically needed Racial and Equity Toolkit (RET), which, if followed, promises to help to mitigate the historic racism and under-investment faced by these and other similar communities.

Consulting parties to the WSBLE 106 process are also preparing to comment on a massive document cataloguing historical resources and a redefinition of the proposed area of potential effect.

#### SCOPING COMMENTS SUMMARY

We recognize that the City and the Industrial and Maritime Commission is committed to moving the strategy plan forward quickly, in part to mitigate any risk of delay associated with the upcoming mayoral administrative transition. We will limit our comments in this letter to those related to the problems created by the timing as it has been outlined to us by staff from the Office of Planning and Community Development (OPCD). However, we support and incorporate further substantive comments provided to you by the Alliance for Pioneer Square.

#### TIMING OF THE DRAFT EIS PROCESS

Under the Washington State Environmental Protection Act (SEPA), local and state agencies are directed to engage members of the public in the planning process. HSD has been notified that OPCD intends to release a DEIS document for this project during the fall of 2021, concomitantly or overlapping the period of review for the DEIS from the WSBLE project.

As you know, HSD and the City of Seattle, primarily through the Department of Neighborhoods, have been working very hard to assist the two historic neighborhoods of South Downtown to navigate the Sound Transit WSBLE project. WSBLE is the largest investment in transit infrastructure in the history of this city. It requires an extensive amount of attention, expertise, organization, investment, and energy. Even with the help of the City, this is a significant burden on residents and community organizations who come to the table with a variety of understanding of major project development.

Staff from HSD, the Alliance for Pioneer Square, SCIDpda, InterimCDA, International Community Health Services, Wing Luke Museum of the Asian Pacific American Experience, Chinese Information Services Center, CID Business Improvement Association, CID Coalition, and area business owners and manager have been working together and with consultants to understand the WSBLE project and prepare for that DEIS.

HSD believes that the intent to publish the DEIS for the Industrial and Maritime Strategy in the fall of 2021, is, frankly, an untenable twisting of the letter and intent of SEPA. The SEPA process is the only legally binding opportunity to hear the input of stakeholders who were not able to vote as part of the commission's work.

South Downtown is tired. The cumulative impacts of the pandemic, a heat disaster, and all of the "regular" demands of the projects like the WSBLE DEIS weigh heavily on our ability to engage. Our residents and our organizations want to be great neighbors and partners but we just can't endlessly ramp up to participate in ever more critical and impactful projects that will change the landscape of our city for the next 100 years.

On behalf of the people who live, work and play in South Downtown, HSD requests that the DEIS not be released until after the WSBLE DEIS comment period has concluded.

Thank you for this opportunity to comment.

Kathleen Barry Johnson Executive Director Historic South Downtown

From:	Daggs at Home <dagghome@comcast.net></dagghome@comcast.net>
Sent:	Monday, August 09, 2021 3:17 PM
То:	PCD_Industry_And_Maritime_Strategy; llcorbin@gmail.com
Subject:	Seattle sports complex

**CAUTION: External Email** 

To whom it may concern

Please consider parcel # 766670-4010 for an indoor tennis facility. It has been vacant for 55 years and our community is in need of an indoor tennis location. The challenging characteristics of the 13-actre brownfield have kept in undeveloped for decades. Increasing the size limit to 60K square feet would also be optimal to facilitate this project.

Steve Dagg

From:
Sent:
To:
Subject:

Gina Topp <ginatopp@gmail.com> Monday, August 09, 2021 2:52 PM PCD\_Industry\_And\_Maritime\_Strategy comment

**CAUTION: External Email** 

August 9, 2021

To: Office of Planning and Community Development, City of Seattle

I am writing today to share my thoughts and provide applaud the work you are doing to support the next generation of industrial and maritime jobs and to grow thousands of living-wage jobs, while providing equitable access to opportunities for BIPOC communities and women.

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a close look at parcel # 766670-4010, which has remained vacant for 55 years. Land is scarce in Seattle, and I believe in the importance of being good stewards of the land by activating unused spaces for community benefit. This unique parcel in West Seattle, currently designated IG2 within the Duwamish MIC, offers opportunity for economic growth and civic enrichment of Seattle.

Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades.

The site is a very large black asphalt expanse of nothingness. Under the asphalt is a series of tubes that collect the methane gas generated by the former landfill. The entire site is 30 feet high, not easily seen from Harbor Avenue because of the berm and trees that are on the west side of the property.

Here are the specifics of the CEM property in West Seattle:

- No history of maritime or industrial jobs
- No water access
- No utilities to the site
- No access to T5 or other Port Operations
- Ingress/Egress from Harbor Avenue only- Heavy trucks prohibited on Harbor Avenue
- Residential neighborhood directly West of Site
- Site is restricted for development under a consent decree with the department of ecology

• Barriers in existence: 30 feet high, retaining wall on east boundary abuts railyard, west boundary is Harbor Avenue, North boundary is SW Florida St, and South Boundary is a slag pile (owned by Nucor Steel)

• NO OTHER organization has shown continued interest in the property due to multiple limitations

Our group, Seattle Sports Complex Foundation (SSCF) is committed to leveraging the power of sports for good by building a state-of-the-art, multi-sport facility serving the Pacific Northwest – regardless of age, economic circumstances, or abilities. We will partner with community centers to

expand the opportunities for kids and teenagers in the underserved area. This addition also enhances the area creates and asset to those working in these imperative industrial and maritime jobs.

For more than four years our organization has had multiple stakeholder meetings with Port Commissioners, MLK Labor leaders, elected officials, community leaders, philanthropists, youth serving organizations, bankers, civic organizations, environmental consultants, architects, the King County Play Equity Coalition, coaches, carpool moms and dads, and local sports fans.

More than 4 years ago, the Port of Seattle stated that it intends to announce the Request for Proposals to lease the land to a long term (50 plus years) tenant. It has made no movement in this direction so the site continues to remain vacant and unused.

With land at a premium in the Pacific Northwest, our plan will protect the industrial lands while allowing the restoration and revitalization of the CEM site, and become a vibrant community asset for people of all ages, particularly our youth and for those working in the vicinity.

With the increase in building size limit, the former landfill turned athletic complex offers job creation, revenue generation for the city, health and wellness opportunities, and activation of a dormant brownfield- this is all possible without removing any industrial land from the MIC.

According to the City of Seattle's zoning definitions "The intent of the IG2 zone is to allow a broad range of uses where the industrial function of an area is less established than in IG1 zones, and where additional commercial activity could improve employment opportunities and the physical condition of the area, without conflicting with industrial activity."

We are proposing commercial activity on this dormant site that would improve employment opportunities as well as the physical condition of the area, without conflicting with industrial activity. We need an increase in the building size limit to do this.

All will benefit when this property is activated as a recreation and play place for the entire community. Maritime and industrial workers are concentrated in South and West Seattle and have less access to the amenities, courts, and fields that are in other parts of the city. Development of this dormant land for sports and training is an efficient, practical, and public-spirited move for the ongoing livability of the region. With creativity and collaboration, anything is possible!

We request that the study include: Benefit of increasing the building size limit from 10,000 sq ft to at least 60,000 square feet for the CEM site in West Seattle.

Thank you, Gina Topp

From:	Stacy Oaks <stacy@350seattle.org></stacy@350seattle.org>
Sent:	Monday, August 09, 2021 2:41 PM
То:	PCD_Industry_And_Maritime_Strategy
Subject:	Scoping Comments Industrial & Maritime Strategy
Attachments:	8_9_21 SCC Scoping Comments.docx (1).pdf

**CAUTION: External Email** 

Hello, please see the attached scoping comments from Seattle Cruise Control for the Seattle Industrial & Maritime Strategy.

Please reach out with any questions or issues with the attachment.

Sincerely, Stacy Oaks Seattle Cruise Control Steering Committee (425)280-0900 City of Seattle Office of Planning and Community Development 600 4th Ave Floor 5 Seattle, WA 98104 PCD\_Industry\_And\_Maritime\_Strategy@seattle.gov

#### Sent via email on 8/9/21

Re: Scoping Comments for the City of Seattle Industrial & Maritime Strategy.

Greetings to all at the Office of Planning and Community Development,

Thank you for this opportunity for Seattle Cruise Control to submit comments in response to the City of Seattle's request for comments on the scoping phase of the EIS for the Seattle Industrial & Maritime Strategy.

Seattle Cruise Control is a group of volunteers, calling attention to the harmful impacts of the cruise industry both locally and globally, on the climate crisis, public health, air and water quality, marine ecology, labor, and communities affected by increased flights and overtourism.

Below are our comments. We hope that when the draft Environmental Impact Statement ("EIS") is published, we can continue to engage in the process.

# EIS Broad Concepts:

The Environmental Impact Statement must:

- 1. Highlight the unbroken chain of old (segregationist, exclusionary, inequitable) plans and recommendations that feed into current plans.
- 2. Identify the conflict points and constraints that squeeze industrial land from both inside and outside industrial zones/Manufacturing Industrial Centers (MIC), and
- 3. Address the existential threat of climate change as a theme throughout the entire document, including as point sources of pollution from uses in the industrial zones as well as sources of traffic that create pollution outside of the boundaries of the MIC.
- 4. All greenhouse gas (GHG) emissions should be counted using lifecycle emissions from extraction to use and be based on best available science. Methane effects should be evaluated using their 20-year global warming potential (GWP) rather than their 100-year GWP, since irreversible climate tipping points may be reached in the next ten to twenty years.
- Externalized health and economic losses due to extreme weather caused by GHG emissions, should be accounted for; e.g., the loss of <u>hundreds of lives</u>, <u>billions of marine</u> <u>creatures</u>, and damage/loss to the Washington state <u>cherry crop</u> and <u>onion crop</u>, due to the June 2021 northwest heat dome event.
- 6. When defining and analyzing job creation, the scope should include all jobs resulting from industrial businesses, not just local jobs. For example, the cruise industry supports longshoremen locally, but also supports many on-board jobs with very low pay and harsh

working conditions. There should be a wider scope of analysis to determine if these jobs are "good jobs," that includes factors such as: exposure to health-harming conditions, temporary/seasonal vs. permanent, full-time vs. part-time, benefits, union availability and workplace protections, ability to afford and find housing near the workplace, availability of affordable near-job childcare.

- 7. Companies within industrial lands should be evaluated on the following:
  - whether they avoid paying local, state or federal taxes;
  - whether they agree to honor Free, Prior Informed Consent (FPIC) as defined by the United Nations;
  - whether they have a record of felony violations of environmental laws;
  - their level of dependence on fossil fuels;
  - their negative impacts on human health;
  - ratio of compensation of CEO to lowest-paid worker (including contracted workers);
  - diversity of board and management positions as well as overall workforce.

Companies receiving negative evaluations on these criteria should be avoided, if possible, or discouraged through the use of fees and strict restrictions; companies receiving positive

evaluations should be prioritized and/or incentivised.

At a document level, the EIS must include data as baselines on subjects that are vital to the history and future of industrial areas, including:

- 1) Historic segregation and the relationship between redlining and industrial areas,
- 2) Lot size analysis showing how large properties are within the MIC and where else in the city has parcels zoned large enough to accept buildings that are opting for the MICs,
- 3) Climate change and pollution data broader than just factories, but in the transportation infrastructure too,
- 4) Non-plan constraints on development, such as court orders and community agreements.
- 5) Combined health metrics for city-wide communities that do not compartmentalize impacts of pollution, contamination, and noise.

#### **EIS Comprehensive List**

#### Elements

Putting together multiple elements under "Biological Resources and Resiliency" and "Environmental Health and Compatibility" will bury some very important concepts, particularly when it comes to rezoning industrial areas. There are four elements that should be taken out of bundles and addressed independently and completely.

**Climate change and greenhouse gases:** Listed in the scoping as part of water resources under the larger "biological" umbrella, the existential threat of climate change is diminished in the overall scoping discussion. Greenhouse gases (GHG) are incorporated as an issue of air quality and impact on health. These two issues should be highlighted as their own element. Focusing on climate change as just the potential damage of sea level rise does not include the impact of wildfire smoke and historic heat waves, particularly in mostly paved industrial areas. Making GHG a component of air quality misses the way land use itself can add to or reduce the effects of climate change. These effects must not be buried.

A more complete consideration of the effects of climate change needs to include adverse effects on the Northwest's natural resource economy, cultural heritage, built infrastructure, recreation, and the health and welfare of Northwest residents, as described in the <u>Fourth National Climate Assessment, Chapter 24</u>, and in the report <u>No Time to Waste: The Intergovernmental Panel on Climate Change's Special Report on Global Warming of 1.5°C and Implications for Washington State</u>, from the University of Washington Climate Impacts Group. Effects to be considered include:

- Impacts to Northwest tribes, whose culture and livelihoods are strongly linked to natural resources which are threatened by climate change.
- More very hot days are likely to increase hospitalizations, deaths, and demand for emergency medical services; increases in ground-level ozone associated with higher summer temperatures are also expected to increase deaths.
- Ocean acidification will harm species with calcium-based shells, such as oysters, clams, mussels, and crabs; coldwater fish across Washington state are expected to be harmed by warmer streams and streamflow changes such as higher peak flows and lower low flows. Potential fisheries closures will result in economic and cultural loss to both commercial and subsistence fisheries.
- Reduced snowpack and reductions in summer water supply will reduce summer hydropower production, cause irrigation shortages and conflicts over water resources, negatively affect salmon populations, cause recreation losses in both winter and summer, and may affect public health through impacts on drinking water quality.
- Rising seas, more intense heavy rains, river floods and increasing temperatures will likely cause transportation closures, delays or detours, especially for facilities and transportation lines located in or near coastal and low-lying areas.
- Coastal wastewater and stormwater collection systems are likely to experience more problems with saltwater intrusion, corrosion, flooding and inundation, increasing maintenance costs.
- Increased wildfires could interrupt or damage power generation facilities and energy transmission and distribution infrastructure.
- Rising temperatures and changing tick habitat are likely to lead to higher rates of Lyme disease and West Nile virus.

Since cargo and cruise ships emit GHGs during the entirety of their voyages, all of these emissions need to be considered when evaluating climate impacts. Note that local GHG inventories account for emissions only when the ships are in a limited geographical area.

All greenhouse gases need to be measured in absolute quantities, not using relative metrics such as CO2 per ton of cargo shipped.

Activities which are highly polluting should be evaluated as to whether they are essential or non-essential. Efforts should be made to avoid, limit, or reduce non-essential, highly polluting activities.

**Historic land use:** Too often, current planning comes up with an equity analysis and pats itself on the back for the excellent outreach they have attempted. However, the new plans rarely go back into the archives to examine how racism and segregation shape the very questions we're asking today. Our industrial areas were codified in the 1930s. They have plans that were made in the 1990s. Neither of those eras performed the equity analysis that we do today, yet we carry forward the same boundaries and same recommendations that have been on the books for decades. Equity demands recognizing the sources of Seattle's visible and invisible boundaries.

Additionally, there is no master list of agreements between the city, community groups, and companies or agencies that control land use decisions. We don't know how many are still in effect. One example is the Short Fill agreement between the Port of Seattle and the Magnolia Community Club that limits development at Terminal 91. These must see daylight as an element.

**Rail, truck and shipping traffic:** The proposed transportation element does not include mention of the massive railroad yards in Interbay or the Duwamish or the tunnel connecting the two under downtown. Similarly the City's estimates for truck traffic do not account for changes outside of the industrial areas, including growth in Ballard, changes to Mercer, and even the removal of the Viaduct. There also happens to be a neighboring very large body of water with extremely large and polluting cruise ships and port vessels that do not get counted in many of the local pollution numbers. Changing estimates for rail, truck, and shipping traffic is an incredibly difficult question because vital parties to freight and rail in the area - including BNSF, the Port of Seattle, and numerous shipping companies - are notoriously opaque with their numbers and difficult to work with. But industrial zoning is going to drive the rebuilding of infrastructure like the Ballard Bridge or Terminal 46. Getting these numbers wrong means destroying neighborhoods and sinking billions in unnecessary infrastructure.

The impacts to any of our local sea and wildlife species, especially endangered species such as our Southern Resident Killer Whales, due to potential land and zoning uses, should be evaluated. The impacts to our local salmon populations from freight tire pollution washing salmon-killing chemicals into the Salish Sea should be analyzed and mitigated. The following impacts of cruise and cargo ships should be analyzed, and, if possible, incentives provided for industry that practice less harmful alternatives: harm to orcas and whales from noise pollution and ship strikes; scrubber discharge warming, acidifying, and releasing toxins into our waters, harming water quality and marine life. Examples of better alternatives include slow steaming, fuels with cleaner lifecycles, and elimination of dumping pollution.

**Health:** Contamination, air quality, and noise are laudably included in the proposed elements of the EIS. However, they appear to be treated in individual boxes. The health element must include better metrics of cumulative health impacts on people living both inside the industrial areas as well as neighboring communities and along traffic corridors.

#### Alternatives

#### **Alternative 1 - Questions**

1) How long have properties in the MIC been zoned industrial? Where do these zoning designations follow the 1930's HOLC redlining map and continue a century long policy of racial segregation?

- 2) Since the GMA was adopted in 1990, what plans, studies, white papers, analysis, or other works have been created by the city or city consultants that examine development or planning within the industrial areas or concerning industry within Seattle? Where do these documents mention race, income, equity, climate change, or earthquakes?
- 3) What is the current planning document that controls and guides development in each of these areas? When was that document approved? What policies and recommendations were in that document, which were implemented and which continue to be worked on? Where did those policies come from (i.e. earlier plans/studies or within that process)? What attempts have been made to change those controlling documents? What was the racial equity analysis that went into making the controlling document? Where do these documents mention race, income, equity, climate change, or earthquakes? Example: BINMIC
- 4) Between the studies and planning documents, what projections were made for population, traffic, employment, building development, and pollution? How do they compare to the actual current data?
- 5) Who has authority where? Identify the ownership of properties, public and private, and extent of public development authorities. Identify locations of overlapping agency and authority responsibility.
- 6) What court orders and agreements exist between the city, community groups, private parties, and/or public agencies that impact development in the industrial areas? (HINT: Start with the short fill agreement between the Port and Magnolia). Where do these agreements inhibit development in industrial zones?
- 7) How big are properties in the industrial zones? How big are the buildings in the industrial zones? What is the spectrum of acreages available? How does this compare to the rest of the city? Are there properties outside of the industrial zones comparable in size that can be developed with the same uses? Are big box stores locating in industrial zones simply because there are not other places of adequate size zoned properly?
- 8) What is the mix of uses currently within the industrial zones? How does this compare to the mix of uses in the rest of the city? Which uses currently in the industrial zones would be allowed elsewhere but cannot find adequate space outside of those zones?
- 9) Where do employees currently live? How do they get to work, by which modes and which routes?
- 10) Where do goods and products used in the industrial zones currently come from, by which modes and which routes? How do they leave the industrial zones, by which modes and which routes?
- 11) What are the dominant sources of pollution? What complaints has the city received for dumping, noise, odor, and pollution? How is traffic pollution calculated or separated from the pollution caused by industrial uses?

# Alternatives 2-4 - Questions

- 1) What is the spectrum of property sizes within each proposed zone?
- 2) What are the current uses within each proposed zone?
- 3) How does the revised mix of zones impact transportation modes? What routes and modes will those vehicles use?
- 4) Do the uses allowed/denied in the new zones match the sizes of the properties that are being zoned? (Do you want groceries, but nothing grocery sized?)

- 5) What are the non-zoning land use controls that impact the uses in the rezoned areas court orders, community agreements, public development authorities, etc.
- 6) Where do the 1/4 mile light rail circles extend outside of the MIC area? How does proposed zoning coordinate within these circles?

# ADD: Alternative 5 - Future of Industry Depressurized

Rezone other parts of the city for uses that currently compete for space with industrial uses. Apply proposed land use concepts to areas outside of the MIC. Permit Transition Zone uses in Urban Villages and residential zones that border the MIC. Analyze city-wide zoning for all areas where II and UI zoning would be applicable. Coordinate housing allowances to areas inside and outside of the current MIC boundaries.

- Updates city-wide industrial land use policies to anticipate future innovations and trends.
- Strengthens protections for industrial uses in maritime, manufacturing and logistics zones covering a significant portion of industrial lands by allowing competing uses like groceries and mini storage to be located outside of MIC areas.
- Applies a mix of Industry / Innovation and Transition Zone concepts to traditional MIC areas as well as commercial and mixed use areas in other parts of the city.
- Expansion of limited industry-supportive housing in Urban Industrial Zone, Downtown Zones, and Urban Village zones.

Thank you again for this opportunity to comment.

Sincerely,

Stacy Oaks, SCC Steering Committee, <u>Stacy@350Seattle.org</u> Elizabeth Burton, SCC Steering Committee, <u>bookmoose1@yahoo.com</u>



From: Sent: To: Cc: Subject: Izzie Lewis <izzielewis@comcast.net> Monday, August 09, 2021 2:40 PM PCD\_Industry\_And\_Maritime\_Strategy Lisa & Bruce Corbin Parcel #76670-4010

**CAUTION: External Email** 

Dear PCD Industry and Maritime Strategy,

In regard to parcel #76670-4010, please consider changes to policies and zoning to benefit the community, particularly the underserved South and West Seattle areas. This property has remained vacant for 55 years years. Please consider putting the land to good use for the communities that surround and are invested in it. This land is the former West Seattle Landfill. The challenging characteristics have kept it from being developed by maritime or other industries. Please increase allowable building size to 60,000 sq ft.

Thank you, Elizabeth Lewis

From: Sent: To: Cc: Subject: Tarrance Tucker III <tarrance.d.tucker@gmail.com> Monday, August 09, 2021 2:30 PM PCD\_Industry\_And\_Maritime\_Strategy Lisa Corbin EIS Study

#### **CAUTION: External Email**

Good Day to you all,

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # <u>766670-4010</u>, which has remained vacant for 55 years.

Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas. Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Sincerely,

Tarrance D. Tucker III

Sent from my iPhone

From:
Sent:
To:
Cc:
Subject:

M <veloslug@yahoo.com> Monday, August 09, 2021 2:19 PM PCD\_Industry\_And\_Maritime\_Strategy Ilcorbin Please Review & Grant Request

#### **CAUTION: External Email**

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # <u>766670-4010</u>, which has remained vacant for 55 years.

- Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.
- Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

M <quikwithquip@gmail.com></quikwithquip@gmail.com>
Monday, August 09, 2021 2:18 PM
PCD_Industry_And_Maritime_Strategy
llcorbin
Please Review & Grant Request

#### **CAUTION: External Email**

- As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # <u>766670-4010</u>, which has remained vacant for 55 years.
- Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.
- Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

From:
Sent:
To:
Subject:

Carl Bergquist <actions\_mailman@yahoo.com> Monday, August 09, 2021 2:14 PM PCD\_Industry\_And\_Maritime\_Strategy EIS Study

**CAUTION: External Email** 

To Whom it may concern,

Land in Seattle is a scare commodity, leaving many to fight for small resources, however in at least one case, it doesn't have to be. As part of your EIS review, please give consideration to parcel # 766670-4010 and what it could be. It has remained vacant for 55 years, wasting a valuable property that could bring healthy lifelong opportunities to the West Seattle community.

The Seattle Sports Complex is looking to capitalize on limited resources for West Seattle, but also Seattle and build a new vibrant, multi-dimensional facility that incorporates tennis, professional basketball and so much more. To make this former landfill a viable location, for any use, we need the building size limit to increase to 60,000 sq ft, a small portion of the property in question.

The city has conducted two demand studies for tennis in recent years and determined that Seattle could easily add an additional dozen indoor tennis courts. Additionally, pro sports are a fundamental component to Seattle and the Seattle Storm have not had an adequate practice facility for years, although being a 4-time WNBA Champion. A joint facility would combine two complimentary sports that would change the landscape of the, recently, land locked West Seattle.

I hope you take into consideration re-zoning this area to allow it to reach its full potential and grow healthy opportunities with the support and passion of a dedicated group of volunteers to make change in their community.

Sincerely,

Carl Bergquist

Former Supervisor of the Amy Yee Tennis Center, Seattle

USPTA/PTR Certified Tennis Instructor

Former West Seattle resident

My Website Seattle Tennis Resources

From:	Miranda Marti <mirandahmarti@gmail.com></mirandahmarti@gmail.com>
Sent:	Monday, August 09, 2021 1:47 PM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	stacy@350seattle.org; Raymond Dubicki
Subject:	Seattle Industrial & Maritime Strategy EIS Scoping Comments from 350 Seattle Maritime
	Solutions Team
Attachments:	Industrial & Maritime Strategy EIS Scoping Comments.docx.pdf

#### **CAUTION: External Email**

Good afternoon,

Please see the attached EIS scoping comments from the 350 Seattle Maritime Solutions Team for the Seattle Industrial & Maritime Strategy. I will also send two supporting documents by follow up email, as they are larger files.

Please let me know if you have any questions or concerns, or if you have any difficulty opening any of the attachments.

Sincerely,

Miranda Marti, co-lead 350 Seattle Maritime Solutions Team

#### August 9, 2021

City of Seattle Office of Planning and Community Development 600 4th Ave Floor 5 Seattle, WA 98104 PCD\_Industry\_And\_Maritime\_Strategy@seattle.gov

#### Sent via email

Re: Scoping Comments for the City of Seattle Industrial & Maritime Strategy.

Dear Mr. Wentlandt and others at the Office of Planning and Community Development,

350 Seattle appreciates the opportunity to submit comments in response to the City of Seattle's request for comments on the scoping phase of the EIS for the Seattle Industrial & Maritime Strategy.

350 Seattle is a grassroots group working for climate justice by organizing people to make deep system change: resisting fossil fuels; building momentum for healthy alternatives; and fostering resilient, just, and welcoming communities. The purpose of the 350 Seattle Maritime Solutions Team is to advocate for a waterfront that supports thriving and healthy ecosystems and communities, to advocate for maritime activity that is aligned with climate stability, and to support environmental justice for maritime workers and near-port communities.

We provide the following comments and questions with the hope that when the draft Environmental Impact Statement ("EIS") is published, we can engage in informative and meaningful analysis.

#### EIS Broad Concepts:

#### The Environmental Impact Statement must:

1) Highlight the unbroken chain of old (segregationist, exclusionary, inequitable) plans and recommendations that feed into current plans.

2) Identify the conflict points and constraints that squeeze industrial land from both inside and outside industrial zones/Manufacturing Industrial Centers (MIC), and

3) Address the existential threat of climate change as a theme throughout the entire document, including as point sources of pollution from uses in the industrial zones as well as sources of traffic that create pollution outside of the boundaries of the MIC.

 a) Include comprehensive carbon emissions for non-stationary industrial sources of pollution, such as ocean-going vessels and freight. Current <u>EPA Port Emissions</u> <u>Inventory Guidance<sup>1</sup></u> informs the methodology of our most detailed regional

<sup>&</sup>lt;sup>1</sup> https://www.epa.gov/state-and-local-transportation/port-emissions-inventory-guidance

inventory for OGV and freight, the <u>Puget Sound Maritime Emissions Inventory</u><sup>2</sup> (PSEI). EPA guidance only recommends counting emissions within a limited geographical scope, which means that the PSEI only counts emissions for a fraction of the total carbon emissions that our local industrial infrastructure enables. We have linked to a supporting document on maritime emissions inventories<sup>3</sup>. Regardless of who is "responsible" for carbon emissions occurring beyond the US border or in international waters, communities in Seattle need and deserve to know the full scope of what our maritime and industrial infrastructure enables re: climate change.

# At a document level, the EIS must include data as baselines on subjects that are vital to the history and future of industrial areas, including:

- 1) Historic segregation and the relationship between redlining and industrial areas,
- 2) Lot size analysis showing how large properties are within the MIC and where else in the city has parcels zoned large enough to accept buildings that are opting for the MICs,

3) Climate change and pollution data broader than just factories, but in the transportation infrastructure too,

- 4) Non-plan constraints on development, such as court orders and community agreements.
- 5) Combined health metrics for city-wide communities that do not compartmentalize impacts of pollution, contamination, and noise.

# **EIS Comprehensive List**

# Elements

Putting together multiple elements under "Biological Resources and Resiliency" and "Environmental Health and Compatibility" will bury some very important concepts, particularly when it comes to rezoning industrial areas. There are four elements that should be taken out of bundles and addressed independently and completely.

**Climate change and greenhouse gases:** Listed in the scoping as part of water resources under the larger "biological" umbrella, the existential threat of climate change is diminished in the overall scoping discussion. Greenhouse gases (GHG) are incorporated as an issue of air quality and impact on health. These two issues should be highlighted as their own element. Focusing on climate change as just the potential damage of sea level rise does not include the impact of wildfire smoke and historic heat waves, particularly in mostly paved industrial areas. Making GHG a component of air quality misses the way land use itself can add or reduce the effects of climate change. These must not be buried.

**Historic land use:** Too often, current planning comes up with an equity analysis and pats itself on the back for the excellent outreach they have attempted. However, the new plans rarely go back into the archives to examine how racism and segregation shape the very questions we're

<sup>&</sup>lt;sup>2</sup> https://pugetsoundmaritimeairforum.org/2016-puget-sound-maritime-air-emissions-inventory/

<sup>&</sup>lt;sup>3</sup> shorturl.at/drIRY

asking today. Our industrial areas were codified in the 1930s. They have plans that were made in the 1990s. Neither of those eras performed the equity analysis that we do today, yet we carry forward the same boundaries and same recommendations that have been on the books for decades. Equity demands recognizing the sources of Seattle's visible and invisible boundaries.

Additionally, there is no master list of agreements between the city, community groups, and companies or agencies that control land use decisions. We don't know how many are still in effect. One example is the Short Fill agreement between the Port of Seattle and the Magnolia Community Club that limits development at Terminal 91. These must see daylight as an element.

**Rail, truck and shipping traffic:** The proposed transportation element does not include mention of the massive railroad yards in Interbay or the Duwamish or the tunnel connecting the two under downtown. Similarly the City's estimates for truck traffic do not account for changes outside of the industrial areas, including growth in Ballard, changes to Mercer, and even the removal of the Viaduct. There also happens to be a neighboring very large body of water with extremely large and polluting cruise ships and port vessels that do not get counted in many of the local pollution numbers. Changing estimates for rail, truck, and shipping traffic is an incredibly difficult question because vital parties to freight and rail in the area - including BNSF, the Port of Seattle, and numerous shipping companies - are notoriously opaque with their numbers and difficult to work with. But industrial zoning is going to drive the rebuilding of infrastructure like the Ballard Bridge or Terminal 46. Getting these numbers wrong means destroying neighborhoods and sinking billions in unnecessary infrastructure.

**Health:** Contamination, air quality, and noise are laudably included in the proposed elements of the EIS. However, they appear to be treated in individual boxes. The health element must include better metrics of cumulative health impacts on people living both inside the industrial areas as well as neighboring communities.

#### **Alternatives**

#### **Alternative 1 - Questions**

1) How long have properties in the MIC been zoned industrial? Where do these zoning designations follow the 1930's HOLC redlining map and continue a century long policy of racial segregation?

2) Since the GMA was adopted in 1990, what plans, studies, white papers, analysis, or other works have been created by the city or city consultants that examine development or planning within the industrial areas or concerning industry within Seattle? Where do these documents mention race, income, equity, climate change, or earthquakes?

3) What is the current planning document that controls and guides development in each of these areas? When was that document approved? What policies and recommendations were in that document, which were implemented and which continue to be worked on? Where did those policies come from (i.e. earlier plans/studies or within that process)? What

attempts have been made to change those controlling documents? What was the racial equity analysis that went into making the controlling document? Where do these documents mention race, income, equity, climate change, or earthquakes? Example: BINMIC

4) Between the studies and planning documents, what projections were made for population, traffic, employment, building development, and pollution? How do they compare to the actual current data?

5) Who has authority where? Identify the ownership of properties, public and private, and extent of public development authorities. Identify locations of overlapping agency and authority responsibility.

6) What court orders and agreements exist between the city, community groups, private parties, and/or public agencies that impact development in the industrial areas? Please start with the short fill agreement between the Port and Magnolia. Where do these agreements inhibit development in industrial zones?

7) How big are properties in the industrial zones? How big are the buildings in the industrial zones? What is the spectrum of acreages available? How does this compare to the rest of the city? Are there properties outside of the industrial zones comparable in size that can be developed with the same uses? Are big box stores locating in industrial zones simply because there are not other places of adequate size zoned properly?

8) What is the mix of uses currently within the industrial zones? How does this compare to the mix of uses in the rest of the city? Which uses currently in the industrial zones would be allowed elsewhere but cannot find adequate space outside of those zones?

9) Where do employees currently live? How do they get to work, by which modes and which routes?

10) Where do goods and products used in the industrial zones currently come from, by which modes and which routes? How do they leave the industrial zones, by which modes and which routes?

11) What are the dominant sources of pollution? What complaints has the city received for dumping, noise, odor, and pollution? How is traffic pollution calculated or separated from the pollution caused by industrial uses?

# **Alternatives 2-4 - Questions**

1) What is the spectrum of property sizes within each proposed zone?

2) What are the current uses within each proposed zone?

3) How does the revised mix of zones impact transportation modes? What routes and modes will those vehicles use?

4) Do the uses allowed/denied in the new zones match the sizes of the properties that are being zoned? (Do you want groceries, but nothing grocery sized?)

5) What are the non-zoning land use controls that impact the uses in the rezoned areas - court orders, community agreements, public development authorities, etc.

6) Where do the 1/4 mile light rail circles extend outside of the MIC area? How does proposed zoning coordinate within these circles?

7) How is "industry supporting housing" defined? What policies are in place to allow "industry supportive housing" to persist? What are the safeguards against industry supportive housing later being redeveloped as luxury housing or otherwise allowing residents to be displaced by gentrification?

# ADD: Alternative 5 - Future of Industry Depressurized

Rezone other parts of the city for uses that currently compete for space with industrial uses. Apply proposed land use concepts to areas outside of the MIC. Permit Transition Zone uses in Urban Villages and residential zones that border the MIC. Analyze city-wide zoning for all areas where II and UI zoning would be applicable. Coordinate housing allowances to areas inside and outside of the current MIC boundaries.

- Updates city-wide industrial land use policies to anticipate future innovations and trends.
- Strengthens protections for industrial uses in maritime, manufacturing and logistics zones covering a significant portion of industrial lands by allowing competing uses like groceries and mini storage to be located outside of MIC areas.
- Applies a mix of Industry / Innovation and Transition Zone concepts to traditional MIC areas as well as commercial and mixed use areas in other parts of the city.
- Expansion of limited industry-supportive housing in Urban Industrial Zone, Downtown Zones, and Urban Village zones.

# **Strategy Objectives**

In addition to feedback on the EIS comprehensive list and zoning alternatives, we have comments related to how the proposed changes will be evaluated with regards to the stated objectives of the Industrial & Maritime Strategy.

# A & B. "Increase the quantity of living wage jobs generated from activity on Seattle's currently designated industrial lands."

# "Improve equitable access to the living wage jobs from these lands by increasing the proportion of jobs held by: racial minorities, women, and persons without traditional 4-year college diplomas."

How will the EIS define a living wage job? It is important to identify which jobs within the various industries will and won't qualify when considering how zoning changes may achieve this objective, particularly as that will affect the demographic reporting. The cruise industry, for one, is currently operating on industrial lands included in this survey, at T91. And the Port of Seattle has proposed expanding their cruise business by developing a third cruise terminal at T46, also included within this survey. Knowing whether this would exclude all but longshoreman, for example, would be important to point out.

# C. "Improve environmental health for people who live or work near industrial areas - especially at transitions to residential areas or urban villages."

Hundreds of thousands of cruise passengers travel from Sea-Tac Airport to the T91 cruise terminal by private transportation. In recent years, over 80% of cruise passengers fly through SeaTac airport to reach their ships, and virtually all of them use private transportation to travel between the airport and the cruise terminals. Please see the supporting document from the Port of Seattle's 2019 Cruise Connections conference for more information about Seattle cruise passenger travel.

How will the EIS measure what impact this aspect of cruise travel has on the environmental health of those who live or work near industrial areas, and how might the proposed zoning changes impact the cruise industry to help achieve this objective.

What are standards for new development in industrial areas? What are criteria to incentivize cleaner development in industrial areas?

# E & F. "Support industrially compatible employment dense transit oriented development at existing and future high capacity transit stations."

When considering how proposed changes will meet this objective, how will this EIS consider the transit and activity needs of seafarers, such as those working in the cruise industry, who may only have 8-12 hours of time onshore during a port call to conduct business, such as shopping at a grocery store.

# K. "Strengthen economic resiliency with the capacity to produce products locally and ensure stable distribution networks."

How will the EIS analyze economic resiliency when determining whether proposed changes meet this objective. How will the EIS factor in externalized costs, such as the economic impacts of the climate crisis and ocean acidification, from heavily polluting maritime industries into its analysis of what strengthens or jeopordizes economic resiliency?

Again, we appreciate the opportunity to submit comments regarding this strategy. We hope the City of Seattle is able to develop a thorough environmental analysis recognizing the need for economic equity, climate & environmental justice.

Sincerely,

Ray Dubicki, 350 Seattle Maritime Solutions Team volunteer (raydubicki@mac.com) Miranda Marti, 350 Seattle Maritime Solutions Team co-lead (<u>mirandahmarti@gmail.com</u>) Stacy Oaks, 350 Seattle Maritime Solutions Team co-lead (stacyoaks@350seattle.org)



From:	Miranda Marti <mirandahmarti@gmail.com></mirandahmarti@gmail.com>
Sent:	Monday, August 09, 2021 1:48 PM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	stacy@350seattle.org; Raymond Dubicki
Subject:	Re: Seattle Industrial & Maritime Strategy EIS Scoping Comments from 350 Seattle
	Maritime Solutions Team

#### **CAUTION: External Email**

Please also see these attachments, which are supplemental materials to our scoping comments.

Sincerely,

Building Better Maritime Carbon Emissions Inven	
Cruise Connections Slide Deck - Session 1 & 2.ppt	

On Mon, Aug 9, 2021 at 1:46 PM Miranda Marti <<u>mirandahmarti@gmail.com</u>> wrote: Good afternoon,

Please see the attached EIS scoping comments from the 350 Seattle Maritime Solutions Team for the Seattle Industrial & Maritime Strategy. I will also send two supporting documents by follow up email, as they are larger files.

Please let me know if you have any questions or concerns, or if you have any difficulty opening any of the attachments.

Sincerely,

Miranda Marti, co-lead 350 Seattle Maritime Solutions Team

From:	Jessica Clawson <jessica@mhseattle.com></jessica@mhseattle.com>
Sent:	Monday, August 09, 2021 1:39 PM
То:	PCD_Industry_And_Maritime_Strategy
Subject:	2 comment letters for EIS scoping
Attachments:	Wathen Scoping Letter.docx; AnMarCo EIS scoping letter.docx

**CAUTION: External Email** 

Hi—

Attached are two comment letters for EIS scoping. Please let me know if you have any questions.

Thank you!

Jessica M. Clawson Partner

#### MCCULLOUGH HILL LEARY, PS

701 FIFTH AVENUE, SUITE 6600 SEATTLE, WA 98104 DIRECT: 206.812.3378 CELL: 206.313.0981 FAX: 206.812.3389 JCLAWSON@MHSEATTLE.COM WWW.MHSEATTLE.COM

NOTICE: This communication may contain privileged or confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.
August 17, 2021

VIA ELECTRONIC MAIL

Seattle OPCD P.O. Box 34019 Seattle, WA 98124

Re: Industrial and Maritime Strategy Comments on Scoping of EIS

To whom it concerns:

Pier One is a property that lies on the other side of the documented noise buffer for Terminal 5, adjacent to single family residential uses and sensitive commercial users. Given its location and lack of width for true industrial uses, it has limited use as industrial lands. Issues related to Pier One have been documented for the last 15 years. We are writing to ensure the scope of the EIS and the Industrial and Maritime options studied very clearly look at Pier One and the benefits of taking it out of the MIC.

The EIS should address the following issues (among others):

1. <u>Future Terminal 5 Use</u>. All impact analysis in the EIS should include consideration of the Terminal 5 development, including consideration of the Port's EIS and its findings.

2. <u>Future West Seattle Light Rail Link.</u> All impact analysis should include consideration of the forthcoming DEIS/FEIS for Sound Transit's West Seattle link. Consideration of what lands should/should not remain in industrial use must take this key transportation decision into account.

3. <u>Future Pier One redevelopment</u>. Pier One has submitted several Comprehensive Plan Amendment applications to be considered to be taken out of the MIC. An alternative must be studied that takes Pier One out of the MIC and clearly studies the benefits and impacts of this option. For example, what benefits or impacts could occur with redevelopment? A true analysis of whether Pier One is actually able to be used for real industrial usage beyond crane storage should be undertaken as part of this EIS. 4. <u>Transportation</u>. In addition to the typical components of a transportation impact analysis, the EIS should review impact to the transportation network that may occur if Pier One were to be redeveloped into industrial, or into non-industrial use. This is particularly important given changes to Harbor Avenue that may occur following Sound Transit's West Seattle link as well as traffic related to Terminal 5. Is it truly beneficial to have heavy industrial use on the other side of the Jack Block Park "buffer"?

5. <u>Environmental.</u> What environmental clean up would be required with a commercial redevelopment scenario? How might the shoreline environment be improved with a commercial redevelopment scenario that would not be possible/financeable in an industrial/leave as-is scenario? The environmental costs and benefits of industrial use must be clearly studied for consideration by decisionmakers, particularly in a sensitive shoreline environment.

6. <u>Noise</u>. What impact would leaving the property in the MIC/zoned industrial and presuming industrial redevelopment have on surrounding single family uses/sensitive commercial users (Salty's)? What is the benefit/impact of having industrially-zoned land/industrial uses on the other side of the noise mitigation buffer that was required to be built for Terminal 5? What additional noise mitigation are the Port and City completing to mitigate noise impacts of Terminal 5 that would have less value if industrial lands were allowed on the other side of this noise mitigation?

7. <u>Public Views</u>. The impact of keeping the land in industrial use versus commercial use on public views must be addressed. The property is located along a protected SEPA view corridor.

8. <u>Public Recreation</u>. The impact of keeping the land in industrial use versus commercial use on recreation opportunities must be addressed.

9. <u>Stormwater.</u> The impact of keeping the land in its current industrial use versus commercial use that would require upgrades to stormwater infrastructure on the site must be reviewed.

10. <u>Land Use and Economic/Blight issues.</u> The City must take into account the fact that the Pier One property has sat relatively unused for the past 20 years as industrial use. Land use, economic, and blight issues must be considered if the property is to remain in industrial use.

We appreciate the opportunity to provide these scoping comments.

Sincerely,

Jessie Clawson

cc: AnMarCo

August 17, 2021

#### VIA ELECTRONIC MAIL

Seattle OPCD P.O. Box 34019 Seattle, WA 98124

Re: Industrial and Maritime Strategy Comments on Scoping of EIS

To whom it concerns:

Port 106 LLC owns property located in Interbay along 15<sup>th</sup> Avenue West that is designated Industrial. Port 106 has submitted several Comprehensive Plan Amendment applications in the past, as well as for the 2021 cycle, to redesignate its property. The Property is located just north of the Magnolia Bridge, has been utilized in non-industrial use for a decade, and is adjacent to nonindustrial uses. It is also adjacent to the Armory, which will be studied for non-industrial uses in the future. Finally, it is located along the future Ballard Sound Transit corridor. We are writing to ensure the scope of the EIS and the Industrial and Maritime options study taking the Port 106 property out of the BINMIC and allow non-industrial uses including residential.

The EIS should address the following issues (among others):

1. <u>Future Armory Use</u>. The industrial lands study must take into account the future Armory use, as it may be non-industrial/include residential. Major recommendations cannot be finalized until the Armory planning process is finished. It is our understanding that the Armory must include non-industrial/residential use in order to finance the purchase of new property elsewhere for the Armory. This fact must be taken into account in future planning.

2. <u>Future Ballard Light Rail Link.</u> All impact analysis should include consideration of the forthcoming DEIS/FEIS for Sound Transit's Ballard link. Consideration of what lands should/should not remain in industrial use must take this key transportation decision into account, specifically because this property will sit adjacent to that corridor.

3. <u>A range of Uses on Port 106 Property, including residential</u>. Port 106 would develop affordable/workforce housing on the property. The impact of keeping thousands of acres of

August 17, 2021 Page 2 of 3

underutilized land restricted to industrial use while the city of Seattle is in a homelessness/housing crisis must be considered. Residential uses must be studied in

4. <u>A true accounting of existing uses in BINMIC</u>. The current scope/options appear to presume industrial uses exist on industrially-zoned property. This is simply not the case, particularly in the BINMIC. While maritime properties and true industrial properties (like the BNSF locomotive yard) must be protected, a true accounting of the real amount of industrial uses/jobs in BINMIC must occur in order to have adequate data to make these decisions. For example, the Port 106 property is not in industrial use, neither is the Home Goods Center, or Whole Foods property. These will never go back to industrial use, and will be adjacent to a light rail station most likely. Does the City do itself a disservice by not allowing residential in this location? These types of questions should be looked at in the industrial lands process.

5. <u>Transportation</u>. Is 15<sup>th</sup> Avenue West/Mercer Street adequately sized, particularly Mercer between Elliott and I-5, to handle true industrial traffic? Will 15<sup>th</sup> Avenue West/Elliott Avenue West continue to be the same size with light rail coming to the area, or will lanes be taken for light rail? In addition, what are the continuing and compounding impacts of not allowing residential development along a light rail line? What will the impacts be of the Magnolia Bridge replacement on industrial uses in the area?

6. <u>Housing.</u> The City of Seattle is in a housing crisis. Can the City accommodate the number of housing units required by Growth Management in an efficient way that does not create massive congestion and CO2 emissions? The most efficient place for residential uses is within walking distance of light rail, which would call for housing units in this location. The impact of locking out thousands of acres of property into industrial cannot be minimized. Industrial uses are also exempt from Mandatory Housing Affordability payments; these impacts to the City and affordable housing should be analyzed as well.

7. <u>Climate Change</u>. Transportation and land uses are the #1 contributors to climate change in the Puget Sound Region. How does locking entire sections of the City out of residential use, particularly adjacent to light rail, impact climate change? A serious consideration of these relative impacts must be completed. Environmental. What environmental clean up would be required with a commercial redevelopment scenario? How might the shoreline environment be improved with a commercial redevelopment scenario that would not be possible/financeable in an industrial/leave as-is scenario? The environmental costs and benefits of industrial use must be clearly studied for consideration by decisionmakers, particularly in a sensitive shoreline environment.

8. <u>Land Use/Consistency with Plans and Policies</u>. How are the proposals consistent or inconsistent with adopted land use plans and policies, including but not limited to PSRC's Vision 2050 and the King County CPPs? The City's own reports to PSRC regarding jobs in the BINMIC report that jobs have decreased in the BINMIC due to a reduction in industrial uses. Please ensure that the proposal and the EIS take these reported facts into account.

August 17, 2021 Page 3 of 3

9. <u>Air Quality.</u> Industrial uses contribute the most to particulate pollution in Puget Sound, and in particular Seattle. Ensure the differences in impact between residential and industrial studies are completed. completing to mitigate noise impacts of Terminal 5 that would have less value if industrial lands were allowed on the other side of this noise mitigation?

10. <u>Aesthetics/Blight/Economic Impacts.</u> The impact and risk of no development or status quo in terms of aesthetics, blight, and economic impacts must be studied for all proposals. Residential uses in industrial areas, or taking properties out of industrial to allow residential use, should be studied in terms of these issues.

11. <u>Additional alternatives.</u> The alternatives do not include a real look at reducing the BINMIC to face the reality of the situation—that much of the BINMIC today is in non-industrial use. If we are truly to protect and support real industrial and maritime uses, then this fact must be faced. Please complete a true analysis of the actual uses and actual industrial jobs that currently exist in the BINMIC. Please exclude from the BINMIC, consistent with PSRC's Vision 2050, the non-industrially-used properties, and allow them to be redeveloped in a way that meets other goals of the city. Policy makers must be given a choice that is based in fact that will allow industrial properties to truly be used in industrial ways, and non-industrial properties to be opened to other uses beneficial to the City.

We appreciate the opportunity to provide these scoping comments.

Sincerely,

Jessie Clawson

Cc: Port 106 LLC

From: Sent: To: Cc: Subject: Rob Hackleman <rjhackleman@gmail.com> Monday, August 09, 2021 1:21 PM PCD\_Industry\_And\_Maritime\_Strategy Lisa Corbin Industrial Maritime EIS

**CAUTION: External Email** 

Hello,

I am writing to express my opinion that the CEM site, parcel #766670-4010, should be evaluated for an increase to the building size limit. The site is the former West Seattle Landfill. It has remained vacant for 55 years because of the environmental challenges that would be faced by a maritime business or other industry.

As a West Seattle resident, I am well aware of the scarcity of available land in West Seattle. This property offers a unique opportunity to activate unused space for community benefit in an area that is currently underserved. I bike by this site on a regular basis, and each time I think how great it would be to have this unused space redeveloped into an athletics complex or other public benefit.

Regards, Rob Hackleman 206-714-8027

patrick bleck <pb< th=""></pb<>
Monday, August 0
PCD_Industry_And
West Seattle sport

atrick bleck <pb@specialtyfoodsherpa.com> londay, August 09, 2021 1:19 PM CD\_Industry\_And\_Maritime\_Strategy /est Seattle sports complex.

**CAUTION: External Email** 

Hello and thank you for reviewing comments on this proposed project.

I'm very much in favor of developing a sports complex to serve West Seattle community. West Seattle as has been startlingly revealed following the closure of the West Seattle bridge is an island unto itself where the largest group of residents in the entire city reside some 80,000. As such it is woefully underserved in the arena of sports complexes accommodating year-round activity.

This parcel has been dormant for over 55 years, and should merit development for a structure big enough to support the demand for year round sports activity.

I strongly urge the adoption of plans to develop this parcel to serve a robust sport community in West Seattle. Thank you.

Patrick Bleck

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From:	Lisa Corbin <llcorbin@gmail.com></llcorbin@gmail.com>
Sent:	Monday, August 09, 2021 1:17 PM
То:	PCD_Industry_And_Maritime_Strategy
Subject:	Public Comment -parcel 766670-4010
Attachments:	SSCF.public comment ! (8.21).docx.pdf; Site_Parcel_Mappdf

**CAUTION: External Email** 



Date: August 9, 2021

To: City of Seattle - Office of Planning and Community Development

From: Lisa Corbin, President, Seattle Sports Complex Foundation

I am writing to share our ideas on land use concepts and zoning alternatives to be considered in the Environmental Impact Statement (EIS) for Scoping for Maritime and Industrial lands.

# The Seattle Sports Complex Foundation (SSCF) is a 501(c) 3 non-profit organization with a mission to support, promote and advocate for greater access to sports and recreation to advance equity and inclusion for all communities.

The SSCF is seeking to leverage the power of sports for good by building and operating a multi-sport facility that serves everyone – regardless of age, economic circumstances, or abilities.

*We believe in being good stewards of the land*. As urban lands become even more valuable and scarce, we believe that good zoning policies must ensure that all available lands not in productive use are utilized for the benefit of the community.

As you conduct the EIS study and potential changes to policies and zoning for Maritime and Industrial lands, please take a very close look at parcel # 766670-4010, also known as the CEM site.

This unique parcel in West Seattle, currently designated IG2 within the Duwamish MIC, has been vacant for over 55 years. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades.

Here are the constraints of the CEM property that make it challenging for industrial or maritime uses:

• No history of maritime or industrial jobs No water access No utilities to the site No access to T5 or other Port Operations No ingress/egress because heavy trucks prohibited on Harbor Avenue Residential neighborhood directly West of site Site is restricted for development under a consent decree with the department of ecology Barriers in existence: 30 feet high, retaining wall on east boundary abuts railyard, west boundary is Harbor Avenue, North boundary is SW Florida St, and South Boundary is a slag pile (owned by Nucor Steel) . NO OTHER organization has shown continued interest in the property due to multiple barriers and limitations

According to the City of Seattle's zoning definitions "The intent of the IG2 zone is to allow a broad range of uses where the industrial function of an area is less established than in IG1 zones, and where additional commercial activity could improve employment opportunities and the physical condition of the area, without conflicting with industrial activity."

# West Seattle is one of the most underserved areas in our city for indoor, year-around sports programs and facilities.

We are proposing to build and operate an indoor sports complex on the CEM site to meet that **need**. While the site characteristics limit the possible industrial and maritime uses of the CEM site, an indoor sports complex is feasible and would improve access to sports, employment opportunities, and the physical condition of the area, and it would not conflict with nearby industrial or maritime uses.

For more than four years our organization has held multiple stakeholder meetings to discuss our proposed project with Port Commissioners, MLK Labor leaders, elected officials, community leaders, philanthropists, youth organizations, bankers, civic organizations, environmental consultants, architects, the King County Play Equity Coalition, coaches, carpool moms and dads, and local sports fans.

# There is strong community support for an indoor sports complex on the CEM site and hundreds of people and dozens of organizations dedicated to serving underserved communities in the area support this effort.

To site an indoor sports complex on the CEM parcel, building size limits would need to increase. **We** request that the EIS include an analysis of the benefits of increasing the building size limit from 10,000 sq. ft. to at least 60,000 sq. ft. on the CEM site to accommodate an indoor sports facility.

With the increase in building size limit and approval from the Port to proceed, this former landfill turned athletic complex would offer access to recreation for everyone, job creation, revenue generation for the city, health and wellness opportunities, and activation of a dormant brownfield.

# All of this is possible with a building-size limit modification and without removing any industrial land from the MIC.

Development of this dormant land for sports and training is an efficient, practical, and public-spirited move for the ongoing livability of the region. With creativity and collaboration, this facility for the community is possible!

Thank you,

Lisa Corbin, President Seattle Sports Complex Foundation 5451 36th AVE SW Seattle, WA 98126



Date: August 9, 2021

To: City of Seattle - Office of Planning and Community Development

From: Lisa Corbin, President, Seattle Sports Complex Foundation

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# As you conduct the EIS study and potential changes to policies and zoning for Maritime and Industrial lands, please take a very close look at parcel # 766670-4010, also known as the CEM site.

This unique parcel in West Seattle, currently designated IG2 within the Duwamish MIC, has been vacant for over 55 years. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades.

Here are the constraints of the CEM property that make it challenging for industrial or maritime uses:

- No history of maritime or industrial jobs
- No water access
- No utilities to the site

- No access to T5 or other Port Operations
- No ingress/egress because heavy trucks prohibited on Harbor Avenue
- Residential neighborhood directly West of site
- Site is restricted for development under a consent decree with the department of ecology
- Barriers in existence: 30 feet high, retaining wall on east boundary abuts railyard, west boundary is Harbor Avenue, North boundary is SW Florida St, and South Boundary is a slag pile (owned by Nucor Steel)
- NO OTHER organization has shown continued interest in the property due to multiple barriers and limitations

According to the City of Seattle's zoning definitions "The intent of the IG2 zone is to allow a broad range of uses where the industrial function of an area is less established than in IG1 zones, and where additional commercial activity could improve employment opportunities and the physical condition of the area, without conflicting with industrial activity."

# West Seattle is one of the most underserved areas in our city for indoor, year-around sports programs and facilities.

We are proposing to build and operate an indoor sports complex on the CEM site to meet that need. While the site characteristics limit the possible industrial and maritime uses of the CEM site, an indoor sports complex is feasible and would improve access to sports, employment opportunities, and the physical condition of the area, and it would not conflict with nearby industrial or maritime uses.

For more than four years our organization has held multiple stakeholder meetings to discuss our proposed project with Port Commissioners, MLK Labor leaders, elected officials, community leaders, philanthropists, youth organizations, bankers, civic organizations, environmental consultants, architects, the King County Play Equity Coalition, coaches, carpool moms and dads, and local sports fans.

# There is strong community support for an indoor sports complex on the CEM site and hundreds of people and dozens of organizations dedicated to serving underserved communities in the area support this effort.

To site an indoor sports complex on the CEM parcel, building size limits would need to increase. We request that the EIS include an analysis of the benefits of increasing the building size limit from 10,000 sq. ft. to at least 60,000 sq. ft. on the CEM site to accommodate an indoor sports facility.

With the increase in building size limit and approval from the Port to proceed, this former landfill turned athletic complex would offer access to recreation for everyone, job creation, revenue generation for the city, health and wellness opportunities, and activation of a dormant brownfield.

# All of this is possible with a building-size limit modification and without removing any industrial land from the MIC.

Development of this dormant land for sports and training is an efficient, practical, and public-spirited move for the ongoing livability of the region. With creativity and collaboration, this facility for the community is possible!

Thank you,

Lisa Corbin, President Seattle Sports Complex Foundation



Colleen Murphy <colleen.murphy@symetra.com></colleen.murphy@symetra.com>
Monday, August 09, 2021 1:14 PM
PCD_Industry_And_Maritime_Strategy
llcorbin@gmail.com
Parcel 766670-4010 - EIS Study

**CAUTION: External Email** 

Office of planning and community development – City of Seattle,

I am writing to express support for a Seattle Sports Complex in the maritime industrial lands near West Seattle/south Seattle.

• As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years! This land can be utilized for public benefit of citizens of Seattle, especially those in West Seattle and south of Seattle.

• Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

• Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thank you for your consideration, Colleen Murphy Seattle resident

From:
Sent:
To:
Subject:

Bonnie Main <Bonnie@bonniemain.com> Monday, August 09, 2021 1:05 PM PCD\_Industry\_And\_Maritime\_Strategy parcel # 766670-4010

**CAUTION: External Email** 

It has come to my attention that a parcel of land that has been dormant for more than 55 years could become a vibrant, active gathering space in West Seattle.

My understanding is that a multi-use sports facility on this site would be open to all people, particularly the underserved in South and West Seattle Areas. Physical activity offers countless proven benefits for individuals of all ages: increasing overall health and decreasing symptoms of anxiety and depression, which is even more critical now.

We need to be good stewards of our land, while creating more public community gathering spaces. Development of unused land is an efficient, practical, and public-spirited move for the ongoing livability of the region.

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010.

I don't understand how keeping this land dormant for another 55 years, serves the public, particularly considering how limited land is. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

We need leaders who will invest in creative, dynamic spaces for the good of our community. Inaction is not good decision-making it is an abdication of responsibility.

Bonnie Main MAIN Consulting LLC Developing relationships, strategies & possibilities 206.940.6538

From:
Sent:
To:
Subject:

Steve Sundquist <ssundquist@hotmail.com> Monday, August 09, 2021 12:33 PM PCD\_Industry\_And\_Maritime\_Strategy EIS Study of MIC lands

**CAUTION: External Email** 

To: Office of Planning and Community Development, City of Seattle

I am a supporter of the Seattle Sports Complex Foundation, and I am committed to leveraging the power of sports for community good by building a state-of-the-art, multi-sport facility serving citizens of Seattle regardless of age, socio-economic status, or ability.

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please conduct a thorough review of parcel # 766670-4010, which has remained vacant for 55 years. Land is scarce in Seattle, and we believe in the importance of being good stewards by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas. This unique parcel in West Seattle, known as the CEM site, served as the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield site have kept it from being developed by a maritime business or other industry for decades. As you review the site and its potential uses, please consider the benefit of increasing the building size limit to at least 60,000 square feet.

I appreciate this opportunity to offer my EIS suggestions, and thank you in advance for your consideration of them.

Best, Steve Sundquist (ssundquist@hotmail.com; 206-938-2967)

From:	Wentlandt, Geoffrey
Sent:	Monday, August 09, 2021 11:12 AM
То:	Dan Fiorito; PCD_Industry_And_Maritime_Strategy
Cc:	Holmes, Jim; Scherer, Sarah; Kitchen, Chase
Subject:	RE: Industrial and Maritime Strategy EIS Scoping Comments

Dan,

Thank you for your comments. They are fine in the letter format you provided. We are aware of your family's significant land holdings in east Ballard and are glad to see that you are following and engaged in this process. We look forward to talking with you further as the process moves forward. Don't hesitate to contact me or Jim if you have questions or would like to discuss.

Sincerely,



Geoffrey Wentlandt Land Use Policy Manager City of Seattle, <u>Office of Planning and Community Development</u> <u>Facebook | Twitter</u>

From: Dan Fiorito <dan@danfiorito.com>
Sent: Monday, August 09, 2021 10:45 AM
To: PCD\_Industry\_And\_Maritime\_Strategy <PCD\_Industry\_And\_Maritime\_Strategy@seattle.gov>
Cc: Wentlandt, Geoffrey <Geoffrey.Wentlandt@seattle.gov>; Holmes, Jim <Jim.Holmes@seattle.gov>; Scherer, Sarah
<Sarah.Scherer@seattle.gov>; Kitchen, Chase <Chase.Kitchen@seattle.gov>
Subject: Industrial and Maritime Strategy EIS Scoping Comments

#### **CAUTION: External Email**

I represent the Fiorito Family. They own 100,000 square feet of land on the furthest most eastern boundary line of the BNMIC in east Ballard. Their comments regarding the scope of the EIS process for Industrial and Maritime Lands are included in the attached memorandum. If you would rather have me post the comments directly into the body of the email let me know. Thanks. Dan.

Dan Fiorito The Law Office of Dan N. Fiorito III 844 NW 48th St. Seattle, WA 98107 Phone: 206-299-1582 Fax: 206-770-7590 Email: <u>dan@danfiorito.com</u> Web Site: <u>www.danfioritolaw.com</u>

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August 9, 2021

TO: City of Seattle Office of Planning and Community Development

FROM: Dan Fiorito

RE: Scoping Comments In Support of Urban Industrial Land Use and Workforce Housing- Industrial Maritime Environmental Impact Statement Fiorito Property

Date: August 9, 2021

# Sent via email to PCD\_Industry\_And\_Maritime\_Strategy@Seattle.gov

# I. INTRODUCTION

My name is Dan Fiorito. I represent the interests of my father Dan Fiorito and my uncle Tim Fiorito. They are the owners of six contiguous parcels of land (198220-1700, 1640, 1650, 1665, 1685, 1690) in East Ballard consisting of 100,896 square feet of land (collectively "Fiorito Parcel") that is zoned IB-45. The land is roughly one square block. Their family has owned the property for over 80 years.

In May of 2016, they submitted a Comprehensive Plan Amendment Application to remove their six parcels from the BNMIC Boundary. The Fiorito's proposed that the Future Land Use Map be amended and that their block be rezoned from Industrial to Mixed Use. The application is still pending as the Seattle Planning Commission has repeatedly indicated the proposal would be better addressed by the Industrial Lands Task Force. However, the Task Force has failed to address their request. Consequently, they have been able to obtain any relief or participate in any meaningful discussions with the city regarding the future of their property.

The Fiorito's respectfully request that the scope of the EIS includes an evaluation of the Fiorito Parcel as a potential site for the **Urban Industrial Land Use** concept discussed in the Maritime Industrial and Maritime Strategy Report. The Fiorito Parcel is an excellent location to support Seattle's desperate need for artisan maker space and work force housing while enhancing the natural environmental attributes of the area. Consequently, Alternative 4 as discussed in the report should be heavily studied as a potential zoning alternative to IB 45 as it pertains to this site.

# II. PROPERTY SUMMARY

Approximately 60,000 square feet of the Fiorito Parcel is dedicated to indoor / outdoor ministorage. The remaining 40,000 square feet of land contains industrial service / office space that

> 844 NW 48TH STREET • SEATTLE, WA 98107 PHONE (206) 299-1582 • FACSIMILE (206) 770-7590 dan@danfiorito.com • www.danfiorito.com

is leased to commercial tenants. There are four buildings on the entirety of the property totaling 53,816 square feet.

This Fiorito Parcel is currently zoned IB 45. It sits on the absolute eastern boundary of the IB 45 zoning area. The arterial of 8<sup>th</sup> Ave NW forms the boundary of the eastern edge of the IB 45 zoning area. To the east of 8<sup>th</sup> Ave NW is the single-family housing neighborhood of West Woodland. West Woodland supports a vibrant community of working families and an elementary school. The single-family housing runs uninterrupted east up a sloped hill to Phinney Ridge.

To the north of the Fiorito Parcel is LR zoning. To the south is Fremont Brewing. To the west exists a group of artisan business and breweries. The Fiorito parcel is right in the middle of residential housing and artisan craft makers. Consistent with UILU, the Fiorito's propose a new vision for Seattle's light industrial land that will maintain traditional uses while also providing housing for its workforce.

Allowing for neighborhood commercial development with an urban industrial focus would create a vibrant economic center accessible to both the employee of the businesses in the area as well as the residents of the neighborhoods. Residents living on the site and employees working in the artisan maker space production facilities and businesses would have access as well. Such development would foster a diverse community accessible via the many surrounding transit routes.

#### **III. ENIVIRONMENTAL IMPACTS**

The following benefits exemplify why rethinking land use in the area could better marry the natural environment with light industrial and residential uses.

**A. Pedestrian Activity**: Urban Industrial would support and encourage a pedestrian-oriented shopping district on the property capable of serving the neighborhoods of East Ballard, Fremont, and Phinney Ridge as well as a larger community and city clientele. Employees of the numerous businesses in the area including those working at the new businesses on the property, as well as neighborhood residents, would be within walking distance to restaurants, offices and retail and services businesses that currently do not exist. Neighborhood residents would otherwise have to drive or take a bus to access these types of businesses. Overall, such land use would mitigate the impacts of carbon emissions through reduce car trips.

**B.** Neighborhood Safety: Making the property available for the residential and commercial use contemplated by UILU would promote pedestrian activity in the area throughout the day and night. With more services in the area open into the evening, and workers living in the area, residents would walk the neighborhood at night thus making it safer and more pedestrian friendly.

Currently, evening activity is severely limited due to the lack of businesses that are open in the evening. The lack of evening pedestrian activity subjects the neighborhood to criminal activity including vandalism, property crimes, drug trafficking, and acts of violence. Illegally parked RV's are a big issue currently. They serve as epicenters for drug activity and illegal dumping. Creating a vibrant economic center would reduce crime and reduce the adverse environmental consequences created by the RV's dumping their garbage and human waste down storm drains and in public areas.

*C. Workforce Housing*: UILU would allow for the development of workforce housing for people working in the neighborhood. The residences that could be built on the property above the ground floor commercial businesses would create a new community of residents who could use the ground floor services and work in the businesses without having to commute.

Furthermore, residences for the growing neighborhoods outside of the Ballard Hub Urban Village would not contribute to congestion in the already heavily developed areas near downtown Ballard. Residents from the property could easily access the amenities in the urban village by way of a short walk, a bus ride, or a bike trip. Housing geared for workers would improve the accessibility of high paying jobs for BIPOC, youth, and women. Traditional transportation barriers impacting these communities could be alleviated by allowing them to live where they work.

**D.** Creation of zoning that is currently very limited: Currently, less than 5% of Seattle Land Area is zoned with any type of commercial designation. Changing the zoning would allow for a variety of sizes and types of retail and other commercial businesses at street level. Because the Fiorito Parcel is over 100,000 square feet, there is availability for the development of spaces that could uniquely support artisan craft businesses, and service businesses like restaurants and cafes, and light industrial manufacturing businesses needing office space in the area. Combining all these types of uses into one location where pedestrians can work, live and shop along the sidewalk (adjacent to an industrial center) would create a neighborhood commercial center and would reduce the need for area residents to travel elsewhere. This reduction in trips outside of the neighborhood would in return reduce car trips. The storefronts would be continuous to the front lot line and could be accessed from NW 48<sup>th</sup> street, 9<sup>th</sup> avenue NW, and NW 49<sup>th</sup> street via Leary Way NW. Pedestrians could walk around the entire block to complete their shopping from the single-family housing areas east of 8<sup>th</sup> Ave NW. Also, employees of neighborhood business could access the commercial services on the property on foot during business hours.

*E. Vehicle access*: The location of the property is conducive to shoppers driving to the area. While pedestrian activity would be easily supported, the property can be accessed via car from two major arterials, Leary Way NW and 8<sup>th</sup> Ave NW. The property is accessible to Ballard from both 8<sup>th</sup> Ave NW and Leary Way NW. It is directly accessible to drivers coming from Fremont via Leary Way NW and NW 48<sup>th</sup> Street. Drivers could get to the property without having to travel on side streets or through residential neighborhoods. Interstate 5 can be accessed from 8<sup>th</sup> Ave NW and SR 99 can be accessed from Leary Way NW. Thus, in addition to serving the immediate residential and industrial areas, the property is amenable as a center for regional users having to use I-5 or SR 99 to access the property. Accessing the property from downtown Seattle / Lake Union or North Seattle via automobile is straightforward based on existing infrastructure.

*F. Transit*: Transit is an important means of access to the property. <u>From the property</u>, transit users can walk to a bus stop and access downtown Seattle, Fremont, Ballard, North Seattle including Northgate Seattle, Magnolia and the University of Washington. Any corner of the city can be accessed from the property via transit. Transit users can also connect to Regional Transit

Centers from the property. The following bus routes are within walking distance from the property:

- i. 28 (Stadium Station (Link), Downtown Seattle, Dexter Ave N, Fremont, Ballard, Whittier Heights, Broadview)
- ii. 29 (Ballard, Seattle Pacific University, Queen Anne, Downtown Seattle)
- iii. 40 (Downtown Seattle, South Lake Union, Fremont, Ballard, Crown Hill, North Beach, North Seattle College, Northgate
- iv. 44 (Government Locks, Ballard, Wallingford, University District, UW Campus, Montlake)
- v. 994 (Downtown Seattle, Lower Queen Anne, Magnolia, Ballard, Wedgwood, University Prep, Lakeside School)

Furthermore, the 15, 17, 18, and 26 bus routes, are easily accessible by a short walk or by riding one of the bus routes that stops immediately near the property. Bus access to the Northgate Light rail station is readily available.

*G. Bike Transit*: Commuter biking from the property is ideal. There is a designated bike lane on 8<sup>th</sup> Ave NW and the Burke Gilman trail is less than half a mile away. Bike commuters could easily reach downtown or Lake Union without having to use transit services.

# H. Growth Targets and Density

The property is currently not within an urban center or village or in an adopted neighborhood area plan area but lies seven (7) blocks to the east of the Ballard Hub Urban Village. (DPD Map Books, Map 55). The property lies just within the Ballard Interbay Manufacturing Industrial Center. Growth targets do not apply to this property under current zoning laws

#### I. Match Between UILU and Area Characteristics.

The area meets the function and locational criteria of UILU. The property is large enough to support a workforce housing / maker space development and is within walking distance of low rise and single-family housing. Artisan shop and services located along the ground floor of the site would be accessible by transit, pedestrians, and cars. The property is adequately separated from single family housing by an arterial (8<sup>th</sup> Ave NW).

UILU would blend appropriately as it is surrounded by other IB 45 and LR development and would not look out of place. There would be no conflict between the adjacent areas. UILU would promote the development of the neighborhood by creating a pedestrian-oriented commercial core and a natural transition buffer between single-family areas and industrial areas. UILU would not impede upon the existing industrial businesses as it would be on the very outside edge of the industrial buffer. Commuters would not need to travel through the industrial buffer to reach the property. It would also create an area where a substantial center of commerce and living could be combined. UILU development would enjoy the patronage of neighbors, employees and workforce residents as well as people who travel from different parts of town to shop there. The entire property is surrounded by sidewalks for easy pedestrian access and it would be possible to have a pedestrian oriented street level around the entire block.

# **IV. CONCLUSION**

The EIS should consider the UILU concept with the Fiorito Parcel in mind. The Fiorito Parcel is perfectly situated to become an example of a progressive forward-thinking development that combines the importance of high paying artisan jobs and maker space with workforce housing all in one neighborhood community epicenter. Such a development would reduce commuter trips reducing carbon emissions. It would also promote economic justice by allowing economically disadvantaged people to obtain affordable housing near their jobs. Finally, it would give the families near IB areas access to services and amenities that improve the quality of in city living while also creating a transition area to buffer heavier industrial uses from residential uses.

From:	Holmes, Jim
Sent:	Monday, August 09, 2021 10:47 AM
То:	Dan Fiorito; PCD_Industry_And_Maritime_Strategy
Cc:	Wentlandt, Geoffrey; Scherer, Sarah; Kitchen, Chase
Subject:	Re: Industrial and Maritime Strategy EIS Scoping Comments
Subject.	Re. Industrial and Maritime Strategy Eis Scoping Comments

Thank you for your comment.

From: Dan Fiorito <dan@danfiorito.com>
Sent: Monday, August 9, 2021 10:45 AM
To: PCD\_Industry\_And\_Maritime\_Strategy <PCD\_Industry\_And\_Maritime\_Strategy@seattle.gov>
Cc: Wentlandt, Geoffrey <Geoffrey.Wentlandt@seattle.gov>; Holmes, Jim <Jim.Holmes@seattle.gov>; Scherer, Sarah
<Sarah.Scherer@seattle.gov>; Kitchen, Chase <Chase.Kitchen@seattle.gov>
Subject: Industrial and Maritime Strategy EIS Scoping Comments

#### **CAUTION: External Email**

I represent the Fiorito Family. They own 100,000 square feet of land on the furthest most eastern boundary line of the BNMIC in east Ballard. Their comments regarding the scope of the EIS process for Industrial and Maritime Lands are included in the attached memorandum. If you would rather have me post the comments directly into the body of the email let me know. Thanks. Dan.

Dan Fiorito The Law Office of Dan N. Fiorito III 844 NW 48th St. Seattle, WA 98107 Phone: 206-299-1582 Fax: 206-770-7590 Email: <u>dan@danfiorito.com</u> Web Site: www.danfioritolaw.com

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From:	Dan Fiorito <dan@danfiorito.com></dan@danfiorito.com>
Sent:	Monday, August 09, 2021 10:45 AM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	Wentlandt, Geoffrey; Holmes, Jim; Scherer, Sarah; Kitchen, Chase
Subject:	Industrial and Maritime Strategy EIS Scoping Comments
Attachments:	01_OPD_EIS_Comments_08092021.pdf

#### **CAUTION: External Email**

I represent the Fiorito Family. They own 100,000 square feet of land on the furthest most eastern boundary line of the BNMIC in east Ballard. Their comments regarding the scope of the EIS process for Industrial and Maritime Lands are included in the attached memorandum. If you would rather have me post the comments directly into the body of the email let me know. Thanks. Dan.

--Dan Fiorito The Law Office of Dan N. Fiorito III 844 NW 48th St. Seattle, WA 98107 Phone: 206-299-1582 Fax: 206-770-7590 Email: <u>dan@danfiorito.com</u> Web Site: <u>www.danfioritolaw.com</u>

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### Letter 33

#### Holmes, Jim

From: Sent: To: Subject: Nam Le <Nam.Le@homestreet.com> Monday, August 09, 2021 9:34 AM PCD\_Industry\_And\_Maritime\_Strategy Public Comment on parcel #766670-4010

**CAUTION: External Email** 

To Whom It May Concern:

I'm writing in regards to parcel #766670-4010. As the EIS study is being conducted, I would encourage review on this parcel to help activate unused spaces for community benefit. This parcel has been vacant for 55 years. The 13-acre brown field has kept it from being developed by a maritime business or other industry for decades. Increasing the building size limit to 60,000 sq ft would open the door for this unused space to be an option for a purpose that would provide an actual benefit for the community!

Thank you for your consideration, Nam

Nam Le AVP, Branch Manager NMLS ID# 836128

**Direct:** 206.294.7810 **Office:** 206.294.7806

HomeStreet



Celebrating 100 years on your street.

Phinney Ridge Branch 7307 Greenwood Ave N Seattle, WA 98103

From: Sent: To: Subject: J DiMartino <janiedimartino@me.com> Monday, August 09, 2021 9:27 AM PCD\_Industry\_And\_Maritime\_Strategy Parcel 766670-4010 comment

**CAUTION: External Email** 

To Whom it May Concern:

This is in regards to parcel # 766670-4010, which has remained vacant for 55 years.

We are in full support of using the parcel for the Seattle community with a multi-use sports complex. Of the multitude of positive outcomes for this property, these two are the biggest concern to us:

1. Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

2. Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thank you,

Janie and Nick diMartino

#### Letter 35

#### Holmes, Jim

From:	Aaron Poledna <poledna@yahoo.com></poledna@yahoo.com>
Sent:	Monday, August 09, 2021 9:20 AM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	llcorbin@gmail.com
Subject:	Support for increase in building size limit - Parcel #766670-4010

#### **CAUTION: External Email**

Hello,

I'm writing in support of an increase in building size limits.

- As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.
- Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.
- Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Please let me know if you need any additional information.

Thanks,

Aaron Poledna

From:	Jason Little <bigjasonlittle@yahoo.com></bigjasonlittle@yahoo.com>
Sent:	Monday, August 09, 2021 8:14 AM
То:	PCD_Industry_And_Maritime_Strategy
Subject:	Increase building size for parcel # 766670-4010

#### **CAUTION: External Email**

Hello,

When considering the changes to the plans for port usage of properties please include the following feedback:

- As you conduct the EIS Study and potential changes to policies and zoning for hte Maritime Industrial lands, please take a very close look at parcel #766670-4010, which has remainder vacant for 55 years.

- Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

-Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft. Thank you,

Jason Little West Seattle

#### From: Sent: To: Subject:

Christine Frishholz <cfrishholz@comcast.net> Monday, August 09, 2021 7:57 AM PCD\_Industry\_And\_Maritime\_Strategy Please increase the building size limit for parcel #766670-4010

#### **CAUTION: External Email**

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.

Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades.

Land is scarce in Seattle. We believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas. We believe this space could be transformed to provide much-needed, year-round recreation, which would create a healthier community.

Please increase the building size limit to 60,000 sq ft.

Thank you, Christine

**Christine Frishholz** (*she/her*) 206.280.7279

From: Sent: Subject: Mrs. Ameena Essa <lisatjustice58@gmail.com> Monday, August 09, 2021 3:40 AM From Mrs. Ameena Essa.

#### **CAUTION: External Email**

--Hello,

How are you doing today? I sent you an email yesterday, did you receive it? It is a very important message, anyway reply back to confirm that you already got my message to enable me to give you more details..

Best Regards. Mrs. Ameena Essa From: Sent: To: Libby Cunningham <libby\_c@msn.com> Sunday, August 08, 2021 11:46 PM PCD\_Industry\_And\_Maritime\_Strategy

CAUTION: External Email

#### Greetings,

Reaching out regarding Parcel # 766670-4010. As you conduct the EIS study and potential changes to policies and zoning for Maritime Industrial lands, please consider the current vacancy and potential future use of this land. Given the scarcity of land within Seattle, activating unused spaces for community benefit is just one of the ways we can be stewards of the land. There is potential for the usage of this space to be a model for how land should be used - from an environmental, social, and economic perspective. As you conduct the study, please consider increasing the building size limit to 60,000 sq ft.

Elizabeth Cunningham

\_\_\_\_\_

From:	Raymond Dubicki <raydubicki@mac.com></raydubicki@mac.com>
Sent:	Sunday, August 08, 2021 10:17 PM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	raydubicki@mac.com
Subject:	Dubicki Maritime Industrial EIS Comment
Attachments:	Dubicki Maritime Industrial EIS Comment.pdf

**CAUTION: External Email** 

Hi,

Thanks for the opportunity to comment on the Maritime and Industrial EIS. My comments are attached as a .pdf document. Would you be so kind as to let me know that the document came through clearly.

Thanks. Ray August 8, 2021

Seattle Office of Planning and Community Development P.O. Box 94788 Seattle, WA 98124-7088

Dear OPCD staff,

Thank you for the opportunity to comment on the scope of the Maritime and Industrial Zoning Environmental Impact Statement. Having followed the process of the Maritime and Industrial Strategy and written extensively about the issues faced in Seattle's industrial areas, I completely agree that the zoning designations need to be updated. The three proposed zones are a good start.

Unfortunately, the EIS as currently proposed does not provide adequate data to examine such a rezoning. The pressures facing industrial lands - conversion to commercial or residential uses, contamination, and antiquated infrastructure - have causes within and outside of the industrial areas. Commercial zoning that is too small for commercial buildings, ridiculous buffers with residential neighbors, and predatory delay at design review are just a few of the issues preventing development in the larger city. These push large commercial buildings into the more lax industrial zones. The EIS is proposed to strictly stop at the boundaries of the Manufacturing Industrial Centers (MIC), which prevents a comprehensive look at these push and pull factors.

The boundaries of the MIC are themselves products of Seattle's long history of racial redlining and segregationist zoning. It is concerning that, by focusing attention on a narrow slice of the city, it will be easy to overlook these longer term patterns of abuse and exclusion.

Such a pattern became very evident this past year as COVID rates visibly peaked in the city's most diverse and most polluted. These neighborhoods are most harshly impacted by pollution from industrial zones and the freight, ship, and automobile traffic produced by industrial users. So the pressures faced by industrial zones do not keep their impacts within the boundaries of the Manufacturing and Industrial Areas. Neither should the examination of this Environmental Impact Statement.

Please add the following to the scope of the Maritime and Industrial Zoning Environmental Impact Statement:

#### I. The EIS must explicitly address segregation and climate change.

The Environmental Impact Statement must:

- 1) Highlight the unbroken chain of old (segregationist, exclusionary, inequitable) plans and recommendations that feed into current plans.
- 2) Identify the conflict points and constraints that squeeze industrial land from both inside and outsize industrial zones/Manufacturing Industrial Centers (MIC), and
- Address the existential threat of climate change as a theme throughout the entire document, including as point sources of pollution from uses in the industrial zones as well as sources of water and surface traffic that create pollution outside of the boundaries of the MIC.

In the supporting documents and research, the EIS must include data as baselines on subjects that are vital to the history and future of industrial areas, including:
- 1) Historic segregation and the relationship between redlining and industrial areas,
- 2) Lot size analysis showing how large properties are within the MIC and where else in the city has parcels zoned large enough to accept buildings that are opting for the MICs,
- 3) Climate change and pollution data broader than just factories, but in the transportation (ships, rail, truck, commuter) infrastructure too,
- 4) Non-plan constraints on development, such as court orders and community agreements.
- 5) Combined health metrics for city-wide communities that do not compartmentalize impacts of pollution, contamination, and noise.

#### **II.** The EIS Elements must be expanded to unbundle buried issues.

Putting together multiple elements under "Biological Resources and Resiliency" and "Environmental Health and Compatibility" will bury some very important concepts, particularly when it comes to rezoning industrial areas. There are four elements that should be taken out of bundles and addressed independently and completely.

**Climate change and green house gases:** Listed in the scoping as part of water resources under the larger "biological" umbrella, the existential threat of climate change is diminished in the overall scoping discussion. Green house gases (GHG) are incorporated as an issue of air quality and impact on health. These two issues should be highlighted as their own element. Focusing on climate change as just the potential damage of sea level rise does not include the impact wildfire smoke and historic heat waves, particularly in mostly paved industrial areas. Making GHG a component of air quality misses the way land use itself can add or reduce the effects of climate change. These must not be buried.

**Historic land use:** Too often, current planning comes up with an equity analysis and pats itself on the back for the excellent outreach they have attempted. However, the new plans rarely go back into the archives to examine how racism and segregation shape the very questions we're asking today. Our industrial areas were codified in the 1930s. They have plans that were made in the 1990s. Neither of those eras performed the equity analysis that we do today, yet we carry forward the same boundaries and same recommendations that have been on the books for decades. Equity demands recognizing the sources of Seattle's visible and invisible boundaries.

Additionally, there is no master list of agreements between the city, community groups, and companies or agencies that control land use decisions. We don't know how many are still in effect. One example is the Short Fill agreement between the Port of Seattle and the Magnolia Community Club that limits development at Terminal 91. These must see daylight as an element.

**Rail, truck and shipping traffic:** The proposed transportation element does not include mention of the massive railroad yards in Interbay or the Duwamish or the tunnel connecting the two under downtown. Similarly the City's estimates for truck traffic do not account for changes outside of the industrial areas, including growth in Ballard, changes to Mercer, and even the removal of the Viaduct. There also happens to be a neighboring very large body of water with extremely large and polluting cruise ships and port vessels that do not get counted in many of the local pollution numbers. Changing estimates for rail, truck, and shipping traffic is an incredibly difficult question because vital parties to freight and rail in the area - including BNSF, the Port of Seattle, and numerous shipping companies - are notoriously opaque with their numbers and difficult to work with. But industrial zoning is going to drive the rebuilding of infrastructure like the Ballard Bridge or Terminal 46. Getting these numbers wrong means destroying neighborhoods and sinking billions in unnecessary infrastructure.

**Health:** Contamination, air quality, and noise are laudably included in the proposed elements of the EIS. However, they appear to be treated in individual boxes. The health element must include better metrics of cumulative health impacts on people living both inside the industrial areas as well as neighboring communities.

## III. The EIS Alternatives must provide more extensive data.

## **Alternative 1 - Questions**

- 1) How long have properties in the MIC been zoned industrial? Where do these zoning designations follow the 1930's HOLC redlining map and continue a century long policy of racial segregation?
- 2) Since the GMA was adopted in 1990, what plans, studies, white papers, analysis, or other works have been created by the city or city consultants that examine development or planning within the industrial areas or concerning industry within Seattle? Where do these documents mention race, income, equity, climate change, or earthquakes?
- 3) What is the current planning document that controls and guides development in each of these areas? When was that document approved? What policies and recommendations were in that document, which were implemented and which continue to be worked on? Where did those policies come from (i.e. earlier plans/studies or within that process)? What attempts have been made to change those controlling documents? What was the racial equity analysis that went into making the controlling document? Where do these documents mention race, income, equity, climate change, or earthquakes? Example: BINMIC
- 4) Between the studies and planning documents, what projections were made for population, traffic, employment, building development, and pollution? How do they compare to the actual current data?
- 5) Who has authority where? Identify the ownership of properties, public and private, and extent of public development authorities. Identify locations of overlapping agency and authority responsibility.
- 6) What court orders and agreements exist between the city, community groups, private parties, and/or public agencies that impact development in the industrial areas? (i.e. The Short Fill agreement between the Port and Magnolia). Where do these agreements inhibit development in industrial zones?
- 7) How big are properties in the industrial zones? How big are the buildings in the industrial zones? What is the spectrum of acreages available? How does this compare to the rest of the city? Are there properties outside of the industrial zones comparable in size that can be developed with the same uses? Are big box stores gyms, and breweries locating in industrial zones simply because there are not other places of adequate size zoned properly?
- 8) What is the mix of uses currently within the industrial zones? How does this compare to the mix of uses in the rest of the city? Which uses currently in the industrial zones would be allowed elsewhere but cannot find adequate space outside of those zones?
- 9) What is the current and historic values of properties within the MICs? How do they compare with properties of similar size outside of the MICs?
- 10) Where do MIC employees currently live? How do they get to work, by which modes and which routes?
- 11) For staff of ships and cruise vessels, how is their work counted towards "living wage" jobs and other metrics targeting BIPOC and woman employment metrics?
- 12) For cruise vessels themselves, how is their noise, air, and water pollution counted towards totals in the industrial zones? Does this change depending on which terminal they berth and whether that terminal is within a MIC? How is their pollution counted when they are sailing in Puget Sound?

- 13) Where do goods and products used in the industrial zones currently come from, by which modes and which routes? How do good and products leave the industrial zones, by which modes and which routes?
- 14) What are the dominant sources of pollution? What complaints has the city received for dumping, noise, odor, and pollution? How is traffic pollution or contamination calculated or separated from the other pollution caused by industrial uses?

# **Alternatives 2-4 - Questions**

- 1) What is the spectrum of property sizes within each proposed zone?
- 2) What are the current uses within each proposed zone?
- 3) How does the revised mix of zones impact transportation modes? What routes and modes will those vehicles use?
- 4) Do the uses allowed/denied in the new zones match the sizes of the properties that are being zoned? (Do you want groceries, but no properties are grocery sized?)
- 5) What are the non-zoning land use controls that impact the uses in the rezoned areas court orders, community agreements, public development authorities, etc.
- 6) What is the value of properties within each proposed zone? What is the potential tax revenue produced by a facility constructed at maximum allowable density in the proposed zone?
- 7) Where do the 1/4 mile or 1/2 mile light rail circles extend outside of the MIC area? How does proposed zoning coordinate within these circles?

## IV. A fifth alternative must examine expansion of proposed industrial zones outside MIC.

It is vital that the EIS examine a fifth alternative that looks at applying the new UI, II, or MML zones outside of the current MIC areas. Such an alternative will result in lower environmental cost or decreased level of environmental degradation because:

- Locating zones that permit workplaces and light manufacturing closer to residential uses will result in shorter commute times for workers and shorter vehicle trips for customers.
- Concentrating workforce development with industrial uses in traditionally polluted or contaminated areas compounds negative impacts on the health of neighboring communities.
- Industrial uses that fall just outside the MIC boundaries are not being examined for environmental impacts, such as cruise terminals in Downtown.

Moreover, it is unreasonable to omit such a city-wide alternative. The current MIC boundaries are steeped in historic segregation and already divide communities. Unquestioningly preserving the MIC boundaries just carries forward the limits and recommendations of old plans that were never tested for equity or environmental impact. Further, limiting new modern zones to the narrow MIC areas fails to address the objectives of the EIS because it continues the zero-sum game of industrial land use.

Therefore, please add the following alternative to the EIS:

## Alternative 5 - Future of Industry Depressurized

Rezone other parts of the city for uses that currently compete for space with industrial uses. Apply proposed land use concepts to areas outside of the MIC. Permit Transition Zone uses in Urban Villages and residential zones that border the MIC. Analyze city-wide zoning for all areas where II and UI zoning would be applicable. Coordinate housing allowances to areas inside and outside of the current MIC boundaries.

- Updates city-wide industrial land use policies to anticipate future innovations and trends.
- Strengthens protections for industrial uses in maritime, manufacturing and logistics zones covering a significant portion of industrial lands by allowing competing uses like groceries and mini storage to be located outside of MIC areas.

- · Applies a mix of Industry / Innovation and Transition Zone concepts to traditional MIC
- areas as well as commercial and mixed use areas in other parts of the city.
  Expansion of limited industry-supportive housing in Urban Industrial Zone, Downtown Zones, and Urban Village zones.

Thank you,

Ray Dubicki raydubicki@mac.com Ballard

From:	Andy Katz <katzaj@gmail.com></katzaj@gmail.com>
Sent:	Sunday, August 08, 2021 7:59 PM
То:	PCD_Industry_And_Maritime_Strategy
Subject:	City of Seattle Industrial and Maritime Strategy: EIS Scoping Phase comments

**CAUTION: External Email** 

Thank you for the work you've done in the scoping phase to date, and for receiving these comments on how the draft EIS can be better and more effectively framed..

#### **EIS Broad Concepts:**

The Environmental Impact Statement must:

1) Highlight the unbroken chain of old (segregationist, exclusionary, inequitable) plans and recommendations that feed into current plans;

2) Identify the conflict points and constraints that squeeze industrial land from both inside and outside industrial zones/Manufacturing Industrial Centers (MICs); and

3) Address the existential threat of climate change as a theme throughout the entire document, including as point sources of pollution from uses in the industrial zones as well as sources of traffic that create pollution outside of the boundaries of the MIC.

At a document level, the EIS must include data as baselines on subjects that are vital to the history and future of industrial areas, including:

1) Historic segregation and the relationship between redlining and industrial areas;

2) Lot size analysis showing how large properties are within the MIC and where else in the city has parcels zoned large enough to accept buildings that are opting for the MICs;

3) Climate change and pollution data for sources broader than just factories, but including the transportation infrastructure too;

4) Non-plan constraints on development, such as court orders and community agreements;

5) Combined health metrics for city-wide communities that do not compartmentalize impacts of pollution, contamination, and noise.

#### **EIS Comprehensive List:**

#### **Elements:**

Putting together multiple elements under "Biological Resources and Resiliency" and "Environmental Health and Compatibility" will bury some very important concepts, particularly when it comes to rezoning industrial areas. There are four elements that should be taken out of bundles and addressed independently and completely.

<u>1. Climate change and greenhouse gases</u>: Listed in the scoping as part of water resources under the larger "biological" umbrella, the existential threat of climate change is diminished in the overall scoping discussion. Greenhouse gases (GHG) are incorporated as an issue of air quality and impact on health. These two issues should be highlighted as their own element. Focusing on climate change as just the potential damage of sea level rise does not include the impact of wildfire smoke and historic heat waves, particularly in mostly paved industrial areas. Making GHG a component of air quality misses the way land use itself can add or reduce the effects of climate change. These must not be buried.

<u>2. Historic land use</u>: Too often, current planning comes up with an equity analysis and pats itself on the back for the excellent outreach they have attempted. However, the new plans rarely go back into the archives to examine how racism and segregation shape the very questions we're asking today. Our industrial areas were codified in the 1930s. They have plans that were made in the 1990s. Neither of those eras performed the equity analysis that we do today, yet

we carry forward the same boundaries and same recommendations that have been on the books for decades. Equity demands recognizing the sources of Seattle's visible and invisible boundaries.

Additionally, there is no master list of agreements between the city, community groups, and companies or agencies that control land use decisions. We don't know how many are still in effect. One example is the Short Fill agreement between the Port of Seattle and the Magnolia Community Club that limits development at Terminal 91. These must see daylight as an element.

<u>3. Rail and truck traffic</u>: The proposed transportation element does not include mention of the massive railroad yards in Interbay or the Duwamish or the tunnel connecting the two under downtown. Similarly the City's estimates for truck traffic do not account for changes outside of the industrial areas, including growth in Ballard, changes to Mercer, and even the removal of the Viaduct. Changing estimates for truck and rail traffic is an incredibly difficult question because vital parties to freight and rail in the area - including BNSF, the Port of Seattle, and numerous shipping companies - are notoriously opaque with their numbers and difficult to work with. But industrial zoning is going to drive the rebuilding of infrastructure like the Ballard Bridge. Getting these numbers wrong means destroying neighborhoods and sinking billions in unnecessary infrastructure.

<u>4. Health</u>: Contamination, air quality, and noise are laudably included in the proposed elements of the EIS. However, they appear to be treated in individual boxes. The health element must include better metrics of cumulative health impacts on people living both inside the industrial areas as well as neighboring communities.

#### **Alternatives:**

#### **Alternative 1 - Questions**

1) How long have properties in the MIC been zoned industrial? Where do these zoning designations follow the 1930's HOLC redlining map and continue a century long policy of racial segregation?

2) Since the GMA was adopted in 1990, what plans, studies, white papers, analysis, or other works have been created by the city or city consultants that examine development or planning within the industrial areas or concerning industry within Seattle? Where do these documents mention race, income, equity, climate change, or earthquakes?
 3) What is the current planning document that controls and guides development in each of these areas? When was that document approved? What policies and recommendations were in that document, which were implemented and which continue to be worked on? Where did those policies come from (i.e. earlier plans/studies or within that process)? What attempts have been made to change those controlling documents? What was the racial equity analysis that went into making the controlling document? Where do these documents mention race, income, equity, climate change, or earthquakes? (Example: BINMIC)

4) Between the studies and planning documents, what projections were made for population, traffic, employment, building development, and pollution? How do they compare to the actual current data?

5) Who has authority where? Identify the ownership of properties, public and private, and extent of public development authorities. Identify locations of overlapping agency and authority responsibility.

6) What court orders and agreements exist between the city, community groups, private parties, and/or public agencies that impact development in the industrial areas? (HINT: Start with the short fill agreement between the Port and Magnolia). Where do these agreements inhibit development in industrial zones?

7) How big are properties in the industrial zones? How big are the buildings in the industrial zones? What is the spectrum of acreages available? How does this compare to the rest of the city? Are there properties outside of the industrial zones comparable in size that can be developed with the same uses? Are big box stores locating in industrial zones simply because there are not other places of adequate size zoned properly?

8) What is the mix of uses currently within the industrial zones? How does this compare to the mix of uses in the rest of the city? Which uses currently in the industrial zones would be allowed elsewhere but cannot find adequate space outside of those zones?

9) Where do employees currently live? How do they get to work, by which modes and which routes?

10) Where do goods and products used in the industrial zones currently come from, by which modes and which routes? How do they leave the industrial zones, by which modes and which routes?

11) What are the dominant sources of pollution? What complaints has the city received for dumping, noise, odor, and pollution? How is traffic pollution calculated or separated from the pollution caused by industrial uses?

# Alternatives 2-4 - Questions

1) What is the spectrum of property sizes within each proposed zone?

2) What are the current uses within each proposed zone?

3) How does the revised mix of zones impact transportation modes? What routes and modes will those vehicles use?4) Do the uses allowed/denied in the new zones match the sizes of the properties that are being zoned? (Do you want

groceries, but nothing grocery sized?)

5) What are the non-zoning land use controls that impact the uses in the rezoned areas - court orders, community agreements, public development authorities, etc.?

6) Where do the 1/4 mile light rail circles extend outside of the MIC area? How does proposed zoning coordinate within these circles?

# ADD: Alternative 5 - Future of Industry Depressurized

Rezone other parts of the city for uses that currently compete for space with industrial uses. Apply proposed land use concepts to areas outside of the MIC. Permit Transition Zone uses in Urban Villages and residential zones that border the MIC. Analyze city-wide zoning for all areas where II and UI zoning would be applicable. Coordinate housing allowances to areas inside and outside of the current MIC boundaries.

Alternative 5:

• Updates city-wide industrial land use policies to anticipate future innovations and trends.

Strengthens protections for industrial uses in maritime, manufacturing, and logistics zones covering a significant portion of industrial lands by allowing competing uses like groceries and mini storage to be located outside of MIC areas.
Applies a mix of Industry / Innovation and Transition Zone concepts to traditional MIC areas as well as commercial and mixed use areas in other parts of the city.

• Expands limited industry-supportive housing in Urban Industrial Zone, Downtown Zones, and Urban Village zones.

Thanks once more for your attention and your hard work.

Kind regards, Andy Katz City Council District 3 / 98101 resident City Council District 7 / 98104 worker

From:	Chuck Perry <chuckhperry@gmail.com></chuckhperry@gmail.com>	
Sent:	Sunday, August 08, 2021 7:26 PM	
То:	PCD_Industry_And_Maritime_Strategy	
Subject:	Parcel # 766670-4010	

#### **CAUTION: External Email**

Reaching out regarding Parcel # 766670-4010. As you conduct the EIS study and potential changes to policies and zoning for Maritime Industrial lands, please consider the current vacancy and potential future use of this land. Given the scarcity of land within Seattle, activating unused spaces for community benefit is just one of the ways we can be stewards of the land. There is potential for the usage of this space to be a model for how land should be used - from an environmental, social, and economic perspective. As you conduct the study, please consider increasing the building size limit to 60,000 sq ft.

-Charles Perry

From:	sofia debiase <sofialdebiase@gmail.com></sofialdebiase@gmail.com>
Sent:	Sunday, August 08, 2021 7:26 PM
То:	PCD_Industry_And_Maritime_Strategy
Subject:	Parcel # 766670-4010

#### **CAUTION: External Email**

Reaching out regarding Parcel # 766670-4010. As you conduct the EIS study and potential changes to policies and zoning for Maritime Industrial lands, please consider the current vacancy and potential future use of this land. Given the scarcity of land within Seattle, activating unused spaces for community benefit is just one of the ways we can be stewards of the land. There is potential for the usage of this space to be a model for how land should be used - from an environmental, social, and economic perspective. As you conduct the study, please consider increasing the building size limit to 60,000 sq ft.

Sofia DeBiase

From: Sent: To: Cc: Subject: Jennifer McIntosh <volleycat1@icloud.com> Sunday, August 08, 2021 6:34 PM PCD\_Industry\_And\_Maritime\_Strategy Lisa Corbin EIS study for parcel 766670-4010

#### **CAUTION: External Email**

Good evening,

I am reaching out regarding Parcel # 766670-4010. As you conduct the EIS study and potential changes to policies and zoning for Maritime Industrial lands, please consider the current extended vacancy and potential future use of this land.

Given the scarcity of land within Seattle, activating unused spaces for **community benefit** is just one of the ways we can be stewards of the land. There is potential for the usage of this space to be a model for how land should be used - from an environmental, social, and economic perspective. As you conduct the study, **please consider increasing the building size limit to 60,000 sq ft.** 

Thank you for your consideration.

Sincerely, Jennifer McIntosh

From: Sent: To: Cc: Subject: Julie Vanderburg <kissymajestic@yahoo.com> Sunday, August 08, 2021 10:26 AM PCD\_Industry\_And\_Maritime\_Strategy Lisa Corbin West Seattle land use

#### **CAUTION: External Email**

- As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # <u>766670-4010</u>, which has remained vacant for 55 years. Land is scarce in Seattle and we believe in the importance of being good stewards by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.
- Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thank you, Jules Vanderburg

Seattle Design Center 5701 6th Ave S Suite 206 Seattle WA 98108 206 660 9971 julesvanderburg.com fine jewelry couture and custom work

From:
Sent:
To:
Cc:
Subject:

Tina Vlasaty <tina.vlasaty@gmail.com> Sunday, August 08, 2021 9:50 AM PCD\_Industry\_And\_Maritime\_Strategy Lisa Corbin Industrial Lands

#### **CAUTION: External Email**

Thank you for your work on updating policies and zoning for Maritime and Industrial lands. I recognize the importance of preserving these lands for industrial and maritime use and their positive impact on our economy and local jobs.

As you undertake this work, I ask that your process review parcel # <u>766670-4010</u>, which has remained vacant for 55 years.

This parcel provides an opportunity to activate a long unused space for community benefit in a way that does not detract or compete with industrial or maritime uses given the duration if its vacancy.

Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades.

I respectfully request that you consider increasing the building size limit to 60,000 sq ft so that it might accommodate a broad set of potential uses.

Thank you, Tina Vlasaty 3542 SW Ida Seattle, WA 98126

From: Sent: To: Subject: Sarah Weagraff <sarahweagraff@gmail.com> Sunday, August 08, 2021 9:38 AM PCD\_Industry\_And\_Maritime\_Strategy parcel # 766670-4010

**CAUTION: External Email** 

Dear Planning Committee,

• As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.

•

• Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

•

• Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. **Please increase the building size limit to 60,000 sq ft.** 

I am excited about the possibility of a sports complex going into this space!

Thank you, Sarah Weagraff Sarahweagraff@gmail.com 98146

Sent from my iPhone

From:	Matt McFarlane <msmcfarlane@gmail.com></msmcfarlane@gmail.com>
Sent:	Sunday, August 08, 2021 8:43 AM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	llcorbin@gmail.com
Subject:	Consider West Seattle parcel # 766670-4010

#### **CAUTION: External Email**

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.

Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thank you,

Matt McFarlane

From:
Sent:
To:
Cc:
Subject:

Andrea Menin <ag.menin@gmail.com> Saturday, August 07, 2021 10:33 PM PCD\_Industry\_And\_Maritime\_Strategy Lisa Corbin EIS Study and CEM site

**CAUTION: External Email** 

#### Dear Port Authorities,

I'm writing as an active property owner and enjoyer of Seattle's recreational facilities and shorelines, as well as being concerned about the future livability of our city. Please consider the following as you proceed with your EIS:

- As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.
- Land is scarce in Seattle and I believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.
- Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft. This would allow a proposed sports complex with courts, fields and space for many different sports and players of all levels.
- No potential tenants have expressed strong interest in this site in the past. The Seattle Sports Complex Foundation is proposing a community-focused use for the site which would benefit far more people than an industrial use.

Thank you for your consideration, Andrea Menin

From:	Layla Ana
Sent:	Saturday,
То:	PCD_Indu
Cc:	Lisa Corbi
Subject:	Public Co

ayla Anane <layla@theserviceboard.org> Gaturday, August 07, 2021 8:25 PM PCD\_Industry\_And\_Maritime\_Strategy isa Corbin Public Comment on parcel # 766670-4010

**CAUTION: External Email** 

Hello,

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.

Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

---

Regards,

To May potent your prices, Howard 104 potential of Margineer International	e para setas	Layla Anane, M.A. (she/her)
		Interim Co-Executive Director
		Director, Development & Communications
		the Service Board
		206.324.7771   layla@theserviceboard.org
		theserviceboard.org
		5290 Rainier Avenue South, Seattle WA 98118

From:	
Sent:	
To:	
Subiect:	

Steve Schwartz <steve.schwartz7@gmail.com> Saturday, August 07, 2021 7:52 PM PCD\_Industry\_And\_Maritime\_Strategy Re: Parcel # 766670-4010 (CEM site, Port of Seattle)

**CAUTION: External Email** 

To the Office of Planning and Community Development,

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.
Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.
Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 square feet

Thanks,

Steve Schwartz 5953 Beach Drive SW Seattle, WA 98136 425-444-4005

#### Letter 52

#### Holmes, Jim

From: Sent: To: Cc: Subject: Shana Goldman <sgoldman620@gmail.com> Saturday, August 07, 2021 6:02 PM PCD\_Industry\_And\_Maritime\_Strategy Ilcorbin@gmail.com Tennis/sports facility in West Seattle

**CAUTION: External Email** 

Hello,

I am writing to advocate for the use of a particular parcel of land for a tennis/sports complex as well as ask for an increase in the building size limit.

This is regarding parcel # 766670-4010.

This usage would greatly benefit the underserved West Seattle and South Seattle communities and allow an unused (for over 50 years) parcel of land in Seattle to have a vibrant purpose rather than continue to remain dormant.•

•

This land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thank you for you consideration in this matter.

Shana Goldman

Sent from my iPhone

Letter 53

From:
Sent:
To:
Subject:

kris@inclowd.com Saturday, August 07, 2021 3:16 PM PCD\_Industry\_And\_Maritime\_Strategy parcel # 766670-4010 input

**CAUTION: External Email** 

To whom it may concern for the Mayor's maritime strategy:

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years. Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas. Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

If you see an excellent example in NYC at the following link, you can see what an amazing job the city did to change a vacation land of naval yards that became a massive outdoor park that is amazing...Seattle could be this innovative too!!!

https://www.brooklynbridgepark.org/

Sincerely,

Kris Stafie

West Seattle resident since 2007 and also Brooklyn Resident for 5+ years.

From:	Conrad WESSELHOEFT < cwesselhoeft@comcast.net>
Sent:	Saturday, August 07, 2021 2:50 PM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	llcorbin
Subject:	EIS study RE parcel # 766670-4010

#### **CAUTION: External Email**

Dear City of Seattle Officials,

I write regarding the EIS study and possible changes to policies and zoning for Maritime Industrial lands. Specifically, I'm asking that you give careful consideration to parcel #766670-4010, a 13-acre brownfield (formerly a landfill) that has remained vacant for 55 years.

Like many of my friends and neighbors in West Seattle, I believe that re-invigorating unused land can offer immediate and ongoing benefits to the community while being an excellent long-term investment. On the other hand, letting such land stagnate offers little to anyone, near or long-term.

In the past, one obstacle for developing this parcel has been a limited building size requirement. To best serve the public, I urge you to increase the building size limit to 60,000 square feet.

Thank you for your consideration.

Respectfully,

Conrad Wesselhoeft West Seattle

From:	Ka
Sent:	Sa
То:	PC
Subject:	Ple

Kathryn Robinson <thatkathryn@gmail.com> Gaturday, August 07, 2021 2:34 PM PCD\_Industry\_And\_Maritime\_Strategy Please increase your building size for sports facilities

**CAUTION: External Email** 

Dear OPCD Folks,

This email is motivated by my sincere passion for the prospect of a very exciting multi-sports center that I'd love to see built on Port land. As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.

Land is scarce in Seattle. Wouldn't it be amazing if we did our part for the health and community of our citizens by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas?

Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. A sports center would be the perfect use for a parcel like this: a win-win for city tourism and neighborhood health and well-being. Won't you please increase the building size limit to 60,000 sqare feet?

Very sincerely, Kathryn Robinson

# Kathryn Robinson

www.kathrynrobinson.com @krobinsoncritic From: Sent: To: Subject: Anne Dickinson <anne.dickinson@comcast.net> Saturday, August 07, 2021 2:31 PM PCD\_Industry\_And\_Maritime\_Strategy Parcel # 766670-4010

#### **CAUTION: External Email**

I am writing regarding the 13-acre site known as Parcel # 766670-4010 along the waterfront in West Seattle. Please consider expanding the authorized use of the site to a building of up to 60,000SF. This would allow for development of a sports complex that could be used by residents of the entire city, low -income groups, and even professional sports teams. It is worth noting that this use would have no adverse environmental impact, opposed to potential industrial or maritime use.

With the limited land in the city of Seattle, there are very few remaining sites available for public recreation use. Specifically, the West Seattle community continues to grow, and density increases. Throughout this growth in West Seattle, no new parks or recreational facilities have been built. In fact, the West Seattle community just permanently lost the Lowman Beach tennis court. As a result, an increasing population now needs to share less recreational amenities in West Seattle. Allowing a larger, environmentally friendly facility on the above-mentioned site would greatly benefit the residents of West Seattle and beyond.

Thank you for your consideration.

Anne

Anne Dickinson (206) 334-4200 cell Letter 56

From: Sent: To: Subject: Josh Lavine <joshlavine777@gmail.com> Saturday, August 07, 2021 2:22 PM PCD\_Industry\_And\_Maritime\_Strategy LAND USE

**CAUTION: External Email** 

To Whom it may concern,

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.

Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thanks,

Josh Lavine --Thanks,

Josh

From:	Josh R. Hedrick <jrhedrick@psfinc.com></jrhedrick@psfinc.com>
Sent:	Saturday, August 07, 2021 1:56 PM
То:	PCD_Industry_And_Maritime_Strategy
Subject:	West seattle tennis court

CAUTION: External Email

Please take the below into consideration

\* As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.

\* Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

\* Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Josh Hedrick | Principal Parker, Smith, and Feek Phone: 425.709.3793 | Cell: 253.298.0350<tel:253.298.0350> Jrhedrick@psfinc.com

Letter 59

From:
Sent:
To:
Subject:

Henzke, Leonard <LHenzke@ecgmc.com> Saturday, August 07, 2021 1:20 PM PCD\_Industry\_And\_Maritime\_Strategy tennis complex in West Seattle

**CAUTION: External Email** 

Hello – I am writing to express my support for a tennis complex in West Seattle.

- As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.
- Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.
- Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thank you for your consideration!!

Len Henzke 4016 41<sup>st</sup> Ave SW

## Len Henzke



A Siemens Healthineers Company

P 206-689-2200 M 206-854-8892 1111 Third Avenue, Suite 2500 Seattle, WA 98101 lhenzke@ecgmc.com | <u>ecgmc.com</u>

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LEADING HEALTHCARE FORWARD

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From:	Glenn Seaverns <glenn@safesys.com></glenn@safesys.com>
Sent:	Saturday, August 07, 2021 1:03 PM
То:	PCD_Industry_And_Maritime_Strategy
Subject:	Parcel # 766670

**CAUTION: External Email** 

I am commenting on the parcel # 766670 and the possibility of using this land for something positive for our city. The land has been vacant for 55 years. Land is scarce in Seattle and this parcel has had many challenging conditions to conquer over the years. I think the time has come to use the land. Please consider increasing the limitation on the building size of 60000 square feet.

Thank you for your consideration.

**Glenn Seaverns** 

From: Sent: To: Subject: Dustin Hedger <dustinhedger@yahoo.com> Saturday, August 07, 2021 11:38 AM PCD\_Industry\_And\_Maritime\_Strategy Developing the land of parcel #766670-4010

**CAUTION: External Email** 

Hello,

My wife, 2 kids and I are longtime residents of West Seattle and are some of the many tennis/pickleball enthusiasts in the area. am a long time. As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, I would like to ask that you please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years. Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft so that our dreams of a local indoor tennis facility can be realized.

Thank you.

Regards,

Dustin Hedger Andrea Escame-Hedger Diego Escame-Hedger David Escame-Hedger

Sent from Yahoo Mail for iPhone

8

From: Sent: To: Cc: Subject: Ramin Matthew Achak <rachak@comcast.net> Saturday, August 07, 2021 11:02 AM PCD\_Industry\_And\_Maritime\_Strategy Ilcorbin@gmail.com Indoor tennis in West Seattle

#### **CAUTION: External Email**

To whom it may concern,

I am writing to lend my voice to the push to get West Seattle an indoor tennis facility which it deserves.

West Seattle is a massive area with tons of tennis players. We need a facility.

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years. This would be perfect for a facility.

Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

Thank you for your consideration.

Best,

Ramin Matthew Achak rachak@comcast.net +1 206-954-6598

From: Sent: To: Subject: Joel Delman <joeldelman@comcast.net> Saturday, August 07, 2021 10:54 AM PCD\_Industry\_And\_Maritime\_Strategy Support indoor courts in WS

**CAUTION: External Email** 

Thanks, Joel

Sent from my iPad

From:	Marke Greene <marke.greene@mossadams.com></marke.greene@mossadams.com>
Sent:	Saturday, August 07, 2021 10:38 AM
То:	PCD_Industry_And_Maritime_Strategy
Subject:	Consideration fo Building size limit increase for Parcel #766670-4010 (CEM site for W.S. landfill)

Letter 64

#### **CAUTION: External Email**

#### To the Office of Planning and Community Development:

I'm writing to you today as a long time West Seattle resident, and active member of the Seattle business community. I am specifically writing about Parcel 766670-4010, the former West Seattle Landfill, and the opportunities for the long vacant (55 years) land to provide a community benefit for generations to come. As you conduct the EIS study and any policy changes for zoning of the Maritime Industrial lands, this parcel should receive particular consideration. The South and West Seattle areas have been underserved over the years as it relates to unused spaces for community benefit, and due to the scarcity of land in Seattle, I believe this parcel can be utilized for substantial benefits. The 13-acre CEM site at issue has some challenging characteristics for maritime businesses due to its brownfield status, but other community purposes can be served if the building size limit is increased to 60,000 sq. ft. and allow for community sports facilities. I am part of a lifelong tennis family, and would particularly like to see the space utilized for that purpose which is in great demand (and very short supply) in our community.

I thank you for your time and consideration of this ask. Regards, Marke Greene 206-244-9510

#### CONFIDENTIALITY NOTICE

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Letter 65

From:
Sent:
To:
Cc:
Subject:

Joe Turcotte <jaturcotte@outlook.com> Saturday, August 07, 2021 10:33 AM PCD\_Industry\_And\_Maritime\_Strategy Lisa Corbin EIS Maritime/Industiral Lands

**CAUTION: External Email** 

Dear City of Seattle

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.

Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thank You,

Joe Turcotte 3407 41<sup>st</sup> Ave SW Seattle, WA 98116

From: Sent: To: Cc: Subject: Kimberly Burton <kaburton2@comcast.net> Saturday, August 07, 2021 10:28 AM PCD\_Industry\_And\_Maritime\_Strategy Ilcorbin@gmail.com Re: EIS Study

**CAUTION: External Email** 

Pressed "send" accidentally before signing.

Thank you for your consideration, Kimberly Burton

On Aug 7, 2021, at 10:27 AM, Kimberly Burton <<u>kaburton2@comcast.net</u>> wrote:

Hello

I am a sports enthusiast and there are limited public sporting facilities in the greater Seattle area. As more people move to Seattle, there are less spaces to allow for all interested people to engage in sports. Sports provides community engagement and mental and physical health benefits. We need more spaces.

- As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.
- ٠
- Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.
- ٠
- Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

From:	Kimberly Burton <kaburton2@comcast.net></kaburton2@comcast.net>
Sent:	Saturday, August 07, 2021 10:28 AM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	llcorbin@gmail.com
Subject:	EIS Study

#### **CAUTION: External Email**

Hello

I am a sports enthusiast and there are limited public sporting facilities in the greater Seattle area. As more people move to Seattle, there are less spaces to allow for all interested people to engage in sports. Sports provides community engagement and mental and physical health benefits. We need more spaces.

 As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.

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• Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

•

 Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Letter67
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From:	Dennis Williams <dwjr206@gmail.com></dwjr206@gmail.com>
Sent:	Saturday, August 07, 2021 10:26 AM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	Lisa Corbin
Subject:	Your consideration is GREATLY appreciated- CEM site

**CAUTION: External Email** 

To whom this may concern:

As you conduct the EIS study and possible changes to policies and zoning for the Maritime Industrial lands, I would like request an examination of parcel # 766670-4010, which has been vacant for over FIFTY years.

Seattle is a beautiful place that is diverse with amazing culture. It is also varies greatly in social economic class. We (Seattle Sports Complex Foundation) believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

We have had our eye on the "CEM" site for a few years which is the former West Seattle Landfill. Certain characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. We have done research and explored other use cases locally and nationally to show what can be done here, including speaking with the engineers who are responsible for the current state of this land.

We would like to request that the building size limit be increased to 60,000 sq ft. This would greatly help our efforts to increase equity and access to sports in King County. We GREATLY appreciate you considering this request.

Acta non Verba,

Dennis Williams Jr. Edward Jones // Making sense of Investing 206.992.0611 - cell www.edwardjones.com/dennis-williams

From:	Megan <mkeltonr@gmail.com></mkeltonr@gmail.com>
Sent:	Saturday, August 07, 2021 10:04 AM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	Lisa Corbin
Subject:	Seattle sports complex for the people!

#### **CAUTION: External Email**

Hello! please consider the following important points! Our diverse communities would benefit so much from a local and accessible sports complex. This would be a game changer for children, families, teens, adults in Seattle.

- As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.
- Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.
- Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thanks for giving this your attention.

Megan Kelton

Sent from my iPhone

Letter 69 Missing Text

From: Sent: To: Subject: Michele Grantham <michele.e.grantham@gmail.com> Saturday, August 07, 2021 9:40 AM PCD\_Industry\_And\_Maritime\_Strategy Parcel# 766670-4010; Future Seattle Sports Complex

**CAUTION: External Email** 

To whom it may concern:
From:	Fa
Sent:	Fri
То:	PC
Cc:	Lis
Subject:	Ind

Faye Turcotte <fayejturcotte@gmail.com> Friday, August 06, 2021 6:56 PM PCD\_Industry\_And\_Maritime\_Strategy Lisa Corbin ncrease Building Size Limit for CEM Site

**CAUTION: External Email** 

#### Good evening,

I'm writing to you about the EIS study and potential changes to policies and zoning for the Maritime Industrial lands. Parcel #766670-4010, also known as the CEM site, has been vacant for 55 years due to on-site obstacles preventing organizations from using the land.

Land is scarce in Seattle. Allowing the 13-acre-CEM site to sit empty for decades is careless and wasteful. We, at the Seattle Sports Complex Foundation, are willing to confront the challenges this location holds and build a multi-sport facility that will enrich our city for years to come.

We propose the construction of a space that will benefit every member of our community, regardless of their age, income, or mobility. Our plan is centered around athletic recreation and the encouragement of a healthy, active lifestyle. This dynamic sports venue will attract tourism, employment opportunities, and events in Seattle, creating a hub for everyone to celebrate their favorite sports.

In order for this to happen, we would need quite a large facility. We request that the EIS study includes looking into the benefits of increasing the building size limit for the CEM site from 10,000 square feet, to 60,000 feet.

Thank you for your consideration, Faye Turcotte

#### Letter 71

## Holmes, Jim

Wentlandt, Geoffrey
Friday, August 06, 2021 4:28 PM
Madeline Herzog; PCD_Industry_And_Maritime_Strategy; Holmes, Jim; Scherer, Sarah;
Kitchen, Chase
Ada Healey
Re: Industrial Maritime EIS Scoping Comment Letter

Thank you Madeline. Your comments are received. Have a nice weekend.

Geoff

From: Madeline Herzog <MadelineH@vulcan.com>
Sent: Friday, August 6, 2021 4:25 PM
To: PCD\_Industry\_And\_Maritime\_Strategy <PCD\_Industry\_And\_Maritime\_Strategy@seattle.gov>; Wentlandt, Geoffrey
<Geoffrey.Wentlandt@seattle.gov>; Holmes, Jim <Jim.Holmes@seattle.gov>; Scherer, Sarah
<Sarah.Scherer@seattle.gov>; Kitchen, Chase <Chase.Kitchen@seattle.gov>
Cc: Ada Healey <AdaH@vulcan.com>
Subject: Industrial Maritime EIS Scoping Comment Letter

**CAUTION: External Email** 

Please find attached two scoping comment letters pertaining to the City of Seattle's Industrial Maritime Environmental Impact Study.

#### Regards, Madeline Herzog

Madeline J. Herzog (she/her) Executive Assistant to Ada Healey | Chief Real Estate Officer Vulcan Inc. D 206.342.2546 | M 206.492.1221 madelineh@vulcan.com www.vulcan.com | www.vulcanrealestate.com

From:	Madeline Herzog <madelineh@vulcan.com></madelineh@vulcan.com>
Sent:	Friday, August 06, 2021 4:26 PM
То:	PCD_Industry_And_Maritime_Strategy; Wentlandt, Geoffrey; Holmes, Jim; Scherer, Sarah;
	Kitchen, Chase
Cc:	Ada Healey
Subject:	Industrial Maritime EIS Scoping Comment Letter
Attachments:	Cedarstrand Properties Maritime and Industrial Strategy EIS Scoping Comment
	Letter.pdf; 2233 1st Ave S Maritime and Industrial Strategy EIS Scoping Comment
	Letter.pdf

#### **CAUTION: External Email**

Please find attached two scoping comment letters pertaining to the City of Seattle's Industrial Maritime Environmental Impact Study.

## Regards, Madeline Herzog

Madeline J. Herzog (she/her) Executive Assistant to Ada Healey | Chief Real Estate Officer Vulcan Inc. D 206.342.2546 | M 206.492.1221 <u>madelineh@vulcan.com</u> www.vulcan.com | www.vulcanrealestate.com

#### Via Email

Dear Mr. Wentlandt and Mr. Holmes,

This comment letter is submitted on behalf of 2233 1<sup>st</sup> Ave LLC (the "Company") as part of the scoping process for the Industrial and Maritime Strategy Environmental Impact Statement. Our Company is a stakeholder in SODO and owns property located at 2233 1st Ave. S. We support an Industrial and Maritime Lands Strategy that recognizes the evolving nature of industrial uses and considers neighborhoods' unique characters and proximity to transit.

As the City contemplates changes to its Industrial and Maritime lands, we encourage the City to take an approach that maximizes flexible uses in these areas and fosters innovation. Seattle's investment in light rail has provided new opportunities to travel to and interact with SODO. Seattle now has the opportunity to capitalize on this transformative infrastructure by crafting an Industrial and Maritime Lands Strategy that recognizes changes in the SODO neighborhood and affords flexibility in future development.

The map associated with Alternative 4 extends the boundary for the future "urban industrial" designation to include our property located at 2233 1st Ave. S. We support this designation and believe it appropriately recognizes the unique character of 1st Avenue South in this location. Its proximity to frequent transit and quirky commercial character make it the ideal candidate for an "urban industrial" designation as opposed to a "maritime, manufacturing, and logistics" designation. We urge you to include and support an alternative that extends the flexible "urban industrial" designation down 1st Avenue South. This approach will create a stronger SODO economic hub that enriches the area, fosters job-growth, provides community members with a wider variety of ways to interact with our neighborhood, encourages pedestrian activity, and capitalizes on environmentally-conscious transportation infrastructure that connects SODO to the larger Puget Sound region.

We look forward to continuing our engagement with the City and working together to improve our SODO neighborhood.

Sincerely,

#### 2233 1st Avenue LLC,

A Washington limited liability company

- By: Vulcan Corporate Properties LLC, a Washington limited liability company, Its Manager
  - By: Vulcan Corporate Properties MM Inc., a Washington corporation, Its Manager

Cida me Dealer Bv:

Name: Ada M. Healey Title: Vice President

#### Via Email

Dear Mr. Wentlandt and Mr. Holmes,

This comment letter is submitted on behalf of Cedarstrand Properties LLC ("Cedarstrand") as part of the scoping process for the Industrial and Maritime Strategy Environmental Impact Statement. Cedarstrand is a stakeholder in SODO and owns property located at 2245 1st Ave. S. Cedarstrand supports an Industrial and Maritime Lands Strategy that recognizes the evolving nature of industrial uses and considers neighborhoods' unique characters and proximity to transit.

As the City contemplates changes to its Industrial and Maritime lands, we encourage the City to take an approach that maximizes flexible uses in these areas and fosters innovation. Seattle's investment in light rail has provided new opportunities to travel to and interact with SODO. Seattle now has the opportunity to capitalize on this transformative infrastructure by crafting an Industrial and Maritime Lands Strategy that recognizes changes in the SODO neighborhood and affords flexibility in future development.

The map associated with Alternative 4 extends the boundary for the future "urban industrial" designation to include our property located at 2245 1st Ave. S. We support this designation and believe it appropriately recognizes the unique character of 1st Avenue South in this location. Its proximity to frequent transit and quirky commercial character make it the ideal candidate for an "urban industrial" designation as opposed to a "maritime, manufacturing, and logistics" designation. We urge you to include and support an alternative that extends the flexible "urban industrial" designation down 1st Avenue South. This approach will create a stronger SODO economic hub that enriches the area, fosters job-growth, provides community members with a wider variety of ways to interact with our neighborhood, encourages pedestrian activity, and capitalizes on environmentally-conscious transportation infrastructure that connects SODO to the larger Puget Sound region.

We look forward to continuing our engagement with the City and working together to improve our SODO neighborhood.

Sincerely,

**Cedarstrand Properties LLC,** a Washington limited liability company

By: Mosaic Investments Inc., a Washington corporation, Its Manager

idam Haly Bv:

Name: Ada M. Healey Title: Vice President

From:	Tim Trohimovich <tim@futurewise.org></tim@futurewise.org>
Sent:	Friday, August 06, 2021 3:25 PM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	Alex Brennan; Brady Nordstrom
Subject:	Comments on the Scope of the EIS Industrial and Maritime Strategy
Attachments:	Futurewise Coms on EIS scope Seattle Industrial and Maritime Strategy Aug 6 2021
	Final.pdf

**CAUTION: External Email** 

Dear Planning and Community Development Staff:

Enclosed please find Futurewise's comments on the scope of the EIS for the Industrial and Maritime Strategy update. Please contact me if you require more information.

Thank you for the opportunity to comment.

Tim Trohimovich Director of Planning & Law Futurewise 816 Second Ave., Suite 200 Seattle, WA 98104 tim@futurewise.org (206) 343-0681 Ext. 102



816 Second Ave, Suite 200, Seattle, WA 98104 p. (206) 343-0681 futurewise.org

August 6, 2021

City of Seattle Planning and Community Development P.O. Box 94788 Seattle, Washington 98124-7088

Dear Planning and Community Development Staff:

# Subject: Comments on the scope of the EIS for the Industrial and Maritime Strategy update

Send via email to: PCD Industry And Maritime Strategy@Seattle.gov

Thank you for the opportunity to comment on the scope of the EIS for the Industrial and Maritime Strategy update. Futurewise agrees with the city's determination of significance and the areas for study identified in the Determination of Significance and Request for Comments on the Scope of the EIS. We also appreciate the opportunity to comment on the scope of the environmental impact statement (EIS).

Futurewise works throughout Washington State to support land-use policies that encourage healthy, equitable and opportunity-rich communities, and that protect our most valuable farmlands, forests, and water resources. Futurewise has members and supporters throughout Washington State including the City of Seattle.

Futurewise agrees with the scope of the four alternatives being considered in the EIS. We agree that they cover the range of reasonable alternatives.

Futurewise also agrees with the topic areas to be analyzed in the EIS identified in Determination of Significance and Request for Comments on Scope of EIS. We do have some suggestions for the topics to be analyzed in the EIS. We recognize that some or all of these topics maybe within the topics already identified.

The EIS or referenced studies should examine what the changes to industrial comprehensive plan designations and zones would mean for jobs and economic impacts on Seattle. They should document what a reduction of industrial lands or industrial capacity will translate to in terms of reduced jobs and economic impacts. This is part of the land and shoreline use topic identified in the scoping document.

Environmental justice overlaps with environmental health and compatibility, land use, and air pollution which are topics the scoping document identifies to be analyzed in the EIS. Environmental justice and equity should be explicitly analyzed in the EIS. SEPA requires consideration of adverse impacts on nearby uses and the effects those have on communities and neighborhoods.<sup>1</sup> In the past

<sup>&</sup>lt;sup>1</sup> Barrie v. Kitsap Cty., 93 Wn.2d 843, 860-61, 613 P.2d 1148, 1158 (1980).

City of Seattle RE: Comments on the scope of the EIS Industrial and Maritime Strategy update August 6, 2021 Page 2

affordable housing has been located near industrial uses. Industrial uses have also been focused in areas near or within low-income and Black, Indigenous, and People of Color (BIPOC) communities. These location decisions polluted neighborhoods and harmed the health of neighborhood residents. The EIS should analyze these impacts and identify, analyze, and require mitigating measures.

As part of the analysis of environmental health and compatibility the EIS should analyze the impacts of the housing proposed for the Urban Industrial (UI) zone on nearby industrial and manufacturing uses and the impacts of these uses on the housing. Given the limited industrial lands in the city, it is important to carefully consider the impacts of nonindustrial uses.

We support the decision to include housing as one of the topics to be analyzed in the EIS. As part of that analysis the EIS should identify the impacts of any increase in commercial or industrial development capacity, such as the proposed Industry and Innovation (II) and Urban Industrial (UI) zones, on housing demand and the demand for affordable housing. The EIS should identify, analyze, and require mitigating measures to address the increased demand on housing and affordable housing. The EIS should consider the impact of new dense development on the demand for housing and should consider as mitigating measures a fee-in-lieu program to support affordable housing elsewhere. The program should have a high premium within the half-mile radius of the transit stations to prevent displacement of workers and incentivize lower vacancy rates. This is a variation that can help achieve the stated objective of protecting industrial areas, mitigating potential displacement, and supporting workers who may be potentially affected by displacement or have difficulty finding affordable housing options in Seattle near their industrial or maritime sector jobs.

We support the decision to include climate change as one of the topics to be analyzed in the EIS. Many of Seattle's industrial and maritime uses are located in areas that have the potential to be adversely impacted by climate change including areas subject to flooding due to sea level rise and increasingly intense rainstorms that can overwhelm the existing storm water systems.<sup>2</sup> The EIS should analyze the climate impacts and identify and analyze potential mitigating measures. Some of these mitigating measures, such as rain gardens and other green infrastructure, have the potential to both reduce the impacts of climate change on industrial, manufacturing, and maritime uses and also improve water quality in the city's streams and rivers and in Puget Sound.

We support the decision to analyze greenhouse gases in the EIS. This analysis should consider the greenhouse gas emissions and opportunities to reduce these emissions through mitigation. Seattle's greenhouse neutral electricity presents important opportunities to reduce greenhouse gas emissions through energy substitution. Microgrids powered by locally generated solar and wind energy can be a new revenue source for some industries with roofs or sites suitable for these electrical energy sources while increasing the reliability of the electric grid. Similarly, the close location of rail and ocean-going terminals have lower emissions than facilities the rely exclusively on truck transportation. Increasing jobs near light rail stations and providing better pedestrian and bicycle access to the stations from maritime and industrial areas can also reduce both greenhouse emissions

<sup>&</sup>lt;sup>2</sup> Seattle Public Utilities Projected Climate Changes webpage last accessed on July 3, 2021 at: and Projected Climate Changes Map last accessed on July 3, 2021 at: <u>http://www.seattle.gov/utilities/protecting-our-environment/community-programs/climate-change/projected-changes</u> and <u>https://seattlecitygis.maps.arcgis.com/apps/webappviewer/index.html?id=531658b7209e46acbaed730574214353</u>.

City of Seattle RE: Comments on the scope of the EIS Industrial and Maritime Strategy update August 6, 2021 Page 3

and transportation costs. So can improved transit service generally. These should be consider for mitigating measures.

We support the decision to analyze land use in the EIS as was noted above. One issue that should be analyzed is the relationship between distribution warehouses and other maritime and industrial uses and whether distribution uses may price out other important maritime and industrial uses.

We also support the decision to analyze shoreline use in the EIS. The State of Washington Shoreline Management Act provides that "uses shall be preferred which ... are unique to or dependent upon use of the state's shoreline."<sup>3</sup> Many of the maritime uses and some of the industrial and manufacturing uses located in Seattle's industrial zones are unique to or depended on the state's shorelines. The Shoreline Management Act's reservation of appropriate parts of Seattle's shoreline for these uses should be analyzed in the EIS along with whether the various alternatives are consistent with this requirement.

We again support including historic and cultural resources on the list of topics what will be analyzed in the EIS. Many historical and cultural sites are located in Seattle due to the availability of water, food, and transportation routes. Addressing archaeological resources upfront before projects begin can save money. For example, the Jefferson County Public Utility District's (PUD) contractor building a community septic system at Becket Point in Jefferson County encountered human bones and Native American artifacts.<sup>4</sup> The contractor had to stop construction. An archaeologist was called in and conducted an investigation that allowed the project to be redesigned and to be completed. However, PUD staff "estimated the delays and additional engineering incurred because of the artifacts added about \$90,000 to the project's cost."<sup>5</sup> At least some of that money could have been saved by an upfront archeological investigation.

The Washington State Department of Archaeology and Historic Preservation has developed an archaeological predictive model that can predict where archaeological resources are likely to be located and where the department recommends archaeological surveys should be completed before earth disturbing activities and other uses and activities that can damage archaeological sites are undertaken.<sup>6</sup> We recommend that this information be including in the analysis in the EIS.

Thank you for considering our comments. If you require additional information please contact me at telephone 206-343-0681 Ext. 102 and email: <u>tim@futurewise.org</u>.

<sup>&</sup>lt;sup>3</sup> RCW 90.58.020.

<sup>&</sup>lt;sup>4</sup> Jeff Chew, *Jefferson PUD sticks with Beckett Point* Connections p. 8 (Washington Public Utility Districts Association [WPUDA]: Winter 2008) last accessed on August 3, 2021 at:

https://www.yumpu.com/en/document/view/46547248/connections-washington-public-utility-district-association/11. <sup>5</sup> Id. at p. 9.

<sup>&</sup>lt;sup>6</sup> Washington State Department of Archaeology and Historic Preservation WISAARD webpage last accessed on July 3, 2021 at: <u>https://dahp.wa.gov/historic-preservation/find-a-historic-place</u>. The results of the predictive model are available for the City of Seattle to use in planning and project reviews from the Washington State Department of Archaeology and Historic Preservation.

City of Seattle RE: Comments on the scope of the EIS Industrial and Maritime Strategy update August 6, 2021 Page 4

Very Truly Yours,

,

Tim Trohimovich, AICP Director of Planning and Law

From:Murdock, VanessaSent:Friday, August 06, 2021 3:18 PMTo:PCD\_Industry\_And\_Maritime\_StrategySubject:Seattle Planning Commission scoping comments on Industrial and Maritime Strategy EIS<br/>scope

Letter 73

The Seattle Planning Commission congratulates community stakeholders, Mayor Durkan and City staff on the completion of the Industrial & Maritime Strategy. There are many important issues to be addressed by this Strategy, and the Commission has provided detailed recommendations in a <u>letter</u> sent July 13 of this year. The Commission appreciates the opportunity to provide comments on the draft Environmental Impact Statement (EIS) being prepared to evaluate the Strategy and on behalf of the Commission I am submitting the following comments, elevating several issues regarding the scope of the EIS.

- Trade-offs associated with allowing industry-supportive residential uses in the Manufacturing/Industrial Centers (M/ICs) as proposed in the Urban Industrial Zone of the strategy should be evaluated. The Commission encourages such decisions be informed by careful study of the implications for future residents, as well as any negative impacts to manufacturing and industrial uses. The study should evaluate impacts related to environmental justice and public health, the proximity and accessibility of publicly funded amenities and other components of livability, sea-level rise, risks of construction in liquefaction zones (including their implications for water, wastewater and transportation infrastructure; not to mention the life safety/viability of buildings in the area subsequent to a seismic event), regional economic impact of eliminating land usable for manufacturing jobs, anti-displacement incentives as well as the short- and long-term viability of manufacturing and industrial uses.
- Consistent with SEPA Rules and the objectives of the proposed action on areas allowing high-intensity development in Industry and Innovation zones and Urban Industrial zones, the EIS should include alternatives that prevent the residential displacement of workers and incentivize lower industrial vacancy rates in new construction. These alternatives would help achieve the stated objective of protecting industrial areas, mitigating potential displacement, and supporting workers who may be potentially affected by displacement. The city's companion development feasibility study to the EIS can help demonstrate potential models that ensure that this proposal is embedded in a framework of restorative economics that seeks to provide comprehensive support to industrial workers especially BIPOC and low-income people. The Commission recommends studying more robust strategies for encouraging lower industrial rents in new Construction in Industrial zones.
- The Commission suggests the preparation of a cost-benefit analysis and a risk-benefit analysis of the proposed land use changes that includes assessment of social and environmental externalities for the next (10, 25 and 50) years. Such an analysis is important to avoid underestimating future costs and hard-to-estimate qualities/values for underserved communities when preparing estimates. See the following study on flood zone policies as an example: <a href="https://onlinelibrary.wiley.com/doi/full/10.1002/wat2.1387">https://onlinelibrary.wiley.com/doi/full/10.1002/wat2.1387</a>
- The Commission recognizes the incredible public investment in the transportation infrastructure and the considerable development pressures to increase uses and density around the transit stations to be located in Industrial areas. The Commission suggests a cost-benefit analysis of the Industry and Innovation zone as

outlined in the Strategy comparing the considerable investment in coordinated freight, pedestrian and bicycle infrastructure this approach entails with the likely employment densities and economic growth the market would generate in these zones on a station-by-station basis. The Commission also suggests a market analysis of the vehicle parking maximums and commute trip reduction program requirements proposed for these zones both before and after the light rail station opening on a station-by-station basis as part of the EIS.

• The EIS analysis should also leverage and build upon the City's Growth and Equity analysis to examine buffer areas socio-economic characteristics within the study area, environmental risks, mitigation measures and the relative potential for displacement due to anticipated growth. The consistency of the proposal with the Race and Social Justice Initiative should also be considered in the EIS Plans and Policies analysis.

Thank you for the opportunity to comment on the scope of this important work. If you have any questions, please do not hesitate to contact me at <u>vanessa.murdock@seattle.gov</u>

Sincerely,

Vanessa Murdock

Vanessa Murdock Preferred pronouns: she/her/hers Seattle Planning Commission | Executive Director Vanessa.murdock@seattle.gov http://www.seattle.gov/planningcommission/

From:Liz Underwood-Bultmann <LUnderwood-Bultmann@psrc.org>Sent:Friday, August 06, 2021 2:42 PMTo:PCD\_Industry\_And\_Maritime\_StrategyCc:Paul InghramSubject:PSRC Comments on EIS scoping for Seattle's Industrial and Maritime PoliciesAttachments:PSRC Comment Ltr Seattle Maritime Scoping.pdf

#### **CAUTION: External Email**

Hello,

Please find attached comments from the Puget Sound Regional Council on Seattle's Industrial and Maritime Policies. We look forward to working with the city on this process, and please let us know if you have any questions on these comments.

Best regards,

Liz

Liz Underwood-Bultmann, AICP (she/her) | Principal Planner | Puget Sound Regional Council 1011 Western Ave Ste 500 | Seattle, WA 98104

206.464.6174 office | <u>LUnderwood-Bultmann@psrc.org</u>

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August 6, 2021

Jim Holmes City of Seattle Office of Planning and Community Development P.O. Box 94788 Seattle, WA 98124-7088

Subject: PSRC Comments on Notice of Determination of Significance and Scope of EIS for Seattle's Industrial and Maritime Policies

Dear Mr. Holmes,

Thank you for the opportunity to weigh in on the scope of the environmental review process for Seattle's industrial and maritime policy update.

The Puget Sound Regional Council is the four-county regional planning agency that maintains the region's long-range plan – <u>VISION 2050</u> – and the process for designating regional centers, including manufacturing/industrial centers (MICs). PSRC's <u>Regional Centers Framework</u> (2018) outlines expectations for new and existing regional MICs and PSRC's <u>Plan Review Manual</u> describes planning expectations and plan certification requirements for MICs. As Ballard-Interbay and Duwamish are two of PSRC's regionally designated MICs, these regional planning documents should guide local planning work, including the environmental review process and subsequent comprehensive plan amendments.

VISION 2050 supports the retention of industrial lands as a means to support the regional economy, provide access to employment and opportunity, and ensure that the region has the needed balance of land uses. As designated regional centers, Ballard-Interbay and Duwamish play a key part of the Regional Growth Strategy for accommodating job growth and as such are prioritized for federal transportation funding investments. VISION 2050 and the Regional Centers Framework calls for cities and counties to continue preserving industrial lands and limiting incompatible land uses in manufacturing/industrial centers – at least 75% of land in industrial centers should be zoned for core industrial uses, with commercial uses strictly limited. Furthermore, the Regional Centers Framework criteria for MICs requires a minimum of 50% industrial employment in these centers. VISION 2050 also states these centers are not appropriate

for residential uses. We encourage you to consider VISION 2050, the Regional Centers Framework designation criteria, potential regional impacts, and the importance of preserving industrial lands and industrial employment in your analysis.

VISION 2050 also supports working towards more equitable outcomes, environmental sustainability, and addressing climate change. Industrial and maritime lands have an opportunity to play an important role in creating greater access to opportunity, supporting local manufacturing, supporting more efficient shipping modes, and other actions that are consistent with VISION 2050. We encourage you to consider these broader regional policies, in addition to the need for industrial lands preservation.

PSRC's Regional Centers Framework outlines the requirements for maintaining center designation. Cities with centers are required to adopt or update subarea plans for their MICs prior to 2025 to demonstrate consistency with the Regional Centers Framework. PSRC has developed a <u>VISION</u> <u>2050 Consistency Tool for MIC plans</u> to help jurisdictions connect regional policies to local planning efforts and achieve plan certification. We encourage the project's environmental analysis to recognize the need to adopt subarea plans to maintain regional center designation. The environmental analysis should include consideration of new or updated center policies to advance regional planning expectations and meet certification requirements.

PSRC is looking forward to updating its inventory of industrial lands in 2021 and 2022. As part of that update, we anticipate evaluating supply and demand for industrial land across all industry sectors, researching trends for industrial uses as technology and markets evolve, and identifying strategies to preserve, protect, and enhance industrial lands, jobs, and businesses in the region in coordination with jurisdictions' efforts to support their industrial land base. We hope you will consider being actively involved in the industrial lands inventory update.

Thank you for providing this opportunity to comment on the SEPA scoping of the Industrial and Maritime policies, and we look forward to continuing to be involved with this important work. Please don't hesitate to reach out if we can provide any support or provide any additional information about VISION 2050 and the Regional Centers Framework.

Paul Inghram, FAICP Director of Growth Management Planning

From:	Lisa Howard <lisa@pioneersquare.org></lisa@pioneersquare.org>
Sent:	Friday, August 06, 2021 2:42 PM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	Jessa Timmer; Nikki Somers
Subject:	Industry and Maritime Strategy EIS Scoping Comments
Attachments:	210806 AlliancePSQ EIS Scoping M&I.pdf

#### **CAUTION: External Email**

Hello

Thank you for the opportunity to submit scoping comments. Please see attached.

Thank you,

Lisa Dixon Howard Executive Director ALLIANCE FOR PIONEER SQUARE lisa@pioneersquare.org O: 206-667-0687 | C: 206-384-5715 www.pioneersquare.org | www.allianceforpioneersquare.org

(mailing address): PO Box 4507 | Seattle, WA 98194 (if you're stopping by): 105 S Main St, Suite 201 | Seattle, WA 98104





August 6, 2021

Submitted via email to: PCD\_Industry\_And\_Maritime\_Strategy@seattle.gov

Interim Director Rico Quirindongo City of Seattle Office of Planning and Community Development City Hall, Fourth Avenue, 5<sup>th</sup> Floor Seattle, WA 98104

### **Re: Scope of the SEPA EIS for City of Seattle's proposed update to industrial and** maritime policies and industrial zoning

Dear Mr. Quirindongo:

The Alliance for Pioneer Square is a nonprofit organization leading the revitalization of the Pioneer Square Historic District through advocacy, programming, marketing, and community action. It works to help preserve what makes Pioneer Square the most authentic, engaging, and dynamic neighborhood in Seattle. By fostering pivotal new programs and facilitating crucial neighborhood action, it helps Pioneer Square move to a more vibrant and better place for everyone to live, work, and visit.

We appreciate the opportunity to have input into the scope of this important environmental document. While our organization was invited to listen to the proceedings of the Mayor's Industrial and Maritime Advisory Council Process, we were not afforded the opportunity to use our voice or have any material say in the principals, strategies, and outcomes from that process. Indeed, while our organization was assigned to the SODO neighborhood for participation, our top issues (namely housing opportunities) are not reflected in the SODO neighborhood statements segment of the Industrial and Maritime Strategy Council Recommendations report, published June 2021. We look to the requisite EIS process to ensure our voices and perspectives are properly considered, as the State Environmental Policy Act (SEPA) of 1983 is intended to ensure.

Documented in every neighborhood plan since 1998, Pioneer Square has explicitly declared the need to increase all types of housing in, and around the district. The neighborhood is almost entirely built out as both a group of individually historic buildings, and a historic district. This condition results in the need for increased housing opportunities near, but outside our neighborhood. While we've been intentional in trying to create more housing in and around Pioneer Square, Seattle has slipped further and further into a housing crisis. That crisis has not been created by a lack of land or space—it has been created by policy.

The land use concepts proposed for study in the draft EIS fail to include meaningful consideration of housing opportunities in the Urban Industrial zones contemplated under the new policies. The information presented by the City on the scoping website defines the demand for worker housing near jobs, but the development standards and features proposed to address the demand fall far short of the housing need. We request the City adjust the expanded allowances for

City of Seattle Industrial and Maritime Strategy EIS scoping July 28, 2021 Page **2** of **2** 

limited industry-supportive housing, to include a range of housing uses beyond only caretaker's quarters and maker studios. We support the housing density proposals offered by the Public Facilities District and the Public Stadium Authority in their scoping letter, and we encourage you to include the densities and extents proposed by the PFD as part of the draft EIS analysis. If the City analyses the four alternatives proposed without expanding the range of housing opportunities, the City will fail to fully evaluate the range of reasonable alternatives requested by the public, and risks exacerbating the housing crisis at a critical time in our City's history.

In addition to the list of disciplines on the EIS Scoping and Objectives webpage, we ask the city to include a specific analysis of the Environmental Justice discipline in the draft EIS, typically studied during planning review. We ask that you consider the federal definitions of Environmental Justice study in your assessments, to ensure a more thorough and robust approach to this analysis than is typically applied through the City's Racial and Equity toolkit process.

Finally, the project timeline suggests the City intends to publish a draft EIS for this process in Fall 2021. The City has repeatedly indicated their support in helping neighborhoods navigate the complexity of the environmental planning process for both City efforts, and other government entities such as Sound Transit. At a time when Pioneer Square is scrambling to recover from economic devastation brought on by pandemic, and when we are all preparing for the imminent publication of the highly complex draft EIS for Sound Transit's West Seattle and Ballard Link Extensions project in Fall 2021, we are deeply concerned about this timing. While the City as an organization was able to continue to move forward with its business, despite the limitations imposes by pandemic, our communities were not able to keep the same pace. We lost staff. We lost businesses. We lost residents. The City's insistence that it publish another EIS, conceived only within the last few months, at the same time as another highly complex document, adds insult to injury, and is contrary to public messaging that you are here to be inclusive, equitable, and help your citizens. We request that you defer publication of the Industrial and Maritime Strategy EIS this fall, until after the Sound Transit WSBLE draft EIS comment period has closed. This will allow the public to devote reasonable attention to participate and comment on this important set of proposed policy changes.

Again, thank you for your consideration of these comments. The Alliance for Pioneer Square looks forward to working with you in the development of this important project.

Very truly yours,

Lísa Díxon Howard

Lisa Dixon Howard Executive Director Alliance for Pioneer Square From: Sent: To: Cc: Shelley Hadaway <shelleyhadaway@gmail.com> Friday, August 06, 2021 10:56 AM PCD\_Industry\_And\_Maritime\_Strategy Lisa Corbin

#### **CAUTION: External Email**

To: Office of Planning and Community Development, City of Seattle

I am writing in regards to the Environmental Impact Statement Study that is being conducted. As you conduct the study, please review parcel #766670-4010, the CEM site, which has been vacant for 55 years, and consider the benefits of increasing the building size limit from 10,000 square feet to 60,000 square feet.

This area has potential to provide space for local community recreation and sports training for all ages, abilities and income levels, equitable job opportunities, and increased health and well being of local residents. Seattle, specifically, West and South Seattle, is sorely lacking in sports facilities for the public, and to activate unused space for use by the community would be beneficial to the ongoing livability of the area. Increasing the building size limit would be a step in the right direction.

Thank you,

Shelley Hadaway

Sent from Mail for Windows 10

Letter 77

From:
Sent:
To:
Subject:

A. F. <af12.tennis@gmail.com> Friday, August 06, 2021 10:42 AM PCD\_Industry\_And\_Maritime\_Strategy Ideas for EIS Study

**CAUTION: External Email** 

Please cover the following items in your EIS study as land is scarce in Seattle and I believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at **parcel # 766670-4010**, which has remained vacant for 55 years.

In addition, also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. <u>Please increase the building size limit to 60,000 sq ft.</u>

Best Regards,

Abdy Farid, M.T.E., P.E.

From:
Sent:
To:
Cc:
Subject:

Dylan Kartchner <dylan@fenixbasketball.com> Friday, August 06, 2021 10:18 AM PCD\_Industry\_And\_Maritime\_Strategy Lisa Corbin Parcel #766670-4010

**CAUTION: External Email** 

#### Greetings,

Reaching out regarding Parcel # 766670-4010. As you conduct the EIS study and potential changes to policies and zoning for Maritime Industrial lands, please consider the current vacancy and potential future use of this land. Given the scarcity of land within Seattle, activating unused spaces for community benefit is just one of the ways we can be stewards of the land. There is potential for the usage of this space to be a model for how land should be used - from an environmental, social, and economic perspective. As you conduct the study, please consider increasing the building size limit to 60,000 sq ft.

Gratefully, Dylan

From: Sent: To: Subject: Attachments: Maggie Lewis/Bob Huppe <huppelewis@yahoo.com> Thursday, August 05, 2021 4:39 PM PCD\_Industry\_And\_Maritime\_Strategy Comment on EIS study for CEM site comment on EIS study.docx

CAUTION: External Email

August 5, 2021

To: The Office of Planning and Community Development, City of Seattle

As you undertake a study of the Maritime Industrial lands and develop an Environmental Impact Statement, I would like you to look carefully at Parcel #766670-4010, also known as the CEM site. The Seattle Sports Complex Foundation has been working for several years to envision a sports facility on that parcel that would serve all ages, abilities, and income levels. In order to do this, the zoning would have to be expanded to allow a 60,000 sq ft structure to be built. Such a facility could include courts for a variety of sports such as tennis and basketball, and a viewing area for events.

The purpose of the current IG2 zoning would be well-served by a sports complex without impacting maritime/industrial activity. However, such a facility would only be possible with expanded allowance for a 60,000+ sq ft structure to be built on that parcel.

In the early 2000's when my son was developing his tennis skills with a desire to excel, the closest public indoor facility was Amy Yee Tennis Center on Martin Luther King Way. We live in West Seattle. In order for him to take classes and engage in competition year-round, he had to be driven there. Needless to say, that was a huge barrier to his participation. About one-fifth of Seattle's total population lives in West Seattle. Surely building a sports complex open to all is a good use of the land at this site. It would improve the community by providing the health and mental health benefits of recreation for all, as well as being a new venue for employment.

Please include in your study the benefit of increasing the building size limit on the CEM site in West Seattle (#766670-4010) to at least 60,000 square feet.

Thank you, Maggie Lewis 7011 – 46<sup>th</sup> Ave SW Letter 79

## August 5, 2021

# To: The Office of Planning and Community Development, City of Seattle

As you undertake a study of the Maritime Industrial lands and develop an Environmental Impact Statement, I would like you to look carefully at Parcel #766670-4010, also known as the CEM site. The Seattle Sports Complex Foundation has been working for several years to envision a sports facility on that parcel that would serve all ages, abilities, and income levels. In order to do this, the zoning would have to be expanded to allow a 60,000 sq ft structure to be built. Such a facility could include courts for a variety of sports such as tennis and basketball, and a viewing area for events.

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Thank you, Maggie Lewis 7011 – 46<sup>th</sup> Ave SW

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Please include in your study the benefit of increasing the building size limit on the CEM site in West Seattle (#766670-4010) to at least 60,000 square feet.

Thank you, Maggie Lewis 7011 – 46<sup>th</sup> Ave SW

# Letter 80

# Holmes, Jim

From: Sent: To: Subject: Attachments: Alicia Ossenkop <a\_ossenkop@hotmail.com> Thursday, August 05, 2021 1:37 PM PCD\_Industry\_And\_Maritime\_Strategy Parcel # 766670-4010: Seattle Sports Complex Letter to Off of Planning.pdf

**CAUTION: External Email** 

Please find the attached correspondence.

Alicia Ossenkop

August 5, 2021

To: Office of Planning and Community Development, City of Seattle

RE: Parcel # 766670-4010 Seattle Sports Complex

I've lived in West Seattle for 25 years and this piece of land is an eye sore to look at in the community, and it has been vacant for 55 years. I learned this land has the great potential to become a sports complex to benefit the community, and considered the amount of rain Seattle gets in a given winter and indoor sports complex is a must.

Currently a tennis player in South Seattle must travel to Amy Yee Tennis Center on MLK S. or Tennis Center in North Seattle at Warren Magnuson Park. Both complexes are very busy and often over booked. A third tennis center in Seattle would definitely be in demand and used. The local municipality community centers, such as Delridge, High Point, Sea Tac and Tukwila Community Centers are also overbooked for indoor court use as well.

The sports complex would benefit the 152,000 residents that live in West Seattle to Des Moines.

If the 13-acre piece of land is developed and the complex expanded to 60,000 feet it could hold tennis and pickleball tournaments. And the courts could be multi use courts for badminton as well.

Please take a closer look at Parcel # 766670-4010 and rezone the land for a sports complex. The maritime industry and other industries have failed to develop this land. Let's build something for all!

Sincerely,

Alicia Ossenkop A\_ossenkop@hotmail.com

From: Sent: To: Subject: brett shaffer <b57412@yahoo.com> Wednesday, August 04, 2021 2:46 PM PCD\_Industry\_And\_Maritime\_Strategy Seattle Sports Complex

**CAUTION: External Email** 

To whom it may concern,

I am in favor of having the sports complex on Harbor ave. parcel # 766670-4010. I have lived in west seattle for 9 years, and this is exactly what we need for that space. Just like Jack block park next door, it will serve the community in so many good ways. Please approve this transaction.

Thanks

Brett Shaffer 1526 alki ave sw #403 Seattle, WA 98116

Sent from Yahoo Mail on Android

/ahoo.com>

From: Sent: To: Subject: glenn sportsinschools.org <glenn@sportsinschools.org> Wednesday, August 04, 2021 11:57 AM PCD\_Industry\_And\_Maritime\_Strategy Parcel# 766670-4010

**CAUTION: External Email** 

Greetings,

My name is Glenn McCray and I, among other hats, serve as the Executive Director of Sports In Schools. We resource under resourced school-based sports programs in Seattle and beyond. I am emailing because I understand that you are conducting an EIS study and potential changes to policies and zoning for the Maritime Industrial Lands. Please take a look at parcel# 766670-4010 which has been vacant for 55 years, particularly the recommendation Seattle Sports Complex Foundation put forth, which I am in support of.

Thanks, and I wish you all the best as you conduct your study.

Glenn McCray Executive Director



From: Sent: To: Subject: Tim Hinthorn <thinthorn66@gmail.com> Wednesday, August 04, 2021 11:46 AM PCD\_Industry\_And\_Maritime\_Strategy Industrial and Maritime Strategy

**CAUTION: External Email** 

August 4, 2021

To: Office of Planning and Community Development, City of Seattle

As you commence your EIS study and look at potential changes to policies and zoning for the Maritime Industrial lands, please take particular note of parcel # 766670-4010, which has been left unused for decades. With land at a premium in our city, I believe in the importance of utilizing unused spaces for greater neighborhood benefit, particularly in the underserved South and West Seattle areas. This parcel in West Seattle, currently designated IG2 within the Duwamish MIC, offers opportunity for increased economic growth and enhanced civic enrichment of Seattle.

Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre parcel have kept it from development by maritime interests or another industry for decades. It has no water access, no utilities, no access to port operations, and only limited access to the site from Harbor Avenue, with heavy trucks prohibited on this street.

Enter the Seattle Sports Complex Foundation, the only organization to demonstrate continued interest in the property due to the numerous barriers and limitations to effective development. In the past several years, the SSCF has had multiple stakeholder meetings with Port Commissioners, MLK Labor leaders, elected officials, community leaders, philanthropists, youth serving organizations, bankers, civic organizations, environmental consultants, architects, the King County Play Equity Coalition, coaches, carpool moms and dads, and local sports fans. Yet despite the Port of Seattle stating four years ago that it intends to announce a Request for Proposals to lease the land to a long term (50 plus years) tenant, it has made no movement in this direction so the site continues to remain vacant and unused, despite a motivated potential tenant.

With vacant land at a minimum in Seattle, the SSCF plan would develop an otherwise unusable site for the benefit of the citizens of West Seattle, South Seattle, and our city as a whole through employment opportunities and a wide range of recreational and commercial sports activities. But the SSCF needs an increase in the building size limit in order to realize their vision. That's where you come in!

I request that your EIS and Industrial & Maritime strategy planning/study include an analysis of the benefits that would be realized by increasing the building size limit from 10,000 sq ft to a minimum of 60,000 square feet for the CEM site in West Seattle. Without it, this undeveloped piece of vacant property could remain unused for decades more to come.

Respectfully,

Tim Hinthorn 10819 34<sup>th</sup> AVE SW Seattle, WA 98146

From:	Robert Livingston <robert.livingston@homestreet.com></robert.livingston@homestreet.com>
Sent:	Wednesday, August 04, 2021 11:28 AM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	llcorbin@gmail.com
Subject:	Vacant Land parcel 766670-4010

#### **CAUTION: External Email**

I'm a 30 year resident of West Seattle and I'd like to comment on the vacant land owned by the Port. My understanding is this parcel has sat vacant for many years and has never been developed for commercial purposes for a variety of reasons including the fill material underneath and the lack of access making it mostly unusable for economic activity. The Seattle Sports Complex Foundation is gaining broad based community support, including that of elected officials. Land is scarce and we have a unique opportunity to explore making this mostly unusable parcel into something for the broader good of the community. As branch manager for a local bank I have taken an interest in the development of Delridge and South Seattle. I think the time has come to reimagine how this land, with its scenic vistas and proximity to residential neighborhoods of Delridge, Highland Park, White Center, and could better the whole community, particularly kids from underserved neighborhoods. Seattle Sports Complex Foundation has a vision for year round sports which supports growth of our kids in the best kind of ways and is ultimately good for the growth of all our neighborhoods.

We have an opportunity to look at this parcel beyond it's largely limited economic viability into something with vision and power to transform our community; in fact able to serve all of Seattle. Please increase the building size limit to 60000 square feet so that the viability of a Sports Complex could be explored.

#### **Bob Livingston**

Manager NMLS Id# 1778422

Branch: 206.433.3702 Direct: 206.444.8024



Southcenter Branch 130 Andover Park East Tukwila, WA 98118

From:	Christine Scharrer < christine.scharrer@gmail.com>
Sent:	Wednesday, August 04, 2021 11:21 AM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	llcorbin@gmail.com
Subject:	CEM Site Development potential
<i><b>J</b></i> ( <i>a</i> ), <i>b</i> (	

#### **CAUTION: External Email**

Please consider the below in your EIS studies, the citizens of West Seattle have very few options when it comes to sports complexes, specifically indoor facilities. Activating the referenced site would be of incredible benefit and would reduce the amount of traveling we have to do to access facilities in other parts of the city!

- As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.
- Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.
- Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thank you,

**Christine Scharrer** 

ScharrerAD Architecture + Design

From: Sent: To: Cc: Subject: Kathryn Aupperlee <kathryn.aupperlee@gmail.com> Wednesday, August 04, 2021 10:52 AM PCD\_Industry\_And\_Maritime\_Strategy Lisa Corbin parcel # 766670-4010

**CAUTION: External Email** 

Hi,

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a close look at parcel # 766670-4010, which has remained vacant for 55 years.

Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thank you, Kathryn

Kathryn S. Aupperlee 901-734-8797 <u>kathryn.aupperlee@gmail.com</u>

From:	Holly McNeill <hollyhmcneill@gmail.com></hollyhmcneill@gmail.com>
Sent:	Wednesday, August 04, 2021 9:40 AM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	Lisa Corbin
Subject:	Sports Complex in South/West Seattle

#### **CAUTION: External Email**

To: Office of Planning and Community Development, City of Seattle

I have been a resident of Seattle for over 40 years. I love our city, and feel it would benefit from a sports complex that has easy access for all residents but most importantly for people who work here and also who may be low to middle income.

I have recently become familiar with the Seattle Sports Complex Foundation (SSCF) and wholeheartedly support their efforts to create a sports complex in southwest Seattle.

Transforming vacant land into something useful and meaningful would be a huge benefit for Seattle.

SSCF has been working towards this goal for over 4 years now, and I feel they have a very well researched plan that makes sense. Below are some of the highlights of why this plan will work and makes such good sense.

Here are the specifics of the CEM property in West Seattle:

No history of maritime or industrial jobs
No water access
No utilities to the site
No access to T5 or other Port Operations
Ingress/Egress from Harbor Avenue only- Heavy trucks prohibited on Harbor Avenue
Residential neighborhood directly West of Site
Site is restricted for development under a consent decree

- with the department of ecology
- •
- .
- .
- Barriers in existence: 30 feet high, retaining wall on east boundary abuts
- railyard, west boundary is Harbor Avenue, North boundary is SW Florida St, and South Boundary is a slag pile (owned by Nucor Steel)
- •
- •
- •
- NO OTHER organization has shown continued interest in
- the property due to multiple barriers and limitations
- •

For more than four years our organization has had multiple stakeholder meetings with Port Commissioners, MLK Labor leaders, elected officials, community leaders, philanthropists, youth serving organizations, bankers, civic organizations, environmental consultants, architects, the King County Play Equity Coalition, coaches, carpool moms and dads, and local sports fans.

More than 4 years ago, the Port of Seattle stated that it intends to announce the Request for Proposals to lease the land to a long term (50 plus years) tenant. It has made no movement in this direction so the site continues to remain vacant and unused.

With land at a premium in the Pacific Northwest, our plan will protect the industrial lands while allowing the restoration and revitalization of the CEM site, and become a vibrant community asset for people of all ages, particularly our youth .

Our group, Seattle Sports Complex Foundation (SSCF) is committed to leveraging the power of sports for good by building a state-of-the-art, multi-sport facility serving the Pacific Northwest – regardless of age, economic circumstances, or abilities. We will partner with community centers to expand the opportunities for kids and teenagers in the underserved West Seattle area. The Sports Complex will also benefit people in the downtown core, being only four miles away and served by two bus lines. In addition it is only an 8-minute walk from the ferry dock for foot passengers. A few highlights include:

- •
- •
- A community hub for individuals and families to come together to celebrate
- all levels of athletic recreation
- •
- •
- •
- A dynamic sports venue to draw events and tourism to Seattle. There is
- no facility like this in Seattle
- •
- •
- •
- If they haven't found another location already, a home
- and practice facility for Seattle's four-time WNBA champions, the Seattle Storm
- ٠

With the increase in building size limit, the former landfill turned athletic complex offers job creation, revenue generation for the city, health and wellness opportunities, and activation of a dormant brownfield- this is all possible without removing any industrial land from the MIC.

According to the City of Seattle's zoning definitions "The intent of the IG2 zone is to allow a broad range of uses where the industrial function of an area is less established than in IG1 zones, and where additional commercial activity could improve employment opportunities and the physical condition of the area, without conflicting with industrial activity."

We are proposing commercial activity on this dormant site that would improve employment opportunities as well as the physical condition of the area, without conflicting with industrial activity. We need an increase in the building size limit to do this.

All will benefit when this property is activated as a recreation and play place for the entire community. Maritime and industrial workers are concentrated in South and West Seattle and have less access to the amenities, courts, and fields that are in other parts of the city.

Development of this dormant land for sports and training is an efficient, practical, and public-spirited move for the ongoing livability of the region. With creativity and collaboration, anything is possible!

We request that the study include: Benefit of increasing the building size limit from 10,000 sq ft to at least 60,000 square feet for the CEM site in West Seattle.

Sincerely,

Holly McNeill

Dillon <dillons@msn.com></dillons@msn.com>
nesday, August 04, 2021 8:32 AM
_Industry_And_Maritime_Strategy
Corbin
strial and Maritime Land Use

#### **CAUTION: External Email**

#### Good morning,

I am writing regarding the potential increase in use for industrial and maritime land parcels and would like to voice my support, especially for the use of parcel

## #766670-4010.

- As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # <u>766670-4010</u>, which has remained vacant for 55 years.
- Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.
- Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thank you.

Ann Dillon

Sent from my iPad
From: Sent: To: Cc: Subject: Julie Parisio Roy <juliepr@badgley.com> Wednesday, August 04, 2021 8:14 AM PCD\_Industry\_And\_Maritime\_Strategy Lisa Corbin Maritime Industrial Land Zoning

#### **CAUTION: External Email**

Dear Community Members and Representatives,

I am a resident of West Seattle with an eye on a parcel of land that has not been used for as long as I've been alive. As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years. Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas. Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft. There are so many possible public and private uses for this land which could support community building and betterment. Please make this change so that my children aren't starting out a letter the same way I just did 45 years from now. In your own way, you have the power to add to the path of positive lasting change in South and West Seattle.

Thank you,

Julie Parisio Roy

NOTICE: All e-mail sent to or from this address will be received or otherwise recorded by the Badgley Phelps corporate e-mail system and is subject to archival, monitoring or review by, and/or disclosure to someone other than the recipient.

From:	Bruce Gryniewski <westcoastgopher@live.com></westcoastgopher@live.com>
Sent:	Tuesday, August 03, 2021 1:49 PM
То:	PCD_Industry_And_Maritime_Strategy
Subject:	Industry and Maritime Strategy - Scoping - Public Comment

**CAUTION: External Email** 

Public Comment:

According to the Washington State Department of Commerce, the maritime sector is responsible for 146,000 jobs in our state and \$30 billion in economic activity. The average pay for a job in Washington state is \$52,000, while maritime workers are paid an average of \$70,800.

Protecting industrial lands is necessary for protecting these family-wage jobs. Ensuring that the maritime sector continues to grow and create economic activity is essential to the health of our local and state economy.

However, as urban lands become even more valuable and scarce, good zoning policies must ensure that all available lands, industrial or otherwise, are productively utilized. As you conduct the EIS study and potential changes to policies and zoning for Maritime Industrial lands, please take a very close look at parcel # 766670-4010, also known as the CEM site.

This parcel, a former municipal dump site that is now a capped brownfield, has challenging characteristics that have kept it from being developed for industrial or maritime uses for over 55 years.

These characteristics include a consent decree that places limitations on the types of development and structures that can be on the site; inadequate ingress and egress for truck transportation and logistics; no utilities; and no rail access.

Over the past decade the Port of Seattle has considered different uses for this site. These uses have included public storage, a solar farm, soccer fields, a lay-down area, and logistics and support for Terminal 5 operations.

Many in the West Seattle community have a different vision for the future of the CEM site.

For the past 3 years a group of dedicated volunteers have been seeking to permit, construct and operate an indoor sports facility on the CEM site. Thier goal is to provide year-around sports and recreation opportunities to underserved communities in West and South Seattle – the most underserved area for year-around sports and recreation opportunities in Seattle.

The group has reviewed the parcel's technical studies, clean up order and consent decree; hired engineering, legal and architectural consultants to evaluate the site; met with Port leaders and others from the industrial sector; and talked with many individuals and organizations in West and South Seattle.

Two conclusions can be drawn from their efforts:

First, while the site characteristics limit the possible industrial and maritime uses of the CEM site, an indoor sports complex is feasible because building design, weight and all other uses are compatible with the site characteristics. Second, there is both a need and strong community support for an indoor sports complex on the CEM site. Hundreds of people and dozens of organizations dedicated to serving underserved communities in the area support this effort.

The potential uses of the CEM site, and other industrial lands, will be impacted and influenced by the outcome of this strategy.

I urge you to allow for an increase in building size to 60,000 sq. ft. on this parcel to allow for all potential uses of the CEM site to be considered going forward.

Let's not wait another 55 years to put this parcel to productive use.

Bruce Gryniewski 5451 36th Avenue SW Seattle, WA. 98126

From:
Sent:
To:
Subject:

Katherine Dee <katedee@gmail.com> Tuesday, August 03, 2021 6:59 AM PCD\_Industry\_And\_Maritime\_Strategy land use

#### **CAUTION: External Email**

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at **parcel # 766670-4010**, which has remained vacant for 55 years. Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas. Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

This parcel is near and dear to many of us in South and West Seattle. We would like to see it put to use to benefit the community.

Kate Dee

From:	Joshua Curtis <curtisj@ballpark.org></curtisj@ballpark.org>
Sent:	Monday, August 02, 2021 9:04 PM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	Wentlandt, Geoffrey; Charles Royer; Fred Mendoza; John Marchione
Subject:	PFD and PSA Comments: Maritime and Industrial Strategy EIS Scoping
Attachments:	2021_08_02_19_55_02.pdf

#### **CAUTION: External Email**

Dear Responsible Official:

On behalf of the Washington State Public Stadium Authority Board of Directors and Washington State Ballpark Public Facilities District Board of Directors, we submit the attached comments on the Maritime and Industrial Strategy EIS Scoping. We appreciate the opportunity to provide our feedback and look forward to partnering with the City and other stakeholders in this important work. Please don't hesitate to reach out to John Marchione or myself with any questions.

Sincerely,

John Marchione, Executive Director, Washington State Public Stadium Authority Joshua Curtis, Executive Director, Washington State Ballpark Public Facilities District



Joshua Curtis (he, him, his) Executive Director Direct: (206) 664-3079 | Cell: (206) 853-8571

PO Box 94455 | Seattle, WA 98124 www.ballpark.org





August 2, 2021

City of Seattle Office of Planning and Community Development Attention: Geoff Wentlandt, Project Manager P. O. Box 94788 Seattle, WA 98124-7088

Via Email: Geoffrey.Wentlandt@seattle.gov

Re: Industrial and Maritime Strategy EIS Scoping Comments

Dear Responsible Official:

The Washington State Major League Baseball Stadium Public Facilities District (PFD) and the Washington State Public Stadium Authority (PSA) appreciate the opportunity to comment on the scope of the environmental impact statement for the City's Industrial and Maritime Strategy. As you know, the PFD is the public entity that developed and owns the ballpark known as T-Mobile Park and the PSA is the public entity responsible for the development and oversight of Lumen Field. The PFD and PSA watch over these public assets to ensure that the public's investment in these facilities is maintained and enhanced.

The PFD and the PSA have been active participants in the development of the City's Industrial and Maritime Strategy, with a strong focus on the Stadium Transition Area Overlay District (STAOD). We fully support the City's goals to reestablish light industry in this area, create opportunities for an equitable economic recovery, and promote public safety, all the while protecting Seattle's existing industrial and maritime activities in the Duwamish. We approach this process with the firm conviction that, within the STAOD, the best way to achieve the City's goals is to create a healthy transition area through mixed-use development.

In short, we believe that housing needs to be woven into the fabric of the Urban Industrial Zone to subsidize the cost of affordable rental space for maker's businesses and to create a thriving Work, Live, Play environment. We appreciate the City's commitment to assessing residential uses in the EIS.

To provide context for the comments that follow, here are some general thoughts on how we see residential uses being incorporated into the Urban Industrial Zone and evaluated in the draft EIS:

- Housing units to be built in the STAOD are anticipated to be small rental apartments, at least 900 gross square feet, with an average occupancy of 1.2 residents per unit.
- To achieve an appropriate mix of residential, commercial and light industrial "maker spaces" and to account for climate change risks such as sea level rise, we recommend that residential uses be prohibited in the first 25 feet of height in new buildings.
- To promote the City's goal of "industry supported housing", we recommend requiring that 25% of housing units be affordable at approximately 80% AMI-- Erin Adams from Seattle Made has stated that this level of affordability meets the needs of a majority of the 600 maker businesses that Seattle Made represents.
- Creating incentives that encourage employers to contribute to residential affordability for their workers through long-term leases may be another means of promoting "industry supported housing".
- We recommend that housing units per acre be used as a metric rather than aggregate housing limits. A more granular metric is more useful than aggregate numbers to capture the unique opportunities in each area proposed to be zoned Urban Industrial.
- Finally, we firmly believe that the 24/7 community presence created by the existence of housing is essential to fostering public safety throughout the neighborhood. "Eyes on the street", when combined with effective environmental design, will ensure a stronger neighborhood.

In addition to incorporating these general comments regarding the evaluation of residential uses in the Urban Industrial Zone, we would like to make the following specific comments about the proposed scope of the environmental review for the City's Industrial and Maritime Strategy:

First, for Alternative One/No Action, we request that the City ensure that the study analyze the most likely scenario within the STAOD—a full office buildout—given the current IC zoning, including mobility, GHG emissions and other impacts. Additionally, the analysis should consider development uses currently under consideration in or near the STAOD, including the Seattle Mariners' plans for the Pyramid Brewing site, the proposed Coast Guard Ice Breaker facility and cruise ship berths on T-46, etc.

Second, for Alternative Two/Future of Industry Limited, we request that the City study residential use at a density of 25 housing units per acre in the STAOD, generally, and 50 housing units per acre on the WOSCA site. Some level of residential use should be examined under this alternative to meaningfully differentiate it from the No Action alternative.

Third, for Alternative Three/Future of Industry Targeted, we request that the City study residential use at a density of 50 housing units per acre in the STAOD, generally, and 70 housing units per acre on the WOSCA site. This level of residential density is moderate.

Fourth, for Alternative Four/Future of Industry Expanded, we request that the City analyze positive and negative impacts of removing the STAOD from the MIC as described in the OPCD survey document. The Stadium District is unique in significant ways:

- The area is zoned Industrial Commercial and contains almost no traditional industrial uses.
- The Stadium District is proximate to the city's largest historic districts, Pioneer Square and the Chinatown/International District
- The presence of two large stadium facilities draws millions of visitors to the Stadium District each year—in conflict with a Comprehensive Plan policy that suggests such uses are incompatible with industrial zoning.
- There are already residential uses immediately adjacent to the STAOD in the "Pioneer Square panhandle" between Occidental Avenue South and First Avenue South and on the "North Lot" adjacent to Lumen Field. The two developments in the North Lot have introduced a tower typology into the area.
- There is the potential to support the infrastructure investment at Stadium Station by adding a greater density of residential uses than is being considered as an expansion of currently allowed residential uses in industrially zoned land.
- OPCD recommended removing the Stadium District from the MIC in its 2013 Stadium District Study. Current conditions provide an even greater rationale for this approach. Container activities are now consolidated at T-5, with proposed future uses at T-46 to focus on a cruise ship berth and a home for Coast Guard Ice Breakers. The Central Waterfront project is under construction and a redesigned, pedestrian-oriented, Railroad Way S. will bring a strong urban connection into the heart of the Stadium District.

Fifth, for Alternative Four/Future of Industry Expanded, we request that the City study residential use at a density of 70 housing units per acre in the STAOD, generally, and 90 housing units per acre on the WOSCA site. This level of residential density more accurately represents an Expanded alternative.

Sixth, with regard to Public Services for all EIS alternatives, we suggest that the EIS evaluate the creation of a public-private partnership that would develop a Training Resource Center in the STAOD to promote wealth-generating opportunities for women and people of color by teaching the skills needed for the creation of maker's businesses.

Seventh, with regard to Environmental Health and Compatibility for all EIS alternatives, we request that the City:

- Study air quality across the greater downtown area to help understand differences in the STAOD and other nearby areas downtown.
- Access existing contamination reports for areas of the STAOD—acknowledging that soil contamination is site specific and varies across areas with industrial zoning.
- Study GHG emissions relative to those anticipated in the "No Action" alternative.

Eighth, with regard to Open Space and Recreation for all EIS alternatives, we request that the City evaluate open space opportunities in the STAOD. This should include reference to the City

of Seattle's 2013 Stadium District Study and information on the incentive-based open space suggested for the WOSCA property.

Ninth, with regard to Historical and Cultural for all EIS alternatives, we request that the City study mechanisms to promote the preservation and adaptive reuse of historic masonry buildings.

Tenth, with regard to Utilities for all EIS alternatives, we request that the City look at opportunities for a district energy system utilizing waste heat from the Elliott Bay Interceptor wastewater pipe that flows through the STAOD. The Seattle Mariners are currently analyzing such opportunities.

Eleventh, with regard to Public Safety for all EIS alternatives, we request that the City examine the best ways to use environmental design, "eyes on the street" and other public safety concepts to strengthen the neighborhood and ensure that the Urban Industrial zone be accessible to all.

Twelfth, with regard to the Economic Feasibility Study to be completed in conjunction with the EIS, we would like to state that we have received feedback from numerous landowners, real estate developers and subject matter consultants that a requirement that limits eligibility for housing to light industrial business owners and employees is neither economically feasible, nor something they would pursue. Questions about legality under the federal Fair Housing Act have also been raised. Consequently, it is imperative that the economic feasibility study includes an analysis as to whether development would be plausible with such narrow housing restrictions. At the same time, we believe that the EIS must evaluate the housing / residential uses issue more broadly, if that analysis is to be useful.

Finally, with regard to the associated Economic Feasibility Study, we would like to state that restrictions on the amount of residential uses as a percentage of the overall floor plate or a required ratio of residential units to light industrial businesses have also been suggested as possible regulations by City staff. If the City moves forward with such regulations, the economic feasibility of these concepts should also be studied.

Again, we appreciate the opportunity to comment, and we look forward to working with the City of Seattle as this important work proceeds. If you have any questions, please call the PFD's Executive Director, Joshua Curtis at (206) 853-8571, or the PSA's Executive Director, John Marchione at (206) 381-7940.

Sincerely,

Canha Roma

Charley Royer Board Member, Washington State Ballpark Public Facilities District

redericharendza

Frederick Mendoza Board Chair, Washington State Public Stadium Authority

Cc: Via Email

PFD Board Members PSA Board Members

Letter 93

From:
Sent:
To:
Subject:

allanpeach73@gmail.com Monday, August 02, 2021 8:51 PM PCD\_Industry\_And\_Maritime\_Strategy parcel # 766670-4010, consideration for restoration

**CAUTION: External Email** 

August 2, 2021

To: Office of Planning and Community Development, City of Seattle

As an active and engaged West Seattle resident, I urge you to consider my comments herein as you conduct the EIS study, and potential changes to policies and zoning for the Maritime Industrial lands, parcel # 766670-4010, which has remained vacant for many years.

Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. I would request that that the building size limit be increased to 60,000 sq ft.

Activating this space can protect the industrial lands while allowing the restoration and revitalization of this site, and allow it to become a vibrant community asset for people of all ages.

More than 4 years ago, the Port of Seattle stated that it intends to announce the Request for Proposals to lease the land to a long term (50 plus years) tenant. It has made no movement in this direction so the site continues to remain vacant and unused.

Thank you for your consideration,

Allan Peach

West Seattle (Alki) Resident

Sent from Mail for Windows 10

Letter 9	4
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10,
)

#### **CAUTION: External Email**

• As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # <u>766670-4010</u>, which has remained vacant for 55 years.

• Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

• Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thank you Richard K. West Seattle resident

Sent from my Verizon, Samsung Galaxy smartphone

From:	shawn wood <woodgraf@msn.com></woodgraf@msn.com>
Sent:	Monday, August 02, 2021 12:27 PM
То:	PCD_Industry_And_Maritime_Strategy; Wentlandt, Geoffrey; Holmes, Jim;
	lcorbin@gmail.com; llcorbin@gmail.com
Subject:	parcel # 766670-4010 for seattle sports complex

#### **CAUTION: External Email**

Letter 95

## Hello,

This email is to ask consideration for development of # 766670-4010 for a sports complex to provide yearround sports activities.

Asking that :

- you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.
- •
- Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.
- •
- Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Thank you for considering, Shawn Wood 6908 38th ave SW Seattle, Wa 98126

From:
Sent:
To:
Subject:

Corey Dickinson <corey.dickinson@comcast.net> Monday, August 02, 2021 10:39 AM PCD\_Industry\_And\_Maritime\_Strategy Parcel # 766670-4010

### **CAUTION: External Email**

I am writing regarding the 13-acre site known as Parcel # 766670-4010 in West Seattle along the waterfront. Specifically, I am requesting that you please consider expanding the authorized use of the site to a building up to 60,000 sf. This would allow for development of a world class sports complex that could be used by residents of the entire city, low -income groups, and even professional sports teams. It is worth noting that this use would have no adverse environmental impact, opposed to potential industrial or maritime use.

With the limited land in the city of Seattle, there are very few remaining sites available for public recreation use. Specifically, the West Seattle community continues to grow, and density increases. Throughout this growth in West Seattle, no new parks or recreational facilities have been built. In fact, the West Seattle community just permanently lost the Lowman Beach tennis court. As a result, an increasing population now needs to share less recreational amenities in West Seattle. Allowing a larger, environmentally friendly facility on the above-mentioned site would greatly benefit the residents of West Seattle and beyond.

Thank you for your consideration.

Corey Dickinson corey.dickinson@comcast.net (206) 334-4300 cell

From: Sent: To: Cc: Subject: Alexa Blanchette <AlexaBlanchette@outlook.com> Monday, August 02, 2021 9:57 AM PCD\_Industry\_And\_Maritime\_Strategy Lisa Corbin The Future

#### **CAUTION: External Email**

Hello,

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years. Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas. Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

I would love to see a future sports complex. In Southwest Seattle we have the opportunity to bring sports like tennis to underserved communities. These are things people in North Seattle, the Eastside and other wealthier areas have access to in abundance and they are greatly lacking in our community.

Thank you,

Alexa Blanchette

Sent from Outlook

From:	Matt Cannard <mattcannard@gmail.com></mattcannard@gmail.com>
Sent:	Monday, August 02, 2021 9:47 AM
То:	PCD_Industry_And_Maritime_Strategy
Cc:	Lisa Corbin
Subject:	Feedback on increasing building size limit for Parcel # 766670-4010

#### **CAUTION: External Email**

Hello Office of Planning and Community Development, City of Seattle,

I am writing to request an increase in building size limit for the Parcel # 766670-4010.

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.

Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, <u>particularly in the underserved South and West Seattle areas</u>.

Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Kind regards, Matt

Matt Cannard Seattle Resident 206-295-1061 From:Irvin MacQuarrie <irvinmac@gmail.com>Sent:Sunday, August 01, 2021 11:15 PMTo:PCD\_Industry\_And\_Maritime\_StrategySubject:Increase building size for parcel #766670-4010

**CAUTION: External Email** 

## Hi,

I am a long-time West Seattle resident and avid tennis player / coach and sports enthusiast. I am familiar with the interest to build a sports complex on parcel # 766670-4010. My understanding is that this land has been vacant for 55 years and is a difficult site as it is an old landfill. With the West Seattle bridge being out, we are more aware than ever of how disconnected we are from the rest of Seattle. There are not many places for kids to pursue sports in West Seattle. This project could be a huge feather in the cap for the city for the access that it could provide to tennis and basketball. I know that tennis demand has boomed with the pandemic and courts are continually full. I request that you increase the building size to 60,000 square feet to allow a potential project like this the opportunity to move forward.

Thanks!

Irvin MacQuarrie

Letter 99

Letter	1	0	С
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From:	
Sent:	
To:	
Subject:	

Maria Wood <wood.mariag@gmail.com> Sunday, August 01, 2021 7:44 PM PCD\_Industry\_And\_Maritime\_Strategy Use of parcel 766670-4010

#### **CAUTION: External Email**

- As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.
- •
- Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.
- •
- Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

Letter 101

From:
Sent:
To:
Subject:

Andy McCone <andy@mccone.net> Sunday, August 01, 2021 7:05 PM PCD\_Industry\_And\_Maritime\_Strategy How to Grow Seattle in a Good Way

**CAUTION: External Email** 

#### Hi,

I am writing you to consider looking at the EIS study and recognize that parcel # 766670-4010, which has remained vacant for 55 years is a good candidate for helping activatie unused spaces for community benefit, particularly the underserved South and West Seattle areas.

Try to imagine that space being used to bring people together to challenge each other, offer growth and movement. Nothing could be better for a community than that. Andy McCone

From: Sent: To: Subject: TJ Boogie <toddmj78@gmail.com> Friday, July 09, 2021 8:33 AM PCD\_Industry\_And\_Maritime\_Strategy Re Maritime land use

**CAUTION: External Email** 

To whom it may concern,

You're planning on using billions of dollars worth of land for maritime purposes and industry, how much will this grow Seattle's GDP annually, and how many jobs will this add to our economy?

I hope you make it easy for people of all backgrounds to become employed, and grow our local economy. Hopefully this is a worthwhile investment, it looks like it's going to cause a lot of harm to the environment and be very expensive (to the taxpayer), while lobbyists and corporations make the real money.

# Industrial and Maritime Strategy Scoping Report APPENDIX B – SURVEY RESPONSES

## **Questions and Results**

Question 1. In the EIS, Seattle intends to study a range of natural and built environment topics. Recognizing limited resources, what do you feel are the most important EIS topics to understand environmental implications and tradeoffs of different growth alternatives? (select 3) (n=44)



Source: Survey Monkey, BERK 2021.

## Other:

- Climate change and sea level rise
- Commercial use
- Developed sports and recreation areas
- Economic Benefits of Decision (two responses)
- employment opportunities for non-tech workers
- Freight mobility if separate from Transportation
- Noise (and light/glare), but with focus on how new residential (or other non-industrial) developments can minimize exposure of occupants to unwanted noise/light from existing industrial operations.

- The area of T5 is a designated Federal EPA Superfund site. It was cleaned up in 2001/2002 with many toxins buried to protect residents and the environment. Construction is likely to create an environmental nightmare.
- Traffic congestion and parking

Questions	Responses
What do you like?	Better use of underutilized lands. Clean up and modernization are good plans as long as neither action disturbs the current areas of Superfund site cleanup and protection Dedicated space to maritime, industrial, manufacturing Enhancements to public space on the Duwamish & cleanup of the Duwamish Existing limits on residential uses. generally strong support for industrial uses historic industrial uses I like that it's expected and the long term use of the land so far. is doesn't expand industrial activities; otherwise unacceptable - too much has changed since 86 and many pressing issues need addressing; It is better than the downzoning advocated in the Mayors Industrial Lands Committee keeping maritime & industrial inside the city of Seattle Maintenance of the Maritime Industrial Centers My comments are specific to the area from NW Leary Ave to NW Market St – East of 15th Ave NWV. Given the timeline for actual improvements (light rail 2039!) and no assurance that the future concepts or alternatives are viable: doing nothing eliminates the interim potential negative impact of these restrictions for many businesses, property owners, and individuals living in this area of Ballard. Not much. This is a recipe for a lack of growth. Nothing (six responses) Nothing in current state (two responses) preservation of industrial lands Preserve existing homes proximity to housing for shorter commutes That I get to comment.
What would you change? What is missing?	A thorough look at housing, Light Rail optimization, and TOD in and around Light Rail Stations A watershed overlay, that creates opportunities for surface water restoration, allowing biofiltration innovation, to return fresh cool water to Puget Sound. Capitalize on TOD around Light Rail Change Change existing loopholes in industrial zoning that facilitate commercial/retail development (e.g. self-storage facilities, big box stores) within MICs. Better address impacts to maritime/industrial businesses of residential/commercial development nearby to industrial (particularly shoreline) properties, including freight transportation access/safety and noise/light complaints Dedicated transportation corridors for moving goods and freight from MIC's to rail and freeways environmental services such as wetlands. HOUSING. recreational usage. excessive land use within the core urban zone. transportation and historic vision are outdated. (two responses) further restriction on large format retail and office. small changes to create better transitions and address the haphazard establishment of industrial zoning in historically residential areas like Ballard, Georgetown and South Park heat islands, plant more trees! Housing and commercial development to complement industrial uses.

## **Question 2. No Action Alternative (n=32)**

Questions	Responses
	I don't like that so much of our waterfront is reserved for uses that don't directly benefit people. I drive, walk and bike along Duwamish MIC every day and visit all the port parks there - would love to see more Duwamish culture and art reflected in the areas and parks (thank you for the park name changes!) ; more efforts to make those areas greener - more trees where there are none, more efforts from businesses to have sustainable landscaping that makes the area more attractive; how about large native artist series along the Duwamish River visible to bikers/drivers/pedestrians educating the public about significance of this area, history and Duwamish Tribe now?
	If the Zoning was done back in 198 In general looks good
	It does not allow for needed growth, especially in housing and recreation. Less height restrictions to encourage construction to encourage light industries and making sure to say we need VERY LARGE REZONES in adjacent residential zones for workers to live near their jobs Mitigation efforts only go as far West as w. Marginal way when it should go at least 1 mile west
	of the Duwamish River since there are contaminations and health impacts that affect the areas immediately west of the river. Additionally, we are tired of being the City's dumping ground for the homeless, implement plans to discourage low income/homeless shelters. More alternative use
	More clean-up is needed. Better use of the land for recreation.
	More effort towards shoreline clean up Re-construction of existing facilities so they are do not promote degradation of the Superfund site and promote clean environments for residents and aquatic life
	The investment of a multi-billion dollar light rail line must be a cause for change to the zoning around here. Otherwise it's a missed opportunity. We can have both urban housing density and industrial use in the same area. Using the land for the good of the community
	We need more housing options and less land restrictions West Seattle area planned use
	what is missing is progress
What questions do you have about this SEPA Required	15th Avenue through Interbay is basically an urban highway in a city and we really don't need all these lanes. We need to be planning for reduced traffic not increasing traffic. Are we making environmental sacrifices here?
Alternative?	Does this regulatory construct privilege prohibiting bioremediation, in the Duwamish estuary? How does the current state effectively address current and future economics and business activity and trends
	How does the current state effectively address current and future economics and business activity and trends
	How much tax revenue does the City lose by zoning land for industrial-only use? How will traffic be improved and natural resources saved by this alternative plan. Impact of allowing housing in industrial areas
	Move on None (four responses) SEPA requiring a "no change" alternative tells me it's a weapon for status quo NIMBYism. SEPA is in need of dire reform.
	to what extent will existing code allow continual erosion of industrial uses What will be done to protect the viability of MIC's? why would anyone consider this?
	Why wouldn't we allow housing and non-industrial commerce on at least some of this land?

Source: Survey Monkey, BERK 2021.

## **Question 3. #2 Future of Industry Limited Alternative (n=35)**

Questions	Responses
What do you like?	a bit more progressive Alternative is consistent with strategies outlined by Industrial and Maritime Strategy Council. Relative to status quo, strengthens protections for maritime/industrial uses in maritime, manufacturing and logistics zones, including to close loopholes on commercial/retail development in MICs, no expansion of housing limits; does not remove land from MICs Better use of land near light rail change to facilitate future needs Enhancements to public space on the Duwamish & cleanup of the Duwamish I like preservation of industrial lands as long as it isn't big box stores and malls, but actually living wage jobs I like that there is some expansion of possible usages on a small portion of the land I only like the name, that it has "innovation" in it. That, however, cannot be decreed. In principle the designation of Urban Industrial and Innovation could make room for Socially and Environmentally positive R and D, but categories sound vague and subject to exploitation. Keeping industrial in the city Less expansion of housing Maintains the maritime industry More innovative zoning around ST3 transit stations No expansion of housing allowances No reduction in industrial areas; no housing allowed None of it Note much. It doesn't feel like the outcome is worth the effort or expense to study this alternative. not sure? Nothingthis promotes stagnant, no investment land use since this is no longer affordable industrial ground preserves important maritime and logistics industry Protects current MIC usage. Protects existing maritime and industry uses Same as before Some improvement of land use Statement directing focus on the future (two response) strengthens protections for industrial uses in maritime, manufacturing and logistics zones There's a little more diversity Thinking differently of industrial land use
What would you change? What is missing?	11% change should be 0% add removal of brownfields from industrial land As a community, we need to be cognizant of climate change and not promoting more contaminates seeping into our water ways. In 2004, WA State and the EPA designated \$2B to clean up Puget Sound under the direction of William Ruckelshaus. The money was wasted and the clean-up was not put into action. Do we not learn from our own history? Better mitigation efforts to go further West as w. Marginal way when it should go at least 1 mile west of the Duwamish River since there are contaminations and health impacts that affect the areas immediately west of the river. Additionally, we are tired of being the City's dumping ground for the homeless, implement plans to discourage low income/homeless shelters. But does little to embrace change. Allowance for office and other commercial activity in the innovation areas - especially around the light rail investments (two responses) Consideration of alternative needs to specifically address impacts of proposed actions on shoreline industrial business (see question #11). EIS should seek to ground truth anticipated "future innovations and trends," describe impacts related to other plausible outcomes.

Questions	Responses
	Don't add non-industrial uses around light rail. missing the potential to allow some focused housing, and some limited reduction of industrial areas where there is a history of ongoing residential use. Innovation zone seems to be a euphemism for more office space. No more office, it's just a windfall for developers. encourage more maritime, manufacturing and logistics industry and business Food service HOUSING. environmental services such as wetlands. transportation improvements. I want air quality testing for the BINMIC on a daily basis I would devote more of this space to updated usages, and would allow housing on some If the zoning rules were written back in 1986 I think they should be reviewed. What effect does this have on global warming? Missing is a real world, supply and demand look at land use. The economics of manufacturing in close-in Seattle don't fly. More clean-up is needed. Better use of the land for recreation. More housing, more desire to mix uses, land use divisions have not worked and have mostly exasperated racial and economic segregation. more industrial use not a priority imo More of a transition to urban mixed-use at Ballard around new station more urban industrial would be nice for us smaller makers No transportation improvements Still very limited in scope the distinctions between the different categories seem rather esoteric. the EIS needs to validate that Industry Innovation Zones exist around light rail infrastructure elsewhere in the world. Making up terms because they are politically popular with the status quo doesn't ensure they get built. Land is too expensive, trucking in an out of SODO too difficult, and Industrial component def lowers positivity This is the ancestral land the Duwamish Tribe and therefore they should get to lead a process for deciding how some of these lands should be used in the future; I also think the Port should create a plan to transfer some of the land olong the rive to the tribe; additionally, I would like more tribe visibility - culture, art, history
What questions do you have about this Draft Alternative?	There's only so much waterfront. Are any of the proposed uses industrial? Do they employ blue collar skilled labor? Can the EIS ask questions that prove companies will move into this area, purchase land, and build the type of buildings imagined? Can you look into doing an environment impact study How best support the investment being made in new transportation systems and people of Seattle - light rail and stations and job creation opportunities. How best support the investment being made in new transportation systems and people of Seattle - light rail and stations and job creation opportunities. How best support the investment being made in new transportation systems and people of Seattle - light rail and stations and job creation opportunities. How is it going to address climate change impacts - increased heat, sea level rise? What does "Applies the proposed land use concepts with a greater share of Industry and Innovation and Urban Industrial" mean?? It sounds like mumbo jumbo that gives you license to whatever you want. How much more tax revenue would the City get if we zoned all of this land for mixed use? how will BNSF's future impact the BINMIC If you have to find a "middle ground" why not go further with it? There is a multibillion dollar transit investment in this area and we must go further. Just a statement - don't do it.

Questions	Responses
	<ul> <li>My question is specific to the area from NW Leary Ave to NW Market St – East of 15th Ave NW. The Ballard area is already so mixed. What realistic opportunity is there to add more MML operations in the existing buffer zone?</li> <li>None (four responses)</li> <li>Please look at parcel 766670-4010. It is a brown site is firmer landfill and therefore not going to be useful as housing or other intensive uses. Southwest Seattle is underserved by community spaces. Please consider changing to allow a building size of 60,000 sq feet for tennis and other indoor activities for recreation</li> <li>what are the criteria for removing lands from the MICs?</li> <li>Why the different categories?</li> <li>Will recreational options be allowed?</li> </ul>

Source: Survey Monkey, BERK 2021.

## **Question 4. #3 Future of Industry Targeted Alternative (n=33)**

Cor of i foc Ap	ernative is consistent with strategies outlined by Industrial and Maritime Strategy uncil. Relative to Alt. 4, limits expansion of housing allowances; strengthens protections industrial lands (though not as much as Alt. 2). Limits removal of land from MICs to used areas in Georgetown/South Park. plies a mix of Industry / Innovation and Transition Zone concepts tter mix
hou I da I'm we incl exp It is It's Like Ge Ma Ma Ma Ma Ma Ma Ma Ma No No No	signated affordable housing for MIC workers; using closer to jobs to not see much to like in this Alternative worried about freight traffic mixing with people on bikes, wheeling, walking. I think need to really think about if we are designing our cities for people or profit. Iusion of housing focused around non-car transportation. south park and Georgetown pansion of residential area. is a baby step and at least mentions housing. good to update usage policy close to mass transit e - Expansion of limited industry-supportive Like - Removes focused land in torgetown / South Park from MICs. uintains current status ore diversity of use but could be higher re expansive ore housing, more transportation options r comments are in reference to the area in Ballard from NW Leary Way to NW urket Street – East of 15th Ave NW. This appears to be the most reasonable ernative for this particular section of the Industrial Lands as it allows for the changes eady occurring to continue to advance, without dependence on a Light Rail station d/or a great deal of additional infrastructure and expense. comment much t sure
No	thing bening up land uses near transit stations; housing.

Questions	Responses
	<ul> <li>Recognizes future land uses be considered beyond historic designations</li> <li>Recognizes future land uses be considered beyond historic designations</li> <li>Removes some land from industrial zoning</li> <li>Seems better than "Limited" and more market-realistic. Also appreciate Armory site having Innovation zoning vs traditional maritime (since it is actually separated from the waterfront)</li> <li>seems the most progressive</li> <li>the addition of some alternate "future or innovation" uses, however the current MIC will never be returned to "pristine" condition so that should not be a consideration.</li> <li>The Alternative moves in a better direction but still lacking the goal of finding highest and best use for our city lands</li> <li>Thinking differently about a mix of uses.</li> <li>Update Industrial land use polices</li> </ul>
What would you change? What is missing?	Addition of specific allowances for office and commercial density around station locations (two responses) Any information on our carbon foot print CEM site in on Harbor Ave should be in yellow Community spaces and allowed mixed use; allow larger buildings of 60-70,000 sq ft Consideration of alternative needs to specifically address impacts of proposed actions on shoreline industrial business (see question #11). EIS should seek to ground truth anticipated "future innovations and trends," describe impacts related to other plausible outcomes. Densify around Light Rail - TOD is essential. Strongly consider housing environmental mitigation Exclude housing. Industry supportive housing sounds like a land grab. Supportive housing would be people warehousing out of site. Extend SODO innovation zone to north to match Alt 4 Food service multi use Housing and commercial areas to complement industrial uses. How are we prioritizing the Georgetown to South Park trail, safe crossings by the Duwamish Longhouse and an at-grade crossing for all users not in cars / trucks around 15th & Emerson? I don't like all the industrial options of this plan as it will likely lead to more erosion of natural resources and contamination. It is missing housing around light rail stations and is way too restrictive. The downzoning of the remaining IG1 and IG2 areas is needlessly restrictive. More clean-up is needed. Better use of the land for recreation. More housing. More mixed use with housing built in. more trees would be nice Needs housing not sure Strengthening protections for specific uses The 14% change

Questions	Responses
	this feels like government over reach that is almost certainly going to end up with goofball, politically motivated, favoritism, corruption and unintended, negative, consequences
	This is the ancestral land the Duwamish Tribe and therefore they should get to lead a process for deciding how some of these lands should be used in the future; I also think the Port should create a plan to transfer some of the land along the river to the tribe; additionally, I would like more tribe visibility - culture, art, history; more workforce housing near Light Rail, Duwamish River restoration;
	Too much land removed from industrial uses in Ballard. Remove light rail focused changes, no one approved light rail based on the INTENT to change zoning. Stations are there because light rail had to go through MIC. No more office, it's just a windfall for developers.
	Transportation improvements to MIC's.
	What about climate change? Are we planning to build sea walls?
	Why remove "focused land from MIC's"??
What questions do	Do any of the current policies include information on climate change?
you have about	Explore how transportation would be impacted by increase in industrial areas
this Draft Alternative?	how do parcels get added to "urban industrial" status
	How is it going to address sea level rise and climate change.
	How much will this alternative improve tax revenues compared to the other alternatives?
	it's a long list, but mostly: Why?
	Let's make sure our plan centers climate justice!
	My question is in reference to the area in Ballard from NW Leary Way to NW Market Street – East of 15th Ave NW. What opportunities/incentives do you envision for existing MML operations to relocate outside a designated Urban Industrial zone?
	None (two responses)
	Notion that manufacturing and marine cargo is the Holy Grail of Seattle's economy is nonsense. Marine cargo is a very minor part of Port revenues. This whole study being done to protect a few hundred Longshore jobsa Union rife with nepotism and next to no chance for a young minority to get a toe hold. Why are we protecting these guys?
	Please look specifically at parcel 766670-4010. A brownfield site with very limited development options. Could be used for tennis and pickle ball and basketball community use that is less intensive. Great be if it for sour Seattle and south west Seattle
	See above
	The EIS should ask what economic impact this alternative will have on the City by not allowing TOD/Mixed Use zoning in and around light rail stations.
	What entities are a part of the planning process?
	what happens to the lands excluded from MIC?
	What's the point of going 3% further in to changing industrial lands compared to Alternative 2?
	Which businesses are asking for access to the industrial zone and why should we allow it.
	Why not more housing, such as Alternative #4?
	Why not study the economics underpinning the decisions of sticking with current land use designations/protections? (two responses)

Source: Survey Monkey, BERK 2021.

## **Question 5. #4 Future of Industry Broad Alternative (n=33)**

Questions	Responses
Questions What do you like?	Responses         added housing         All of it         Alternative is consistent with strategies outlined by Industrial and Maritime Strategy Council.         Bad idea         Begins to address housing (two responses)         Best of four         Best of the alternatives but still fails to comprehend that M and I use is not the future of Seattle growth and jobs.         I don't like         I like the idea of having a broad range of working wage jobs in our city.
	<ul> <li>Inclusion of pioneer square area de-industrialization</li> <li>Increased housing</li> <li>Like - Expansion of limited industry-supportive Like - Removes focused land in Georgetown / South Park from MICs.</li> <li>More housing</li> <li>More housing more transportation options</li> <li>More mixed also like removing limitations in north bay and stadium area</li> <li>Most aggressive liberalization of Industrial zoning to better support emerging forms of industrial use</li> <li>My comments are in reference to the area in Ballard from NW Leary Way to NW</li> <li>Market Street – East of 15th Ave NW. Not much. Appears that is would completely change the character of the neighborhood.</li> <li>not much (two responses)</li> <li>not sure</li> <li>Nothing</li> <li>progressive</li> <li>Recognizes that there are lands in the MIC don't belong.</li> <li>Seattle Mixed Zone</li> <li>This is a poor alternative.</li> <li>We have spent \$ Billions on Light Rail - we need to add density around our transit investments</li> </ul>
What would you change? What is missing?	Again, what is the plan for the environment and Superfund? Bolder increase of density near transit - bigger FAR Building size should be increased to 60,000 sq ft for potential community use Consideration of alternative needs to specifically address impacts of proposed actions on shoreline industrial business (see question #11). EIS should seek to ground truth anticipated "future innovations and trends," describe impacts related to other plausible outcomes. Delete housing altogether. Don't like the light rail changes. Missing some opportunity to remove industrial land designation in South Park. environmental mitigation. more housing.

Questions	Responses
	Housing and commercial areas to complement industrial uses.
	I wish we would give more help to further North (above U District) and in areas like West and most Southern Seattle.
	I'm worried that workers will have long commutes, without being explicit about the number of housing units we need for these workers in adjacent residential neighborhoods
	Limited Housing? What does limited mean? Is it based on income?
	Limiting land use to maritime, logistics and manufacturing.
	Make the allowances for housing less restrictive - around stations (two responses)
	More clean-up is needed. Better use of the land for recreation.
	More housing and commercial
	More housing please
	More Seattle Mixed Zoning
	more workforce housing - can't miss adding affordable housing near Light Rail, Duwamish River restoration; expansion of trees and landscaping; transfer some of the lands to the Duwamish Tribe to determine uses
	not sure
	Not sure how industry supported housing could be enforced. Would like to see how industry & innovation areas could be expanded into different zones such as residential or mixed use
	Realistic land use studies have been pushed under the carpet by labor and Port interests. This study was commandeered by the 3rd meeting to be about maritime use and "restorative economics"not with regard to what will create the jobs of the future. Clinging to the party line pushed by MIC and labor will not prosper our lands as there will be no incentive for capital to invest. Land in the \$100-\$150/SF range is NOT Industrial any longer. Ignoring public investment in light rail is naive. All you will get is more of the same tired old buildings being band aided for service and fill-in usescertainly no growth in M and I uses. And to ignore the damage Sound Transit
	will inflict in Sodo with latest plan to build two new overpasseswhat little industry is left will depart all the sooner.
	Seems heavy on Innovation designation, particularly around Ballard
	the CEM property needs to be singled out
	The City needs to do a thorough study of MIC lands and determine what % actually support Industrial Companies versus commercial/retail uses. Without that, how can the City make meaningful recommendations
	The increase of "seattle mixed" in the valuable Interbay area is not the best use. The expansion of "big box retail" is the biggest threat to the MIC's in our area, and we cannot afford to have additional areas spoiled for displacement of MIC industry. Keep it intact and manage big box retail in other areas. Too congested and harm to community lands.
What questions do	Again, what entity is planning these proposed changes?
you have about this Draft Alternative?	Are we looking at zoning "from a feminist perspective"? (Quote form Nicole Grant at first meeting - what a joke)
	Can it be rewrite, so it addresses so of the concerns of the future or is this just all about how much money can be made " for the city ,"
	how best to remove the vacant brownfield from IG2 status
	How do we limit Public Storage Facilities and Big Box stores?
	How many new housing units could be created under this alternative?

Questions	Responses
	I can't tell the difference between these options
	I need a better defined explanation of the 4 plans!!
	Needs a proviso that if no significant development is seen after year 3 in the Industry Innovation Zones, the entire process is reopened and true TOD/Density in the SODO is reviewed properly.
	Please look carefully at parcel 766670-4010. It's a brownfield site that has remained undeveloped for nearly 60 years because of previous use. Great spot for development of tennis, pickle ball and basketball for indoor and outdoor use
	These alternatives are not going far enough. I have seen 3 different alternatives which are 85% the same thing (aka the "do nothing" version)
	what happens to lands removed from the MIC?
	What is 'modern manufacturing'? And in reference to the area in Ballard from NW Leary Way to NW Market Street – East of 15th Ave NW. What modern manufacturing businesses have indicated a desire to invest and build facilities in this area?
	Why not allow recreational options? Especially if there will be housing nearby.
	Why not thoroughly study housing. Also need to study the cost (both economic and socially) of restrictions proposed. (two responses)

Source: Survey Monkey, BERK 2021.

### Question 6. How do you experience Seattle's Industrial Areas? (n=41)

Answer Choices	Responses	
I go to shops, offices, or services in one of these areas.	78.05%	32
l live near an industrial area.	43.90%	18
Other (please specify)	34.15%	14
I work at a business in one of these areas	29.27%	12
I own a business in one of these areas.	12.20%	5

Source: Survey Monkey, BERK 2021.

#### Other:

- I commute through SoDo.
- I would absolutely go to shops, offices and services in one of these areas if there were more of them.
- I ride my bike through the NW Queen Anne / Interbay industrial areas & bus & walk through here daily.
- The association I direct represents companies that operate in Seattle's industrial areas
- I cycle to and through these neighborhoods
- I work for/provide services to businesses in the study area.
- I work for/provide services to businesses in the study area.
- I'm a Landlord who has seen 44 years of changes in use which tells me not to bet on growth of industrial uses in this
  congested, over-price city. Rules restricting free market supply and demand, creates stagnation and no capital
  investment.....which is all you will get out of this enormous waste of time.
- I go to the park at the north end of the tail yards jack block park. Taught the kids to bike there. southwest Seattle does not have many community spaces w flat, non-vehicular use
- Live nearby

- I travel through industrial areas and see vacant land often
- Recreational, habitat restoration
- I don't go down there, there aren't any good areas
- My family has owned property on Harbor Ave SW since 1954. We are very aware of the history of the area and the changes over the past 67 years. We still live here and the best change was when the Superfund cleaned up the junk yard, the soil, and paved over it all (sealed it) to stop the contamination. The soil is still contaminated per a geotechnical study conducted in 2019 but it is clearly better than it was before the construction of Jack Block Park. It seems that Seattle has lost site of the Cuyahoga River and Love Canal disasters. Superfund sites are not to be disturbed.



## Question 7. What is your home zip code? (n=43)

Source: Survey Monkey, BERK 2021.



## Question 8. What is your work zip code? (n=43)

Source: Survey Monkey, BERK 2021.

## Question 9. What is your age? (n=43)

Answer Choices	Responses	
Under 18	0.00%	0
18-24	0.00%	0
25-34	4.65%	2
35-44	20.93%	9
45-54	30.23%	13
55-64	25.58%	11
65+	11.63%	5
l prefer not to answer	6.98%	3

Source: Survey Monkey, BERK 2021.

### Question 10. What is your race/ethnicity? (n=42)

Answer Choices	Responses	
White or Caucasian	66.67%	28
Black or African American	2.38%	1
Hispanic or Latino	9.52%	4
Asian or Asian American	0.00%	0
American Indian or Alaska Native	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	4.76%	2
l prefer not to say	16.67%	7

Source: Survey Monkey, BERK 2021.

## Question 11. Is there anything else you would like to share about the Industrial and Maritime Strategy? (n=33)

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years.

Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas.

Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years. We have an amazing opportunity here to bring tennis and recreation to underserved youth of South and West Seattle. Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

At this stage in EIS process, it's less about whether one likes or supports the alternatives than if each option is drafted to effectively consider the full range of impacts from what is proposed. Shoreline industrial businesses, including commercial fishing, shipyards and other water-dependent operations are increasingly threatened by encroachment of residential and other non-industrial development on their properties. These businesses have nowhere to go if they cannot continue operating at these locations. Each of these alternatives should assess specific impacts on continued operation of shoreline industrial businesses, including how the alternatives affect the ability to allow for safe, efficient freight access to/from these businesses and the increase of noise/light complaints against existing industrial operations that frequently accompany increased residential (in particular) and other non-industrial development on nearby properties (e.g. in Ballard, west of 24th NW). On noise/light issues, focus of City (in this EIS and other avenues) should be how to promote measures by developers building nearby to existing industrial properties to incorporate features insulating future occupants from unwanted noise/light emanating from these industrial sites. The EIS should document the potential increase of noise/light complaints of the alternatives and seek to identify potential mitigation measures by developers to avoid conflicts.

Because I live along the disputed areas I am very interested in the preservation of housing/zoning laws.

City is taking park community spaces in west Seattle away (Lowman beach park) by in attention to sea wall. Parcel 766670-4010 would be great addition to tennis, pickle ball and other "flat" open space

I don't see this so much as an industrial and maritime strategy as a transition from industrial and maritime strategy.

I love this story map presentation. It is a strong way to present information. I wish that it connected this work to the upcoming work for residential comp plan changes and helped educate people about the uncertainty of climate change more.

I want the city to have a larger discussion with Coast Salish people about land back, Indigenous Sovereignty and land reparations.

I want the city to talk about how our exclusionary residential zoning has forced lower wage workers into long commutes or extreme housing insecurity as renters trying to stay in Seattle.

I'm following closely!

It doesn't sound like a strategy?

Land is scarce in Seattle and we believe in the importance of being good stewards of the land by activating unused spaces for community benefit, particularly in the underserved South and West Seattle areas. In addition, As you conduct the EIS study and potential changes to policies and zoning for the Maritime Industrial lands, please take a very close look at parcel # 766670-4010, which has remained vacant for 55 years. Also known as the CEM site, this land is the former West Seattle Landfill. The challenging characteristics of the 13-acre brownfield have kept it from being developed by a maritime business or other industry for decades. Please increase the building size limit to 60,000 sq ft.

More land made available in West Seattle with good bridge access. Not just for the larger companies but smaller ones as well.

Need more focus on health outcomes and climate change.

Overall, all four proposals do a disservice to Seattle. There are roughly 5000 acres of industrial lands in Seattle and in the SODO in particular, that land is not overwhelmingly being used for industrial purposes. Today, we have retail and office on 1st Ave, Fast Food and retail on 4th Ave, Car Clubs/Tennis Courts and Trapeze Schools on 6th Ave, and Automobile dealers on Airport Way. Manufacturing will not move back into the SODO, so all of these plans will ensure the existing building inventory remains and Seattle will not be able to address some very important needs.

Panel was heavily skewed toward labor so the outcome is predictable......and a bad one for Seattle.

Please allow sports complexes for recreation.

Preserve good paying Industrial jobs and Industrial lands as the Growth Management Act prescribed.

Seek flexibility and embrace the future. (two responses)

Stop trying to turn Seattle into San Francisco. Learn from their mistakes. Tacoma is becoming a new version of Oakland, CA.

Thank you Port of Seattle for renaming parks along the Duwamish with Native American names. I hope this review is an opportunity to have the Duwamish Tribe weigh in on the future of these areas and help manage the land through expanded ownership or use agreements;

There is a group in West Seattle that wants to put an athletic facility on a vacant parcel of Port of Seattle/tax payer owned land. This proposal is for the benefit of the property owners, the tax payers, and should move forward without delay.

There is already too many people and too many apartments in W. Seattle. Stop the insanity and limit MF building.

Think Innovation zoning in SODO, Smith Cove-Armory area; more Urban Industrial in Ballard-Dravus would make for a compelling scenario

This is not a "build it and they will come" situation. We have strong competition with head starts all along the West Coast. We have limited access into and out of the industrial areas outlined on the maps and Light rail will not completed until 2040. How much construction and chaos do the planners believe meets tolerance levels? These ideas are not compatible with "life".

We can do BOTH. Preserve Marine & Industrial use while improving our land use near transit

We need more affordable space for light industry and creative businesses. Cannabis industry demand for grow space pushed out so many businesses we need to employ and train the next generation.

We need more housing. We need more creative and less restrictive use of land.

we need to be more aggressive to meet the challenges of the 21st century - and for Seattle to remain a destination for world class high tech talent, we need to be smarter about how we use the land within city limits. While heavy industry has served us well, and we should maintain some industrial capacity, it is not there where Seattle's primary strength in the future lies. We need to better accommodate people living here and better mitigate the environmental impacts of industry. Seattle's industrial zones are exceptionally dirty and polluted and are in desperate need of modern thinking. Perhaps the best and highest use of core urban land in Seattle is no longer heavy industry. Better to consolidate into a smaller footprint and acknowledge the reality of the needs of Seattle's population. Without increased affordable housing, most industrial workers will have to commute by car from far off suburbs. Either move industry to a more affordable area or build affordable housing.

We need to think about how to use land better. That goes from our suburban zoned single family neighborhoods and for our industrial zones near major transit stations.

We really really need a Food Incubator Hub, I hope that is part of these plans? There are lot of small food producers who could use these areas, and have good access to employees due to them being closer to where people live.

When presenting these issues, I would hope that the costs and opportunities include a real accounting of how much the. It's and community lose by subsidizing industrial uses via land policy. Proposed policies should be required to show how many units of housing and accompanying tax revenue would be possible if property is not restricted to industrial use.

Why am I only hearing about this now? Why wasn't I a part of the meetings? I have been active in the MIC and I have a business in the South Park Industrial Area.

Why limit housing and commercial uses? Growth of these can be managed alongside the strengthening of industrial uses in the neighborhood. These support points 1-4 rather than fighting them.