



Citywide Advisory Group Meeting #2 Friday December 20, 2019

Attendance

| Name | Organization | Attending |
|-------------------------------|--|-----------|
| Brian Surratt, Co-chair | Alexandria | No |
| Sally Clark, Co-chair | University of Washington | Yes |
| Nicole Grant, Co-chair | MLK Labor | Yes |
| Commissioner Stephanie Bowman | Port of Seattle | Yes |
| Fred Mendoza | Public Stadium Authority | Yes |
| Fred Rivera | Seattle Mariners | Yes |
| Dave Gering | Manufacturing Industrial Council of Seattle | Yes |
| John Persak | International Longshore and Warehouse Union | Yes |
| Terri Mast | Inlandboatman's Union | Yes |
| Jordan Royer | Pacific Merchant Shipping Association | Yes |
| Robb Stack | Stack Industrial Properties | Yes |
| Erin Goodman | SODO Business Improvement Area | No |
| Rick Kolpa | Prologis | No |
| Greg Smith | Urban Visions | Yes |
| Peter Nitze | Nitze-Stagen | Yes |
| Johan Hellman | BNSF | Yes |
| Alex Hudson | Transportation Choices Coalition | Yes |
| Marie Kurose | Workforce Development Council of Seattle-King County | Yes |
| Barbara Nabors-Glass | Seattle Goodwill | Yes |
| Sam Farrazaino | Georgetown Safety Task Force/Georgetown Strong | Yes |
| Mike Stewart | Ballard Alliance Business Improvement Area | Yes |
| Councilmember Pacheco | Seattle City Council | Yes |
| Charles Royer | Public Facilities District | Yes |
| Erin Adams | Seattle Made | Yes |

Strategy Principles/Implications

After receiving a briefing on the strategy development process to date—including themes from one-on-one interviews with advisory group members and the key issues raised by each of the neighborhood advisory groups—Citywide Advisory Group members discussed each of the strategy principles.

Advisory Group members offered the following feedback on the important **implications** and **considerations** that the City must incorporate into the overall strategy for each of the principles:



- A) Using the power of **local workers** and **companies** to chart a blueprint for the future
 - We must protect our city's unique assets; for instance, the deep-water port and the competitive position it holds in the region, is an asset many cities would love to have.
 - Similarly, aerospace as a sector in which Seattle has a unique competitive advantage should be strengthened to employ more local workers and grow local companies.
- B) Strengthening and growing Seattle's **industrial** and **maritime** sectors
 - This means being more "forward-looking" and strategic in our approach; looking at the industrial and maritime jobs of the future and base policies on the evolving nature of the work
 - At the same time, if we do not address more near-term commercial affordability concerns, we will lose out on employers locating or expanding operations in Seattle.
- C) Promoting equitable access to living-wage jobs through an **inclusive economy** and **ladders of economic opportunity**
 - This will require a broader view and a more regional regulatory approach
 - We need policies that focus on promoting wage progression—the opportunity for an individual to build wealth and grow a career—as opposed to simply accessing and holding a job.
 - Being an inclusive economy means being able to both work and live in Seattle.
- D) Improving the **movement of people** and **goods** to and within industrial zones and increase safety for all travel modes.
 - Suggested edit to the language of the principle itself: "Improving the movement of people to, **through**, and within..."
- E) Aligning Seattle's Industrial and maritime strategy with key **climate** and **environmental protection** goals
 - Important to recognize that many environment regulations and objectives are beyond the control of local government as assets may be owned by the State or Federal government.
- F) Developing a **proactive land use policy** agenda that harnesses growth and economic opportunities to ensure innovation and industrial jobs are a robust part of or future economy
 - Recognition and respect for the living legacy of indigenous land is an important consideration for future land use planning



Process

Citywide Advisory Group members offered direction to City staff and consultants about information and context that would be beneficial to the strategy development process going forward:

- Citywide Advisory group should form a consensus about specific facts and recommendations from the 2017 process that can be re-validated during this process as areas of shared understanding and agreement.
- At the next meeting, Citywide Advisory Group members would like a bit more clarity on the respective roles and authority of Citywide and Neighborhood Advisory Groups.
- It will be critical for regional policies to directly inform Seattle's Industrial & Maritime Strategy. To this end, a basic primer on relevant guidance from the Growth Management Act, Puget Sound Regional Council, and the Fair Housing Act should be prepared for stakeholder review and discussion.
- Stakeholders would like to review a specific schedule for the Comprehensive Plan Environmental Impact Statement Process, when that is available.

Data/Analysis

While receiving an overview from Chris Mefford of Community Attributes about the types and sources of data to be used, analyzed, and interpreted by the consulting team and City staff, Citywide Advisory Group members made the following suggestions and recommendations about these data:

- Consider available data about the level of environmental toxicity in Georgetown/South Park that is the legacy of environmental circumstances and explicit policies, leading to adverse health impacts (i.e. life expectancy and early life development) that are worse than almost every other Seattle neighborhood.
- Consider data that captures the spillover effects of local and regional jobs resulting from the industrial and maritime economic activity in Seattle.
- The introduction and growth of the marijuana industry is a big change since the work in 2017—we need data on this sector.
- Consider data that can help to describe the economic impacts of US Navy investments.
- When analyzing employment opportunities within the industrial and maritime sectors, a breakdown of level of required education would be helpful (i.e. college degree vs. technical training, etc.).
- Need a current inventory of available industrial space (how does this compare to forecasted demand?).
- Need a break down of race and gender in industrial and maritime sector industries employment broken down by *tenure of employment*.



SEATTLE INDUSTRIAL MARITIME STRATEGY CITYWIDE ADVISORY #2

PRINCIPLES / STRATEGIES

A) LOCAL

- PROTECTING COMPETITIVE ASSETS
- IMPORTANCE OF AEROSPACE

C) JOBS

- REGIONAL REGULATORY APPROACH
- WAGE PROGRESSION
- WORK + LIVE IN SEATTLE

E) CLIMATE + ENVIRONMENT

- REDUCING LOCAL REGULATORY BURDEN

ADDRESSING TOPICS FOR NEXT MEETING

PROCESS

- IDENTIFY FACTS / RECS FROM LAST PROCESS TO RE-VALIDATE
- BETTER CLARITY ON ROLES / AUTHORITY OF CITYWIDE / NEIGHBORHOOD GROUPS
- NEED REGIONAL POLICIES TO DIRECTLY INFORM CITYWIDE RECS (+ PRINCIPLES!)
- DISTRIBUTE RELEVANT INFO FROM GMA + PSRC + FAIR HOUSING ACT (CROSS-WALK) BETTER SCHEDULE FOR EIS PROCESS

B) INDUSTRIAL + MARITIME

- FORWARD LOOKING
- COMMERCIAL AFFORDABILITY

D) MOVEMENT

- "TO, THROUGH, AND WITHIN"

F) LAND USE

- RECOGNITION OF INDIGENOUS LANDS

DATA / ANALYSIS

- LEVEL OF TOXICITY IN GEORGETOWN / SP (LIFE EXPECTANCY)
- WHAT LEVEL OF DETAIL ON "PROCUREMENT"?
- ADAPT VS. STEER MARKET FORCES
- ECONOMIC ACTIVITY GENERATE LOCAL + REGIONAL JOBS
- MARIJUANA IS A BIG CHANGE SINCE 2017
- IMPACT OF US NAVY INVESTMENT
- SECTORS WITHIN IND/MAR ARE HIGHLY INTERRELATED
- COLLEGE DEGREE VS. TECHNICAL TRAINING
- NEED INVENTORY OF INDUSTRIAL SPACE
- BREAK DOWN EMPLOYMENT BY RACE HOUSING FOR TENURE OF EMPLOYMENT