

LAND USE

Potential Strategies / Actions

Maritime Industrial Strategy

General Notes: The information and draft strategies / actions reflect comments from the Citywide and neighborhood stakeholder groups and emphasizes commonalities. Strategies / Actions below match to the three broad “land use concepts” presented for discussion by City staff.

What We Heard / Issue	Neighborhood Specific Issues / Opportunities	Draft Strategies / Actions
<p>STRONGER PROTECTIONS FOR INDUSTRIALLY ZONED LAND</p> <p>Maritime, Manufacturing, and Logistics industries are an important part of the economy for the city, region, and state, representing a cluster of different industries that are supported by proximity to shorelines and investments in maritime related infrastructure. The city needs to clearly determine long-term land use policy intent to provide predictability for industrial uses and developers alike to stop speculative pressures.</p>	<p>Interbay</p> <ul style="list-style-type: none"> • Stakeholders identified land with water adjacency is extremely precious. • The railyard and the waterways are unique, regional assets. <p>Ballard</p> <ul style="list-style-type: none"> • Highlighted the importance of protecting the zoning and preventing contract rezones of the Manufacturing Industrial Centers 	<ul style="list-style-type: none"> • Strengthen policies that protect and prioritize long-term vibrancy of maritime, manufacturing, and logistics clusters, especially for areas where these uses rely on essential infrastructure (Port, Rail, Freight Routes) for intermodal transportation. • Establish extremely stringent thresholds for current or future decisionmakers to change allowed land uses or zoning designations in ways that negatively impact lands that support maritime, manufacturing, and logistics clusters. This includes 1.) updating Comp. Plan policies about industrial land; 2.) amend the Comprehensive Plan and change docketing criteria for Comprehensive Plan amendments to disallow removal of land from a M/IC as part of the annual amendment process, and only allow removal of land from a M/IC as part of a major (7 year) Comp. Plan update, or a holistic study or plan for a M/IC and 3.) pass legislation to establish a super majority threshold of 7 out of 9 council votes to remove land from a M/IC. (Zoning could still be changed within a M/IC by normal action of the Council, but only to one of the three industrial zones provided locational criteria are met.) • Promote visibility and access to the working waterfront in ways that can celebrate industrial land use. Review designations for public access to the water including street ends, to ensure public access without causing conflict with maritime/industrial operations. • Close zoning loopholes in the existing Industrial General (IG) zone in the short-term that have allowed for conversion to incompatible uses and carry forward the tightened regulations in the proposed new Maritime / Manufacturing and Logistics zone. Specifically explore:

		<ul style="list-style-type: none"> ○ Disallow new mini-storage in industrial zones. ○ Do not allow piecemeal subdivisions of lots to achieve large amounts of commercial / office development. ○ Reduce the maximum size of use limits for single purpose office and retail uses in all IG zones. ○ Establish FAR maximums for single purpose office and retail uses in IG zones. ● Create a new Maritime / Manufacturing and Logistics zone that would replace existing IG zones in the future and include closure of zoning loopholes (see above). Apply the zone in parts of the M/IC near water and infrastructure.
<p>HIGH DENSITY INDUSTRIAL DEVELOPMENT</p> <p>Industrial lands policy should be future-oriented and be responsive to emerging uses and changing nature of industrial activity. Today’s industry may be less noxious and more design and research oriented than in past decades. Emerging industrial uses can be vertically stacked and have high employment density. Multi-modal transportation investments can better support dense industrial employment. Costs are significant to upgrade aging industrial buildings and infrastructure.</p>	<p>SODO</p> <ul style="list-style-type: none"> ● Highlighted that aging public infrastructure and older buildings is an impediment to re-investment. ● Small lot sizes and codes make it difficult to accommodate current truck docking and undocking needs. <p>Interbay</p> <ul style="list-style-type: none"> ● Strong possibility for a range of future uses and demand for increased density in the Dravus, Smith Cove, and Armory areas. <p>Interbay and Georgetown/South Park</p> <ul style="list-style-type: none"> ● Both emphasized the need for spaces for growing industrial businesses to expand. 	<ul style="list-style-type: none"> ● Provide for areas in M/ICs that foster innovation in industry, by allowing the presence of design, research, and office activities if located in employment-dense buildings that also include dedicated space for industrial activities. Allow multi-story buildings with more development capacity than the existing zoning within a roughly ¼ or ½ mile walking distance of high-capacity transit stations. Create the new Industry and Innovation (II) zone to support this concept. ● In the new Industry and Innovation zone increase the overall maximum development capacity (FAR limit), by 25% to 125% through bonus development, depending on location and existing zone, and allow increased height limits depending on location. Create an incentive system whereby bonus floor area in a new development is gained by the inclusion of dedicated space for light industrial uses, such as a ratio of 2 sq. ft. of allowed floor area for each 1 sq. ft. of space built for and dedicated to industrial use. Do not allow residential uses in this zone. ● Apply the new Industry and Innovation zone in many areas of existing Industrial Commercial (IC) zoning, near the SODO/Lander light rail station, and potentially to portions of future light rail station areas at Smith Cove, Dravus St., and Ballard. ● An ongoing industrial / maritime stewardship group should provide sustained input and oversight of the allowed land use mix in the new Industry and Innovation zone. Monitor new development to ensure goals for M/ICs and

		<p>preservation of a working waterfront are still being met, while Industry and Innovation areas evolve to accommodate future demands.</p> <ul style="list-style-type: none"> • Apply passenger vehicle parking maximums and do not allow principal use parking in the new II and UI zones and require strong Transportation Demand Management (TDM) strategies for new major employers that locate in the zone.
<p>HEALTHY TRANSITIONAL AREAS NEAR URBAN VILLAGES</p> <p>Industrial Land use policy should be informed by uses in proximity such as proximate residential uses or the stadium transition to downtown. These areas can provide opportunities for workers to live near work and for people to safely access vibrant activities in industrial districts. Transition areas are good opportunities for affordable small-scale manufacturing and artisan spaces, and entrepreneurship opportunities (aka “makers spaces”).</p>	<p>SODO</p> <ul style="list-style-type: none"> • The need for a thoughtful transition from the heavy industrial parts of SODO into the downtown core. <p>SODO and Ballard</p> <ul style="list-style-type: none"> • Highlighted the mixed needs of industrial uses, including the rapid growth of cannabis and alcohol industries and the need for production and retail spaces that frequently support those industries. <p>Interbay and Georgetown/South Park</p> <ul style="list-style-type: none"> • Emphasized the need for more affordable places to start and grow a business, and support for maker businesses. <p>Georgetown/South Park</p> <ul style="list-style-type: none"> • Highlighted that existing residential communities within the manufacturing industrial zones are interested in exploring creative transitions from heavy industrial uses. 	<ul style="list-style-type: none"> • Designate urban industrial districts that may be appropriately located at transitions from industrial to commercial and residential areas and places traditionally zoned for buffer purposes, that are near urban villages. • Encourage a vibrant mix of uses and affordable, small-scale industrial and arts spaces. Increase employment and entrepreneurship opportunities for residents of nearby communities (I.e. South Park / Georgetown), in urban industrial districts close to those communities. Establish the new Urban Industrial (UI) zone to support these objectives. • In the new Urban Industrial zone allow a mix of light industrial and arts uses, and new standards as follows: <ul style="list-style-type: none"> ○ Expand the allowed proportion of ancillary retail and office spaces associated with industrial uses compared to the IG and IB zones. ○ Decrease size of use limits for non-industrial uses compared to the IB zone to encourage a variety of small to medium sized tenants. ○ Maintain 45’ maximum building heights adjacent to single family zoned areas, but increase height limits to 65’ or greater next to more intensive zones. Increase maximum FAR limits from 2.5 to 3.25. ○ Allow lodging (hotels) in the zone. • Include requirements for new development to provide frontage improvements including pedestrian pathways and lighting to support a safe walkable environment, and on-site landscaping, to support sense of place.
<p>NO NEW RESIDENTIAL USES</p> <p>There is agreement that land use policy should support development of significant amounts new housing of all kinds that is affordable to low- and</p>	<p>Interbay</p> <ul style="list-style-type: none"> • New industrial economy can coexist with housing; don’t need to keep the two separate all of the time. 	<ul style="list-style-type: none"> • Strengthen and clarify land use policy to prevent conflicting land uses (including housing) from displacing industrial activity and encroaching on core industrial, maritime, and logistics uses.

<p>moderate-income residents, including industrial workers so they can live close to work. Too often, workers of middle-wage jobs in industrial areas cannot afford to live close to their job. Startup business owners sometimes seek to co-locate with their business space but are prohibited from doing so in industrial areas.</p> <p>Additionally, the affordable housing crisis is causing a negative impact on M/IC areas, because of the impacts unhoused populations have in M/IC areas.</p>	<ul style="list-style-type: none"> • More employment density is supported for the Armory sites, and we need to determine the components of the Armory Site (specifically the c areas adjacent to existing commercial uses). • Explore industrial/residential integration in some areas. <p>SODO</p> <ul style="list-style-type: none"> • Integrate workforce housing (near transit). <p>Georgetown / South Park</p> <ul style="list-style-type: none"> • We should collectively recognize that legacy residential properties in industrial zones do not imply the need for changing permitted uses or zoning. • Need more workforce housing. • Fears that housing will crowd out industrial jobs. • Need more live/work opportunities for hybrid light industrial and residential. • Increase supply of affordable housing near industrial jobs. <p>Georgetown / South Park, Interbay</p> <ul style="list-style-type: none"> • Explore industrial/residential integration in some areas 	<ul style="list-style-type: none"> • Industrial and maritime stakeholders support an increase to the overall supply of affordable and market rate housing citywide, especially in areas with good transit access to M/ICs. The City should explore upzones for increased housing in and near urban villages such as Beacon Hill, West Seattle, Magnolia and Ballard that afford convenient transit access to M/ICs. • In the new Urban Industrial zones consider modifying and expanding existing industrial zone allowances for “Artist Quarters/Studio” and “Caretakers’ Quarters” housing. Explore: <ul style="list-style-type: none"> ○ Allow as a conditional use in locations that don’t disrupt or displace existing industrial use and are suitable for healthy living. ○ Explore modifications to the current 800 sq ft limitation on housing unit size and allow in <u>new</u> buildings instead of only in existing structures per current regulations. ○ The artist/makers/caretaker quarters housing must be either: Combined quarters - a dwelling occupied by one artist, maker, or owner/operator household that is physically combined via interior connections to the space for production or studios of a licensed business; or separated quarters – a dwelling occupied by a caretaker owner or employee of an industrial use that is located in the same building, but is physically separated from the dwelling. Consider up to three separated quarters allowed per licensed industrial business. ○ Consider other maximum limits, such as percentage of total building floor area for artist/makers/caretaker quarters and apply MHA requirements to that space. • Ensure that any new area for housing is safe and healthy so environmental equity concerns about locating housing near noxious uses are avoided. • Explore development standards that may reduce conflicts between residents and industrial or maritime uses (i.e. noise).
<p>GEORGETOWN AND SOUTH PARK NEIGHBORHOOD GOALS</p>	<p>Georgetown</p> <ul style="list-style-type: none"> • The center of Georgetown should be in a community supporting mixed-use zone. <p>South Park</p>	<ul style="list-style-type: none"> • As a result of this comprehensive process, evaluate removal of the area generally regarded as the center of the Georgetown neighborhood from M/IC designation – generally the area along Airport Way S. bounded by Corson Ave.

	<ul style="list-style-type: none"> • More area for community supportive uses that prevent displacement are needed. 	<p>S., S. Michigan St. and I-5 – and place in a mixed-use zone. This would physically connect bifurcated portions of the Georgetown neighborhood.</p> <ul style="list-style-type: none"> • As a result of this comprehensive process, evaluate the removal of select parcels adjacent to the South Park urban village that support community objectives of connecting the neighborhood to the river and that are historically areas of residential use. Remove from M/IC designation and add to the South Park urban village with mixed use zoning.
<p>MASTER PLANNING FOR WOSCA AND ARMORY SITES</p> <p>The Interbay Armory site is a 25-acre site that will likely be available for reuse within 10 to 15 years. It is geographically located with good potential access to light rail at Smith Cove.</p> <p>The WOSCA site in the stadium area is a 6-acre site owned by Washington State DOT, that was used as construction staging for SR99 tunnel. It could be available for property reuse within 5 years.</p>		<ul style="list-style-type: none"> • Keep the Interbay Armory site and the WOSCA site within M/IC designation where industrial lands policies will apply. Master plans should be led in partnership by multiple responsible public entities including State of Washington, City of Seattle, Port of Seattle and others and could result in location-specific development standards. The master plans should address infrastructure, circulation, and aggressive sustainability measures in addition to a program for land reuse. The expectation is sites would remain a M/IC designation through the master planning process. Modern industrial. Employment dense.
<p>ADDRESSING REDEVELOPMENT/REMEDATION</p> <p>Contaminant cleanup can complicate efforts to make new investments.</p>	<p>Citywide</p> <ul style="list-style-type: none"> • The Citywide stakeholder group identified remediation costs as a significant barrier to industrial redevelopment. <p>Georgetown/South Park</p> <ul style="list-style-type: none"> • The Georgetown/South Park stakeholder group identified remediation as important to the health of local residents and workers. 	<ul style="list-style-type: none"> • Explore leadership and partnership opportunities to orchestrate and streamline the brownfields remediation and development process to reduce transaction costs and timelines for key redevelopment sites. Areas to address could include: <ul style="list-style-type: none"> ○ coordination of funding, ○ assigning financial responsibility for site remediation costs, ○ managing incentives, ○ facilitating permit processes, and ○ liaising between private developers and state and federal environmental agencies. • Continue to fund partners like ECOSS to support brownfield redevelopment for small businesses in partnership with King County and EPA.

WORKFORCE DEVELOPMENT

Potential Strategies / Actions

Maritime Industrial Strategy

Overarching action that supports all of the issues, opportunities and the development of strategies and actions: Support/collaborate with Seattle King County Workforce Development Council in the development of regional industry lead and public supported Maritime, Manufacturing and Logistics (MML) Leadership Tables. Example HILT (Healthcare Industry Leadership Table) www.seakinghilt.com. Recommended in 2016 by the Seattle Metropolitan Chamber’s Regional Seattle Partnerships industry specific focus groups on Manufacturing and Maritime. We must follow up on this work. This is also in the 2021-2022 Port of Seattle Strategic plan for WFD.¹²³⁴

All Draft Strategies and Actions are intended to be addressed with a gender and racial equity focus.

What We Heard / Issue	Neighborhood Specific Issues / Opportunities	Draft Strategies / Actions
<p>PROMOTE MARITIME, MANUFACTURING & LOGISTICS CAREERS</p> <p>Industrial & maritime employers report difficulty finding skilled and reliable workers, especially from traditionally underrepresented groups.</p> <p>There is a hypothesis that there is lack of awareness about the quality and high pay of job opportunities in industrial / maritime sectors.</p> <p>There is a hypothesis that there are social and cultural stigmas that may steer some talented young people</p>	<p>Georgetown / South Park</p> <ul style="list-style-type: none"> Publicize / elevate the quality of industrial jobs Loss of focus and investment on traditional industrial jobs <p>SODO</p> <ul style="list-style-type: none"> Need to distribute information about the future of jobs SODO employers and agencies (BIA) could use help with the development of the SODO Jobs initiative, and marketing to underrepresented populations. <p>Ballard, SODO, South Park / Georgetown & City Wide</p> <ul style="list-style-type: none"> Engage and educate youth before high school. <p>SODO & South Park / Georgetown</p> <ul style="list-style-type: none"> Focus on highlighting existing programs. Stop reinventing the wheel. Many plans have been made, it is time to execute. 	<ul style="list-style-type: none"> Propose an industry led and public supported Promotion / Information Campaign.¹²³⁴ Options to accomplish this could include but are not limited to: <ul style="list-style-type: none"> Coordinate and collaborate with MICs / BIAs, neighborhood and other professional organizations to convene, develop and execute a MML (Supply Chain) marketing and information campaign. This process could develop its story and promote the MML industries through websites, newsletters and public meetings. Economic and workforce development and communications efforts could involve market research, media relations, and presentations before local and regional agencies and with K-12. This process could include but is not limited to the following: <ul style="list-style-type: none"> Collaborate with organizations already doing some of this work, for example: <ul style="list-style-type: none"> WA State’s Maritime Blue’s – Blue Focus Marketing Campaign and Blue Force Workforce Programs Support the Center of Excellence for Marine Manufacturing & Technology’s development and maintenance of www.washingtonmaritimecareers.org. This site is a comprehensive resource for the maritime industry of Washington State - and will contain sections for students, educators, industry, labor, associations and other stakeholders. Continue to Support Seattle Good Business Network’s (SGBN) goal to create a more connected and collaborative cohort of youth-serving professionals and organizations. SGBN is working to shape the Career

<p>away from jobs in industrial / maritime sectors.</p>	<p>South Park / Georgetown & City Wide</p> <ul style="list-style-type: none"> • Need for coordination. There is a lot of duplication of effort. <p>South Park / Georgetown</p> <ul style="list-style-type: none"> • Perception that the Seattle Public Schools not in alignment. • Ensure parents understand and are informed also <p>South Park / Georgetown & Interbay – Get people close to the port to be inspired.</p> <p>Interbay</p> <ul style="list-style-type: none"> • Look toward the BIAs for marketing campaign • Highlight the technology across transportation <p>Interbay & SODO</p> <ul style="list-style-type: none"> • Billboards 	<p>Connected Learning InterAgency Forum (CCLIA). The virtually connected forum will convene stakeholders dedicated to serving local youth through fostering new partnerships and strengthening current internship, mentorship, and other career-exposure opportunities.</p> <ul style="list-style-type: none"> ○ Broaden the narrative to highlight how MML companies are technologically advanced, are STEM focused, and on par or better financially than careers requiring a 4-year degree to recruit youth ○ Create an employer recognition program acknowledging MML employers who are making positive shifts or efforts in: <ul style="list-style-type: none"> ▪ Environmental sustainability or equity. For example, to attract millennials, highlight parts of the MML industrials which are doing great environmental things in conservation and climate change – supporting or using wind, solar, electrification or hybrid technology. – Employer Badges ▪ Workforce Development. For example, hosting internships, externships, career connected learning experiences, work-based learning, etc... ○ Develop campaign for parents including communities’ centers, PTAs and churches ○ Develop programs to connect MML companies with the local communities ○ City of Seattle’s support to this industry led process <ul style="list-style-type: none"> ▪ Take a lead role in supporting the convening and development of regional MML Leadership Tables with SEAKC WDC ▪ Recruit industry to participate in develop, execution and outreach ▪ Execute part of the campaign: <ol style="list-style-type: none"> a. To Seattle Communities through the city’s Only in Seattle programs and Department of Neighborhood contacts b. Promote and post on City Social Media c. Promote and post at City Facilities d. Encourage other public agencies to participate: Port of Seattle, WA State Ferries, Regional WDCs, King County Metro, etc • Highlight and market Public, Seattle Public Schools and Seattle College Programs already in place <ul style="list-style-type: none"> • Work with the Seattle Colleges Communication Department to help market programs to increase participation by Seattle students in Seattle College’s workforce training programs that align with MML • Connect Seattle Colleges to public agencies to support marketing efforts such as posting advertisements at Port, WSF, Regional Workforce Programs, and city facilities
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<p>MAKE INVESTMENT IN TRAINING & PIPELINES FOR CURRENT AND FUTURE CAREERS</p> <p>We need more investment in training for the maritime, manufacturing and logistics worker pipelines.</p> <p>We want thriving industries with access to complementary educational opportunities.</p> <p>We want to be prepared for the future of work in these sectors</p>	<p>City wide, Georgetown / South Park & SODO</p> <ul style="list-style-type: none"> • Support the future of maritime jobs and career pathways. They asked to “get the data.” What is the forecast for jobs in the future? <p>City Wide</p> <ul style="list-style-type: none"> • Focus on building wealth and growing a career <p>Ballard</p> <ul style="list-style-type: none"> • Promote and increase the number of apprenticeships <p>Interbay</p> <ul style="list-style-type: none"> • Invest in training for Maritime, Manufacturing and Logistics pipeline because employers need access to capable and trained workforce. <p>Georgetown / South Park</p> <p>It is important to have Seattle Public Schools as a partner and we need pathways for training into Industrial jobs for local residents.</p> <p>SODO</p> <ul style="list-style-type: none"> • <i>We need more investment in workforce development particularly in trades at public schools and for lower skilled workers and young people.</i> <p>Ballard, SODO, South Park / Georgetown</p> <ul style="list-style-type: none"> • <i>Research – Data needed – understand the demand, what is the potential supply, and</i> 	<ul style="list-style-type: none"> • OED Career Connected Learning Grants – ¹ <ul style="list-style-type: none"> • A specific BIPOC and Women recruiting career connected learning grant RFP. • A specific Experiential learning grant opportunity where Youth Serving Organizations (YSO) must partner with wrap-around services YSO (example: NW Education Access) to address barriers in 2021. <ul style="list-style-type: none"> ◦ See “2) D.” - supporting barriers to MML careers or training. • A specific grant opportunity for creating and executing a BIPOC and Women’s mentoring program within the MML sectors <ul style="list-style-type: none"> ◦ Develop a mentoring template model – “how to” ◦ Recruit employee mentors ◦ Train industry mentors ◦ Create a mentoring roster ◦ Connect YSO or CSO with industry mentors • Support displaced BIPOC and Women workers to find careers in MML <ul style="list-style-type: none"> • Use OED’s 2021 contract with Seattle Jobs Initiative or WorkSource to cross-walk the MML skills from other industries for displaced adults as a result of COVID and highlight those jobs.¹⁴ <ul style="list-style-type: none"> ◦ Cross reference the WARN notice employers. WARN notices list WA State employers with more than 100 employee who have closed or have conducted layoffs of employees temporarily or permanently. What skill sets of these displaced employees are transferrable to open jobs in MML? ◦ Create a list of jobs that have transferable skills to MML ◦ Work with Seattle Jobs Initiative or WorkSource to provide awareness or information to displaced worker about the pathways where there are open jobs • Get the data and make a specific plan based on the data¹⁴

	<p><i>what types of training is most effective. What will the future of these jobs look like?</i></p> <p>Ballard</p> <ul style="list-style-type: none"> • <i>Need subsidies for training and internships for employers.</i> <p>Interbay, SODO, South Park / Georgetown & City Wide</p> <ul style="list-style-type: none"> • <i>Focus on promoting and enhancing existing programs that may be under utilized. For example, CORE PLUS MARITIME and Skills Centers</i> <p>South Park / Georgetown</p> <ul style="list-style-type: none"> • <i>Community and industry support must go both ways. Industry safe and clean to engage new generation.</i> • <i>support skills centers to educate youth in CTE in these industries.</i> <p>South Park / Georgetown & Interbay</p> <ul style="list-style-type: none"> • <i>There is a difference between attracting and advancing in the field. Address upskilling and professional development</i> <p>City Wide</p> <ul style="list-style-type: none"> • <i>Especially for women and BIPOC there are many barriers. These must be addressed.</i> • <i>Support small businesses develop apprenticeships. They want to but have difficulty.</i> 	<ul style="list-style-type: none"> • Collect data on the Workforce Supply vs. Demand in MML. What is the supply of workforce needed to replace aging workforce and to support growth? What is the output of local educational programs to support MML careers? <ul style="list-style-type: none"> ○ Survey small, medium and large employers on: <ul style="list-style-type: none"> ▪ Short and long term workforce needs ▪ Specific skills demands ▪ Collaborate to build a regional MML asset inventory • Research the skills, competencies and attributes needed now and for the “future of work” in each of the major MML sector job categories and then map the skills to identify the possible barriers to workforce. Build on the work of the Workforce Development Councils. • Take the data above and co-convene with the Port of Seattle and other regional partners a group of YSO and MML stakeholders to identify barriers to accessing MML careers for youth and other underrepresented populations, and develop an action plan. • Invest in the MML workforce pipeline.¹²³⁴ <ul style="list-style-type: none"> • Continue to support direct pathways and paid career connected learning opportunities which could include internships and apprenticeships and replicate successful pathways models from other industries. <ul style="list-style-type: none"> ○ See “1) A” – Propose an increase in funding for career connected learning grants ranging from awareness and exploration to apprenticeships and preparation for full-time employment. This work must include the increase of working with organizations who specialize in working with BIPOC wrap around services and educational navigation services ○ Recruit MML employers to host internships for the Opportunity Promise and Seattle Youth Employment Programs <ul style="list-style-type: none"> ▪ Opportunity Promise is a paid internship program connecting students in the “Seattle Promise” cohort within the Seattle Colleges. Seattle Promise provides 2 years of free tuition and additional supports to Seattle public high school graduates. Opportunity Promise connects these students with an internship in an in-demand field with a local
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		<p>business or labor union. Opportunity Promise had a successful pilot summer in 2019 and increased its numbers in 2021.</p> <ul style="list-style-type: none"> ▪ The Seattle Youth Employment Program (SYEP) supports young people (ages 16 to 24) from qualifying-income households and communities that experience racial, social, and economic disparities. The goal is to increase youth and young adults' ability to pursue careers that pay well and are meaningful to them. <ul style="list-style-type: none"> • Increase funding to continue to support (financially, mentoring, connecting to industry or needed services) existing YSO and CSO who are executing active internship programs and apprenticeships. For example, CORE PLUS, Youth Maritime Collaborative, Seattle Good Business Network, etc • Collaborate with the Port of Seattle on their workforce development strategic plan <ul style="list-style-type: none"> ○ Collaborate with partners and stakeholders to develop and implement two youth focused maritime career pathway programs.¹ ○ Collaborate with the Port of Seattle to facilitate planning, development, and implementation of one adult focused maritime career pathway program, based on labor market analysis and partner engagement (e.g., industry, training and other service providers)¹ • Explore the development of a MML Trade Education Trust. Convene MML industrial associations to explore the development of a MML Trade Education Trust - https://www.massboatingcareers.com/⁴ • Explore replicating programs that work or programs in place that are not being supported. <ul style="list-style-type: none"> • Explore the replication of a Port Jobs program for MML like the Airport University • Support replication of collaborative / co-located programs between industry and community colleges for example South Seattle College's Maritime Shipyard Welding Program at Harbor Island Training Center co-located at Vigor Shipyard. • Partner with Seattle Public School Skills Centers and industry to get more Skill Centers co-located with employers or college workforce programs and support Industrial High Schools. For example, Vessel Operations Skill Center Program (Pre-Apprenticeship at Seattle Maritime Academy) and the New Maritime High School through Highline School District. • Educate and encourage MML to support the Seattle Colleges Technical Advisory Committees (TAC). State required Industry committees for every CTE certificate or
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		<p>degree program. The committees support the CTE programs to ensure the students coming out of the program are trained with the skills the industry needs.</p> <ul style="list-style-type: none"> • Make it easier for MML employers to participate in Career Connected Learning and Work-Based Learning (Apprenticeships, internships, mentoring and OJT) <ul style="list-style-type: none"> • Explore the development a project-based internship program template/manual for employers with the goal to make it easy for employers to participate. <ul style="list-style-type: none"> ○ Conduct a pilot program with early adopter employer. • Develop a regionally specific apprenticeship manual/toolkit for MML employers. https://www.expandapprenticeship.org/system/files/mentoring_for_apprenticeship.pdf • Develop a small business work-based learning & on-the-job training manual/toolkit: https://www.andyseth.com/2020/03/24/how-to-create-apprenticeship/ • Educate employers on Federal and State funding and grants they could possibly get to support or lobby for funding for onboarding, upskilling, internships, and developing apprenticeships (work-based learning)⁴ <ul style="list-style-type: none"> ○ Work Opportunity Tax Credit (WOTC) - https://www.doleta.gov/business/incentives/opptax/wotcEmployers.cfm and https://www.nationalskillscoalition.org/resources/publications/file/Opportunity-Knocks-How-expanding-the-Work-Opportunity-Tax-Credit-could-grow-businesses-help-low-skill-workers-and-close-the-skills-gap.pdf ○ Incumbent worker training grants - http://gwb.ri.gov/wp-content/uploads/2017/05/IWTG_Employer-Guidebook_July-2017.pdf?189db0 ○ Workforce Investment Opportunities Act - https://www.doleta.gov/wioa/ and https://www.businessleadersunited.org/publications/file/Making-Work-Based-Learning-Work-for-Businesses.pdf • Work with and actively engage with Public School System to educate and direct youth towards MML industry.⁴ <ul style="list-style-type: none"> • Support a pilot a program for paid Externship opportunities for COREPLUS / CTE / Skill Center Teachers.⁴ <ul style="list-style-type: none"> ○ 2 weeks externships with employers for teachers to learn about the industry and take it back into the classroom. ○ Conduct a pilot program with an early adopter employer
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		<ul style="list-style-type: none"> ○ If successful, expand to job programs personnel, educational navigators, career counselors, etc... ● Support CORE PLUS Curriculum by partnering with OSPI to convene Maritime SMEs to vet and or develop Maritime K-12 Curriculums¹² <ul style="list-style-type: none"> ○ Work with OSPI and the MIC to have maritime SMEs vet the CORE PLUS Maritime high school curriculum frameworks. This is a requirement of the OSPI approval process. ○ Work with OSPI to have maritime SMEs vet the maritime middle school curriculum frameworks. This is a requirement of the OSPI approval process. ○ Work with OSPI to create a developmental education map and teacher/home school toolkit for a MML curriculum thread through K-6 <ul style="list-style-type: none"> ▪ https://ptschools.org/curriculum ● Support the development and recruiting process for the Maritime High School (Highline School District) to ensure Seattle School District students have the opportunity to participate.
<p>IMPROVE EQUITY IN INDUSTRIAL ECONOMIC OPPORTUNITY</p> <p>There is a need to actively expand and increase opportunities for BIPOC communities and Women to grow careers and entrepreneurship in the Industrial, Maritime and Logistics sectors.</p>	<p>City Wide, Ballard & SODO</p> <ul style="list-style-type: none"> ● Grow and diversify jobs and the maritime, manufacturing and logistics workforce, more opportunities for kids of color, jobs of the future for kids of color <p>Georgetown / South Park</p> <ul style="list-style-type: none"> ● Diverse workforce reflects its local community and there is a sustainable pipeline for these residents ● Improve gender equity in the industrial workforce ● Protect from the displacement of industry jobs from the South End <p>Ballard, SODO & City Wide</p> <ul style="list-style-type: none"> ● <i>Encourage, promote and support entrepreneurship</i> 	<ul style="list-style-type: none"> ● Increase funding for BIPOC communities and Women retention strategies within employers: <ul style="list-style-type: none"> ● Provide Equity and Inclusion Training for employers ● Provide wrap around support and mentorship for entry-level employees ● Encourage MML employers to support existing Career Connected Learning Programs to provide opportunities, equipment or financial support. ● Develop something like Community Work Agreements to recruit employees from specific zip codes. Example: City of Seattle’s Priority Hire Program ● Increase funding for increased support for existing BIPOC community-based organizations such as the Urban League, Byrd Barr Place, and Seattle Goodwill and others, so they can expand training and mentorship programs to include MML focuses. ● Collaborate with Port of Seattle¹² <ul style="list-style-type: none"> ● To develop an outreach program and communications campaign around maritime, targeting youth and near-port communities ● Collaborate with the Port of Seattle and youth serving organizations to secure maritime internship commitments for historically underrepresented populations including employer engagement.

	<p>Ballard & SODO</p> <ul style="list-style-type: none"> • Pipelines for women and BIPOC for brewing and cannabis <p>Ballard and Interbay</p> <ul style="list-style-type: none"> • One size does not fit all. What you do for a large business is different than small or micro-businesses. <p>Ballard</p> <ul style="list-style-type: none"> • Highlight women’s support organizations in MML and duplicate these types of professional organizations for training, mentoring and support for BIPOC employees <p>Interbay</p> <ul style="list-style-type: none"> • Incentivize diversity <p>South Park / Georgetown, Interbay</p> <ul style="list-style-type: none"> • What is the current state of diversity? The assumption is there is none. Set a goal and measure it. <p>South Park / Georgetown</p> <ul style="list-style-type: none"> • How do we clear barriers for training and work like childcare? 	<ul style="list-style-type: none"> • POC and Women involvement in Cannabis and Brewing - understand specific barriers, seek input from current women and POC in industries to test/propose solutions. • Support employers in developing an BIPOC specific employer toolkit including an asset inventory, hiring, training plans and resources for retainment.⁴ <ul style="list-style-type: none"> • Survey of needs, how many people are retiring? What positions are open? What are the skills sets and competencies for each position? • Calculate the cost of hiring. • Onboarding plan <ul style="list-style-type: none"> ▪ Internal Train the Trainer – shrink generation gap among employees and foster diversity and acceptance. ▪ Competency/Skills Checklists for Mentors/Supervisor and Mentee/New Hire • Assess benefits packages. • Limit seasonal only positions by cross training to develop year-round work. • Encourage young workers to take on some purpose driven work – clean a marina or speak at a local high school. • Professional Development and Upskilling Plans • Encourage BIPOC and Women Entrepreneurism in MML <ul style="list-style-type: none"> • Funding to support providing a “Business 101” and other resources for potential entrepreneurs or micro & small businesses. <ul style="list-style-type: none"> ▪ Highlight and advertise OED’s current resources for small business and entrepreneurs in general. ▪ Expanse OED’s resources and offerings ▪ Identify BIPOC and Women owned businesses in MML and ensure they know about OED small business resources like the small business handbook and small business advocates ▪ Support organizations already doing this work or use other programs as examples: <ul style="list-style-type: none"> • Community Carrot https://www.communitycarrot.org/ • 10,000 Small Businesses – Goldman Sachs • Co-Motion https://comotion.uw.edu/
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		<ul style="list-style-type: none">• Support the development of Port of Seattle and Maritime Blue’s Maritime Innovation Center• Port of Seattle and Maritime Blue Innovation Accelerator – 2nd Wave in 2021• Explore duplicating the start-up hub model for small businesses in MML. Entrepreneurs and small business located together to share resources, training and peer to peer mentoring.• Engage Women and BIPOC Professional Organizations to be mentors and lobby their employers for support with “2) B Invest in the MML workforce pipeline.”
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TRANSPORTATION

Potential Strategies / Actions
Maritime Industrial Strategy

What We Heard / Issue	Neighborhood-Specific Issues	Draft Strategies
<p>COMMIT TO ALTERNATIVES TO DRIVE ALONE TRIPS</p> <p>Drive alone trips to and through industrial areas result in time wasted in congestion, delay freight and goods movement, and increase hazardous pollution of the air and water. While the city and region have made progress in increasing the share of commute trips completed by transit, biking, or walking, the unique circumstances of the city’s M/ICs require an appropriate policy approach, or drive-alone trips within the M/ICs will remain persistently high.</p> <p>For example, many industrial maritime workers arrive or leave jobs during early morning or nighttime hours, compounding personal safety concerns and challenges with the frequency or lack of transit service. Combined with missing or poor connections from transit to workplaces, car ownership is a requirement for many who work within the M/ICs. This creates an upfront financial barrier to accessing opportunity in the M/ICs and limits the benefits of a well-paying job by obligating individuals to pay thousands of dollars in operations and maintenance costs for a personal vehicle.</p>	<p>Citywide</p> <ul style="list-style-type: none"> • Transit to work connection is a vital element of addressing racial equity. • Additional funding may be necessary to increase the frequency and span of service, which is key to high ridership. <p>SODO</p> <ul style="list-style-type: none"> • Concerns about personal safety are increasing single occupancy vehicle use. • Potential industrial transit-oriented development near the SODO station should have substantive requirements for transportation demand management and parking maximums to encourage transit ridership. • Needs more locally serving transit, including to the 1st Avenue corridor. • Improvements are needed to pedestrian and bicycle facilities from transit to improve safety and to create a sense of personal comfort. <p>Interbay and Georgetown/South Park</p> <ul style="list-style-type: none"> • The high costs of housing in Seattle makes it hard for people of lower incomes to live near work or to use transit, compounding income disparities. <p>Georgetown & South Park</p> <ul style="list-style-type: none"> • Neither neighborhood is currently well-served by high-capacity transit. 	<ul style="list-style-type: none"> • Study ways to provide safe, convenient last mile connections for people within the M/ICs, especially from regionally serving transit to job sites, by walking, biking, shuttle, micromobility, etc. • Adapt Transportation Demand Management (TDM) strategies to the employment conditions of the M/ICs. Existing TDM strategies are typically used to minimize drive-alone commuting to multi-story office buildings or densely populated areas, but a sector- or area-wide approach may work better for the numerous small, discrete businesses in the M/ICs. • Apply passenger vehicle parking maximums in new development, especially future Industry and Innovation zones. • Collaborate with King County Metro to add high-capacity transit or revise local-serving bus routes to improve access from regional transit hubs to employers in M/ICs. This could include using Seattle Transit Benefit District funds for new or expanded service, the extension of routes that start in the north end but cease at King St (deadhead trips), and circulator buses in SODO. • Work collaboratively with City departments to address personal safety issues to reduce drive-alone trips since personal safety is a critical consideration when traveling by foot, bike, or transit. Low-cost improvements include good lighting and maintenance of trees and vegetation. In addition, physical safety can be enhanced with the provision of pedestrian and bicycle facilities that are physically separated from freight.

	<ul style="list-style-type: none"> Stakeholders identified the lack of alternatives to using a personal vehicle as a barrier to accessing careers. 	<ul style="list-style-type: none"> Leverage ST3 station access funds for sidewalk and bike facility investments on routes between LINK light rail stations, transit stops, and employers in the M/ICs.
<p>LOCATE FUTURE LIGHT RAIL LINES AND STATIONS TO SUPPORT INDUSTRIAL, MARITIME, AND LOGISTICS USERS</p> <p>While ST3 stations serve as assets for employees to get to work and reduce the number of drive-alone trips, new or expanded light rail stations in SODO, Stadium, Smith Cove, Dravus, and Ballard, require appropriate alignment and station design to avoid impeding freight movement in key corridors during the construction phase as well as post-construction.</p>	<p>Ballard</p> <ul style="list-style-type: none"> A tunnel alignment is preferred to avoid negative impacts on maritime industry and a 15th Ave station would have fewer direct impacts on freight movement and industrial areas. If 14th is the station location, provide a mitigation and operations plan for local freight access. <p>SODO</p> <ul style="list-style-type: none"> Judicious siting of the SODO station is important for maintaining freight movement. Maintain the E3 busway when designing station and rail alignment to maintain efficient movement of buses and prevent impacts to 4th Ave. If an overpass is required for Lander Street Station, ensure access to local properties and well-designed ground level environment. <p>Interbay</p> <ul style="list-style-type: none"> An elevated 15th Ave alignment along Elliott/15th Ave would have more impacts on the truck route than other alignments. <p>South Park/Georgetown</p> <ul style="list-style-type: none"> People need to travel efficiently from the light rail at SODO, and Sounder at King St. Station, to the Duwamish. <p>Citywide</p>	<ul style="list-style-type: none"> Advocate for ST3 light rail station locations, designs, and alignments that facilitate ongoing industrial and maritime and operations and produce the most ridership to reduce drive alone trips and barriers to access employment opportunities. Regardless of route and station design alternative, ensure there is a plan for freight movement during the construction period. Stations should be designed as mobility hubs with design for personal safety, comfortable wait areas, good lighting, wayfinding, intelligent transportation systems (real time transit tracking, etc.) and safe, convenient last mile connections to maximize transit use. SODO station and rails are located to not impede the movement of transit on the E3 busway. Consider additional connections from Georgetown/South Park to light rail via a frequent and reliable transit service.

	<ul style="list-style-type: none"> We need greater employment density near light rail stations in M/ICs and greater residential density near other stations so people can access jobs in the M/ICs. 	
<p>IMPROVE FREIGHT MOVEMENT EFFICIENCIES</p> <p>Traffic congestion slows freight movement and increases hazardous pollution of the air and water. This can impact long-term viability of industrial maritime operation at some sites in Seattle’s M/ICs.</p> <p>The 2016 Freight Master Plan (FMP) includes important actions to support freight and implementation should be funded and advanced.</p>	<p>Ballard and Interbay</p> <ul style="list-style-type: none"> Freight movement to and through Ballard and Interbay is increasingly challenging due to bridge pinch-points and construction impacts. <p>SODO</p> <ul style="list-style-type: none"> Need a SODO mobility study for all modes. Improve drayage cargo movement (Ballard>SODO>Kent) <p>SODO/Duwamish</p> <ul style="list-style-type: none"> Freight can legally park only in designated areas of the MICs and in some locations this parking is being used by RVs, which makes it hard for drivers to perform their jobs. <p>Citywide</p> <ul style="list-style-type: none"> Efficient public transit mobility and freight mobility are linked – the former improves the latter; they work to mutually benefit one other. The FMP has good recommendations supported by the freight community but needs more funding. Need a master transportation plan that reconciles the conflicts between freight, personal vehicles, transit, cyclists, and pedestrians. 	<ul style="list-style-type: none"> Implement Seattle’s Freight Master Plan as funds become available and update at necessary intervals: <ul style="list-style-type: none"> Conduct Freight Master Plan implementation planning in 2021, including an analysis of the impacts from the West Seattle Bridge closure. Reference the Freight Toolbox during design and implementation of transportation projects along freight corridors Perform geometry analysis on roadway projects on designated freight routes. Explore options to create freight priority on major truck routes: <ul style="list-style-type: none"> Consider freight and transit only lanes or intersection queue-jumping. Consider traffic operation measures like signal timing and priority, especially on Major Truck Routes and within our industrial districts. Explore ways to develop a dedicated funding stream to improve freight efficiencies and maintain infrastructure that serves freight. Consider conducting a SODO transportation study that analyzes the movement of people and goods through and to the area. Look for opportunities to support load zones and access needs off-streets and via alleys. Elsewhere, dedicated curbside space for service or delivery vehicles to accommodate building access and quick delivery. Develop solutions for freight parking in M/ICs with consideration to the locations of encampments and RVs and resolve use of the right-of-way so it does not penalize either party.

<p>IMPROVE AND MAINTAIN INFRASTRUCTURE</p> <p>There are numerous areas in both MICs with substandard or unpaved streets, poor quality roadway surfaces, lack of drainage, and missing or inadequate sidewalks.</p>	<p>Georgetown / South Park</p> <ul style="list-style-type: none"> • In some areas, streets are not paved and need better lighting. <p>SODO</p> <ul style="list-style-type: none"> • Fix outdated, inadequate, and failing infrastructure. 	<ul style="list-style-type: none"> • Install a pumping station to upgrade drainage problem in South Park along the Duwamish. SPU has funding for this improvement, but it may impact transit and pedestrian and bicycle improvements until it is resolved (up to 10 years). • Research a long-term funding and infrastructure strategy to address poor right-of-way conditions. According to SDOT’s pavement condition report, spot maintenance for these areas will require tens of millions of dollars and the cost to improve the travel ways and meet current standards is an order of magnitude higher. • Partner with existing utility projects and business developments to provide opportunities to improve infrastructure.
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ENVIRONMENT

Potential Strategies / Actions

Maritime Industrial Strategy

General Notes: Citywide and neighborhood issues came directly from advisory group meeting notes. In addition to direct input from the advisory groups, some of the Duwamish Valley-specific items below are the result of recent planning efforts as part of the Duwamish Valley Action Plan (DVAP) and are included for their relevance to the Industrial and Maritime Strategy.

What We Heard / Issue	Neighborhood Specific Issues / Opportunities	Potential Strategies / Actions
<p>PRIORITIZE TARGETED INVESTMENTS IN BIPOC COMMUNITIES WITH DOCUMENTED HEALTH INEQUITIES</p> <p>Populations including workers and residents near industrial areas are burdened with cumulative health impacts. This is an environmental justice and racial equity issue, as residents in industrial areas or adjacent to industrial activities are disproportionately people of color, immigrants, refugees, people with low incomes, and limited English-proficient individuals.</p>	<p>Georgetown / South Park</p> <ul style="list-style-type: none"> Expressed concerns about health impacts for those living near industrial activity and emphasized the need to clean up toxic industrial sites to improve health impacts. <p>SODO</p> <ul style="list-style-type: none"> Proximity to I-5 and I-90, plus local traffic creates air quality challenges that pose health risk to workers and residents. <p>Interbay</p> <ul style="list-style-type: none"> Need to examine the potential health impacts that would be associated with any proposals to develop housing on the Armory site. Noise pollution is a challenge for industrial-adjacent neighborhoods. 	<ul style="list-style-type: none"> Continue to implement the Duwamish Valley Action Plan (DVAP) – a community led, multi-department effort to advance community priorities, including health and well-being, in the Duwamish Valley communities of South Park and Georgetown. Test and explore public-private partnerships potentially to create a public development authority or community development corporation, with a mission for environmental health, sustainability, and industrial business supports in the greater Duwamish Valley. Increase and/or improve parks, open space, trees, and green landscaping in and near the M/ICs (included in DVAP, pgs. 30-42). Conduct action plans and/or environmental health assessments near industrial areas to understand and document cumulative health impacts and develop mitigation strategies. Ensure affected communities have a seat at the table in crafting these policies.
<p>MINIMIZE IMPACT OF HAZARDOUS EMISSIONS AND SUPPORT TRANSITION TO CLIMATE EMISSIONS FREE FREIGHT MOVEMENT</p> <p>Emissions from trucks and personal vehicles are the city’s largest source of Greenhouse Gas (GHG) emissions and hazardous air pollutants. The health impacts of hazardous air pollutants grow with proximity to the source of</p>	<p>Georgetown & South Park</p> <ul style="list-style-type: none"> The Georgetown/South Park stakeholder group recognized the negative health impacts of hazardous pollution from transportation on adjacent residential areas and industrial + maritime workers. <p>SODO</p>	<ul style="list-style-type: none"> Transition trucks and other industrial machinery to lower-emission fuels such as biodiesel and electricity. Leverage existing City of Seattle’s electrification programs and the University of Washington’s Freight Lab analysis to support the transition away from fossil fuels. Partner with industry to develop key programs in Seattle City Light’s transportation electrification strategic investment plan including an expansion of electrified freight, an electrified waterfront, clean shore power, and grid modernization, an electrified freight corridor pilot.

<p>emissions and disparately impacts BIPOC and lower-income communities.</p> <p>A recent study was published by the American Lung Association on the benefits of broad transportation electrification. Under the ‘2050 Healthy Transportation Electrification Scenario’, Washington State will avoid over \$1.4 Trillion in health costs, 124 premature deaths, 1,970 asthma attacks and nearly 9,000 missed workdays.</p> <p>Polices to transition away from fossil fuels to climate pollution free energy sources should be done in coordination with other jurisdictions and crafted in partnership with those impacted to minimize burden and hardship.</p>	<ul style="list-style-type: none"> Stakeholder group wants to promote electric-charging infrastructure and to incentivize low-carbon biofuels and to pursue reduction of single-occupancy vehicle trips through the area in its long-term vision. The SODO stakeholder group included climate neutrality in its long-term vision for the industrial area. <p>Ballard</p> <ul style="list-style-type: none"> Said City should focus on the impacts to the local environment of companies (rather than companies being held responsible for regional impacts of their supply chain). Provide support for sector-specific innovative partnerships for energy and resource conservation. <p>Interbay</p> <ul style="list-style-type: none"> Find ways to celebrate/acknowledge green innovations among maritime/industrial businesses. Provide incentives for going beyond baseline regulations. <p>Citywide</p> <ul style="list-style-type: none"> Many service providers are dependent on driving (e.g. plumbers, electricians) and need to travel efficiently in their vehicles to do their work. 	<ul style="list-style-type: none"> Investigate best practices to finance electrical industry vehicles and equipment (buy bulk, procurement agreements, etc.). Explore requirements for electrical infrastructure to be installed at the time of construction to support electrification of on-road and off-road equipment. Prioritize freight system investments that reduce the proximity of major freight routes to residential areas and prevent cut through neighborhood freight travel. Establish a stronger partnership with Impact WA and expand on their Lean and Green Consulting model Invest in technical assistance and create a goal for Seattle industrial businesses become an EnviroStars Green Businesses to showcase green leadership, accelerate climate and green solutions within the industry, and show metrics/CO2 savings. Support all Seattle’s shipowners, seaways, terminals and shipyards through a “Green Marine” Certification sharing the story of our green and innovative industry. Acknowledge MML employers who are making significant progress in environmental sustainability and equity. For example, to attract younger workers, highlight parts of the MML industrials that are doing great environmental things in conservation and climate change – supporting or using wind, solar, electrification or hybrid technology. <i>See also WORKFORCE strategy/actions.</i> Explore opportunities to create eco-industrial parks, as done in other communities at key sites (for example the Interbay Armory site.) Adopt renewable energy from waste heat recovery, utility-scale solar/community solar and building electrification. Coordinate with King County and WA State Dept. Of Commerce on grant opportunities.
<p>BUILD A CITYWIDE SEA LEVEL RISE ADAPTATION STRATEGY</p> <p>Lack of adequate paving and drainage infrastructure is already known to cause frequent drainage problems and</p>	<p>Georgetown/South Park</p> <ul style="list-style-type: none"> Sea level rise was of particular concern to the Georgetown/South Park Group due to proximity to the Duwamish River where communities are particularly vulnerable to 	<ul style="list-style-type: none"> Continue efforts by the City and County to make capital investments to improve stormwater and drainage infrastructure: <ul style="list-style-type: none"> King County has investments in combined sewer control both planned and underway in SODO and Georgetown.

<p>flooding in many industrial areas, which will be exacerbated by sea level rise.</p> <p>The cost to upgrade sites to meet stormwater codes (or other standards) can be a hardship for property owners.</p> <p>Several of Seattle’s industrial areas are among the most vulnerable areas in the city to climate change impacts, including sea level rise, extreme heat, and flooding. Infrastructure in industrial areas is typically aged and/or unimproved.</p>	<p>impacts of rising sea levels. Stormwater flooding is also common and a serious concern for the business and residential communities today.</p> <p>SODO</p> <ul style="list-style-type: none"> The SoDo stakeholder group identified infrastructure improvements, including roads, sidewalks, water mains, and electric utility assets as a priority. <p>Ballard</p> <ul style="list-style-type: none"> Ensure that City is managing the exposure of stormwater and sewer system to sea level rise and other climate impacts (e.g. precipitation). Also, that sea level rise will not spread contaminants. Consider specific industrial roundtables for King County and SPU pertaining to stormwater management requirements. <p>Interbay</p> <ul style="list-style-type: none"> Consider green infrastructure and natural shorelines/wetlands as an effective flood protection strategy. Sea level rise related flooding is a threat, giving how low the industrial lands are, particularly at extreme high tides and with storm surge. 	<ul style="list-style-type: none"> o SPU and King County are investing heavily in combined sewer overflow control facilities located in Ballard (Ship Canal Water Quality Project). Stormwater drainage infrastructure in South Park: In 2021, SPU will construct the South Park Pump Station and SPU/SDOT will start construction on the South Park Roadway and Drainage Improvements. SPU’s South Park Water Quality Facility will be complete by 2030. Assess opportunities for increasing green stormwater infrastructure in the Duwamish Valley and other industrial zones. This could include incentives and/or changes to development standards (DVAP, pg. 21). Wastewater and Drainage System Analyses: completed in 2020, are foundational for SPU’s Integrated System Plan, which will be complete in 2022. Recognize the layered risks facing industrial areas (climate, earthquake etc.) and evaluate opportunities and needs for managing development and redevelopment in high-risk zones, while prioritizing keeping people and businesses in place. Create mechanisms for public-private cost sharing for investments that future proof industrial areas and retrofit older infrastructure. Duwamish Valley Resilience District: Engage key agencies, landowners, and stakeholders to examine the impacts, alternatives, and funding of a mix of climate adaptation measures to reduce vulnerability and adapt to climate impacts (e.g., modifications to structures, land use changes, development standards, addition of trees and green infrastructure, etc.). The Duwamish Valley Program team is launching a collaborative effort in 2021, with support from the Robert Wood Johnson Foundation, to develop an integrated geographic strategy to proactively mitigate and adapt to flood risk and other climate change impacts, while prioritizing keeping people and businesses in place. SPU partnered with the U.S. Army Corps of Engineers on a preliminary benefit-cost analysis (2017) for sea level rise adaptation measures for the South Park Industrial area. Next steps will involve interdepartmental and multi-sector partnerships for design and funding.
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<p>REGULATORY COORDINATION</p> <p>Improving coordination of regulations will ease industrial/maritime sector partnerships to clean up and prevent air, water, and land pollution and help ensure compliance regulations to mitigate harm to workers, adjacent communities, and the environment.</p>	<p>Georgetown/South Park</p> <p>The Georgetown/South Park stakeholder group identified a need to coordinate environmental enforcement and regulations to achieve better outcomes.</p> <p>SODO and Interbay</p> <ul style="list-style-type: none">Streamlining permitting and regulatory compliance process is a critical need.	<ul style="list-style-type: none">Work with regulators and industry partners to ensure that environmental rules, standards, best practices, and impacts are understandable and sufficiently supported.Establish an interdepartmental and multi-agency regulation and permitting coordination group, with the goal of reducing environmental impacts and considering the impacts from multiple projects (DVAP, pg. 28).Establish pathway for maritime and industrial businesses to access coaching and/or technical assistance from regulatory specialist prior to streamline and accelerate process.
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