



July 24, 2019

Honorable Councilmember Abel Pacheco, Chair
Planning, Land Use and Zoning Committee, Seattle City Council
Seattle City Hall, 600 4th Ave.
Seattle, WA 98104

RE: Washington State Public Stadium Authority (PSA) and the Washington State Major League Baseball Stadium Public Facilities District (PFD) May 15, 2019 Comprehensive Plan amendment application to create the Stadium District as a standalone designation in the Comprehensive Plan

Dear Chair Pacheco,

The Port of Seattle and The Northwest Seaport Alliance urge you to not docket the stadium district application until the City convenes a comprehensive, citywide update to our industrial land planning framework.

The Port of Seattle and NWSA, as operators of the nation's fourth-largest gateway for international trade, believe strongly that the City of Seattle is long overdue in completing a holistic analysis of industrial lands and establishing policies to protect land that is vital to the region's economic vitality.

In 2016, the NWSA adopted guiding principles to protect and enhance maritime and manufacturing lands (attached). Among these principles are no net loss of industrial land to support diversified job opportunities along with other policy recommendations to foster industrial development.

The proposal advanced by the stadium authorities would remove land from industrial zoning and permit uses that would be incompatible with maritime and industrial operations. Such isolated proposals should not be considered prior to a citywide analysis involving all affected stakeholders. Further, the stadium proposal is not the only industrial lands conversation occurring in the city, enhancing the importance of taking a system-wide look at the future of the lands currently contained within our Manufacturing Industrial Centers.

Our understanding is that Mayor Durkan seeks to reconstitute the industrial lands panel soon. We were very appreciative of the Mayor's July 15 letter to the City Council on this issue. The letter states, in part:

“In order to better plan for the future of Seattle's Industrial Lands, we will be convening a range of stakeholders to undertake a deliberative process that will review a range of issues that are important to supporting our vibrant maritime, manufacturing, and industrial sectors.”

We look forward to participating in the panel's work.

Among our concerns with the proposed Stadium District comp amendment is the application's misleading portrayal of past stakeholder vetting of the proposal. Page 17 of the application puts the current proposal in the context of the stakeholder outreach conducted as part of the Department of Planning and Development's 2013 “Stadium District Study.” The 2013 proposal called for allowing residential uses on two parcels in the stadium area, whereas the current proposal would allow residential uses throughout the area. In this regard, the two proposals are completely different. We assert strongly here our continuing belief that residential uses are inherently incompatible with industrial zoning and serve to undermine our commitment to industrial preservation within Seattle.

We can only be an inclusive city if we are fostering job creation at all levels of the economy. The maritime sector is diverse, and it draws on a vast network of supplier businesses. Jobs on the working waterfront and in our region's manufacturing businesses pay a living wage that can support a family, and in many cases don't require a college degree. We have worked together with the City on numerous workforce training initiatives to ensure that our constituents can gain the skills to work in these sectors, with a specific focus on communities of color and low-income residents.

The 2017 “Industrial Land Use and Employment Study,” conducted by the City of Seattle, found that the Duwamish Manufacturing Industrial Center contains more than 35,000 industrial jobs. Further, the recent maritime economic impact study conducted by the Ports of Seattle and Tacoma and the Northwest Seaport Alliance found that NWSA-related marine cargo activities alone supported 58,400 jobs across the state economy. The Duwamish MIC, and the activities contained therein, is by far the driver of that statewide impact, supporting all eight of Washington's key economic sectors.

The benefits of industrial lands preservation are clear, based on direct and indirect economic impact and the sector's vibrant and diverse workforce. We encourage you and your Council colleagues to take this opportunity to work with the Mayor's office, and to consider ways we can collaborate across all levels of government in support of the working waterfront.

We look forward to the opportunity to revisit the industrial lands conversation with the City, and we thank you for your consideration.

Sincerely,



Stephanie Bowman
Co-Chair, The Northwest Seaport Alliance
President, Port of Seattle Commission



Clare Petrich
Co-Chair, The Northwest Seaport Alliance
President, Port of Tacoma Commission

cc:

Mayor Jenny Durkan
Deputy Mayor David Moseley
Seattle Council President Harrell
Seattle Councilmember Lisa Herbold
Seattle Councilmember Kshama Sawant
Seattle Councilmember Debora Juarez
Seattle Councilmember Mike O'Brien
Seattle Councilmember Sally Bagshaw
Seattle Councilmember Teresa Mosqueda
Seattle Councilmember Lorena Gonzalez
Seattle Planning Commission
Port of Seattle Executive Director Stephen Metruck
The Northwest Seaport Alliance CEO John Wolfe