Good afternoon, Chairman Fey (fie), Chairman Manthou and Tacoma City Council Members. Thank you for the opportunity to share with your committees the Chamber’s concerns and goals for the Shorelines Update now in process.

I am Toby Murray, Chair of the Tacoma-Pierce County Chamber. But, I am also the President of Murray Pacific Corporation, a family-owned business, established in 1911. I grew up in the timber industry and am intimately familiar with water-dependent businesses. During the ‘80s and ‘90s, I managed two log export yards. One on the Blair Waterway and one on the Hylebos Waterway.

The State’s Shoreline Management Act recognizes the vital resource our shoreline represents to many of our businesses and sets one of its three priorities as support of water-dependent businesses – something that is too often overlooked or downplayed in this update of Tacoma’s Shoreline Master Program plan.

The Chamber became involved in this Shorelines Update process because we wished to retain our businesses and to help them grow. That’s a familiar theme you will find in the region’s new Vision 2040 and Transportation 2040, as well as Tacoma’s Comprehensive Plan: we all want to retain, expand and diversity our businesses for the support of our economy, our jobs and our community.

There are over 1,800 acres of shoreline in the city but our comments will be concentrated on those shorelines districts designated for our industries: S-7 (along Ruston Way), S-8 (the Foss Waterway) and S-10 (the bulk of the port-industrial area).

One of the Chamber’s purposes is to assist in attracting new economic opportunities, but its core mission is to retain and grow existing businesses. The Chamber has worked with the city to develop solutions to the conflicts that sometimes occur between established businesses and new economic opportunities. As an organization, we believe the current draft SMP plan needs changes to avoid continuing conflicts.

In that regard, I would like to outline our recommendations for the update of the Shorelines Master Program (SMP) plan and have several private and public sector representatives ready to speak about their specific concerns.
Those recommendations for the update are:

1. First, keeping the burden of mitigating for new development on those new developments. This burden can be seen throughout the previous SMP “intent” statements and the current draft “intent” statements. One of our members was prepared to speak directly to you of this issue, but has business obligations which prevent her attendance. She will submit the comments in writing later.

2. Second, our recommendation is to have the update allow our industrial businesses to maintain and expand their necessary infrastructure. For example, the draft plan cites docks, piers and buoys for industrial businesses in industrial areas as “non-conforming,” yet docks, piers and buoys for recreational use in industrial areas are permitted.

   Likewise, we request the removal of the development restrictions in S-8, which prevents industries from expanding beyond their 1996 property lines through the acquisition of adjoining properties. This rule is an attempt to force those existing businesses out by preventing them from adjusting to market forces.

3. Third, we need to assure the security of our businesses. While much of the focus is on the Foss Waterway, everyone needs to remember this plan affects property owners and businesses all the way from Shuster Parkway into the heart of the port-industrial area. Many businesses have worked collaboratively within this process, but we must remember many shoreline businesses are strictly regulated by the Department of Homeland Security, enforced by the U.S. Coast Guard, or other federal entities.

   There is no need to place these businesses in the middle of a dispute over which jurisdictions that have authority to mandate how they must secure their plant site. In our discussion with the State Department of Ecology, safety and security are absolutely recognized concerns for public access.

4. Fourth, the safety of residents and the public must be fully considered. Forcing public access into industrial areas and onto private property of businesses creates risks of injury or even death. The legal ramifications being placed upon private property owners and businesses – and on the City itself - by the City needs to be examined.

5. Fifth, we believe public access should occur in a comprehensive and sensible manner without creating inaccessible and unmaintained sites. Tacoma already has shorelines available for public use that the City is unable to maintain.

Let me be clear, these five recommending for the SMP plan are important to those of us working in the public and private sectors of these industrial areas and should demonstrate
our continuing wish to collaborate with the City for a quantifiable public access plan. However, our businesses should not be viewed as a way to generating revenue; nor should they be mired in a shoreline permitting process the unintentional result is the prevention of their safe, profitable and continued operation.

We offer a cooperative attitude for a collaborative process that will assure our community and the businesses and jobs it holds with a fair opportunity for success. We wish for a community that is as enjoyable for its residents as it is for its businesses. Whatever the timeline for this Shorelines Update, we ask that the City insure it fully meets the community’s needs and is not rushed before its deadline next year.

Thank you.

I would now like to have a few representatives from the public and private sectors speak with you today about the impacts to their property in these industrial areas.

First to speak is Bill Stauffacher representing TEMCO and BN from the S-7 district.

Sue Dowie, Thea Foss Waterway (S-8)
Jeff Callender, Conoco Phillips (S-8)
Ray Schuler, GVA Kidder Matthews
Scott Mason, Longshoremen’s Union
Finally, Dave McEntee (S-10).

Please realize these are just some of the people, businesses and jobs affected by this plan. Thank you again for your time.
Hello, my name is John Wolfe and I am the Interim Executive Director of the Port of Tacoma. On behalf of the Port and our Commission, thank you for coordinating today’s joint meeting of the Environment and Public Works Committee and the Economic Development Committee, and recognizing that the Shoreline Master Program process is vitally important to Tideflat business owners and their employees, as well as the broader environment.

Today’s meeting provides an opportunity to understand the process and the perspectives of all stakeholders in order to ensure a thoughtful and strategic outcome.

We appreciate the opportunity to work with you to update the Shoreline Master Program. The current chapter of this partnership began five years ago and culminated in Resolution Number 36702. As you know, Resolution 36702 was the result of a negotiated agreement among the City, Pierce County and the Port concerning industrial development, potential incompatibilities with shoreline uses on the eastside of the Foss Waterway and regional transportation needs. I assure you that our support of Resolution 36702 continues as does our commitment to work with the City by offering technical input on emerging issues and draft concepts. We also work with business and industry stakeholders to ensure the policies resulting from the SMP update enable vital industrial businesses the opportunity to grow and be successful. Their success creates the much needed family-wage jobs for our community’s hardworking men and women.

Five key principles guide the Port’s approach to the Shoreline Master Program. They are:

- **Do business in a way that protects the environment**
  An applicable Port example of this principle is creating appropriate off-site habitat mitigation, providing for maximum ecological benefit, as well as cleaning up contaminated sites and ensuring no recontamination of our waterways.

- **Give priority to and protect water-dependent and water-related uses and encourage public access where safe and feasible**
  For example, many of our facilities have federal Home Land Security requirements that limit access to our sites which when added to operational constraints makes on-site public access challenging.

- **Do not restrict the expansion of industrial uses**
  We request the removal of expansion restrictions north of the Murray Morgan Bridge on the east side of the Foss Waterway and more generally within the S-J Port Industrial areas where industry’s ability to grow and expand the job base is critical.

- **Discourage incompatible uses**
  We appreciate the continued restrictions on residential, hotel/motel uses north of the Murray Morgan Bridge but please consider these uses in adjacent zones which may impact restricted areas such as in the S-12 designation.
- **Support conservancy designation south of SR 509**
  The City’s current proposal is to designate a portion of the S-10 to S-12. The Port suggests a slightly modified new S-12 designation that starts south of SR-509 which would provide better ecological functions and minimize impacts to existing maritime industrial uses.

I hope you agree there is much common ground between the Port and the City in terms of ensuring vitality for industrial businesses, protecting our environment and providing public uses. I take this opportunity to elaborate on these three shared areas.

**Business Growth** - Sound economic growth for Tacoma, Pierce County and Washington state is our mission. If our industrial businesses are successful, they hire more workers. According to a 2005 study, salaries associated with port industry jobs are 41 percent higher than the average wage in Pierce County. The men and women earning these dollars purchase or lease housing, shop at our local stores and support our schools, parks and city services through their taxes. Further, Port of Tacoma activities and related businesses generate more than $77 million in state and local taxes.

**Environment** - We recognize the importance of creating jobs and economic vitality in a way that protects the environment. Within the next five years, the Port will spend $36 million to clean up historical contamination, restore habitat, reduce diesel emissions and improve stormwater quality.

Further, we honor a broad definition of “environment” - one that includes the people, businesses, culture and history of a place, along with its native species and natural systems. We recognize that we live, work and play in a special place and we're committed to keeping it that way. It is encouraging to note our significant achievements resulting from a shared sustainable vision. The mutual investments by the Port and the City in the Port of Tacoma Endowed Chair at the University of Washington Tacoma and the hiring of Professor Joel Baker were critical catalysts that launched the Center for Urban Waters. The Port’s purchase of the former Wattles property and its eventual development as a mixed-use property will further demonstrate the Port’s commitment to the co-existence of industrial and public uses.

**Public Uses** - Ports require deep water. It is a limited resource. The people of Tacoma and Pierce County are fortunate to have a bay with naturally deep water and the infrastructure to be an international gateway for cargo. All of us should be proud of this asset and treasure its rewards. To this end, we provide view areas to watch Port activity, as well as access points to observe our protected habitat areas. The key is location, location, location. These public amenities must be safe, feasible and of value to the community. I am encouraged that this appears to be a vision shared by the City and the Port.

As we know, it is important that a mutual vision translates into policy that is practical, safe and avoids regulations that are irreconcilable in practice. This Shoreline Master Program phase will require further collaboration through technical refinements. Our request is simple - Let us continue to participate in the Shoreline Master Program process and listen to our concerns. If we clearly communicate our priorities then together we will discover workable solutions that embrace a vital industrial business sector and opportunities for our citizens.

Thank you.
Environment and Public Works Committee and Economic Development Committee
Tacoma Municipal Building North
733 Market Street, Conference Room 16
Tacoma, WA 98402

April 28, 2010

RE: Shoreline Master Plan

Dear Committee Members,

My name is Scott Wagner. I am one of the owner’s of the Narrows Marina, located at 9001 South 19th Street. I appreciate the opportunity to comment on the Shoreline Master Plan (SMP) today.

I have had the pleasure of working with City Staff for over a year on the SMP Update. I would like to commend Stephen Atkinson for all of his hard work. Although we are not always in agreement, I feel Stephen has been very professional, honest, thoughtful, and thorough in his interactions with me while working on the SMP Update.

I attended the West End Neighborhood Council meeting last Wednesday, April 21, 2010. The Council heard a presentation on the SMP Update from Mr. Atkinson. They were specifically interested in changes to the S1a District and how it would affect the Narrows Marina.

The Council was supportive of the update and made specific comment about zoning. They want to be sure that the Update allows some mixed uses and some non-water related uses at the Marina. They feel this is important in a vibrant and successful redevelopment plan.

My major concerns are Boathouses and Covered Moorages, Non-Water Oriented uses, Hotel uses, Industrial uses, and Transportation uses.

We have 135 Boathouses and 53 Covered Moorages. Although we have no intention or desire to add additional Boathouses or Covered Moorages, we do not want to become a non-conforming use. We urge the City to add specific language in the Update allowing...
the existing structures to stay and describing how they can be maintained so we can continue to operate. These Boathouses and Covered Moorages provide over 75% of the Marina’s income.

Just as the West End Neighborhood Council discussed, we want to be sure some non-water oriented mixed uses be allowed in the zone. We want to include the uses the public desires, so as we redevelop, we can have a successful project.

Although we have no plan for a hotel on our site, we feel the ability to have a boutique hotel could be a desired use in the future. We feel this should be a conditionally allowed use.

Our entire facility was originally constructed as an industrial site. We want to be sure we can continue to have industrial users within our existing industrial buildings. We have no desire to build new buildings to house new industrial users, only to continue with industrial uses within the existing industrial buildings.

We currently are the emergency landing site for the McNiel Island passenger ferry. We also are a site for two passenger boat services. We want to be sure that the transportation section continues to allow for these activities.

I appreciate the opportunity to comment this evening.

Thank you,

[Signature]

Scott Wagner,
Owner and General Manager