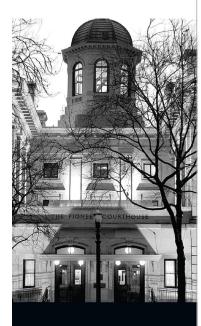


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KNUTSON FARMS

ENVIRONMENTAL IMPACT STATEMENT MEETING

HELD ON WEDNESDAY, JANUARY 17, 2024 6:59 P.M.

PIERCE COLLEGE 1601 39TH AVENUE SOUTHEAST PUYALLUP, WASHINGTON 98374

	Knutson Farms Meeting January 17, 2024 NDT Assgn # 71435	Page
1	ATTENDANCE :	
2		
3	RYAN ORTH, FACILITATOR	
4		
5	PUBLIC SPEAKERS:	
6	Michael Winger	
7	Karen McNamara	
8	Gail Williams	
9	John Palmer	
10	Paul Rometsch	
11	Chris Chisolm	
12	Ashley Mocorro Powell	
13	Joe Colombo	
14	Brett Johnson	
15	Carol Sue Braaten	
16	Anjovon Alhadeff	
17	Bailey Wambold	
18	Edward Otsuka	
19	David De Groot	
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Knutson Farms Meeting January 17, 2024 NDT Assgn # 71435 Page 3 1 KNUTSON FARMS 2 ENVIRONMENTAL IMPACT STATEMENT MEETING 3 HELD ON 4 WEDNESDAY, JANUARY 17, 2024 5 6:59 P.M. 6 7 MR. WINGER: Michael Winger, M-I-C-H-A-E-L W-I-N-8 G-E-R. 9 First, I had a question. Was there any 10 consideration given to combining the railroad plan with the reduced impact plan? 11 12 MR. ORTH: And I'm sorry. Again, we're not going 13 to be responding to questions. 14 MR. WINGER: Okay. 15 MR. ORTH: But we can address those separately. 16 But go ahead and continue. 17 MR. WINGER: Okay. Well, I'd like to go on record -- I think I sent in an email when the project was first 18 proposed. I don't know if that still counts as a comment on 19 this EIS -- EIS form. It was like several years ago. 20 21 But anyway, I'd like to go on record as being 22 opposed to the entire project, of course, and I would definitely be in favor of reducing that plan. And I mean, 23 24 the amount of traffic on Shaw and Pioneer is going to be 25 unbearable. I'm not sure how many -- well, they're talking



Knutson Farms Meeting January 17, 2024 NDT Assgn # 71435 Page 4 about several thousand trips a day with semi-trucks, so I'm 1 2 definitely opposed to that, and I'd appreciate anything the 3 city can do to lessen that impact. 4 That's pretty much all I have to say. 5 MR. ORTH: Thanks very much. 6 And just to clarify, comments that are received 7 within the opening comment period will be included in the record. But previous comments prior to the active comment 8 9 period wouldn't be included. 10 MR. WINGER: Okay. 11 MR. ORTH: Yeah. Thank you very much. 12 MR. WINGER: All right. I can still submit it on 13 email or by paper? 14 MR. ORTH: Absolutely. 15 MR. WINGER: Okay. MR. ORTH: We'd appreciate that. Thank you. 16 17 MR. WINGER: Thank you. 18 All right. Thank you. MR. ORTH: 19 Karen. And then again, Gail. And then after Gail 20 I've got John Palmer. 21 MS. MCNAMARA: Yes. I'm Karen McNamara. It's 22 spelled K-A-R-E-N, and my last name is McNamara. It's capital M, small c, capital N-A-M-A-R-A. I live in the Deer 23 24 Creek subdivision, which is just off of 16, just as you 25 start up Shaw Road. And right now I can barely get out of

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1 my subdivision on a daily basis. They really -- the times 2 that I actually can get out is when the traffic is backed 3 clear down to Pioneer Crossing and some soul is kind enough 4 to stop and allow the traffic. And they wait and let you 5 and somebody from Shaw Road coming down, zooming down Shaw 6 Road while the light is stopped and get out. But you take 7 your life in your hand whenever you travel out that way.

8 Last Friday night, my husband and I left our 9 subdivision by the method I just described, and drove down 10 to The Old Canner in Sumner, and the traffic going back 11 south on Shaw Road was back clear up to Toscanos. And that 12 was at 5:30 at night.

Well, first of all I should say I appreciate so much the fact of how much hard work that you all are doing to mitigate this because I know that the county has gone back on their agreement and that's not right. So I want to say I appreciate how hard the city has been working to try and mitigate this.

But just like the speaker before me, this is absolutely unacceptable. They do not need these warehouses. The warehouses they built on East Main are not full. The warehouse that's off this, whatever you call that, Martin or Fifth or whatever where they built that little extension off the top overpass over the land is not full. You drive down and you take 167 to go north right by Sumner and those



1 warehouses are not full. And once this farmland is gone, it 2 will be gone. It will be gone. We will never get this 3 back. It's our food. It's our water. It's our noise. It's 4 our traffic. This is unacceptable because somebody wants to 5 store a bunch more stuff.

And I'm concerned about the light industrial. What exactly does that mean? We had that fire down off 15th where an entire, huge section of the city was told you can't go outside because they had chemicals in that building that were causing huge environmental problems.

11 And the other thing I noticed in your impact is this is a major corridor for the fair. And when the fair --12 13 I don't see a single slide that talks about the traffic impact when the fair happens. Because right now as somebody 14 15 who lives along that corridor, try to get home from anywhere 16 north during the fair, now that it's gone to a full month 17 down in the fall, and two months in the spring, and God knows how many more weeks they're going to add onto that, 18 where are you going to put all those cars? Where's all that 19 stuff going to come from? There's not enough time. I mean, 20 21 it took forever to get a left turn lane off East Main to get 22 onto the freeway. And now you're talking about proposing to 23 widen that.

And I'm worried about the storm drain runoff. Go 25 park there during fishing season. Everyone parks on East



Main to get down to the river to fish. What's that 1 2 stormwater going to do to the fish that are coming down the 3 river? And what's going to happen if, God forbid, Mount Rainier blows up and we have a lahar and it comes balling 4 5 down the valley? Because right now according to the thing, 6 when Mount Rainier spit a few years ago and the lahar came 7 through, they said that my subdivision would probably not be impacted because of the way the land flows right there. That 8 9 finger sticks out by Farm 12, but that my backyard would be 10 filled to 20 feet because I live at the base of the 11 subdivision.

I am concerned about the traffic that's coming 12 13 down Shaw Road. You're going to cut down trees. You already have a huge water reservoir off Shaw Road and it's 14 15 full half the time. The valley floods. The water drains off that hill like crazy. You have school buses that cross 16 17 there and you have two huge school complexes. We have the development of Pioneer Crossing. And yeah, it's nice to 18 19 have Safeway right there and MOD Pizza. But the reality is 20 you're also allowing in the city to put a huge apartment 21 complex directly to the west across the street from there 22 and you want to add a McDonald's to that for God's sakes. 23 You cannot get out on Shaw Road as it is. The 24 county should not be allowed to do this kind of project.

25 They absolutely should not be. We are the ones that live

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1 here. These people building Knutson, on Knutson land,
2 they're not going to live here. They're not the ones who
3 are taking the time to drive home every night in the
4 traffic. They're not the ones who raise their families in
5 this community.

6 And I appreciate so much that you want to keep the 7 view thing. But realistically, your lovely picture that you always cut out for Puyallup, it takes a picture of a 8 9 mountain with the daffodils, that's all gone. It's going to 10 be gone. So whatever you can do, I appreciate the hard work 11 that you're doing but we need to have more public input on this. Go home and tell all your friends and neighbors 12 13 because this is not acceptable at all. The alternative 14 should be no project, period. Thank you.

MR. ORTH: And next we have Gail Williams.
MS. WILLIAMS: I didn't mean to do it but -MR. ORTH: Well, it's up to you.

18 And then John Palmer. And then after that Paul 19 Rometsch.

MS. WILLIAMS: I'm just going to say I echo every word that Karen said. No project. No project is my view. So thank you for everything you're doing. And please take into consideration every single thing she said. We're still new out here to Puyallup, so I don't know all these intricate things that she knew. But it is so important. And



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1	like she said, once this land is gone, it is gone. It is
2	gone. And for our children coming up, it is gone.
3	And there's no way to even travel now. I work
4	downtown. Trying to get home some nights, especially during
5	the fair, it takes me over an hour. Over an hour. It's just
6	crazy. So, please. You know, whatever you can do just to
7	protect our land. Please. And please, like she said, tell
8	everybody. That's all.
9	MR. ORTH: Thank you.
10	John Palmer?
11	Again, if you could just state
12	MR. PALMER: John Palmer, J-O-H-N P-A-L-M-E-R.
13	So the first thing I want to say is thank you City
14	of Puyallup staff for putting this EIS together, this draft
15	EIS on behalf of the citizens of Puyallup. It is really
16	important. And the reason why this is happening is because
17	the developer completely ignored our land use plan that we
18	adopted in 2009. And that plan called for more of a
19	balanced development and a fair amount of farmland
20	protection. That went through a lot of process with the
21	landowners. With the landowners' agreement.
22	So what's happening here is the land the
23	developers are trying to basically do an end run around our
24	plan. And that has caused so much friction in this
25	community. This community does not want this project if

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1 you've understood that. That is just clear. So now we're
2 trying to deal with it.

3 So doing the EIS is the tool now to mitigate this 4 project. So, thank you, thank you, thank you for putting 5 this together. It's vital and the public input is vital.

6 The other big picture I want to say is that this 7 area is not intended for -- it's not appropriate for a warehouse industrial complex. It's just not. It's not in 8 9 any plan. You couldn't find it in any plan. Unlike Sumner, 10 which is part of Puget Sound planning. I mean, that is an industrial area. Frederickson. Fife even. And even North 11 Puyallup has zoning for warehouses. And it has 12 13 infrastructure to support it -- good roads, et cetera. This is like not the case here. 14

We have one road, Shaw Road, which is a heavily 15 16 traveled commuter access road that serves Pierce County. And 17 as it's been said tonight, it's very busy. And it's going to get way busier. And also, it's historic farmland. I 18 mean, generations have farmed -- have worked on this land. 19 20 It's a fabric of Puyallup. And so you've got those 21 qualities and then you have this proposal. And it just is 22 completely incompatible. So that's -- that's just a big 23 problem.

The third thing I want to say is we, in this room,paid for Shaw Road. Shaw Road was roughly \$20 million. But



1 the citizens of Puyallup paid about \$7 million of that. So
2 it's kind of astonishing that the developer would ignore our
3 land use plan and expect to use the road that these citizens
4 paid for.

5 So we do have a right, and it's through this EIS 6 that we mitigate this project, in part because it's our road 7 and they're getting -- we are, the City of Puyallup is 8 providing the permit to access Shaw Road. So very much the 9 City of Puyallup has a big role to pay here in addition to 10 the EIS. So thank you. Thank you for this.

In terms of the alternatives presented, I think the, you know, proposed alternative -- or not the proposed -- the proposal, I mean, is a nonstarter for a lot of the reasons I just went over. But I think the EIS itself does go into all the variety of impacts associated with the proposal. So it's a nonstarter.

The rail, good attempt to look at something else to ease traffic but at this time it's a nonstarter, too. It doesn't really easy much traffic, and frankly, those rail lines would be pretty obtrusive to that area.

So we're basically left with Alternative 2, which isn't really -- it's a pretty good start. It reduces by 35 percent the warehouses and traffic, and it protects the Van Lierop Park and provides some farmland protection. So I applaud at least the start of Alternative 2 or the reduced



1 intensity.

By the way, the slide says Alternative 4 but the By the way, the slide says Alternative 4 but the EIS itself calls it Alternative 2. I just wanted to make that clarification.

5 However, it is still pretty intensive. Even the 6 reduced intensity alternative is still pretty intense. Six 7 thousand vehicles per day on to Shaw Road. I'd have to take a much closer look at the modeling on that but it almost 8 9 doesn't kind of pass the laugh test in terms of how much 10 cars and trucks. And thousands of those are trucks on Shaw So that seems still way too high. It seems like we 11 Road. need more reduction there. So more comments to come on 12 13 that.

The other comment I have has to do with the location of the farmland. First of all, it's absolutely critical that there's farmland preservation set-aside as mitigation for this project. Critical. Given the background on this, it just has an important component to mitigate for the warehouses that do go in.

The way it is now, it's based on the -- it's in the north area of the portion of this area based on our land use map which we built in 2009, which I was a part of on the Planning Commission. But exactly where that farm is protected, farmland is protected isn't critical. So it is possible to move that around. And it may be better to focus

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1 on the farmland protection over the southern part of the 2 area where warehouses D and F I think, the lower two ones, 3 and focus the warehouses more on the northern part and 4 protect more of the southern part.

5 You have Farm 12, Step by Step, Van Lierop Park be 6 more compatible with that area on the southern end. So I 7 think that's something to look at. So you can't -- there 8 could be a variation of Alternative 2 in terms of where 9 that's protected. But it's absolutely essential that we 10 have farmland protection.

So good work so far. I do think we need another 11 12 public meeting. Probably the beginning of March or 13 something like that. Maybe you don't have to go through the 14 whole presentation but I do think that people -- this was 15 put out over the holidays. People are just starting to look 16 at it. But it's that big and so it's going to take a while to digest it. So I think another public hearing would be 17 18 good. So thank you.

19

22

MR. ORTH: Thank you.

20 Paul Rometsch. Sorry if I got your pronunciation 21 wrong. If you could, again, state and spell.

And then on deck, Chris Chisolm.

23 MR. ROMETSCH: Paul Rometsch, P-A-U-L R-O-M-E-T24 S-C-H. I live off East Main behind -- in the apartments
25 behind Mama Stortini's.

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1 And the site comes in context because I actually 2 don't really drive much. My bike is my main mode of 3 transportation. I know many of the staff already know this. And so my initial concerns with that is that -- with the 4 5 project is that cyclists will have to not just encounter 6 these trucks once but twice at the Shaw and Pioneer 7 intersection, but also as they cross -- the truck's cross over the footless trail at 8th I think it is by Farm 12. 8 9 And so, you know, this complex, it's significant. You know, 10 and you're running into -- right now it's nearly nothing and then now all of a sudden, you know, thousands of trucks a 11 So that's a critical safety factor. Elements should be 12 day. 13 added to help mitigate that.

In addition, transportation around that whole 14 15 corridor. As you've heard tonight, as you've heard through 16 any form of feedback when the city performs anything about 17 transportation, Shaw Road is a problem. But also, East Pioneer. I've heard the comprehensive plan transportation 18 survey element of that. East Pioneer also showed up pretty 19 20 red for nondrivers. So, you know, what elements, how will thousands of trucks along East Pioneer, you know, increase 21 22 the difficulty for nondrivers?

That intersection is pretty critical for nondrivers; right? There is a Safeway there. People need to buy groceries. So if you -- with no transit access 1 unless you figured out the Puyallup runner by now, or even 2 if you just live nearby or you're at the school or 3 something, you can't -- you're going to have to, you know, 4 encounter some pretty crazy traffic as it stands just to get 5 food. So that's just, you know, one of the things -- one of 6 the things I'm concerned about is, you know, is the 7 transportation and it's beyond cars.

Secondarily, even with the reduced alternative, 8 9 there's a significant amount of land we're losing or just 10 paving over; right? What comes with pavement is heat. We get a lot of heat. We're losing -- well, it's not natural 11 habitat as it stands. It is habitat sustaining. And so, 12 13 you know, how are we -- how are we mitigating that? You know, we can't really make new agricultural land as we all 14 15 heard tonight. So like what elements can the project 16 influence to help, you know, mitigate that?

17 You know, something we haven't talked about a bunch is runoff from the proposed land use. So truck tires 18 wear pretty heavily because, you know, that's a lot of 19 20 weight on those tires. Also, with all the pavement comes parking lot sealant. You know, Washington state did ban 21 22 some of the more toxic sealants. However, it still needs to 23 be replaced every three to five years, you know, 10 years if 24 you're particularly stingy. But that runs off into the 25 So with all that pavement there, you know, that's water.

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1 going to be a significant impact to the Puyallup River and, 2 you know, and their salmon. So it's very important that, 3 you know, we consider all these mitigating factors for that.

So even with their (indiscernible) intensity, you're still going to have a lot of pavement, 1.7 million square feet. That's a lot. So that's another element to keep in mind.

And yeah, so just from a transportation safety perspective, as well as an environmental safety perspective, this project has a lot of question marks and, you know, that doesn't even get into the cultural and, you know, land use fit. You know, whether that fits the vision or not, hopefully, you know, the city had 20 years ago when they first started creating the agricultural set-aside.

But there are elements that need significant improvement even with the alternative to create something that will actually have, you know, a minor impact on the natural environment. Thank you.

MR. ORTH: All right. Next, I've got Chris
Chisholm. And after that Ashley Mocorro Powell, and then
Joe Colombo.

MR. CHISHOLM: Hi. Chris Chisholm, C-H-R-I-S C-H-I-S-H-O-L-M. I live near Clark -- Clark Street Park. And I also really want to appreciate staff for working on this so hard and so long. You know, we fought a 1 long time -- including former council members, one who just 2 spoke -- for years former Planning Commission members to 3 even get to the point where we, the city, you know, fought 4 to be able to do this EIS. I really appreciate that it's 5 happening.

6 That said, because these developers and the 7 landowner moved the goal posts 10-plus years ago going back on the agreement that they made, the landowner made to 8 9 follow the land use plan that was to develop and agreed upon 10 in 2009, we're now at this point where we, the taxpayers and the city have to pay for this environmental impact 11 statement. Incredible, you know, knowledge and skilled 12 13 staff members put in countless hours and hired consultants to do alternatives like the whale proposal which is 14 15 obviously a nonstarter because it's just -- reduces traffic 16 very little and creates way worse traffic because of the 17 road crossings. Appreciate, you know, that that was done because it kind of has to be done as far as this. 18

But you know, not only did they move the goal post but then they also got this Running Bear, you know, multinational corporation based in Missouri to develop a plan but also start a political, a PAC to funnel hundreds of thousands of dollars in 2009 to support candidates to replace these council members who are protective of this land, to try to replace them with people that were pro-

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1 warehouse, pro-development.

2 I started a PAC to counter with \$2,500. Crushed 3 those candidates. The people of Puyallup have spoken. We do not want warehouses. The only alternative that the City 4 5 of Puyallup can recommend to the county is no action 6 because, you know, yes, the city has to consider legal 7 considerations. You know, let's realistically allow based on what the previous land use agreements were. But that's 8 9 for the county to decide. The city needs to stand up and 10 speak clearly that we recommend no action. That we recommend no action because they put together a proposal 11 12 that is moving the goal post way outside beyond, twice as 13 far beyond the bounds of our land use plan that was agreed upon in 2009, that they agreed upon, the landowners. 14

15 So if they move the goal post -- you know, if they 16 want to come up with their own plan that fits within our 17 land use agreement, let them do that work. I appreciate that you did this work on Alternative 2 and everything. 18 19 That sort of fits in with our land use plan that was agreed 20 in 2009 but that was their job. They need to make a plan that fits in with it and then we do an EIS based on that 21 22 plan and have an alternative that is going to be consistent 23 with our new comp plan which does need to change to protect 24 more farmland in that area, to protect -- to make sure that 25 it's consistent with Farm 12, step-by- step with Van Lierop



That comp plan needs to take that area into 1 Park. consideration. Also, look at the horrible traffic on Shaw 2 3 Road. That's what's been discussed. That's going to increase because of those new developments that are already 4 5 going in there kitty-corner from this. And so the City of 6 Puyallup has no choice but to recommend no action on their 7 proposal. We can't just hand them a proposal Alternative 2 8 that fits sort of within our comp -- old comp plan that was 9 agreed to in 2009. That's already 15 years ago. Things 10 have changed. Shaw Road, oh, my gosh, complete change compared to 2009. We need to have a new comp plan that 11 recommends zoning to that area that's consistent with the 12 13 current status of our reality now and what's expected in the next 20 years. And then development that they should 14 15 propose within that area should conform to the new vision, 16 new reality.

17 So I appreciate all the work you did. I know it had to be done. The City of Puyallup cannot recommend to 18 19 the county Alternative 2. That's just giving them work that 20 they should have done themselves. The county then can 21 decide with recommendation from the City of Puyallup, the 22 people of Puyallup, knowing that we do not want any of this proposal that they're putting out there. The county, that's 23 24 the next step. They can decide whether to approve or not. 25 And they need to hear it clear from us. No.

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1 MS. POWELL: I'm Ashley Mocorro Powell, and I'm 2 going to defer to Joe Colombo and then I'll come back 3 because I have to use the restroom. 4 No problem. Thank you. MR. ORTH: Sure. 5 Joe. And then Brett Johnson as well if Ashley's 6 not back in time. 7 So Joe Colombo. MR. COLOMBO: All right. Thank you. 8 9 Joe Colombo, J-O-E C-O-L-O-M-B-O. 10 First of all, I wanted to join everybody else in thanking the city for doing this work. I know it was a lot 11 12 of work. I know how many hours must have gone into this. So 13 thank you very much. I want to add my voice to the symphony of others 14 15 who have been here this evening and say that the city really 16 does need to propose the no action option. I drive 23rd and 17 then hook up to Shaw Road and go down to Safeway, and that 18 road is abysmal at the best of times. And if we add any 19 sort of warehouses down at that area it's just going to be impossible. Somebody else mentioned what it's going to be 20 like when the fair occurs. Oh, my goodness. 21 I can't 22 imagine what it's going to be like when the fair is in town to get around that intersection. 23 24 Also, I also wanted to mention, just kind of add 25 to what Chris aid. What might have been, you know, seen as



1 a possibility 10 years ago isn't what we need today. I know that you've already spoken and said that we can't have this 2 3 be something like housing. Unfortunately, we desperately need housing. But we don't need the warehouses. It's just 4 5 -- there's plenty elsewhere that can be used. We simply 6 don't need them at this time. So I suggest the city give 7 the no action option and move forward from there. Thank you for your time. 8

9 MR. ORTH: Ashley Mocorro Powell. It's L-E-Y for
 10 Ashley and it's M-O-C-O-R-R-O space, no hyphen, P-O-W-E-L-L.

11 So I'm a lifetime resident. I was born and raised in unincorporated Pierce County and also in the city of 12 13 Puyallup at Good Samaritan. Thanks to all of you I'm a local public school student. I graduated with some time 14 15 through our local institutions, including this one that 16 we're in today, Pierce College Puyallup and split time at 17 the Fort Steilacoom campus. So thank you for having this meeting here today for public comment. And I'm a University 18 19 of Washington Seattle alumni and became a scientist as a 20 part of that process through their Department of Biology. 21 So I'm going to name some items that I won't go into 22 extensive comment for. Maybe we'll send it in written form to you about some of the gaps that I know that you guys 23 24 couldn't maybe address because of the EIS, but just things 25 to consider.

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1	I'm just going to say what it is. Pierce County	
2	and the City of Puyallup know, people might have argued this	
3	back in the day, is an environmental justice community. We	
4	have similarities across many other West Coast and East	
5	Coast port communities that face a lot of challenges of rail	
6	rails and roadway and highway systems that	
7	disproportionately impact our communities around health,	
8	recreation, education, access to quality of life, and also	
9	access to livable and equitable sources to food. I really	
10	wish that our local food bank and other people were here	
11	today to be able to speak to the pressures on that system.	
12	I served as a Washington Department of Agriculture	
13	reviewer during our COVID timeframe and shutdowns, reviews	
14	of what was happening during that time across the state and	
15	for food access needs. And what was happening in Pierce	
16	County was really inspiring to me about how food was getting	
17	out. So this land is really important to me because the	
18	U.S. Geological Survey lists it as a rare type of soil,	
19	right, that comes from Mount Rainier, and the lahars that we	
20	mentioned and all these different geological formations.	
21	And it's really unique for agricultural purposes which is	
22	what our seal is for the City of Puyallup.	
23	I know the county isn't here today to talk about	

24 it but I hope they'll help you pay to redesign that if they 25 end up building these warehouses in our community. But we

1 have to think about the factors that we use different databases that exist in the sciences that the state 2 3 recognizes for environmental justice and help them pass at the Department of Health, including that Washington Health 4 5 Disparities map and several others that are in use across 6 the state, that if you were to overlay these areas that 7 you're talking about, there are massive impacts to the communities in the surrounding area, which we've already 8 9 heard today. So I thank people for bringing that public 10 comment.

Other facts that were brought today into this 11 consideration for the EIS is noise pollution. 12 I've worked 13 and had the honor of working with communities across the globe, as well as within environmental justice communities 14 15 from Cancer Alley into the Gulf areas, as well as 16 Appalachia, mountaintop and mountain mining communities, and 17 hearing about industrial areas that are being put into communities and next to schools which includes a minimum of 18 two schools that will be impacted, right, in this 19 20 development area, that these industrial areas will create 21 long-time noise. And when you look at different agencies, 22 whether it's Department of Health or different advocacy organizations or like advocate organizations, they list 23 24 that, you know, this impacts our mental health, our well-25 being, our spirit. It impacts health disease and air

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1 quality.

2 So we've already talked about traffic today so I 3 won't go into that a lot but I appreciate all the work that was done into the different mitigations. But I live in two 4 5 different areas in both the City of Puyallup -- I live 6 behind Fruitland Elementary basically area closer to South 7 Hill and also downtown Puyallup right next to the railroad. And I can tell you that if you were to do the rail area that 8 9 will be a significant noise pollution and impact for all 10 those communities that live right along that rail line that were built many, many generations before I was probably 11 12 around but that I pay rent now to listen to on a regular 13 basis and can't actually grow food at my community in the soil plots that I have with my tenant, not because he 14 15 doesn't allow it because when I put stuff out there I noticed that there was a weird soot that was on all of my 16 17 like benches and things that made me hyper paranoid about what was coming off of the trains and that goes by. And I 18 19 am a commuter and use those public services. But I just 20 wanted to bring that up is that there are a lot of different 21 impacts here that weren't spoken about today in regards to 22 disproportional health impacts. 23 So, and also, I mentioned it also last week on the 24 informational meeting that climate is a big concern for me

25 as a scientist. The Washington Health State Assessment for

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1	Climate Change and Risk Management has come out in the last
2	two months and I don't see that considered. And I know it's
3	part of the EIS process but I would like to see that more
4	thoughtfully thought of in regards to just different
5	concerns that we're seeing in our community already around
6	Key Island effects as some people have mentioned about with
7	like increase of concrete, stormwater pollution and runoff
8	which is a major issue for the Puyallup River. As American
9	Rivers, a nonprofit organization listed in 2020, the
10	Puyallup River is one of the most top 10 rivers in the
11	country. In the country as an endangered river because of
12	the impact of pollution that it already faces. So there's a
13	lot of different scholars and things that I'd highly
14	recommend the city and the county look to at Washington
15	State University's Puyallup Extension, University of
16	Washington Tacoma, Puget Sound Institute that are doing a
17	lot of work around air quality, stormwater runoff, and all
18	the different tire runoffs that are happening and how it
19	kills Coho salmon at different stages of their life. I just
20	really would like you to think about these things and I
21	definitely would say I'm in opposition of this as far as no
22	development and look actually at creating ways for community
23	to continue to use it for recreation, for Farm 12, and that
24	community space that's been built because of Krista Linden
25	and so many others that centered around her vision with the

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1	Van Lierop family and the city to build those parks that
2	continue to gather people there to make it see where we can
3	continue to grow food, as well as to gather and to celebrate
4	so many lifetimes and moments that I see when I go down
5	there every single time. Like people getting married,
6	having birthday parties, and things like that.
7	So I'll end there but I just wanted to share my
8	thank you for having this public comment.
9	MR. ORTH: All right. Now Brett Johnson.
10	MR. JOHNSON: Yes.
11	MR. ORTH: Yeah. Thank you.
12	And then just real quick, Carole Sue Braaten.
13	Go ahead.
14	MR. JOHNSON: Thanks. So it's Brett, B-R-E-T-T,
15	Johnson, J-O-H-N-S-O-N.
16	I'm a Puyallup kid at heart. I grew up, was born
17	and raised off of Shaw Road. I'm actually going to visit my
18	folks right after this. I live in Tacoma. I'm here on
19	behalf, actually, of the Tacoma Audubon Conservation
20	community. And we are opposed generally to these kinds of
21	warehouse projects. They're taking away our open space,
22	covering up our rich Puyallup Valley soil. I don't know if
23	you've ever felt that soil before but it's unique. It's
24	special. And we need to protect as much of that as we can.
25	And we're also concerned about habitat. You know,

NAEGELI (800)528-3335 DEPOSITION & TRIAL 1 along the river, of course, and the wetlands, but also the 2 potential for restoring habitat in the future. And if we 3 have a bunch of warehouses sitting around it's really hard 4 to do that.

5 So I'm thinking not just in the near future but in 6 the far future, you know, what do we want this place to look 7 like? What legacy are we going to be leaving our kids, our 8 community, and our future society? So there's a lot of 9 considerations here beyond just dollars and cents and the 10 legal ins and outs. And we've got to think bigger picture.

11 But if no action is not possible with the way that the county does things, and they've been doing this for 12 13 decades and it's been really hard to watch as I've grown up and seen Puyallup change this much. We need to stand up and 14 15 do something. But if we have to accept an alternative, 16 we're going to have to start with Alternative 2 and pare it 17 down as much as possible. And try to get as much land set 18 aside for open space as possible. Properly remove 19 warehouses F and G on the southside because of wetlands, 20 because of the view from the park. Reorient the rest of it 21 so we can maximize the legacy for our future. Thank you.

MR. ORTH: Carole Sue Bratten, C-A-R-O-L-E S-U-E B-R-A-A-T-E-N, Fife, Washington. My major is agricultural science. I also worked on the Growth Management Map over 35 years ago. This is not where we wanted to go. By the way, Washington state holds five of the top tillable agricultural soils in the entire world. We are standing on it down in the valley. That's where it is. If you want food resources, that's where you have to go. When you destroy them, you destroy the food for everyone, not just this place. I want you to know that is the first and foremost.

Second, there is a geological hazard area. 8 Ιt 9 means that -- and also, the building codes and a lot of the 10 laws are taken out of context. Every geological hazard area means that the Washington State Department of Geology has 11 determined that those areas are too dangerous to build in 12 13 for human habitation. That valley soil grows great food 14 crops. It's one of the world's most dangerous liquefaction 15 soils there is. It's high. The water table is high. Ιt 16 causes buildings to topple, sink, and collapse. And it's 17 against the building code, the International Building Code, it has been for over 30 years, to build in any liquefaction 18 19 It's against the Growth Management Act to build in area. 20 any liquefaction area. It's been against the Stafford Act, which I had passed in the late 1970s, which was written in 21 22 1974 by the Federal Government. All seismic hazard areas 23 are illegal. Volcano eruption areas, Mount Rainier erupted 24 in the 1840s. Erupted again in 1870 and one more time. 25 We're not talking recent.

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1 You have two dam break areas, Mud Mountain Dam, 2 Electron Dam. If that comes down, you cannot evacuate the 3 people out. I live in Fife. It's scary and terrifying to I have warehouses behind me. I can tell you about 4 me. 5 I'm going to have to take my mom and walk out warehouses. 6 of there if I can make it. I'm surrounded by landslide 7 hazards. I'm in a tsunami zone and a lot more in the lahar. You put more people in danger down here. It's incompetent. 8 9 This is a no go.

As of September 1990, the Growth Management Act, that developer had a right to change that property and move his right to develop in a developable area. It's considered unsuitable. Get the experts in. Let me see that engineering seal of somebody who says it is. I'll turn them in. It's time we stop and think of who we're putting safety -- those people have to evacuate down out of that valley.

Now, flood plain engineer Dennis Dixon told me
they figure one house for every 20 acres and they can barely
get people out during a flood. Think of a lahar.

Farmhouse. Maximilan Dixon, who runs the Emergency Management, says nobody listens. Nobody. Time has come. We all have to stand up.

If you want to do a favor, make your (indiscernible) comment out five miles. There's a liquid natural gas plant that can explode and hit here. People

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1 need to start standing up and saying the word no. It's not 2 that we don't want development; we want competent 3 development.

The water aquifer is down below us, but the 4 5 problem is you're running water into that already 6 decertified -- I know because the United States Army Corps 7 of Engineers decertified that levy in 2007. I was at the 2006 meeting. The person who spoke was my upper classman in 8 9 soil science. He was part of the teaching group. They told 10 them to stop building warehouses. You're putting pressure against the levy. I was at that meeting. It's time we 11 start to look at what dangers we're putting everybody in. 12 13 You have to evacuate.

Now, those fields, they sink, topple, and collapse, and you say it's a buildable soil. You're a liar. You better have that bond.

17 But if you turn it around and say we realize, we're going to call the State Department of Geology and have 18 the experts come in. What of the buildings are actually not 19 20 buildable and didn't get built to code? What did the land 21 developers do? That's where we need to go. And it's that 22 dangerous. It's time we stop playing with people's lives. 23 It's not just because I'm an agricultural science 24 Almost everybody's dead off of those committees that major.

25 I was in. I was the youngest person. I expected to see the

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valley almost all agricultural soil. Why? Because it's too
 doggone dangerous for people to live in.

3 I don't want to see a building collapse on I don't want to see a landslide like Oso come workers. 4 5 I don't want to see the dams break during the nine down. 6 magnitude earthquake that we're supposed to have in the 7 valley liquify when my grandfather and two uncles worked the Port of Tacoma and my grandfather was in the ship that 8 9 Three days later off Gig Harbor came a six tsunami. moved. 10 It took out my grandparents' friends' house.

11 In the 1930s, when my mom was a little girl, she stood and watched with my grandfather as all of the Puyallup 12 13 Valley, from one side to the other, was flooded so much it took people down the river. People's lives were lost. 14 15 People's homes were lost. It's time you start looking -the entire port was flooded. We almost had that in the 2009 16 17 evacuation. Ask both Maximillion Dixon and Dennis Dixon. He stood in the emergency -- I talked to him -- he stood in 18 19 that emergency office. He was the one who was calling 20 whether I-5 got closed. We had a mandatory evacuation out of Fife. Mandatory. You don't get to stay. It's no choice. 21 22 You leave.

How are you going to get everybody out of here right now? That's what I want to see. I want to see a cumulative impact of say each and every house. Each and

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1 every thing. How are you getting the children out? Is that 2 school safe to be in in a liquefaction area? Will they 3 collapse on the children? And not only that, the Pipeline 4 Safety Act 2003. Guess what? 660 foot back. What happened 5 to everybody? Nobody's following the rules anymore? We 6 don't care about laws?

7 The tanking for different tanks, like the LNG
8 that's out in Port of Tacoma. Like the tank that's over in
9 Fife. The aboveground tank ended before 1972.

My God, people. We've got to start looking at 10 what we've done to ourselves. How many people are in danger 11 from those tanks exploding that don't even know it? Or the 12 13 pipelines in the liquefaction area? It's time we do a 14 hazard management, a water aquifer runoff, hydrologists. Get 15 the state hydrologists. Get the experts down here to talk 16 to you. Not somebody like me. Not like somebody that 17 others that don't look at the actual impacts.

I will tell you, Maximillian Dixon told me personally, he said, I'll go anywhere they want. I talked to Tim Walsh, who was then considered the national tsunami expert at Department of Geology. I didn't even know who at first I was talking to. He spoke to me for a long time. I found out through a public request of

24 information I was in a tsunami area in Fife. I knew of a 25 lahar. I knew of the liquefaction. I pleaded with them to

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1	look at the building codes. Pleaded. You cannot make the
2	area stable enough. They will still sink, topple, and
3	collapse. That's why it's prohibited. Thank you for your
4	time. Thank you. I appreciate you.
5	MR. ORTH: Thank you.
6	That's the end of the folks who I've got signed up
7	for comments. Anyone else who
8	MS. ALHADEFF: Yes, please.
9	MR. ORTH: Yeah, go ahead. And again, just a
10	reminder to state your name and spell it for the record.
11	MS. ALHADEFF: Okay. Are you ready for this name?
12	Anjovon Alhadeff. A-N-J-O-V-O-N A-L-H-A-D-E-F-F. I didn't
13	pick it.
14	Anyway, so I live off of 139th Avenue Court East.
15	Literally we're building esses (phonetic) horse pasture, my
16	fricking house. Yeah. I'm not happy.
17	And so I bought my house about eight years ago and
18	I'm walking my dog and I see the big yellow sign that says
19	public use notice. That's where it began. And I start the
20	residential area all behind me and, unfortunately, we are
21	stuck in unincorporated Pierce County. I can see the City
22	of Puyallup sign from my front door. I can see Farm 12 from
23	my front door, and this beautiful field that I get to watch
24	the sun set every night.
25	I called city or the county and I got some



1 snarky lady on the phone that basically said, well, you're 2 lucky that they're not wanting to build cars there, but they 3 can do whatever they want. Have a nice day.

4 That's the treatment that I got from the county. 5 So as much as I appreciate everything that City of 6 Puyallup have done, and I've talked to many different 7 council people, John Palmer. I've gone to a lot of different meetings and it's kind of a shame that all of 8 9 those previous public comments that we've already done are 10 not included. And I think that's not right because a lot of us have sent in a lot of documentation and spent a lot of 11 time logging our comments and our concerns and for those to 12 13 just kind of not be included is not right.

14

But anyway.

I talked to plenty of council members, and I do appreciate everything, absolutely everything that the City of Puyallup has done to the point of legal action to fight over who has rights to the land. I know that wasn't cheap to, you know, the Puyallup taxpayers. So thanks, guys. I would gladly pay that tax, but I'm again stuck in unincorporated Pierce County.

So what happens in that land directly affects every single house down 80 to the Oregon Highway. And one thing that is not covered in there at all is our property value. If I want to sell my house with a ginormous

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1 warehouse next to it, what do you think is going to happen
2 to my property value?

3 Is there anybody here from Pierce County? From the county? No, didn't think so because they don't give a 4 shit. They don't. And so I don't think we should give them 5 6 an inch. And if it is that Pierce County or City of 7 Puyallup pulls all of the permits, don't get a damn one of them. It is not okay for them to do that to us, and all 8 9 those people who live down in here. Traffic is horrendous 10 already. Love Farm 12 but damn, I can barely get through without having to stop and wait for somebody to figure out 11 where they're going to park. Right? It's already bad and 12 13 it's just a restaurant. It's a joke. It does not belong there. When you look all around you, you have Mount Rainier 14 view. You have the Rails to Trails. You have the Riverwalk 15 16 Trail. It's a beautiful pasture area. All this beautiful 17 farmland. And we're going to stick warehouses there? It does not fit. 18

I don't think that Puyallup should give them anything. As much as I appreciate all the hard work that's gone into this and we're going to give them the best case scenario that best fits the area and still allow you to have warehouses, it's too much of a concession. Way too much of a concession. We need to fight harder.

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25

At one point in time I had talked to a council

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1 member and there was talk about -- I can't remember the 2 exact term but like a super bill to where it was put out 3 that maybe Puyallup would buy the land from the developer and expand the Van Lierop Park and be able to annex all of 4 5 us that are stuck in unincorporated Pierce County. I don't 6 know what ever happened to that. I watched every measure 7 that came through and referendum. Never saw it on the bill. I'm curious where that idea went. I understand that maybe 8 9 people who live up in South Hill and up in Meridian up there 10 may not give two shits about what happens down in the 11 valley. But again, all of us that live down 80th, we just 12 get to sit there and watch it And we have no control over 13 it. Annex the area however possible you can do it so we can 14 at least vote on what happens to our own property values in 15 the area. I'd like to see City of Puyallup put a little bit 16 more effort behind that if possible. This is great, all the 17 work, but it's too much of a concession.

18 The other part that I am very concerned about is I 19 didn't need the EIS statement to tell you that that's a 20 wetland in front of my house. I can see it every winter and 21 every spring. One thing that really wasn't discussed is the 22 wildlife that happens in that area. There's a lot of deer. There's a lot of hawk. A lot of eagles. There's a 23 24 migration for different types of geese and birds. And 25 coyotes in the area. And so what happens to the wildlife? I



1 didn't see that really brought up in the EIS statement
2 either.

3 There's a lot of runoff. I'm pretty sure my house, my front yard is a wetland. It's ridiculous. I lose 4 5 fences all the time because of it. I love the portion where 6 they're saying you really probably won't be able to build 7 here because of it but there's more there than just that. And when you start putting buildings in that area, where 8 9 does that water go? And is it going to come into our land? 10 There's three houses that run off of 139th Avenue on the private dirt road. Is that going to come into our area and 11 is Pierce County going to pay for the damage? 12

So there's way more that needs to happen here. So, you know, as much as I want to say just get rid of F and G because that helps my area, but the whole thing, it's just too much of a concession. So anyway, I think that's about all I wanted to say. Again, I do appreciate everything that City of Puyallup has done but we just can't. Just can't. The answer is no. The answer is no.

20

MR. ORTH: Thanks.

Yeah, go ahead and step up to the mic. Again,state your name and spell it.

MS. WAMBOLD: Thank you. I'll try and be quick.
 My name is Bailey Wambold, B-A-I-L-E-Y. Wambold
 is W-A-M-B-O-L-D.

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1	And just to reiterate what everyone said, thank
2	you, City, so much for putting this together. It was so
3	informative. I know a lot of work went into it and I
4	(inaudible) your stance on it.
5	Just some numbers real quick that I could find
6	before I came here today.
7	This is from 2021, but in the decade before 2021,
8	Pierce County lost over 10,000 farmland acres, and we've
9	lost over 75 percent of it since the 1950s.
10	I like that Ashley brought up the food banks
11	because I'm a volunteer at a food bank, and we get so much
12	great produce from our local farms and they provide an
13	enormous service to our clients.
14	And food insecurity is only growing in Pierce
15	County, and we cannot rely on shipping in food. We need to
16	be able to grow our own. We can't be getting rid of
17	farmland. It's too precious.
18	And yeah, I'm also curious as to who would
19	maintain the trail that is in the alternative, if it would
20	be private lands, what's that going to look like?
21	And then also, this plan goes against Pierce
22	County's comprehensive plan. They describe a county-wide
23	need to maintain and enhance natural resource-based
24	industries by preserving and enhancing the agricultural land
25	base. And this just seems to fly right in the face of that.

And honestly, our Puyallup companies also want to support farmland and also promote access to healthy food, which I think this is just taking us steps away from getting more of our community better, easier, more affordable access to healthy food.

6 And I'm just going to leave it at that. But thank 7 you.

8 MR. ORTH: Are there any others who would like to 9 speak? You're welcome to step up to the microphone.

10

MR. OTSUKA: I'd like to speak.

MR. ORTH: Yeah. Go ahead and give your name.
MR. OTSUKA: Yeah. My name is Edward. Last name
is Otsuka, O-T-S-U-K-A. And I'm new here to Puyallup.

14 I remember about 30-35 years ago the beautiful 15 land, the farmland, the flowers. You guys call them, what, daffodils? But it was a very, very beautiful city. I see 16 17 what they did down in Seattle. I see what they've done in Bellevue, Redmond. It may be a nice city but I call it the 18 franchise city. But I've seen the destruction of the 19 20 warehouses. Just go ahead and take a look at Fife with all 21 those warehouses and all the traffic, all the pollution. Just take a good look in real-time. Tukwila, Southcenter. 22 That place is one big, paved garbage heap. And that's what 23 24 you're going to turn this city into a garbage heap of 25 warehouses. Just take a look at Sumner. That's the newest



I

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1	development. It is not an attractive city to even think
2	about coming to. And I'm sure all the beautiful things that
3	we used to see with the flowers, the farm, the mountain.
4	Now we're going to see this ugly, stinking view of a bunch
5	of warehouses that has no value, takes away all of your
6	natural resources, limited natural resources. It's going to
7	increase the amount of pollution air pollution, noise
8	pollution, water pollution, and environmental eye- sore
9	pollution. If you, this city, do not fight against this and
10	put a stop to it, you are going to turn your city into a
11	garbage heap. I guarantee it. I've seen it plenty of times
12	in other cities. And the whole purpose of moving to
13	Puyallup, the beauty, all the natural resources are going to
14	be destroyed. You start with that one warehouse right there
15	by Farm 12 which is a stinking eyesore. All right? That
16	one should be torn down. Just like that woman spoke. I bet
17	you it was illegally somewhere, somehow the paperwork was
18	messed with so that they could legally put that warehouse
19	there. And I bet you if they find the truth about it that
20	thing should be torn down and that place back and restored
21	to its natural habitat. So I'm just saying that it's really
22	time to stop playing this game of politics and put an end to
23	any idea of destroying the last resources that you guys have
24	that makes this city so great. Thank you for your time.
25	MR. ORTH: Thanks.



Go ahead.

1

2 MR. DE GROOT: David De Groot, D-A-V-I-D D-E G-R-3 0-0-T.

One of the things that is so evident when you look 4 5 at the map is that that area is an island. And what I mean 6 by that is that it's bordered on two sides by railroad 7 tracks, one side by a river, and another side by an elevated 8 There is not really good access in or out. I think road. 9 that's been established. What's more, there's not even a 10 way of making good access in or out of that place. So the 11 nature of the site is that it's inappropriate for the kind of development that's being proposed. Number one. 12

13 Number two, this issue of the number of trucks 14 coming in. Trucks bring with them some problems, one of the 15 problems being a common rubber preserver that the tires, which is called 6PPD, which goes to 6PPD guinone, which is 16 17 highly toxic to fish. And another one is that in large developments like this, truckers often hose down their 18 19 trucks. And the hosing down of the trucks produces or 20 releases oil, grease, sludge, various kinds of solvents. And the question is, what kind of surface, you know, this is 21 22 going into presumably surface water elimination. And so the 23 question is, is there a treatment for the kinds of toxic 24 materials that would typically wind up coming off of a site 25 like this? That's one thing.

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1 The other thing is in terms of air quality, the number of trucks coming in often do something called idling. 2 3 And so they tend to not turn off diesel engines. They idle. And one diesel truck idling for a year puts out hundreds and 4 5 hundreds of pounds of carbon and other kinds of toxins. And 6 we're talking about hundreds of trucks. Now, of course, 7 they're not idling all day. No truck is idling all day but no truck is there all the time. We're talking about many 8 9 trucks that you have a full day of various trucks idling. 10 And then you have a full year of many trucks idling. And we're talking about air pollution here. This is going to 11 affect the community as well. 12

13 The other thing is noise pollution. I can tell you that under human conditions, the sound of trains running 14 15 on the tracks, not the whistles being blown but just the sound of the wheels on the tracks can be heard far up onto 16 17 South Hill. And it's a habit of truckers to joyfully ignore signs about not using compression brakes. And I think about 18 19 the trucks coming off of 512 onto Pioneer. They're going to 20 be using their compression brakes and that's all homes 21 around there. That's all residential. And they're going to 22 hear that. And the hopes, you know, much of the city is going to hear that. There's going to be noise of the trucks 23 24 running. There's going to be noise of the Jake brakes or 25 the compression brakes.

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1 And the idea that we have to keep in mind as well is that what we're going to hear about is the jobs that are 2 3 created. Modern warehouses are going more and more to be mechanized and computerized. The number of jobs is 4 5 shrinking. And as someone said earlier, if you drive 6 through Sumer, for instance, or Kent, almost every 7 warehouse, almost everyone has a sign outside saying either 8 available or for lease. They're not even full. And so the 9 question is, if they're not full, they're doing us no good, 10 anyone any good. And if they are full, they're doing us 11 harm with noise and pollution. That place is simply not 12 suitable for their construction. Thank you. 13 MR. ORTH: Thank you.

MR. DE GROOT: And thank you all on the city staff for doing this. I should have said that first.

MR. ORTH: We're at 8 o'clock, or just after. Just last call for any verbal public comment that somebody wants to report, otherwise, we can move to adjourn this portion. We'll be kind of cleaning up out in the lobby and you'll have an opportunity to connect with staff.

Last call for any comment before we wrap here. Okay. Thanks, everyone. Appreciate you coming out. Again, staff will be around for a little bit longer. (WHEREUPON, the meeting concluded at 8:03 p.m.)

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1	CERTIFICATE
2	
3	I, Jennifer Kallmeyer, do hereby certify that I
4	reported all proceedings adduced in the foregoing
5	matter and that the foregoing transcript pages
6	constitutes a full, true and accurate record of said
7	proceedings to the best of my ability.
8	
9	I further certify that I am neither related
10	to counsel or any party to the proceedings nor have any
11	interest in the outcome of the proceedings.
12	
13	IN WITNESS HEREOF, I have hereunto set my hand this
14	30 th day of January, 2024.
15	
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17	
18	Jennique Kalemeyer
19	Jennifer Kallmeyer
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	30 28:18	abysmal 20:18	addition 11:9
167 5:25	30-35 39:14	-	14:14
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