

May 11, 2021
Port of Seattle Commissioners

Subject: Seattle Ship Building Project

Dear Commissioners:

As a long-time Fishermen's Terminal tenant and as a member of the Fishermen's Terminal Advisory Committee I write to comment on the progress of the Seattle Ship Building redevelopment project.

The Seattle Ship Supply Building is the oldest structure at Fishermen's Terminal. It has iconic status in the fishing industry. For nearly a century we purchased rope, net, hooks and all the supplies requisite to our industry at that location next to our docks.

When the Port announced this flagship 15 million dollar project to rebuild the supply house, we in the industry anticipated an exciting renewal of this venerable structure. We anticipated it would be an investment that would be connected to both our history and our current needs. At the early planning meetings and charettes our needs were explicitly stated: we needed a gathering place for large industry meetings with a capacity of at least 100 individuals. Also, we wanted a project that would in some way honor our history and provide some informal opportunities for socializing.

At the recent Port Open House on this project both Bret Payne, Executive Director of the United Catcher Boats and Craig Morris, CEO of Genuine Pollock Producers expressed concern that the proposed Seattle Ship Building be open to meetings of industry, such as At-Sea Processors and National Marine Fisheries Service. Their comments are available on the Port's recording of the meeting. Speaking as a Board Member of the Puget Sound Harvesters Association, I would say that our membership would also see this public space as an important function. Port staff responded to these concerns by suggesting that the old Nordby Building could be reconfigured to hold larger meetings. That is not an adequate solution. The Nordby Building is a tired building with an obsolete configuration.

Having attended the recent Port briefing on the project, I now have some concerns about the direction the project is taking. In the most recent iteration, it seems apparent that the planning has not clearly sought to integrate the existing FT community with the proposed uses of the building.

It is my understanding that the Port intends to give a private tenant, Maritime Blue, managerial authority over the uses of this flagship project.

All other Port Buildings at Fishermen's Terminal such as the net lockers, the Nordby Building, the restaurant, the retail core and the C-3 Building are directly managed by the Port which then lease to individual tenants. This proposed management structure would remove the Port from

direct administration of the Ship Supply Building and appears to essentially punt decisions about use of the common areas to a private agency, Maritime Blue.

While the architects have designed a structure which preserves much of the original wood framing, the original stakeholders themselves seem to be lower priority. The concept of the Maritime Accelerator and of external partnerships may be a good one, but if it's implemented without providing for the stated needs of the existing stakeholders one has to question the public benefit.

Regards,

Pete Knutson
President
Loki Fish Company

Cc:
Bret Payne
Craig Morris
Bob Alverson