

From: [SEPA](#)
To: [Community and Economic Development](#)
Cc: eseamands@ambrosepg.com
Subject: ORCAA Comments on SEPA#202502065 - Project Peninsula- Warehouse Construction
Date: Wednesday, May 28, 2025 4:06:08 PM
Attachments: [Outlook-signature .png](#)
[Focus Sheet - Completing the NOC Process FINAL 11-03-2022.pdf](#)
[Focus Sheet - When is an NOC Required FINAL 11-03-2022.pdf](#)

[CAUTION - EXTERNAL EMAIL]

Good day,

Olympic Region Clean Air Agency (ORCAA) reviewed the proposal description for the Project Peninsula- Warehouse Construction, located Port Angeles, WA. ORCAA has the following comments for the applicant:

ORCAA is a local government agency charged with regulatory and enforcement authority for air quality in Clallam, Grays Harbor, Jefferson, Mason, Pacific, and Thurston counties. In general, ORCAA’s approval is required before constructing an air pollution source. For example, if the facility plans to have a stationary internal combustion engine with a rated capacity of 500 horsepower or greater and used for standby emergency power it may require approval by ORCAA through a Notice of Construction (NOC) application prior to being installed. If you are unsure about whether a permit from ORCAA is required for this proposal, please contact our office at 360-539-7610 for assistance. Attached are two focus sheets which broadly cover when a permit from ORCAA is required, and what the process looks like once ORCAA receives a permit application. Additional information is on ORCAA’s website at: <https://www.orcaa.org/for-business/permits-regstration-standards/>.

For construction projects please refer to this guide for handling fugitive dust from construction projects: <https://wsdot.wa.gov/sites/default/files/2024-09/Handling-FugitiveDust-%20from-ConstructionProjects-Guide.pdf>.

ORCAA’s general standards and regulations apply and can be found at www.orcaa.org. Please feel free to contact me with any questions or concerns.

Best Regards,

Abi Roberts, Engineer I
++++
Olympic Region Clean Air Agency



Olympia, WA 98502
Office – (360) 539-7610 x 106

www.orcaa.org

Please take notice that any records or communications with ORCAA are subject to public disclosure under the Public Records Act (RCW 42.56) unless exempt under applicable law.

From: [Caroline Proulx](#)
To: [Community and Economic Development](#)
Subject: Public Comments Regarding the Proposed New Amazon Facility in Port Angeles
Date: Thursday, May 29, 2025 6:29:15 PM

[CAUTION - EXTERNAL EMAIL]

Thank you so much for the opportunity to provide comments regarding the new Amazon Warehouse Facility in Port Angeles. My name is Caroline Proulx, and I am both a resident of Port Angeles and a business owner of a Bed and Breakfast, the Five SeaSuns located on S Lincoln St and 10th St.

I have carefully reviewed all of the documents on the City of Port Angeles website regarding this project. In particular, I noted the maps showing that truck traffic will pass through intersections at Lauridson and S. Lincoln and pass by numerous homes and businesses along the S. Lincoln corridor down to 1st St. It certainly makes sense for trucks to use the Tumwater route primarily, and I certainly hope that will be the case. However, since operations will take place 24 hours, I am concerned about what that impact will mean for me and my neighbors along S. Lincoln St. It is already a very busy street/highway, particularly in Summer, and during peak periods, the traffic can be both frequent and loud.

I am primarily concerned about nighttime increased traffic volume, particularly by large trucks that could potentially negatively affect both my guests and business as well as the property value of my beautiful old home. I don't know if the city has considered this impact, and I ask that you do, especially if you are able to work with Amazon to minimize truck traffic on S. Lincoln St and encourage the commercial travel route of the Tumwater Truck Road.

Thank you for reading. Could you kindly confirm that you have received my comments?

Sincerely,

Caroline Proulx

1006 S. Lincoln St

360 452-8248

From: [Sydney Rubin](#)
To: [Community and Economic Development](#)
Subject: Comment Regarding SEPA 25-0070 - Project Peninsula - Amazon Distribution Center
Date: Thursday, May 29, 2025 5:23:52 PM

[CAUTION - EXTERNAL EMAIL]

To Whom It May Concern:

I am a resident of the City of Port Angeles, residing at the corner of E 12th St and Lincoln. Our residence is also the location of our business, Maitland Manor Boutique Hotel which has been operating here as a successful luxury hotel property since March of 2019.

In reading through all of the available information on this project as of this date, and through email conversations with Port Angeles City staff, it's my understanding that while the planned transportation routes into and out of the distribution center are anticipated to be along Front and First Streets into and off of the Tumwater truck route, that there is nothing precluding Amazon from utilizing the Lincoln Street to and from East Lauridsen route should they decide they wanted to use that route instead.

I understand Lincoln Street is a state highway and rules regarding its use for heavy vehicles and volumes of traffic are made at the state level, and so we likely have no recourse in this matter. However, I'd like to go on record to make all parties involved in this project aware that should Amazon choose to use the Lincoln/E. Lauridsen route instead of the truck route, that would significantly increase the noise level through the Cherry Hill neighborhood, especially during the overnight hours.

Businesses like our hotel (at E. 12th and Lincoln) and a bed and breakfast hotel located at the corner of Lincoln and E 10th would be particularly negatively impacted. But, in general, this would severely disrupt the overnight peace and tranquility of this R7 zoned residential neighborhood. This route also passes directly by an elementary school, also at the corner of E 12th and Lincoln. Neighbors here are also concerned that increased levels of noise that would result from using this route would negatively impact property values in this neighborhood.

In closing, while I welcome the business growth and potential job opportunities for our area, I'd just like to ask that any future use of the E. Lauridsen/Lincoln corridor be considered with care and thought about any potential negative impacts on the Cherry Hill neighborhood and businesses.

Thank you for your time and consideration.
Sydney Rubin

Sydney Rubin
Owner/Innkeeper, Maitland Manor
131 E 12th Street
Port Angeles, WA 98362
360-406-4419
MaitlandManor.com

Robert Driskell
Executive Officer
Secretary-Treasurer
Kitsap Office
Port Angeles Office
www.teamsters589.org



**Chauffeurs, Teamsters and Helpers
Local Union No. 589**

Port Angeles, Washington

Affiliated with
International Brotherhood of Teamsters

PORT ANGELES OFFICE
1305 South I
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SILVERDALE OFFICE
Mailing Address:
11871 Silverdale Way NW
Suite 11
Silverdale, WA 9836

Date: May 30, 2025

To: City of Port Angeles
c/o Community and Economic Development Department
321 East 5th Street
Port Angeles, WA 98362

RE: SEPA 25-0070 – Public Comment on “Project Peninsula” Environmental Impacts

On behalf of the International Brotherhood of Teamsters Local XXX, we respectfully submit the following comments regarding the environmental review of “Project Peninsula” (SEPA 25-0070), a proposed 58,996-square-foot fulfillment center located near South Critchfield Road and West Edgewood Drive in Port Angeles, Washington.

After a thorough review of the SEPA Environmental Checklist, geotechnical and traffic/environmental analyses, and other publicly available materials, we have identified several significant environmental concerns and analytical deficiencies. These issues warrant further investigation and mitigation, and we believe they justify requiring a full Environmental Impact Statement (EIS) to ensure a comprehensive review and public protection.

The agency here has issued a Determination of Non-Significance (DNS) under WAC Sec. 197-11-340. Based on the information and analysis provided below, we would urge the City to consider preparation of an EIS and withdrawal of the determination, or implementation of significant mitigation measures as detailed below.

Key Environmental Impacts

One of the most concerning issues relates to hydrology and groundwater conditions at the project site. The presence of shallow perched groundwater – only 0.5 to 1 foot below the surface – renders stormwater infiltration technically infeasible. This situation poses serious risks for water mounding and lateral migration, which could adversely affect Dry Creek, its associated wetlands, and downstream ecosystems. A comprehensive hydrologic study that includes year-round groundwater monitoring is essential. Modeling tools such as MODFLOW should be utilized to evaluate the potential for water migration and

stormwater mounding, and the project should consider alternative stormwater detention and treatment strategies to alleviate these risks.

Furthermore, the project site is susceptible to seismic and geological hazards. It is characterized by liquefaction-prone soils and is designated as Seismic Site Class D. However, the supporting documents do not include a multi-period ground motion response spectrum analysis, as required by ASCE 7-22 standards. To ensure public safety and structural integrity, it is necessary to perform a seismic hazard analysis using the appropriate spectral response data. All structural designs should account for the potential of significant seismic events, including earthquakes of magnitude 6.8 or greater due to the proximity to known fault lines.

From an ecological standpoint, the project would result in the removal of native vegetation and could lead to wetland destruction. Unfortunately, no formal wetland delineation or habitat impact assessment has been conducted to determine the full extent of these potential effects. A detailed ecological survey and wetland delineation must be performed. Based on the findings, a habitat restoration or mitigation plan should be developed in consultation with the Washington Department of Fish and Wildlife (WDFW) to offset the loss of ecological value.

Deficiencies in Environmental Documentation

Traffic and noise impacts are also insufficiently addressed. The project is expected to generate 568 daily vehicle trips, including 24 line-haul trucks, with peak activity occurring between 2:00 and 3:00 a.m. However, no modeling has been conducted to assess diesel particulate matter (DPM), nitrogen oxides (NO_x), or fine particulate matter (PM_{2.5}). Additionally, the noise analysis is incomplete, as it lacks ambient baseline data and fails to evaluate low-frequency impacts associated with large truck operations. A health risk assessment using EPA's EJSCREEN or California's CalEnviroScreen tools is recommended to evaluate potential environmental justice concerns. Furthermore, real-time air quality monitoring should be implemented, and appropriate noise mitigation measures—such as Federal Highway Administration-certified barriers and vegetative buffers—should be incorporated into the site design.

The environmental documentation also fails to account for cumulative and regional impacts. There is no evidence of regional traffic modeling or greenhouse gas accounting. It is essential to conduct a regional transportation analysis in collaboration with the Puget Sound Regional Council and to quantify greenhouse gas emissions using the EPA's MOVES3 model. Furthermore, a broader cumulative impact study should be performed

to understand the project's position within the larger environmental and urban context of Port Angeles and the Olympic Peninsula.

Missing Studies and Consultations

Several foundational studies and consultations are completely missing from the project's environmental review. There has been no Phase I or II Environmental Site Assessment (ESA) or hazardous materials screening, which raises concerns about potential contamination or site history that could impact development. The review also lacks any consultation with tribal governments, and the Washington State Department of Archaeology and Historic Preservation (DAHP) is essential for identifying and protecting cultural and historical resources. Concerning air quality and noise, no field data or diesel particulate quantification has been provided. The lack of wetland or habitat studies further heightens the project's ecological uncertainties. It is crucial that the City requires comprehensive ESA Phase I and II reports, starts consultations with tribal entities and DAHP, and ensures that all findings align with the Port Angeles Climate Action Plan.

Conclusion and Recommendation

While the documents provided by the applicant suggest that the project may not currently exceed certain regulatory thresholds, the cumulative risks and site-specific concerns identified above indicate the need for a much more rigorous environmental review. A full Environmental Impact Statement (EIS) is essential to ensure that the project does not harm local ecosystems, public health, or the city's long-term sustainability goals.

We strongly urge the City of Port Angeles to require this next level of review for Project Peninsula.

Sincerely,



Robert Driskell ~ Secretary Treasurer

Teamsters Local Union No. 589

11871 Silverdale Way NW: Suite 111, Silverdale, WA 98383

Office: 360.613.4062 Cell:360.809.9282



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Southwest Region Office
PO Box 47775, Olympia, WA 98504-7775 • 360-407-6300

May 30, 2025

Courtney Bornsworth, Natural Resource Associate Planner
City of Port Angeles
Community and Economic Development
PO Box 1150
Port Angeles, WA 98362

Dear Courtney Bornsworth:

Thank you for the opportunity to comment on the optional determination of non-significance/notice of application for the Project Peninsula- Warehouse Construction Project (1484) as proposed by AMS 2024 BTS - Port Angeles WA, LLC. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

**WATER QUALITY/General Permit Unit:
Jacob Neuharth (360) 706-4599**

Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or storm drains that lead to waters of the state. Discharges must not cause or contribute to a violation of surface water quality standards, groundwater quality standards, sediment management standards, and human health-based criteria. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants.

If there are known soil/ground water contaminants present on site, additional information will be required to be submitted. For contaminated construction sites, contact Evan Wood at evan.wood@ecy.wa.gov, or by phone at (360) 706-4599.

Construction Stormwater General Permit:

The following construction activities require coverage under the Construction Stormwater General Permit:

1. Clearing, grading and/or excavation that results in the disturbance of one or more acres and discharges stormwater to surface waters of the State; and
2. Clearing, grading and/or excavation on sites smaller than one acre that are part of a larger common plan of development or sale, if the common plan of development or sale will ultimately disturb one acre or more and discharge stormwater to surface waters of the State.

Courtney Bornsworth

May 30, 2025

Page 2

a) This includes forest practices (including, but not limited to, class IV conversions) that are part of a construction activity that will result in the disturbance of one or more acres, and discharge to surface waters of the State; and

3. Any size construction activity discharging stormwater to waters of the State that

a) Determines to be a significant contributor of pollutants to waters of the State of Washington.

b) Reasonably expects to cause a violation of any water quality standard.

Applicants may apply online or obtain an application from Ecology's website at:

<https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Stormwater-general-permits/Construction-stormwater-permit>. Some projects may be eligible for coverage under an Erosivity Waiver. Construction site operators must apply for a permit at least 60 days prior to discharging stormwater from construction activities and must submit it on or before the date of the first public notice.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(JKT:202502065)

cc: Jacob Neuharth, WQ



Clallam County Public Works Department

223 E. Fourth St. Suite 6
Port Angeles, WA 98362-3015

May 30, 2025

Courtney Bornsworth
City of Port Angeles
321 E. 5th St.
Port Angeles, WA 98362
ced@cityofpa.us

Subject: SEPA 25-0070 – Project Peninsula
Clallam County Public Works Comments regarding proposed 58,996 Square Foot
Amazon Warehouse at Northwest corner of Critchfield Road & Edgewood Drive
in Port Angeles

The proposed project is located on the border of the City of Port Angeles City Limits in the Northeast Quarter of Section 12, Township 30 N, Range 7 West, W.M. While the site is within the City, the property is bounded on the East and South by County Roads. Access is to the County Road network, not City Streets. Proposed access is via three road approaches: One on Edgewood Drive for Trucks, a Second on Critchfield Road for vans and a Third on Critchfield Road for cars. These access points and any other work within the County Road Right of Way will require County Road Approach Permits/Right of Way Permits. County Roads in the vicinity of the proposed site are: Airport Road, Reddick Road, Dry Creek Road, Laird Road, Edgewood Drive and Critchfield Road. Review of SEPA documents, including the site plan dated FEB-2025, indicate that no improvements to any of these County Roads are proposed by the Applicant.

The May 2025 Traffic Study prepared by Kimley Horn for Third Party Reliance indicates that 568 additional trips will be generated by the proposed 58,996 SF facility. All of these trips access County Roads. Construction of the proposed facility is planned to happen in 2025/2026. The traffic study indicates staggering of peak site traffic to a different hour than the existing peak hour traffic. Even with the staggered trips proposed, the traffic generated by the proposed facility represents significant impacts to existing County Roads. Mitigation is necessary to minimize these impacts.

A future partially funded road improvement project on Edgewood Drive between Reddick Road and Rife Road (the Rural Section) is listed on the County 6 Year Transportation Improvement Plan. Due to grant funding being delayed, that project is scheduled for construction in 2030. The 2030 project costs are estimated at \$3.2 Million. This road project will require the various utilities to relocate their facilities. The remaining portion of Edgewood Drive from Reddick Road to the City Limits (the Urban Section) is listed as an unfunded project with a 2025 project cost estimated at \$2.5M.

The County requests that the City contact Washington State Dept. of Transportation for comments regarding possible impacts to US 101 and SR 117 and any comments be incorporated in the record particularly for Airport Road/US101, Dry Creek Road/US101 and Laird Road/US101 intersections. Contact is Andrew Larson, PE - Development Services Engineer (360) 900-9541, andrew.larson@wsdot.wa.gov.

The following mitigations are needed to address anticipated impacts to the County Road network and should be completed prior to occupancy of the facility:

1. Operations of facility must be conducted in accordance with the assumptions in the traffic study.
2. Design and Rebuild Critchfield Road to 24' wide full length of frontage with 4:1 sideslopes. Structural Section is 4" HMA/12" CSBC (southern 0.10 mile), 2" HMA/12" CSBC (remaining 0.14 mile). Design Speed 25 MPH. County to review and approve plans.
3. Design and Rebuild ¼ mile of the Rural Section of Edgewood Drive between a point 0.05 miles west of Dry Creek Road and a point 0.05 mile east of Critchfield Road to include 8' shoulders, 12' lanes, and two 12' left turn lanes with 4:1 sideslopes. Design Speed 45 MPH. County to review and approve plans. Applicant shall dedicate Right of Way along the Edgewood Drive frontage sufficient for design. County can acquire Right of Way elsewhere as necessary.
4. For the Rural Section of Edgewood Drive, contribute \$389,000 toward the future road improvement project based on the percentage increase of ADT (568/4668 X \$3.2M). No contribution is being requested of the Applicant for the Urban Section at this time.
5. Overhead utilities (new and existing) need to be relocated beyond the clear zone after widening.
6. Other utilities (new and existing) need to be relocated outside the road prism after widening.
7. Any mitigation needed by WSDOT.
8. Consult with the Lower Elwha Tribe regarding the need to finalize the proposed sanitary sewer easement running northerly across the subject property as depicted in the Appendix
9. Dry Creek Road structural section was designed for primarily passenger vehicles and not for sustained Freight Haul. Provide \$50,000 prior to occupancy for future chip seals to be accomplished by Clallam County.
10. Clallam County reserves the ability to evaluate mitigation for the cumulative impact of the future expansion.
11. Follow-up study post construction (5 years) to include:
 - A. Additional mitigation for impacts not addressed in Traffic Study including intersections/roads not included in the study.
 - B. Shifting peak warehouse traffic if necessary to align with the assumptions in the traffic study as measured post construction.
 - C. Consideration given to a direct connection to the Airport Road when/if Air Freight is utilized.

If you have any questions at all, please contact me at (360) 417-2404.

Sincerely,



Joe Donisi
County Engineer
Clallam County



CLALLAM COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT
COUNTY COURTHOUSE
223 E. 4TH ST., SUITE 5
PORT ANGELES, WA 98362-3015
PHONE: (360) 417-2594, DONELLA.CLARK@CLALLAMCOUNTYWA.GOV

May 30, 2025

Department of Community & Economic Development (DCED)
321 E 5th Street
Port Angeles, WA 98362

RE: SEPA Checklist Application w/ Building Permit 25-0492, parcel 0730-1212-0075

Thank you for the opportunity to comment on the proposed warehouse on S. Critchfield Road and Edgewood Drive. The subject property sits at the edge of the City of Port Angeles limits, with county zoned Rural Character Conservation-3 (RCC3) to the south of the subject property and an area designated within the Urban Growth Area across S Critchfield Road (to the east) that contains parcels zoned Industrial (M) and parcels zoned Urban Very Low/Urban Low Density (VLD/LD). The County supports development of the subject property that is zoned Light-Industrial, but wants to prevent impacts to the adjacent residential developments.

The County's Comprehensive Plan discusses the Urban Growth Area of Port Angeles under CCC 31.04.310. This section indicates that the urban area of Port Angeles provides a mixture of employment, residential, commercial, cultural, and recreational opportunities. The Port Angeles region emphasizes a diversity in the range of goods produced and services provided. The 1982 Comprehensive Plan had designated large areas west of Port Angeles for industrial uses in anticipation of industrial growth, however redesignated these areas to residential development since these lands were not served by public utilities. The Elwha Tribe has been working on the extension of City Sewer in the area. The SEPA checklist indicates the applicant intends to design a large on-site septic system for the proposed warehouse. This seems to be a lost opportunity to not have the applicants work with the City of Port Angeles and Elwha Tribe to help complete the extension of the sewer line that the tribe has been working on extending down Dry Creek Road.

The RCC3 zone of the properties to the south of the proposal are intended to retain large rural lots of five acres or greater. Allowed uses are residential, and commercial and industrial activities are largely prohibited. The VLD/LD zone is intended for a mix of single-family residences, duplexes, and multi-family residential development. The three residential parcels off S. Critchfield Road are all nearly four acres in size, but have been designated for urban development. Clallam County would like the City to consider potential nuisances that could occur between the proposed warehouse facility and the adjacent residences and consider mitigation to reduce these impacts. CCC 33.53.020 suggests the impacts to be moderate for commercial/light-industrial land uses and would require a minimum landscape screen of 15 feet or a 10-foot visual barrier if a fence, wall, or berm were constructed. The landscaping screen would include large trees planted no greater than 20 feet on-center and understory vegetation



CLALLAM COUNTY
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six feet on-center, and a ground cover. The visual barrier should include an assortment of large trees planted no greater than 25 feet on center, no less than 50 percent evergreen species, a minimum of two understory vegetation, and a groundcover every three feet, with construction of a fence, wall, and/or berm combining to at least five-feet tall. The County would ask the City of Port Angeles to require landscaping and/or barriers on the eastern side of the property between the proposed development and the residences to the east and on the south between the facility and Edgewood Drive as mitigation to protect County citizens from the noise and views of the proposed facility.

To reduce the potential of conflicts between traffic created by the vans and employees entering and exiting the site with the local users of S Critchfield Road the County would request that the applicant combine their approach to only one access. A road approach should be noted as being required to be issued by Clallam County for access onto S. Critchfield Road.

If you have any questions please feel free to reach out to me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Donella Clark", written over a blue circular scribble.

Donella Clark
Principal Planner

From: [Walter Roslan](#)
To: [City Council](#); [Community and Economic Development](#)
Subject: Comment on Amazon project in the city of PA
Date: Saturday, May 31, 2025 4:43:23 PM

[CAUTION - EXTERNAL EMAIL]

Dear City Representatives,

Port Angeles and the Olympic Peninsula are **sacred treasures - unique** destinations for millions of people. It is our responsibility to protect our city's culture and natural beauty.

First, I must clarify that a distinction must be made between the people that run Amazon and the *corporation*. The corporation Amazon, which is extremely powerful, is a fictitious entity. It has no ability to reason. It is not human, or humane. Its main goal is profit. It has no empathy or compassion, guilt, or care for the natural beauty or culture of the peninsula.

The long-term negative consequences outweigh the short-term superficial benefits of Amazon getting a foothold in our community, not telling where it will lead. It is like a Trojan Horse, delivered by a wolf in sheep's clothing. All we must do is examine the facts and history of Amazon. The US Department of Labor found Amazon exposed workers to unsafe conditions. OSHA cited the company for not providing safe workplaces in July 2022. According to Doug Parker, the Assistant Secretary for Occupational Safety and Health, Amazon's operating methods are creating hazardous work conditions.

Amazon has been exposed as an organization that has a history of treating their workers as disposable commodities. Their tactics are evident by their disrespect for the humanity of the workers. Amazon's CEO Andy Jassy has been found to have violated labor law. Amazon has been the subject of multiple complaints to the National Labor Relations Board (NLRB). They have used anti-worker propaganda distributing leaflets and using social media to stymie any collective discussions inhibiting free speech. The organization uses surveillance, monitoring employees and targeting them for disciplinary action.

The same old story, "jobs and tax revenue". The "free market" is being dismantled by corporations like Amazon. We can heed the warning from the father of capitalism Adam Smith: "The interest of [businessmen] is always in some respects different from, and even opposite to, that of the public ... The proposal of any new law or regulation of commerce which comes from this order ... ought never to be adopted, till after having been long and carefully examined ... with the most suspicious attention. It comes from an order of men ... who have generally an interest to deceive and even oppress the public" (Adam Smith, 1776. [*An inquiry into the nature and causes of the wealth of nations*. Volume 1 of 2](#))

About Amazon's so-called benefits of jobs - well let's look at the facts: Amazon has stated with pride that the company wants to automate and use robots and drones to deliver merchandise. Why go to legendary Swains, or local bookstores, for instance, when we can have it delivered by a noisy sound polluting drone within the hour.

It was stated the carbon footprint would be reduced. Where are the data? While we're at it, what about the **air pollution** and carbon footprint to be created if there is an increase of ships in the city's port? It is reported that Amazon is increasing its shipping fleet and looking for quieter ports.

We need to protect this unique culture. The financial benefits to our community from attracting tourism far outweigh Amazon's superficial "benefits."

Thank you.

Respectfully,

Walter Roslan

From: [Barbara Sgouraki](#)
To: [City Council](#); [Community and Economic Development](#)
Subject: Amazon project in the City of Port Angeles - Comment
Date: Saturday, May 31, 2025 4:47:13 PM

[CAUTION - EXTERNAL EMAIL]

To: City Council Members, and Community & Economic Development Department

Good afternoon,

I am writing to express my opposition to Amazon's presence in Port Angeles. I strongly believe that we must safeguard the character and culture of our City as the gateway to one of the most beautiful places on earth, the Olympic National Park.

What would the full extent of Amazon operations be in our City? And how would these operations influence our community, including but not limited to levels of pollution, noise, traffic congestion, wear and tear to our roads, and infrastructure and environmental pressures, in the short- and the long-term? The people of Port Angeles should be *fully* informed.

The prospect of 'jobs' creation appears tempting enough. First, Amazon is notorious for the poor working conditions its workers are being submitted to. Reports of violations of labor laws and regulations related to safety at the workplace are a frequent occurrence: extensive work hours, 10 or 12 hours a day, work-related injuries, burnout, physical and emotional stress – essentially slave-conditions, are common occurrences according to testimonies by current and former Amazon employees (see also re: Amazon workers' strike, December 2024). I am sure you are aware of these facts. What is more, automation is replacing human jobs with robots.

Instead, I think we should work hard to create jobs that are “decent” and “humane” and “respectful” and seek to expand economic growth by focusing on areas that are compatible with our City's character, including eco-tourism, recreation, human services, green energy, environmental protection and reparation – among others.

As for the revenue to the City and philanthropy, what would this be? Another item that Amazon is notorious for is contributing as little as possible to places where they establish their presence. There are numerous trustworthy reports of “tax avoidance,” that they “do not pay their fair share to common wealth and infrastructure,” “ask for favors,” “exacerbate existing local problems,” “do not disclose the dollar amount of charitable giving,” and so on.

I believe we must be wary when Amazon speaks of “public interest” – instead we should be placing such public-interest pronouncements under meticulous scrutiny. I would suggest we look for alternative sources of revenue – be ingenious and creative and keep out of our City corporations that have consistently demonstrated that *profit* is their main driver and takes precedence over people's welfare.

Also, I expect that the Amazon presence in our City and Port would harm our local business and retailers. Quick delivery times incentivize consumers to rely on Amazon online purchases, instead of patronizing our local retail businesses. We all know the consequences of online shopping for local business and shopping – the expected shorter delivery times would cause further harm.

You can certainly tell I do not have positive things to say about a potential Amazon presence in our City; I think it will have harmful consequences for people's wellbeing and quality of life.

I expect there will be informative sessions and public discussion and debate at City Council meetings regarding this matter.

Thank you for your consideration.

Sincerely,

Barbara Kinsey