

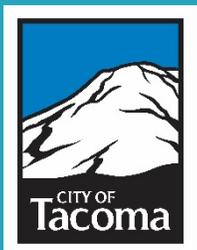
# TACOMA || TIDEFLATS

## SUBAREA PLAN & EIS

### **PUBLIC SCOPING COMMENTS**

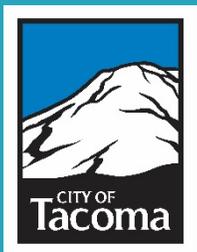
June 21, 2022 – August 5, 2022

- Written Comments
- Transcript of Public Scoping Meeting
- Transcript of Tideflats Advisory Group Scoping Meeting





Compilation of  
written comments  
submitted through  
the online comment  
portal.





1	Scott	Kubiszewski	Hello, I have read the proposed plan for the tide flats. The tide flat area has worked great for years and years. The city should not change a thing. Climate change is very real. However, zoning industry out of the tide flats will not solve climate change. The demand for the products that these industries produce will not go away. The city can zone industry out of the tide flats if they wish. When the industries leave, they will leave with the jobs they also produce. This will only result in loss of employment, loss of locally produced goods, and more fossil fuel emissions with goods being shipped from far away. The government should work on homelessness, policing, and stopping the current distribution of our beautiful city.
2	Anthony	Cardoza	Why was your memo so vague on what is actual going to cause the adverse environmental effect? What is it you're actually building? Are you refurbishing the port? Are you building apartments/businesses? If it is businesses then what businesses? Is it a casino? The lack of transparency and deflection through vocabulary is alarming. If nothing has been planned to be built then what are you specifically inspecting for? How can you clear an area for risk without knowing what that risk is?
3	Anthony	Cardoza	Why is it, I can go into a restaurant, bar, movie theater, nightclub, shopping centers, the DMV, and the court house. Yet when there's a meeting about significant environmental risk. I am unable to attend in person due to covid risk?
4	Ann	Locsin	Several years ago some residents of NE Tacoma got together and requested that a buffer zone be established between the Port industrial businesses and residents of NE Tacoma. Poor planning created a dangerous living situation for residents who were subjected to toxic particules, smells, and noises. We had the dust in our neighborhood analyzed by a private lab and it was a toxic mix of carcinogenics from Schnitzer Steel and an asphalt plant. I eventually made the decision to move away because I had lived in my home for 25 years and did not feel that I could knowingly continue to be subjected to these toxins. I understand why the Port is an important economic engine to the City of Tacoma but this Port is also located in the middle of our city and our leaders have a moral obligation to ensure the safety of the residents. I urge you to adopt option 3 which establishes a buffer zone of light industrial businesses directly adjacent to residents of NE Tacoma
5	Zak	Nelson	We need to keep the trees, they provider such a benefit to the Port. More trees can only help the environment.  Trees also provide shade and help combat the heat-island effect. As we saw last summer, we are bound to experience more days of extreme heat. Heat has been shown to increase levels of anger and aggression. In the map below, you can see how the port, and parts of downtown Tacoma, retained heat overnight due to the lack of tree canopy.

6	Querido	Galdo	Please prioritize examining and minimizing the climate, wildlife/plant life/environmental, social, and public health impacts of plans for this sensitive area.
7	Sarah	Meaden	Please use as wide a scope as possible when conducting an environmental study concerning the Tideflats Subarea plan. It would be beneficial to include things such as how tree population would affect worker health as well as future heat reduction with climate change. Or the safety of migratory birds that are important to this region. And even the impact it may have on local natural waterways and their health. A broad investigation would provide satisfaction to both sides of this issue, and also information that may be helpful for the future uses of this area.
8	tom	stiles	Tidal flats are such diverse and necessary habitats. We must protect them!

9	BRUCE	KENDALL	See full comment letter submitted, page 108.
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10	Debby	Herbert	<p>I was at the meeting on 7/13. I support the comments for the environment, especially those made by Heidi and Mel Berglund. So plan 3 I am in support o,f of the three, though it is inadequate as written but is the better option. And why limited to just the three options? My main contribution is there a repeated false assumption that dirty fossil fuels creates more jobs than green energy ones.</p> <p>Statistics show that green energy creates MORE jobs than centuries old fossil fuels.. COT, as part of the process, needs to produce the independent studies that show this. PSE LNG there now supports 18 jobs and at what economical costs? The new technologies for green energy are there, but you have to look for them. The subarea plan for the Port needs to include the local and regional economical cost of more dirty fossil fuels and including the health costs as well as the fact, dirty fossil fuels affect more the lower income classes in South and East Tacoma. No more dirty fossil fuel projects as the Port is in the middle of residential and commercial areas where people live and work. This has to be considered, and has not been in the past with the Methanol and LNG, and restored to a more natural environment WITH clean energy industries, which will attract MORE economic activity with tourism and more people and business will want to come to the city that have higher incomes. the Port is a stain and an albatross around all of our necks, as it is...pumping out filth into the middle of our what could be a great city. Please do not make the same mistakes of the past and open your eyes and look around and what can be done.</p> <p>Thank you.</p> <p>Debby Herbert</p>
14	Jane	Miller	<p>When we've already begun to feel the severe effects of climate change, cutting down one of the last stand of trees to make way for more container storage is ludicrous and actually just plain idiotic.</p> <p>This cottonwood grove is near the important salt marsh, q<i>iq</i>w<sup>elut</sup>, where birds often fly from to visit the marsh. Many bird species are dependent on an abundant tree canopy to move about safely and to nest. Eagles have been spotted in their nest in this cluster of trees .</p> <p>Trees, help clean our air, removing pollutants such as carbon dioxide (CO2), nitrogen dioxide (NO2), and particulate matter (PM). Particulate matter pollution is of heightened concern, being associated with many adverse health impacts, and comes especially from diesel engines. The workers at the port deserve to have at least a small amount of trees to reduce the toxins they're being exposed to there.</p>

			It makes absolutely no sense to cut down these last few trees for even more storage that will become unnecessary as our society moves away from fossil fuels. Please leave these last trees for the employees, birds, all other wildlife, and all of mankind.
15	James	Trask	Tyee Marina is home to approximately 200 sunken boats of various sizes around the marina. DNR is responsible for derelict vessel removal and they totally litter the bottom around the marina. Washington Scuba Alliance working with Coastal Sensing and Survey did side scan sonar work there and Hylebos waterway. Hylebos looks good except for a small barge that had sunk with some tires on it. This was done at the request of Community for a Healthy Bay (CHB).
16	Margaret	Buck	Hi! I broadly want to state two important priorities for the Tideflats projects - one is to ensure that the local environment is preserved and protected, and that any businesses are compliant with the highest standards for safety and sustainability. The other is to ensure that the rights and wishes of the Puyallup Tribe be respected and given priority as these are their ancestral lands.

17	Robert	Brown	<p>Dear Committee,</p> <p>As you begin assessing how the Tideflats should look in the future please consider these things:</p> <p>The Tideflats should strengthen and support a safe city with healthy residents.</p> <p>To that end, this committee should conduct a cumulative health impact assessment for each of the alternatives encompassing traffic emissions, facility emissions, noise pollution and light pollution. Including not just PM 2.5, but also toxic air pollution, hazardous air pollution, and volatile organic compounds.</p> <p>Also, the committee should conduct a current cumulative air quality analysis. Study how the alternatives would impact cumulative air quality.</p> <p>The committee should also find out what will be the impacts of different alternatives on traffic congestion, pedestrian safety, and wear and tear to public roadways?</p> <p>The committee should address which of the alternatives creates more access to the Tideflats for culture, education, scientific, and recreational activities available to the public?</p> <p>The committee should consider how to foster a vibrant and diverse economy with good jobs for all Tacoma residents.</p> <p>The committee should study the impacts of creating an economic green zone. Which alternatives would best support a Economic Greenzone?</p> <p>Consider also how the different alternatives will promote or create green industries that will help address the climate crisis instead of exacerbating it by adding more greenhouse gas emissions?</p> <p>The committee might also identify clean and innovative industries/businesses and the value that they would bring the region in terms of revenue and employment density (including a range of job types). Another consideration would be to study the impacts of transitioning the NE side to light industrial and/or commercial. A good idea might include studying the impacts of creating innovation hubs for scientific research and regenerative environmental practices. I support the ide of preserving and</p>
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			<p>restoring the natural and built environment.</p> <p>Ensure that the committee looks at how each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</p> <p>Study which alternatives will produce the least greenhouse gasses, and provide the difference between the alternatives. How do each of the alternatives negatively impact or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened and endangered species?</p> <p>The committee should study how each alternative will impact aquifer recharge areas, including pollution from toxic tire debris, paving over permeable land, groundwater contamination, and storm water runoff. Which aspects of the alternatives would avoid creating any more Superfund sites? Which alternatives include mitigation measures that will remediate current Superfund sites? Study the feasibility of requiring risk bonding for businesses on the Tideflats to move the economic burden of pollution to the polluters instead of the public.</p>
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18	Jill	Nettels	<p>How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</p> <p>Please study which alternatives will produce the least greenhouse gasses, and provide the difference between the alternatives.</p> <p>How do each of the alternatives negatively impact or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened and endangered species?</p> <p>Please study how each alternative will impact aquifer recharge areas, including pollution from toxic tire debris, paving over permeable land, groundwater contamination, and storm water runoff.</p> <p>Which aspects of the alternatives would avoid creating any more Superfund sites? Which alternatives include mitigation measures that will remediate current Superfund sites?</p> <p>Please study the feasibility of requiring risk bonding for businesses on the Tideflats to move the economic burden of pollution to the polluters instead of the public.</p>
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19	Brandon	Juhl	<p>Conduct a cumulative health impact assessment for each of the alternatives encompassing traffic emissions, facility emissions, noise pollution and light pollution. Including not just PM 2.5, but also toxic air pollution, hazardous air pollution, and volatile organic compounds.</p> <p>Conduct a current cumulative air quality analysis. Study how the alternatives would impact cumulative air quality.</p> <p>What will be the impacts of different alternatives on traffic congestion, pedestrian safety, and wear and tear to public roadways?</p> <p>Which of the alternatives creates more access to the Tideflats for culture, education, scientific, and recreational activities available to the public?</p> <p>Study the impacts of creating an economic green zone. Which alternatives would best support a Economic Greenzone?</p> <p>How will the different alternatives promote or create green industries that will help address the climate crisis instead of exacerbating it by adding more greenhouse gas emissions?</p> <p>Identify clean and innovative industries/businesses and the value that they would bring the region in terms of revenue and employment density (including a range of job types).</p> <p>Study the impacts of transitioning the NE side to light industrial and/or commercial.</p> <p>Study the impacts of creating innovation hubs for scientific research and regenerative environmental practices.</p> <p>How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</p> <p>Study which alternatives will produce the least greenhouse gasses, and provide the difference between the alternatives.</p>
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			<p>Study the impacts and benefits of turning the Northeast shore into recreational zoning (no industry) for boating, beaches, and parks.</p>
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20	Tom	Craighead	<p>Regarding the Tideflats Subarea Plan Scoping Process for the EIS, please consider the following as you proceed:</p> <p>Conduct a cumulative health impact assessment for each of the alternatives encompassing traffic emissions, facility emissions, noise pollution and light pollution. Including not just PM 2.5, but also toxic air pollution, hazardous air pollution, and volatile organic compounds.</p> <p>Identify clean and innovative industries/businesses and the value that they would bring the region in terms of revenue and employment density (including a range of job types).</p> <p>How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</p> <p>How will aspects of the alternatives impact Black, Brown and Indigenous communities specifically, and how will these alternatives impact equity, city equity goals, and combating the continued effects of systemic racism?</p> <p>I'm a neighbor who lives less than 10 miles from the Tideflats.</p> <p>Thank you.</p>
21	Sophia	Keller	<p>The Tacoma Tideflats have belonged to indigenous tribes of the Pacific Northwest since long before Washington became a state. As long as commercial ventures found them uninteresting, they were seized for storage and "support systems" for the development of the Port of Tacoma. As land grew in value, the grip on the tideflats tightened, since previously "uninhabitable" land became eligible for possible mitigation and thus real estate revenue. Then came the LNG project. Countless voices, petitions, legal actions, demonstrations and rallies have registered public outcry against this highly unstable and toxic project - protests which gather new intensity as fracked gas is implicated in causing climate instability. No more fossil fuel projects. Pull the plug. End all ongoing projects, ban new ones and redirect all funding to renewable sources.</p> <p>LEAVE THE TIDEFLATS ALONE. Withdraw all colonialist presence from the area so that its indigenous rightful owners can reestablish its original destiny. AND DO THAT NOW.</p>

22	Janice	Wilfing	<p>How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</p> <p>Study which alternatives will produce the least greenhouse gasses, and provide the difference between the alternatives.</p> <p>How do each of the alternatives negatively impact or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened and endangered species?</p> <p>Study how each alternative will impact aquifer recharge areas, including pollution from toxic tire debris, paving over permeable land, groundwater contamination, and storm water runoff.</p> <p>Which aspects of the alternatives would avoid creating any more Superfund sites? Which alternatives include mitigation measures that will remediate current Superfund sites?</p> <p>Study the feasibility of requiring risk bonding for businesses on the Tideflats to move the economic burden of pollution to the polluters instead of the public.</p>
23	Carol	Kindt	<p>Please, after 5 years, consider the short term and long term effects of toxic waste, ingress and egress in case of an emergency evacuation, and healthy “green” alternatives such as industrial hemp production. An EIS needs to be in place for ANY future industrial uses in the subarea plan.</p>

24	Max	Savishinsky	<p>WPSR, as the largest health advocacy organization in WA, takes great interest in the health and wellbeing of the Tacoma tideflats and the human and wildlife populations that depend on this important area.</p> <p>I write on behalf of WPSR healthcare workers in urging the city to study the following critical issues in the process of developing its plan for the Tideflats.</p> <p>WPSR wants to see the City of Tacoma strengthen and support a safe city with healthy residents, and to conduct a cumulative health impact assessment for each of the alternative planning scenarios. This assessment should encompass traffic emissions, facility emissions, noise pollution and light pollution. Including not just PM 2.5, but also toxic air pollution, hazardous air pollution, and volatile organic compounds, and should also include a current cumulative air quality analysis to examine how the alternative plans would impact cumulative air quality.</p> <p>We want to see the City explore how plan alternatives will promote or create green industries that will help address the climate crisis instead of exacerbating it by adding more greenhouse gas emissions, as well as how the different plans bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan? We see it as critical to study which alternatives will produce the least greenhouse gasses, and provide the difference between the alternatives.</p> <p>Given our focus on health equity and justice, we want to know how the alternative plans will impact Black, Brown and Indigenous communities specifically, and how they will impact equity, city equity goals, and combating the continued effects of systemic racism. As we also work on housing and homelessness, we are concerned with how much of the possible housing created by different alternatives will be for low-income housing and what requirements can be added to maximize the amount of low-income housing created.</p> <p>Thank you for your consideration of these comments and request for deep study of the impacts of alternative plans for the development and management of the tideflats.</p> <p>Yours, Max Savishinsky</p>
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			Executive Director Washington Physicians for Social Responsibility
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25	Phillip	Hope	<p>Strengthening and supporting a safe city with healthy residents  Conduct a cumulative health impact assessment for each of the alternatives encompassing traffic emissions, facility emissions, noise pollution and light pollution. Including not just PM 2.5, but also toxic air pollution, hazardous air pollution, and volatile organic compounds.</p> <p>Conduct a current cumulative air quality analysis. Study how the alternatives would impact cumulative air quality.</p> <p>What will be the impacts of different alternatives on traffic congestion, pedestrian safety, and wear and tear to public roadways?</p> <p>Which of the alternatives creates more access to the Tideflats for culture, education, scientific, and recreational activities available to the public?</p> <p>Fostering a vibrant and diverse economy with good jobs for all Tacoma residents  Study the impacts of creating an economic green zone. Which alternatives would best support a Economic Greenzone?</p> <p>How will the different alternatives promote or create green industries that will help address the climate crisis instead of exacerbating it by adding more greenhouse gas emissions?</p> <p>Identify clean and innovative industries/businesses and the value that they would bring the region in terms of revenue and employment density (including a range of job types).</p> <p>Study the impacts of transitioning the NE side to light industrial and/or commercial.</p> <p>Study the impacts of creating innovation hubs for scientific research and regenerative environmental practices.</p> <p>Preserving and Restoring the natural and built environment  How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</p> <p>Study which alternatives will produce the least greenhouse gasses, and provide the difference between</p>
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			<p>Study the impacts and benefits of turning the Northeast shore into recreational zoning (no industry) for boating, beaches, and parks.</p>
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26	Yonit	Yogev	<p>To Whom it May Concern:</p> <p>While there are many environmental issues to be dealt with in the process of doing an EIS for the tidal flats, I'd like to focus on the Environmental Justice aspects.</p> <p>How will the EIS take into account advancing equity goals and addressing ongoing systemic inequities?</p> <p>How will aspects of the different alternatives impact Puyallup Tribal sovereignty, and air and water quality on the reservation? Is there a way to codify ensuring that meaningful consultation happens on future decisions regarding the Tideflats?</p> <p>How will aspects of the alternatives impact Black, Brown and Indigenous communities specifically, and how will these alternatives impact equity, city equity goals, and combating the continued effects of systemic racism?</p> <p>How much of the possible housing created by different alternatives will be for low-income housing and what requirements can be added to maximize the amount of low-income housing created?</p> <p>How will aspects of the alternatives move the city closer to stated equity goals?</p> <p>How will aspects of the alternatives work to repair the ongoing damage of red-lined neighborhoods?</p> <p>How will the housing alternatives impact addressing the City's homelessness crisis?</p> <p>What will be the impacts to preserving trees and green space, especially in areas with low access to green space and tree canopy?</p> <p>Will you study the impacts and benefits of turning the Northeast shore into recreational zoning (no industry) for boating, beaches, and parks.</p> <p>Thanks for your attention and I urge you to consider all of these points (plus the environmental concerns that arise) as you proceed with the EIS.</p> <p>Sincerely, Yonit Yogev</p>
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27	Tika	Bordelon	<p>Strengthening and supporting a safe city with healthy residents  Conduct a cumulative health impact assessment for each of the alternatives encompassing traffic emissions, facility emissions, noise pollution and light pollution. Including not just PM 2.5, but also toxic air pollution, hazardous air pollution, and volatile organic compounds.</p> <p>Conduct a current cumulative air quality analysis. Study how the alternatives would impact cumulative air quality.</p> <p>What will be the impacts of different alternatives on traffic congestion, pedestrian safety, and wear and tear to public roadways?</p> <p>Which of the alternatives creates more access to the Tideflats for culture, education, scientific, and recreational activities available to the public?</p> <p>Fostering a vibrant and diverse economy with good jobs for all Tacoma residents  Study the impacts of creating an economic green zone. Which alternatives would best support a Economic Greenzone?</p> <p>How will the different alternatives promote or create green industries that will help address the climate crisis instead of exacerbating it by adding more greenhouse gas emissions?</p> <p>Identify clean and innovative industries/businesses and the value that they would bring the region in terms of revenue and employment density (including a range of job types).</p> <p>Study the impacts of transitioning the NE side to light industrial and/or commercial.</p> <p>Study the impacts of creating innovation hubs for scientific research and regenerative environmental practices.</p> <p>Preserving and Restoring the natural and built environment  How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</p> <p>Study which alternatives will produce the least greenhouse gasses, and provide the difference between</p>
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28	Galdo	Querido	<p>Please ensure the following items are part of this plan:</p> <ul style="list-style-type: none"> <li>• Conduct a cumulative health impact assessment for each of the alternatives encompassing traffic emissions, facility emissions, noise pollution and light pollution. Including not just PM 2.5, but also toxic air pollution, hazardous air pollution, and volatile organic compounds.</li> <li>• Conduct a current cumulative air quality analysis. Study how the alternatives would impact cumulative air quality.</li> <li>• Study the impacts of creating an economic green zone. Which alternatives would best support a Economic Greenzone?</li> <li>• Identify clean and innovative industries/businesses and the value that they would bring the region in terms of revenue and employment density (including a range of job types).</li> <li>• Study the impacts of transitioning the NE side to light industrial and/or commercial.</li> <li>• Study the impacts of creating innovation hubs for scientific research and regenerative environmental practices.</li> <li>• Study which alternatives will produce the least greenhouse gasses, and provide the difference between the alternatives.</li> <li>• Study how each alternative will impact aquifer recharge areas, including pollution from toxic tire debris, paving over permeable land, groundwater contamination, and storm water runoff.</li> <li>• Study the feasibility of requiring risk bonding for businesses on the Tideflats to move the economic burden of pollution to the polluters instead of the public.</li> <li>• Study the impacts and benefits of turning the Northeast shore into recreational zoning (no industry) for boating, beaches, and parks.</li> </ul> <p>Important questions:</p>
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		<p>What will be the impacts of different alternatives on traffic congestion, pedestrian safety, and wear and tear to public roadways?</p> <p>Which of the alternatives creates more access to the Tideflats for culture, education, scientific, and recreational activities available to the public?</p> <p>How will the different alternatives promote or create green industries that will help address the climate crisis instead of exacerbating it by adding more greenhouse gas emissions?</p> <p>How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</p> <p>How do each of the alternatives negatively impact or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened and endangered species?</p> <p>Which aspects of the alternatives would avoid creating any more Superfund sites? Which alternatives include mitigation measures that will remediate current Superfund sites?</p> <p>How will aspects of the different alternatives impact Puyallup Tribal sovereignty, and air and water quality on the reservation? Is there a way to codify ensuring that meaningful consultation happens on future decisions regarding the Tideflats?</p> <p>How will aspects of the alternatives impact Black, Brown and Indigenous communities specifically, and how will these alternatives impact equity, city equity goals, and combating the continued effects of systemic racism?</p> <p>How much of the possible housing created by different alternatives will be for low-income housing and what requirements can be added to maximize the amount of low-income housing created?</p> <p>How will aspects of the alternatives move the city closer to stated equity goals?</p> <p>How will aspects of the alternatives work to repair the ongoing damage of redlined neighborhoods?</p> <p>How will the housing alternatives impact addressing the City's homelessness crisis?</p>
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			<p>What will be the impacts to preserving trees and green space, especially in areas with low access to green space and tree canopy?</p> <p>These are each critically important aspects of this project that must be considered for a full understanding of impacts and opportunities. Thank you!</p>
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29	D	Stirpe	<p>Habitat restoration and environmental health should be the most vital focuses of this scoping process, given our current global ill health where the environment is concerned.</p> <p>How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</p> <p>Which alternatives will produce the least greenhouse gasses, and provide the difference between the alternatives?</p> <p>How do each of the alternatives negatively impact or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened and endangered species?</p> <p>How does each alternative impact aquifer recharge areas, including pollution from toxic tire debris, paving over permeable land, groundwater contamination, and storm water runoff.</p> <p>Which aspects of the alternatives would avoid creating any more Superfund sites? Which alternatives include mitigation measures that will remediate current Superfund sites?</p> <p>What is the feasibility of requiring risk bonding for businesses on the Tideflats to move the economic burden of pollution to the polluters instead of the public?</p> <p>Also, what is the assessment of cumulative health impacts for each of the alternatives encompassing traffic emissions, facility emissions, noise pollution, and light pollution, including not just PM 2.5 but also toxic air pollution, hazardous air pollution, and volatile organic compounds?</p> <p>What is the current cumulative air quality? Please study how the alternatives would affect air quality as well as added traffic congestion.</p>
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30	John	Doherty	<p>Study the impacts of creating an economic green zone. Which alternatives would best support a Economic Greenzone? I'm alarmed about climate change and how we transition to a cleaner energy source - putting a hydrogen facility in the tideflats seems like an idea worth studying and would fit in with an economic greenzone.</p> <p>And further, How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan? Also clearly related to mitigating climate change.</p>
31	Sean	Arent	<p>I think it's incredibly important to study air quality and runoff into the Puyallup River, as well as reducing the use of impervious surfaces and restoring tree canopy along the Puyallup. The EIS should provide the best available information for habitat restoration and reducing air pollution.</p>
32	Ryan	Davis	<p>Study the impacts of creating an economic green zone. Which alternatives would best support a Economic Greenzone?</p> <p>How will the different alternatives promote or create green industries that will help address the climate crisis instead of exacerbating it by adding more greenhouse gas emissions?</p> <p>Which of the alternatives creates more access to the Tideflats for culture, education, scientific, and recreational activities available to the public?</p>

33	Melinda	Mueller	<p>As a biologist, long-time Western Washington resident, and member of Wallingford Indivisible’s Environment Action Group, I strongly support 350 Tacoma’s scoping comments. The following should be addressed:</p> <p>After a long history of harm from pollutants, the people of Tacoma deserve actions for a healthy environment.</p> <p>Conduct a cumulative health impact assessment for each of the alternatives encompassing traffic emissions, facility emissions, noise pollution and light pollution. Including not just PM 2.5, but also toxic air pollution, hazardous air pollution, and volatile organic compounds.</p> <p>Conduct a current cumulative air quality analysis. Study how the alternatives would impact cumulative air quality.</p> <p>What will be the impacts of different alternatives on traffic congestion, pedestrian safety, and wear and tear to public roadways?</p> <p>Which of the alternatives creates more access to the Tideflats for culture, education, scientific, and recreational activities available to the public?</p> <p>Foster a vibrant and diverse economy with good jobs for all Tacoma residents</p> <p>Study the impacts of creating an economic green zone. Which alternatives would best support an Economic Greenzone?</p> <p>How will the different alternatives promote or create green industries that will help address the climate crisis instead of exacerbating it by adding more greenhouse gas emissions?</p> <p>Identify clean and innovative industries/businesses and the value that they would bring the region in terms of revenue and employment density (including a range of job types).</p> <p>Study the impacts of transitioning the NE side to light industrial and/or commercial.</p> <p>Study the impacts of creating innovation hubs for scientific research and regenerative environmental practices.</p> <p>Preserve and restore the natural and built environment</p> <p>How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</p> <p>Study which alternatives will produce the least greenhouse gasses, and provide the difference between the alternatives.</p> <p>How do each of the alternatives negatively impact or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened and endangered species?</p> <p>Study how each alternative will impact aquifer recharge areas, including pollution from toxic tire debris, paving over permeable land, groundwater contamination, and storm water runoff.</p> <p>Which aspects of the alternatives would avoid creating any more Superfund sites? Which alternatives</p>
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			<p>include mitigation measures that will remediate current Superfund sites?</p> <p>Study the feasibility of requiring risk bonding for businesses on the Tideflats to move the economic burden of pollution to the polluters instead of the public.</p> <p>Advance Equity Goals &amp; Addressing Ongoing Systemic Inequities</p> <p>How will aspects of the different alternatives impact Puyallup Tribal sovereignty, and air and water quality on the reservation? Is there a way to codify ensuring that meaningful consultation happens on future decisions regarding the Tideflats?</p> <p>How will aspects of the alternatives impact Black, Brown and Indigenous communities specifically, and how will these alternatives impact equity, city equity goals, and combating the continued effects of systemic racism?</p> <p>How much of the possible housing created by different alternatives will be for low-income housing and what requirements can be added to maximize the amount of low-income housing created?</p> <p>How will aspects of the alternatives move the city closer to stated equity goals?</p> <p>How will aspects of the alternatives work to repair the ongoing damage of redlined neighborhoods?</p> <p>How will the housing alternatives impact addressing the City's homelessness crisis?</p> <p>What will be the impacts to preserving trees and green space, especially in areas with low access to green space and tree canopy?</p> <p>Study the impacts and benefits of turning the Northeast shore into recreational zoning (no industry) for boating, beaches, and parks.</p>
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34	Linda	Hood	<p>I am writing to comment on the Tacoma Tidelands Subarea Plan. I think that the following are important considerations to be included in the process:</p> <p>Conduct a cumulative health impact assessment for each of the alternatives encompassing traffic emissions, facility emissions, noise pollution and light pollution. Including not just PM 2.5, but also toxic air pollution, hazardous air pollution, and volatile organic compounds.</p> <p>Conduct a current cumulative air quality analysis. Study how the alternatives would impact cumulative air quality.</p> <p>What will be the impacts of different alternatives on traffic congestion, pedestrian safety, and wear and tear to public roadways?</p> <p>Study the impacts of creating an economic green zone. Which alternatives would best support an Economic Greenzone?</p> <p>How will the different alternatives promote or create green industries that will help address the climate crisis instead of exacerbating it by adding more greenhouse gas emissions?</p> <p>Identify clean and innovative industries/businesses and the value that they would bring the region in terms of revenue and employment density (including a range of job types).</p> <p>Study the impacts of transitioning the NE side to light industrial and/or commercial</p> <p>How do each of the alternatives bring the Tidelands into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</p> <p>Study which alternatives will produce the least greenhouse gasses, and provide the difference between the alternatives.</p> <p>How do each of the alternatives negatively impact or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened and endangered species?</p> <p>Study how each alternative will impact aquifer recharge areas, including pollution from toxic tire debris, paving over permeable land, groundwater contamination, and stormwater runoff.</p> <p>Sincerely, Linda Hood, University Place, WA</p>
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35	Michelle	Mood	<p>Good afternoon. I would like to weigh in on the scoping process for the Tidal Flats Subarea Plan. I am strongly urging (dare I say “demanding”) that the city EIS include the following:</p> <ol style="list-style-type: none"> <li>1. Prioritizing goals of increasing equity and decreasing systemic inequalities in Tacoma <ol style="list-style-type: none"> <li>a. Evaluate the alternatives for how each impact Puyallup Tribal sovereignty, and air and water quality on their reservation and whether meaningful consultation has been codified for future decision regarding the Tidal Flats.</li> <li>b. What are the impacts of the alternatives on Black, Brown and Indigenous communities and what are the impacts on equity, city equity goals, and city (and state) goals to unravel the institutions of a legacy of systemic racism?</li> <li>c. How will the inequities caused by redlined communities be alleviated by each of the alternatives, if at all?</li> <li>d. How will the city’s homelessness problems be address by each of the alternatives, if at all.</li> <li>e. What will be the impacts of each alternative to trees and greenspace, especially in areas of low access to both?</li> <li>f. What would be the impacts and benefits on our economy, health, equity, and environmental justice of turning the Northeast shore into recreational zoning with no industry for boating, beaches, and parks.</li> </ol> </li> <li>2. Prioritizing Tacoma’s economic future by focusing on how to create a greener economy. This would involve studying the following: <ol style="list-style-type: none"> <li>a. How will the different alternatives promote or create green industries that will help address the climate crisis or will contribution to additional greenhouse gas emissions?</li> <li>b. Which of the proposed alternatives would best support an economic green zone?</li> <li>c. How do each of the alternatives help advance the goals of the Tacoma Climate Action Plan, Urban Forest Management Plan, and Climate Emergency Declaration?</li> <li>d. How do each of the alternatives impact aquifer recharge and/or stormwater treatment costs, including runoff from toxic tire debris, decreased permeable land, stormwater runoff, and groundwater contamination?</li> <li>e. Which alternatives include mitigation measures to remediate current Superfund sites? Which might avoid or create more Superfund sites?</li> <li>f. How to best reduce pollution, including considering risk bonding for businesses on the Tideflats to move the economic burden of pollution to the polluters rather than the public.</li> <li>g. What is the impact for each alternative on salmon, shellfish, orca, beaver, otter, and any threatened and endangered species?</li> </ol> </li> <li>3. Prioritizing citizens’ health and safety <ol style="list-style-type: none"> <li>a. Assess each alternative for its cumulative health impact assessment – traffic emissions, facility</li> </ol> </li> </ol>
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			<p>emissions, noise pollution, light pollution, including not just PM 2.5 but also toxic air pollution, hazardous air pollution and volatile organic compounds. This includes cumulative air quality impacts.</p> <p>b. Assess each alternatives' impact on traffic congestion, pedestrian safety and wear and tear to public roadways.</p> <p>c. Assess the alternatives for their creation of more access to the tideflats for culture, education, scientific and recreational activities available to the public.</p>
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36	Louisa	Beal	<p>Study the impacts of creating an economic green zone. Which alternatives would best support an Economic Greenzone?</p> <p>How will the different alternatives promote or create green industries that will help address the climate crisis instead of exacerbating it by adding more greenhouse gas emissions?</p> <p>Study the impacts of creating innovation hubs for scientific research and regenerative environmental practices.</p> <p>Preserving and Restoring the natural and built environment\How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</p> <p>Study which alternatives will produce the least greenhouse gasses, and provide the difference between the alternatives.</p> <p>How do each of the alternatives negatively impact or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened and endangered species?</p> <p>Study how each alternative will impact aquifer recharge areas, including pollution from toxic tire debris, paving over permeable land, groundwater contamination, and stormwater runoff.</p> <p>Which aspects of the alternatives would avoid creating any more Superfund sites?</p>
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37	Barbara	Church	<p>Thank you for taking comments from residents regarding our “Vision of the City’s Future” and how it “Looks Less Industrial” according to Councilman Thoms in 2016 when we started talking about the Subarea plan at the Port of Tacoma. Here are issues I’d like to see addressed in the EIS.</p> <p>Conduct a cumulative health impact assessment for each alternative by assessing.</p> <ol style="list-style-type: none"> <li>a. traffic emissions,</li> <li>b. building emissions</li> <li>c. noise pollution</li> <li>d. light pollution</li> <li>e. hazardous air pollution including PM2.5, volatile organic compounds</li> </ol> <p>2) How will public health be impacted by pollution in each alternative... especially for people like me who lives within a 2 mile radius? and for people who work at the Port</p> <p>3) Conduct a current cumulative air quality analysis by studying each alternative and its impact on air quality.</p> <p>4) Safety—what will be the impacts of different alternatives on traffic congestion and pedestrian safety? Will they follow the City’s Vision 0?</p> <p>5) To address the Climate crisis,</p> <ol style="list-style-type: none"> <li>a. study the impacts of creating an economic green zone and which alternatives would best support it.</li> <li>b. Which scenario would best address the City’s Climate Action Plan and Climate Emergency Declaration by meeting Green House Gas emission goals?</li> <li>c. What will be the impacts to preserving trees, tree canopies and greenspace</li> <li>d. What is the greenhouse gas impact from the amount of fossil fuels that could be allowed under each alternative?</li> </ol> <p>6) Jobs</p> <ol style="list-style-type: none"> <li>a. Which scenario would provide higher job density and growth?</li> <li>b. Which scenario would provide more green job opportunities?</li> <li>c. What kinds of industries do we need to meet our decarbonization goals?</li> </ol> <p>7) Education—Study the impacts of having educational programs including hubs for scientific research and regenerative environmental</p>
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			<p>programs extensions from the local universities.</p> <p>8) Study how each scenario would positively or negatively impact salmon, orcas, shellfish, animals and other wildlife that are threatened.</p> <p>9) Study how each alternative will impact the following:</p> <ul style="list-style-type: none"> <li>a. aquifer recharge areas</li> <li>b. how much pollution from tire debris, groundwater contamination, stormwater runoff into Commencement Bay and Puyallup River?</li> </ul> <p>10) Equity goals—How will each alternative impact</p> <ul style="list-style-type: none"> <li>a. Tribal sovereignty as well as air, land and water quality on reservation land and water?</li> <li>b. Black ,Brown &amp; Indigenous communities as related to the City’s equity goals.</li> </ul>
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38	Ryan	Medlen	<p>The subarea plan should move forward with a preferred alternative that has one of the biodiversity sites identified near the Manke Lumber location along SR 509 (Manke Gulch). Upslope from this is Parcel 0421312077, which is currently identified as open space in the Tacoma Comprehensive Plan and is one of the few vacant 20+ parcels remaining. The property is also challenged for development due to the presence of the BPA power lines and a Tacoma Water transmission pipeline. Taking Manke Gulch and the surrounding properties identified as open space together ahs an opportunity to create an urban wildlife habitat, which when paired with the existing Julia's gulch park and open space corridor just across the County line to the east, could lead to a wildlife corridor that ties in all the way with the west fork of the Hylebos. It is a unique opportunity and the subarea plan would benefit from exploring or considering how this single area could make those connections to have an regionally significant environmental value in conjunction with the obvious regional economic value.</p>
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39	Janeen	Provazek	<p>Stephen Atkinson Principal Planner City of Tacoma Planning and Development Services</p> <p>Subject: Tideflats Subarea Plan EIS Scoping Process</p> <p>Hello. Before I make my comments about the scoping process, I want to make a comment about the history of our Port. At one time our port was pristine and one that allowed for great economic benefits. Unfortunately, as the port began to be developed into a major shipping port and a place for heavy fossil fuel industries, our city leaders lacked the foresight to balance development with a need to protect our environment. In 1984 we were considered one of the most polluted cities in our nation. We still are considered a very polluted city. Even today, when we permit companies to cement over our land for, say, a new storage area, we don't demand that they plant a certain number of large trees and maintain those trees as part of their contract. Nor do we expect them to provide green areas around their site. Hence, the heavy pollution that hangs over our port and the vast cement "city" we have developed. Currently the port is considering allowing a new storage facility to cut down the last large, old growth Cottonwood trees in the port on Thorne Rd, in order to cement this land for storage containers. These are the kinds of decisions that continue to defy the urgings of our Climate Scientists. We are facing a devastating climate crisis. Decisions like this are terribly irresponsible and lack the awareness and vision we need. One of the port commissioners actually told me that cutting these old growth trees down was fine because the port has done some restoration and preservation in other areas, like Wapato Creek. Really? This is the kind of thinking that has gotten us to a climate crisis in the first place. Old growth trees cannot be "mitigated".</p> <p>Thank you for permitting this venting. I love our city and want us to be bold leaders in the challenge to protect our residents, our air, our land, our water while developing a thriving green economy as we phase off fossil fuels.</p> <p>Scoping comments:</p> <ul style="list-style-type: none"> <li>• Strengthening and supporting a safe city with healthy residents</li> </ul>
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			<ul style="list-style-type: none"> <li>• Conduct a cumulative health impact assessment for each of the proposed subarea plan alternatives, encompassing traffic pollution, hazardous air pollution, and volatile organic compounds.</li> <li>• Conduct a current cumulative air quality analysis. Study how the alternatives would impact cumulative air quality.</li> <li>• What will be the impacts of different alternatives on traffic congestion, pedestrian safety, and wear and tear to public roadways?</li> <li>• Which of the alternatives creates more access to the tideflats for culture, education, science, and green areas for recreational activities for the public? Maybe where we could even run a 5K and still be able to breathe?</li> </ul> <p>2) Fostering a vibrant and diverse economy with good jobs for Tacoma residents</p> <ul style="list-style-type: none"> <li>• Study the impacts of creating an economic Green Zone. Which alternatives would best support this?</li> <li>• How will the different alternatives promote and create green industries that will reduce our carbon emissions? We know we need to wean off fossil fuels to survive.</li> <li>• Study the impacts of transitioning the NE side to light industry and/or commercial.</li> </ul> <p>3) Preserving and Restoring the natural and built environment</p> <ul style="list-style-type: none"> <li>• How do each of the alternatives bring the tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</li> <li>• Study the alternatives that will produce the least greenhouse gases, and provide the differences between the alternatives.</li> <li>• How do each of the alternatives negatively impact or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened species?</li> <li>• Study how each alternative will impact aquifer recharge areas, including pollution from toxic debris, paving over permeable land, groundwater contamination, and stormwater runoff.</li> <li>• What alternatives would best avoid creating anymore Superfund sites? Which alternatives would best mitigate current Superfund sites?</li> <li>• Study the feasibility of requiring businesses in the tideflats to bear the economic burden of their polluting, rather than leave this burden to the public, which has been the case so often.</li> </ul> <p>4) Advancing Equity Goals and Addressing Ongoing Systemic Inequities</p>
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		<ul style="list-style-type: none"> <li>• How will aspects of the different alternatives impact Puyallup Tribal Sovereignty, and air and water quality on the reservation? Is there a way to ensure that meaningful and timely consultations with the tribe happens on future decisions regarding the tideflats?</li> <li>• How will aspects of the alternatives impact Brown, Black and Indigenous communities specifically, and how will they impact equity, city equity goals, repair the ongoing damage of redlined neighborhoods, and combat the continued effects of systemic racism?</li> <li>• How much of the possible housing created by different alternatives will be for low-income housing and what can be added to maximize the amount of low-income housing created?</li> <li>• How will the housing alternatives impact addressing the City’s homelessness crisis?</li> <li>• What will be the impacts to preserving trees and greenspace, especially in areas with low access to greenspace and tree canopy?</li> <li>• Study the impact and benefits of turning the NE shore into recreational zoning for boating, beaches, and parks. A no-industry area!</li> </ul> <p>I see this scoping process as a way for us as a city to become leaders in significantly reducing pollution, renourishing and restoring our land, and enhancing true equity while strengthening a more green and sustainable and strong economy. Thank you!</p> <p>Stephen Atkinson Principal Planner City of Tacoma Planning and Development Services</p> <p>Subject: Tideflats Subarea Plan EIS Scoping Process</p> <p>Hello. Before I make my comments about the scoping process, I want to make a comment about the history of our Port. At one time our port was pristine and one that allowed for great economic benefits. Unfortunately, as the port began to be developed into a major shipping port and a place for heavy fossil fuel industries, our city leaders lacked the foresight to balance development with a need to protect our environment. In 1984 we were considered one of the most polluted cities in our nation. We still are considered a very polluted city. Even today, when we permit companies to cement over our land for, say, a new storage area, we don’t demand that they plant a certain number of large trees and maintain those trees as part of their contract. Nor do we expect them to provide green areas around their site. Hence, the heavy pollution that hangs over our port and the vast cement “city” we have developed. Currently the port is considering allowing a new storage facility to cut down the last large, old growth</p>
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		<p>mitigate current Superfund sites?</p> <ul style="list-style-type: none"> <li>• Study the feasibility of requiring businesses in the tideflats to bear the economic burden of their polluting, rather than leave this burden to the public, which has been the case so often.</li> </ul> <p>4) Advancing Equity Goals and Addressing Ongoing Systemic Inequities</p> <p>Stephen Atkinson Principal Planner City of Tacoma Planning and Development Services</p> <p>Subject: Tideflats Subarea Plan EIS Scoping Process</p> <p>Hello. Before I make my comments about the scoping process, I want to make a comment about the history of our Port. At one time our port was pristine and one that allowed for great economic benefits. Unfortunately, as the port began to be developed into a major shipping port and a place for heavy fossil fuel industries, our city leaders lacked the foresight to balance development with a need to protect our environment. In 1984 we were considered one of the most polluted cities in our nation. We still are considered a very polluted city. Even today, when we permit companies to cement over our land for, say, a new storage area, we don't demand that they plant a certain number of large trees and maintain those trees as part of their contract. Nor do we expect them to provide green areas around their site. Hence, the heavy pollution that hangs over our port and the vast cement "city" we have developed. Currently the port is considering allowing a new storage facility to cut down the last large, old growth Cottonwood trees in the port on Thorne Rd, in order to cement this land for storage containers. These are the kinds of decisions that continue to defy the urgings of our Climate Scientists. We are facing a devastating climate crisis. Decisions like this are terribly irresponsible and lack the awareness and vision we need. One of the port commissioners actually told me that cutting these old growth trees down was fine because the port has done some restoration and preservation in other areas, like Wapato Creek. Really? This is the kind of thinking that has gotten us to a climate crisis in the first place. Old growth trees cannot be "mitigated".</p> <p>Thank you for permitting this venting. I love our city and want us to be bold leaders in the challenge to protect our residents, our air, our land, our water while developing a thriving green economy as we phase off fossil fuels.</p>
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		<p>Scoping comments:</p> <ul style="list-style-type: none"> <li>• Strengthening and supporting a safe city with healthy residents</li> <li>• Conduct a cumulative health impact assessment for each of the proposed subarea plan alternatives, encompassing traffic pollution, hazardous air pollution, and volatile organic compounds.</li> <li>• Conduct a current cumulative air quality analysis. Study how the alternatives would impact cumulative air quality.</li> <li>• What will be the impacts of different alternatives on traffic congestion, pedestrian safety, and wear and tear to public roadways?</li> <li>• Which of the alternatives creates more access to the tideflats for culture, education, science, and green areas for recreational activities for the public? Maybe where we could even run a 5K and still be able to breathe?</li> </ul> <p>2) Fostering a vibrant and diverse economy with good jobs for Tacoma residents</p> <ul style="list-style-type: none"> <li>• Study the impacts of creating an economic Green Zone. Which alternatives would best support this?</li> <li>• How will the different alternatives promote and create green industries that will reduce our carbon emissions? We know we need to wean off fossil fuels to survive.</li> <li>• Study the impacts of transitioning the NE side to light industry and/or commercial.</li> </ul> <p>3) Preserving and Restoring the natural and built environment</p> <ul style="list-style-type: none"> <li>• How do each of the alternatives bring the tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</li> <li>• Study the alternatives that will produce the least greenhouse gases, and provide the differences between the alternatives.</li> <li>• How do each of the alternatives negatively impact or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened species?</li> <li>• Study how each alternative will impact aquifer recharge areas, including pollution from toxic debris, paving over permeable land, groundwater contamination, and stormwater runoff.</li> <li>• What alternatives would best avoid creating anymore Superfund sites? Which alternatives would best</li> </ul>
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			<p>mitigate current Superfund sites?</p> <ul style="list-style-type: none"> <li>• Study the feasibility of requiring businesses in the tideflats to bear the economic burden of their polluting, rather than leave this burden to the public, which has been the case so often.</li> </ul> <p>4) Advancing Equity Goals and Addressing Ongoing Systemic Inequities</p> <ul style="list-style-type: none"> <li>• How will aspects of the different alternatives impact Puyallup Tribal Sovereignty, and air and water quality on the reservation? Is there a way to ensure that meaningful and timely consultations with the tribe happens on future decisions regarding the tideflats?</li> <li>• How will aspects of the alternatives impact Brown, Black and Indigenous communities specifically, and how will they impact equity, city equity goals, repair the ongoing damage of redlined neighborhoods, and combat the continued effects of systemic racism?</li> <li>• How much of the possible housing created by different alternatives will be for low-income housing and what can be added to maximize the amount of low-income housing created?</li> <li>• How will the housing alternatives impact addressing the City's homelessness crisis?</li> <li>• What will be the impacts to preserving trees and greenspace, especially in areas with low access to greenspace and tree canopy?</li> <li>• Study the impact and benefits of turning the NE shore into recreational zoning for boating, beaches, and parks. A no-industry area!</li> </ul> <p>I see this scoping process as a way for us as a city to become leaders in significantly reducing pollution, renourishing and restoring our land, and enhancing true equity while strengthening a more green and sustainable and strong economy. Thank you!</p>
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			<ul style="list-style-type: none"> <li>• How will aspects of the different alternatives impact Puyallup Tribal Sovereignty, and air and water quality on the reservation? Is there a way to ensure that meaningful and timely consultations with the tribe happens on future decisions regarding the tideflats?</li> <li>• How will aspects of the alternatives impact Brown, Black and Indigenous communities specifically, and how will they impact equity, city equity goals, repair the ongoing damage of redlined neighborhoods, and combat the continued effects of systemic racism?</li> <li>• How much of the possible housing created by different alternatives will be for low-income housing and what can be added to maximize the amount of low-income housing created?</li> <li>• How will the housing alternatives impact addressing the City’s homelessness crisis?</li> <li>• What will be the impacts to preserving trees and greenspace, especially in areas with low access to greenspace and tree canopy?</li> <li>• Study the impact and benefits of turning the NE shore into recreational zoning for boating, beaches, and parks. A no-industry area!</li> </ul> <p>I see this scoping process as a way for us as a city to become leaders in significantly reducing pollution, renourishing and restoring our land, and enhancing true equity while strengthening a more green and sustainable and strong economy. Thank you!</p>
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40	Lowell	Wyse	<p>I am submitting this comment on behalf of myself as a resident of Tacoma and the leader of a local nonprofit.</p> <p>The Tacoma Tree Foundation educates, empowers, and supports community members in community-based greening. We exist to increase Tacoma's urban forest. The future Tideflats Subarea—a former wetland with environmental and cultural significance—currently has 3% tree canopy coverage.</p> <p>I request that the EIS process consider the following:</p> <ul style="list-style-type: none"> <li>• Examine impacts to tree canopy coverage and implement goals that are consistent with the City's existing tree canopy goals and the Urban Forest Management Plan.</li> <li>• Strengthening and supporting a safe city with healthy residents</li> <li>• Conduct a cumulative health impact assessment for each of the alternatives encompassing traffic emissions, facility emissions, noise pollution and light pollution. Including not just PM 2.5, but also toxic air pollution, hazardous air pollution, and volatile organic compounds.</li> <li>• Conduct a current cumulative air quality analysis. Study how the alternatives would impact cumulative air quality.</li> <li>• What will be the impacts of different alternatives on traffic congestion, pedestrian safety, and wear and tear to public roadways?</li> <li>• Which of the alternatives creates more access to the tideflats for culture, education, scientific, and recreational activities available to the public?</li> </ul> <p>Fostering a vibrant and diverse economy with good jobs for all Tacoma residents</p> <ul style="list-style-type: none"> <li>• Study the impacts of creating an economic green zone. Which alternatives would best support an Economic Greenzone?</li> <li>• How will the different alternatives promote or create green industries that will help address the climate crisis instead of exacerbating it by adding more greenhouse gas emissions?</li> <li>• Identify clean and innovative industries/businesses and the value that they would bring the region in terms of revenue and employment density (including a range of job types).</li> <li>• Study the impacts of transitioning the NE side to light industrial and/or commercial.</li> <li>• Study the impacts of creating innovation hubs for scientific research and regenerative environmental practices.</li> <li>• Preserving and Restoring the natural and built environment\How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</li> </ul>
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			<ul style="list-style-type: none"> <li>• Study which alternatives will produce the least greenhouse gasses, and provide the difference between the alternatives.</li> <li>• How do each of the alternatives negatively impact or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened and endangered species?</li> <li>• Study how each alternative will impact aquifer recharge areas, including pollution from toxic tire debris, paving over permeable land, groundwater contamination, and stormwater runoff.</li> <li>• Which aspects of the alternatives would avoid creating any more Superfund sites? Which alternatives include mitigation measures that will remediate current Superfund sites?</li> <li>• Study the feasibility of requiring risk bonding for businesses on the Tideflats to move the economic burden of pollution to the polluters instead of the public.</li> <li>• Advancing Equity Goals &amp; Addressing Ongoing Systemic Inequities</li> <li>• How will aspects of the different alternatives impact Puyallup Tribal sovereignty, and air and water quality on the reservation? Is there a way to codify ensuring that meaningful consultation happens on future decisions regarding the Tideflats?</li> <li>• How will aspects of the alternatives impact Black, Brown and Indigenous communities specifically, and how will these alternatives impact equity, city equity goals, and combating the continued effects of systemic racism?</li> <li>• How much of the possible housing created by different alternatives will be for low-income housing and what requirements can be added to maximize the amount of low-income housing created?</li> <li>• How will aspects of the alternatives move the city closer to stated equity goals?</li> <li>• How will aspects of the alternatives work to repair the ongoing damage of redlined neighborhoods?</li> <li>• How will the housing alternatives impact addressing the City’s homelessness crisis?</li> <li>• What will be the impacts to preserving trees and greenspace, especially in areas with low access to greenspace and tree canopy?</li> <li>• Study the impacts and benefits of turning the Northeast shore into recreational zoning (no industry) for boating, beaches, and parks.</li> </ul>
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41	Sean	Gaffney	
42	mareosja	van oeveren	Kindly leave the tidal flats alone,they are there for a reason,thank you, maroesja in the Netherlands

43	Twylia	Westling	<p>Comments to COT regarding Tideflats Subarea Plan</p> <p>First of all, I would like to offer my gratitude to the people who have put their hands to this work. Although it's taking longer than I am comfortable with, I hope that our mutual ultimate benefit will be a city that is environmentally cleaner and safer to live in for generations to come.</p> <p>I am also grateful for the way the alternatives were laid out, making an analysis a little easier. That said, the devil is in the details, always, and I offer my comments with humility and great consideration.</p> <p>I offer my thoughts and comments in support of Alternative 3. Although some of the forecasted benefits seem to contradict each other, I am encouraged by the stated effort to provide more land for environmental restoration. Overall, though, based on my past experience with the City and the Port, I am still deeply concerned that industry's voice will be heard and obeyed by the decision makers whenever there is a difficult choice between the economy and the environment. The Port has over 100 years of toxic legacy still present in the Bay as a result of letting industry win over ecologic/environmental concerns. The city is complicit in that history. And let me be real clear – the man made estuary that has been created on the east side of 509 is not enough to make up for the toxic damage that has been done.</p> <p>First thing I would like to point out is that these maps are not abstracts. They reflect areas where thousands of people live and commute every day. We are exposed to millions upon millions of toxic particles that enter our air 24/7/365 where we live, drive, and recreate. I keep an N95 mask handy in my car so that I can somewhat protect myself from the emissions from the Targa tank farm and Schnitzer Steel. I have had COVID, and as someone who has struggled with asthma, I am not pleased with the fact that I have to take this extra precautionary step to ensure that I don't have complications just from breathing the air in my community. These decisions have real life effects.</p> <p>Re: the employment characteristic of alternative 3, I encourage you to continue to make sure that economic prosperity is equitably considered. Historically, the Puyallup Tribe managed a thriving economy based on the abundance of the Salish Sea, not just at Commencement Bay, but up and down the coastal region. They have a long and respectable history of being good stewards of the lands and waters, while supporting a healthy economy for their people. Industrialization has historically valued money over people, and we are at the zenith of the efficacy of that short-sighted approach.</p> <p>Alternative 3 forecasts 10,000 new jobs. I would really like to know this is feasible? What is the impact of</p>
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		<p>10,000 more cars driving to / parking at the Port? What does “more” in “more land in restoration /conservation status” mean, quantitatively?</p> <p>If we are honest with ourselves, the options for restoration and preservation of critical fish habitats are SEVERELY limited as a result of the ways that the Port has allowed industry to operate without sufficient oversight. So, the remedies need to be commensurate with the urgency of the need for critical habitat restoration in light of how many miles of shoreline are actually viable for restoration.</p> <p>Regarding the Land Area characteristic, again would like a qualitative statement about how much “more” really is. I also would like to remind you that industry clamoring for more land is pretty rich in this time of soaring houselessness. These lands may generate economic prosperity, but it’s clearly not economic prosperity for all.</p> <p>These areas are severely lacking in data and I would like to be kept informed about their development over the course of this project: Fish and Wildlife Habitat Restoration, Shoreline Access and Recreation, Sea Level Rise Adaptation Measures and Decarbonization.</p> <p>These are very challenging times and we are being called to be our best selves, to give our hearts to this work, and to work together for the next seven generations. I would like to leave you with a quote from an esteemed ancestor. "Money is not worth the future, the destruction, the contamination of our home, the waters, the air, the earth, plant life, wildlife. When these things are contaminated, money will never cover the destruction which is going to happen if we let these mining companies come in and desecrate the areas we regard as very sacred." Rex Tilousi, late Havasupai Chairman.</p> <p>Miigwech,  Twylia Westling  4408 Browns Point Blvd  Tacoma, WA 98422  253-517-5855</p>
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44	Julie	Miller	<p>Before making alternate plans to the Tideflats, I think it is a good idea to look over some points. For instance, will these alternatives affect air quality? How will these affect communities such as people of color and the Puyallup Tribe? Will the alternatives improve or deter the environment of wildlife such as the local salmon, beaver, otter and orca populations? Can these alternatives bring us closer to the Climate Emergency Declaration that was made a couple of years ago?</p> <p>I just think these are important to consider, thank you for your time.</p>
45	Mark	Canright	<p>Hello, I am a farmer and business owner who cares about protecting our beautiful regions ecosystems. I respectfully ask you to please use your influence to protect our tide flats and other estuary ecosystems. These are such critical parts of climate mitigation and carbon sequestration through using natural Land Management.</p> <p>Please consider the following:</p> <p>How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</p> <p>Study which alternatives will produce the least greenhouse gasses, and provide the difference between the alternatives.</p> <p>How do each of the alternatives negatively impact or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened and endangered species?</p> <p>Study how each alternative will impact aquifer recharge areas, including pollution from toxic tire debris, paving over permeable land, groundwater contamination, and storm water runoff.</p> <p>Which aspects of the alternatives would avoid creating any more Superfund sites? Which alternatives include mitigation measures that will remediate current Superfund sites?</p> <p>Study the feasibility of requiring risk bonding for businesses on the Tideflats to move the economic burden of pollution to the polluters instead of the public.</p>

46	Sally	Perkins	See full comment letter submitted, page 111
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47	Chris	Karnes	See full Planning Commission comment letter submitted, page 114
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48	Andrea	Reay	See full comment letter submitted, page 116
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49	Kyla	Anderson	<p>Mr. Atkinson,</p> <p>Thank you for the opportunity to provide comments on the Tideflats Subarea Plan EIS scope. We need to study many things to make sure the final Tideflats Subarea Plan is complete and considers both environmental and human health. For each scenario, please study these questions:</p> <ul style="list-style-type: none"> <li>• How will public health be impacted by the amount of air pollution that will happen under each alternative? Especially for people staying in live-work housing and people living near the Port?</li> <li>• What types of industries do we need to meet our decarbonization goals?</li> <li>• How will public safety be impacted under each alternatives?</li> <li>• What types of jobs do we need to reach our decarbonization, job density, and job growth goals?</li> <li>• What is the greenhouse gas impact from the amount of fossil fuels that could be allowed in the Tideflats under each alternative?</li> <li>• How much toxic stormwater and wastewater will run into Commencement Bay and the Puyallup River under each alternative?</li> </ul>
50	Marian	Berejikian	<p>Mr. Atkinson,</p> <p>Thank you for the opportunity to provide comments on the Tideflats Subarea Plan EIS scope. We need to study many things to make sure the final Tideflats Subarea Plan is complete and considers both environmental and human health. For each scenario, please study these questions:</p> <ul style="list-style-type: none"> <li>• How will public health be impacted by the amount of air pollution that will happen under each alternative? Especially for people staying in live-work housing and people living near the Port?</li> <li>• What types of industries do we need to meet our decarbonization goals?</li> <li>• How will public safety be impacted under each alternatives?</li> <li>• What types of jobs do we need to reach our decarbonization, job density, and job growth goals?</li> <li>• What is the greenhouse gas impact from the amount of fossil fuels that could be allowed in the Tideflats under each alternative?</li> <li>• How much toxic stormwater and wastewater will run into Commencement Bay and the Puyallup River under each alternative?</li> </ul> <p>Thank you!</p>

51	Carmela	Micheli	<p>Mr. Atkinson,</p> <p>Thank you for the opportunity to provide comments on the Tideflats Subarea Plan EIS scope. We need to study many things to make sure the final Tideflats Subarea Plan is complete and considers both environmental and human health. For each scenario, please study these questions:</p> <ul style="list-style-type: none"> <li>• How will public health be impacted by the amount of air pollution that will happen under each alternative?</li> <li>• What types of industries do we need to meet our decarbonization goals?</li> <li>• How will public safety be impacted under each alternatives?</li> <li>• What types of jobs do we need to reach our decarbonization, job density, and job growth goals?</li> <li>• What is the greenhouse gas impact from the amount of fossil fuels that could be allowed in the Tideflats under each alternative?</li> <li>• How much toxic stormwater and wastewater will run into Commencement Bay and the Puyallup River under each alternative?</li> </ul>
52	Anna	Nelson	<p>Mr. Atkinson,</p> <p>Thank you for the opportunity to provide comments on the Tideflats Subarea Plan EIS scope. We need to study many things to make sure the final Tideflats Subarea Plan is complete and considers both environmental and human health. For each scenario, please study these questions:</p> <ul style="list-style-type: none"> <li>• How will public health be impacted by the amount of air pollution that will happen under each alternative? Especially for people staying in live-work housing and people living near the Port?</li> <li>• What types of industries do we need to meet our decarbonization goals?</li> <li>• How will public safety be impacted under each alternatives?</li> <li>• What types of jobs do we need to reach our decarbonization, job density, and job growth goals?</li> <li>• What is the greenhouse gas impact from the amount of fossil fuels that could be allowed in the Tideflats under each alternative?</li> <li>• How much toxic stormwater and wastewater will run into Commencement Bay and the Puyallup River under each alternative?</li> </ul>

53	Jason	Wu	<p>Hope you are doing well, I am currently residing in 98422, Fife Heights and have recently gotten up to date with the recent changes for Tacoma's Tideflats EIS. One parcel away from City of Tacoma I do apologize if this is not the correct flow of communication if we have queries. If this is not the correct flow of communication, would you be able to point me in the right direction?</p> <p>One of my major concerns would be the adverse impact of the potential alternatives that we may have with regards to living in the area + living conditions in the area.</p> <p>May I ask, with the alternative actions that was proposed (1,2,3), what impact does it have with regards to home values in the area? With the addition of industry factories, should I be worried and expecting that our real estate value would decrease?</p> <p>I just want to plan for the future and have a heads-up for the potential impact. Yellow Highlighter for reference</p> <p>Many thanks for your time!</p>
54	Rebecca	Stith	<p>Mr. Atkinson:</p> <p>Below are some key questions regarding the Tideflats Subarea Plan EIS scope:</p> <ul style="list-style-type: none"> <li>• How will public safety and public health be impacted by, e.g., the type and amount of air pollution, that could occur under each alternative (especially for people staying in live-work housing and people living near the Port)?</li> <li>• Which types of industries do we need, and do we need to reduce/eliminate, to meet our decarbonization goals?</li> <li>• What types of jobs do we need, and which types of jobs do we need to reduce/eliminate, to reach our decarbonization, job density, and job growth goals?</li> <li>• What is the greenhouse gas impact from the amount of fossil fuels that would be allowed in the Tideflats under each alternative?</li> <li>• Approximately much toxic stormwater and wastewater is projected to run into Commencement Bay and the Puyallup River under each alternative?</li> <li>• What will be the impacts under each alternative on traffic congestion, pedestrian safety, and wear and tear to public roadways? (Include in the review a cumulative health impact assessment for each alternative that encompasses traffic emissions, facility emissions, noise pollution and light pollution, toxic/hazardous air pollution, and volatile organic compounds.)</li> <li>• Which of the alternatives would create more access to the Tideflats for cultural, educational, scientific,</li> </ul>

			<p>and recreational activities for the public?</p> <ul style="list-style-type: none"><li>• To what extent would each alternative bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</li><li>• To what extent would each alternative negatively impact, and/or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened and endangered species?</li><li>• To what extent does each alternative include mitigation measures to remediate current Superfund sites and/avoid creating future Superfund sites, and what are those measures?</li></ul> <p>Thank you for the opportunity to comment.</p>
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55	Esther	Day	<p>Dear Tacoma City Council, City Manager, and Planning Department,</p> <p>I've been working with folks who are concerned about the lack of science that Tacoma seems to ignore or has no one on their staff that does research into these matters to ensure that Tacoma is not heading the wrong way – both financially and ECOLOGICALLY.</p> <p>Here is some information I have gathered from a reliable source and you can take this to the bank:</p> <p>=====</p> <p>First of all, if you don't already have it, here are a few of the historic Google shots of the bay year after year right where the Puyallup "flows" out while pointing out that 1st, the POT is NOT a "world class Port" as they are touting themselves to be, they were formed by a vote of the people of the area to be a local port, 2nd, they cannot legally handle the huge ships trying to come in as it is too shallow in the Bay, and 3rd they illegally cut off the Puyallup River from the bay to create this "Port" while the laws were already in place that forbade that action.</p> <p>All of the red on land and in water is Dioxin - deadly!</p> <p>The "tidflats" do not belong to the Port nor to the city, they are by treaty part of the Puyallup's land. That is aside from the treatment plant's location, a plant that is far too small to handle all the sewage from the entire city, and they are issuing their "gray" water (actually still black) directly into the bay, which is already declared to be a dead zone and that is in fact illegal. That no one is in charge in this State due to the GMA adds to the issue, especially under a growth mis-management "act" that "defers to local government" who has no authority over State/Federal waters. Thankfully Judge Pechman has ruled on this. Enclosed is her ruling in case you don't have it. She slammed both EPA &amp; ECY and told them to smarten up and start enforcing.</p> <p>So, if Tacoma really wants to lose all Federal funding for roads, schools et al, just keep doing this - approving that which they have no authority to approve. Commencement Bay is already highly contaminated from Asarco as well as the train yards and chemical plants that were there. Roiling it all up with these ships has always been illegal under the ESA. Let us see both the applications to the Federal agencies and their responses in the file, which, since Commencement Bay is Federally listed and is in tidal waters, have to be in those files. Two species threatened with extinction are in those waters - Orcas &amp; Salmon. The POT has no jurisdiction over those species neither does Tacoma who also has no</p>
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			<p>authority to approve actions that will cause further decline of those protected threatened species.</p> <p>It's not funny anymore. Things are getting worse by the day, especially when the local govts, county &amp; city, are so blinded, for whatever reason, they cannot even think straight and actually believe they have approval authority. They do NOT!</p> <p>Tacoma has no authority at all to grant permits on actions that are addressed by Federal law where Federal permits are required.</p> <p>Where can we/you locate the USACE (U.S. Army Corp of Engineers) response in the files? They HAVE TO REVIEW AND APPROVE TOO!</p> <p>It is up to you to ensure that Tacoma is on the right path with the laws that govern everything around us. We are not living in a time of abundance. We need to have smart decisions that will not compromise our Citizen's future and that of our children and grandchildren.</p> <p>Get busy and work with the federal government and state government. I've already brought things to the attention of Laurie Jenkins and I am including her here too.</p> <p>Once you get it, YOU CANNOT SAY YOU DID NOT GET THIS INFORMATION.</p> <p>Best regards,</p> <p>Esther Day</p>
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56	AC	Churchill	See full comment letter submitted, page 118
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57	Yvonne	McCarty	<p>Hi Stephen,</p> <p>Here is the company that I was speaking of at our last meeting. They have a very impressive approach (and a significant dataset) to support identifying the monetary value of things that are traditionally very hard to quantify - such as restored environments, cleaner/healthier air, water, etc.</p> <p>Earth Economics</p> <p>Earth Economics HEALTHY ECOSYSTEMS. RESILIENT COMMUNITIES. We all rely on services provided by nature, often without realizing it or in ways we don't fully recognize. Earth Economics identifies and quantifies those benefits to ensure they are included in the decision-making process at all levels, so communities can <a href="http://www.eartheconomics.org">www.eartheconomics.org</a></p> <p>Please make sure to include in the scope of your economic analysis, this type of valuation in comparing the alternatives.</p> <p>Additionally, it would be very great to see the overall costs to the environment, health, incident response (fire, police, etc.), required infrastructure maintenance (roads, rail, shoreline), etc. of each type heavy industrial use in the Tideflats. Especially if you are going to include their economic contributions.</p> <p>Thanks, Yvonne</p>
58	Diane	Shaughnessy	<p>Regarding Tacoma's Tideflats Subarea Plan EIS Scoping Process:</p> <p>Please take into account the Preserving and Restoring the natural and built environment. How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan? Study which alternatives will produce the least greenhouse gasses, and provide the difference between the alternatives. How do each of the alternatives negatively impact or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened and endangered species?</p> <p>With global warming and both animal and plant extinction it is increasingly important to protect the environment.</p>

59	BRUCE	KENDALL	See full comment letter submitted, page 108
60	Holly	Brewer	Please prioritize the Environmental Impact Statement and bear in mind particularly impacts on our natural environment. We are in a climate crisis - and everything we all do should be seen through a climate lens. Tideflats are important places for flora and fauna to flourish. In addition, we need to follow the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan.

61	Joy	Caddock	<p>I am a lifelong resident of the Salish Sea and surround. As a parent of a wide-eyed 8 year old I'm protective of his environment and dedicated to assuring our homes future health. This means fresh air and water, healthy soil and insects, balanced ecosystem. The sub-area plan selected should help strengthen and support this balance. It should also be a plan that considers what we have now—but also heavily consider future projections of rising sea levels, more compromised air and water quality, higher temperatures, wild fire and drought.</p> <p>The sub-area plan should consider science about feedback loops (processes that amplify or diminish climate forcing)—especially pertaining to air and water. The studies and assessments should be comprehensive and consider the negative impacts as well as the POSITIVE impacts of each alternative. Daily impact for residents, Air and Water health and getting on a forward thinking path toward environmental protection and equity are important things to consider in these studies and the sub-area plan selected should reflect this.</p> <p>DAILY IMPACT: The sub-area plan selected should consider which iteration will best support, culture, education and scientific and recreational activities available to the public. Special consideration should be given to the Puyallup Tribe and consultation should be robust in the area of culture and water related activities that interfere with the Medicine Creek Treaty of 1854. How does each sub-area plan alternative impact the cultural rights of the Puyallup Tribe? Is there a way to codify ensuring that meaningful consultation happens on future decisions regarding the Tidelands?</p> <p>Studies for each alternative need to be done on traffic congestion, pedestrian safety, and roadway wear and tear. Impacts of transitioning the NE side to light industrial and/or commercial need to be studied. How does each alternative impact daily mobility of the residents?</p> <p>Study the impacts and benefits of turning the Northeast shore into recreational zoning (no industry) for boating, beaches, and parks. Sub- area plan selected and studies thereof should consideration of our city's housing crisis. How much of the possible housing created by different alternatives will be for low-income housing and what requirements can be added to maximize the amount of low-income housing created?</p> <p>What will be the impacts to preserving trees and green space, especially in areas with low access to green space and tree canopy? Studies on mental health of preserving these spaces should be considered.</p> <p>AIR: Sub-area plan should help support healthy air by requiring health impact assessments for each plan. This includes traffic emissions, facility emissions, noise and light pollution. Measurements should include</p>
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			<p>PM2.5 studies, toxic and hazardous air pollution and volatile organic compounds. This should included a current cumulative air quality study and be applied independently to each alternative sub-area plan. Which alternative will help assure we will have clean air to breath as we excel into climate crisis? Which alternative considers the probability of more fires, and higher temperatures. Which alternatives will create less greenhouse gasses? What is the difference between the alternatives? Studies need to be done on CO2 emissions but also specific methane related studies since these gasses are more effective at trapping and holding heat. The latest science needs to be applied to carry out these studies.</p> <p><b>WATER:</b> The Sub-area plan selected should ensure that our water sources, aquifers and salt water habitats are protected and regenerated. Studies of impact should be done pertaining to each alternative. How do each of the alternatives negatively impact , protect or restore salmon, shellfish, orca, beaver, otter, other wildlife and threatened and endangered species? Consider and study how each alternative will impact aquifer recharge areas including toxic tire debris, decreasing permeably by paving. Groundwater contamination, and storm water run-off, Which alternative offers a better tree canopy for temperature and water conservation and habitat relief.</p> <p><b>GETTING ON THE FORWARD-THINKING PATH:</b> The sub-area plan selected should protect what we have and consider projection into the future. We should choose the most forward thinking plan that is the least dependent on fossil fuels. Tacoma should be striving to be on the cutting edge of alternative industry that doesn't rely on petroleum derived products. How will the different alternatives create industries that look forward in a realistic way during this climate crisis? Studies should be done to identify clean, green industries recognizing that our environment has limits. Which alternatives will create the least super-fund sites? Which plans consider cleaning up already existing ones? The sub-area plan selected should be the most aligned with regenerating the environment rather than denigrating. It should also take into consideration the POSITIVE impacts of creating innovation hubs. How do each of the alternatives bring the Tideflats into closer alignment with the City of Tacoma's Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan? Is the plan selected taking into account advancing equity goals and addressing and preparing ongoing systemic inequities?</p> <p><b>POLLUTER RESPONSIBILITY:</b> The Sub-area plan selected should study and consider the feasibility of requiring risk bonding for businesses on the Tideflats to move the economic burden of pollution to the</p>
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			<p>polluters instead of the public.</p> <p>Please consider these suggestions for studying the environmental impact for our sub-area plan. May the plan selected keep in mind, equity, future and health as we move forward together in this.</p> <p>Joy Caddock Tacoma resident</p>
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62	Tanisha	Roberts	<p>Advancing Equity Goals &amp; Addressing Ongoing Systemic Inequities</p> <p>How will aspects of the different alternatives impact Puyallup Tribal sovereignty, and air and water quality on the reservation? Is there a way to codify ensuring that meaningful consultation happens on future decisions regarding the Tideflats?</p> <p>How will aspects of the alternatives impact Black, Brown and Indigenous communities specifically, and how will these alternatives impact equity, city equity goals, and combating the continued effects of systemic racism?</p> <p>How much of the possible housing created by different alternatives will be for low-income housing and what requirements can be added to maximize the amount of low-income housing created?</p> <p>How will aspects of the alternatives move the city closer to stated equity goals?</p> <p>How will aspects of the alternatives work to repair the ongoing damage of redlined neighborhoods?</p> <p>Preserving and Restoring the natural and built environment</p> <p>How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan?</p> <p>Study which alternatives will produce the least greenhouse gasses, and provide the difference between the alternatives.</p> <p>How do each of the alternatives negatively impact or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened and endangered species?</p> <p>Strengthening and supporting a safe city with healthy residents</p> <p>Conduct a cumulative health impact assessment for each of the alternatives encompassing traffic emissions, facility emissions, noise pollution and light pollution. Including not just PM 2.5, but also toxic air pollution, hazardous air pollution, and volatile organic compounds.</p>
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			<p>Conduct a current cumulative air quality analysis. Study how the alternatives would impact cumulative air quality.</p> <p>What will be the impacts of different alternatives on traffic congestion, pedestrian safety, and wear and tear to public roadways?</p> <p>Which of the alternatives creates more access to the Tideflats for culture, education, scientific, and recreational activities available to the public?</p>
64	Jaala	Smith	Our city is dumping money into buying and planting trees. Please stop making this job harder. We need more trees!

65	Heidi	Stephens	<p>First, the comments submitted on Tacoma-Pierce County letterhead and signed by some members of the Tideflats Advisory Group (TAG) are not speaking for all members of the TAG. In fact, many other TAG members, such as myself, strongly disagree with the approach of "protecting industrial land" above environment and public health.</p> <p>This whole subarea review seems off-track from the reason residents had called for it. The main concern was environmental and the desire to move away from polluting industry, yet each of the offered plans are leaning far more toward heavy industry and fast-track permitting. Environmental studies and species protection should be reviewed often, not for convenience.</p> <p>So, none of the alternative options are acceptable yet, but starting with alternative three, my preferred plan would include:</p> <p>* Every habitat preservation/restoration area from each alternative should be included in the final plan, such as every tree and green space protected, and more shorelines restored. One specific no-brainer is that we must preserve the cottonwood stands / natural green spaces at roughly Thorne Road and Maxwell Way. Those are some of the last natural areas working hard to counteract air pollution and heat, maintaining water retention and urban wildlife in that area. That absolutely, unequivocally must be retained on any final plan.</p> <p>Second: * There needs to be the same "buffer" as on the downtown side added on the Hylebos side for NE Tacoma.</p> <p>Third: * a Health Impact Assessment must be done to understand the current status of negative impacts to workers, the surrounding areas and those who should be able to use the port for recreation.</p> <p>Also, there needs to be inclusion of this missing data:</p> <p>* the monetized value of current and continuing costs of present-day pollution / heat and urban dead zones / loss of healthy soil and aquatic life. * building design standards for going forward (solar power, green roofs)</p>
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			<p>* please make clear any exact requirement of the Growth Management Act regarding jobs</p> <p>None of the currently proposed plans seem to be seriously considering climate change. We cannot continue with business-as-usual, and this is the perfect turning-point time to still support local trade/shipping plus alternative non-toxic industry but which means adjusted zoning for:</p> <p>* No lease renewal of any fossil-fuel / non-shipping industry within our port.  * Green hydrogen creation cannot include carbon emissions; there needs to be an expectation of green energy, green industry, zero-emission goals.</p> <p>A quick aerial view shows that the port has failed to adequately preserve nearly any natural areas. That aerial view also shows, however, that there is plenty of currently open space for storage containers... so absolutely no trees should be cut or any remaining natural space be altered.</p> <p>Only a few decades ago, this was a pristine tidalflats, teeming with life -- now, this area is largely a dead-zone/heat-zone and massive contributor to carbon emissions and aquatic death. It's time to not only acknowledge the port's contribution to climate change, but that we are overdue to correct it.</p> <p>The Thorne/Maxwell cottonwoods are some of the last natural areas working hard to counteract air pollution and heat, maintaining water retention and urban wildlife for that area and needed natural space for workers. Just because the city breached its own wetland buffers doesn't mean it can now all be destroyed. If that's allowed then what's to stop the mitigated site from being next?</p> <p>That area is priceless and no short-or-long term use could ever make up for it. Simply find a different way, and better more creative alternative solutions to simply bulldozing and redirecting water run-off from natural infiltration. It's frankly astonishing that so little natural land remains in the port area, and that it has to be fought for; this last forested area absolutely must be retained on every alternative option.</p> <p>.</p>
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66	Bett	Lucas	See full comment letter submitted, page 122
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68	Sean	Gaffney	See full comment letter submitted, page 110
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69	Cooper III	Evlondo	See full Sustainable Tacoma Commission comment letter submitted, page 123
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70	samantha	joseph	<p>As an employee of Seaport Sound Terminal, I am proud of the positive impact our facility has, not only on the local economy, but on an industry that is in transition. Our common belief is that Seaport Sound Terminal represents the renewable future of the Tideflats. It is Seaport’s infrastructure and flexibility that will allow us to be key to new renewable fuel proliferation in our region. As a company, we are continually planning the expansion of our already large renewable portfolio. This is the result of our unmatched capability to bring new low/zero carbon fuels to market. Our ability to blend will be crucial as renewable fuels emerge and are available to the consumer in the coming years.</p> <p>With that said, it cannot be understated how much potential damage the Sub Area Plan could do to the exact thing the City is trying to promote – a cleaner and greener fuels future. Any dismissal of the amount of renewables being moved through our facility currently would be disingenuous and that volume will only increase significantly over the coming years. It is the existing infrastructure and know how that will allow goals to be met, not a “build it and they will come” attitude...or more accurately, “put them out of business and they will come.”</p> <p>It is these jobs that allow us to build careers for our families and ourselves. I have not heard a single suggestion from those wishing us to be gone from the Tideflats that can come close to replacing our current jobs. It is not real, and it is dangerous.</p> <p>I would ask that you move on from a scope that is best at dividing this community and look at real opportunities that enhance the work being done already. Thank you for your consideration.</p>
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71	Jose	Xavier	<p>Mayor Victoria Woodards  City Councilmembers  Planning Commissioners  City of Tacoma  747 Market Street  Tacoma, WA 98402</p> <p>As an employee of Seaport Sound Terminal, I am proud of the positive impact our facility has, not only on the local economy, but on an industry that is in transition. Our common belief is that Seaport Sound Terminal represents the renewable future of the Tideflats. It is Seaport’s infrastructure and flexibility that will allow us to be key to new renewable fuel proliferation in our region. As a company, we are continually planning the expansion of our already large renewable portfolio. This is the result of our unmatched capability to bring new low/zero carbon fuels to market. Our ability to blend will be crucial as renewable fuels emerge and are available to the consumer in the coming years.</p> <p>With that said, it cannot be understated how much potential damage the Sub Area Plan could do to the exact thing the City is trying to promote – a cleaner and greener fuels future. Any dismissal of the amount of renewables being moved through our facility currently would be disingenuous and that volume will only increase significantly over the coming years. It is the existing infrastructure and know how that will allow goals to be met, not a “build it and they will come” attitude...or more accurately, “put them out of business and they will come.”</p> <p>It is these jobs that allow us to build careers for our families and ourselves. I have not heard a single suggestion from those wishing us to be gone from the Tideflats that can come close to replacing our current jobs. It is not real, and it is dangerous.</p> <p>I would ask that you move on from a scope that is best at dividing this community and look at real opportunities that enhance the work being done already. Thank you for your consideration.</p> <p>Sincerely,  Jose Xavier  Maintenance Manager</p>
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72	Tony	Belot	See full comment letter submitted, page 126
73	Russell	Wilson	See full comment letter submitted, page 132

74	Magdalene	Francis	
75	Tal	Edman	

76	Andrew	Troske	See full comment letter submitted, page 133
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77	john	quigg	<p>MAYOR VICTORIA WOODARDS CITY COUNCILMEMBERS PLANNING COMMISSIONERS CITY OF TACOMA</p> <p>WE ARE A FIRM THAT IS A TENANT OF THE PORT OF TACOMA ON THE HYLEBOS WATERWAY. WE PROVIDE MARINE CONSTRUCTION SERVICES FOR MANY INDUSTRIAL CLIENTS AS WELL AT THE PORT AND CITY OF TACOMA. MOST OF THEM ARE ON MARINE VIEW DRIVE. THE SUB AREA PLAN WOULD NEGATIVELY AFFECT GROWTH AND IMPROVEMENTS TO BUSINESSES IN THE AREA. THESE BUSINESSES EMPLOY A LARGE AMOUNT OF LOCAL RESIDENTS AT VERY GOOD WAGES. THE AREA IS CRITICAL TO MAINTAINING A MINIMAL MARINE INDUSTRIAL SECTOR. THE WATERWAY IS IN EXCELLENT CONDITION AND THOSE THAT USE IT ARE GOOD STEWARDS. PLEASE TAKE A REASONED APPROACH TO THIS PLAN. INPUT FROM BUSINESSES AND EMPLOYEES SHOULD BE PRIMARY WHEN CONSIDERING CHANGES BASED ON THAT INPUT I HOPE YOU WOULD SHELVE THE SUB AREA PLAN. THANKS FOR YOUR CONSIDERATION. JOHN QUIGG QUIGG BROS. INC</p>
78	Matthew	Kolata	<p>I have worked at the SeaPort Sound Terminal for over 15 years and I've witnessed first hand the role that Sound has played in bringing renewable fuels to the market place. Sound has worked as a distribution hub for renewables and has been a significant logistical facility in support of the Renewable Fuels Act.</p> <p>With the Low Carbon Fuel Standards going into effect, any sub area changes which reduce Tacoma's ability to remain active and engaged in the renewable marketplace will have a net-negative impact on green house gas reduction and the economic strength the port offers to the community at large.</p> <p>I do not believe it is in the best interest of the city to lose focus on the economic prosperity, jobs, and environmental protections that our working port generates.</p>

79	Oneida	Arnold	<p>Comments concerning the Tideflats Subarea Planning Work:</p> <p>The first 100 plus years of development along the Tacoma tideflats were completely unrestricted resulting in the terrible degradation to the water, air and life, including human, in and around the tideflats that we are struggling with now. This is the opportunity to bring back this precious area that the Puyallup people protected for thousands of years.</p> <p>In regards to addressing the Intergovernmental Agreement (IGA) overarching themes to consider for an environmental impact statement (EIS) priorities must include:</p> <p>Preserving and Restoring the natural and built environment</p> <ul style="list-style-type: none"> <li>• Determine how to bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan.</li> <li>• Study which alternatives will produce the least greenhouse gasses.</li> <li>• Determine how the alternatives negatively impact or protect and restore wildlife, including salmon, shellfish, and orca.</li> <li>• Study how each alternative will impact the aquifer recharge areas, including pollution from toxic tire debris, paving over permeable land, ground water contamination, and storm water runoff</li> </ul> <p>We want no more Superfund sites that cannot be remediated and whose burden falls on the public rather than the polluting businesses.</p> <p>Fostering a vibrant and diverse economy with good jobs for all Tacoma residents</p> <ul style="list-style-type: none"> <li>• Study which alternatives would support and create an economic green zone.</li> <li>• Study how different alternatives promote or create green industries that will help address the climate crisis rather than exasperate it by adding more greenhouse gas emissions.</li> <li>• Identify and attract innovative clean industries and businesses that would bring revenue and employment to the region.</li> </ul> <p>Advancing Equity Goals &amp; Addressing Ongoing Systemic Inequities</p> <ul style="list-style-type: none"> <li>• Determine how the different alternatives will impact Puyallup Tribal sovereignty so they will have meaningful consultation (codify?) on future decisions in protecting air and water quality on the</li> </ul>
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			<p>reservation.</p> <ul style="list-style-type: none"><li>• Study how aspects of the alternatives will impact Black, Brown and Indigenous communities, specifically, and how these alternatives impact city equity goals and combat the continued effects of systemic racism. Redlined neighborhoods have been and continue to be under-resourced.</li><li>• Determine how much of the possible housing created by different alternatives will be for low-income housing and what requirements can be added to maximize the amount of low-income housing created.</li></ul> <p>Thank you for reaching out to the public before making these critical decisions that will affect the larger community for years to come.</p> <p>Oneida Arnold oneida226@rainierconnect.com</p>
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80	Phil	Harty	<p>Greetings, my name is Phil Harty and I'm a Tacoma resident and concerned citizen with the following comments regarding what the Tideflats Subarea plan scoping process should study and include in the environmental impact statement. To strengthen and support a safe city with healthy residents conduct a cumulative health impact assessment for each of the alternatives encompassing traffic emissions, facility emissions, noise pollution and light pollution. Including not just the PM 2.5, but also toxic air pollution, hazardous air pollution, and volatile organic compounds. Conduct a current cumulative air quality air analysis. Study how the alternatives would impact cumulative air quality. What will be the impacts of different alternatives on traffic congestion, pedestrian safety, and wear and tear of public roadways? To foster a vibrant and diverse economy with good jobs for all Tacoma residents, study impacts of creating an economic green zone. Which alternatives would best support an economic green zone? How will the different alternatives promote or create green industries that will help address the climate crisis instead of exacerbating it by adding more greenhouse gas emissions? Identify clean and innovative industries/businesses and the value that they would bring the region in terms of revenue and employment density (including a range of job types). Study the impacts of transitioning the NE side to light industrial and/or commercial.</p> <p>Another important factor to study is how best to preserve and restore the natural and built environment. How do each of the alternatives bring the Tideflats into closer alignment with the current Climate Emergency Declaration, Urban Forest Management Plan, and Climate Action Plan? Study which alternatives will produce the least greenhouse gasses, and provide the difference between the alternatives. How do each of the alternatives negatively impact or protect and restore salmon, shellfish, orca, beaver, otter, other wildlife, and threatened and endangered species. Study how each alternative will impact aquifer recharge areas, including pollution from toxic tire debris, paving over permeable land, groundwater contamination, and stormwater runoff.</p> <p>Finally an important factor to study is how to advance equity goals and address ongoing systemic inequities. How will aspects of the different alternatives impact Puyallup Tribal sovereignty, and air and water quality on the reservation? Is there a way to codify ensuring that meaningful consultation happens on future decisions regarding the Tideflats? How will aspects of the alternatives impact Black, Brown, and Indigenous communities specifically, and how will these alternatives impact equity, city equity goals, and combating the continued effects of systemic racism? How much of the possible housing created by different alternatives will be for low-income housing and what requirements can be added to maximize the amount of low-income housing created? What will be the impacts to preserving trees and greenspace, especially in areas with low access to greenspace and tree canopy? Also study the impacts and benefits of turning the Northeast shore into recreational zoning (no industry) for boating, beaches, and parks.</p>
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81	Rebecca	Vader	See full comment letter submitted, page 135

82	Sheri	Tonn	See full comment letter submitted, page 140
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83	Melissa	Roberts	<p>Mr. Atkinson,</p> <p>Thank you for the opportunity to provide comments on the Tideflats Subarea Plan EIS scope. We need to study many things to make sure the final Tideflats Subarea Plan is complete and considers both environmental and human health. For each scenario, please study these questions:</p> <ul style="list-style-type: none"> <li>• How will public health be impacted by the amount of air pollution that will happen under each alternative? Especially for people staying in live-work housing and people living near the Port?</li> <li>• What types of industries do we need to meet our decarbonization goals?</li> <li>• How will public safety be impacted under each alternatives?</li> <li>• What types of jobs do we need to reach our decarbonization, job density, and job growth goals?</li> <li>• What is the greenhouse gas impact from the amount of fossil fuels that could be allowed in the Tideflats under each alternative?</li> <li>• How much toxic stormwater and wastewater will run into Commencement Bay and the Puyallup River under each alternative?</li> </ul> <p>Thank you!</p>
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84	John	Corso	<p>Hello Stephen,</p> <p>I have a few issues for consideration during the scoping phase of the Tacoma Tideflats SubArea Plan.</p> <p>First, one of the great tragedies in Tacoma history was the City of Tacoma deciding to move the Port of Tacoma from the south shore of Commencement Bay to the Puyallup River delta.</p> <p>The US Army Corps of Engineers compounded the tragedy when they straightened the lower river in the late 1940's.</p> <p>The delta is likely the most fragile ecosystem within city limits where young anadromous fish adjust to swimming from fresh to saltwater and back to freshwater to spawn.</p> <p>Given the huge decline in Puyallup anadromous fish populations since the City built the Port on the delta and the US Army Corps of Engineers straightened the lower river, it's clear that these events have had a devastating effect on anadromous fish and the Puyallup Tribe.</p> <p>When comparing and contrasting the alternative Tacoma Tideflats SubArea Plans and subsequent changes to the river delta, please include the restoration of Puyallup anadromous fish habitat as one of the main factors in the decision-making process.</p> <p>From now on, everything the Port of Tacoma does to improve the Port should include a substantial investment in restoring this delta ecosystem in a way that measurably increases the population of anadromous fish passing through it. Anything less is a continuation of one of the many social injustices that the Puyallup Tribe has endured for 170+ years.</p> <p>Second, the Port of Tacoma is located in perhaps the most risk-prone area of the City, subject to liquefaction and tidal waves during and after an earthquake, lahars during and after a Mt. Rainier eruption, flooding, etc. Please consider including these rare but almost certain disasters and their likely effects on the delta, Commencement Bay and Puget Sound while considering the Tideflats SubArea Plan alternatives. Essentially, I'm proposing that the City severely restrict new development on the Tideflats and strongly encourage business owners to locate or relocate their business elsewhere in the city or county.</p>
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			<p>Last, the Port should make measurable progress towards being carbon neutral with every new project. For example, the Port of Tacoma is nearly treeless, and planting large trees in the city right-of-way would help mitigate its carbon pollution.</p> <p>Thank you for considering the factors that I think are important when comparing and contrasting the alternative Tacoma Tideflats SubArea Plans.</p>
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85	Erin	Dilworth	See full comment letter submitted, page 141
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86	Yvonne	McCarty	See full comment letter submitted, page 145
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87	Justin	Ranes	<p>Mayor Victoria Woodards  City Councilmembers  Planning Commissioners  City of Tacoma  747 Market Street  Tacoma, WA 98402</p> <p>Re: Tacoma Tideflats Subarea Plan</p> <p>Thank you for the opportunity to comment on this process. The city of Tacoma has stated the following themes related to the Tideflats in the subarea plan process:</p> <p>Economic Prosperity for All  Environmental Remediation and Protection  Transportation and Capital Facilities Planning  Public Participation and Outreach</p> <p>I urge you to truly recognize the progress within themes above that have already been made together with industry, government, interest groups, trade organizations and the general public in recent years. I urge you to recognize the transformative nature of our region as it relates to population growth, energy demands, quality of life and resources. I urge you to recognize we need transparency, predictability and true collaboration to achieve common goals of establishing, producing and maintaining responsible environmental and economic activity in the Tideflats.</p> <p>The Tideflats are recognized as the areas largest concentration of industrial and manufacturing activity. We cannot underestimate the complexity of this asset or the subarea planning process. We cannot underestimate the impacts that potential changes may have on our regions economic competitiveness, environmental health and relationships within our community. Potential changes need to be vetted with input from all impacted parties.</p> <p>I believe the most critical element to this process is recognizing reality. Critics of the status quo are often hypocritical, misleading, misinformed or offer no sensible solutions. I welcome the opportunity to be part of a truthful, inclusive and achievable conversation around any change.</p>
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			Best Regards, Justin Raney
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88	Biji	Mathew	<p>As the spouse of someone who works in the marine view drive industrial area, I am proud of the positive impact the institution has made, not only on the local economy, but on an industry that is in transition. Our common belief is that Seaport Sound Terminal represents the renewable future of the Tideflats. It is Seaport’s infrastructure and flexibility that will allow us to be key to new renewable fuel proliferation in our region. As a company, we are continually planning the expansion of our already large renewable portfolio. This is the result of our unmatched capability to bring new low/zero carbon fuels to market. Our ability to blend will be crucial as renewable fuels emerge and are available to the consumer in the coming years.</p> <p>With that said, it cannot be understated how much potential damage the Sub Area Plan could do to the exact thing the City is trying to promote – a cleaner and greener fuels future. Any dismissal of the amount of renewables being moved through our facility currently would be disingenuous and that volume will only increase significantly over the coming years. It is the existing infrastructure and know how that will allow goals to be met, not a “build it and they will come” attitude...or more accurately, “put them out of business and they will come.”</p> <p>It is these jobs that allowed many like my husband to build careers for our family. I have not heard a single suggestion from those wishing us to be gone from the Tideflats that can come close to replacing our current jobs. It is not real, and it is dangerous.</p> <p>I would ask that you move on from a scope that is best at dividing this community and look at real opportunities that enhance the work being done already. Thank you for your consideration.</p>
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89	Jessica	Gehle	See full comment letter submitted, page 147
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90	Donna	Thompson	<p>Thank you for accepting my comments regarding the subarea planning process for The Port of Tacoma. The Port relies on each business’s emissions estimate during the permitting process, then relies on self-reporting of emissions by businesses during operation. The subarea plan should require a more accurate measure of emissions. Self-reporting and testing done only at the fence line are not accurate enough to determine true emissions per business or cumulative emissions for the Port.</p> <p>The Tacoma Tideflats are in the 98th percentile for diesel particulate matter exposure. (See maps for the Port's parcel and nearby parcels here: <a href="https://screeningtool.geoplatform.gov/en/#12.21/47.2875/-122.41053">https://screeningtool.geoplatform.gov/en/#12.21/47.2875/-122.41053</a>.) The three downtown tracts adjacent to the Port are in the 94th percentile, the 96th percentile, and the 98th percentile. The parcels immediately to the south are in the 96th percentile, the 96th percentile, the 96th percentile, and the 95th percentile immediately south. This is a public health threat for the people living and working in the area and in neighboring areas as well as a climate threat adding to global emissions. The Tideflats Subarea plan should include more public health research and study how to mitigate these threats from diesel pollution, including the addition of electric vehicle fleet requirements for vehicles based in the Port.</p>
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91	Bruce	Hoeft	<p>Thank you for providing this opportunity to comment on the scope of considerations related to the establishment of development zones for the Puyallup Tideflats.</p> <p>I do not know that my contribution here will be meaningful, as the breadth of discussion is, well... a lot. Many significant planning elements are clearly already under consideration. I think my concern may be less about the scope of review, and more about the perspective from which I believe the planning should be done. The perspective is to start with what's real.</p> <p>The Tideflats comprise the mouth of one of the most significant rivers in the Salish Sea Basin. That's real. We should prioritize the opportunities which the estuary provides us.</p> <p>Biological significance, which cannot be replicated. Any plans for future development should prioritize maximization of the ecological health of the Tideflats, since we depend on that health. All factors should be scoped: water, soil, sediments, air, animal and plant life and the habitats that sustain them. Upstream impacts, as well as downstream and into Puget Sound should be considered.</p> <p>Hydrology. I understand we get our drinking water from way upstream on the Green River. But there are no doubt groundwater withdrawals, and for all I know, river water may be used for industrial purposes as well. These potential impacts should be on the table.</p> <p>Transportation. Both the Puyallup River and Commencement Bay provide unique opportunities for shipping, which is key to our economy, and cannot be readily replicated. This should be considered in any zoning reviews.</p> <p>Recreation. Which should be promoted only if it depends on the unique properties of the Tideflats. Parks that allow our people to play on the water, or see riparian activities on the river mouth are great, but we should not be putting amusement parks there.</p> <p>Jobs. Same deal. Shipping jobs, boat construction and moorage, fishing: work that depends on the unique properties of the river mouth. But we should not pave the Tideflats for industrial production simply because its flat, has existing infrastructure, and is close to shipping. Simply because it's convenient.</p> <p>I would say the same with housing. Residences can be built elsewhere.</p>
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			<p>Another reality which is mentioned in the four alternatives, but should be huge in any planning considerations: sea level rise. Managed retreat is the only way to go. The laws of physics simply do not care about our jobs, our health, nor our happiness. They will play out regardless of our beliefs. Anyone who is advocating pumping water out, putting up sea walls, or raising structures to accommodate rising sea levels is delusional. I don't think anyone can say how quickly the waters will rise, but they surely will. And if we are planning for the future, then we need to install our permanent structures on much higher ground. This reality should be in the scope of every plan for the Tideflats.</p> <p>Lastly, I likely don't need to note this, but our city has a history. Two of my relatives have died of cancer, due to exposure to toxins in Tacoma's air when they were younger. Much of the pollution from Tacoma's past has been removed, or isolated. And much of it remains, underground, in sediments, sometimes sealed off, and hopefully no longer in the air or water. Still, it's there.</p> <p>So preventing future polluting activities should be a priority, as well as identifying whether development might release historical deposits of pollution.</p> <p>Thank you, Bruce Hoeft</p>
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92	Christi	Martinez	<p>I have live in the port area for over 12 years. During that time, I have experienced an increase in poor air quality, increased temperatures due to amount of concrete and lack of trees, and noticeably less wildlife living or visiting the area. When I first moved here in 2010, I used to see seals and river otters feeding on fish daily, mussels and anemones clinging to dock supports, salmon jumping in the water, falcons, eagle and owls hunting, and even whales and dolphins visiting and feeding in the Thea Foss Waterway. Over the past few years I've stopped seeing any of these animals. The mussels and anemones are all dead and gone. The large birds have disappeared and there are less small birds because so many trees have been removed. I have only seen one seal in the past 2 years and no otters or whales. There used to be large flocks of Canadian Geese and Arctic birds that wintered here. They stopped coming several years ago. The environment here is in dire need of support and rehabilitation. I thought that was the goal when I moved here. I would like to see the port thriving and supporting wildlife and the people who live here. Having a healthy environment to live in is a basic need for humans. My family is constantly subjected to pollution and particulates in the air from the port and transit. We have all developed incurable lung issues and diseases, developed high blood pressure, have regular migraines, and many other issues. Our doctors agree that these conditions develop from environmental factors. I want to see healthy families and animals able to live in the port and surrounding area. I would like to see the environment put first for once. Please take aggressive action to minimize industrial growth that supports fossil fuels and toxic gases, such as methanol and liquified natural gas. Please create jobs based on environmental stewardship and healthy communities. Please due broad and detailed studies of the air, ground, and water pollution in the port and how they affect residents and animals. Please make my community safe and enjoyable to live in. Please put real Tacoma citizens who live in the port first. Thank you.</p>
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93	Stacy	Oaks	<p>Please approach this scoping process from a place that values: the health of the people that live and work here; the wishes and wisdom of the Puyallup Tribe who have cared for these lands and waters since time immemorial; the next seven generations who will inherit the consequences or benefits of the decisions we make today; and the opportunity to take meaningful action that addresses past harms such as redlining and the ongoing harms of environmental racism.</p> <p>Without having even one stakeholder in the Subarea Plan Advisory Group whose focus is public health, it is extremely important that the scoping process study all the possible health impacts asked for by the public during this comment period.</p> <p>Comments and requests made by the Puyallup Tribe should all be included in the scope of the EIS. Decisions made about the Tideflats and any negative health or environmental impacts will affect the Tribe more than any other community. The City of Tacoma has a Puyallup flag in council chambers and gives a land acknowledgment at the beginning of meetings--this is how you back up words with action.</p> <p>Inequities do not correct themselves. Comments made during this comment that touch on affordable housing, traffic safety, access to public transit, access to greenspace, tree canopy, and overburdened communities need to be included in the scope of the EIS if there is any chance of being addressed in the final plan that will shape all these areas for decades to come.</p> <p>All climate, water, and species related concerns raised during this comment period need to be included in the scoping process. The city of Tacoma has declared a Climate Emergency and the International Panel on Climate Change warns that we need a massive shift away from fossil fuels by 2030. The elected representatives that will decide on the final Subarea Plan need to fully understand the scope of the consequences for our children, grandchildren and the next seven generations if business as usual and short term financial gains are prioritized above real longterm investments.</p>
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94	Bruce	Hoeft	<p>Mr. Stephen Atkinson, Mr. Atkinson,</p> <p>Thank you for providing this opportunity to comment on the scope of considerations related to the establishment of development zones for the Puyallup Tideflats.</p> <p>I do not know that my contribution here will be meaningful, as the breadth of discussion is, well... a lot. Many significant planning elements are clearly already under consideration. I think my concern may be less about the scope of review, and more about the perspective from which I believe the planning should be done. The perspective is to start with what's real.</p> <p>The Tideflats comprise the mouth of one of the most significant rivers in the Salish Sea Basin. That's real. We should prioritize the opportunities which the estuary provides us.</p> <p>Biological significance, which cannot be replicated. Any plans for future development should prioritize maximization of the ecological health of the Tideflats, since we depend on that health. All factors should be scoped: water, soil, sediments, air, animal and plant life and the habitats that sustain them. Upstream impacts, as well as downstream and into Puget Sound should be considered.</p> <p>Hydrology. I understand we get our drinking water from way upstream on the Green River. But there are no doubt groundwater withdrawals, and for all I know, river water may be used for industrial purposes as well. These potential impacts should be on the table.</p> <p>Transportation. Both the Puyallup River and Commencement Bay provide unique opportunities for shipping, which is key to our economy, and cannot be readily replicated. This should be considered in any zoning reviews.</p> <p>Recreation. Which should be promoted only if it depends on the unique properties of the Tideflats. Parks that allow our people to play on the water, or see riparian activities on the river mouth are great, but we should not be putting amusement parks there.</p> <p>Jobs. Same deal. Shipping jobs, boat construction and moorage, fishing: work that depends on the unique properties of the river mouth. But we should not pave the Tideflats for industrial production simply because its flat, has existing infrastructure, and is close to shipping. Simply because it's convenient.</p> <p>I would say the same with housing. Residences can be built elsewhere.</p> <p>Another reality which is mentioned in the four alternatives, but should be huge in any planning considerations: sea level rise. Managed retreat is the only way to go. The laws of physics simply do not care about our jobs, our health, nor our happiness. They will play out regardless of our beliefs. Anyone who is advocating pumping water out, putting up sea walls, or raising structures to accommodate rising sea levels is delusional. I don't think anyone can say how quickly the waters will rise, but they surely will. And if we are planning for the future, then we need to install our permanent structures on much higher</p>
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			<p>ground. This reality should be in the scope of every plan for the Tideflats.</p> <p>Lastly, I likely don't need to note this, but our city has a history. Two of my relatives have died of cancer, due to exposure to toxins in Tacoma's air when they were younger. Much of the pollution from Tacoma's past has been removed, or isolated. And much of it remains, underground, in sediments, sometimes sealed off, and hopefully no longer in the air or water. Still, it's there.</p> <p>So preventing future polluting activities should be a priority, as well as identifying whether development might release historical deposits of pollution.</p> <p>I would also like to endorse these elements of CHB's letter of concern:</p> <ul style="list-style-type: none"> <li>• How will public health be impacted by the amount of air pollution that will happen under each alternative? Especially for people staying in live-work housing and people living near the Port?</li> <li>• What types of industries do we need to meet our decarbonization goals?</li> <li>• How will public safety be impacted under each alternatives?</li> <li>• What types of jobs do we need to reach our decarbonization, job density, and job growth goals?</li> <li>• What is the greenhouse gas impact from the amount of fossil fuels that could be allowed in the Tideflats under each alternative?</li> <li>• How much toxic stormwater and wastewater will run into Commencement Bay and the Puyallup River under each alternative?</li> </ul> <p>Thank you, Bruce Hoeft  Bruce Hoeft  brucehoeft3@gmail.com  508 N 11th St  Tacoma, Washington 98403</p>
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July 13, 2022

Mayor Victoria Woodards  
City Councilmembers  
Planning Commissioners  
City of Tacoma  
747 Market Street  
Tacoma WA 98402

**RE: Tideflats Subarea Plan and EIS Scoping Meeting scheduled for July 13, 2022**

Thank you for the chance to comment on this stage of the Tideflats Subarea Plan and EIS Scoping process.

The Tideflats is one of the primary economic drivers for the city, the region and the state, providing family wage jobs and a critical tax base. The Council, Planning Commission and City Staff must use great care when regulating policy for an area that is so vital to our collective economic future. As stated by the city, the Tideflats Subarea Plan and EIS Scoping process should examine every alternative through the lenses of economic prosperity for all, environmental remediation and protection, transportation and capital facilities planning, and public participation and outreach.

In terms of **economic prosperity for all**, some elements of the four alternatives will put thousands of jobs and the families they support at risk. It must be considered what is at stake in the Tideflats:

- There are **219 businesses** in the Tideflats at last count. A recent University of Washington Tacoma study estimates that just **20 of these businesses** account for **\$2.0 billion** in direct and **\$3.3 billion** in indirect economic activity.
- These 20 businesses alone pay **millions of dollars in taxes** annually to the City (**\$15,384,486 in B&O Tax** and **\$5,731,000 in Property Tax**).
- Trying to replace high wage industrial jobs in the Tideflats with unknown (aka fictional) replacement jobs is a recipe for economic stagnation. For example, on average **every single Durable Manufacturing job creates 7.44 additional jobs** due to spending for supplies at the job site plus the spending of salaries and wages earned. Few other industries come close, particularly those that are hypothetical.
- **Tacoma families depend on these jobs** (as do many others) for their livelihoods and quality of life.

In terms of **environmental remediation and protection**, significant actions already taken by the Port, the Puyallup Tribe, the City and others need to be accounted for and highlighted. It is worth noting that the Port alone has invested more than \$300 million in environmental initiatives and continues to implement measures to improve environmental performance and sustainability in its operations. The cornerstone of the Port's Clean Air Strategy is to get to zero-emissions by 2050, and since its launch in 2008, the Port has reduced diesel emissions by 80% and greenhouse gas emissions by 20%.

In terms of **transportation and capital facilities planning**, the State, City, Port and County have invested hundreds of millions of dollars in critical infrastructure that relieve traffic, reduce pollution, and move products faster. The SR167 completion project is one of many such projects that need to be celebrated and leveraged in the Subarea Plan.

And, in terms of **public participation and outreach**, we would agree that a better effort needs to be made in this regard. For example, today's meeting was not widely advertised and as of this writing does not appear on the council or planning commission calendars. In addition, the Tideflats Steering Committee and the Tideflats Advisory Group should be more deeply utilized to help the city with this process.

Thank you for your consideration.

On behalf of the EDB,



Bruce Kendall  
President & CEO

Cc:  
Elizabeth Pauli  
Peter Huffman  
Steve Victor  
Steve Atkinson



2401 South 35<sup>th</sup> Street, Room 2  
Tacoma, Washington 98409-7460  
piercescountywa.gov/ppw

August 3, 2022

City of Tacoma  
Planning and Development Services Department  
Attn: Stephen Atkinson  
(distributed via email:  
[satkinson@cityoftacoma.org](mailto:satkinson@cityoftacoma.org))

**RE: Tideflats Subarea Plan and EIS Public Scoping Comments**

Dear Mr. Atkinson:

Pierce County has had an opportunity to review the proposed the EIS Scope and Alternatives to include:

- The City of Tacoma’s Determination of Significance and Scoping Notice
- The Preliminary EIS Alternatives
- Alternatives Maps

Pierce County supports the direction set forth in these alternatives to ensure a thorough and comprehensive Draft EIS is produced. Pierce County looks forward to reviewing the EIS Draft and will be prepared to submit comments on the document when released for review.

Sincerely,

Sean Gaffney  
Land Use & Environmental Review Manager  
Pierce County Planning and Public Works

- c: Dan Grimm, Chief Operating Officer, Pierce County  
Ryan Mello, Councilmember, Pierce County  
Jen Tetatzin, Director, Pierce County Planning and Public Works  
Hugh Taylor, Principal Policy Analyst, Pierce County

## Tacoma Tideflats EIS Scoping Comment. 8.3.2022

Thank you for the opportunity to comment.

I believe it is critically important for the scope of this Tideflats EIS to be future-oriented, not current- or past-oriented. In other words, trying to keep things the way they are is not an option. Looking ahead to the changes already in motion is critically important.

So right off the bat, **the NO Action Alternative is not an option and I would not support it under any circumstances.**

**In looking to the future, I believe there are two critical focus areas:**

- **People**
- **The physical environment and its health**

Therefore, in my mind, **the Scoping must prioritize the following people:**

- **The Puyallup Tribe**, and its presence and importance since time immemorial. The Puyallup Tribe should be honored, treated as a peer, treated as an independent nation, and given preference in their view of how this land should be stewarded. The Tribe's cultural, marine, agricultural, spiritual, and other practices should be prioritized. This is the Guiding Principle on Tribal Assets, which should be restated as The Tribe is a Major Asset (the current wording is too weak).

The shamefully inadequate process that the City offered the Tribe during the regulations phase of this process must be repented and never be repeated.

- **The people in our community who are disproportionately impacted by systemic racism and disinvestment, including Black, Brown and Indigenous people, people with disabilities, and many members of our LGBTQIA2S+ communities.** Disinvestment here means a lack of concern about the health impacts of pollution and toxins, a lack of access to good-paying clean jobs, a lack of access to reskilling or upskilling, and a disregard of their overall lived experience.
- **The people who work in manufacturing processes currently.** When the City started the interim regs process for the Tideflats in 2017, there was an opportunity then to decide not to continue heavy and dirty industry in the Tideflats. The Workforce Development people should have been directed to create transitional pathways for these workers, either to reskill or upskill for cleaner industries, and/or to relocate the heavy industry to areas where the environmental impact of their operations is less. That didn't happen. As a result, we lost five years of transition time.

These workers deserve to have their futures valued and to have access to the kinds of reskilling and upskilling that will provide promising futures for them and their families. At the same time, it is no longer viable to have heavy industry in the center of the City, for both environmental and

economic development reasons. Thus, Alternative Two is not attractive without a serious and committed transition out of heavy industry in the Tideflats. At this time, I would not support Alternative Two for these reasons.

Thus, I believe that the EIS Scope must include the following analyses:

- Study the impacts of creating a significant-sized Economic Green Zone in the Tideflats, including the types of jobs that could be transitional as noted above.
  - Study how each Alternative promotes or creates green job options that will help address the climate crisis, not exacerbate the climate crisis by adding greenhouse gas emissions either directly or indirectly.
  - Identify and analyze clean and innovative industries/businesses that could locate in the Tideflats (feasible as to size, design, etc.) and the jobs, revenue, and employment density they would bring.
- **The nearby residents (all around the Tideflats) who breathe the air, are affected by impacts to the aquifer, affected by traffic and noise, and other impacts.** I live in the Hilltop and one of the wrong assumptions about the Tideflats is that the “prevailing winds” (from the west) mean that we don’t get the bad air from the Port. That’s simply wrong. My wind gauge tells me that the winds are from the east for at least part of the day for 20 or more days each month. The impacts of wind-borne pollution need to be assessed for a 360 degree directional impact.

“Nearby” means a three-mile radius radiating out from a central point in the Tideflats.

To protect both workers in the Tideflats and nearby residents, the following analyses must be included in the EIS Scope:

- **A cumulative health assessment** for each of the Alternatives including traffic emissions, facility omissions, noise pollution, and light pollution. Not just PM 2.5 but also toxic and hazardous air pollution and volatile organic compounds. What health conditions will be exacerbated by emissions and pollution and organic compounds?

What uses create the possibility/probability of infrequent but catastrophic environmental and human damage (explosion at the LNG plant, etc.). Analyze how prepared the City and Port are to address these, both for human and environmental impacts. The failure to do this for the LNG plant is one of the fatal errors in that EIS.

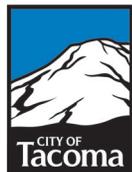
- **Current cumulative air quality analysis.** How does each Alternative play out in a cumulative air quality analysis?
- **What are the projected impacts of each Alternative on traffic congestion, pedestrian safety, and the condition of public roadways?** Analyze each in detail.

And in my mind, **the Scoping must prioritize the following physical environment and health aspects:**

- Analyze and prioritize the indispensable and imperative role of the Puyallup Tribe in defining how this land must be stewarded into the future.
- Analyze each Alternative for how closely it aligns with the City's stated values on the City's Climate Emergency, Climate Action Plan, and Urban Forest Management Plan. Misalignment should be clearly identified.
- Study and determine which Alternative will produce the fewest greenhouse gases, and show the differences between the four Alternatives and the process and timing by which greenhouse gases will be reduced.
- Study the impacts of each Alternative on protection or harm or restoration of salmon, shellfish, orcas, beaver, otter, other wildlife, and threatened or endangered species.
- Study each alternative for impacts on aquifer recharge areas, including runoff from toxic tire and other debris, paving over permeable land, groundwater contamination, and stormwater runoff.
- Study each alternative for its relevance to managing/ adapting to sea level rise, in a time frame that is shorter than currently assumed. This would acknowledge that most projections about the timing of impacts of climate change have been too modest and conservative.

I have mixed feelings about housing in the Tideflats. Tacoma definitely needs more housing, but largely for people at 80% of AMI and lower. It is politically unlikely that housing for these income groups will be seen as desirable for the Tideflats area, by the people who will make decisions about the housing. And the inevitable conflicts between light and/or green manufacturing on the one hand, and residential housing on the other...make housing a challenging option for any of the Alternatives in my view. So the Scoping should include analyses of appropriate locations for housing and the noise and other conflicts that would occur if the housing were built where indicated.

Sally Perkins  
1419 South Sheridan Avenue  
Tacoma, WA 98405 (Hilltop)



August 3, 2022

Mayor Victoria Woodards  
City of Tacoma  
747 Market Street  
Tacoma, WA 98402

RE: Tidel flats Subarea Plan and EIS Scoping

Honorable Mayor and Members of the City Council,

Thank you for the opportunity to provide scoping comments on the Proposed Scope and Alternatives for the Environmental Impact Statement (DEIS) for the Tidel flats Subarea Plan. The Planning Commission has received several presentations on the Tidel flats Subarea Plan process from City of Tacoma staff from Planning and Development Services. We have also reviewed issues to be investigated during the DEIS and conceptual alternatives 1-4 that were included in recent presentations. Per Tacoma Municipal Code 13.02, the Planning Commission is charged with developing and updating the *One Tacoma* Comprehensive Plan, of which the Tidel flats Subarea Plan will be a contributing chapter. Through our comments in this letter, the Planning Commission is seeking to ensure that the Tidel flats Subarea Plan will be consistent with other elements of the *One Tacoma* Comprehensive Plan.

### **Inclusion, Diversity, and Environmental Justice**

As the Steering Committee and staff engage the community through this process, the Planning Commission encourages this effort to proactively reach out to and engage racial, ethnic, and other historically marginalized communities not represented on the Steering Committee and Tidel flats Advisory Group. Tacoma is a diverse city with underserved communities whose safety, health and welfare must be considered in the Tidel flats project. Moreover, this process must be intentional to include specific groups like African American, Latino, Native American, and immigrant communities, which already have higher rates of sickness and disease due in part to local environmental degradation. Environmental justice must also be at the forefront of decision-making for the Tidel flats, and we encourage the Steering Committee to include and engage people and communities of color who will be most impacted by these decisions.

### **Promote Industrial Changes**

As the city of Tacoma confronts various crises (climate, housing affordability, racial justice, etc.), it is essential that the industrial uses within the Tidel flats support city-wide goals and initiatives to address these challenges. The *One Tacoma* Comprehensive Plan contains references to the Climate Action Plan, which set specific metrics and targets in this area. Currently, the Tidel flats is home to several industrial uses that actively work against efforts to reduce greenhouse gasses, create local jobs, and build affordable housing. The DEIS should examine a mix of incentives and disincentives that can encourage and accelerate appropriate industrial changes in the Tidel flats.

### **Puyallup Tribe Land Management and Environmental Restoration**

We recognize that the Tidel flats are an important cultural and historic site for the Puyallup Tribe of Indians (PTOI) and that land ownership within the Tidel flats has a long and complicated history. As the Steering Committee examines various land uses within the Tidel flats, we encourage this effort to identify opportunities for land ownership and management to be returned to PTOI. Areas intended for habitat restoration and/or sea level rise mitigation are potential candidates for such an effort. As a sovereign government, PTOI has various agencies and resources that make them well suited to manage and steward restoration lands.

### **Stormwater Treatment**

The Planning Commission was pleased to see several alternatives exploring enhanced habitat restoration opportunities. We encourage the Steering Committee to include mitigation efforts that would eliminate untreated stormwater runoff from flowing into Commencement Bay. This would involve examining where stormwater is coming from, identifying

opportunities to reduce runoff upstream with green stormwater infrastructure, and assessing treatment opportunities near or in the Tideflats, such as bioswales, stormwater treatment wetlands, or water treatment plants.

### **Tree Canopy and Habitat Restoration**

The Tideflats also has some of the lowest tree canopies in the city. We encourage the Steering Committee to identify opportunities to increase tree canopy and native vegetation throughout the Tideflats, particularly within city-owned right-of-way. The Planning Commission also recognizes the multiple benefits that come from integrating native plants and nature into industrial, business, and residential zones. We also recognize the importance of large, contiguous, and connected habitat areas. We encourage the Steering Committee to explore incentives and programs that allow for off-site habitat mitigation (protection and restoration) to occur in sensitive and/or high priority habitat parcels with the goal of increasing the size, connectivity, and diversity of the protected habitat network within the Tideflats.

### **Semitruck Impacts**

As the consultant team develops the traffic study for the EIS, keep in mind that most of the traffic to and from the Port comes from semitrucks, which have a far greater impact on the environment versus general purpose traffic. These trucks create more traffic congestion, have lower emission standards (creating air pollution), and have more tires (which produce dust that is toxic to salmon). The city is also currently considering other warehouse projects that would further increase semitruck traffic in Tacoma, negatively impact our environment, and threaten public health. As such, we encourage the EIS to explore enhanced mitigation measures and requirements to reduce the impact of semitruck traffic. The study should explore ways to maximize rail infrastructure for moving goods instead of relying on semitrucks. The traffic study should also include projected traffic increases from other proposed warehouse projects in Tacoma.

### **Public Access and Recreation**

As noted in the Alternatives, the Tideflats provides recreational opportunities and water-access for Tacomans. The Planning Commission encourages the Steering Committee to explore opportunities to expand public waterfront access, create new public green spaces and parks, and invest in pedestrian and biking infrastructure.

### **Transit Oriented Development in Vicinity of Portland Avenue Station**

The Puget Sound Regional Council's VISION 2050 plan includes a goal of 65% of population growth and 75% of job growth to occur in centers and near high capacity transit stations (MPP-RGS-8). Inside the Subarea Plan's geographic boundaries is one programmed high capacity transit station at Portland Avenue in an area currently zoned M-1 and identified as a Commercial-Industrial buffer. To be consistent with the regional vision, land use should provide for options to allow a concentration of housing and jobs that are safely accessible via transit in that station area. The Planning Commission, as a part of our concurrence, will be monitoring this process for inclusion of a plan element that enables transit-oriented development in the station area of Portland Avenue. We encourage the Steering Committee and staff to actively engage Sound Transit's Transit Oriented Development staff as well as Tacoma's Transit Oriented Development Advisory Group (TODAG) in developing land use alternatives near Portland Avenue Station, which will serve Sound Transit's Tacoma Dome Link Extension.

Thank you for the opportunity to provide comments on the DEIS scoping phase. We look forward to reviewing the DEIS and providing additional comments on potential amendments by the City Council as well as alternatives presented.

Sincerely,



**Chris Karnes**, Chair  
Tacoma Planning Commission

(Robb Krehbiel, Lead Author, Tacoma Planning Commission)



August 3, 2022

Attn: Stephen Atkinson, Principal Planner, Long Range Planning Division  
City of Tacoma, Planning and Development Services  
747 Market Street, Room 349  
Tacoma, WA 98402

Dear Tideflats Subarea Plan Steering Committee, Planning Commission, and Tacoma City Council:

The work of the Tideflats Advisory Group (TAG) has grown increasingly important as the Subarea Planning Process activity moves forward. As a foundation element of the process, representatives for the TAG were appointed with great care through mutual agreement between all members of the Steering Committee.

As TAG member volunteers who have devoted time to the process, we believe we deserve to be heard by the Steering Committee, Planning Commission, and City Council. Unfortunately, throughout this process TAG members have had few opportunities to advise you. As a partial remedy, this letter offers some insight from a number of TAG members and presents a continued request for more involvement going forward in development of the Subarea Plan.

As the international gateway in the South Sound, Tacoma and Pierce County serve as a transportation hub and industrial complex to facilitate the movement of goods, through multiple modes, to worldwide markets. For workers, consumers, and communities, the Tacoma Tideflats deliver prosperity for not only Tacoma's families, but for many others in the region. As members of the Tideflats Advisory Group, we understand that there is not a need to identify a specific preferred alternative for the Subarea Plan at this time, as the final decision may pull elements from all the current alternatives. Therefore, this letter instead recommends some criteria that can guide a shared, long-term vision for the Tideflats to be considered for further study. Our primary criteria are:

- Protection of the core areas of container port and port-related industrial areas within the Tideflats;
- Efficient access to the core area through freight corridors;
- Protection against potential land use conflicts along the edge of the core area; and
- Protection against downzoning existing industrial sites rendering them incompatible uses.

It is worth reminding all stakeholders involved in this process that the City of Tacoma just completed and adopted its non-interim regulations less than a year ago. Those regulations were the culmination of years of engagement from the community which resulted in a major review process with significant changes to the allowed uses. It led to the outright banning of new or expanding fossil fuel infrastructure in the Tideflats – with restriction on fossil fuel expansion being one of the main impetuses behind the creation of the Subarea Plan. Given this background, there is no further need for additional restrictive zoning changes with the Tideflats, and the Subarea Plan focus should be on other remaining key elements, such as transportation.

It should also be noted that the City is required by state law to have a comprehensive plan for its industrial lands, and, within that plan, it must have a Container Port Element. According to state law, the Subarea Plan must be consistent with the overarching comprehensive plan and Container Port Element.

For reference, the stated legislative intent in creating the Container Port Element is the following:

- (1) The legislature finds that Washington's marine container ports operate within a complex system of marine terminal operations, truck and train transportation corridors, and industrial services that together support a critical amount of our state and national economy, including key parts of our state's manufacturing and agricultural sectors, and directly create thousands of high wage jobs throughout our region.
- (2) The legislature further finds that the container port services are increasingly challenged by the conversion of industrial properties to nonindustrial uses, leading to competing and incompatible uses that can hinder port operations, restrict efficient movement of freight, and limit the opportunity for improvements to existing port-related facilities.
- (3) It is the intent of the legislature to ensure that local land use decisions are made in consideration of the long-term and widespread economic contribution of our international container ports and related industrial lands and transportation systems, and to ensure that container ports continue to function effectively alongside vibrant city waterfronts.



The alternatives being considered by City Council must include the full range of development options and, most importantly, must reflect the requirements set forth by the legislature for the maintenance and development of the Tacoma Tideflats as a container and industrial port.

Alternative 4 comes closest to meeting these objectives with the key addition that it should target meeting the same employment growth targets as the other Alternatives. Reference "Updated employment multipliers for the U.S. economy" published by the Economic Policy Institute in January, 2019, which shows that job multipliers for durable manufacturing and utilities are two to six times higher than those for mixed use development such as recreation, accommodations, and food services.

As stated previously, we do not believe the TAG is being utilized in the Subarea Planning process as we believe was intended. As recently as the last TAG meeting, members were informed by City staff that our input as a group is now considered outside the work of the Steering Committee and City Council and will only be considered downstream in the process. Such an approach is counterintuitive and counterproductive to our community process. As we think you will agree, the community element that the TAG's contribution represents should not be pushed to secondary status, but instead should be considered a vital, intentional element in this collaborative effort.

We seek your support for more outreach and direct involvement of the TAG going forward. The TAG's essential role within the process – as a diverse group of community leaders – must continue, as we all understood it would be. This letter is signed by multiple members of the Manufacturing Industrial Council (MIC) who are also members of the TAG representing key constituencies in Tacoma-Pierce County, seeking your support.

Kind regards,

Andrea Reay, CEO  
Tacoma-Pierce County Chamber  
TAG Regional Economic Representative

Bruce Kendall, CEO  
Tacoma-Pierce County Economic Development Board  
TAG Regional Economic Representative

Bill Adamson, Joint Base Lewis McChord  
TAG Adjacent Jurisdictions Representative

Andrew Troske, U.S. Oil  
TAG Business & Industry Representative

Tony Belot, Schnitzer Steel  
TAG Business & Industry Representative

Nathe Lawore, Pierce County Building Construction Trades  
TAG Labor Representative

Jared Faker, ILWU Local 23  
TAG Labor Representative

Bruce Martin, Westrock  
TAG Environmental Alternate Representative

Bett Lucas, Seaport Sound Terminal  
TAG Alternate Energy Representative



August 4, 2022

Dear Mr. Atkinson,

Thank you for the opportunity to comment on the scope of the Tideflats Subarea Plan Environmental Impact Statement.

Earth Ministry/Washington Interfaith Power & Light (WAIPPL) works with spiritual communities and people of faith in Tacoma, Pierce County, and across the state who care deeply about environmental justice. The Tacoma Tideflats Subarea Plan is an opportunity to live into our shared values of stewardship and justice to bring about a prophetic vision of the healthy and just future for Tacoma's communities and all connected to the Salish Sea.

We ask that you ensure the final Tideflats Subarea Plan is robust and considers both environmental and human health. For each scenario, please study these questions:

- How will public health be impacted by the amount of air pollution that will happen under each alternative? Especially for people staying in live-work housing and people living near the Port?
- What types of industries do we need to meet our decarbonization goals?
- How will public safety be impacted under each alternative?
- What types of jobs do we need to reach our decarbonization, job density, and job growth goals?
- What is the greenhouse gas impact from the amount of fossil fuels that could be allowed in the Tideflats under each alternative?
- How much toxic stormwater and wastewater will run into Commencement Bay and the Puyallup River under each alternative?

As a multifaith community, we are seeking holistic ways to be in a more right relationship with creation and one another. A broad and inclusive scope is crucial for the Subarea Plan to help put us on that path. We encourage your bold leadership in exploring these questions to create a strong draft EIS.

Thank you,

Rev. AC Churchill  
Executive Director  
Earth Ministry/Washington Interfaith Power & Light

August 4, 2022

Steve Atkinson  
Planning and Development Services  
City of Tacoma  
747 Market Street  
Tacoma WA 98402

**RE: Tideflats Subarea Plan and EIS Scoping Comment**

Thank you for the chance to comment on this stage of the Tideflats Subarea Plan and EIS Scoping process. This letter is similar to one we sent on July 13<sup>th</sup> in anticipation of the EIS Scoping meeting held by the City on that day.

The Tideflats is one of the primary economic drivers for the city, the region and the state, providing family wage jobs and a critical tax base. The Council, Planning Commission and City Staff must use great care when regulating policy for an area that is so vital to our collective economic future. As stated by the city, the Tideflats Subarea Plan and EIS Scoping process should examine every alternative through the lenses of economic prosperity for all, environmental remediation and protection, transportation and capital facilities planning, and public participation and outreach.

In terms of **economic prosperity for all**, some elements of the four alternatives will put thousands of jobs and the families they support at risk. It must be considered what is at stake in the Tideflats:

- There are **219 businesses** in the Tideflats at last count. A recent University of Washington Tacoma study estimates that just **20 of these businesses** account for **\$2.0 billion** in direct and **\$3.3 billion** in indirect economic activity.
- These 20 businesses alone pay **millions of dollars in taxes** annually to the City (**\$15,384,486 in B&O Tax** and **\$5,731,000 in Property Tax**).
- Trying to replace high wage industrial jobs in the Tideflats with unknown (aka fictional) replacement jobs is a recipe for economic stagnation. For example, on average **every single Durable Manufacturing job creates 7.44 additional jobs** due to spending for supplies at the job site plus the spending of salaries and wages earned. Few other industries come close, particularly those that are hypothetical.

- **Tacoma families depend on these jobs** (as do many others) for their livelihoods and quality of life.

In terms of **environmental remediation and protection**, significant actions already taken by the Port, the Puyallup Tribe, the City and others need to be accounted for and highlighted. It is worth noting that the Port alone has invested more than \$300 million in environmental initiatives and continues to implement measures to improve environmental performance and sustainability in its operations. The cornerstone of the Port's Clean Air Strategy is to get to zero-emissions by 2050, and since its launch in 2008, the Port has reduced diesel emissions by 80% and greenhouse gas emissions by 20%.

In terms of **transportation and capital facilities planning**, the State, City, Port and County have invested hundreds of millions of dollars in critical infrastructure that relieve traffic, reduce pollution, and move products faster. The SR167 completion project is one of many such projects that need to be celebrated and leveraged in the Subarea Plan.

And, in terms of **public participation and outreach**, we would agree that a better effort needs to be made in this regard. For example, the July 13<sup>th</sup> meeting was not widely advertised. In addition, the Tideflats Steering Committee and the Tideflats Advisory Group should be more deeply utilized to help the city with this process.

Thank you for your consideration.

On behalf of the EDB,



Bruce Kendall  
President & CEO

Cc:  
Mayor Victoria Woodards  
City Councilmembers  
Elizabeth Pauli  
Peter Huffman  
Steve Victor



Mayor Victoria Woodards  
City Councilmembers  
Planning Commissioners  
City of Tacoma  
747 Market Street  
Tacoma, WA 98402

As an employee of Seaport Sound Terminal, I am proud of the positive impact our facility has, not only on the local economy, but on an industry that is in transition. Our common belief is that Seaport Sound Terminal represents the renewable future of the Tideflats. It is Seaport's infrastructure and flexibility that will allow us to be key to new renewable fuel proliferation in our region. As a company, we are continually planning the expansion of our already large renewable portfolio. This is the result of our unmatched capability to bring new low/zero carbon fuels to market. Our ability to blend will be crucial as renewable fuels emerge and are available to the consumer in the coming years.

With that said, it cannot be understated how much potential damage the Sub Area Plan could do to the exact thing the City is trying to promote – a cleaner and greener fuels future. Any dismissal of the amount of renewables being moved through our facility currently would be disingenuous and that volume will only increase significantly over the coming years. It is the existing infrastructure and know how that will allow goals to be met, not a “build it and they will come” attitude...or more accurately, “put them out of business and they will come.”

It is these jobs that allow us to build careers for our families and ourselves. I have not heard a single suggestion from those wishing us to be gone from the Tideflats that can come close to replacing our current jobs. It is not real, and it is dangerous.

I would ask that you move on from a scope that is best at dividing this community and look at real opportunities that enhance the work being done already. Thank you for your consideration.

Sincerely,

Bett Lucas  
VP Commercial



July 21, 2022

**TO: Infrastructure, Planning, and Sustainability Committee**  
**RE: Tidelats Subarea Plan Environmental Impact Statement Scoping**

**Dear Chair Walker and Members of the Infrastructure, Planning, and Sustainability Committee,**

As you know, the purpose of the [Sustainable Tacoma Commission](#) is to advise Tacoma City Council and staff on sustainability initiatives, bringing community accountability to implementation of the City's vision for sustainability<sup>1</sup>, 2030 Tacoma Climate Action Plan<sup>2</sup> (TCAP), and other sustainability policies.

The Sustainable Tacoma Commission writes now to communicate our recommendations for additions and changes to the Tidelats Subarea Plan Environmental Impact Statement (EIS) scoping process. The STC has been consistent in its recommendations regarding a low-carbon future, green jobs, equity, and the protection and use of open spaces, including tree cover, since the beginning of the Subarea planning process. The Guiding Principles for the subarea plan and EIS need more fleshing out in terms of how they are reflected in the four alternatives and how they will be implemented in the EIS leading to the final plan. The Sustainable Tacoma Commission is also looking at what we had hoped to achieve in the Non-Interim Tidelats Regulations and the final Non-Interim Tidelats Regulations adopted in Ordinance No. 289786<sup>3</sup> in November 2021.

We make our comments in the order of the guidelines.

**Environment and Health:**

1. While this may fall outside the scoping process, we would like to see the one remaining cottonwood grove, known traditionally as q<sup>w</sup>i q<sup>w</sup>əlut, maintained and not disturbed or altered. This would help meet the clean air, clean water, and clean soil goals of the healthy work environment guideline. It would also help counter the heat island effect, provide habitat for birds, and maintain a place for people to unwind.
2. To meet goals established in the City's 2030 Climate Action Plan, the inclusion of a 15% tree canopy goal to mitigate the heat effect of the extended amounts of pavement and buildings should be included/considered. Plan for placing shade trees throughout the Tidelats, not restricted to habitat restoration areas. Individuals work and feel better where trees are present, including having better physical health outcomes. This effort could be considered alongside stakeholder concerns related to existing and proposed operations, safety, emergency response needs, and worker welfare.
3. Incentivize new large buildings to include cool roofs, green roofs, or solar – action 40 in the TCAP and in the Tacoma Adaptation Strategy.<sup>4</sup>

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<sup>1</sup>[https://www.cityoftacoma.org/government/city\\_departments/environmentalservices/office\\_of\\_environmental\\_policy\\_and\\_sustainability](https://www.cityoftacoma.org/government/city_departments/environmentalservices/office_of_environmental_policy_and_sustainability)

<sup>2</sup><https://www.cityoftacoma.org/cms/one.aspx?pageId=193914>

<sup>3</sup>[https://www.cityoftacoma.org/UserFiles/Servers/Server\\_6/File/cms/Planning/Tidelats/Permanent%20Regulations/Amended%20Ordinance%20No%2028786.pdf](https://www.cityoftacoma.org/UserFiles/Servers/Server_6/File/cms/Planning/Tidelats/Permanent%20Regulations/Amended%20Ordinance%20No%2028786.pdf)

<sup>4</sup>[https://www.cityoftacoma.org/UserFiles/Servers/Server\\_6/File/cms/enviro/Sustain/Tacoma\\_Adaptation\\_Strategy\\_DRAFT.pdf](https://www.cityoftacoma.org/UserFiles/Servers/Server_6/File/cms/enviro/Sustain/Tacoma_Adaptation_Strategy_DRAFT.pdf)

4. In the final plan, include air quality monitors. The technology is readily available both to collect and display air quality data for the public to see. This helps meet Tacoma's equity goal of reducing health impacts on frontline communities.
5. Study the emergency response times to different emergencies under the different alternatives. An increase of 10,000 workers will have a significant impact as under Alternatives 2 and 3. Potentially, this fits under transportation.
6. Determine placement of designated safe spaces for workers under emergencies such as heat domes, smoke storms, explosions, and other hazards. This will likely vary under the different alternatives because of the varying population densities throughout the day. Also potentially include the development of evacuation routes.

**Transportation and Infrastructure:**

1. Include an innovative transit/mobility plan that would encourage the Tideflats to be a mostly car-free zone in terms of transportation between work areas and from the Portland Ave Station to work areas. Reduction in parking areas allows more space for trees, pocket parks, potentially for food trucks, businesses, as well as a reduction in GHG emissions. Actions 9 and 20 in the TCAP.
2. The EIS study should be informed by the Tacoma Adaptation Plan, such as that new proposed infrastructure on the Tideflats account for future sea level rise.

**Land Use and Economic Development:**

1. The Guiding Principles should carry a description of Green Jobs. From the Bureau of Labor Statistics<sup>5</sup>: [Green Jobs are] jobs in businesses that produce goods or provide services that benefit the environment or conserve natural resources, jobs in which workers' duties involve making their establishment's production processes more environmentally friendly or use fewer natural resources. STC recommends including a standard of jobs per acre in the definition as an increase in density is desirable and necessary to meet Alternatives 2 and 3 numbers while also contributing to efficient use of energy, space, and transportation needs.
2. Add an Economic Green Zone to Alternative Map 3 to guarantee space for a growing green economy on the Tideflats. The Northeast Tacoma section might be an appropriate location. Action 36 in the TCAP.
3. Alternatives 2 and 3 propose 10,000 new jobs. The study should include suggested realistic pathways to achieve that goal in terms of envisioning the businesses and the space they would need.

The Sustainable Tacoma Commission feels strongly that the emphasis should be on decarbonization of the Tideflats and developing a green economy on the Tideflats if the city is to meet its goals as described in the 2030 Tacoma Climate Action Plan and elsewhere. The clean, Green Jobs we are hoping will be created in part through this intentional planning will greatly assist front line communities in finding employment that will sustain their communities and help Tacoma reach its equity goals.

Thank you for the opportunity to comment. We are following the whole process with interest.

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<sup>5</sup><https://www.bls.gov/green/home.htm#:~:text=Green%20jobs%20are%20either%3A,or%20use%20fewer%20natural%20resources>

Regards,

*Evlondo Cooper III*

**Evlondo Cooper III**  
Co-Chair, Sustainable Tacoma Commission



**Lexi Brewer**  
Co-Chair, Sustainable Tacoma Commission

**CC:** City of Tacoma Office of Environmental Policy and Sustainability  
Elizabeth Pauli, City Manager  
Melanie Harding, Assistant to the City Manager  
Peter Huffman, Planning & Development Services Director  
Michael P. Slevin III, Environmental Services Department Director  
Carrie Wilhelme, Public Works  
Lihuang Wung, Planning and Development Services  
Rosa McLeod, City Manager's Office



8/5/2022

***Letter to City Staff re: Tacoma Tideflats Scoping***

City of Tacoma  
Mayor Victoria Woodards  
Attn: Stephen Atkinson, Principal Planner, Long Range Planning Division  
Planning and Development Services  
747 Market Street, Room 349  
Tacoma, WA 98402

Honorable Mayor and Members of the City Council:

Thank you for the opportunity to comment on the proposed State Environmental Policy Act (Ch. 43.21C RCW (“SEPA”)) scoping of the Environmental Impact Statement (“EIS”) alternatives for the City’s Tacoma Tideflats Subarea Plan (“TTSP”).

Schnitzer Steel Industries, Inc. (“Schnitzer”), operating as General Metals Tacoma (“GMT”), owns a metals recycling business at 1902 Marine View Drive (“Facility”) within the Port of Tacoma (“Port”). Founded in 1906, Schnitzer is one of the largest manufacturers and exporters of recycled metal products in North America. Schnitzer has deep roots in the Pacific Northwest and has owned and operated a heavy industrial metal recycling facility in Tacoma for decades. The Facility is located on a 31-acre site that is currently zoned Port Maritime Industrial (“PMI”).

As detailed below, Schnitzer is requesting that proposed Alternative 4 be included in the TTSP EIS analysis; the EIS include a science-based discussion of the job-creation and economic impacts for each of the various alternatives; and the EIS recognize the Port’s maritime industrial land represents a unique, interconnected node of roads, rail, and maritime regional essential public facilities that cannot be duplicated in other areas of the City.

**Schnitzer’s Facility is an Important Part of the Port and Local Economy**

Schnitzer is a global leader in metals recycling, and the Facility is an important regional economic engine that provides high-paying union jobs. The Facility employs 135 people (with 95 union members), has an annual payroll of \$10 million, and spends \$26 million annually on suppliers and contractors. Employees include crane operators, mechanics, welders, and environmental engineers.

Last year, the Facility recycled hundreds of tons of ferrous and non-ferrous metals. The Facility provides a regional environmental benefit since scrap recycling diverts steel and other metals from landfills and repurposes the materials for other uses. Additionally, recycling metals reduces the impacts of mining and the generation of additional energy needed to process raw ore into usable products.

Recycling is proven to lower greenhouse gas emissions. Schnitzer estimates based on current science that recycling avoids approximately 6.79 tons of Carbon Dioxide Equivalent



(mtCO<sub>2</sub>e) emissions for each ton of scrap metal that is recycled. Schnitzer continues to invest in new technologies to improve recycling efficiencies at the Facility. Over the past two years, Schnitzer spent over \$5 million on upgrades, began participating in Tacoma Public Utilities' Evergreen Carbon Offset program, and will continue to build on these investments.

The Facility is a water-dependent use. The Facility relies upon the unique combination of road, rail, and water access available at the Port to receive scrap metal from the public and other businesses and to transport the post-recycled metal feed stocks to various end users. The importance of the Facility was demonstrated by the fact that it was designated as a Critical Industry during the recent pandemic and a valuable source of green industry employment.

### **Discussion of Scoping Alternatives.**

The State Environmental Policy Act (SEPA) requires all government agencies to consider the environmental effects of a proposed action, together with alternatives to the proposed action. RCW 43.21C.030(2). SEPA is a "environmental full disclosure law" that requires identification, analysis, and disclosure of potential mitigation measures for impacts to the natural and built environments. *Moss v. Bellingham*, 109 Wn. App. 6 (2001); WAC 197-11-704(b)(ii).

Schnitzer's Facility is located in the scoping document's proposed NE Tacoma Transition Area. While Schnitzer backs many of the TTSP's goals, including the City's efforts to create a common vision for the Tideflats area, Schnitzer cannot support the arbitrary redesignation of its property to a lower-intensity "Industrial Transition Zone" that according to City's February 1, 2022 *Tideflats Subarea Plan and EIS Draft Alternatives ("Draft Alternatives")*, focuses on "light industrial and compatible, industry-supportive commercial uses" for Alternative 2 and additionally focuses on "civic uses", the taking of private property, and shoreline and habitat restoration for Alternative 3. *Draft Alternatives*, p. 25, Exhibit 6 (Alternative 2) and p. 29, Exhibit 8 (Alternative 3).

Schnitzer's property and neighboring properties located west of SR 509 along the northeast shoreline of the Hylebos waterway are part of the Port's core industrial area. The land is designated as Port Industrial High Intensity under the City's Shoreline Master Program and Port Maritime Industrial under the City's zoning code. The City's current comprehensive plan shows the future land use for the Schnitzer Property as "Heavy Industrial". *OneTacoma, Urban Form*, p. 6.

The Port Maritime & Industrial District is one of only two areas within the City that has been designated for heavy industrial uses. Tacoma's Comprehensive Plan defines the Heavy Industrial designation as follows:

This designation is characterized by higher levels of noise and odors, large-scale production, large buildings and sites, extended operating hours, and heavy truck traffic. This designation requires access to major transportation corridors, often including heavy-haul truck routes and rail facilities. Commercial and institutional uses are limited and residential uses are generally prohibited. *Urban Form*, p. 8.

The Schnitzer Facility, the Port, and nearby major roadways and rail lines likely all qualify as essential public facilities ("EPFs") under the State's Growth Management Act ("GMA") and



should be analyzed as such in the TTSP EIS. The GMA confers a special status on EPFs because these facilities are necessary to serve the public but are difficult to site, often because of local opposition. *See* RCW 36.70A.200(1); RCW 36.70A.200(5); and WAC 395-196-550(3)(a) & (b). EPFs are broadly defined to include both new and existing facilities, and the GMA's EPF protections extend to "the expansion of existing essential public facilities or support activities and facilities necessary for an essential public facility." WAC 395-196-550(1)(C).

Comprehensive plan provisions or development regulations preclude the siting of an EPF if their combined effects make the siting of the EPF impossible or impracticable. Impracticability may include restrictive zoning; comprehensive plan policies directing opposition to a regional decision; or the imposition of unreasonable conditions or requirements. WAC 395-196-550(3)(a)(ii); WAC 395-196-550(1)(C).

Additionally, RCW 36.70A.085 requires that the City, in collaboration with the Port and other stakeholders, evaluate the Port's facilities in the City's comprehensive plan. RCW 36.70A.085's elements should be included in the TTSP EIS analysis including: (i) defining and protecting the core areas of the Port and Port-related industrial uses within the City and (ii) identifying and resolving key land use conflicts along the edge of the core area and minimizing and mitigating incompatible uses along the edge of the core area.

The Legislative Findings for RCW 36.70A.085 are particularly relevant to the City's scoping decision as it relates to the Port and the related maritime industrial uses:

*The legislature finds that Washington's marine container ports operate within a complex system of marine terminal operations, truck and train transportation corridors, and industrial services that together support a critical amount of our state and national economy, including key parts of our state's manufacturing and agricultural sectors, and directly create thousands of high-wage jobs throughout our region.*

*(2) The legislature further finds that the container port services are increasingly challenged by the conversion of industrial properties to nonindustrial uses, leading to competing and incompatible uses that can hinder port operations, restrict efficient movement of freight, and limit the opportunity for improvements to existing port-related facilities.*

*(3) It is the intent of the legislature to ensure that local land use decisions are made in consideration of the long-term and widespread economic contribution of our international container ports and related industrial lands and transportation systems, and to ensure that container ports continue to function effectively alongside vibrant city waterfronts.<sup>1</sup>*

Finally, WAC 197-11-444(2) designates land and shoreline use; waterborne, rail and vehicular transportation systems; relationship to existing land use plans; public services and utilities; and

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<sup>1</sup> Emphasis added.



movement/circulation of people or goods as elements of the built environment that are subject to analysis in a SEPA EIS if impacted by the proposed action. *See also*, WAC 197-11-440(6).

For these reasons, Alternative 4 should be included in TTSP EIS.

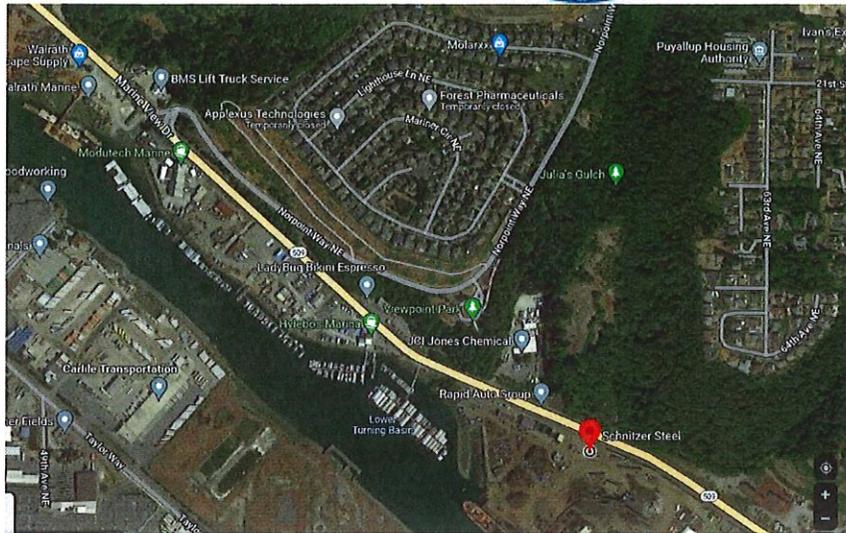
**Alternative 4 is Consistent with the Preservation of Core Maritime and Maritime Industrial Land and Uses and Should be Included for Study in the TTSP EIS.**

As explained in the City's *Draft Alternatives*, the TTSP's goals include growth of the employment base, preservation and creation of healthy neighborhoods, and protection of the environment. To accomplish these goals, the City and other stakeholders will be looking to make regulatory changes that are different than the *status quo*. While existing conditions must be evaluated under SEPA as the "No Action" Alternative, the goal of the planning process is to find a viable alternative that advances the City's objectives. The alternatives chosen for study in the TTSP EIS should be consistent with the Comprehensive Plan's Port Container Element and should include a rigorous economic analysis of all of the proposed alternatives. Alternative 4 allows the City to explore means for accomplishing its TTSP goals while preserving maritime industrial and Port uses. Thus, Alternative 4 is not simply a duplication of the No Action alternative, and it deserves independent consideration in the EIS.

City staff's two proposed alternatives, Alternatives 2 and 3, both shrink the Port core maritime industrial area and downzone PMI-zoned land, including Schnitzer's Facility and other rail and marine docks. These Alternatives also promote adding incompatible land uses, habitat restoration projects, and public recreation into areas that have been used for decades for core Port marine industrial operations. The downzoning proposed by Alternatives 2 and 3 is contrary to the City's Comprehensive Plan and Shoreline Master Program and impairs the infrastructure that makes the Port successful, including its deep-water channel and adjacent tidelands along the Hylebos Waterway.

To the extent that additional transition areas are needed between the core Port marine industrial operations and residential neighborhoods that have grown over time, those buffers should be placed in the residential areas which post-date the Port and do not rely on critical infrastructure that cannot be recreated. Thus, the TTSP EIS alternatives should analyze whether existing or new zoning and subdivision laws can be implemented to increase buffering on residential properties that border the Port area.

For example, it is Schnitzer's understanding that the Point Woodworth residential PUD was subject to a 1995 Concomitant Zoning Agreement (Recording #9601020069) that required the planting of trees and construction of acoustical fencing as mitigation to buffer the residential development from the pre-existing marine-industrial uses. A recent aerial photograph shows that much of the development's east and south-facing slopes lack significant tree cover, which differs from other nearby residential neighborhoods and appears to be inconsistent with the requirements of the Concomitant Agreement.



The downzoning proposed by Alternatives 2 and 3 will render Schnitzer’s use non-conforming and will impair continued investment in the Facility. Like other marine-industrial and water-dependent uses currently located in the Port, Schnitzer requires flexibility, including appropriate land use regulations, to adapt to new market conditions to remain competitive.

The *Draft Alternatives* document for proposed Alternatives 2 and 3 assumes that 10,000 additional jobs can be created by re-purposing marine-industrial land for less impactful light industry (such as research), commercial uses, mitigation land, and recreation areas. *Draft Alternatives*, p. 11. To Schnitzer’s knowledge, there has been no rigorous analysis supporting these assumptions or the impact on the economy from displacing industrial uses that cannot locate in other areas because of the lack of other available industrially zoned land with the required access to marine, rail, and road facilities. Additionally, RCW 43.21H.020 mandates that all local governments with rule-making authority adopt methods and procedures “which will ensure that economic impacts and values will be given appropriate consideration in the rule-making process along with environmental, social, health, and safety considerations.”

Facilities like Schnitzer’s employ union labor and have a greater share of BIPOC employees as compared with many other job sectors. Industrial jobs in the Port maritime industrial area pay well, that do not require a college education. Many firms, including Schnitzer, have workforce training programs for employees. These jobs are important for the City and its goals for providing economic opportunities for a broad range of its citizens.

In summary, Alternative 4 is the only alternative that does not include shrinking the core Port maritime industrial area or downzoning PMI-zoned areas within the Port. This Alternative should be presented in the same manner as Staff’s two other proposed Alternatives to ensure that it is given the same consideration. The economic assumptions of all the Alternatives should be evaluated by qualified experts familiar with Port and industrial sector economies.



Thank you for the opportunity to comment on the TTSP EIS scoping. Schnitzer looks forward to working with the City and other stakeholders as the process moves forward. If you have any questions on Schnitzer's scoping comments, please contact me at (253) 279-5485.

Sincerely,

A handwritten signature in black ink, appearing to read "Tony Belot". The signature is stylized and cursive.

Tony Belot

Government and Public Affairs Manager, Pacific Northwest

Mayor Victoria Woodards  
City Councilmembers  
Planning Commissioners  
City of Tacoma  
747 Market Street  
Tacoma, WA 98402

As an employee of Seaport Sound Terminal, I am proud of the positive impact our facility has, not only on the local economy, but on an industry that is in transition. Our common belief is that Seaport Sound Terminal represents the renewable future of the Tideflats. It is Seaport's infrastructure and flexibility that will allow us to be key to new renewable fuel proliferation in our region. As a company, we are continually planning the expansion of our already large renewable portfolio. This is the result of our unmatched capability to bring new low/zero carbon fuels to market. Our ability to blend will be crucial as renewable fuels emerge and are available to the consumer in the coming years.

With that said, it cannot be understated how much potential damage the Sub Area Plan could do to the exact thing the City is trying to promote – a cleaner and greener fuels future. Any dismissal of the amount of renewables being moved through our facility currently would be disingenuous and that volume will only increase significantly over the coming years. It is the existing infrastructure and know how that will allow goals to be met, not a “build it and they will come” attitude...or more accurately, “put them out of business and they will come.”

It is these jobs that allow us to build careers for our families and ourselves. I have not heard a single suggestion from those wishing us to be gone from the Tideflats that can come close to replacing our current jobs. It is not real, and it is dangerous.

I would ask that you move on from a scope that is best at dividing this community and look at real opportunities that enhance the work being done already. Thank you for your consideration.

Sincerely,

Russ Wilson  
Maintenance Supervisor  
SeaPort Sound Terminal



Par Pacific



**U.S. Oil & Refining Co.**

3001 Marshall Avenue  
Tacoma, Washington 98421  
Tel: (253) 383-1651  
Web: www.usor.com

August 5, 2022

Mayor Victoria Woodards  
City of Tacoma  
747 Market Street  
Tacoma, WA 98402

Submitted online at <https://bit.ly/tideflatscomment>

Attn: Stephen Atkinson, Principal Planner, Long Range Planning Division  
City of Tacoma, Planning and Development Services  
747 Market Street, Room 349  
Tacoma, WA 98402

Dear Mayor Woodards and Mr. Atkinson,

Please accept this letter on behalf of U.S. Oil and the opportunity to comment on the alternatives being considered for the EIS for the Tideflats Subarea Plan. U.S. Oil remains committed to a thorough, fact-based, community-centered approach to the future of Tacoma's working waterfront and the people who rely on the tideflats for their livelihood. The environmental values of our region are reflected in the nature of our work as a community-oriented refiner, operating for decades under the watchful eye of a myriad of local and state agencies. As we look forward, there is increasing urgency for investment in, and development of, technology that empowers modern industry, develops another generation of careers, transitions to new energy systems, and sustains Tacoma's environmental leadership. Our comments are focused on the future of industry in the tideflats, which should highlight evolving technology that is greener, more efficient, and demonstrates an ongoing transition from traditional fossil fuel.

At U.S. Oil, we are working with Tacoma Public Utilities and the State of Washington to establish the leadership of this city, and our state, as a green hydrogen hub. Washington, as evergreen as it is, is only one of several states positioning itself to lead when it comes to green hydrogen. There should be no question that Washington State, with a magnifying glass on Tacoma, has the expertise, the community support, and the will to be one of the top performers in environmental innovation and progress in our country. Yet, as we have grappled for direction in this process since 2016, there is no doubt that uncertainty about permitting could inhibit funding for a green hydrogen project, thus making Tacoma the immovable barrier to environmental progress in cleaner fuels. This should be unacceptable to decision-makers for whom the establishment of a green hydrogen hub mirrors the values of local and state leaders and the communities they represent.

At current course and speed, the tideflats subarea planning is not only jeopardizing environmental leadership on behalf of our region and the entire state, but purposefully risking any progress at all. Alternatives developed and put forward do not fully and fairly consider industrial innovation at the Port, thereby creating permit uncertainty and freezing the Port and Port industries in place when significant progress toward greener fuels is underway. It is very difficult to plan and invest resources when the uncertainty of permits causes a roadblock to projects that further environmental progress. As part of this process, alternatives considered in the EIS were to include all potential future development of the Port, including broad industrial development, which is not fairly represented in the alternatives being considered. The reality is that development of habitat and non-industrial uses does not need to conflict

with the existing and potential future industrial uses of the Port. Failing to include the critical opportunity that understands and respects energy sources of the future (already in place or underway across the globe) undermines the Port as an industrial area that can be a partner in development of and investment in clean energy.

U.S. Oil will continue to express our disappointment in the ongoing failure to respect the people whose careers rely on the Port and the industries based in the tideflats. There are thousands of people who depend on their jobs in the tideflats. 'Economic prosperity for all' was named as a tenet in the tideflats subarea plan and EIS scoping process. Yet, hypothetical promises about jobs have been offered in lieu of verifiable data. The Economic Development Board of Tacoma Pierce County has cited that on average, every single durable manufacturing job creates 7.44 additional jobs. What will it take for working men and women to be acknowledged as respected and valuable members of our community and our regional workforce? We implore city leaders to recognize that industry and manufacturing careers can be as future-leaning as jobs which take place in office tower cubicles or coffee shops. It is on the shoulders of these professionals that our city was built, they have more than earned our respect and meaningful consideration in this process.

Our company is committed to a clean energy future. Our values – including respect for others and the environment – is a part of who we are. U.S. Oil is already playing a part in improving environmental compatibility with our surrounds. We are a small refiner, but we are also an industry leader in the production and supply of high-quality motor, aviation, and marine fuels, which are needed by the local community. We have a long history of reducing our environmental impact ahead of regulation, while producing the cleanest fuels on the market. For example, U.S. Oil invested to produce Ultra-Low Sulfur Diesel (ULSD) years ahead of the EPA mandate. We also shifted production of high sulfur fuel oil into recyclable asphalt, an investment that reduced greenhouse gas emissions. And products developed as part of our ethanol next gen project are already supporting the global supply chain of low carbon fuels. We are the only refinery directly regulated by the Puget Sound Clean Air Agency and have the lowest carbon intensity among the five Washington refineries. The work of city leaders and stakeholders in tideflats subarea planning should encourage more investment and more innovation while enabling more environmental progress by the companies who call Tacoma home, we have a long history of strong environmental performance and would like to be able to continue this. It will be difficult as a niche refiner to be committed to a clean energy future without your help and support. Environmental progress is the responsibility of all of us.

Respectfully submitted,



Andrew Troske  
Refinery Manager

August 4, 2022

TACOMA TIDEFLATS SUBAREA PLANNING  
STEERING COMMITTEE  
747 MARKET STREET  
TACOMA, WA 98402  
DELIVERED BY EMAIL PORTAL

## INTRODUCTION

Thank you for accepting public scoping comments on the Tideflats Subarea Plan. I moved to Tacoma in 1990 to start an engineering job to clean up Tacoma's Superfund sites and have been raising my family and working for an ever-improving City for over 30 years. That is why it's important to me to request expanded study and mitigation of impacts that aren't being adequately addressed in the proposed alternatives.

## SUMMARY

Tacoma is planning to add thousands of residents, and the world at large is developing rapidly, yet Tacoma is contemplating an irreversible, policy-directed decline in productive land of long-term commercial significance. and setting the remnants up for further conflict with euphemism-clad incompatible swaths of retail, entertainment, and residential "transitions" that won't work the way they are intended.

It is vital in scoping of a non-action EIS that the government is even-handed and does not post documents that exalt and exaggerate the significance of certain natural environment features, while all but neglecting the important SEPA duty of considering the impact to civic environment features such as public services, preservation of commercial land and shoreline use; efficient transportation on water, rail, and air in addition to surface streets; optimization of (in place & very expensive) utility infrastructure; and the foreseeable harm from misplacement of retail, recreation and housing in unsuitable zones ranging from geologically unstable liquifiable soils to incompatible noise and light expectations. The impacts of the non-project plans will last

generations and the City will benefit if emotional and nostalgic decision-making is avoided and the regional impact of the tideflats is continuously quantified.

## ALTERNATIVE & MITIGATION ANALYSIS REQUESTED

I request that the EIS include analysis of the 3 areas where direct, indirect, and cumulative harm is reasonably foreseeable:

Please study the Direct, Indirect, and Cumulative Impacts of how each proposal to de-zone industrial land in the Tideflats is likely to create domino de-zoning and accelerate the city and county-wide destruction of industrial and manufacturing capacity to a point that can not be sufficiently mitigated. (Applicable SEPA Checklist Part D. Item 5, and to fully comply with the intent of SEPA Part B Environmental Elements Section 8. Part b “...land of long-term commercial significance will be converted to other uses...”)

Since the Tideflats was, until this Subarea Planning commenced, the premier production and transportation area of the city since it was founded, with tribal stories reaching back into pre-history of this land ( plus the adjacent land to the west of Thea Foss and the East of the Hylebos) being used for trading, water transportation, production and food processing; any act as severe as invalidating this historic, culturally significant commercial heritage can be interpreted as encouragement to destroy other significant industrial and manufacturing lands. Already copy-cat moratoriums on industrial applications are being considered in the South Tacoma Rail yards industrial area. There are few other options for displaced industry in Tacoma, Pierce County, or South King County, and impacts to air, transportation, and energy from policy-driven sprawl.

Secondly, please also study the Direct, Indirect, and Cumulative impact of downsizing and de-densifying industry and manufacturing - and their distinctive characteristic of jobs that are simultaneously entry-level and living wage - on Public Health and Public Safety demands.

Traditional civic knowledge and reputable academic studies show that fewer living-wage jobs increase crime and self-harm. Conversely, the data record that areas with more job opportunity

have decreased public calls for police presence and medical response, even if the two neighborhoods have similar crime statistics.

The Direct Impact on public safety and welfare of fewer industrial jobs (current subsistence), as business stop expanding and start leaving town should be quantified. Not simply how much wage loss will be stripped away by industrial to retail wage displacement over the next 10 to 20 year period, but what the corresponding increase in crime and public health support will be, and if that can be affordably mitigated by the newly allowed users?

Then please extrapolate for the Indirect Impacts as the news that the welcome mat is pulled back and Tacoma is no longer open for industrial and manufacturing business chills the establishment of new industry and manufacturing by outside organizations. Retail and recreation can, and do, fit in anywhere, so therefore don't draw outside investment like a sizable, fully functioning Manufacturing and Industrial zone. It is reasonable foreseeable that future opportunity will be lost, and subsequently, retail, recreation and residential will demand more protection.

Finally, please study the Cumulative Impact, as the remaining Industrial zones in the City are likewise diminished and the subarea degrades to a lower-economic-opportunity zone. It's foreseeable from examples like Detroit, that in a few decades, substantial public investment will be necessary to combat self-reinforcing decay.

Thirdly, please study the Direct, Indirect and Cumulative impacts of Incompatible Land Uses from inserting retail, recreation and housing into industrial and manufacturing zones can be anything other than planned incompatible uses that the EIS process is intended to prevent and avoid. This includes at least SEPA B.7 a Environmental Health & b. Noise; incompatible Light expectations (SEPA B.11), incompatible Aesthetics ( B.10), and incompatible tolerance for Odor (B.2). Please evaluate how the mitigation for incompatible land uses can be an obligation solely to (and enforced upon) the newly allowed uses, their tenants, and customers, not the industrial and manufacturing businesses that are being intruded upon.

In Section 8, as mentioned above, Line L specifically asks for compatibility with existing uses. There is ample testimony in the record from residents that residential uses are inherently, entirely, and unmitigatedly incompatible with industry and manufacturing land uses. For instance, multiple, repeated, public comments from Pointe Woodworth residents who live in an industrial area, but only because they obtained a Conditional Use Permit to encroach on the industrial zone and build their residential area over an old gravel pit that had been backfilled with construction waste. Pointe Woodworth residents failed to install the required mitigation intend to provide buffering, and instead have spent the last several years using Green-Whacking techniques to force the industrial zone they thrust themselves into diminish itself to be more compatible for residents. It is reasonably foreseeable that other non-industrial occupants will demand the same preferences, until even more existing industrial and manufacturing land users are harassed into mitigations that the new conditional users were obligated to provide but did not.

## CONCLUSION

As our population grows, even more industrial land will be needed to avoid supply-chain shortages in basic sustenance items of food, shelter, and energy. This is why consideration of the Built Environment is such a substantial part of an EIS. Current Tacoma officials have a duty to analyze if they have defended enough industrial land so that our decedents still have the space they will need to replenish the durable goods and import/export transportation facilities necessary to keep our fellow citizens not just surviving, but thriving, with sufficiently automated & tangible items to earn enough of outsider's payments to fund education, public safety, mass transit, recreation, public health and create the items that allow more efficient transportation in Water, Rail, Air, and surface vehicles.

SINCERELY,

REBECCA SCOTT VADER, PE  
CIVIL ENGINEER

7311 East Side Drive NE  
Tacoma, WA 98422  
August 5, 2022

Attn: Stephen Atkinson, Principal Planner, Long Range Planning Division  
City of Tacoma, Planning and Development Services  
747 Market Street, Room 349  
Tacoma, WA 98402  
*Submitted electronically to: satkinson@cityoftacoma.org*

Re: Tideflats Subarea Plan Environmental Impact Statement (EIS) Scope

Dear Mr. Atkinson:

Thank you for the opportunity to review on comment on the Tideflats Subarea Plan EIS Scope. As a resident of Pierce County for 42 years, and a frequent visitor to the Tideflats, I remember some past history that should be reviewed and included in the draft EIS document. I will not repeat the items that I know are included in other comment letters, and rather hope to add to the list of items. Analysis of each alternative should include:

**No action alternative**—The Port, City, and County have adopted various plans that must be included in the no action alternative. An example is the City of Tacoma’s Climate Action Plan, Resolution 40509. This then, is an example of something that is a baseline for the no action alternative, as well as the other alternatives. A list and description of each of these plans should be included in the draft EIS. Each alternative must be examined for possible backsliding from the no action alternative, and backsliding would then mean that any alternative where backsliding is demonstrated is not a viable option.

**Options for a healthy environment and ecosystem**— While the tideflats are likely to remain industrial in nature, the vision of the tideflats should include a healthy, functioning ecosystem. This has been envisioned for over 30 years. Erling Mork, former Tacoma City Manager, and past president of the Tacoma-Pierce County Economic Development Board, had a vision for the greening of the tideflats, with extensive tree cover across the tideflats upper reaches. Simpson Tacoma Land Company had a vision for Commencement Bay that include a landscape ecology concept, with a “greening” of the tideflats and upland areas. <sup>1</sup> More recent restoration of Hylebos Creek and Wapato Creek should also be identified and protected as a baseline (no action) alternative. There is indeed significant opportunities to make further improvements to the shorelines of those watersheds, as well as providing a more healthy ecosystem for migrating salmon and other marine species, and the EIS should evaluate habitat options for each alternative.

**Cultural assessment** – The Puyallup Tribe makes significant use of the tideflats for cultural activities at present, particularly at their properties along the Hylebos Waterway, and likely in the future along the Blair Waterway. Boaters, sailboarders, Kayakers, beach walkers and harvesters of fish and other species also make use of the waters and shorelines of the tideflats. Unlike the south shore of Commencement Bay, the north shore is very pedestrian unfriendly. While people use the shoreline, the various kinds of recreational uses open to walkers and runners are not available to residents of Northeast Tacoma. These inequities need to be addressed. The EIS should analyze cultural options under each alternative.

**Incompatible uses** - At present there are incompatible uses that need to be evaluated under each option. The detention center is an example of an incompatible use, where a phase-out plan needs to be considered for each alternative.

**Superfund and MTCA site cleanups and recontamination** – All Superfund and MTCA cleanups need to be clearly identified in the EIS, and the possibilities for recontamination identified for each alternative. Additional contaminated sites are likely to be identified, and the strategies of working with EPA and Ecology outlined in the EIS.

**Port Dredging** – It is highly likely that the various alternatives will require continued maintenance and possible deepening of waterways. An analysis of the effect of dredging for each alternative should be included in the EIS

**Stormwater volume and level of contamination** – The various alternatives may likely produce differing amounts of stormwater, a critical factor in the potential for recontamination of sediments already cleaned up. Each alternative should analyze the volume and level of contamination of stormwater entering the waterways and the bay.

**GHG, particulate and other air emissions** – With continued growth in population in Tacoma, increased traffic volume, and any expansion of industry, there is a significant risk of increased air pollution of all sorts. Obviously, any increase is unacceptable, so each alternative must indicate a way to mitigate and eliminate possible increases in pollution. The health impacts of nearby populations are already well documented, and these emissions evaluated for each alternative.

My comments along with the many others that are submitted indicate the complexities as well as the value of this EIS. Thank you for the wide range of work that must be done to make this a useful and informative document.

Sincerely yours,



Sheri Jeanne Tonn, PhD  
253-952-2339 (home)  
sheritonn@comcast.net

<sup>1</sup>Lyon, Marty A., "Wildlife Habitat in the Industrial Heart of Tacoma" The Seattle Daily Journal of Commerce, March 27, 1987



August 5, 2022

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Phone (253) 383-2429  
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www.healthybay.org

Attn: Stephen Atkinson, Principal Planner, Long Range Planning Division  
City of Tacoma, Planning and Development Services  
747 Market Street, Room 349  
Tacoma, WA 98402  
*Submitted electronically to: satkinson@cityoftacoma.org*

Re: Tideflats Subarea Plan Environmental Impact Statement (EIS) Scope

Dear Mr. Atkinson,

Thank you for providing the opportunity to review and comment on the Tideflats Subarea Plan (Plan) EIS Scope.

**Executive Director**

**Melissa Malott**

Communities for a Healthy Bay (CHB) is a 31-year-old organization whose mission is to represent and engage people in the cleanup, restoration, and protection of Commencement Bay, its surrounding waters and natural habitat. We are a 501(c)3 nonprofit providing practical, solutions-based environmental leadership in the Puget Sound area. We work side-by-side with residents, businesses, and government to prevent and mitigate pollution and to make our community healthier and more vibrant.

**Board of Directors**

**Dana Coggon**

**Desiree Wilkins Finch**

**Barry Goldstein**

**Anders Ibsen**

**Alicia Lawver**

**Candice Ruud**

**Donna Thompson**

**Sheri Tonn**

**Alan Varsik**

CHB staff has spent countless hours reviewing and analyzing regulations in the Tideflats for the past five years, and currently serve on the Technical Advisory Committee for the Tideflats Subarea Plan. We know that a robust EIS that relies on current science is necessary for the development of a Plan that will set the playing field for a truly vibrant, equitable, and thriving Tideflats. Below are our comments on the scope of this EIS.

**Guiding Principles**

The Guiding Principles of the Plan are the basic framework from which all priorities, incentives, and policies will cascade. It is crucial that these Principles are representative of the needs of our community from the start to ensure that this Plan works for everyone.

**Environment and Health**

We acknowledge that there are already a few Principles that touch on Public Health and Safety, but we do not see how these principles are addressed in the Characteristics for study nor the Alternatives. The following questions need to be studied, for each alternative, in the EIS to ensure these Principles are adequately addressed.

A tax-exempt  
501(c)(3) Washington  
nonprofit corporation

***What are the air pollution impacts for people residing in proposed live-work housing, adjacent residential areas, and inland detention facilities under each alternative?*** Communities that live adjacent to the Tideflats and the South Tacoma Industrial Area largely rank 10 out of 10 on the Washington Department of Health’s health disparities scale – meaning these communities experience worsened health outcomes, including shorter life expectancy and higher rates of chronic disease, because of where they live.<sup>1</sup> Fossil fuel facility operations have known air quality impacts that detrimentally impact public health. The extraction, processing, and combustion of fossil fuels releases dangerous pollutants into the air, including particulate matter equal to or less than 2.5 microns in width (PM<sub>2.5</sub>), nitrogen oxide, and carcinogenic volatile organic compounds (VOCs). Pierce County residents, especially those of color, experience higher rates of heart disease than the state average, which is worsened by exposure to PM<sub>2.5</sub>. Asthma and chronic obstructive pulmonary disease are also exacerbated by exposure to PM<sub>2.5</sub>, while VOCs disproportionately impact pregnant women, infants, and children as exposure leads to higher rates of infant mortality and low birth weights.<sup>2,3</sup> The EIS should analyze the impact on these public health metrics, as well as other determinants of health including exposure to noise and light pollution, under each alternative.

***What impact will the industrial development under each alternative have on the viability of nearby communities?*** We are especially concerned about affordable housing developments that may not be able to receive the funding they need to expand from the Department of Housing and Urban Development (HUD) if more and more hazardous substances (like oil and gas) are stored and transported here in the City center. Please review HUD’s hazardous substance list, as well as their calculator for determining Acceptable Separation Distance from a hazardous site. The EIS should analyze the impact different industrial siting scenarios will have on these housing developments.

***What are the likelihoods and impacts of an industrial disaster including but not limited to a spill, explosion, fire, or a noxious gaseous release under each Alternative?*** With each additional vessel, railcar, or pipeline bringing hazardous oil and gas through Tacoma comes an additional risk for a train derailment, oil spill, fire, and/or explosion. The EIS should analyze the industrial disaster risk under each alternative, and what the public safety impact would be.

***What are the likelihoods and impacts of a natural disaster/phenomenon including but not limited to an earthquake, liquefaction event, lahar, landslide (submarine and terrestrial), and/or sea level rise under each Alternative?*** The Tideflats is an extremely geologically active landscape. Depending on the location of the epicenter and the depth and magnitude of an earthquake, for example, significant underwater slumps or landslides could occur.<sup>4</sup> This process has occurred throughout the 15,000 years since the last glaciation of Puget Sound, as evidenced by the 100’s-1000’s of feet of post-glacial sediment fill on the floor of Puget Sound, at least in part derived from these processes.<sup>5,6</sup> Liquefaction has also affected the water-saturated Tideflats area during past earthquakes creating another possible mechanism for the transfer of toxic-rich sediment and groundwater to mobilize rapidly, and for possible destruction of industrial infrastructure and threat to public health and human safety.<sup>4</sup> Lastly, Mount Rainier is considered to be one of the most dangerous volcanoes in the United States due to lahars that are generated on its slopes that can (and have several times in the past) reached Commencement Bay.

***What is the impact of tree canopy and heat islands within the Tideflats under each Alternative, and how could they be mitigated?*** The Tideflats has less than five percent tree canopy.<sup>7</sup> Nearly 10,000 people work in the Tideflats during heat waves and without access to shade. We need to understand the frequency of heat

exhaustion, heat stroke, and other heat-related illnesses within the Tideflats, and how increasing the tree canopy could mitigate this frequency.

### **Land Use and Economic Development**

Decarbonization, job growth, and being a leader in the green economy are intrinsically related. *The EIS must evaluate how the different decarbonization goals under each Alternative will impact job growth, job density, and our ability to be a leader in the green economy.* More explicitly, if we are to meet our decarbonization goals, we must transition towards more sustainable, less carbon intensive industries.

The reality is that our national and global economies will be transitioning towards energy source alternatives to fossil fuels, and will be actively decarbonizing our existing infrastructure. With this transition will come the need to create jobs in the sectors of electrification, pipefitting, construction, and alternative energies, to name a few. *This job creation will have a huge economic benefit for our communities, and needs to be thoroughly understood through the lens of this EIS.* Conversely, if we continue to rely on industries that will be phased out in the coming decades, we will see a decline in the vitality of our communities, especially those individuals that work in the Tideflats. *Without a planned, equitable transition for these workers, what will be the impact on their livelihoods through the lens of Social Determinants of Health?*

### Alternatives

*Alternative 3 should be modified to implement a zoning strategy in the Northeast Tacoma Transition Area to one that is similar to the zoning proposed for the Foss Peninsula Transition Area.* Residential communities along and upland of Marine View Drive have been in longstanding conflict with Port industries due to noise, odor, traffic issues associated with common Port activities, and exposure to port-related industries and the related health impacts mentioned above. Beyond the obvious public safety impacts these residents face, any further development in this area would only further exacerbate the strife between Northeast Tacoma residents and industry, and will result in increasing noise, odor, and traffic complaints to the City. Further, this steep, forested bluff is a significant biodiversity corridor for federally protected species, and is also a geologic hazard area subject to slumps and landslides due to both natural and human-induced oversteepening. Adding new development of any kind to this area jeopardizes public safety and environmental health.

### Existing Policies

In the Fall of 2021, the City of Tacoma adopted the Tideflats Non-Interim Regulations (Regulations). While these regulations advance some of the Guiding Principles of the Plan, there are weaknesses in the existing policy that need to be evaluated.

*What are the environmental and public health impacts of the current allowance for ‘Cleaner Fuels’ in the Tideflats?* The ‘Cleaner Fuels’ definition in the Regulations includes *Alternative Fuels*, which under RCW 19.112 (2) includes “liquefied petroleum gas, liquefied natural gas, compressed natural gas, biodiesel fuel, E85 motor fuel... hydrogen fuel... nonhazardous motor fuel, or electricity...” We know that natural gas cannot be a part of our decarbonization strategy in Tacoma. Further, this definition does not define what kind of hydrogen nor what kind of electricity – this leaves room for these types of fuels to be produced from a fossil gas base.

*What are the environmental and public health impacts of the 15% cumulative expansion of fossil fuels allowed for existing facilities that are seeking approval for Cleaner Fuels Infrastructure?* We know that to reach our decarbonization goals, and to have any chance of avoiding the worst consequences of the climate emergency,

we should actually be decommissioning fossil fuel infrastructure and capturing carbon and other greenhouse gases (GHGs) from our atmosphere.

***What are the environmental and public health impacts of the Puget Sound Energy (PSE) Liquefied Natural Gas (LNG) facility building out to its full refining capacity?*** The regulations allow for the PSE LNG to expand to the full capacity reviewed in its 2014 EIS. We know that allowing PSE LNG to reach their full refining capacity will result in an additional one million tons of GHGs every year for the life of the project, but the full impact of this scenario has not been adequately studied.

### Existing Conditions

***What is the extent of contamination and likelihood of exposure from existing- and future identification of new- Model Toxics Control Act and Resource Conservation and Remedial Action sites?*** It is very likely that new contaminated sites will be identified throughout the Tidelands during the life of the Subarea Plan. The EIS needs to identify all contaminated sites, which regulatory entity have authority over them, and how their cleanup will be addressed under each alternative.

### Scope of the EIS

Lastly, it should be made very clear what is not covered in the scope of this EIS. The programmatic EIS for the Plan will streamline permitting for some projects, *but not all*. ***Should a proposed project present significant, unavoidable environmental and public health impacts, those impacts must be evaluated through the lens of a unique, project-based EIS.*** There is no way of knowing today what the specifications of a new project will be nor what the state of technology will be for the life of this Subarea Plan.

Thank you for providing the opportunity to review and comment on the Tidelands Subarea Plan EIS Scope. If you have questions or need clarification of any of our comments, please contact Erin Dilworth at [edilworth@healthybay.org](mailto:edilworth@healthybay.org).

Sincerely,



Erin Dilworth  
Communities for a Healthy Bay  
Deputy Director

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Yvonne McCarty, Chair  
Northeast Tacoma Neighborhood Council  
Yvonne.mccarty@comcast.net

7/21/2022

Dear Stephen Atkinson,

The first thing I would like to share is my vision for the future of the Tideflats.

*The Tideflats is a place that exists ultimately for the benefit of the people with clean industries and businesses that operate with zero emissions, zero spills, and zero incidents. It is a region that is healthy, safe, and welcoming to employees, visitors, residents, and wildlife. It is a place that you can find ample environmental, scientific, educational, cultural, recreational, and employment opportunities that honor the land, wildlife, and people that were here prior to the industrial neglect of the last century.*

The Tideflats can be all these things and still provide employment growth for employees at all skill and education levels through clean maritime trade and transportation and clean/innovative businesses. This is the Tideflats that I would like to leave the future generations of Tacoma.

Next, of the four preliminary alternatives (which were developed without input from the Tideflats Advisory Group), there are no options that will be successful in implementing the vision I just laid out. However, I believe that option 3 is the closest option to that end. I would ask that you modify option 3 to include the following 5 points, with the #1 as the highest priority:

- 1) **Make the zoning on both sides of the Hylebos waterway reflect the zoning that is found on and planned for both sides of the Thea Foss waterway. The zoning that is found on the downtown side of Thea Foss should be the same as the NE Tacoma side of the Hylebos (along Marine View Drive). The land on the opposite side of the Hylebos should reflect the zoning on the opposite side of the Thea Foss, which is where the light industrial/commercial buffer should be located.**
- 2) Specifically identifying opportunities for culture/education/scientific/recreation on the Hylebos, which are currently not identified or listed on the alternative map.
- 3) Look at all the uses in the Light Industrial zone along the east side of SR509 (Fife transition area) to ensure that they provide an adequate light industrial/commercial buffer from residential areas.
- 4) Specifically identify land uses that are incompatible with a healthy and safe ecosystem and that do not support the vision or the project team's guiding principles for the entirety of the Tideflats region. For example, where the environmental impact, health impact, or safety risks are just too high.
- 5) Include a pedestrian/bike trail along the NE Tacoma waterfront that would connect to other existing or future trail systems throughout the South Sound.

Yvonne McCarty, Chair  
Northeast Tacoma Neighborhood Council  
Yvonne.mccarty@comcast.net

Finally, here are some of the things that should be included in the scope of the EIS:

- 1) Health Impact Assessment (required by the Board of Health for large industrial projects) – including baseline study on the health of employees and nearby residents with comparisons to an area without industrial activity.
- 2) Cumulative air pollution study (not just PM 2.5, but also toxic air pollution, hazardous air pollution, volatile organic compounds, etc.).
- 3) Water pollution study.
- 4) Noise pollution study.
- 5) Traffic study.
- 6) Identification of clean and innovative industries/businesses and value that they would bring the region in terms of revenue and employment density (including a range of job types).
- 7) Economic analysis that includes an ecosystem services valuation.
- 8) Impacts to historical and cultural sites, particularly sites of significance for indigenous peoples.
- 9) Impacts to threatened or endangered species.
- 10) Impacts to wildlife, ecosystems, and critical areas.
- 11) Economic and social impacts to the local communities – including the impact to social inequities, quality of life, available housing, mobility through the area, visual blight, odors, etc.

Thank you for considering my comments.

Sincerely,

Yvonne McCarty

Chair, Northeast Tacoma Neighborhood Council

City of Tacoma  
Planning and Development Services  
Attn: Stephen Atkinson, Principal Planner,  
747 Market St.  
Tacoma, WA 98402

August 5, 2022

Dear Stephen Atkinson,

Tacoma-Pierce County Health Department appreciates the opportunity to provide comments on the Environmental Impact Statement and Public Scoping for the Tacoma Tideflats Subarea Plan.

We encourage City of Tacoma to use the Tideflats subarea planning process to focus on people, planet and prosperity as we move toward a restorative and sustainable future.

The subarea plan can increase physical, behavioral and environmental health, as well as economic growth. A healthy port relies on a healthy workforce and supportive community. We ask the city to prioritize the health of both workers and neighboring communities.

Land use and development decisions, like this one, have a direct bearing on environmental quality and human health. Without careful consideration of both, the subarea plan could result in negative health impacts and increase disparities, increase cases of asthma, obesity, heart disease, injuries, fatalities, mental stress and social isolation in our most vulnerable communities.

The subarea planning process provides an opportunity to strengthen the relationship between the Tideflats and our community. Opportunities for engagement with natural areas, business and industry within the Tideflats will lead to a broader appreciation and protection for this unique area. We recommend City of Tacoma:

**1. Prioritize human health throughout the process.**

- In April 2016, Tacoma-Pierce County Board of Health, (chaired at that time by Mayor Woodards), passed [resolution 2016-4843](#) recommending Pierce County and Cities address impacts of large projects using Health Impact Assessments (HIAs).
  - Cities can conduct HIAs parallel to an EIS, eliminating redundancy in data collection and analysis.
  - HIAs consider human health and well-being, as well as environmental, social and economic conditions. These broader conditions include topics relevant to the Tideflats subarea planning process, like housing, transportation, employment, noise, air quality, and access to green space.

- In October of 2016, the Board of Health adopted a Health in all Policies resolution which recommends decision-makers at all levels consider health in all policies, including potential impacts on communities burdened by health inequities.
    - Health Lens Analysis or Health Risk Assessments are tools that can support a Health in all Policies approach.
- 2. Respect and prioritize tribal rights and needs.**
    - Ensure local tribes continue to influence the process to preserve or restore cultural spaces, places and practices. Defer to tribal preferences for location and type of any housing proposed within tribal boundaries.
  - 3. Increase adjacent workforce housing that is affordable for workers across the income spectrum.**
    - The current housing market prices Tideflats workers out of nearby communities, increasing commute times, and making those jobs less attractive. This decreases long-term sustainability of the port.
    - Long-term, stable housing is vital to community resilience and reduced commutes improve human and environmental health.
  - 4. Consider policies that ensure housing serves the needs of, and is accessible to, Tideflats workers.**
    - The region surrounding the future Portland Ave Link station is ideal for new housing. However, without appropriate planning, this could easily develop into a commuter-village that does not meet the needs of the Tideflats community
    - Consider rent stabilization tools, such as requiring affordable units that match the incomes of Tideflats workers, affirmative marketing to Tideflat businesses and employees, or prioritizing Tideflat worker housing applications. Consult with Tideflat businesses and worker unions to design housing that meets the needs of Tideflats workforce.
  - 5. Increase public transportation options to connect any new housing, retail and business centers. Consider local worker options, like a shuttle service.**
    - Fewer personal vehicles in the port would support better air quality, better road maintenance, less accidents and less stress.
    - Coordinate with other transportation plans to include emergency evacuation options for those living and working in the port, in the event of industrial or natural disasters like earthquakes or lahars.
  - 6. Improve walkability and active transportation in the Tideflats.**
    - Roadways should safely accommodate all users, from tractor trailers to cyclists.
    - Walking and biking paths and greenways in mixed commercial and light industrial transition areas will provide opportunities to improve the health of workers in the Tideflats, as well as increase local community connections to this area.
  - 7. Ensure environmental restoration and access to nearby nature and recreational opportunities.**
    - Exercise and access to nature increases productivity and improves behavioral and physical health and mental well-being. Protect and restore existing stands of trees and green space to provide shade, cleaner air and cooling opportunities for workers. Workers in industrial settings are often exposed to high temperatures or air pollutants during their work.
    - 
    - Public access to recreational opportunities in the Tideflats will strengthen social connections, environmental stewardship and community health.

**8. Mitigate existing legacy contaminated sites.**

- The Tidelands are home to several contaminated sites either awaiting cleanup or partially cleaned up. These sites result in measurable damage to prosperity, people and planet (soil, groundwater, surface water and indoor vapor intrusion).

**9. Increase transparency and monitoring of industrial emissions, and reduce exposure for workers and adjacent, or fence-line, communities.**

- Workers and residents living near the Tidelands and Port of Tacoma need to know individual site and cumulative water, soil or air pollution impacts in order to protect their health.

**10. Support efforts to transition away from fossil fuels and become a green economic hub. Prepare for the impacts of climate change.**

- Climate change is happening faster, and often more severely, than predicted. Tacoma has a unique opportunity to transition to a green economic hub, limiting the local contribution to climate change and increasing economic prosperity. The Tidelands are particularly vulnerable to sea level rise and planning should include worst-case climate scenarios.

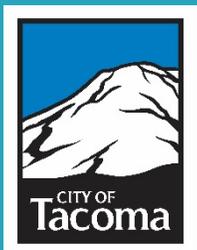
The City of Tacoma has many innovative policies and plans, such as the [2030 Climate Action Plan](#), in place to ensure that people, prosperity and the planet will all benefit as we move toward a more sustainable future. The Tacoma-Pierce County Health Department encourages the City to follow these plans and to prioritize environmental quality and human health as you consider the Tidelands Subarea Plan. Let this plan be an example for other cities as we all attempt to balance economic prosperity with a healthy future for both humans and the environment.

We appreciate the opportunity to provide feedback, and would be happy to answer any questions you may have for us.

Thank you,

Jessica Gehle, MPH (she/her/hers)  
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Transcript of verbal  
scoping comments  
recorded at the  
virtual public scoping  
meeting July 13, 2022



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## City of Tacoma Tideflats Subarea Plan and Planned EIS

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### PUBLIC SCOPING MEETING

July 13, 2022

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CITY OF TACOMA  
TIDEFLATS SUBAREA PLAN AND PLANNED ACTION EIS  
PUBLIC SCOPING MEETING

**CERTIFIED  
TRANSCRIPT**

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VERBATIM TRANSCRIPT OF  
PROCEEDINGS  
HELD VIA ZOOM

Consisting of pages 1 to 78

July 13, 2022

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**City of Tacoma Tideflats Subarea Plan and Planned EIS  
Public Scoping Meeting - July 13, 2022**

1 The comment period started on June 21st, and it  
2 ends August 5th.  
3 And, then, just going over the overall project  
4 schedule again that Stephen presented, you know, you  
5 can see here that we are in presentation of the EIS  
6 alternatives from a conceptual level. And -- however,  
7 we haven't analyzed anything yet, so we're still  
8 waiting on those comments that are coming in during the  
9 scoping period. And we won't start on the draft EIS  
10 until the alternatives have been integrated with the  
11 comments as appropriate.  
12 And then you can see that we will then have that  
13 concurrent draft plan, draft EIS. And then no  
14 decisions will be made until the final EIS has been  
15 issued.  
16 So, you know, there's some things that we are  
17 obliged to do in the EIS. We do have to evaluate the  
18 impact from, you know, use and development activity  
19 that's proposed. And we do have to have alternatives  
20 that provide different assumptions. And you'll see the  
21 alternatives here have very distinct land-use and  
22 development assumptions associated with each one.  
23 So we're trying to get to a range of alternatives  
24 that incorporate lots of different interests, lots of  
25 different perspectives. But we also have to include an  
**Page 30**

1 alternative that has what we call lower environmental  
2 cost. And that's not a financial cost; that's an  
3 environmental impact cost. So you'll see that there  
4 are several different levels of environmental impacts,  
5 and so that's why.  
6 And so we don't have to look at just choosing one  
7 of the alternatives. So you'll see there's a range of  
8 alternatives. But you might like one aspect of one  
9 alternative but not another one. And so you can think  
10 of how you would -- might want to mix and match some of  
11 the ideas in each of the alternatives. We just want to  
12 make sure that we've analyzed the potential  
13 environmental impacts of anything that may want to be  
14 approached.  
15 So, again, the analysis has not happened yet. The  
16 scope determines what will be analyzed.  
17 And then we're also obliged to follow the planning  
18 requirements and -- that are -- are given to us in the  
19 Growth Management Act, the Shoreline Management Act,  
20 the vision 2040-2050 that the Puget Sound Regional  
21 Council comes up with.  
22 And, then, there are also additional studies that  
23 can be considered. And in this case, you know, there  
24 are some economic analysis and climate vulnerability  
25 and sea-level rise for -- to name just a few. And so I  
**Page 31**

1 think those will also be of interest to people. And  
2 you can comment on those, as well.  
3 So now I'll hand it back to my colleague Nicole to  
4 talk a little bit about making the verbal comments.  
5 NICOLE LOBODZINSKI: Thank you, Pam.  
6 And thank you, Stephen.  
7 So we are going to take a quick five-minute break.  
8 And then when we return, I'll go through the mechanics  
9 for how we'll be accepting the public-scoping comments  
10 this evening.  
11 Each person will be given three minutes to provide  
12 a comment. And I'll walk you through that.  
13 But, again, tonight is only one of the ways that  
14 you can provide a comment. You can also submit your  
15 comments online to our comment portal using that link  
16 on the slide. That's bit.ly/tideflatscomment. You can  
17 also mail in your comment.  
18 And all the comments will be weighted equally  
19 whether they're given here tonight verbally, submitted  
20 via mail, or submitted online.  
21 And if you want to look at some more information  
22 during the break before giving a comment, you can go to  
23 the website City of Tacoma.org/tideflatsplan.  
24 So with that, we'll take a short five-minute break  
25 and return by 7:42.  
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1 So we'll see you in five minutes.  
2 (Brief pause in proceedings.)  
3  
4 NICOLE LOBODZINSKI: Yes. I incorrectly said  
5 7:42.  
6 We'll see you at 6:42. Thank you.  
7 (Brief pause in proceedings.)  
8  
9 NICOLE LOBODZINSKI: Welcome back, everyone,  
10 from our short five-minute break.  
11 We will get started with moving on to the  
12 public-comment section of the evening tonight.  
13 So I will go over the logistics for how we're  
14 going to do the verbal comments tonight.  
15 So if you would like to provide a verbal comment,  
16 you can use the raise-the-hand button located at the  
17 bottom of the window to be entered into a queue to  
18 speak. And then everyone will be in a queue. And I'll  
19 call your name when it is your turn to speak.  
20 I'll do my best with pronouncing -- with  
21 pronouncing your name.  
22 And once I call your name, our colleague Steven  
23 Johnson will unmute you, and you'll be able to begin  
24 speaking.  
25 You'll have three minutes to speak and share your  
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**City of Tacoma Tideflats Subarea Plan and Planned EIS  
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<p>1 comment. We'll share a timer on the screen to help you 2 keep track of time.</p> <p>3 When you give your comment, please begin your 4 comment starting with your full name and your physical 5 address for the record. Please also speak slowly and 6 clearly so that our captioner can do an accurate job of 7 capturing your comment.</p> <p>8 When three minutes are up, we will move on to next 9 speaker.</p> <p>10 If you've joined by phone this evening and you 11 would like to provide a comment, you can press *9 to 12 virtually raise your hand and then *6 to unmute.</p> <p>13 If you're experiencing any technical issues or 14 have any clarifying questions about the EIS process or 15 logistics tonight, you can submit them in the Q&amp;A. We 16 ask that you do not send your written scoping comments 17 to the Q&amp;A but rather use our online comment form, 18 <a href="http://bit.ly/tideflatscomment">bit.ly/tideflatscomment</a>.</p> <p>19 And, again, all comments are weighted equally 20 whether you share them here tonight or whether you 21 submit them online or via mail.</p> <p>22 And if you feel that you have more to share than 23 three minutes tonight, we encourage you to submit your 24 comments online or via mail.</p> <p>25 So with that, we will get started.</p> <p style="text-align: right;"><b>Page 34</b></p>	<p>1 innovation of the port. Specifically, it is not clear 2 that the alternatives will allow me to permit a green 3 hydrogen facility. This lack of consideration could 4 limit development like a green hydrogen hub and curtail 5 progress of a true energy transition. Our application 6 to the Department of Energy needs to have certainty 7 around permitting.</p> <p>8 Additionally, when it comes to people, the 9 alternatives being considered also lack consideration 10 of jobs that exist today and those created in the 11 evolution of port industries. And they appear to put 12 weight on an aspirational goal of 10,000 jobs, with no 13 explanation of how those jobs will be created. This 14 is -- this is shortsighted given the reality of 15 emerging careers necessary in the work to reduce 16 carbon.</p> <p>17 Our values, including respect for what is 18 necessary to maintain and strengthen habitat, is a part 19 of what we are. Development of the habitat and 20 nonindustrial uses does not need to conflict with the 21 existing and potential future industrial uses of the 22 port.</p> <p>23 We urge support of policy that can and should be 24 an example of people and companies working together 25 toward a future powered by green energy and cleaner,</p> <p style="text-align: right;"><b>Page 36</b></p>
<p>1 Right. We're going to begin the comment with 2 Andrew Troske.</p> <p>3 When you begin your comment, please remember to 4 state your full name and your physical address and 5 start -- and speak slowly and clearly.</p> <p>6 Your time will begin now.</p> <p>7 ANDREW TROSKE: Good evening. My name is 8 Andrew Troske, and I'm with U.S. Oil.</p> <p>9 It bears repeating that while "Oil" has been in 10 our name for 70 years, the future of our company is in 11 cleaner, greener fuels.</p> <p>12 This shows up in what we continue to invest in, an 13 energy transition. We're proud that our Ethanol/Next 14 Gen project supports the global supply of low-carbon 15 fuels.</p> <p>16 Right now our company is working with TPU and the 17 State in the development of a green hydrogen hub for 18 Tacoma. The city has a real opportunity to capture up 19 to a billion dollars in federal funding for a hub.</p> <p>20 Just this morning I was in a meeting with Pacific 21 Northwest National Laboratory, and they believe green 22 hydrogen makes sense.</p> <p>23 With their visionary thinking as a backdrop, we 24 are concerned that the alternatives being considered by 25 the City do not fully and fairly consider industrial</p> <p style="text-align: right;"><b>Page 35</b></p>	<p>1 greener fuels.</p> <p>2 Thank you.</p> <p>3 NICOLE LOBODZINSKI: Thank you.</p> <p>4 We'll move on to the next person who has their 5 hand up. I'll restart the timer here.</p> <p>6 Just a moment. My screen has frozen.</p> <p>7 I apologize for the technical difficulty. It 8 appears that my screen has frozen. So I am going to 9 try and reshare this presentation one more time.</p> <p>10 Okay. We're going to have someone else share the 11 presentation since mine has frozen. I apologize for 12 the delay. Just one moment while we resolve this 13 technical issue.</p> <p>14 Excellent. Thank you.</p> <p>15 All right. We're back on track. So I will move 16 to the next speaker. The next speaker is Maddie 17 Merton.</p> <p>18 When you are ready to speak, please give your full 19 name and your address at the start of your comment, and 20 please speak slowly and clearly. And your comment will 21 begin once the timer starts.</p> <p>22 MADDIE MERTON: Hi. I'm just waiting for the 23 timer to start.</p> <p>24 Good evening, my name is Maddie Merton, 25 vice-president for business retention and expansion at</p> <p style="text-align: right;"><b>Page 37</b></p>



**City of Tacoma Tidel flats Subarea Plan and Planned EIS  
Public Scoping Meeting - July 13, 2022**

<p>1 the Economic Development Board for Tacoma-Pierce 2 County. Our address is 950 Pacific Avenue, Suite 410, 3 Tacoma, Washington 98402.</p> <p>4 For the record, I would like to mention that the 5 EDB's president and CEO, Bruce Kendall, has submitted a 6 written letter on behalf our organization. And thank 7 you for the chance to comment tonight.</p> <p>8 I am the first female Cambodian immigrant to lead 9 our program. I grew up here in the south Tacoma 10 neighborhood. And my family and parents own homes 11 here. In my role I help existing businesses retain and 12 create new family-wage jobs in our community.</p> <p>13 As stated by the City, the Tacoma Tidel flats 14 Subarea Plan and EIS scoping process should examine 15 every alternative through the lenses of economic 16 prosperity for all, environmental remediation and 17 protection, transportation and capital facility 18 planning, and public participation and outreach.</p> <p>19 In terms of economic prosperity for all, some 20 elements of the four alternatives will put thousands of 21 jobs and the families they support at risk. It must 22 consider what is truly at stake.</p> <p>23 At last count there are 219 businesses in the 24 tidel flats. A recent University of Washington Tacoma 25 study estimates that just 20 of these businesses</p> <p style="text-align: right;"><b>Page 38</b></p>	<p>1 participation and outreach. Today's meeting was not 2 widely advertised and as of tonight does not appear on 3 the council or planning commission calendars.</p> <p>4 The Tidel flats Steering Committee and the Tidel flats 5 Advisory Group should be more deeply utilized to help 6 the City with this process. Please carefully consider 7 that this important process will have lasting impact 8 for our community, our competitiveness as a region to 9 attract future investment, and the creation and 10 retention of quality jobs.</p> <p>11 Thank you.</p> <p>12 NICOLE LOBODZINSKI: Thank you.</p> <p>13 We'll move on to the next speaker in the queue. 14 That's Barbara Burntsen.</p> <p>15 So, Barbara, please remember to state your full 16 name and your physical address and speak slowly and 17 clearly. And you can begin providing comment when the 18 timer -- timer begins.</p> <p>19 BARBARA BERNTSEN: Hi. My name is Barbara 20 Berntsen. And I live at 4824 Marine View Drive.</p> <p>21 I am just wondering -- about five years ago -- and 22 I don't know exactly the timeline -- we were all 23 summoned to a library on 38th Street regarding all 24 this Tacoma stuff, this tidel flats stuff. And they were 25 dredging and going to put the dredge outside of our</p> <p style="text-align: right;"><b>Page 40</b></p>
<p>1 account for \$2 billion in direct and \$3.3 billion in 2 indirect economic activity. These 20 businesses, 3 though, will pay millions of dollars in taxes annually 4 to the City, over \$15 million in B&amp;O taxes, and over 5 5.5 million in property taxes.</p> <p>6 Trying to replace high-wage and industrial jobs in 7 the tidel flats with unknown, a.k.a. fictional, 8 replacement jobs is a recipe for economic stagnation 9 and disaster. For example, on average, every single 10 durable manufacturing job creates 7.44 additional jobs 11 due to spending for suppliers at the job plus spending 12 on salaries and wages earned. Few other industries 13 come close. Tacoma families depend on these jobs and 14 so do many others for their livelihood and quality of 15 life.</p> <p>16 The port has invested more than \$300 million in 17 environmental initiatives and continue these measures.</p> <p>18 The cornerstone of the port's clean-air strategy 19 is to get to zero emissions by 2050, and since its 20 launch in 20 -- 2008, the port has reduced diesel 21 emissions by 80 percent and greenhouse gas emissions by 22 20 percent. The state, city, port, and county have 23 invested millions of dollars in critical infrastructure 24 to relieve traffic, reduce pollution, and move product.</p> <p>25 More effort should be made to encourage public</p> <p style="text-align: right;"><b>Page 39</b></p>	<p>1 cabins on Marine View Drive. It was, I think, put on 2 by the Army Corps of Engineers and the port.</p> <p>3 I have tried many times to contact the Army Corps 4 of Engineers. Does -- does this project that we're 5 talking about tonight relate at all to that? Does 6 anybody know?</p> <p>7 MR. ATKINSON: Hi, Barbara. I'll just kind 8 of jump in here really quick. I'm happy to follow up 9 with you.</p> <p>10 It sounds like it was part of probably a 11 particular development proposal in the port tidel flats. 12 Whereas, we're talking about a broader, kind of, 13 planning effort for that area.</p> <p>14 So I would encourage, if there were any concerns 15 that you had with the discussion at that time, to share 16 those tonight. But then I'm happy to follow up with 17 you directly to get you more information.</p> <p>18 BARBARA BERNTSEN: Okay. Thank you.</p> <p>19 I act- -- I don't know if I'm still on.</p> <p>20 I still -- I have a lot of concerns about that. 21 It's building an island in front of my cabin, in front 22 of my home. I think it would even restrict boat 23 access. I'm very concerned about it, and so are a lot 24 of my neighbors.</p> <p>25 That's all I need to say.</p> <p style="text-align: right;"><b>Page 41</b></p>



**City of Tacoma Tideflats Subarea Plan and Planned EIS  
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1 NICOLE LOBODZINSKI: Thank you.  
 2 Okay. We'll move on to the next speaker in the  
 3 queue. That's Robin Evans-Agnew.  
 4 When you are ready to speak, please state your  
 5 full name, your physical mailing address. And your  
 6 comment can begin once the timer gets going.  
 7 ROBIN EVANS-AGNEW: Hi there. My name's  
 8 Dr. Robin Evans-Agnew. I live at 3015 North 15th  
 9 Street. And I'm a planetary health nurse.  
 10 My comments are directed to Alternative 3 and  
 11 ensuring that the subarea planning process exceed its  
 12 obligation to address the five guiding principles that  
 13 were set when this process began: salmon/shellfish in  
 14 the Hylebos, Wapato, Puyallup; healthy communities and  
 15 ecosystems; safe and healthy work environments;  
 16 inclusive and equitable growth that protects frontline  
 17 communities; and diverse opportunities for culture,  
 18 education, scientific, and recreation.  
 19 We need more imagination and innovation to meet  
 20 the climate challenges of the next 30 years and our  
 21 obligations to the future seven generations. For  
 22 planetary health this is not just about climate change.  
 23 It's also about biogeochemical flows and tidal zones  
 24 that control phosphorus and nitrogen cycles and global  
 25 atmospheric aerosol loading from air pollution, which  
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1 are at critical stages of risk and imbalance in our  
 2 planet.  
 3 And it's not just about salmon and shellfish.  
 4 It's about the killer whale, the otter, the beaver, the  
 5 pollinators, and the existing biodiversity of this  
 6 area. Alternative 3 provides the best hope for healing  
 7 the Hylebos and the vulnerable communities in the  
 8 northeast Tacoma, yet should be more assertive in  
 9 transitioning to light industrial and innovation hubs  
 10 for scientific research and regenerative practices.  
 11 The treatment of this northeast side of the  
 12 tideflat should mirror the treatment of the area  
 13 adjacent to the downtown. We have people living and  
 14 working in this area on all three sides, as was  
 15 evidenced by our past speaker -- past speaker.  
 16 I want better assessment data from this review,  
 17 including a health-impact analysis and a  
 18 cumulative-impact analysis for the current air toxics  
 19 and noise exposures inside this transition area.  
 20 In my year of observing the tideflats I saw many  
 21 workers exposed to adverse impacts of air pollution,  
 22 where -- where they were unmasked during red  
 23 air-quality days.  
 24 Noise, too, is a persistent, cumulative risk for  
 25 affecting workers' hearings, and workers resting  
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1 outdoors are subject to the increasing risks of heat  
 2 exposures.  
 3 I want a better evaluation of how this alternative  
 4 correlates with other plans in existence in Tacoma,  
 5 specifically, the Urban Forest Management Plan, the  
 6 Climate Emergency Declaration, and the Comprehensive  
 7 Plan to End Homelessness. In this assessment, new  
 8 design principles should be considered, such as the  
 9 planting of native ground and canopy cover and  
 10 extending buffers to the principal rivers by another  
 11 150 feet.  
 12 In the engagement process the public clearly  
 13 requested access to the tideflats for culture,  
 14 education, scientific, and recreation opportunities.  
 15 Yet this is not evidenced in Alternative 3. The more  
 16 the public can engage with and visit the tideflats, the  
 17 more they will come to learn and participate in the  
 18 stewardship, care, and reverence for this regenerative  
 19 ecosystem and our planet.  
 20 Thank you.  
 21 NICOLE LOBODZINSKI: Thank you.  
 22 Okay. The next speaker in the queue is Andrea  
 23 Reay.  
 24 Please state your full name and physical address  
 25 for the record. Please speak slowly and clearly. And  
 Page 44

1 your comment can begin when the timer starts.  
 2 ANDREA REAY: Thank you. Andrea Reay,  
 3 Tacoma-Pierce County Chamber, physical address 950  
 4 Pacific Avenue, Suite 300, in beautiful downtown  
 5 Tacoma.  
 6 Appreciate the opportunity to provide a comment  
 7 here. I also did submit written comments for the  
 8 record.  
 9 The Tacoma-Pierce County Chamber of Commerce  
 10 represents over 1300 businesses in the South Sound. We  
 11 are a nonprofit service organization focused on  
 12 providing equitable economic development and community  
 13 engagement in our South Sound region.  
 14 We support efforts to protect and safeguard our  
 15 environment. Our Manufacturing and Industrial Council  
 16 is dedicated to both preserving and safeguarding our  
 17 environment and living-wage jobs and career  
 18 opportunities that help ensure equitable economic  
 19 development and generational wealth-building. These  
 20 are not mutually exclusive priorities and, in fact, are  
 21 inextricably linked to the future health and well-being  
 22 of our community.  
 23 This process need to be open, transparent, and  
 24 inclusive. I know our office was just made aware of  
 25 this meeting today. There was no mention of a meeting  
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<p>1 on the City website or calendar, which makes outreach 2 and equitable engagement with the community 3 challenging. 4 Please let us know how we can better engage and 5 stay connected to receive timely notices and 6 communications. 7 The overarching themes for the subarea planning 8 process have been stated to include, again, economic 9 prosperity for all, environmental remediation and 10 protection, transportation and capital facilities 11 planning, and public participation and outreach. 12 We urge you to not pursue any alternative that 13 does not adequately address and center all the above. 14 We need a robust, diverse, and thriving 15 Manufacturing and Industrial Center to capitalize on 16 our equitable economic development and workforce 17 strategies and initiatives. 18 We also want to encourage a more inclusive 19 engagement process to include the business community in 20 solution-finding as we share a deep desire to both 21 preserve and protect our environment and economic 22 vitality. 23 Thank you so much for your consideration. And 24 appreciate the opportunity to be here today. And thank 25 you.</p> <p style="text-align: right;"><b>Page 46</b></p>	<p>1 historically hunted and fished on these lands. And -- 2 and that's true. But one of the things that I think 3 people tend to forget was -- is that that hunting and 4 fishing was part of a thriving economy for the Puyallup 5 Tribe, not only the Puyallup Tribe but many of the 6 Coast Salish nations that lived in and around our 7 beautiful (speaking Native American language,) this 8 Commencement Bay. 9 So when we talk about, you know, these economic 10 principles, it's important to remember that there were 11 thriving economies here before industry arrived 100 12 years ago. 13 And it's important that we recognize that it's 14 time to step away from these colonial principles and 15 frameworks of economic interests and make sure that 16 we're making room for traditional indigenous economic 17 principles and interests, which have supported these 18 tribes for -- you know, since time immemorial. 19 So I'm hoping that we'll see more information 20 about how those two things can be brought together 21 because the health of the bay and a thriving economy, 22 they're not mutually exclusive concepts. So I want for 23 us to think about -- more about how do we bring 24 together this idea of, you know, hunting and fishing 25 and shellfish gathering as part of a traditional</p> <p style="text-align: right;"><b>Page 48</b></p>
<p>1 NICOLE LOBODZINSKI: Thank you. 2 And if any folks have joined the public-comment 3 period since the beginning of the presentation, if you 4 would like to provide a verbal comment tonight, please 5 use the raise-hand feature at the bottom of your 6 screen, and you'll be placed into a queue. 7 Comments are limited to three minutes this 8 evening. But you can also submit comments online or 9 via mail. And they will all be weighted equally. 10 So the next speaker in the queue is Twylia 11 Westling. 12 When it is your time to speak, please provide your 13 full name, your physical address, and please speak 14 slowly and clearly. 15 TWYLIA WESTLING: (Speaking Native American 16 language.) 17 Greetings, relatives. My name is Twylia Westling. 18 I live at 4408 Browns Point Boulevard here in Tacoma, 19 Washington. 20 I will be submitting a more robust commentary in 21 addition to what I'm stating tonight. 22 I want to point out in your land acknowledgement 23 and (speaking Native American language.) Thank you for 24 that beautiful land acknowledgement. 25 You talked about the Puyallup and how they have</p> <p style="text-align: right;"><b>Page 47</b></p>	<p>1 indigenous economy. How do we get back to that? 2 So as I -- as I stated before, I will be making a 3 more robust commentary via written commentary. I just 4 wanted to make sure and pop in tonight to hear what 5 everybody else was saying and also to -- to have my 6 voice heard. 7 So (speaking Native American language) for your 8 time. And I yield the rest of my time. 9 NICOLE LOBODZINSKI: Thank you. 10 Okay. The next speaker in the queue is Yvonne 11 McCarty. 12 When it is your time to speak, please share your 13 full name and your physical address, and speak slowly 14 and clearly for the record. 15 YVONNE McCARTY: Hi there, my name is Yvonne 16 McCarty, and I'm the chair of the Northeast Tacoma 17 Neighborhood Council. And my address is 1932 18 Lighthouse Lane Northeast. 19 The first thing I would like to share is my 20 personal vision for the future of the tideflats. 21 The tideflats is a place that exists ultimately 22 for the benefit of the people with clean industries and 23 businesses that operate with zero emissions, zero 24 spills, and zero incidents. It is a region that is 25 healthy, safe, and welcoming to employees, visitors,</p> <p style="text-align: right;"><b>Page 49</b></p>



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1 residents, and wildlife. It is a place that you can  
 2 find ample environmental, scientific, educational,  
 3 cultural, and recreational opportunities that honor the  
 4 land and the people that were here prior to the  
 5 industrial neglect of the last century.  
 6 The tideflats can be all of these things and still  
 7 provide employment growth for employees at all skill  
 8 and education levels through clean maritime trade and  
 9 transportation and clean and innovative businesses.  
 10 This is the tideflats that I would like to leave for  
 11 the future generations of Tacoma.  
 12 Next, of the four preliminary alternatives, there  
 13 are no options that will be successful in implementing  
 14 the vision I just laid out. However, I believe that  
 15 the closest option to that end -- Option 3 is the  
 16 closest option to that end.  
 17 I would ask that you modify Option 3 to include  
 18 the following five points:  
 19 One, make the Hylebos Waterway reflect the zoning  
 20 that is found on the Thea Foss Waterway. For example,  
 21 zoning that is found on the downtown side of the Thea  
 22 Foss should be the same as on the northeast Tacoma side  
 23 of the Hylebos. The land opposite of the -- side of  
 24 the Hylebos should reflect the zoning on the opposite  
 25 side of the Thea Foss, which is where the light

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1 industrial commercial buffer should be located.  
 2 Two, specifically identifying opportunities for  
 3 culture, education, scientific, recreation on the  
 4 Hylebos, which are currently not identified or listed  
 5 on the alternative map.  
 6 Three, look at all the uses in the light  
 7 industrial zone along the east side of SR-509, the Fife  
 8 transition area, to ensure that they provide an  
 9 adequate light industrial commercial buffer from  
 10 residential areas.  
 11 Four, specifically identify land uses that are  
 12 incompatible with the healthy and safe ecosystem and  
 13 that do not support the vision of the project team's  
 14 guiding principles for the entirety of the tideflats  
 15 region, for example, where the environmental health  
 16 impact, health impact, or safety risk are just too  
 17 high.  
 18 Five, include a pedestrian/bike trail along the  
 19 northeast Tacoma waterfront that would connect to our  
 20 existing or future trail systems throughout the South  
 21 Sound.  
 22 Finally, here are some of the things that should  
 23 be included in the scope of the EIS:  
 24 Number one, health impact assessment required by  
 25 the Board of Health for large industrial projects

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1 including health outcomes of employees and nearby  
 2 residents.  
 3 Two, cumulative air-pollution study, not just PM  
 4 2.5 but also toxic air pollution, hazardous air  
 5 pollution, volatile organic compounds, et cetera.  
 6 Three, water pollution study.  
 7 Four, noise pollution study.  
 8 Five, traffic study.  
 9 Six, identification of clean and innovative  
 10 businesses -- industries and businesses and value --  
 11 and the value that they would bring the region in terms  
 12 of revenue and employment density including a range of  
 13 job types.  
 14 And I know my time is out. But I would like to --  
 15 I'll skip over the rest of them except for the last one  
 16 I'd like to leave you with, which is -- where is it? --  
 17 economic analysis that includes an ecosystem services  
 18 valuation.  
 19 And I'll submit the rest of my comments in -- via  
 20 email. Thank you for your time.  
 21 NICOLE LOBODZINSKI: Thank you.  
 22 Yes, we encourage all, if you have additional  
 23 comments or tonight's time wasn't enough, to please  
 24 submit your comments online or via mail.  
 25 The next speaker in the queue is Lester Pogue.

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1 When it is your time to speak please state your full  
 2 name and your physical address for the record and your  
 3 comment can begin when the timer starts.  
 4 LESTER CLARENCE POGUE, JR.: Hello. My name  
 5 is Lester Clarence Pogue, Jr. I live at 2520 G Court,  
 6 No. 3, in Tacoma, 98405. I'm a resident of Tacoma in  
 7 the Hilltop neighborhood.  
 8 I am commenting tonight in regards to the concerns  
 9 of many residents and neighbors toward the health and  
 10 safety, cultural development, Puyallup tribal  
 11 sovereignty, trees, plants, and animals, insects, and  
 12 equity in job creation, and the halting of any further  
 13 toxicifying of the tideflats area.  
 14 I'm speaking tonight in almost support of  
 15 Alternative No. 3 with the inclusion of the most  
 16 beneficial ideas introduced from other alternatives and  
 17 the good from the public-comment efforts. And here's  
 18 one of them.  
 19 With regards to the EIS work, I will repeat our  
 20 request for an accumulative impact assessment of the  
 21 air quality currently at the Port of Tacoma conducted  
 22 by a firm independent of the industries at the port as  
 23 well as a study of any future industry introduced at  
 24 the port to understand its impact on the air quality,  
 25 as well as a health impact statement.

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<p>1 And, two, include -- the EIS should have a study 2 to strengthen the cultural development of Puyallup 3 people's presence on their ancestral lands and how the 4 strengthening of that cultural development can create 5 restored natural habitat at the tidelands within the 6 subarea plan, as in the introduction of 150-foot 7 buffers to protect and encourage restoration of 8 fisheries and existing tree canopy and native habitat, 9 protection of the cottonwood trees in the Thorn 10 project.</p> <p>11 Three, the EIS should do work to establish an 12 equitable buffer-zone protection of the northwest slope 13 and work to a rezoning of the industries present there 14 to mitigate toxicity of existing industry like 15 Schnitzer scrapyard.</p> <p>16 Four, the consideration in this EIS should also 17 include the health and safety as well as economic 18 development that could be introduced at the Port of 19 Tacoma in the forms of green-energy industry job 20 creation that could address diversity, equity, and 21 inclusion efforts as a goal of the stakeholders 22 involved by utilizing the Tacoma Public Schools, a -- 23 and motivate learning opportunities along with other 24 education entities in the Pierce County area. 25 Providing green energy tech jobs will be beneficial to</p> <p style="text-align: right;"><b>Page 54</b></p>	<p>1 the realization that we are living in an area that has 2 incredible potential for growth and, as it was 3 mentioned by the first speaker today, the possibility 4 of another billion-dollar operation coming into the 5 port.</p> <p>6 The way the port is designed, the laws, the rules 7 that are in place, don't seem to handle that type of 8 growth. The way that the port is situated around an 9 environment, situation where there's people, there's 10 ecosystems, and all these things need to be taken into 11 consideration.</p> <p>12 That's the purpose that this entire process that 13 we're going through now was started, so that there 14 would be discussions, there would be opportunity for 15 people to speak, and there would be a clear framework 16 that things would have to fit into.</p> <p>17 Originally, the thought was that this could be 18 done with a rezoning along the Hylebos. And then the 19 City of Tacoma made the determination, no, it has to be 20 much more robust than that. That's where this is right 21 now.</p> <p>22 I'm -- I want to, first of all, compliment 23 everybody for the good work that you've done. Stay 24 with it. Stay focused. You're not doing this for our 25 generation. I'm 70 years old. You're doing this for</p> <p style="text-align: right;"><b>Page 56</b></p>
<p>1 the health and safety of our future generations. 2 Yes. That's about all I have. I'll write more. 3 Thanks.</p> <p>4 NICOLE LOBODZINSKI: Thank you.</p> <p>5 And I did commit to sharing how many folks were in 6 the meeting. So we do have 41 participants with us 7 right now.</p> <p>8 So the next speaker in the queue is Melvin 9 Berglund.</p> <p>10 When it is your time to comment, please share your 11 full first name and your physical address. And your 12 comment can begin once the timer starts.</p> <p>13 MELVIN BERGLUND: Okay. My name is Melvin 14 Berglund. I live at 2405 Birch Street Northeast, 15 Tacoma, 98422.</p> <p>16 And I am in favor of Option No. 3 plus some of the 17 additions that some have recommended.</p> <p>18 Since so many have already spoken of certain 19 things, I don't want to just add to or repetition of 20 what they've already said.</p> <p>21 But I'd like to remind us how we got here to this 22 place. There were two major things that happened to 23 the Port of Tacoma. One was the methanol plant, and 24 the other one was the LNG plant. And these two sounded 25 the alarm, for the people that live around the port, to</p> <p style="text-align: right;"><b>Page 55</b></p>	<p>1 our kids. You're doing this for our grandkids. And so 2 thank you very much for your hard work.</p> <p>3 I would like to say one thing about education. If 4 you go over to near Boeing, you'll see a school there. 5 It's the aviation high school. I would love to see a 6 consideration of possibly Bates putting a branch 7 somewhere down there in the harbor for a harbor high 8 school, where we can teach the kids of our area how to 9 run a 21st century port, do a good job, be world 10 class, meet the needs of the business, meet the needs 11 of the community, and make a lot of money while we're 12 doing it.</p> <p>13 Thank you for your time.</p> <p>14 NICOLE LOBODZINSKI: Thank you.</p> <p>15 And if folks would like to revisit any information 16 about the project, you can visit the project website -- 17 we can get a link to the project website in the chat -- 18 to review the draft alternatives and the scope.</p> <p>19 And we have three speakers left in the queue who 20 have their hands up. So if anyone would like to speak 21 who hasn't yet tonight, feel free to use the raise-hand 22 feature to be added to that queue.</p> <p>23 The next speaker is Heidi S.</p> <p>24 Please state your full name and physical address 25 for the record. And your comment can begin once the</p> <p style="text-align: right;"><b>Page 57</b></p>



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1 timer starts.  
 2 HEIDI STEPHENS: Good evening. My name is  
 3 Heidi Stephens, resident of Tacoma.  
 4 The subarea review seems off track from the  
 5 reasons that residents had called for it. The main  
 6 concern was environmental and the desire to move away  
 7 from polluting industry. Yet these plans are leading  
 8 far more toward protecting heavy industry and fast  
 9 tracking permitting.  
 10 Environmental studies and species protection  
 11 should be reviewed often, not for convenience. So none  
 12 of these are acceptable yet.  
 13 But starting with Alternative 3 my preferred plan  
 14 would also include -- every habitat  
 15 preservation/restoration area from each alternative  
 16 should be included in the final and more shoreline  
 17 restored.  
 18 One specific no-brainer is to preserve the  
 19 cottonwoods, the natural green spaces at roughly Thorn  
 20 Road and Maxwell Way. Those are some of the last  
 21 natural areas working hard to counteract air pollution  
 22 and heat, maintaining water retention and urban  
 23 wildlife in that area. That absolutely, unequivocally  
 24 must be retained on any final plan.  
 25 Second, there needs to be the same buffer as on  
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1 the downtown side added on the Hylebos side for.  
 2 Northeast Tacoma.  
 3 Third, a health impact assessment must be done to  
 4 understand the current status of negative impacts to  
 5 workers in the surrounding areas and those who should  
 6 be able to use the port for recreation.  
 7 Also, there needs to be inclusion of this missing  
 8 data: the monetized value of current and continuing  
 9 costs of present day pollution, heat and urban dead  
 10 zones, loss of healthy soil and aquatic life. There  
 11 needs to be building-design standards for going  
 12 forward: solar power, green roofs. And please make  
 13 clear any exact requirements of the Growth Management  
 14 Act regarding jobs. None of the current plans seem to  
 15 be seriously considering climate change.  
 16 We can still support trade and shipping and  
 17 alternative nontoxic industry. But that means  
 18 adjusting the zoning for no lease renewal of any  
 19 fossil-fuel non-shipping industry within our port.  
 20 Green hydrogen requires carbon-emitting energy to  
 21 create, which is what we need to be turning away from  
 22 as part of the final plan. So there needs to be an  
 23 expectation of green energy, green industry, and  
 24 zero-emission goals.  
 25 Thank you.  
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1 And I will also submit comments in writing.  
 2 NICOLE LOBODZINSKI: Thank you.  
 3 The next speaker in the queue is Kyle Jolibois.  
 4 When it is your time to speak, please give your  
 5 full name and physical address, and please speak slowly  
 6 and clearly. Your comment will begin once the timer  
 7 starts.  
 8 KYLE JOLIBOIS: Can you hear me okay?  
 9 NICOLE LOBODZINSKI: Yes, we can.  
 10 KYLE JOLIBOIS: My name is' Kyle Jolibois.  
 11 My address is 431 Broadway, No. 706, Tacoma, Washington  
 12 98402. Lifetime resident of Tacoma.  
 13 And a gentleman I knew who went by the name Sonic  
 14 Guy told me that something was happening in our port  
 15 that I should be concerned about. It was called  
 16 methanol. I've been fighting this since 2015. We  
 17 stopped it. And then the LNG came in.  
 18 It's 2 miles from my rad- -- my residence. And it  
 19 has a 15-mile blast zone. So everything you guys are  
 20 talking about, all these jobs, would be gone.  
 21 And I found it very rich of U.S. Oil being the  
 22 first one to comment tonight because we had an  
 23 electricity storm here, and the power went out, and  
 24 they sued the City for \$2 million.  
 25 We have a lot going on in the port that shouldn't  
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1 be going on, like expanding. We have warehouses  
 2 wanting to build on aquifers. We have people wanting  
 3 to tear down Garry oaks.  
 4 We've lost 5-mile. We've lost a lot. And we will  
 5 lose more if we continue to go down the road of fossil  
 6 fuels in the Port of Tacoma. We have so much growth  
 7 that would be gone if anything happened in that port.  
 8 COVID dampened our spirits because we couldn't  
 9 stand with -- against you guys.  
 10 But you guys need to listen to people like Steven  
 11 Storms, people that care about Puget Sound for the  
 12 future.  
 13 We have to start honoring the tribe, not taking  
 14 away more land so we can build more warehouses and  
 15 fossil-fuel industries on them for jobs. The jobs will  
 16 always be here. But will the people?  
 17 And, Stephen, I've been in many meetings with you  
 18 for the last six years, and I know you -- you want to  
 19 do the right thing. But you got to listen to the  
 20 people.  
 21 And I yield my time.  
 22 NICOLE LOBODZINSKI: Thank you.  
 23 The next speaker in the queue is Kathy Lawhon.  
 24 When it is your time to speak, please share your  
 25 full name and your physical address. Please speak  
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1 slowly and clearly. Your comment will begin when the  
2 timer starts.  
3 And I'll give a chance to reset the timer.  
4 Okay. Great.  
5 KATHY LAWHON: Good evening. My name is  
6 Kathy with a K Lawhon, L-a-w-h-o-n. I'm on Facebook.  
7 I live at 1114 South 11th Street on the Hilltop.  
8 When I came along and got involved here, it was  
9 the LNG plant, which is now in operation, we  
10 understand, 18 full-time jobs, one-eight, 18 full-time  
11 jobs. It's methane. It comes from fracking. Methane  
12 is 86 times worse than CO2. It is a greenhouse gas.  
13 It has a 10- to 13-mile incineration radius, as  
14 determined by a study that was commissioned by Tacoma  
15 Fire Department, and withheld from the people by the  
16 City of Tacoma for three years until it was obtained on  
17 a public-records request.  
18 That's really -- I wonder how that would impact  
19 any future industry deciding to put a facility or a  
20 school, for that matter, down there.  
21 It's on Puyallup land or on arsenic landfill  
22 between Puyallup land.  
23 PSE began by digging, you know, a whole bunch of  
24 100-foot holes into this arsenic slag. And then we  
25 wonder what's wrong with the orcas, other than that

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1 they're starving to death.  
2 PSE lied about the whole thing. You know, they  
3 told us they weren't intending to export. And tell me  
4 that's not a part of this billion-dollar expansion.  
5 And I was at the library meeting that the previous  
6 caller referred to between -- that was the Port and --  
7 and this -- the City and -- or it was the Port and Army  
8 Corps. And -- some kind of process meeting. I don't  
9 think there was any media there. This is like the --  
10 the Twilight Zone of news media. They don't report on  
11 anything much that happens in the port, especially on  
12 the LNG plant. The people do not know, and it's  
13 travesty. It never would have happened if the people  
14 had known, and they knew that.  
15 So they -- they lied that it was not intended for  
16 export. Of course, it was. That's the only way it can  
17 be financially feasible to them.  
18 They said they wouldn't be fueling barges. Of  
19 course they're going to do that. They said they were  
20 only going to, you know, fuel these two Tote ships.  
21 Well, Tote, I think, had four ships, and one of them  
22 they sailed straight into a cat-4 hurricane.  
23 So I don't know what kind of condition Tote is in,  
24 but I can tell you that CBI, that built the PSE LNG is  
25 in terrible position and -- or McDermott, who bought

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1 CBI in 2018, is in terrible position especially, after  
2 they bought CBI. CBI is the same company that built  
3 the Freeport LNG plant that had a terrible -- pretty  
4 bad, pretty scary explosion in June -- June 8th of  
5 2022.  
6 So what are we doing in the port? And what has --  
7 has -- who let this happen? I'd say the media is very  
8 responsible, and I would be really surprised if they're  
9 even in queue and going to report tonight.  
10 We have a real problem in Tacoma with people  
11 learning what's going on, with outrageous things  
12 happening in our port, with industry getting away with  
13 whatever they want, and with us not holding them  
14 accountable.  
15 I don't know what kind of condition McDermott is  
16 in now. I assume that they are continuing to  
17 maintain --  
18 STEPHEN ATKINSON: Hey, Kathy.  
19 KATHY LAWHON: -- the LNG plant. And I would  
20 be ready --  
21 STEPHEN ATKINSON: Kathy, we're out -- we're  
22 out -- out of time.  
23 KATHY LAWHON: All right.  
24 STEPHEN ATKINSON: So you finish your --  
25 finish your thought, and then we -- we want to move on

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1 to the next speaker.  
2 KATHY LAWHON: I just want to say that --  
3 that I have real concerns about the safety and that it  
4 does have a 10 -- Steve Storms, 40-year-experienced  
5 chemical engineer, did agree to a 10-mile radius if  
6 that tank is full and that LNG did -- incineration, all  
7 downtown Tacoma, all the way up at Hilltop. I'm in the  
8 incineration zone. So is Kyle. So is northeast Tacoma  
9 and the entire Puyallup Tribe.  
10 So, you know, what the hell?  
11 STEPHEN ATKINSON: Thank you, Kathy.  
12 Appreciate you being here tonight.  
13 And thanks for your comments.  
14 NICOLE LOBODZINSKI: Thank you. If you have  
15 additional comments, please feel free to submit them  
16 online or via mail.  
17 We'll move to the next speaker in the queue.  
18 That's Janeen Provazek.  
19 When it's your time to speak, please provide your  
20 full name and your physical mailing address. And  
21 please speak slowly and clearly.  
22 Your time -- your comment can begin once the timer  
23 starts.  
24 JANEEN PROVAZEK: Hi. My name's Janeen  
25 Provazek. And I live in the North Slope District of

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1 Tacoma.  
 2 One thing I'm hearing is -- I hear all these  
 3 people talk, some of them so eloquently -- is -- this  
 4 is about trust, not just about -- talking about the  
 5 environment and the businesses. But we need to trust  
 6 that the plan that does ultimately get chosen is a plan  
 7 that works for everyone.  
 8 Yes, we want the economy to continue to grow. But  
 9 it has to be grown without polluting, and that's the  
 10 challenge.  
 11 The subarea plan that most people are going for  
 12 tonight and I absolutely agree we need to go for is  
 13 Plan 3, even though I think that it is -- falls very  
 14 short in face of the climate crisis that we face and  
 15 what the climate scientists tell us that we have to do  
 16 to save ourselves; however, it is a beginning. It puts  
 17 us on the right path.  
 18 Our history has been to let polluting industries  
 19 dictate our plans, our zoning, our policies. They have  
 20 not been held very accountable.  
 21 I understand we are a shipping port. Yes, let's  
 22 focus on the shipping. Let's support the  
 23 grandfathered, polluting, dirty industries that are  
 24 there now. But we cannot afford to add any more dirty  
 25 industries and businesses in the port.

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1 If we're going to be scientific -- and I notice in  
 2 some of those slides that we are going to be  
 3 scientific; we're no longer going to pretend that the  
 4 climate science is, you know, bogus -- we want to  
 5 create an environmentally safe and environmentally just  
 6 community.  
 7 Listen to the community members who are health  
 8 impaired by the degree of pollution these companies  
 9 have continued to generate. Think of the future  
 10 generations of residents who will pay the price if we  
 11 continue with business as usual.  
 12 We need the tidelands to be a healthy place for  
 13 people to work and play. We need it to be welcoming  
 14 and green and productive.  
 15 There are many industries like, for example, the  
 16 tech industry, that would create numerous jobs and  
 17 revenue for our city and keep our young people here  
 18 rather than going to Seattle or -- or Silicon Valley.  
 19 Our survival depends on going green. We are no  
 20 longer going to be relying on fossil fuel. We all know  
 21 we have to phase off fossil fuels. Let us face this  
 22 head on with creativity and boldness.  
 23 Even as we attend this meeting there's a decision  
 24 being made tonight possibly to cut down the last  
 25 old-growth cluster of trees in the port. That's

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1 outrageous. This is exactly the opposite of what the  
 2 environmental experts are telling us we must not do.  
 3 And, of course, we're going to do it.  
 4 So that's where the trust comes in. We need to  
 5 not be making those kind of careless decisions anymore.  
 6 We need to go forward, not go backwards.  
 7 Thank you.  
 8 NICOLE LOBODZINSKI: Thank you.  
 9 All right. Is there anyone else who's attending  
 10 who would like to provide a comment tonight who hasn't  
 11 already? If so, please raise your hand.  
 12 Okay. I see someone in the queue.  
 13 Barbara Church, when it is your time to comment,  
 14 please provide your full name and physical address for  
 15 the record. And your comment can begin once the timer  
 16 starts.  
 17 BARBARA CHURCH: Hi, my name's Barbara  
 18 Church. I live at 6402 1st Street Court Northeast in  
 19 Tacoma, Washington 98422.  
 20 Remember in 2016 when we began talking about the  
 21 subarea plan? We residents let the City and the Port  
 22 of Tacoma, the Economic Development Board and the  
 23 Chamber of Commerce know that we did not want to have  
 24 them market the world's largest methanol plant and LNG  
 25 in our tidelands.

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1 Then in a March 2016 TNT article titled "Vision of  
 2 the City's Future Looks Less Industrial," written by  
 3 then-councilman Robert Thoms, he said, "Impacts of  
 4 industrial projects can be serious and deserves  
 5 rigorous community input and evaluation." As far as I  
 6 know, there was never a Q&A for resident input.  
 7 The subarea plan later proposed by the council and  
 8 Elizabeth Pauli had the following three priorities:  
 9 One, strengthen and support a safe city with  
 10 healthy residents. Have the health -- so I asked for a  
 11 health-impact-statement analysis and a  
 12 cumulative-air-quality analysis. From the beginning,  
 13 residents asked for a stakeholder or advisor to  
 14 represent health.  
 15 When Laurie Jenkins was the senior advisor at the  
 16 Tacoma-Pierce County Health Department, she recommended  
 17 that every large project have a health assessment.  
 18 Another, protect the work environment of the port  
 19 employees to provide a safe and less polluted  
 20 environment for them, local residents, and the Puyallup  
 21 Tribe.  
 22 Also, have the northeast Tacoma side of the port  
 23 as clean as the downtown side.  
 24 Two, foster a vibrant and diverse economy with  
 25 good jobs for all Tacoma residents. Let's look at

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<p>1 green job possibilities with zero emissions. 2 Take advantage of the many universities and 3 colleges in Tacoma to provide nonpolluting technical 4 port jobs for graduates. 5 Assure -- and then No. 3 was: Assure outstanding 6 stewardship of the natural and built environment. 7 Protect the salmon and shellfish and wildlife. 8 Align with the current climate-emergency declaration 9 and Climate Action Plan. Add an economic green zone. 10 And there's a small stand of cottonwood trees in 11 the port. These are some of the last native trees at 12 the port. Protect them. 13 As we go back to why we've asked for the subarea 14 plan, it was like Councilman Thoms said: The vision of 15 Tacoma looks less industrial. We want to reimagine 16 what Tacoma and the Port of Tacoma could be. 17 Will Tacoma be known as, it currently is 18 nationally, the industrial city south of Seattle? Or 19 the City of Destiny? 20 Remember, Tacoma has not always been an industrial 21 city. We are on the ancestral lands of the Puyallup 22 Tribe. 23 Thank you. 24 NICOLE LOBODZINSKI: Thank you. 25 Would anyone else like to speak who has not yet</p> <p style="text-align: right;"><b>Page 70</b></p>	<p>1 providing another scoping comment, we ask that you do 2 that online or via mail. 3 And if no one else has their hand up at this time, 4 we may take just a short break. We'll stay on the line 5 and keep an eye out in case anyone else who has not 6 spoken yet raises their hand. We will stay here until 7 the end of the meeting at 8:30. But we will move -- 8 Oh, and one reminder. If you've dialed in by 9 phone and you're interested in providing a comment, you 10 can press *9 to virtually raise your hand. So I'll 11 give a moment in case anyone has called in by phone 12 who -- and would like to provide a comment. You can 13 press *9. 14 Okay. Great. We have someone in the queue with a 15 phone number ending in 820. 16 So when it is your time to speak, please provide 17 your full name and your physical address, and speak 18 slowly and clearly. And you can -- if you cannot see 19 the timer, we can let you know when that's begun. 20 Please let us know if you can or can't see it. 21 Okay. Phone number -- 22 SONDRA PURCELL: This is Sondra Purcell. 23 NICOLE LOBODZINSKI: Oh, hi. 24 Can you see the timer on the screen or not? 25 SONDRA PURCELL: I cannot. I cannot. It's</p> <p style="text-align: right;"><b>Page 72</b></p>
<p>1 spoken tonight? 2 If you wish to provide a public-scoping comment, 3 please use the raise-hand feature at the bottom of the 4 screen. 5 If you have already provided a verbal scoping 6 comment tonight, we ask that if you have additional 7 comments, you submit them to our online tracker or send 8 them in via mail. 9 And we just put that information in the chat. 10 Is anyone else on the call interested in providing 11 a verbal scoping comment at this time? 12 And, again, if you have already provided a verbal 13 scoping comment and would like to add additional 14 context, we do ask that you submit that online or via 15 mail. All those comments will be weighted the same and 16 read by the entire City and consultant staff. We're 17 just giving folks an opportunity to speak once tonight. 18 And for those folks who do have their hands raised 19 who have already provided a comment tonight, if you -- 20 if your comment is actually a question about the 21 logistics tonight or where a document is located or 22 something about the EIS process, we encourage you to 23 submit that in the Q&amp;A feature, and one of our project 24 team members can direct you to where that is. 25 If your hand is up because you're interested in</p> <p style="text-align: right;"><b>Page 71</b></p>	<p>1 all right. 2 NICOLE LOBODZINSKI: Great. I will let you 3 know once we are at three minutes. 4 SONDRA PURCELL: Thank you. 5 NICOLE LOBODZINSKI: Okay. Great. 6 SONDRA PURCELL: This is Sandra Purcell. 7 This is Sandra Purcell. I speak on -- I live at 8 2801 North Narrows Drive. 9 And I -- this is sort of a technical question: 10 Is this available online to hear this tonight 11 again? Can other people access what was said and shown 12 tonight? 13 NICOLE LOBODZINSKI: Yes. This 14 presentation will be -- 15 SONDRA PURCELL: Can somebody answer that? 16 NICOLE LOBODZINSKI: Yes. The presentation 17 will be made available on the website, the PowerPoint 18 presentation and the recording from the meeting. 19 SONDRA PURCELL: All right. That's all I 20 really wanted to know because I think that tonight -- 21 just wanted to say that I'm glad that there's -- No. 3 22 is on there and there's work to strengthen it. 23 Thank you. 24 NICOLE LOBODZINSKI: Thank you. 25 It doesn't look like we have anyone else who's on</p> <p style="text-align: right;"><b>Page 73</b></p>



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1 the phone. So if anyone else who is on the Zoom call  
2 who hasn't yet spoken would like to provide a comment,  
3 please use the raise-hand feature to enter the queue.  
4 And I'll clarify that the video of tonight with  
5 audio will be included on the website following the  
6 meeting.  
7 All right. If no one else who hasn't spoken yet  
8 would like to go at this time, we'll take a quick  
9 break. And we will be here monitoring in case anyone  
10 raises their hand.  
11 The slide shows where you can provide an  
12 additional online comment to our online-comment portal  
13 and the mailing address.  
14 So we'll take a quick break, and we'll keep an eye  
15 out in case there's anyone else who would like to  
16 provide a verbal scoping comment.  
17 Thank you.  
18 (Brief pause in proceedings.)  
19  
20 NICOLE LOBODZINSKI: Welcome back from our  
21 short ten-minute break.  
22 I just wanted to verify there have been no new  
23 attendees who have raised their hand to speak. So if  
24 you are interest in providing a comment tonight, please  
25 do use the raise-your-hand feature to be entered into

1 the queue to provide a verbal comment.  
2 If no one else raises their hand, I think that we  
3 can -- we will definitely stay here until 8:30 in case  
4 anyone joins late. But we will effectively just keep  
5 our cameras off and continue to take breaks until the  
6 end of the meeting.  
7 So if anyone who has not yet spoken would like to  
8 raise their hand, please feel free.  
9 And as a reminder, we are accepting comments  
10 online via our online-comment portal -- the link is  
11 provided on the slide -- and via mail.  
12 All comments are due by August 5th, Friday  
13 August 5, 2022. Comments should be submitted by  
14 5:00 p.m. And all comments that were shared here  
15 verbally tonight or that are submitted in writing will  
16 be weighted equally.  
17 So if there is no one else's who hasn't yet spoken  
18 who would like to raise their hand, we'll go ahead and  
19 take another break.  
20 The evening is effectively finished unless someone  
21 else joins. We will, again, be here until 8:30. But  
22 for those who want to hop off, thank you so much for  
23 attending the meeting. We really appreciated hearing  
24 from you.  
25 (Brief pause in proceedings.)

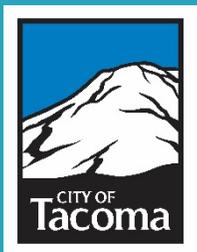
1 MR. ATKINSON: All right. Good evening,  
2 again. We're nearing 8:30, at which point it looks  
3 like we will be closing out the meeting. We do have a  
4 few folks that have stuck with us till the end tonight.  
5 And I really wish we had some -- some particular words  
6 or pearls of wisdom that we can share for everyone that  
7 managed to -- to wait and stay with us all the way to  
8 the end here.  
9 But just really want to extend my -- my gratitude  
10 for everyone who was able to come tonight to provide  
11 your comments and thoughts at this juncture of the  
12 planning process. We're really glad we're all able to  
13 hear from other community members about their  
14 perspectives and their views on the work that we're  
15 doing.  
16 And just want to remind everyone one last time as  
17 we close out the meeting, this is not the last time  
18 we'll be accepting public comments as we have the  
19 immediate deadline for EIS scoping comments on  
20 August 5th. But following that we will have an  
21 opportunity to provide comments to the city council.  
22 And there will be many other opportunities throughout  
23 the rest of the plan to work with our community to  
24 develop a community-oriented plan.  
25 So really looking forward to the rest of the

1 process. Really looking forward to working with  
2 everyone. And my thanks, again, for being here  
3 tonight.  
4 And, again, my appreciation for the team, Nicole,  
5 Adam, Pam, Steven, and Sue, who have all been here to  
6 help -- tonight helping to pull off this meeting.  
7 Again, very appreciated.  
8 Any final words, Pam or Nicole, before we close  
9 out?  
10 All right. No?  
11 PAM XANDER: Nope.  
12 MR. ATKINSON: All right. Thanks again,  
13 everyone. Have a great night. And look forward to  
14 seeing you all hopefully in person sooner rather than  
15 later. But best wishes and good night.  
16 PAM XANDER: Good night.  
17 (Proceedings concluded at 8:30 p.m.)  
18  
19  
20  
21  
22  
23  
24  
25





Transcript of verbal  
scoping comments  
recorded at the  
Technical Advisory  
Group meeting June 23,  
2022



**June 23, 2022 - Tideflats Advisory Group (TAG) – Comments on Preliminary Alternatives**

<b>TAG Attendee Report – June 23, 2022</b>			
Panelists		Attendees	
Stephen Atkinson	Deirdre Wilson	Janna Stewart	Charla Neuman
Heidi Stephens	Alex Ritsema - TOTE Maritime Alaska	CHAMBER ZOOM 100	Tiffany Speir, City of Lakewood
Bruce Kendall	Joel Baker	CHAMBER ZOOM 100	phyllismcelroy
Adam Nolan	Yvonne McCarty - NET Neighborhood Council	Michael Catsi   TPU	Tamsin Bell
Donna Thompson	Tony Belot	Matthew Mauer - Port of Tacoma	
Erin Dilworth	Steve Friddle	Matthew Mauer	
Elly Claus-McGahan	Frank Boykin	Bruce Martin	
Tony Belot	Andrew Strobel - Puyallup Tribe of Indians	Communities for a Healthy Bay	

Meeting Duration: 1600 hours- 1755 hours

Preliminary Alternatives Document (I. Guiding Principles; II. Element Comparison; III. Maps)

**I. Guiding Principles (GPs)**

Heidi Stephens –

- [17:41] Those (Guiding Principles) all sound good, but like most guidelines, they're all very high level. I seem to be missing where the details are, which will require actual enforceable action to result in the goals.
- [18:38] When I was reading through the materials, and you mentioned the EIS. And I'm glad to hear that that's, you know, hopefully where we'll get those enforceable action details. A couple quotes, I'm hoping you can just explain one of them was “enhanced and streamlined environmental review.” And then it referred to that the EIS will be done for all so it never needs to be done again, going forward. And I'm just concerned that this seems more for the benefit of pushing through development, but it might be skipping important environmental issues, particular to each circumstance. And regarding the EIS and not having to do it again, it mentioned various regulations. Referred going into the OneTacoma comprehensive plan and five agencies it was the Puyallup Tribe, Fife, Pierce County, City (of Tacoma), and Port of Tacoma. But can you explain to me who the scientists and environmental subject matter experts will be?
- [20:36] I feel like we need to actually go the other direction. Considering the status of our environment at this time, we need to slow down and do things much more conscientiously.

Yvonne McCarty

- [20:58] Comment on the second point down: “the Subarea supports healthy communities and ecosystems with clean air, water, and soil.” I feel like public health and safety needs to be its

own guiding principle, broken out and succinct like it is for employees in the subarea. We, the community need to have a safe and healthy work environment, not just cleaner places to live. What is cleaner? What is the definition of cleaner? We need healthy places and safe places to live, work and play.

Bruce Kendall

- [21:49] About the criteria...There should be clarity in the criteria embedded behind or assumed behind how each of the guiding principles are going to be measured. For example, when we say one of the principles is to preserve industrial land, and to preserve our industrial areas as a center for global trade, we need to be really clear on the criteria we're using to say whether or not we're being successful doing that. There are lots of different ways to measure job creation and quality of jobs and private capital investment and things like that. What are those criteria going to be and how are they going to be defined? That needs to be identified fairly early.

Andrew Troske

- [23:49] These guiding principles are great, I think it's a great balance between taking care of the port, taking care of the environment, respect to the Puyallup Tribe, and to industry. And there's room for my business. We'd like to embark on a transition...we're working on a green hydrogen project, and permitting is a concern. My thought would be having some certainty around zoning and what's allowed; this will allow us to compete for the federal dollars that are out there for hydrogen. It does not mean that we don't have to go through a permitting process or do a separate EIS for the project. I think that maybe that kind of comes out differently, but it does give us some certainty around what we can build with the land regulation. That's one of the concerns when we look at the different alternatives. How will that be affected?

Erin Dilworth

- [25:15] I think all of the guiding principles are related in one way or another. But there's a few that strike me as particularly related: decarbonization goals, job growth and density, and being a leader in the green economy. I think depending on how you do one is certainly going to impact how the others turn out. I hope that in the analysis that we're doing across the alternatives, that we're not looking at these things as siloed. And that we're looking at, if we're a leader in the green economy by 2040, what does that mean for job growth versus 2050 and 2060 and decarbonization goals that go along with those things?

Frank Boykin

- [26:16] All the comments, I think, have begun to shape what has been on my mind even before we had an opportunity to assemble around the TAG effort. Really appreciative though, that this group, having such an intersectionality. And an investment in what community can best be as it comes alongside this process really has come to the forefront of what it is that we get a chance to do today. So again, really appreciate you as well as the folks that have been instrumental in making sure that this has had a rebirth of sort, and positioned itself to be that much more impactful. But it also raised the issue about the guiding principles. And it was almost alluded to

in the last comment that there's opportunity for great balance, there's also an opportunity for there to be some challenges that obviously need to be worked through, and very appreciative of what that process is going to look like because of the TAG (Tideflats Advisory Group) being instrumental and come alongside of it. As I think about where I think the rubber meets the road in a couple of areas where I believe my interests have been articulated before, it does get into the land preservation opportunity and the expectation of the scarcity of our industrial lands as well as the zoning impacts as the process continues to unfold. So I just would caution you as we look at some point what a really good balance is. Because I saw one of the musts, if you will, when you talked about the "must:" there must be a lower environmental cost. When we look at those musts as opposed to what we have available to create balance that works for our community in our region, I'm really hopeful that we don't lean too much in the wrong direction, where we have a situation where we are just changing zoning code for the sake of zoning code without really looking at it being specific in terms of the benefit and impact it's going to bring about, because that's where we fall into unintended consequences. I just wanted to share that really appreciate the opportunity, again, to be a part of this effort today.

Elly Claus-McGahan

- [28:56] I just have more of a way to put the two together when I look at the guiding principles, and I look at the alternatives. Where's the intersectionality? And it sounded like that comes after. But if I think about wanting to really spur the green economy, and yet, it doesn't show up in any significant way in the alternatives, I don't know what that means. I would like to see the alternatives connect to the guiding principles more directly. Right now, they look very separate to me, in a lot of ways.

Yvonne McCarty

- [30:17] I'm just scrolling down through the guiding principles down to transportation and infrastructure. It kind of hit me because it hits me every single day when I commute back and forth to Tacoma; Transportation is inadequate. It's always been inadequate getting through Tacoma. Even through the Tideflats through I-5. Nothing really speaks to me in these guiding principles that really focuses on "proactive and significant investment and infrastructure." Because without that significant investment, it's you're going to make a problem that's horrible even worse, as we transition. That's one thing... I know, because I sit on a lot of city council meetings, that the city of Tacoma is in a housing crisis; probably affordable housing is one of the biggest issues facing the city today. And nowhere did I see that this Subarea is going to help contribute to that problem in any way. So it feels like it's a missing guiding principle. But that's just a comment.

## **II. Element Comparison**

Yvonne McCarty

- [39:45] I will reiterate the public health and safety characteristic should be a characteristic and should be evaluated on each of the alternatives, please, thanks.

Joel Baker

- [39:56] I just have a broad comment about the alternatives because it strikes me that independent of the value of each of them and the details of it that just from a kind of a game theory perspective of thinking about...we're not being asked to choose, you know, A, B, or C, that these are meant to be illustrative of, kind of the range of options here. But when I read this, it feels like we may have fallen into a trap where there's two alternatives that generate the same number of jobs. One clearly has better other beneficial impacts, right? Less land use, more restoration. And I thought, well, clearly you would do that. And what it doesn't feel like a fair choice, it feels like there's two ways to get to the same amount of job creation. One of them has a bigger impact on the environment. So of course, you're going to choose the one that doesn't. Then I'm just wondering, to the practicality of it, can you really create 10,000 jobs? And alternative three, with all those other side benefits? Maybe this is the question that somebody asked earlier, has anyone worked these numbers to see...if you can create 10,000 jobs in alternative three, I have no idea why anyone would choose alternative 2. I'll just put my cards on the table, because everything's better in three. And you can get the same number of jobs, let's do that. It just feels like kind of, maybe inadvertently, we've ended up with a choice. It's not really a choice. And I'll just stop there.

Erin Dilworth

- [42:59] I have two comments that I think would fall under the decarbonization characteristic. One, thinking back to our non-interim regulations that were passed in the fall and there was a clause in there about existing fossil fuel facilities being able to expand their fossil fuel capacity by 15%. So, ideally under decarbonization, and I guess that would fall under the no-action alternative because that's our existing policy, we'll get an analysis of what that actually means, if all of our fossil fuel facilities met that capacity increase it would be great to see an analysis of what that would mean in terms of air pollution, greenhouse gases, barge and rail traffic, all of that. And then also under decarbonization, this is kind of similar to the comment I made earlier. You know, I think a lot of these are related. And so obviously, decarbonization and sea level rise are related. And so you can't look at them without making an intersection there about if we do this, then the sea level rise will be that and so I'm hoping that we're making that analysis intersectional; we're not looking at them as silos. I would assume this is the case, but I'm going to say it just in case we're not just looking at to Tacoma's decarbonization efforts and what that would mean for sea level rise; that we're looking at global greenhouse gas emissions and what that means for sea level rise here.

Elly Claus-McGahan

- [46:15] So my first is not a comment, it's really a question. We have all these elements, and there's going to be an analysis done on the elements? Or is there going to be sort of this overall high-level review of each alternative? And the reason why I'm asking is if the final product allows the city council to pick the element of the sea level rise from alternative three and transparent with the land use from alternative to whatever, and they do this mix and match; Will the analysis allow for them to see what the result is of doing that? Wouldn't it really need to be element by element? So that's kind of my question. I just don't really understand that.
- [48:24] My second piece is really about the sea level rise adaptations and kind of future projects. Are we looking at it, because it doesn't say this in here at all, it says emphasize protective and

accommodative adaptations measures to preserve industrial lands and protect essential public facilities as if they're already in existence. But I'm sort of looking at, what about a future industry that wants to come in and build at some place where sea level rise is obviously going to be a problem in the future, but it isn't now; is that going to be looked at in terms of code? And the other piece is this idea of managed retreat? Tideflats aren't very big, there isn't a lot of room for retreat, so I'm not quite sure what that means in the context of the Tideflats. I mean, sea level rise is going to happen. I'm not really seeing how this is looking into the future on what to do for future industries coming to Tacoma.

Heidi Stephens

- [50:01] I agree with one of the previous speakers that said, one of the alternatives seemed like it was supposed to be the obvious choice for a number of the categories. However, for what I'm mostly looking for environmentally, all of the alternatives seem fairly similar in that respect. And I don't feel they include nearly enough natural habitat inclusion. You know, whether it's light or heavy industrial, the vast majority of the area is commercial, industrial and either paved over or bare. So I was hoping to see more requirements for native vegetation wherever possible. But an item, which I feel needs to be on all of the alternatives is to save that last cluster of trees in the middle of the port. I believe those are parcels 7285. And 87. folks may know that as like the Thorne Road area, that would be retaining the last cluster of trees, it's kind of right in the middle of the port. And that seems like that would be the only way to actually meet many of those guidelines like counteracting carbonization, that's such a heat intensive zone in the summer. Many port workers spend their breaks there. It's the habitat for birds. I tried to cut and paste an aerial shot of that photo into the chat. It doesn't seem to be letting me but do you know the location I mean? That's the one item I would like to see added in preserved in every single option.
- Cluster of trees:
  - Tax Parcel Number: [6965000350](#)  
Tax Payer: *PORT OF TACOMA*  
Site Address: *1451 THORNE RD*  
Land Use: *6600*  
Landuse Description: *CONTRACTOR SERVICES*  
Lot Size (Acres): *7.6428*  
Lot Size (SF): *332,922*  
Links: [Assessor](#) | [Parcel Details](#)
  - Tax Parcel Number: [6965000390](#)  
Tax Payer: *PORT OF TACOMA*  
Site Address: *1702 PORT OF TACOMA RD*  
Land Use: *6600*  
Landuse Description: *CONTRACTOR SERVICES*  
Lot Size (Acres): *3*  
Lot Size (SF): *130,680*  
Links: [Assessor](#) | [Parcel Details](#)
  - Tax Parcel Number: [6965000380](#)  
Tax Payer: *PORT OF TACOMA*

Site Address: 1702 PORT OF TACOMA RD  
Land Use: 6600  
Landuse Description: CONTRACTOR SERVICES  
Lot Size (Acres): 5.4921  
Lot Size (SF): 239,240  
Links: [Assessor](#) | [Parcel Details](#)

Andrew Troske

- [52:10] I have a couple of comments. First comment on the employment and the jobs. When you look at the alternatives...how can you make a claim of 10,000 jobs without a plan? It's kind of off-putting; let me put it that way? The one thing I would say is that the 2000 jobs growth that is based on and in industrial jobs, and there is a multiplier there. We did an economic study for our refinery. And the multiplier was between six and eight for every one of one of our employees' jobs. My comment would be if we're rebuilding transition areas that have got Starbucks baristas and comparing that to workers at the port, they're not equivalent. So just the number of jobs doesn't always tell the full story. So that's comment one. The second one would be towards the use of industrial facilities. And some of the alternatives that appears that there's some infrastructure that may be displaced that has been there for a long time. And that needs to be considered, especially in my case (as the energy representative), there's quite a bit of infrastructure and a port that is not easily displaced. When we draw those circles it seems simple, but there's a cost there for moving some of that infrastructure that needs to be considered. Finally, Erin mentioned the 15% expansion. My understanding, Erin, is that we cannot expand other than with a renewable project. If we have a renewable project, then we can expand. I really would like that 15%, but unfortunately I do not feel that I have it.

Bruce Kendall

- [54:44] I had two comments. One was what Andrew just said on the jobs. And just so you have it; not every job is created equal. So just to have aggregate numbers thrown up there. What jobs are we talking about? What are the multipliers as he said, of those jobs, what formulas were used to get to those? That all needs to be upfront and apparent in the document. So I wanted to reemphasize that. My new points...Am I right to assume that Nalley Valley is still included in this sub area plan? (It is not). A lot of people think it is, so maybe a note somewhere early in the document. So we are just talking about the tideflats. So my other comment is that I think these elements need to identify how each of the alternatives meets or does not meet state and federal law that's in place right now. For example, the Tideflats is an identified manufacturing industrial center under the state Growth Management Act and there are certain things it must do. So how do each of the elements live up to that? And then number two; the city of Tacoma is required by state law to meet certain things related to the state law around container ports. Each alternative should identify whether or not it is meeting those state requirements. And maybe there are some others that I'm not aware of, particularly on the environmental side. Are we meeting current law, so that we don't get ourselves into trouble by doing something that is illegal at the state or federal level?

Yvonne McCarty

- [58:24] I just wanted to add, if I had a wish list, I would be adding another characteristic on here as well. A quality of life characteristic. And if I if I think about my kids and grandkids 30-50 years from now, what kind of Tacoma I want them to live in? We don't really ever consider factors that impact quality of life, such as smells, for example, or noises or blight. So I think I know that EIS would consider that part in the environmental impact statement, but I think it's important enough as we think about the Tacoma of our future to call it out separately, so it'd be on my wish list. I had a thought about employment too and I don't know where this belongs, but as we look 30 to 50 years down the road, what types of industries do we want? I know that's through here in terms of targeting green industries, and obviously, focusing around the global trade is a priority. Then, can we call out the types of employment and the types of jobs that we want more succinctly 30 years from now, right? Do we want what types of industries, what type of manufacturing? What is the best for Tacoma and for the whole region to inherit 30 years from now? I don't know exactly where to put that or how to fit that in. But I think it's an important thought. And right now my kids going to college don't have a lot of options. A lot of the college students go to Bellevue or to Seattle for employment. So the types of employment available in the Tideflats and, generally, in the city of Tacoma. Is that targeting them, in particular?

Tony Belot

- [1:00:59] This was discussed during the interim regulations saga was the elimination of incompatible uses. As an element, I think that should be in there.

### **III. Maps**

Elly Claus-McGahan

- [1:14:01] I would like an analysis done on hazard response time based on the different alternatives, based on the kind of industry that's there.

Joel Baker

- [1:14:28] I just wanted to comment on the sort of the spatial extent that there's a kind of odd shape around the lower Puyallup River and it's sort of designated in green as a potential zone, and I just want to reflect that that's not the way the river works. The Puyallup River is a big, long river. It's supported by a large watershed. And importantly, its tidal so it flows in and out twice a day, far beyond the colored in area. I think we need to be humble about what we can influence in terms of the quality of the Puyallup River by just thinking about land use management and effectively the lower two or 3% of the length of the river. I appreciate including the ecosystem and including habitat in this plan, but the concept that somehow that doing things in that small stretch of river is going to impact significantly the salmon habitat or the shellfish beds and things like that, I think the science is just at the wrong scale for that. So I would like to revisit that.

Heidi Stephens

- [1:16:42] I just wanted to reiterate again that stand of Cottonwood trees; I would really like to see habitat circles around those that's already existing. We wouldn't be having to disrupt any infrastructure. And I would much rather see this preserved then try to shift something around to

create habitat out of nothing. These are old cottonwoods stands there. They're irreplaceable, we really have to protect those. And like I said, no infrastructure would have to be adjusted. We just need to encircle those on every single map, please.

Erin Dilworth

- [1:17:31] I mentioned this last time we met. I still think it would be really helpful to have some kind of matrix that's not a map that shows what's going to happen in each character area across alternatives. I think it'd be a nice comparison to know across all of these alternatives, this is what's going to happen in the Northeast Tacoma transition area. This is what's going to happen in Portland map station...

Yvonne McCarty

- [1:18:39] I think I've mentioned this before, but there hasn't been an air toxics study in over a decade. We don't know what the cumulative air pollution is in the area. I like to know what the alternatives have on impact on our air pollution that we have currently, and we don't even have a baseline for that. So that's not just pm, particulate matter. We're looking at toxic air pollutions hazardous air pollution, pollutants, volatile organic compounds, and so on. Traffic, and I'm sure you're planning a traffic study, but in terms of mobility, not only of goods and freight, but also people. I want to make sure that's analyzing noises, a particular hot button for the quality of life out here. It'd be great to have some kind of baseline study on that, and what the impact would be on noise. Any other kind of quality of life impacts, it would be great to have some kind of metric. Also, I've just been recently been introduced to the concept of setting values on our Ecosystem and being able to put a value to public access, monetary value to our waterfront, for example. Put a value to clean air. So include in your economic analysis things that we're starting to realize that we can value and put an economic tie to it. I'd be happy to talk to you further about some people that I've talked to about this, but it's certainly worth exploring and considering putting in there because it is really important that we look at the value of a lot of these characteristics that we've been talking about.

Andrew Troske

- [1:20:49] When you look at the map, and you see there are some businesses that are in light industrial which may be heavy industrial and that causes a certain amount of angst, of course, for the business owner; "how will the change affect me in my business and my investment here?" And maybe that ties in Erin's comment about somehow understanding how that will impact folks going forward? My business is in the core area. But I'm still concerned about...I want to transition my business to a greener energy business. I want to build a green hydrogen plant. I want to make renewable diesel here in Tacoma. How will the changes affect my plans there? For our plans there? That's not clear when you look at this. And so the certainty that we had with the non-interim regulations is now suddenly uncertain as we look at the Subarea plan. So that does affect investment. And kind of weighing in to what Yvonne said is, the economic analysis has got to include some of that going forward.

Frank Boykin

- [1:22:24] It's just to affirm what you've already heard. But I think to really raise the issue around the illustration you had shared before, and it's probably at the risk of a broken record at this point, that these illustrations are certainly inconsistent with any expectation of either reality that people are experiencing, or more importantly, where we think we might go as we try to embrace this. In particular, if it's your first time looking at these, you really have a very skewed interpretation of what's going on and why. And so I just wanted to encourage, if there hasn't been a way forward about how to ensure that information comes to us, particularly as you're talking about the possibility of what things could become, as we're in this space of trying to figure out what that looks like, and really having in some real spaces, subjective opinions about how that ought to take place, I think it really is fair to have some relatively real time way to assess what it is that we might be doing collectively together. Even if it's something that is at least credible. Because what we have right now, and we've embraced it as well as we could, is just trying to make it make sense as we help other people see what it is we are after as well as embrace the things that they're alluding to. And again, they're working with skewed illustrations, but just want to affirm that because I think it really is important and critical. And I think it's the best way to truly help us align. If we're all looking at a North Star of how to be better, it would be good to have some interpretation what it is that we're doing. When we talked about economic impacts, job multipliers, specificity about industrial land scarcity, and the impacts of spaces that have industry right now, but really skewed from how it's depicted in the illustration.

Bruce Kendall

- [1:24:53] On that same point just made, because some of the maps change the zoning for existing businesses that would put them out of business, literally put them out of business. Each of the material that goes with each of those maps should identify those businesses by name. They should identify how many employees those businesses have, the average wage and salaries paid to those employees. And the tax revenue generated by that business over this last five to 10 years, for example, both state and local. Because as you know, you seldom get the opportunity to measure very specific economic impacts like that, but those would be ones, if a couple of those maps were adopted, and those are real businesses, with real people, with real families, paying real taxes right now, and getting real wages. So those should be upfront and clear, as one of the impacts of those alternatives.

Erin Dilworth

- [1:26:20] I don't dislike what you just said, Bruce, but I guess I want to have clarity on the differences between, in the maps or in the narrative somewhere, a distinction between something that becomes an incompatible use and what that means, versus going out of business, versus other regulations that might be put onto a business.

Elly Claus-McGahan

- [1:26:57] Kind of on that same point. My sense of the subarea plan is that we're setting a path for the future. Are we saying that if we pick this particular alternative and the business is not compatible, that they have to go away? That seems nonsensical to me. It seems to me that you choose that alternative and then you're developing towards that alternative so any new that

comes in has to meet the requirements, not the ones that are already in existence there. So I think that's something that needs to be discussed. And then I'm still thinking in terms of, back to my original point way back at the beginning, when we're looking at Green jobs. So Andrew has mentioned several that he's interested in pursuing, which is wonderful. But there's nothing in the maps to indicate where those might be located or whether we want to have a region dedicated so that we really are creating space for green jobs. We're saying this hopeful thing, "we want green jobs," but what if it all fills up with stuff that isn't green jobs? So how is the city going to define that? That and that kind of goes to Heidi's neighborhood intention to get to an Economic Green Zone; is that something that we might want to have in the port, that one of those areas will be an economic green zone that we're going to grow towards that in the future? Not that that's automatically what it is, but that we could grow to that? So I would like to advocate for an economic green zone in the port. I also have concerns about climate, because we say this is going to be better for the climate, but how is that measured? Is there some responsibility for regular measuring of water quality, air quality, and that that data is regularly collected and that is available to the public so that we can all see, are we making improvement or not? And then we're not waiting for some consultant to come in 10 years from now to come and tell us "well, look, we had some success." So those are my immediate thoughts.

Frank Boykin

- [1:33:18] I was just thinking about your comment where you were saying the appreciation of what we were able to do. And it really has begun to resonate with me that we do so much better if we were in person having this engagement having this discussion, having the opportunity to help shape either one off questions and ways in which might work for people who heard a second or third comment and had a second or third thought about it. I think, again, if we're really invested in trying to ensure that we're trying to build something together and build something different, special, and appropriate for the future that we all envision, it is really important to understand what one particular thought might have in terms of how it really impacts business, how it really impacts environment, how it really impacts people, how it really impacts to Tacoma. And in that same understanding, the expectation of even though Nalley Valley isn't part of this whole effort, no one can sit here comfortably and say Nalley Valley won't be impacted like that; of course it will. Just like if we provide limitations, good, bad, indifferent, unintended; it could very well have ramifications that move all the way to Alaska. It just really depends on how much \_\_\_\_ we are about what we're doing. And really having candid conversation. And again, what would be ideal is real time evaluation of what it would mean if we were to do a); what would it mean if we were to b)? Just good stuff, looking forward to engagement in the future.

Yvonne McCarty

- [1:36:09] Just had a general question about the alternatives we didn't really talk about. We didn't comment on the alternatives themselves, tonight. My general question is, are the alternatives set in stone? Are you entertaining ideas for other alternatives? I haven't fully articulated my thoughts down on paper, but I will. I feel as I look at this from a 30 to 50 year timeframe, it's going to be generations that are going to be involved. What is going to be important to Tacoma then that may not be what's important to Tacoma now? And if you look at the

alternatives in alternative three, and I do see the transitional Northeast Tacoma light industrial zone, but I think I would take it a step further. So, I haven't formed any idea yet on paper, but I don't want people to react to that, but I feel like looking at the City of Tacoma and where it strategically can grow over the next 30 to 50 years, we have this other Tacoma waterfront, which is on the northeast side of the city, that we haven't looked at as a waterfront. I've said this months ago in previous meetings, maybe even a year ago, but my analysis would be in my proposed alternative would be to kind of focus on that. And so back to the question: are you entertaining additional alternatives at this point, or modifications to alternatives?

Tony Belot

- [1:39:55] Just a quick clarifying question on adding an amendment or something kind of like what Yvonne was talking about. Would those additions receive the same level of analysis as what we're talking about in the existing alternatives?

Elly Claus-McGahan

- [1:44:59] When does this go back to the steering committee. This all seems to go to the council and they take on amendments, have the hearings and all that. After that, does it go back to the steering committee?
- [1:46:15] So we're going back to the guiding principles...Where is the communication happening after this? I mean, now here, public comment, city council; how are these entities going to be working together to further develop the sub area plan?

Bruce Kendall

- [1:47:41] So if I heard you right, we just discussed today is not going to be shared with the steering committee? (Will be shared with City Council, and later with Steering Committee in September-October)
- [1:48:11] Knowing some of the members of that steering committee, I'm not sure they understand what you just said is the case. I know there are a number of them that are affecting this advisory group, which they've been asking to have meet, is going to advise them so that they can do a better job with what they need to do. So that's a big surprise. I think it's gonna surprise a lot of members of the steering committee and unless there's a law that says they can't get our comments, maybe there should be a way to figure out how they can, because they are going to want to know what we talked about.
- [1:50:01] In my simple world, there would be an agenda at a steering committee meeting and one of the items would be comments and observations shared by advisory group. Here's what they've had to say. But that's, that's my world.

**From Chat:**

Joel Baker

- An air toxics study is currently underway in the Tideflats.  
[https://pscleanair.gov/DocumentCenter/View/4467/EPA\\_ToxicsStudy\\_FactSheet\\_FINAL-English?bidId=](https://pscleanair.gov/DocumentCenter/View/4467/EPA_ToxicsStudy_FactSheet_FINAL-English?bidId=)

Tiffany Speir, City of Lakewood

- The City of Lakewood requests that the EIS include a robust analysis of whether military operations at the Port will be affected by any or all of the alternatives.