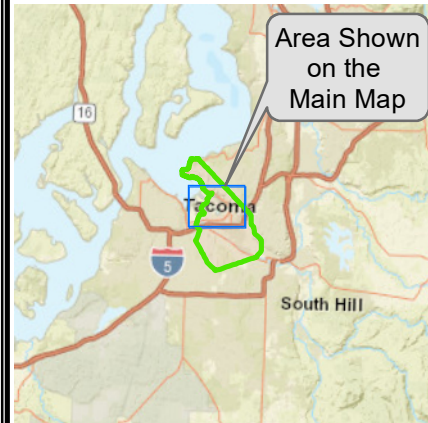


spuyaləpabš
Planning

Tribal Tideflats



Note: The boundary of the Puyallup Indian Reservation is similar, but not identical, to the 1873 Survey Area. This map reflects a more current version of the line surveyed in 1873 including lands that are part of the Puyallup Indian Reservation as a result of the 1988 Puyallup Land Claims Settlement, 25 U.S.C. §1773.

- 1873 Survey Area
- Pierce County Parcels
Pierce Co. taxpar
- Puyallup Tribal Lands**
 - In Fee
 - Tribal Trust
 - Member Trust
 - Non-Member Trust



Disclaimer:
The information (maps, reports, and analysis) included here has been compiled for reference use only. It represents an approximation of reality. It is neither a legally recorded map nor survey.
Puyallup Tribal GIS makes no guarantees or warranties, expressed or implied as to the accuracy, completeness or timeliness of this information, but instead encourages that the users of this information independently determine its accuracy, currency and suitability for their purposes.

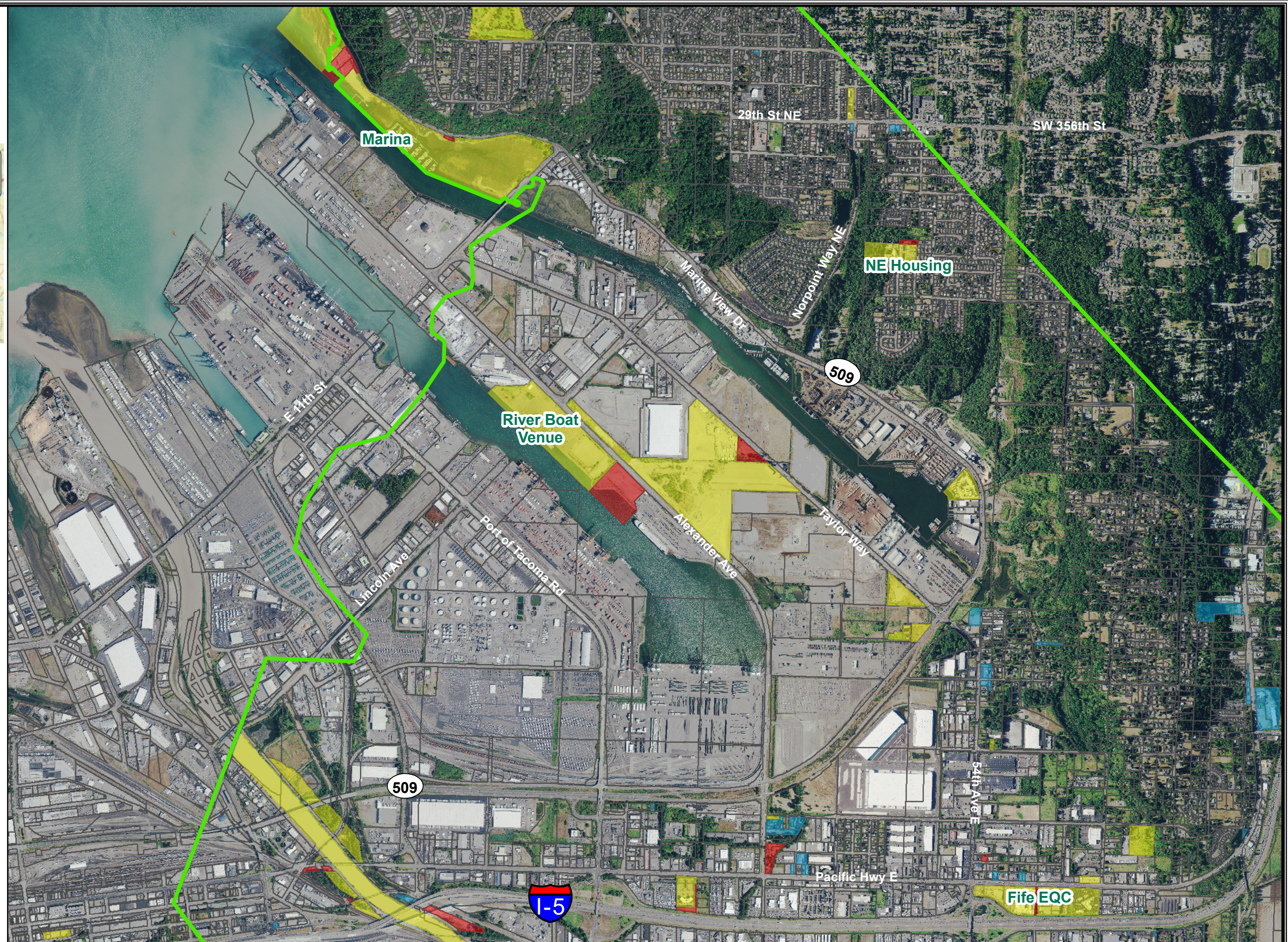
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ʔuhuyutəb ʔə : John Strickler
Last Update: 19 June 2019

NAD 1983 HARN StatePlane Washington South FIPS 4602 Feet
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PORT ELEMENTS INCLUDING INDUSTRIAL USES

Excerpts from RCW 36.70A.085 Comprehensive Plans – Port Elements

- (1) Comprehensive plans of cities that have a marine container port with annual operating revenues in excess of sixty million dollars within their jurisdictions must include a container port element.
- (2) Comprehensive plans of cities that include all or part of a port district with annual operating revenues in excess of twenty million dollars may include a marine industrial port element. Prior to adopting a marine industrial port element under this subsection (2), the commission of the applicable port district must adopt a resolution in support of the proposed element.
- (3) Port elements adopted under subsection (1) and (2) must be developed collaboratively between the city and the applicable port, and must establish policies and programs that:
 - a) Define and protect the core areas of port and port-related industrial uses within the city;
 - b) Provide reasonably efficient access to the core area through freight corridors within the city limits; and
 - c) Identify and resolve key land use conflicts along the edge of the core area, and minimize and mitigate, to the extent practicable, incompatible uses along the edge of the core area.
- (5) In adopting port elements ... cities and ports must:
 - ❖ Ensure that there is consistency between the port elements and the port comprehensive scheme required under chapters 53.20 and 53.25 RCW; and
 - ❖ Retain sufficient planning flexibility to secure emerging economic opportunities.

Background on Tacoma's Container Port Element

On July 22, 2014, the Tacoma City Council adopted the Container Port Element as a new element of Tacoma's Comprehensive Plan, as part of the 2014 Annual Amendment to their Comprehensive Plan. Per Washington State RCW 36.70A.085, the document was developed in collaboration between the Port of Tacoma and City of Tacoma.

City of Tacoma Definition of "Collaboration"

Section CP-7 of Tacoma's Container Port Element provides a definition of "Collaboration": Continue to work in close collaboration with the Port of Tacoma to ensure that port and port-related cargo and industrial uses remain viable and that land use development along the edges of the Core Area is thoughtfully planned to avoid land use conflicts and incompatibility. Consider collaborative efforts to develop landscape and street standards that recognize the special working character of the Core Area.

Port's Environmental Commitment to Commencement Bay



Commitment to Commencement Bay Cost Breakdown



■ Port Contributions \$156,339,192.96 ■ Settlement \$47,730,234.16 ■ Grants \$18,445,761.70 ■ Insurance \$24,865,361.84

Tideflats Subarea Plan | Request for Proposals (RFP)

Updated Project Management Timeline

June 20, 2019

Project Management Team

- | | |
|--|--------------------------------|
| 1. Stephen Atkinson, City of Tacoma | 4. Steve Friddle, City of Fife |
| 2. Deirdre Wilson, Port of Tacoma | 5. Sean Gaffney, Pierce County |
| 3. Andrew Strobel, Puyallup Tribe of Indians | |

Week	Project Management Actions
June	RFP is advertised by City of Tacoma, giving 30-days for consultants to respond
End of July	Distribute digital and hardcopy responses for PM Team review. PM Team Coordinates internal governmental review and compiles comments.
Mid - August	PM Team meets to discuss Proposals received and identify firms for interview.
First Half of September	Selection Advisory Team conducts interviews.
Mid -September	Selection Advisory Team meets to determine consultant selection.
End of September	Selection Advisory Team meets with Staff Leadership group to present recommendation for consultant selection. Staff Leadership Group provides recommendation to Steering Committee. 30-day Governmental Comment Period begins.
October	Steering Committee meets to consider consultant selection recommendation. Steering Committee makes recommendation to the City Council.
October/November	Convene the first meeting of the Tideflats Advisory Group
Contract Negotiations Begin	